

LOCAL PROCEDURES

A *COMPETITION DETAILS*

Name of the Event

PRIBINA CUP 2008

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 29 th , 2008
Deadline for approval of new GNSS FR	March 21 st , 2008
Training	March 15 th – March 20 th , 2008
Official Training	March 21 st , 2008
Registration	March 21 st , 2008, 9 AM - 8 PM
Configuration change closes	March 21 st , 2008, 8 PM
Opening briefing	March 22 nd , 2008, 9 AM
Contest flying	March 22 nd - 29 th , 2008
Farewell party	March 29 th , 2008, 7 PM
Closing and prize giving ceremony	March 29 th , 2008, 8 PM
Reserve day for flying	March 30 th , 2008

Competition Officials

Competition Director	Vladimir Foltin
Deputy Competition Director and Task Setter	Dominik Jancik
Chief Scorer	Frantisek Cagala, Igor Zverko, Emil Rohac
Meteorology	Alexander Cerba
Administration	Jana Nagyova, Monika Nagyova
IT Expert	Peter Foltin
Web Page Design	Lubomir Balko, Jan Lauko
Web page News Update and Information	Viera Cagalova

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 handicaps (DAeC index list 2007 will be used)
- Open Class with handicaps (DAeC index list 2007 will be used)

1.4.1 Additional safety rules

All necessarily additional safety rules for each championship day will be announced at the briefing for the day.

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 29th, 2008 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 of Pribina Cup 2007.

3.5.4.a Additional documentation required

The organiser will require following additional documents if necessarily:

For the sailplane:

- Registration certificate
- Flight manual
- Valid weight and balance sheet of the glider

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
- C of A
- Certificate of Registration
- Flight manual
- Proof of third party insurance coverage

3.6.1 Third party insurance cover

Third party 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 < 499 kg Minimum Limit SDR 750 000
- Certified MTOM < 1000kg Minimum Limit SDR 1 500 000

D TECHNICAL REQUIREMENTS

4.1.2.b note

The organisers will not require the competing sailplanes to be marked with high visibility markings to improve in-flight observability

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.

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:

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

E GENERAL FLYING PROCEDURES

5.3.1.c Radio frequencies to be used during the championships

For the championships the following frequencies will be used:

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

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.

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

No water ballast is allowed to discharge on the grid at any time. The violation will be penalised.

7.2.2 Contest site boundaries

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

7.3.2 Launch and other procedures for motor gliders

Motor Gliders during take-off have to follow the same procedures as declared for tow-planes at the briefings. Motor Gliders having started by aero tow have to run their engines immediately after the release from launch for a minimum time of 1 minute, in order to confirm their GNSS FR MoP recording.

7.4.2 Types and definitions of starts that will be used

The Start Options for the championships are:

Start Line

- (i) A straight line, of defined length, perpendicular to the track to the First Turn Point, or the centre of first Assigned Area, or
- (ii) An arc, of defined length, at a constant distance from the First Turn Point or the centre of first Assigned Area.

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 IS CANCELLED - 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 – when task for the class is cancelled

THE START FOR (club/15m/open) CLASS WILL BE OPENED AT (time hh:mm), MAXIMUM ALTITUDE BEFORE STARTING IS QNH (high in meters) - 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 MINUTES - 10 minutes before the opening the start for the class

THE START FOR (club/15m/open) CLASS WILL BE OPENED IN 5 MINUTES - 5 minutes before the opening the start for the class

THE START FOR (club/15m/open) CLASS IS OPENED NOW, MAXIMUM STARTING ALTITUDE IS (kept at/raised to) QNH (high in metres) or THE START FOR (club/15m/open) CLASS IS OPENED NOW, MAXIMUM STARTING ALTITUDE IS DELETED - Just after the opening the start for the class

7.4.3.b Altitude procedures for announcing the start

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

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 Appendix B of the Local Procedures. 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

When landing out the competitors shall without delay complete the out landing form and pass all the information from this form to the out landing office.

7.6.4 Provision of and requirements for, aero tow retrieves

Aero-tows from airports are permitted. All aero tows of the competing gliders shall be provided only by the organiser, except in situations when the organiser delegates this activity to another aero tow operator.

7.7.1 Types and definitions of finishes that will be used

The finish options for the championships are:

- (i) Finish Line - A straight line, of defined length, at the elevation of the airfield clearly identifiable on the ground.
- (ii) Finish Ring, A ring of specified radius around the Finish Point. Maximum and minimum altitude (QNH) shall be imposed for crossing the ring.

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

- (i) Minimum height for crossing the finish line, except of straight in landing, is 50m AGL. Maximum altitude for finish line is 500m QNH.
- (ii) Minimum altitude for crossing the ring is 135m QNH. Maximum altitude for crossing the ring is the maximum altitude for the day as specified at the briefing.

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 - As soon as possible at the place specified at the briefing (normally the specified place will be just before the Finish Ring).

The procedures for joining the circuit of the runway in use for speed 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). 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 penalised. Landing instructions for sailplanes landing from the runway circuit will be specified at the briefing.

7.9 Handling of flight document

All flight documentation, including GNSS records, list of over flown Turn Points and out landing certificates shall be handled in after landing within 30 minutes. Back up documentation shall be handled in within 60 minutes. Non-compliance may be penalised.

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 2007 will be used for scoring the open and 15m classes. IGC handicap List 2008 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

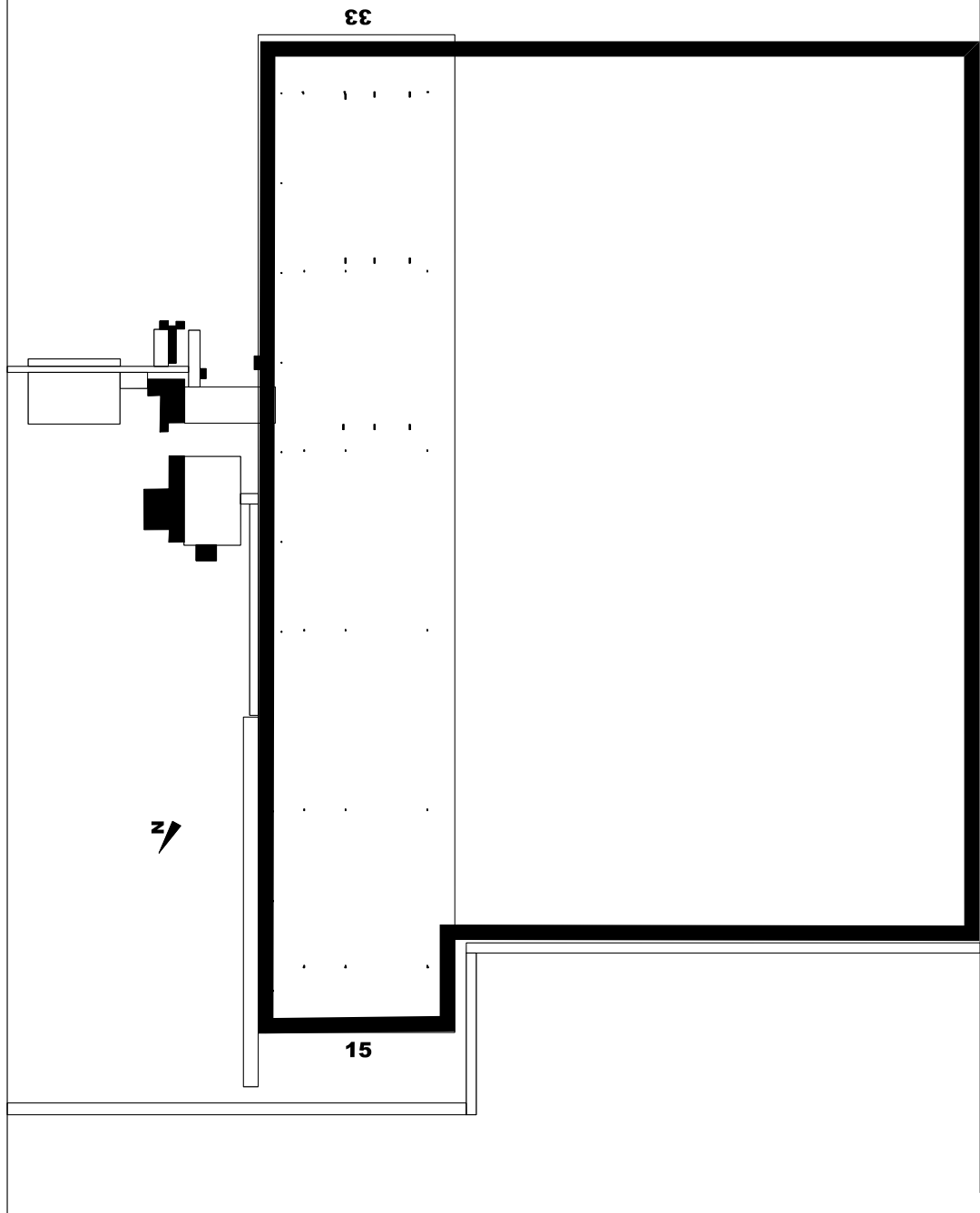
The value of the protest fee is 99 EUR.

J PRIZEGIVING

10.2.1 Requirements for flags, anthem disc or tapes

Every team shall bring the same number of flags for the closing ceremony as the number of team pilots in the class (Club, 15m, Open). Every team shall bring one copy of their national anthem on CD disc or MG tape.

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

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