

LOCAL PROCEDURES

A *COMPETITION DETAILS*

Name of the Event

PRIBINA CUP 2009

Location of the Event

Airport Nitra (ICAO code LZNI)

48° 16'47"N; 018° 08'02"E, WGS84

Elevation MSL 135m/433ft MSL

Time Schedule

Final entries due	February 28 th , 2009
Deadline for approval of new GNSS FR	March 31 st , 2009
Training	March 28 th - April 09 th , 2009
Official Training	April 10 th , 2009
Registration	April 10 th , 2009, 10 AM - 10 PM
Configuration change closes	April 10 th , 2009, 10 PM
Opening briefing	April 11 th , 2009, 10 AM
Contest flying	April 11 th - 18 th , 2009
Farewell party	April 18 th , 2009, 8 PM
Closing and prize giving ceremony	April 18 th , 2009, 9 PM
Reserve day for flying	April 19 th , 2009

Competition Officials

Competition Director	Vladimir Foltin
Deputy Competition Director	Dominik Jancik
Task Setters	Dominik Jancik, Vladimir Foltin
Chief Scorer	Frantisek Cagala, Igor Zverko, Emil Rohac
Meteorology	Alexander Cerba
Administration	Jana Nagyova, Monika Nagyova
Infrastructure	Milos Tapusik, Martin Snirc, Rastislav Haringa
IT Expert	Peter Foltin
Web Page Design	Lubomir Balko, Jan Lauko
Web page News Update and Information	Martin Harcek

Address for Correspondence and Entries

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B GENERAL

1.3.1 Competition classes

The Competition will be held in the following classes:

- Club Class (IGC index list 2008 will be used for scoring. Sailplane with index less than 96 are allowed too, but will be scored with index 96)
- 15m Class with + 20m Two Seat Class with handicaps (DAeC index list 2008 will be used)
- Open Class with handicaps (DAeC index list 2008 will be used)

1.4.1 Additional safety rules

Additional safety rules may be imposed and announced at championship briefings. Such safety rules are considered to be part of the Local Procedures and will be provided during briefings to all Pilots or in written 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 observes 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 for 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.

C NATIONAL TEAMS

3.4.2 Entry Fee

The entry fee is 99 EUR per participating glider and covers all operational costs during the competition except aero tows and maps.

The entry fee must be paid in full by bank transfer to:

Bank:	SLOVENSKA SPORITELNA, a. s. NITRA, SLOVAK REPUBLIC
Name of account:	Slovensky narodny aeroklub, AEROKLUB NITRA DLHA 108, 949 07 NITRA, SLOVAK REPUBLIC
IBAN:	SK70 0900 0000 0002 3205 8148
Bank Code:	0900
Swift Code:	GIBASKBX

by February 28th, 2009 at the latest.

3.4.3.c Total number of allowable entries

Total number of entries up to 150 pilots in all classes will be accepted plus winners/best pilots of Pribina Cup 2008.

3.5.4.a Additional documentation required

The organiser may require following additional documents if necessarily:

For all Team Members:

- Countries that require visas to enter Slovakia, Czech Republic, Poland and Hungary must organize them by their own means in due time. If invitations are needed, organizers will provide such documents.
- Documentary proof (in English) 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

- Pilot License or equivalent document, valid for the country in which the pilot's glider is registered, or valid in Slovakia
- Valid medical certificate, if required by the pilot's licensing country
- FAI Sporting License, valid for the year of the event
- 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
- Valid Certificate of Airworthiness or Permit To Fly
- Valid weight and balance record
- Third party insurance certificate with required coverage (see 3.6.1)
- Valid FR calibration certificate for primary and secondary FR issued after July 28th, 2007

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

The organiser will require following documents to be carried on board the sailplane:

- Proof of nationality or certificate of residence (FAI General Section 3.7);
- Valid Pilot License or equivalent document
- Valid C of A 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

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 organizer in Slovak, Czech or English languages.

3.6.2 Personal Medical Insurance

Personal medical insurance is required 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.a Mandatory additional equipment

Acoustic vario, PC connection cables for own GNSS Flight Recorders, for Pilot a serviceable cellular telephone (GSM 900/1800 standard) is mandatory.

The installation and use of a proximity warning device (FLARM or equivalent) is strongly recommended.

PDA's, GPS navigators etc. must be firmly mounted on the instrument panel or in the canopy in such a way that the pilot's vision is not affected. "Loose equipment" such as a knee mounted PDA or GPS is prohibited.

4.1.2.b Instruments that must be removed from the sailplane

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

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

4.1.2.b note

The organisers will require the competing sailplanes to be marked with high visibility markings to improve in-flight observability

4.1.2 note Carriage of GNSS data transmitters for public displays

The organizers may require the competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Pilots will be advised at briefing, before the equipment is installed.

4.1.2 note Carriage of Micro Video cameras

The organisers may require the leading pilots to carry up to 2 micro video cameras inside their cockpits. These will be installed by the organisers.

4.2.2 Procedures for checking aircraft mass

The following mass checks may be carried out:

Scales - Two scales at least shall be available, located at the front/tail and main wheel, respectively, allowing two complementary measurements, which will sum to the total mass. The scales shall be adequate in range and accuracy (1 kg at 525 kg).

Take-Off Mass

Open Class - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 850kg or the maximum certified mass.

15m Class - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 570 kg or the maximum certified mass.

20m Two Seater Class - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 750 kg or the maximum certified mass.

Club Class - A check of the glider mass, intended to verify that the take-off mass will not exceed the maximum certified mass of the sailplane without water ballast.

Additional Weighting

The organiser will initially provide the following additional weighting operations. The results of this operation will be recorded and made available to the pilot concerned:

- Glider empty, i.e., without pilot and parachute but including loose items such as thermos, drinks, tie-down equipment, additional clothing etc.;
- Pilot;
- Parachute.

E GENERAL FLYING PROCEDURES

5.2 Units of measurement

Unless stated otherwise, distances will be expressed in kilometres, heights in metres Above Ground Level (AGL), altitudes in metres Above Mean Sea Level (AMSL), speed in kilometres per hour (km/h), vertical speed in metres per second (m/s), mass in kilograms (kg) and headings or radials in degree true north.

For each competition day, the reference values of QNH (hPa) and the upper limits of the contest area (m MSL and ft MSL) for that day will be printed on the task sheet.

5.3.1.a Radio communication required for contact with Air Traffic Services

Not applicable.

5.3.1.b Data transmission requirements

A portable/cellular telephone must be carried on board. Proximity warning device (FLARM or equivalent) is allowed to be used.

5.3.1.c Radio frequencies to be used during the championships

For the competition the following frequencies will be used:

Call sign NITRA TRAFFIC (FREQ 123.400 MHz) - for all airport operations at the contest site;

Call sign NITRA COMPETITION (FREQ will be announced before the competition period) - for all competition purposes;

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

5.3.1.d Frequencies allocated for flight safety

Frequency 123.400 MHz (Call sign NITRA) and common frequency 121.500 MHz will be used for flight safety purposes.

All competitors should have frequency 123,400 MHz selected from:

- The beginning of take off, and
- During the launch until they have left the launching zone, and
- On the final glide from at least 10 km away from the finish, and
- During landing - from the moment they join the circuit until they have left the runway.

F TASKS

6.1 Types of tasks that will be set

The following tasks will be set during the championships:

- Racing Task
- Speed Task - Assigned Areas

G COMPETITION PROCEDURES

7.1.d Requirements for discharging water ballast on the grid

Discharging water ballast on the grid is prohibited. Any problems concerning water ballast or fuel when on the grid must be resolved under control of organization. The violation will be penalized.

7.2.2 Contest site boundaries

For map of contest site boundaries see Appendix A of these Local Procedures.

7.3.2 Launch and other procedures for motor gliders

All gliders equipped with MoP (engine) shall comply with all the requirements for gliders and carry FR' that have an IGC approved MoP function (ENL or other).

Self launching motor gliders shall follow the same climb out path as the aero towed gliders in their Class and shall shut down their MoP in the designated release area at or below the maximum release altitude.

Aero-towing motor gliders having a MoP capable of being started in flight (including sustain MoP) have to start and run the engine for at least 30 seconds and at most for 2 minutes, either before the launch or within 5 minutes after release.

Motor gliders requiring a second (third) launch must land before new launch. The new launch has to be approved by the organiser on the frequency 123,400 MHz and it shall be conducted reflecting the sequence of landing times of other gliders in the same class. After new start, motor gliders shall follow the same climb out path as the aero towed gliders in their Class and shut down their MoP in the designated release area at or below the maximum release altitude.

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

Not applicable.

7.4.2 Types and definitions of starts that will be used

The Start Options for the competition are:

- Start Line
 - (i) A straight line, as defined in rule 7.4.2.b.(i), or
 - (ii) An arc, as defined in rule 7.4.2.b.(ii).

7.4.3.a Radio procedures for announcing the start

7.4.3.a Radio procedures for announcing the start

For announcing the start on the competition frequency following phrases (repeated once) will be used:

- THE START FOR (Club/15m/Open) CLASS WILL BE OPENED AT (time hh:mm), MAXIMUM ALTITUDE IS (QNH high in meters) BEFORE STARTING - As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time
- THE START FOR (Club/15m/Open) CLASS WILL BE OPENED IN 10 (5) MINUTES, MAXIMUM ALTITUDE IS (QNH high in meters) BEFORE STARTING - 10 (5) minutes before the opening the start for the class
- THE START FOR (Club/15m/Open) CLASS IS OPENED NOW, MAXIMUM STARTING ALTITUDE IS (unchanged/raised to) QNH (high in meters) (or DELETED) - Just after the opening the start for the class
- THE START FOR (Club/15m/Open) CLASS IS DELAYED FOR (number) MINUTES - As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time, if the start time will be delayed

THE START FOR (Club/15m/Open) CLASS IS CANCELLED - As soon as possible after the cancellation of the Day.

7.4.3.b Altitude procedures for announcing the start

The maximum altitude before starting, expressed in QNH, will be declared at briefing every day. The possible change of the maximum altitude before starting will be announced using the phrases specified in paragraph 7.4.3.a.

Note: The reason for introducing of maximum altitude before starting is that there is a possibility of occasional wave conditions close to the start gates and with no altitude limit this situation can lead to advantage for pilots with early take off. This altitude limit will be finished at the time of opening of the start line for particular class.

7.4.5 Requirement for Event Marker

The organiser does not require the use of Event Marker during the championships.

7.6.1 Contest Area Boundary

For co-ordinates of the contest area boundaries see valid Airspace file. Flying out of the contest area boundaries will be considered as entering restricted area and penalised according the Annex A penalty list.

7.6.2.b Instructions for real out landings

A competitor who has landed out shall contact his/her team member by telephone without delay giving them information as specified on the Outlanding Form. The pilot or his representative shall hand the information from outlanding form to the Organizers (Information office) without delay and prior the sunset as the latest. Non-compliance may be penalised.

7.6.4 Provision of and requirements for, aero tow retrieves

Aero tows from the fields are not permitted. Aero tow retrieves will be permitted provided the glider has landed on certified airfield that is safe to perform tow out of and that allows the tug and the glider to be back at the contest site within the limits of legal daylight. Aero tows of the competing gliders shall be provided only by the organizer, except in situations when the organizer delegates this activity to another local aero tow operator. In case the aero tow retrieve is to be used, suitable points in the outlanding report have to be filled in before handing in to the outlanding office.

7.7.1 Types and definitions of finishes that will be used

The finish options for the championships are:

- Finish Line.

Finish Ring (3km radius from Nitra Aerodrome Reference Point).

7.7.1.a Minimum height and maximum altitude for the finish line and finish ring

Minimum height for crossing the finish, except of straight in landing, is 50m AGL. Maximum altitude for finish is 500m QNH.

During final approach and/or before crossing the Finish, pilots shall maintain a descending flight profile and cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures.

Hazardous final approaches and manoeuvres when approaching and after crossing the Finish shall be penalised. The advice of the Stewards will be sought when setting penalties.

7.7.3.a Finishing procedures

Announcing of the arrivals will be done on the airport frequency 123.400 MHz. For announcing the arrivals the following phrases shall be used at the place specified at briefing:

- (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.

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

Glider approaches towards the airfield should prescribe a descending flight profile (other than to go-around where necessary), and during the approach the landing area should be in the pilots sight and the approach should cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures.

7.8.1 Landing procedures

The landing frequency is the same as the finish frequency - 123.400 MHz (call sign NITRA TRAFFIC). Sailplanes landing straight in shall, during landing, proceed according to the instruction received from finish officials on the airport frequency. The aim is that the first finishing sailplanes shall normally continue as long as possible landing to allow other sailplanes to land safely behind and to use as much runway as possible. Any sudden change in direction of flight or rolling during the landing procedure is strictly prohibited. Violations will be penalized. Landing instructions for sailplanes landing from the runway circuit will be specified at the briefing.

7.9 Handling of flight document

During the training period, each competitor shall submit at least one valid flight log of the primary FR to the scoring system. For motor gliders, the flight log shall contain a valid engine run of at least 30 seconds.

All flight documentation, including GNSS records, list of reached Turn Points, and outlanding certificates shall be handled in (according the instructions received from organizer) after landing within 30 minutes. Back up documentation shall be handled in within 60 minutes after Pilot has been notified. Non-compliance may be penalized.

IGC files in secure mode shall be downloaded from the FRs by the competitors, stored on a standard medium (CF, SD card, USB stick, etc.), and uploaded to the scoring system via the terminals made available in the event center.

The flight logs, covering all flights made during the day, shall be kept in the FR until the flights have been evaluated by the Organisers, minimum until the next briefing for the flying day.

H SCORING

8.1 Type of scoring system

Scoring system for the championships will be:

1000-Points Scoring System

8.1.1 Scoring of Team Cup

Team Cup will not be scored.

8.2.4 List of Handicaps

The actual DeAC handicap List 2008 will be used for scoring the open and 15m classes. IGC handicap List 2009 will be used for scoring the club class.

8.3.2 Penalty of out landing (M)

Out landing penalty (Distance reduction) will not be used for scoring the Speed tasks. The formula $M=0$ will be used for scoring.

I PROTESTS

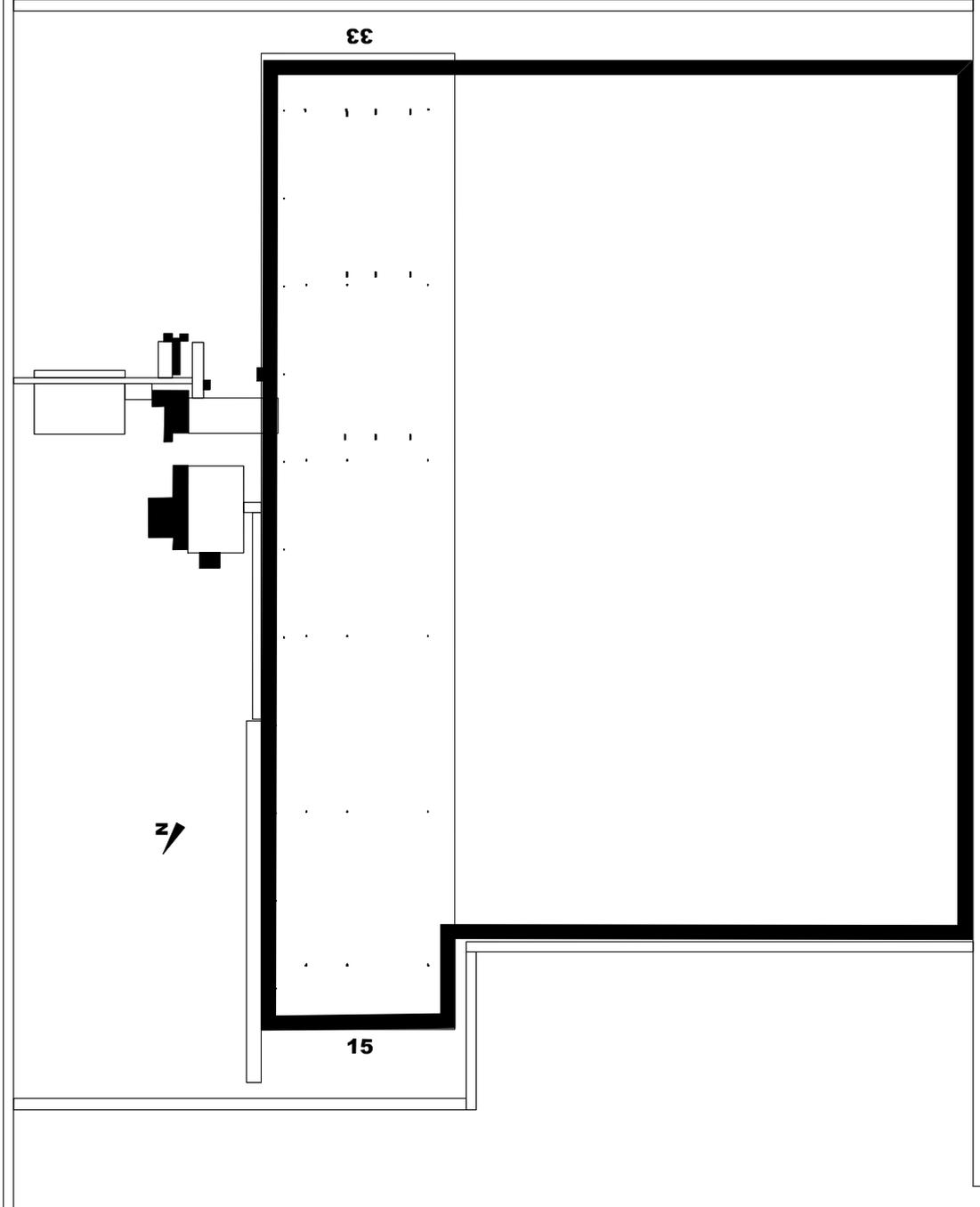
9.2.3 Value of the protest fee is 99 EUR.

J PRIZEGIVING

10.2.1 Requirements for flags, anthem disc or tapes

Not applicable.

CONTEST SITE BOUNDARY



Appendix B - Contest Area Boundary

DP 48:51:27 N 017:40:34 E	DP 49:13:08 N 017:51:04 E	
V D=- V X=49:41:50 N 018:06:32 E	From DB 49:26:39 N 017:58:55 E	To 49:25:55 N 018:04:32 E
DP 49:25:55 N 018:04:32 E	DP 49:45:36 N 018:36:27 E	DP 49:52:10 N 018:34:43 E
DP 50:00:00 N 016:00:00 E	DP 50:00:00 N 024:00:00 E	DP 46:00:00 N 024:00:00 E
DP 46:00:00 N 016:00:00 E	DP 50:00:00 N 016:00:00 E	DP 49:52:10 N 018:34:43 E
DP 49:52:00 N 019:18:04 E	DP 49:43:41 N 019:29:17 E	DP 49:40:00 N 020:00:00 E
DP 49:24:33 N 020:39:00 E	DP 49:23:00 N 020:36:00 E	DP 49:25:00 N 020:28:00 E
DP 49:23:00 N 020:24:00 E	DP 49:24:00 N 020:19:00 E	DP 49:21:00 N 020:19:00 E
DP 49:21:00 N 020:13:00 E	DP 49:18:00 N 020:08:00 E	DP 49:11:00 N 020:04:00 E
DP 49:14:00 N 019:58:00 E	DP 49:12:00 N 019:52:00 E	DP 49:12:00 N 019:50:30 E
DP 49:11:34 N 019:50:27 E	DP 48:58:45 N 019:46:18 E	DP 48:56:36 N 019:52:40 E
DP 48:51:55 N 019:58:01 E	DP 48:23:45 N 020:24:58 E	DP 48:11:09 N 021:05:51 E
DP 48:11:09 N 021:05:51 E	DP 48:02:30 N 021:05:51 E	DP 48:02:30 N 019:33:10 E
DP 47:45:25 N 019:33:10 E	DP 47:47:42 N 018:44:21 E	DP 47:45:00 N 018:40:30 E
DP 47:45:23 N 018:37:00 E	DP 47:32:33 N 018:41:56 E	DP 47:25:16 N 018:53:46 E
DP 47:23:00 N 018:53:26 E	DP 47:23:00 N 018:35:38 E	DP 47:23:00 N 017:43:28 E
DP 47:29:59 N 017:41:54 E	DP 47:35:59 N 017:35:54 E	DP 47:35:59 N 017:29:18 E
DP 47:44:49 N 017:30:00 E	DP 47:48:50 N 017:36:26 E	DP 47:44:41 N 017:46:06 E
DP 47:59:07 N 017:59:27 E	DP 48:08:10 N 018:05:10 E	DP 48:19:45 N 017:49:16 E
DP 48:25:35 N 018:01:06 E	DP 48:42:25 N 017:59:31 E	DP 48:45:23 N 017:49:58 E

- END -