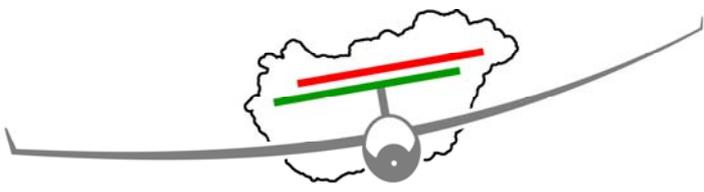


FINISH PROCEDURES FLATLAND CUP

FINISH PROCEDURES **Délvidéki Aero Club 1930** **Szeged – 28th July 2018**





FINISH PROCEDURES FLATLAND CUP

A – Finish details

Finish line

The finish line is a displaced line, approximately 1500m in front of the threshold.
There is no minimum finish height, but we have a designated outlanding place, just after the finish line.

B – Crossing the Road 55

Crossing height above the road 55 is 20m!

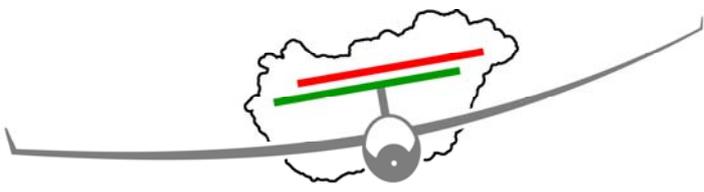
Crossing the road below the minimum height is considered as dangerous flying and will be penalized. The road is very busy with a lots of bus and lorry traffic. The road is wide and there is a deep trench and a big fence before the threshold.



C– Arrival procedure

Before reaching the checkpoint the pilots must switch to the airport frequency (122.800MHz)

It is very important to listen to other pilots announcements, so you can know they are there even if you can't see them.



FINISH PROCEDURES FLATLAND CUP

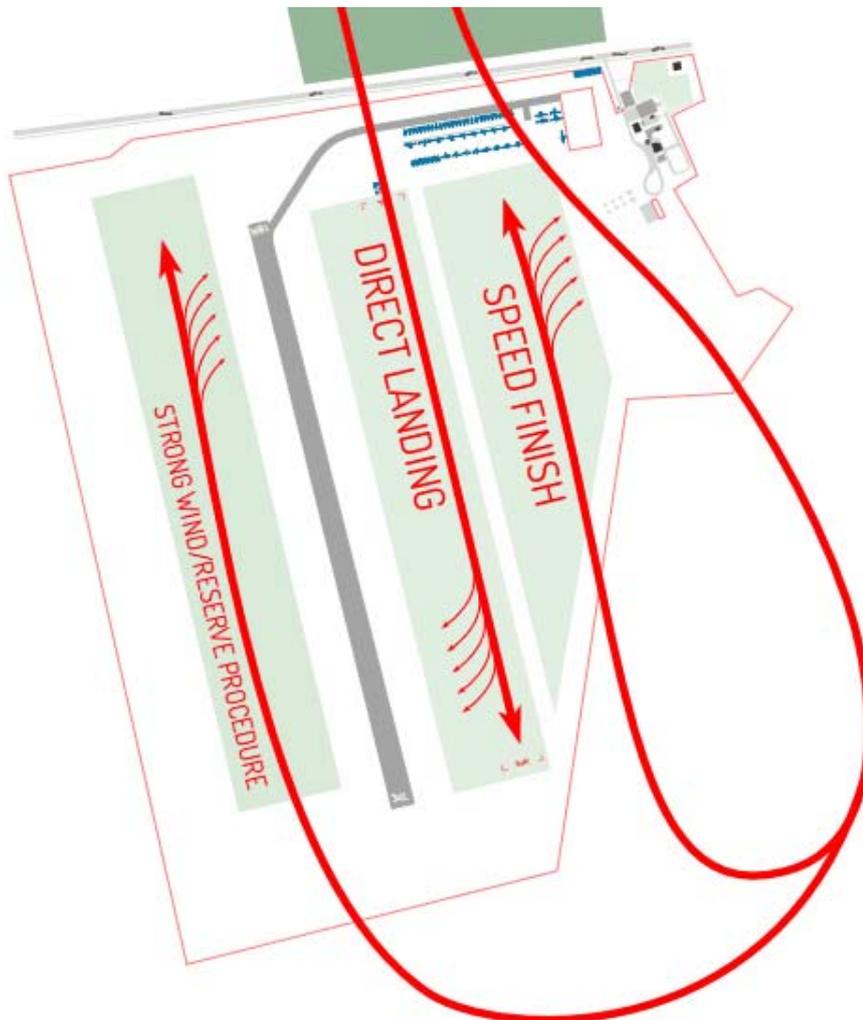
Announcement of the arrivals must be done on the airport frequency 122.800 MHz before reaching the checkpoint. At arrivals the following phrases shall be used:

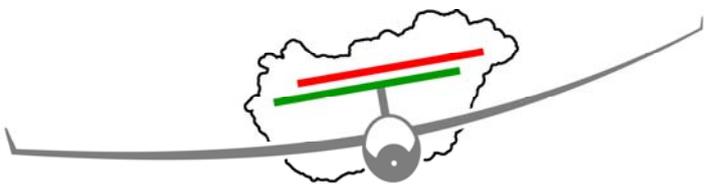
- **CN CHECKPOINT 5KM** (5km before checkpoint)
- Tower is going to give wind and traffic info and might suggested landing procedure.
- **CN CHECKPOINT, DIRECT LANDING / SPEED FINISH** (when reaching checkpoint)

After the checkpoint continuous descend is compulsory, no positive glide slope is allowed, with the exception of an easy pull up after crossing the Road 55, while doing a speed finish.

There are 3 different arrival methods:

- **speed finish**
- **direct landing**
- **high arrival/strong northerly wind procedure**





FINISH PROCEDURES FLATLAND CUP

Speed Finish:

Crossing the Road 55 with high speed (minimum 180km/h) than with an easy pull up and a left bend-right turn land long east of the runway 34R. Land long as possible!

Direct Landing:

Crossing the Road 55 with low speed (bellow 180km/h) than land straight on the runway 16L. Land long as possible!

High arrivals/strong wind:

When arriving above 100m above the Road 55 for a speed finish, it's preferable to use the reserve strip to avoid lower planes to turn in front of you.

When it is a strong wind from the north, you will be advised to do this procedure to land headwind.

D – Outlanding after the line

There are many outlanding possibilities after the line; the designated place is shown below.
Note that landing out when crossign the finish line means 5 minutes penalty!

