



**Martin- Tomčany airfield**  
**16<sup>th</sup> June – 28<sup>th</sup> June 2019**



## LOCAL PROCEDURES

**Event name:**62<sup>nd</sup> Slovak Gliding Championship 2019**Event location:**

Airfield: Airfield Martin (Slovakia)  
ICAO code: LZMA  
Latitude: 049° 03.55 'N Longitude 018° 57.03 'E  
Elevation: MSL 420 m/1378 ft MSL  
Runway: 36R/36L/18R/18L (800m/50m grass)  
Frequency: 120,040 MHz

**TIME SCHEDULE:**

Final Entries due: June 15<sup>th</sup> 2019  
First opening briefing: June 16<sup>th</sup> 2019, 10:00 a.m. (Sun)

**Contest flying:**June 16<sup>th</sup> – June 28<sup>th</sup> 2019Closing and Prize Giving Ceremony: June 28<sup>th</sup> 2019, 07:00 p.m. (Fri)Reserved day for flying: June 29<sup>th</sup> 2019**Competition Officials**

Competition Director: Juraj Jánošík  
Deputy Director: Ivan Bajana  
Referee: Zoltán Suranyi  
Task Setter: Tibor Fratrik

Meteorology: Ivan Chlebovec  
Economy: Miroslav Thémar

Head of Jury: will be selected during 1<sup>st</sup> briefing  
Members of Jury: will be selected during 1<sup>st</sup> briefing

Web Master: Boris Čierny

**Address for all correspondence and entries**

SNA gen. M. R. Štefánika  
Aeroklub Martin  
Letisko Martin, P. O. Box 7  
036 01 Martin  
SLOVAK REPUBLIC

Tel. +421 (0) 911 397 305  
E-mail: [pmsrfg19@gmail.com](mailto:pmsrfg19@gmail.com)  
Web: <http://www.pmsr.sk>



## 1. GENERAL PART

### 1.1. Goal of the contest

- a) Determine the master of the Slovak Republic on the basis of the overall results in a non-motorized flying in club, in a 15-meters and combined class for the 2019,
- b) Enable sailplane pilots to gain competitive experience,
- c) Propagate non-powered (sailing) flying.

**1.2.** The contest shall be controlled in accordance with the FAI Sporting code, General Section and Section 3 (Gliders and Motor Gliders) and Annex A to Section 3. The rules not specified in this document shall be applied as detailed in Annex A.

### 1.3. Championship Classes

Slovak gliding championship 2019 will be held in the following classes:

**a) Club Class – index list SNA**

- In the case of a glider with an index of less than 96, this index will be assigned.
- The use of the water load in the club class is prohibited.

b) **15m Class (including standarts)**– as per index list SNA

**c) Combi Class - index list SNA**

Powered gliders will be admitted to the competition under the conditions normally required and specified by the FAI Sporting Code.

The **SNA INDEX LIST** will be published in xls format in the Documents section at [www.pmsr.sk](http://www.pmsr.sk)

### 1.4 Safety rules and requirements

1.4.1 GNSS FRs and other electronic equipment must be attached to the sailplane in such way that visibility is not reduced.

In case of a serious accident, competitor who observes or becomes aware of it shall immediately communicate it to the Competition Director (CD) directly or through other competitors, and carry out every action useful for the rescue. If the accident implies rescue action by one or more competitors, the CD, once informed about fact, may announce the cancellation of the task by radio.

Any further necessary and or additional rules for each competition day will be announced on the briefing for the day.

1.4.2 National requirements for doping controls

Random tests for doping will be conducted in accordance with FAI Anti-Doping Rules and Procedures. [http://www.fai.org/documents/otherdocs/antidoping\\_rules](http://www.fai.org/documents/otherdocs/antidoping_rules) Alcohol tests may and or will be checked during every day of the competition using random selection process.



## 2. QUALIFICATIONS AND OTHER REQUIREMENTS

### 2.1. Minimum qualifications requirements

- 2.1.1. Hold a Pilot Licence or equivalent document issued or validated by the authorities of the country in which the sailplane is registered, or validated by the Transport office authorities in the Slovak Republic.
- 2.1.2. Hold a FAI silver badge and have competed in at least one gliding competition for the past 5 years.
- 2.1.3. Have flown at least 100 hours as a pilot in command.
- 2.1.4. Acknowledge and understand the FAI Sporting Codes and the Rules and Procedures issued for the event.

### 2.2. Entry fees

The entry fee is 170,- EUR per participating glider and it covers all operational costs during the contest except towing fees.

The entry fee is required to be deposited to the organizer bank account stated below:

Account holder name: Aeroklub Martin o.z.  
IBAN: SK93 0900 0000 0000 6132 7840  
SWIFT: GIBASKBX  
VS : 2019  
KS : 308

Comment for the recipient: "**PMSR\_2019\_name\_surname+glider registration mark**)

The entry fee is payable until 10<sup>th</sup> June 2019 by the money wire transfer to the organizer bank account and or upon agreement with the organizer in cash during registration day prior official part of the competition.

### 2.3. Aero-tows:

- The price for one competition aerotow up to 700m AGL in the designated release area for the club class is set to 33,- EUR.
- The price for one competition aerotow up to 700m AGL in the designated release area for the 15m (standard) class is set at 37,- EUR.
- The price for one competition aerotow up to 700m AGL in the designated release area for the combined class is set at 37,- EUR.
- The fee for one competition take-off of for a self-launching glider is 8,- EUR.

The organizer requires the payment of the 5 aerotows in advance, latest during the registration process on June 15<sup>th</sup> 2019.

Pre-paid and unrealized aerotows costs will be refunded in full amount.



The organizer offers aerotows from the fields in the price 4.00,- EUR/min and aerotows from the other airfields in the price 3.00,- EUR/min.

## **2.4. Accomodation and meal supply**

### 2.4.1. Camp

The fee per one night in the camp at airfield premises is 8,- EUR/ person/ night. The price is inclusive of the connection to the power supply from the electricity power box.

### 2.4.2. Airport hostel

If you are interested in booking an accommodation at airfield hostel, please contact the organizer.

### 2.4.3. Food supply

The all-day meal cost (breakfast, soup lunch + package, hot dinner) is approximately 15,- EUR/ day (the price can be adjusted according to the supplier's current offer). You will be able to order a meal during the registration process.

## **2.5. Number of competition gliders and the validity of the championships**

2.5.1. The minimum number of competing gliders within the competition class is set to six.

2.5.2. The number of competing gliders during the competition is limited to a maximum of 60 gliders + 5 substitutes in each class.

The organizer reserves the right to adjust these numbers as required.

In the event of a high number of competitors being registered, such as a totally limited number for all competition classes, the organizer reserves the right to opt-in according to the following rules:

1. Date of entry fee payment
2. Members of national repre. teams
3. FAI IGC Ranking Competitors

2.5.3. The minimum number of valid tasks for a given class during the competition period is set to four.

## **2.6. Space in the airfield hanger**

The organizer will secure the limited spaces in the hangar preferably for VSO-10 type gliders, or other types of wooden constructions gliders. All transport vehicles and trailers will be located in the designated area at the airfield.



## **2.7. Required documentation**

### 2.7.1. For flight crew

- Valid personal documentation
- Proof of health insurance (except citizens of SR)
- Valid flight crew license or an equivalent document recognized by the Slovak Transport authorities, as of 8<sup>th</sup> April 2018, in accordance with EU Commission Regulation no. 1178/2011
- Valid License- radiotelephone operator's restricted certificate for aeronautical services II
- Valid medical certificate
- Flight logbook
- Parachute logbook with valid packing data.

### 2.7.2. For the sailplanes

- Certificate of registration in the aircraft register
- Airworthiness certificate
- Flight manual
- Sailplane logbook
- Radio certificate
- Maintenance release confirmation
- Valid insurance certificate for the damages caused to the third parties in accordance with point 2.7.4.

### 2.7.3. Documentation required to be on board of the glider

- Valid personal documents
- Valid crew license
- Flight manual
- A valid chart of the competition area/ airspace (ICAO map)
- A flight task for the competition day

### 2.7.4. Insurance

- a) Coverage of liability insurance for third party damage must cover the entire duration of the competition and the value of coverage must be in accordance with applicable regulations
- b) Documentation proving the insurance shall be made available to the organizer in Slovak or English language.
- c) The competitor is fully responsible for all personal and glider documentation. The organizer of the contest is not responsible for the incorrectly mentioned/ stated



or invalid data within the pilot or sailplane documentation, and shall in no event be liable for any consequences resulting from such deficiency.

### **3. TECHNICAL REQUIREMENTS**

#### **3.1. Mandatory equipment**

3.1.1. During the competition, the glider must be equipped with:

- homologated GNSS Flight Recorder (FR),
- anchors,
- FLARM system

3.1.2. Devices to be removed from the glider during the contest

- Gyro instruments or other devices permitting flying without visual reference of the earth (eg Bohli or Schanz compasses).
- Other banned devices, if any, will be specified during briefing

3.1.3. GNSS data carriers for public display during the competition flights will not be used.

#### **3.2. Competition numbers and markers for higher visibility**

3.2.1. The visibility of the competition features will be controlled. If two Competitive characters are the same or unclear, competitors will be required to amend them. The right to the original competition number/ mark is the competitor who has previously paid the entry fee first.

3.2.2. The organizer will not require competing sailplanes to be marked with high visibility markings to improve in-flight observability, but such marking is well recommended.

#### **3.3. Flight recorders**

- a) For documenting flights/ tasks are only allowed GNSS flight recorders approved by the IGC. This applies to both primary and backup flight recorder.
- b) A valid GNSS FR calibration not older than five years for primary and backup flight recorder is required.

#### **3.4. Procedures for checking aircraft mass**

- a) Aircraft mass checks may be carried out anytime during the contest.
- b) Each competing sailplane shall be flown within the limitations of its Certificate of Airworthiness. Filling water to water ballasts in club class is prohibited.



## **4. GENERAL FLYING PROCEDURES**

### **4.1. Radio frequencies to be used during the CONTEST**

4.1.1. For the championships the following frequencies will be used:

- **FREQ 120.040 MHZ**, call sign "Martin Traffic" - for all airport operations at the contest site and within the ATZ

4.1.2. Frequencies allocated for flight safety

- Frequency **120.040MHz** call sign "Martin Traffic"
- International distress frequency **121.500MHz** will be used for flight safety purposes.

## **5. TASKS**

### **5.1. Tasks options**

The following tasks will be set during the championships:

- a) Racing Task**
- b) Speed Task - Assigned Areas**

## **6. COMPETITION PROCEDURES**

### **6.1. The Launch Grid**

- The principle of free standing will be applied in the layout of the gliders at the take-off grid. The grid for particular class will be built backwards from the marker designated by the organizer. The sailplanes, which will be behind the marker, will lose one competition take-off. The grid opens at 8:00 (unless the organizer specifies otherwise).
- The order of the sailplanes classes on the grid will be determined by the organizer in time before the commencement of the grid build.
- The classes will be launched separately and the free standing order in a class at grid will be applied.

### **6.2. Requirements for discharging water ballast on the grid**

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

### **6.3. Contest site boundaries**

- Contest site boundary is an area of LZMA, all strips included. It's designed, including the area for relaunching gliders.





## 6.4. Launch procedures

### 6.4.1. Motor Gliders

- Self launching Motor Gliders have to follow the same flight pattern as declared for tow-planes at the briefings. Motor Gliders using aerotow have to run their engines not later than 5 minutes after the release from launch for a maximum time of 2 minutes at least once before starting of the task in order to confirm their GNSS FR MoP recording.

### 6.4.2. Release Areas

- It is prohibited to circle in release area and or below the release altitude. Pilots flying back for another take-off has to respect also this rule.

## 6.5. Tasks departures

6.5.1. **Start Options-** the following tasks departures options will be set during the contest:

- **Task departure line-** The straight line of the specified length perpendicular to the course to the first turn point or centre of the first designated space.

### 6.5.2. Radio procedures for announcing the task departure

- The competition frequency 120.040MHz will be used for announcing the start of the tasks using following phrases (repeated once):
- **THE START LINE FOR (club/15m/combi) CLASS WILL BE OPEN AT** (Time HH:MM). Announcement will be made as soon as possible after the take-off of last sailplane in the class.
- **THE START LINE FOR (club/15M/combi) CLASS WILL BE OPEN IN 20 MINUTES-** Announcement will be made 20 minutes before the opening of the start for each class.
- **THE START LINE FOR (club/15M/combi) CLASS WILL BE OPEN IN 10 MINUTES-** Announcement will be made 10 minutes before the opening of the start for each class.
- **THE START LINE FOR (club/15M/combi) CLASS WILL BE OPEN IN 5 MINUTES-** Announcement will be made 5 minutes before the opening of the start for each class.
- **THE START LINE FOR (club/15M/combi) CLASS IS OPEN NOW-** Announcement will be made at the time of the opening of the start line for each class.
- **THE START FOR (club/15M/combi) CLASS IS CANCELLED** – as soon as possible after cancellation decision for the day has been made.

If the maximum departure height is set during tasks departures, following announcement will be made along with the time of the task departure by the phrase:

- **MAXIMUM DEPARTURE HEIGHT (height QNH in meters)**



### 6.5.3. Interval departure time requirement

The organizer did not set a time interval between two consecutive departures during the contest.

## 6.6. Contest area boundary

- The boundary of the competition space is the inner space bounded by the coordinate envelope, which will be published together with the airspaces. The contest area boundary will be published on the website [www.pmsr.sk](http://www.pmsr.sk) as well as the waypoints. Pilots flying outside the contest area will be considered outlanded in that place.

## 6.7. Real outlandings

- In case of sailplane outlanding, the pilot/crew shall contact the organiser without delay and before the retrieve crew departs the air base.
- The place of outlanding, means of retrieve, aerotow request or other necessary information shall be announced to the organiser.

## 6.8. Arrivals

6.8.1. Sailplane options: The following finish options will be applied:

Targeted circle 3 km radius from LZMA N049 ° 03'55 "E018 ° 57'03" without upper and lower height limits.

## 6.9. Finishing procedures

- Competitors are required to announce their arrival on the finish line when 10 kilometres and 3 kilometres far away, switching on 120.040MHz frequency (call sign Martin Traffic), giving the contest number, the distance to go in kilometres and landing procedure (direct landing/ circuit finish). Circuit finish procedures will be published during the each competition day.

## 6.10. Landing procedures

- The landing frequency is the same as the finishing frequency- 120.040MHz (call sign Martin Traffic). All direct landings shall be performed according to the instruction given from traffic controller on the landing frequency. Pilots must land as long as possible, strictly avoiding crossing the runway diagonally, bearing in mind that several gliders can be behind them at the same time.
- Sailplanes that first reached finish point, land as long as possible on the RWY, others landing behind them at a safe distance. Any change of direction during the landing procedure is strictly forbidden and will be considered as a dangerous flying followed by a penalty and or pilot will be suspended from the competition.



- The landing instructions for the sailplanes landing from the circuit will be defined at the briefing and controlled by the air traffic controller.

### **6.11. Flight documentation**

- All flight documentation such as GNSS records must be handed without any further delay max. up to 60 mins after landing (with exception of pilots who outlanded), using following options:
  - a) Upload- URL and or email address will be confirmed during first briefing
  - b) Memory card
  - c) USB san disk
- The location/ file of the flight record must be clearly identified on the memory card or USB key.
- The competitor shall hand over the records that contain all flight data of the day.
- The flight record, covering all flights made during the day shall be kept in the IGC Flight Recorder until the flights have been evaluated by the Organisers.

## **7. SCORING**

### **7.1. Scoring system**

1000-Points Scoring System will be used for the contest.

### **7.2. Scoring of the Team Cup**

Team Cup will not be scored.

### **7.3. Outlanding penalties**

Penalty for outlandings- reduction of distance for scoring in speed tasks will not be used. The coefficient  $M=0$  will be applied.

## **8. PROTESTS AND COMPLIANTS**

### **8.1. Protest fee**

The protest fee amount is 20.00 Eur/ claim.

## **9. TRAINING**

In case of training requirements prior contest, please contact organizer.

## **10. Other notes**

This bulletin will be continuously updated and published on the official contest web page [www.pmsr.sk](http://www.pmsr.sk)