



FAI EUROPEAN GLIDING CHAMPIONSHIPS

WORLD, CLUB, STANDARD AND 20M MULTI-SEAT CLASSES

JULY 17-30, 2011 NITRA, SLOVAKIA



LOCAL PROCEDURES

A CHAMPIONSHIPS DETAILS

Name of the Event

16th FAI European Gliding Championships 2011, Nitra - Slovakia
World, Club, Standard and 20m Multi-Seat Classes

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	March 31st 2011
Deadline for approval of new GNSS FR	March 31st 2011
Reserve pilots may be accepted	May 1st 2011
Unofficial training	July 10th – July 15th 2011
Registration (from 9 AM to 9 PM daily)	July 16th – July 17th 2011
Official training	July 16th – July 17th 2011
First official Team Captains briefing	July 16th 2011, 8 PM
Pilot safety briefing	July 17th 2011, 10 AM
Configuration change closes	July 17th 2011, 6 PM
Opening Ceremony	July 17th 2011, 7 PM
Contest flying	July 18th – July 29th 2011
Farewell party	July 29th 2011, 8 PM
Reserve day for flying	July 30th 2011
Closing and Prize Giving Ceremony	July 29th 2011, 10 PM

Competition Officials

Championships Director	Vladimir Foltin
Deputy Championships Director	Dominik Jancik
Task Setters	Dominik Jancik, Vladimir Foltin
Scorers	Frantisek and Radoslav Cagala, Igor Zverko, Emil Rohac
Meteorologist	Ivan Chlebovec
Administration	Jana Nagyova, Monika Nagyova
Infrastructure	Milos Tapusik, Martin Snirc
Technical Officer	Peter Janoska, Rastislav Haringa
Web pages & IT	Lubo Balko, Jan Lauko, Peter Foltin
News & Rumours	Nikola Jancikova, Tibor Arpas

International Jury

President	Fred Gai (GER)
Members	Angela Sheard (GBR), Tadeas Wala (SVK)

Stewards

Chief Steward	Jaroslav Vach, CZE
Steward	Jiri Cihlar, CZE

Addresses for Correspondence and Entries

For all official and local matters:

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B GENERAL

1.3 Championships classes

1.3.1 Competition classes

16th FAI European Gliding Championships 2011 will be held in the following classes as described in the main body of Section 3 of the Sporting Code, Chapter 7:

- World Class
- Club Class
- Standard Class
- 20m Multi-Seat Class

1.4 Responsibilities of the Organizers

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 in written form to Team Captains 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.

1.4.3 National requirements concerning doping test

The tests for doping will be conducted in accordance with FAI and WADA Rules and can be performed during the competition period.



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C NATIONAL TEAMS

3.4.2 Entry Fee

The entry fee is 799 € per participating glider and covers all operational costs during the Championships except aero tows, landing fees for self launching motor gliders and National Team office.

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 March 31st, 2011 at the latest.

Aero-tow fee is 39 € for all gliders. Landing fee for self launching motor gliders is 7 €.

The organizer will require paying for 10 aero-tows/landings in advance to staff at the contest site. This payment, together with all camping and accommodation fees (if applicable), have to be done by Sunday 17th of July 2011, 9 PM and before the start of first training flight at the latest. Aero-tow/landing fees if unused will be refunded in full.

3.4.3.a Number of allowable entries per NAC

1. Each NAC may enter up to 2 pilots and 1 substitute/reserve pilot to each class. Reserve pilot will normally only replace a nominated pilot in the event of a withdrawal.
2. The present European Champions are automatically qualified and will be admitted in addition to the above quota. (They must, however, be entered by the NAC).
3. Reserve pilots will be admitted after May 1st, 2011 only in a class where vacancies exist and provided that entry fees for the officially entered pilots have been received correctly.

3.4.3.c Total number of allowable entries

The total number of allowable entries shall not exceed 150 in total and the maximum number of gliders in any class is 50.

3.4.3.c Procedures for Managing More Than the Allowable Entries in Each Class

If the number of entries exceeds the total number of allowable entries, starting rights for each class separately will be allocated according to the following procedure:

1. Entries for which entry fees have not been paid in full by March 31st, 2011 are rejected. If the remaining number of entries exceeds the maximum number of allowable entries for that class, then:
2. Starting rights for the 2nd pilot of nations which are not listed in the Country Ranking of the IGC Ranking List valid on March 31st, 2011 are rejected. If the remaining number of entries exceeds the maximum number of allowable entries for that class, then:
3. Starting rights for the 2nd pilot of nations which are listed in the Country Ranking of the IGC Ranking List valid on March 31st, 2011 are rejected in ascending order, i.e., upwards starting from the last ranking position until the maximum number of allowable entries per class is reached.



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3.5 Registration

3.5.4.a Additional documentation required

The following documents shall be presented at registration:

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 30th, 2009

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

The organizer 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.



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D TECHNICAL REQUIREMENTS

4.1.1.a Mandatory additional equipment

Acoustic vario, PC connection cables for own GNSS Flight Recorders, for Team Captain and 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 nor emergency opening of the canopy are not affected. "Loose equipment" such as a knee mounted PDA, GNSS FR 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,
- SW Art. horizon which is part of some navigation instruments with integrated FR has to be written in heading of IGC file like disabled or must be removed.

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

4.1.2 note High visibility marking requirements

Not required.

4.1.2 note Carriage of GNSS data transmitters for public displays

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

4.1.2 note Carriage of Micro Video cameras

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

4.2.2 note Procedures for checking aircraft mass

During the practice period all gliders have to pass a technical inspection to verify compliance with the rules. Schedule and detailed procedure for this check will be announced before registration, which has to be completed before the technical inspection. . Instructions for technical inspection are contained in **Appendix A**.

The glider will be weighed ballasted to its class or certified limit (whichever is lower), with all removable equipment including parachute(s) on board. The pilot(s) will be weighed separately. Finally, the glider's maximum reference weight will be determined by weighing it, fully equipped and ballasted as above, on the main wheel only, in the "tow out" configuration, with the tow bar connected to the car or supported by other means.

On all competition days, each glider has to pass a weighing station where it will be weighed in its "tow out" configuration with all removable equipment. A glider exceeding its maximum reference weight will be required to discharge water ballast to conform to its maximum reference weight without incurring penalties.

Adding water ballast or fuel beyond the weighing station is prohibited. Any problems concerning water ballast or fuel when on the grid must be resolved under control of an Organizer or Steward.

Any glider may be called for weight check at any time during the Championship. If the glider is found to be overweight during such a random check after the weight control, the pilot will be penalized.

Adding water ballast or fuel after a re-landing must be performed in a designated area and a new weight check may be required before take off.

Drinking water for personal use is not considered to be part of the glider's take off mass.



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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), headings or radials in degree true north, time will be described as a Local time (LT=UTC+2) or UTC.

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 switched "on" 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 championships 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 may 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 TRAFFIC) and common emergency 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 or o

6.1 Types of tasks that will be set

The following tasks will be set during the championships:

- Racing Task
- Speed Task - Assigned Areas



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G COMPETITION PROCEDURES

7.1 The Launch Grid

The Grid order for each class will be drawn by lots which will supervised by a Steward. Gliders will be gridded in rows. Grid order and system will be explained during the first official briefing. The grid order shall be rotated by rows from back to front after each Championship day.

Gridding is organised by a person nominated by the organizer. The competitor and his crew must follow his/her instructions. If the pilot postpones his/her first launch on his/her own initiative or he/she is not ready when his/her turn comes he/she shall lose that launch. He/she shall move his/her glider behind the last row of its class.

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 Steward or organization. The violation will be penalized.

7.2.2 Contest site boundaries

The contest site boundaries are extended airfield boundaries. Map is in Appendix B of this document.

7.3 Launching Procedures

All gliders must have their flight recorders switched on for at least two minutes before the first take off to establish an altitude baseline (Annex A 5.4.d).

7.3.2 Launch 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 according to the procedure laid down in Annex A 5.4.d.

Motor gliders requiring a second (third) launch must land before new launch. The new launch has to be approved by the organizer 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 championships 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

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

- THE START FOR (...) 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 (...) 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 (...) 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 (...) 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 (...) CLASS IS CANCELLED - As soon as possible after the cancellation of the Day.



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7.4.3.b Altitude procedures for the starts

The maximum altitude before starting, expressed in ONH, 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

Not required.

7.6.1 Contest Area Boundary

Co-ordinates of the Contest Area boundary are in Appendix C of this document.

7.6.2.b Instructions for real outlandings

A competitor who has landed out shall contact his/her team captain by telephone without delay giving them information as specified on the Outlanding Form. The team captain or his representative shall hand the information from outlanding form to the Organizers (Information office) without delay and prior the sunset at 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 ARP).

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

Minimum altitude for crossing the finish ring is 185m QNH. Maximum altitude for finish ring is 1000m QNH.

Minimum high for crossing the finish line, except of direct landing, is 50m AGL. Maximum altitude for finish line is 1000m 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 may 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.

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 unauthorised 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.



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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, ENL shall be switched on and at least one 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 to the instructions received from organizer) after landing within 30 minutes. Back up documentation shall be handled in within 60 minutes after Pilot or Team Captain 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 Organizer, 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 be scored according to the rules in FAI S.C. Annex A, 8.7.1 – 8.7.2.

8.2.4 List of Handicaps

IGC Handicap List will be used for scoring of Club and 20m Multi-Seat Classes.

8.3.2 Penalty of outlanding (M)

Outlanding 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 The value of the protest fee

The value of the protest fee is 250 €.

J PRIZEGIVING

10.2.1 Requirements for flags, anthem disc or tapes

Every team shall have made available the same number of flags (preferably 200 x 150 cm) for the closing ceremony as the number of team's pilots in the (World/Club/Standard/20m Multi-Seat) class. Every team shall bring one copy of their national anthem recorded on CD disc / MG tape or audio file. The required material has to be made available upon request of the organizer at least one day before the Prize-giving Ceremony.



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Appendix A – Instructions for Technical Inspections

Each competing glider shall be made available to the organizers between July 16th and July 17th 2011 (from 9 to 9 PM) for a technical inspection in the configuration in which it will be flown. This configuration shall be kept unchanged during the whole competition.

Please book time for your technical inspection at the competition office during registration.

Please observe the following instructions for the technical inspection:

- The glider shall be in the configuration in which it will be flown in the competition
- All batteries in their normal positions
- Parachute and all equipment in cockpit
- No cloud flying instruments (4.1.2.b)
- Securely and safely mounted PDAs, GNSS FR, GPS navigators etc. (4.1.1)
- Pilot and all co-pilots (if applicable) must be present

The glider shall be loaded so as the sum of the empty mass + all equipment including parachute + water ballast + fuel (if applicable) is as close to maximum allowed take-off mass as possible. It is recommended that the pilot knows the amount of water ballast on board.

The following take-off masses and limitations shall be enforced unless a lower maximum take-off mass is stated in the Certificate of Airworthiness or Permit to Fly:

- World Class 300kg
- Club class – No ballast permitted and MTOM limited to the lower of maximum certified weight of non-lifting parts plus the weight of lifting parts (wings without any form of ballast or maximum certified take-off mass without water according to the type Certificate Data sheet
- Standard Class 525 kg
- 20m Multi Seat Class 750 kg

The following documentation and equipment shall be made available during the technical inspection:

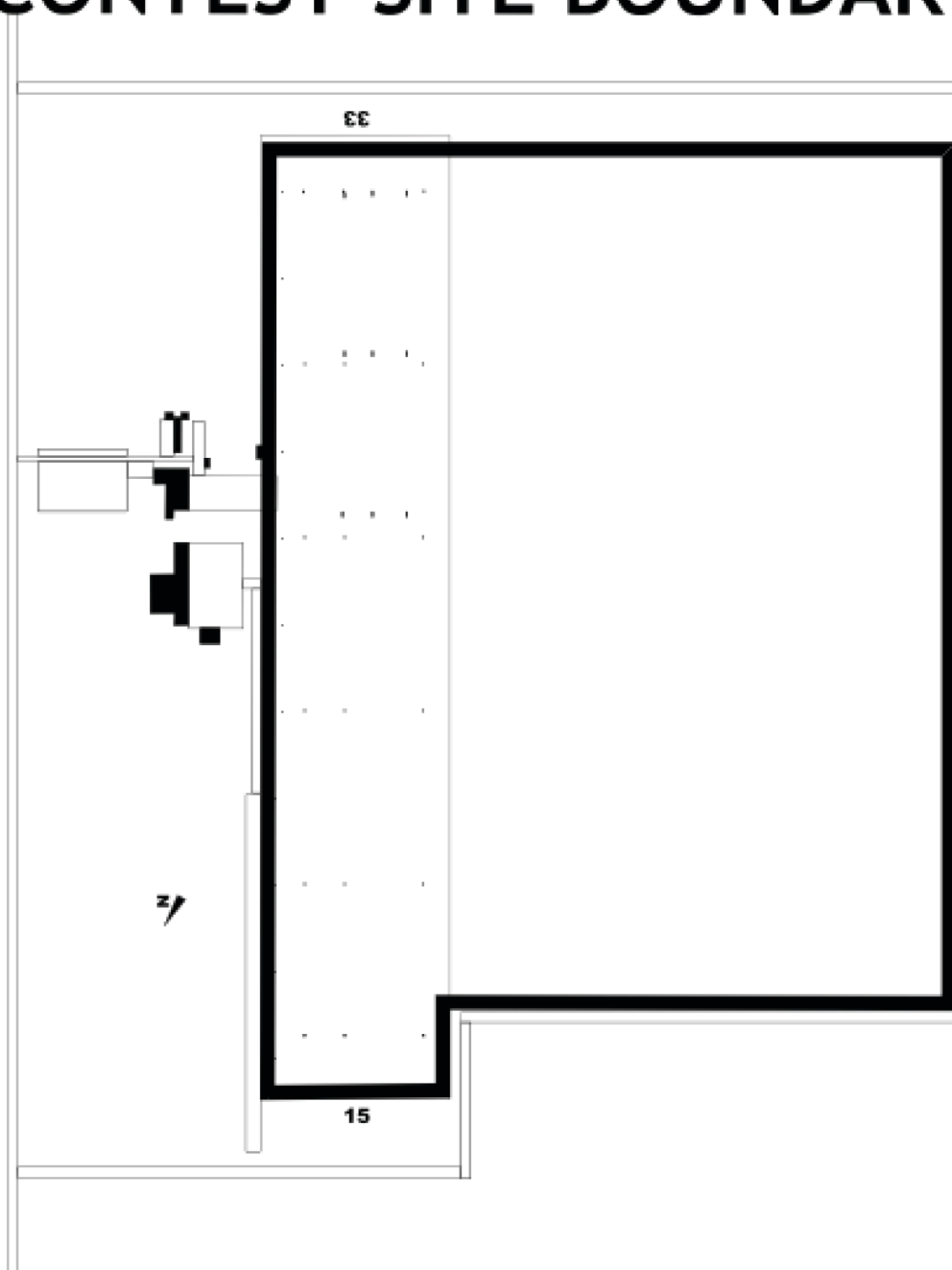
- Valid Certificate of Airworthiness or Permit to Fly
- Approved Flight Manual
- Valid weight and balance record
- Tail dolly and tow bar.



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Appendix B – Contest Site Boundary

CONTEST SITE BOUNDARY





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Appendix C - 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