



67. Slovak National Gliding Championship 2024 & pre Junior European Gliding Championship 2025

PMSR 2024 / pre-JEGC 2025

23.6.2024 - 6.7.2024

PRIEVIDZA, Slovakia
Local Procedures

A CHAMPIONSHIPS DETAILS

Name of the Event

PMSR 2024

67. Slovak National Gliding Championship 2024 & pre Junior European Gliding Championship 2025

Prievidza, Slovakia 2024

Club Class, Combi A Class, Combi B Class

Location of the Event

Airfield Prievidza, Slovak republic (ICAO code LZPE) Latitude: 048° 46.05' N; Longitude 018° 35.42" E

Elevation: 260 m / 853 ft

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

Frequency: 123,055 MHz

Time Schedule

Opening of On-line Registration

March 1st, 2024

Final Entries Due

June 22nd, 2024 (or when reaching maximum number of participants)

Deadline for Approval of new GNSS FR

June 22nd, 2024

Training

June 5th – June 22nd 2024

Scrutinising

June 5th – June 22nd 2024

Registration

June 22nd, 2024, 1 – 6 PM

First Official Briefing

June 22nd, 2024 at 8 PM

Contest Flying

June 23rd – July 6th, 2024

Closing Ceremony and Prize Giving

July 6th, 2024 at 20 PM

Competition Officials

Competition Director

Tomáš Bobok

Task Setter

Tomáš Bobok

Scoring

Eduard Niko

Airport Director

Luboš Jánošík

President of Jury

Will be announced at 1st briefing

Members of Jury

Will be announced at 1st briefing

Safety Committee

3 members – CD, 1 pilot from Club class and 1 pilot from Combi B class

Addresses for Official Correspondence

(For all official and local matters)

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@aeroklub-prievidza.sk

Fax: +421 46 543 81 11

Web: www.pmsr.sk

B GENERAL

1.2.1 Documents Applicable to this Championship

- Sporting Code General Section - 2024 Edition
- Sporting Code Section 3 – 2023 Edition
- Sporting Code Section 3a – 2023 Edition
- Sporting Code Section 3ah - 2021 Edition

1.2.2 Championship validity

The Championship will be valid if at least **4 competition days** (championship days) **are valid** in the class.

1.3.1 Championships classes

67. Slovak National Gliding Championship 2024 & pre Junior European Gliding Championship 2025 will be held in the following classes:

- Club Class** (CZIL index list). *The use of water ballast in the club class is prohibited.*
- Combi A class** (CZIL index list, FAI Standard, 15m and 20m Class, *The use of water ballast is allowed*)
- Combi B class** (CZIL index list, FAI 18m and Open Class, *The use of water ballast is allowed*)

1.3.2 Number of allowable entries

If any class does not have at least 10 participants on the first championship day, the pilots will be moved and scored together with another suitable class.

1.3.2 List of handicaps

Handicap list CZIL will be used for all classes.

1.4 RESPONSIBILITIES of the ORGANISERS

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 all competitors 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 law.**

In participating in the championships, all pilots commit themselves to **fair sportsmanship, to the fundamental principles and core values of the FAI as set out in the Code of Ethics 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, may announce the cancellation of the task by radio.

1.4.2 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.

C NATIONAL TEAMS

3.4.2 Entry Fee

The entry fee is **220 € per competitor** and covers all operational costs during the Championships, the gliders' landing fee.

Note: Aero-tows and charts are not included in the entry fee.

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

Bank name: SLSP pobočka Prievidza
Account No.: 66508253
Bank code: 0900
IBAN: **SK32 0900 0000 0000 6650 8253**
SWIFT: GIBASKBX
KS (constant symbol): 0558
VS (variable symbol): Name and surname or date of payment

Conditions for a refund of the entry fee:

The entry fee will be refunded in full to all applicants:

1. Who will be accepted as alternate competitors if they will not be included in the start list.
2. If the Championship does not take place.

The entry fee will not be refunded when late notice of participation cancellation or absence without notice.

The entry fee is payable by bank transfer no later than **22nd June 2024**. Maturity means the date of crediting the Organiser's bank account.

Aero-tow fee is **43 €/club class glider**
 47 €/15m class glider
 50 €/mixed class glider, two-seater's glider

Self-launch fee is **20 €/self-launching glider with electric motor**
 10 €/self-launching glider with petrol engine

The Organiser will require paying for **5 aerotows** in advance (cash, during the registration) to staff at the contest site. This payment, together with all camping and accommodation fees (if applicable), has to be done by **June 22nd 2024**, or before the start of the first training flight at the latest. Aero-tow/self-launch if unused will be refunded in full.

Other prices:

Aero tow (in case of out landing) from the airport	3,50 €/min
Tent in the camp	5 €/night
Caravan/Van in the camp	7 €/ night
Person in the camp	5 €/ night
Power supply connection (tent/caravan/van/car/glider)	4 €/ night
Rooms at the airport	22 €/1 person/ night 30 €/2 persons/ night 37 €/3 persons/ night)
Wooden cottage at the airport	80 €/cottage/ night (max 5 persons)
Local tax	1,5 €/per person/ night
Meal per day in aero club restaurant according to the actual price list.	

3.2 QUALIFICATIONS

Pilot competing at Championships must be a citizen or resident of one of the FAI countries. He must satisfy the conditions of the FAI Sporting Code, General Section

3.4 and at the same time shall:

1. Fulfil the requirements for a silver badge.
2. Hold a valid Pilot Licence or equivalent document issued or validated by the authorities of the country in which the sailplane is registered, or Slovak Transport Authority (www.nsat.sk ; regulation of the European Commission no.1178/2011)
3. Acknowledge and understand the FAI Sporting Codes and the Rules and Procedures issued for the event

3.4.3.c Total number of allowable entries

The total number of allowable entries shall not exceed **120** in total, with a maximum of **50 in Club class** and **40 in Combi A class** and **30 in Combi B 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:

If the remaining number of entries exceeds the maximum number of allowable entries for that class, then the competition director will take his right of Organiser for selection and compilation of the start list.

His decision will take into account these factors:

- The day of the entry fee payment
- Membership in the national team
- The number of flown hours
- Participant from 'new country'

3.5 REGISTRATION

3.5.4.a Additional documentation required

Countries that require visas to enter Slovakia, Czech Republic, Poland, and Hungary must organise them by their means in time. If invitations are needed, Organisers will provide such documents - info@aeroklub-prievidza.sk.

The following documents shall be presented at registration:

For all Team Members:

- 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 3.4); ID card or passport
- Hold a Pilot Licence or equivalent document issued or validated by the authorities of the country in which the sailplane is registered, or of the country where the Championships takes place (Slovak Transport Authority; from 08.04.2018 regulation of the European Commission No. 1178/2011)
- A 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 Logbook
- Third-party insurance certificate with required coverage (see 3.6.1)
- Documentation of GNSS FR calibration for each FR used not older than 60 months by July 7th, 2024

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

The following documents shall be carried on board the sailplane:

- Proof of nationality or certificate of residence (FAI General Section 3.4); ID card or passport
- Valid Pilot License 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 Logbook
- Proof of third-party insurance coverage for the glider
- Aeronautical Chart ICAO 1:500 000 (BRATISLAVA, Poland, Czech Republic, Hungary)

When registering, the pilot must sign the document to confirm that the competition glider is airworthy and that all documents (including the pilot's personal documents) are valid throughout the whole competition period.

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 to 3.6.2 inclusive.

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 > 500 and < 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 SAILPLANE AND EQUIPMENT

4.1.1.a Mandatory and recommended additional equipment

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**. The FLARM must remain operational during all flights to improve safety.

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

Each Competitor is requested to have a smartphone with data connection to be able receive official information from the Organiser.

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 disabled or 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 gimbaled compasses, turn and bank indicators).
- Any kind of Artificial Horizon
- Attitude and Heading Reference System (AHRS) Module

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

4.2. MAXIMUM TAKE-OFF MASS

Respectively for each class, following weight limits are specified according to FAI Sporting Code, Annex A, Chapter 4.2.1:

Club Class	Maximum take-off mass must not exceed the maximum certified mass of the sailplane without water ballast and is limited by the lower value of: a) maximum allowable weight of parts not generating lift plus weight of parts that generate lift (without any kind of a burden in the wings), or b) maximum allowed take-off weight without water under the technical documentation (TCDS)
Standard Class	Maximum take-off mass of the sailplane will not exceed 525 kg or the maximum certified take-off mass.
15m Class	Maximum take-off mass of the sailplane will not exceed 570 kg or the maximum certified take-off mass.
18 m Class	Maximum take-off mass of the sailplane will not exceed 750 kg or the maximum certified take-off mass.
Open Class	Maximum take-off mass of the sailplane will not exceed 850 kg or the maximum certified take-off mass.

4.3.1 Contest number

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

- On both sides of the tail fin and/or rudder. These should be at least 30 cm high
- 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.

If two contest numbers are identical, a competitor who entered later will be asked to change theirs. If the contest numbers can be easily confused, a competitor will be asked to correct or improve it.

E GENERAL FLYING PROCEDURES

5.1. GENERAL

5.1.1 Ground movement of people, cars, trailers, and gliders

The airport maps which show the access roads, the areas reserved for gliders, trailers, caravans, visiting airplanes and motor vehicles will be a part of **Self Briefing Presentation** (further **SBP**).

The pilots and their teams are kindly requested to comply with all rules published in Local procedures and Self Briefing presentation. **Self Briefing Presentation is an integral part of Local procedures.**

All rules are binding for all participants in the championship. Non-compliance will be penalised.

5.2 BRIEFING, UNITS of MEASUREMENT

A briefing will be held each morning (at 10 AM). The Organiser may (due the meteorological or operational reasons) change the start of briefing.

All pilots shall attend the official briefings except a competitor who is unable to attend, for reasons outside his control.

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 (AMSL), 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
<u>Time</u>	will be described as a Local time (LT) - GMT + 2 hours.

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

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

Call sign **PRIEVIDZA GROUND - FREQ 122.605 MHz** - for launches and re-landing during launches.

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

Pilots are obliged:

- Activate FREQ 122,605 MHz at the beginning of the take off.
- Stay on FREQ 122,605 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, 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

5.3.1.d Frequencies allocated for flight safety

Frequency **123.055 MHz** (Call sign PRIEVIDZA TRAFFIC) and common emergency frequency **121.50 MHz** will be used for flight safety purposes.

6.1 TASK OPTIONS

The following tasks will be set during the championships:

- Racing Task
- Assigned Area Task

F COMPETITION PROCEDURES

7.1. THE LAUNCH GRID

The grid order will be organised by the system “from back to the front”. Detailed information will be published on the official web site/**official electronic channel** daily.

The opening and closing of the grid, as well as the order of the classes on the grid **will be determined by the Organiser** and will be **published** on the **official website**, **communicated** via the **official electronic channel** or in the details of the **task sheet**.

For the safety of the aircraft and pilots on the ground, **gridding gliders before the official opening of the grid or after the official closing of the grid will be considered as an unsafe manoeuvre and should be penalised.**

Gridding is organised by a person nominated by the Organiser. The competitor must follow his/her instructions and for transport his/her glider must use given routes and paths only.

If a 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 e Requirements for discharging water ballast on the grid

Discharging water ballast on the grid is prohibited. Any problems concerning water ballast or fuel on the grid must be resolved under control of an Organiser. The violation will be penalised.

7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries. Map will be available in the Self Briefing Presentation.

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, FAI SC S3, 5.4 d).

Launch pattern and release zones will be published in the Self Briefing Presentation.

Take Off Procedures

The take-off procedure to be used will be announced during the briefing. However, the meteorological conditions may require the competition director to update the take-off procedure before the mass take off.

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's which have an IGC-approved MoP function (ENL or other).

The engine of self-launching motor gliders must be started and run for a **maximum two minutes** before the launch.

Self-launching motor gliders shall follow the same climb-out path as the aero-towed gliders in their class.

Aero-towing motor gliders having a MoP must start and run an engine **for a maximum two minutes within 5 minutes after release.**

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 **122.605 MHz** (if it is still active) or on the frequency **123,055 MHz** (by opening the start line for the last starting competition class).

After a 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 high.

7.3.3 Release areas and release heights

The release zones of each class will be announced before take-off **during the briefing**. In case of difficult/changing meteor conditions, the release area can be changed before the first launch of competition class.

A map will be available in the Self Briefing Presentation.

The release height is 860 AMSL.

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

When the glider is released from the aero-tow, the pilot must leave the release area immediately. Circling in the release area is strictly forbidden.

Outside of the release area, there is no requirement to circle in any particular direction other than the normal rules of the air.

7.4 STARTING

7.4.2b

During the competition, it is possible to use two methods of start

"Normal start"

"PEV start" (as described in rule below)

PEV start procedure.

Two values are set for the PEV start - the length of **the hold time** and the length of **the start window** - and are printed daily on the task sheet.

Before the pilot crosses the start line, he/she must "create" a time stamp on the primary FR – so-called a "**Pilot Event**" (PEV).

This is the start of the "**holding period**". At the end of the "holding period", the departure window is opened and remains open for the time specified by the "**start window length**" value. The pilot can perform one or more departures within this start window.

A pilot may press "**Pilot Event**" (= create a timestamp) a maximum of three times per one competition start.

Each press of "**Pilot Event**" will cancel the previous departure window and set a new "**holding period**".

If a pilot presses "**Pilot Event**" more than once within 30 seconds, this will be considered as one press and the first press of "**Pilot Event**" in this series of presses will be considered valid.

Once the pilot has made a valid PEV start, repeated presses of "**Pilot Event**" will not affect the validity of a previously made start.

After a new take-off, the pilot has three attempts at a PEV start.

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 15 km.**

7.4.5a Radio procedures for announcing the start

The start will be opened **20 minutes after a launch** has been offered to the last glider in the class that is currently being launched.

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

Call sign **PRIEVIDZA GROUND - FREQ 122.605 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 /15m class/Combi) 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 /15m class/Combi) class will be opened in 10 minutes**

10 minutes before the opening of the start of the class.

- **The start for the (Club /15m class/Combi) class will be opened in 5 minutes**

5 minutes before the opening of the start of the class.

- **The start for the (Club /15m class/Combi) class is open. It opened at hh:mm**

Just after the opening the start of the class.

- **The start for the (Club /15m class/Combi) class will open at hh:mm**

As soon as possible after the cancellation of the day.

7.4.5c Closing of start

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.

7.4.6 a Departure altitude procedures

The maximum altitude before the start will be decided at the daily briefing on the day of the competition.

The maximum start altitude, expressed in QNH, will be decided at the daily briefing on the day of the competition.

Any change in the maximum start altitude shall be announced prior to the opening of the start line in the way described in 5.8.1

7.6.1 a Instruction pertaining to real out landings

A competitor who has landed out shall contact dispatchers by telephone (call, SMS) without delay **and prior the sunset at the latest** giving them relevant information.

7.6.3 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 Organiser, except in situations when the Organiser delegates this activity to another local aero-tow operator.

7.7.2 a. Finish geometry

The finish option for the championships is the **Finish Ring**. The value of the radius and the centre point will be specified at the briefing.

The minimum altitude for crossing the finish ring will be specified at the briefing.

7.7.4 a. Finishing 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 airfield)** - 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.

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

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

Those pilots who have decided for a speed finish:

- **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 penalised as a safety breach.

7.7.4 c Closing of 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 - **123.055 MHz** - call sign **Prievidza TRAFFIC**.

The procedures for joining the circuit of the runway in use for finishers will be specified at the briefing as well as in the Self Briefing Presentation.

After crossing the finish ring pilots join the circuit of the runway in use to downwind position and continue with landing procedure or continue landing straight. Gliders landing straight in shall, during landing follow the instruction provided at briefing or received from finish officials on the airport frequency.

Not communicated and/or not approved short landing procedure will be considered as Landing: Incorrect landing procedure and will be penalised as a safety violation!

The flight trace must not show excessive pull-ups or dives from 10km to landing. Excessive manoeuvres and pull-ups or dives more than 25m will be penalised as a safety violation!

The aim is that all landing gliders must land as long as possible (**without changing direction**) to allow other gliders to land safely behind and to use as much runway as possible.

Landed gliders must be removed back from the runway as quickly as possible. For towing of gliders, dedicated paths must be used only.

7.10 HANDLING of FLIGHT DOCUMENTATION

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 is notified.

Non-compliance may be penalised according to Annex A.

Competitors must download their FR's themselves and deliver the IGC file in secure mode **solely via 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

Scoring system for the championships will be:

1000-Points Scoring System

The official scoring software is Naviter See You Competition (www.naviter.si). Wireless internet connection is available at the airfield.

H PROTESTS

9.2.3 The value of the protest fee

The value of the protest fee is **150 €**.

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