



**FAI EUROPEAN
GLIDING
CHAMPIONSHIP**

**SLOVAKIA
PRIEVIDZA
2019**



20th FAI European Gliding Championship 2019

July 6th – July 20th 2019

**PRIEVIDZA, Slovak Republic
Local Procedures**

Rules for continental gliding championships the 20th FAI European Gliding Championship 2019





A CHAMPIONSHIP DETAILS

Name of the Event

20th FAI European Gliding Championship 2019 Prievidza, Slovakia

Club Class, Standard Class, 15m Class

Location of the Event

Airfield Prievidza, Slovak republic (ICAO code LZPE) 48° 45' 58" N; 018° 35' 12" E

Elevation: 260 m / 853 ft

Runway: 22 / 04 (949 x 23 m bitumen, 944 x 55 m grass)

Frequency: 123,055 MHz, 122,600 MHz

Time Schedule

| | |
|--|---|
| Preliminary entries due | February 1 st , 2019 |
| Final entries due, Entry fee payment deadline | April 1 st , 2019 |
| Deadline for approval of new GNSS FR's | July 2 nd , 2019 |
| Unofficial training | June 29 th - July 2 rd , 2019 |
| Official training | July 3 rd - July 5 th , 2019 |
| Registration period | July 3 rd - July 5 rd , 2019 |
| Technical inspection period (Scrutineering) | July 2 nd - July 5 th , 2019 |
| Configuration change closes | July 5 th , 2019 at 8 PM |
| Mandatory safety and operation briefing | July 5 th , 2019 at 10 AM |
| First official Team Captains briefing | July 5 th , 2019 at 6 PM |
| Opening ceremony | July 6 th , 2019 at 5 PM |
| Contest flying | July 7 th - July 20 th , 2019 |
| Closing Ceremony and Prizegiving | July 20 th , 2019 at 7 PM |
| Farewell party | July 20 th , 2019 at 8 PM |

Competition Officials

| | |
|-----------------------------------|---------------------------|
| Championship Director (CD) | Jozef Šnirc |
| Deputy Director (DD) | Jozef Kutlák |
| Task Setter | Tomáš Bobok, Drahoš Sitár |
| Chief Scorer | Gabriela Beláková |
| Meteorologist | Jan Horák |
| Flight Operation Director | Ľuboš Jánošík |
| IT administration | Miroslav Maťaš |
| Webmaster | Peter Dechet |

International Jury

| | |
|------------------|--------------------------------|
| President | Peter Ryder (Germany) |
| Member | Gisela Weinreich (Germany) |
| Member | Jaroslav Vach (Czech Republic) |

Stewards

| | |
|----------------------|---------------------------|
| Chief Steward | Patrick Pauwels (Belgium) |
| Steward | Øjvind Frank (Denmark) |

Championship Organisers

Aeroclub of the Slovak Republic
Občianske združenie - Aeroklub letisko Prievidza

Addresses for Correspondence and Entries

Občianske združenie - Aeroklub letisko Prievidza

Letisková 8

971 03 Prievidza

SLOVAK REPUBLIC

Phone: +421 46 543 06 11; +421 911 110 504;

E-mail: info@egc2019.sk;

Fax: +421 46 543 81 11

Web: www.egc2019.sk

B GENERAL

1.1 Additional objectives of the Championships

Additional objectives of this Championships are to:

- Promote sport of soaring in Slovakia
- Promote the region as a tourist destination
- Promote the use of the high-performance UL-LSA tow planes to eliminate the noise impact on local Environment during the take off period

1.3.1 Championships classes

The 20th FAI EGC 2019 will be held in the following classes:

- Club Class
- Standard Class
- 15 m Class

1.3.2 List of handicaps

Club Class

The IGC Handicap List published on the IGC website, version dated April 1st, 2019, will be used.

1.4.2 Additional safety rules

All necessary additional safety rules will be mentioned in Self-briefing or at the briefing for the day. Such safety rules are part of the Local Procedures and will be provided in written form on competition website or on the task sheet if appropriate.

Irrespective of any provisions in the Sporting Code, Competition Rules - Annex A, Local Procedures, Task Sheets, Competition Management decisions etc., the pilot remains solely responsible for the glider, its operation, and compliance with legal requirements and air traffic law.

In participating in the championships, all pilots commit themselves to fair sportsmanship and to the highest possible degree of mutual respect. Air safety (including the other competitors' safety) has absolute priority in any circumstances.

In case of a serious accident, a competitor who witnesses or becomes aware of the accident shall immediately communicate the information to the CD directly or through other competitors and carry out any action useful to the rescue. If the accident implies rescue action by one or more competitors, the CD, once informed of the fact, will announce the cancellation of the task by radio.

Safety comments are welcome; Comments are welcome at any time from any contest participant – pilots, crews and others.

They can be directed to the **Safety Committee, Championships Director**, or any **competition official**, and may be submitted by using FlyTool- competition, the **IGC digital safety box**. This can also be done anonymous.

Organiser appeals on pilots to **perform pre-flight check daily** in accordance with prescribed regulations. In the case that maintenance tasks must be execute release to operation by a qualified person (Certified Staff) must be performed.

Each competitor must satisfy the conditions of the Sporting Code, Annex A, Section 3.2 with no modifications

Safety Committee

A safety committee will be installed, every competition class will be represented by one pilot. Nominations will be arranged with the TC's and finally endorsed by the pilots of the respective class.

1.4.5.2 Control point file format

The official Control Point file [start, finish and turn points] will be published on www.egc2019.sk in CUP format (SeeYou). Other formats may also be published but the official one is CUP format.

1.4.5.3 Use of sporting limits and contest area altitude limit

Sporting Limits and Contest Area Altitude Limit will NOT be used.

The controlled airspace files will be published on www.egc2019.sk in CUB format (SeeYou). The airspace may be published in other formats, but the official format is CUB format.

Entry into the published forbidden airspace will be penalized according to the list of approved penalties in SC3a 8.7. ranging from out landing to disqualification.

C NATIONAL TEAMS

3.4.2 Entry fee

The entry fee is **650 €** for each competitor. The entry fee covers all operational costs for organising the championship except the aerotows fees.

The full amount of entry fee must be credited on the Organiser's bank account on April 1st, 2019 at the latest.

Launch Fee Price

| | |
|---|---------------|
| Launch Fee Price for aero-tow to 600 meters AGL | 43 EUR |
| Fee for self-launching gliders | 8 EUR |

At Registration, payment of 10 launches will be required. Unused launches will be refunded in full. Additional launches will be added to pilot/ crew account.

On-line registration is available for every competitor and Team Captain on the Championships website www.egc2019.sk.

The official entries must be filled-in via the online system (website) before **April 1st, 2019**.

The National Aeroclub (TCs could it mediate) must approve filled in Entry Form and duly signed send it by e-mail to the organisers before the deadline of April 1st, 2019. Entry Form is available on the Championships website – Document section.

The date when the registration is accepted will be published in the list of the registered participants as soon as possible.

3.4.3 a. Number of allowable entries per NAC

Each NAC can enter two pilots per class. The current champions of each NAC may compete as additional members of their team in their relevant classes in this Championship.

3.4.3 b. Total number of allowable entries and number of entries per class

The total number of allowable entries shall not exceed **100** in total, with a maximum of 50 in each class. If the total number of entries exceeds 100, or the class entries exceed published maximum (50), the removal of pilots will be made according to the IGC Ranking list, valid at the closure date for final entries April 1st, 2019. According Annex A two pilots per nation will be accepted in 15m class, Club class and Standard class.

In case when the limits are not reached organiser may extend date of final entries. A substitute pilot can replace a nominated pilot in the case of a withdrawal, provided that the entry fee for the officially entered pilot has been received.

The rule in Annex A to Section 3 – Gliding, Appendix 1, Pilot Selection Process – will applied as necessary.

3.5. Registration

All pilots and team captains are required to register using the on-line registration. All required documents will be provided at arrival, then the pilot will sign pilot statement upon registration.

All pilots, team captains, team members and family members are required to register upon arrive at the airport. During the registration every participant of EGC obtains EGC ID card.

3.5.4 a. Additional documentation required

The following documents shall be presented at arrival registration:

For all Team Members:

- Countries that require visas to enter Slovakia (SVK), Czech Republic (CZE), Poland (POL) and Hungary (HUN) must organise them by their own means in due time. If invitations are needed, organisers will provide such documents.
- Documentary proof (in English, Slovak or Czech languages) of personal medical insurance (see 3.6.2)

For Pilots:

- Proof of nationality or certificate of residence (FAI General Section 3.7)
- ID card or passport
- FAI Sporting Licence, valid for the year of the event to be registered on FAI website
Note: Only the FAI sporting licences database is the official control system. Organiser will check all entries at least 3 weeks before the championships start. In case of missing valid registration relevant team captain will be informed to correct it.
- Pilot Licence or equivalent document and pilot's logbook, valid for the country in which the pilot's glider is registered and for flying in the competition area (SLK, CZE, HUN, POL)
- Valid Radio licence
- Valid Medical certificate, if required by the pilot's licensing country
- A Therapeutic Use Exemption (TUE) if, due to health problems, the pilot is taking any medicines that are on WADA's prohibited list.

For the Sailplane:

- Registration Certificate
- Certificate of Airworthiness, Valid ARC or Permit to Fly valid for SVK, CZE, POL, HUN for the championships period
- Valid weight and balance sheet of the glider
- Flight manual and Log Book
- Third party insurance certificate with required coverage (see 3.6.1)
- Documentation of GNSS FR calibration for each FR used not older than 5 years by July 21st, 2019

3.5.4 b. Documents required to be carried on board the sailplane

Pilots are responsible to carry the following documents on board the sailplane:

- Proof of nationality or certificate of residence (FAI General Section 3.7); ID card or passport
- Valid Pilot Licence or equivalent document, radio licence and pilot's logbook
- Valid Certificate of Airworthiness and Airworthiness Review Certificate or Permit to Fly
- Certificate of Registration
- Glider radio licence
- Glider Flight Manual and Log Book

- Proof of third-party insurance coverage for the glider
- Aeronautical Chart with current ICAO situation

3.6 Insurance

Competitors' and all team members' attention is drawn to the FAI Sporting Code, Annex A, Section 3, part 3.6, paragraphs.

3.6.1 Third party insurance cover

Third Party Liability insurance – not excluding competitions – is required for each participating sailplane. The required coverage must comply with EU Regulation 785/2004 which states the following limits:

- Certified MTOM < 500 kg Minimum Limit SDR * 750 000
- Certified MTOM < 1000 kg Minimum Limit SDR * 1 500 000

** Note: SDR means "Special Drawing Right" as defined by the International Monetary Fund. To view the current conversion rates from SDR's to other currencies see: www.imf.org/.*

Documentary proof of insurance shall be made available to the organiser in Slovak, Czech or English languages.

3.6.2 Personal medical insurance

Personal medical insurance is required without exception for all team members, covering accidents and sickness, including any hospital costs and transport back to the team member's country of residence. Pilots shall ensure that their coverage extends to accidents and injuries sustained in gliding competitions.

D TECHNICAL REQUIREMENTS

4.1.1 c, d. Additional equipment, markings

All instruments, PDAs, GPS navigators etc. must be firmly mounted on the instrument panel or in the canopy in such a way that neither the pilot's vision nor emergency opening of the canopy are not affected. "Loose equipment" such as a knee mounted PDA or GPS is prohibited.

High visibility marking is recommended.

FLARM: The installation and use of a proximity warning device (FLARM) is **MANDATORY**.

- At technical inspection competitors will be required to demonstrate that the FLARM is operational
- The FLARM must remain operational during all flights in order to improve safety

According Annex A, Article 4.2.1 pilots **MUST** present at least two safety devices acc. Appendix 2 at technical inspection.

Oxygen: Not required

Radio transmitter 8,33kHz channel spacing radio MUST be used only.

Each Team Captain/ Competitor is requested to have smartphone with data connection to be able receive official information from organiser using WhatsApp software (www.whatsapp.com).

Emergency Locator Beacons

Pilots are recommended to carry an ELB, EPIRB, Spot or similar satellite location device.

GSM Coverage

There is good phone coverage over the task area with 4G/LTE available.

4.1.2 Instruments that must be removed from the sailplanes

The following instruments shall not be carried on board:

- Gyro instruments or other instruments permitting pilots to fly without visual reference to the ground (e.g., Bohli and Schanz KT1 or other gimballed compasses, turn and bank indicators).
- Any Artificial Horizon

Software artificial horizons integrated with FR (glide computers) must indicate in their IGC files that AH function is disabled.

Pilots must sign a declaration confirming that they will not use any other device or embedded function to assist with cloud flying.

Further instruments not allowed – if any – may be specified at briefing.

4.1.2 b Technical inspection (Scrutineering)

During the practice period all gliders must pass an acceptance check to verify compliance with the rules. Schedule will be announced before registration. Checking will be done in the hangar. Please book time for your technical inspection:

- in advance on the web site – www.egc2019.sk section /Documents
- or at the competition office during the registration

Pilots are required to plan their practice days accordingly.

The Organiser asks pilots to provide scans of following documents prior the arriving (till June 15th, 2019) to prepare the scrutineering process:

- Registration Certificate
- Certificate of Airworthiness, Valid ARC or Permit to Fly valid for SVK, CZE, POL, HUN for the championship period
- Valid weight and balance sheet of the glider
- Third party insurance certificate with required coverage (see 3.6.1)
- Documentation of GNSS FR calibration for each FR used not older than 5 years by July 21st, 2019
- Pilot Licence (or equivalent document) and medical certificate

4.2.2 Procedures for checking aircraft take-off mass

Initial weighing

The organisers will initially provide the following weighing operation during the scrutinizing. The results of this operation will be recorded and made available to the pilot concerned:

- Glider at maximum take-off weight with pilot and parachute, all batteries, tie-down equipment, additional clothing. Disposable ballast may be added or discharged in order to adjust the weight. Up to three litres of drinking water will not be included in this weighing.
- Reference main wheel weight in towing-out configuration with all removable equipment on board including parachutes, all batteries, tie-down equipment, additional clothing, oxygen bottles (if pilot wants to use oxygen) plus canopy cover, wing/fuselage/tail covers etc that would normally be on the glider when towing out.

This configuration is required at weighing each day, no variation. Reference weight with and without covers will be registered.

The tail wheel weight will be recorded for future comparison; tow out equipment will be photographed and must not be changed. Up to three litres of drinking water will not be included in this weighing.

Regular weighing

- On all competition days all gliders will be weighed in their towing-out configuration as described above with all removable equipment on board at the weighing point on their way to the grid.

Pilots may be asked to demonstrate that all these items are on board. The main wheel weight determined by the scrutineers will be used as the reference weight. Tail wheel weight may be checked.

Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point and may do so without incurring a penalty.

- Up to 3 litres of drinking water, maps, task sheets and portable navigation equipment (e.g. Oudie) may be added to the glider on the launch grid. No other items may be added.
- Water ballast that has leaked out of the glider may only be replaced under the supervision of a Steward.
- The organisers may require a glider to return to the weigh station if there are any concerns about the weight.
- A mass check will be required after re-lighting for another launch if water ballast is added. Re-ballasting the aircraft must be performed in the designated area. The competitor must be prepared for the time delay this check may cause.

4.3.1 Contest number

The contest numbers, as validated by Organisers, shall be displayed:

- a) On both sides of the tail fin and/or rudder. These should be at least 30 cm high
- b) On the glider trailer and crew car

4.3.3 Modification of contest number

The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing, of low contrast or otherwise illegible.

Competitors not complying with the Organiser's requirements shall be denied competition launches.

E GENERAL FLYING PROCEDURES

5.2 Briefing, units of measurement

A briefing will be held each morning (at 10,15 AM) during the practice period as well championship flying period. The Organiser may (due the meteorological or operational reasons) change the start of briefing.

Team captain's briefing will be held half an hour before the pilots' briefing.

All pilots shall attend the official briefings except a competitor who is unable to attend, for reason outside his control – shall be represented by his/her TC.

All pilots are obliged or strongly encouraged to attend all safety briefings.

Units of measurement

Unless otherwise stated, the following units will be used:

| | |
|---------------------------|---|
| <u>Distances</u> | will be expressed in kilometres (km) |
| <u>Altitude</u> | will be expressed in Meters Above Mean Sea Level (MSL), Altimeter setting for QNH |
| <u>Height</u> | will be expressed in Meters Above Ground Level (AGL), Altimeter setting for QFE |
| <u>Flight Levels</u> | will be expressed in Feet/100 (FL), Altimeter setting for 1013.25 hPa |
| <u>Speed</u> | will be expressed in kilometres per hour (km/h). |
| <u>Vertical speed</u> | will be expressed in meters per second (m/s) |
| <u>Mass</u> | will be expressed in kilograms (kg) |
| <u>Tracks and radials</u> | will be expressed in degrees from True north |

5.3 External aid to competitors

Seeking or receiving information from non-competing gliders by any means is prohibited. Any breach of this protocol must be reported to organisers.

5.3.1 a. Radio communication required for contact with air traffic services

Transmissions may only be made on frequencies specified by the organisers. Frequencies will be a part of the Self- briefing and will be mentioned also on the task sheet.

5.3.1 c. Radio frequencies to be used during the Championships

For the championships, the following frequencies will be used:

Call sign **PRIEVIDZA GROUND** - **FREQ 122.600 MHz** - for launches and re-landing during launches.

Will be activated 30 minutes before the planned take off and will be deactivated 30 minutes by opening the start line for the last starting competition class.

Pilots are obliged:

- Activate **FREQ 122,600 MHz** at the beginning of the take off.
- Stay on **FREQ 122,600 MHz** during the launch and re-landing during launches until they have left the release area

Call sign **PRIEVIDZA TRAFFIC** - **FREQ 123,055 MHz** - for all airport operations, start line, finish line.

Pilots are obliged set **FREQ 123,055 MHz**:

- After leaving the release area
- During the finishes and the landings, from at least 10 km away from the finish line until the sailplanes have been removed from the runway

TEAM FREQUENCIES (The list of FREQ will be announced before the training period) – frequencies for all team communication related to the contest.

5.4. d. Control procedures

Rule 5.4d will be implemented for motor-gliders, regardless of the type of power plant. Competitors with jet or electric engines must provide evidence of MoP detection to the satisfaction of the organisers for each flight recorder to be used for scoring.

Sealing of engine doors may be used as verification that the engine was not used. The pilot must present at the weigh station and have the seal signed by an official. At the end of the flight the glider must be towed directly to designated location to have the seal checked.

If the seal is broken, then the glider is assumed to have used the engine. Steward can check the engine run time recording to identify if the engine was used.

F COMPETITION PROCEDURES

7.1 The Launch grid

The complete grid order will be drawn by lot before during the first TCs briefing. The grid order of each class will rotate after each championship day for that class, as follows:

One or more rows of sailplanes will be moved from back to front with the goal of moving approximately 2/7 of the total per class.

Individual position in each row is irrelevant.

The grid order will be published by Organiser in the early morning.

7.1 e. Requirements for discharging water ballast on the grid

Competitors can discharge ballast after passing through weight control and before arriving on the launch grid on runway. Discharging water on the grid is not allowed.

7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries. Map will be available in the Self-briefing.

7.3.2 Launch procedures for motor gliders

Launch pattern and release zones will be published in the Self-briefing as an Annex to these local procedures.

All Motor gliders must follow a path that enables them to stop their engine at the specified height within the nominated release zone and inside Engine shut off zone. Penalties may be applied on the order of 25 points per Km outside of the Engine check/ Shut off zone, at the discretion of the CD.

7.3.2 a. Maximum altitude of climb after self-launch

Motor-gliders, after self-launching, must stop their MoP not higher than **860 AMSL**, in the release zone of appropriate class or immediately descend to this height within the release area.

7.3.2 c. Inflight procedures for motor gliders

Motor gliders that require a second (or even third) launch must land prior to taking the new launch. A new launch must be approved by the organisers on the frequency **122.600 MHz** (if is still active) or on the frequency **123,055 MHz** (by opening the start line for the last starting competition class).

7.3.3 Release areas and release heights

A map of release zones will be available in the Self-briefing.

The release zones of each class will be announced **during the briefing**. In case of difficult/changing meteor conditions, the release area can be changed and will be communicated in the grid at least 10 minutes before the first launch of the competition class. (= exact number of release zone from the published list of release zones will be announced).

The release height is **860 AMSL (600m AGL)**.

7.3.3 d. Areas where continuous circling is prohibited or permitted in one direction only

Continuous circling is prohibited within release area **below altitude 1000m AMSL**.

There is no requirement to circle in a set direction other than normal rules of the air which requires circling in the same direction as gliders already in the thermal.

7.4 Starting

7.4.1 Definitions

Start Point is the midpoint of the Start Line

Start Time the time the competitor crosses the Start Line, interpolated to the nearest second

7.4.3 Start geometry

The Start Option for the championships is a Start Line. A straight line, perpendicular to the track to the first Turn Point or to the centre of the first area. **Length of the line will be 10 km.**

7.4.5 a. Radio procedures for announcing the start

Call sign **PRIEVIDZA TRAFFIC** - **FREQ 123.055 MHz** will be used as a primary frequency to announce start.

Call sign **PRIEVIDZA GROUND** - **FREQ 122.600 MHz** will be used as a secondary frequency to announce start and will be deactivated by opening the start line for the last starting competition class.

Following radio procedures for announcing the start will be used:

- **The start for the (Club /Standard /15m) class will open at (time hh:mm)**
Start time will be determined as soon as possible after the take-off of the last glider in the class, which was in its specified grid position on time.
- **The start for the (Club /Standard /15m) class will be opened in 10 minutes**
10 minutes before the opening of the start for the class.
- **The start for the (Club /Standard /15m) class will be opened in 5 minutes**
5 minutes before the opening of the start for the class.
- **The start for the (Club /Standard /15m) class is open. It opened at hh:mm**
Just after the opening the start for the class.
- **The start for the (Club/Standard /15m) class will open at hh:mm**
If a delay is needed, this will be announced as soon as possible but earlier than the 10-minute warning of the gate being opened.
- **The start for the (Club /Standard /15m) class is cancelled**
As soon as possible after the cancellation of the day.

7.4.5 c Closing

The start line or start ring shall normally be closed at the end of legal daylight, or when all competitors are accounted for. After the closing of the start line or start ring, no starts will be valid.

The start line can be closed at a specific time the last competition day if it can be expected that finishes will be very late otherwise.

7.4.7 Communication of Start Times

Team captain shall collect pilots' start times being available to provide it to Organiser on request for special purposes (SAR or similar).

Pilots are not obliged to communicate their start time to Organiser.

7.6.1 a. Instructions pertaining to real out landings

A competitor who has landed out shall contact his/her team captain or dispatchers by telephone without delay giving them information as specified on the Outlanding Form.

The team captain or his/her representative shall hand-in the information from outlanding form to the Organisers Information office) without delay and prior the sunset at the latest.

The team captain may report outlanding via SMS messages or WhatsApp application in format specified before first contest day. Non-compliance may be penalised as per SC3a 8.7.

7.6.3 Provision of and requirements for aero tow retrieves

Aero tows from fields are permitted if the glider has landed on a suitable field. All aero tow retrieves must be provided and arranged by the organiser.

7.7.2 Finish geometry to be used

The finish will be a Finish Ring of Radius 3 km or as specified at briefing.

7.7.2 a. Minimum altitude for the finish ring

The minimum height for crossing the finish ring is 410m AMSL or as specified at briefing.

7.7.4 a. Finish procedures

Announcing of the arrivals will be done on the airport frequency **123.055 MHz**. For announcing the arrivals, the following phrases shall be used:

- **Prievidza TRAFFIC (Competition number), (distance to finish line in km)** - As soon as possible at 10km final or last control point of the task used for aligning the sailplanes in the same direction for the final.
- **Prievidza TRAFFIC (Competition number), (distance to finish line in km)** - at 2km final.

Those pilots who have decided for a direct landing will say:

- **Prievidza TRAFFIC (Competition number) DIRECT LANDING**

Preferred landing will be a "Direct landing" on the specified runway.

Those pilots who have decided for a speed finish, considering the altitude limits will say:

- **Prievidza TRAFFIC (Competition number) SPEED FINISH**

The procedures for joining the circuit of the runway in use for finishers will be specified at the briefing.

Completing a circuit which comes into conflict with the "Direct landing" traffic will be penalized as a safety breach.

The flight trace **must not show excessive pull ups or dives from 10km to landing**. Excessive manoeuvres will be penalized.

Excessive manoeuvres and pull-ups or dives more than 25m will be penalized as a safety violation at the discretion of the CD.

7.7.4 c. Closing the finish

The finish line will be closed at the end of legal daylight or when all competitors are accounted for.

7.9.1 Landing procedures

The landing frequency is the same as the finish frequency - **Prievidza TRAFFIC 123.055 MHz.**

Gliders landing straight in shall, during landing, proceed according to the instruction provided at briefing or received from finish officials on the airport frequency. The aim is that the all landing gliders must land as long as possible to allow other gliders to land safely behind and to use as much runway as possible.

Any sudden change in direction of flight or ground roll during landing procedure is strictly prohibited.

Gliders landing following a circuit must safely join final leg between other gliders making straight in approach.

7.10 Handling of flight documentation

During the training period, each competitor shall submit at least one valid flight log of each FR to the scoring system.

According to Annex A the proof of MoP detection must be done **at least once for each FR to be used.**

All flight documentation, including FR logs, shall be submitted after landing at the airfield within **45 minutes.** Back-up documentation shall be handed in within **60 minutes** after the pilot was notified.

Non-compliance may be penalized according to Annex A.

Competitors are expected to download their FR's themselves and deliver the IGC file in the secure mode via online check-in or email.

A valid FR log must be submitted for each flight flown on each day flown, including all training days. Failure to submit a FR log may incur a penalty.

If a flight log is not submitted for a flight it will be presumed that the glider infringed legal airspace and the appropriate penalty will be applied.

G SCORING

The scoring system for the championships will be:

- 1000-Points Scoring System.
- SeeYou software in the latest version

H PROTESTS

9.2.3 The amount of the protest fee

The amount 100 EUR as a protest fee will be applied.

I PRIZEGIVING

10.2.1 Requirements for flags, discs and tapes

Every team shall have made available the same number of flags (200 x 150 cm) for the closing ceremony as the number of team's pilots in the (Club, Standard, 15m) class.

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