

LOCAL
PROCEDURES
FLATLAND CUP

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Szeged – 28th July 2018
Délvidéki Aero Club 1930





LOCAL PROCEDURES FLATLAND CUP

A – Championship details:

- 63rd Hungarian National Gliding Championship and 11th Flatland Cup
- 03rd–11th August 2017
- Szeged Airport (LHUD)
N 46°14.55 E 020°05.26
Elevation: 80 m (262 feet)

B – Required documentation:

... for the sailplane:

- registration certificate of the glider, valid Certificate of Airworthiness;
- flight manual
- valid weight and balance sheet of the glider
- documentation of GNSS FR calibration not older than 5 years
- third party insurance certificate with required coverage

... for the pilot:

- proof of nationality or certificate of residence
- valid pilot license (members of the Chicago Convention can use their PPL licenses with no limitation, under VFR rules, captaining a one seater airplane, inside Hungarian FIR)
- FAI Sporting License valid for the year of event

... 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 < 500 kg Minimum Limit SDR 750 000
- Certified MTOM < 1000 kg Minimum Limit SDR 1 500 000
- Personal medical insurance is advised, covering accidents and sickness, including any local hospital costs and the costs of transport back to the team member's home country.

C – Technical requirements

... mandatory additional equipment:

- PC connection cables (or equivalent PC communication) for own GNSS Flight Recorders, if required.
- It is mandatory to equip all gliders with FLARM or compatible device. The device should be turned ON and operable at every take-off during the competition. All malpractice regarding FLARM usage is considered as serious violation of contest order. Flying deliberately with disconnected device results in penalty. In repeating cases, one can be excluded from the competition. Registration of devices is mandatory (Contest Number).



LOCAL PROCEDURES FLATLAND CUP

- Serviceable cellular phone (GSM 900/1800 standard); note that no phone usage is allowed during flight!

... instruments that must be removed from the sailplane:

- Bohli, Schanz, KT1 or other gimballed compass
- turn indicator
- artificial horizon, including digital AHRS

... high visibility marking requirements

The Organizers may advise the competing sailplanes to be marked with hi-vis markings.

D – Procedures for checking aircraft mass:

During the competition random weighting may take place on the way to the grid. If the combined weight is more, than the limit for the gliders class or certified weight ($M_m + M_t + M_p$), water ballast will be removed to achieve the max weight.

- **MTOW = 525 kg in 15 meter class**
- **MTOW = 600 kg in 18 meter class**
- **MTOW = 850 kg in Open class**
- **MTOW = Max reference weight in FAI club class**

E – GENERAL FLYING PROCEDURES:

... units of measurement:

Unless stated otherwise, distances will be expressed in kilometers, heights in meters Above Ground Level (AGL), altitudes in meters Above Mean Sea Level (AMSL), speed in kilometers per hour (km/h), vertical speed in meters per second (m/s), mass in kilograms (kg) and headings or radials in degree true.

... radio communication required for contact with ATS:

All necessarily ATS frequencies for each championship day will be announced at the briefing for the day. Cellular phones may be carried on board of the sailplane.

For the championships the following frequencies will be used:

- **SZEGED INFO: 122.800 MHz**
all official information will be announced at this frequency; for all airport operations at the contest site, for all competition purposes



LOCAL PROCEDURES FLATLAND CUP

- **Towing frequency: 122.800MHz:**

will be used from the beginning of the launch until the last take-off, for towing procedure. All necessarily additional frequencies for each championship day will be announced at the briefing for the day.

Frequencies allocated for flight safety:

Competition site operations: Frequency 122.800 MHz (Call-sign SZEGED INFO) will be used for flight safety purposes. All competitors should have the next frequencies selected:

- **122.800 MHz** from the beginning of **take-off**;
- **122.800 MHz** during the launch until they have left **5km radius of the airport**
- **122.700 MHz chat** frequency
- **122.800 MHz** on the **final glide** from at least **5 km before checkpoint** and
- **122.800 MHz** during **landing** – from the moment they join the circuit until they have left the runway

Outlanding: After field outlanding (or before if there is a glider in the chosen field), it is recommended to listen out on the Hungarian common gliding frequency 122.700 MHz. This frequency is also used for flight safety during the task (pilot-pilot).

F – Tasks:

The following tasks will be set during the championship:

- **RACING TASK** (RT, Annex A 6.3.1)
- **ASSIGNED AREA TASK** (AAT, Annex A 6.3.2)

G – Competition procedures:

... contest site boundaries:

The contest site boundary is the fence around the airfield.

... the grid:

The grid will be placed on the grass runway (16L/43R). After grid time, cars are not allowed in the grid area, and should be parked behind the grid. Grid area is show on the diagrams. below. Gliders landing with the intention of re-launching should use the area between the grid and the tarmac. Such gliders should stop before the front of the grid.

... towing:

After launching the grid it is highly prohibited to stay in front of the first line. Towing height is 600m AGL. The release area is shown on the diagrams below.



LOCAL PROCEDURES FLATLAND CUP

... launch procedures for motor gliders:

Motor gliders during take-off have to follow the same procedures as declared for tow-planes at the briefings; the engine must be started and run for a maximum of two minutes either before the launch, or within 5 minutes after release if the motor glider is launched by aero tow in order to confirm their GNSS FR MoP recording.

The scoring office may accept the first valid noise calibration for the entire event, and further engine starts won't be necessary.

... areas where continuous circling is prohibited or permitted in one direction only

Joining planes must use the direction that was used by the glider in the thermal prior

... types and definitions of starts that will be used:

Start Line: A 10 km straight line, defined by a start point and its 5m radius, perpendicular to the track to the First Turn Point, or the center of first Assigned Area.

... radio procedures for announcing the start:

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

- **START LINE FOR (Mixed class / Club class) WILL BE OPENED AT (hh.mm.) for task A/B/C**

As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time.

- **START LINE FOR (Mixed class / Club class) WILL BE OPENED IN 10 MIN. for Task A/B/C**

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

- **START LINE FOR (Mixed class / Club class) WILL BE OPENED IN 5 MIN. for Task A/B/C**

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

- **START LINE FOR (Mixed class / Club class) IS OPENED NOW for Task A/B/C**

Just after the opening of the start for the class.

- **THE START FOR (Mixed class / Club class) CLASS IS DELAYED (number) MIN.**

- **THE START FOR (Mixed class / Club class) CLASS IS CANCELLED**

As soon as possible after the cancellation of the day.



LOCAL PROCEDURES FLATLAND CUP

... **contest area boundary:**

The contest area is all airspace inside Hungarian FIR under 9000 feet AMSL and outside all prohibited airspaces as explained on briefings. Flying out of the contest area boundary will be considered as entering restricted area and will be penalized.

... **outlandings:**

When landing out the team captain/crew shall complete the outlanding form and pass all the information from this form to the scoring office without delay. If a glider is not reported it's out landing by ECT, SAR services will be alerted.

... **finish line:**

A finish line placed around 1500m front of the threshold, with a designated emergency landing field. Further discussed in the *FINISH PROCEDURES* and explained at the first official briefing.

... **landing procedures:**

The landing frequency is the same as the finish frequency – 122.800 MHz (call sign "SZEGED INFO"). The landing is further discussed in the *FINISH PROCEDURES*.

Minimum altitude when crossing Road '55' is 20 meters AGL!

This road just at the edge of the threshold with very high traffic load and big trucks, buses. The airfield is also surrounded by a fence which has a height of 2 meters (AGL), and has concrete posts.

All finishing sailplanes shall land as long as possible to allow other sailplanes to land safely behind. When rolling out, any sudden change in direction is strictly prohibited, but an easy rolling out to the right, off the runway is accepted. Violations will be penalized for dangerous flying. Landing instructions for sailplanes making a circuit before landing will be specified at the briefing.

Retrieving the gliders should be in a straight line following the runway direction until the runway threshold; this also applies to the movement of the cars when approaching the gliders. Pilots are responsible for their crew's actions and dangerous glider retrieving will be considered as hazardous flying. Retrieving and landing will be explained in detail at the first briefing.



LOCAL PROCEDURES FLATLAND CUP

In the case of outlanding the pilot must contact the scoring office, report reached turning points and current coordinate. If the scoring office does not receive information about your situation by ECT, SAR services will be alerted.

...handling of flight document:

Preferred method for IGC delivery is sending files to igc@flatlandcup.hu via e-mail. IGC files shall be handed in within 60 minutes after landing. Non-compliance will be penalized.

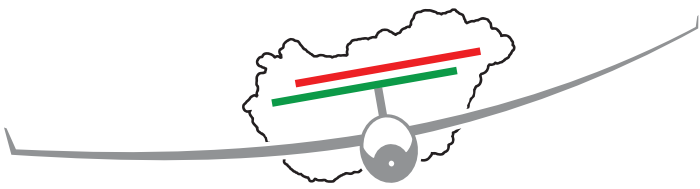
Two GNSS FR's may be used. The Organizer may verify all FR's following the first flight. GNSS FR's recording intervals shall be set to 5 sec. or less. Non-compliance may be penalized. The Organizers shall be informed of any change of equipment including the designation of the primary Flight Recorder.

H – Scoring:

Scoring system for the championships will be '*1000-Points Scoring System*'.

I – Protests:

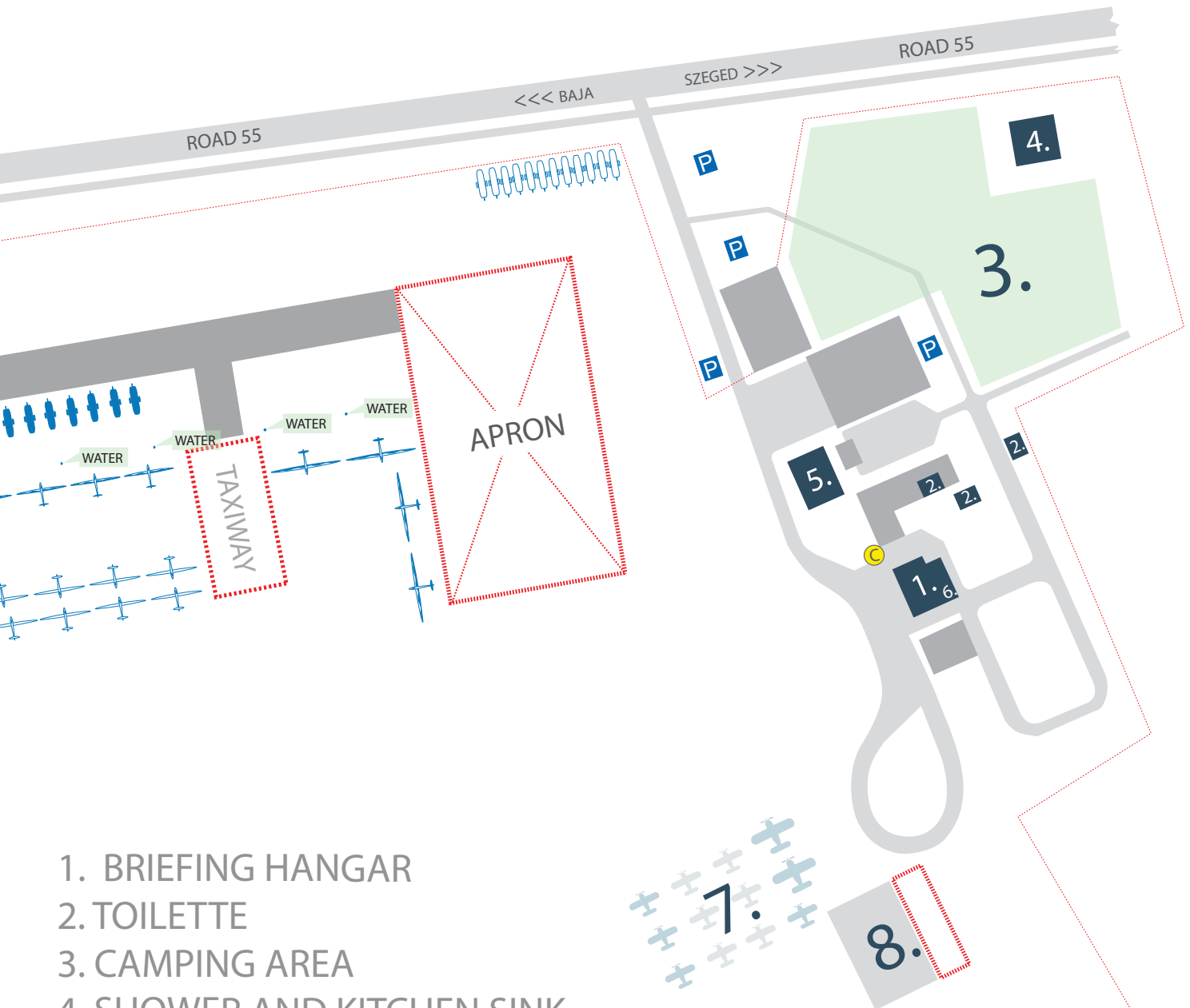
The value of the protest fee is €150.



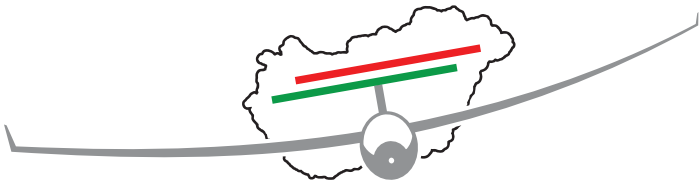
LOCAL PROCEDURES

FLATLAND CUP

AIRFIELD LAYOUT - FACILITIES



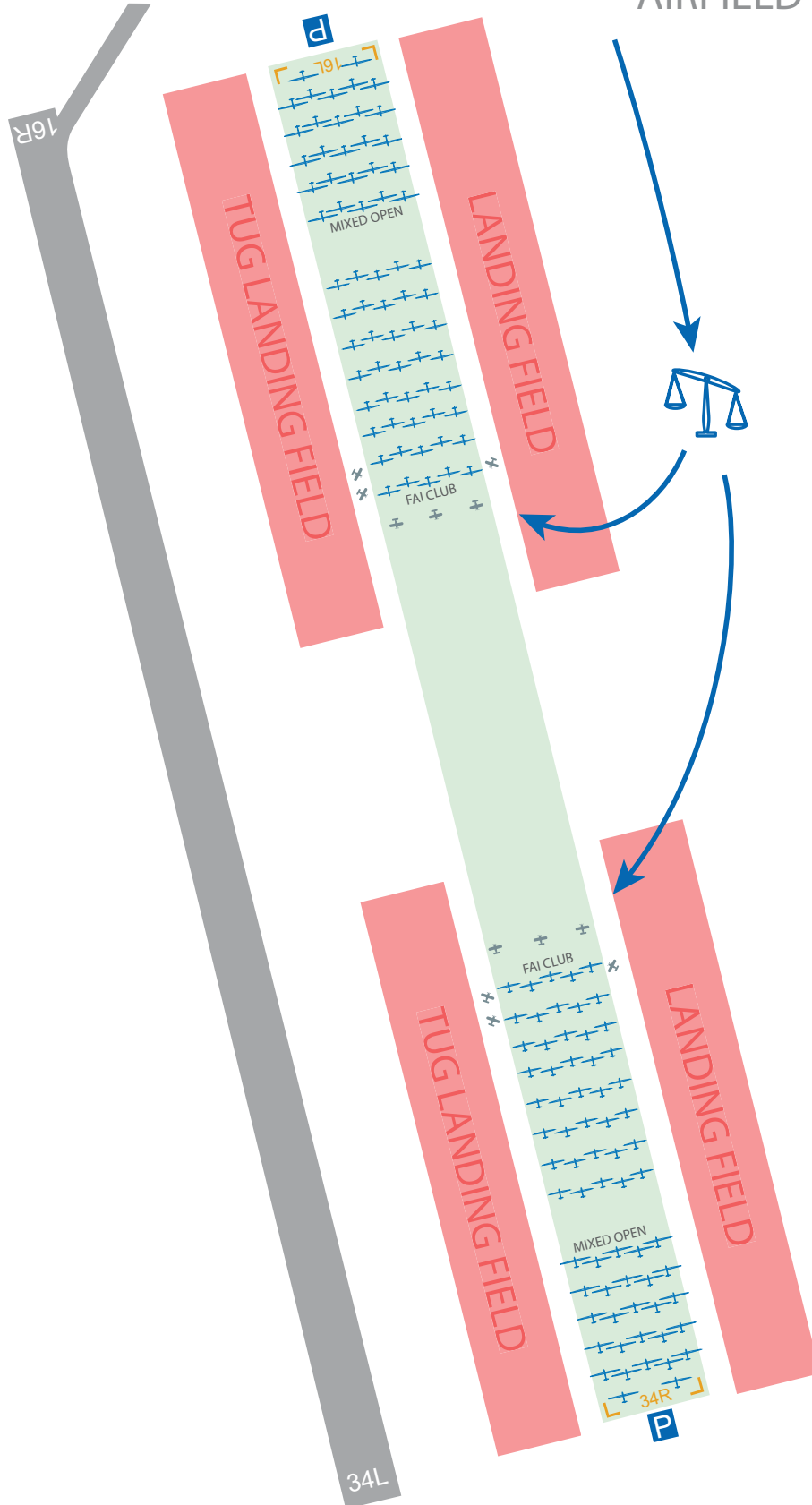
1. BRIEFING HANGAR
2. TOILETTE
3. CAMPING AREA
4. SHOWER AND KITCHEN SINK
5. BUFFET
6. SCORING OFFICE
7. TIE-DOWN AREA FOR MOTORPLANES
8. AC FUEL STATION

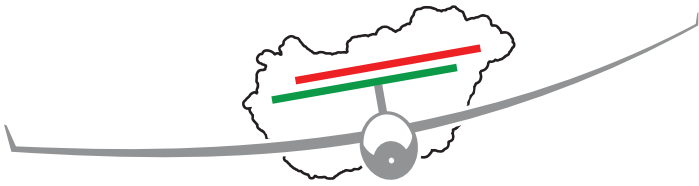


LOCAL PROCEDURES

FLATLAND CUP

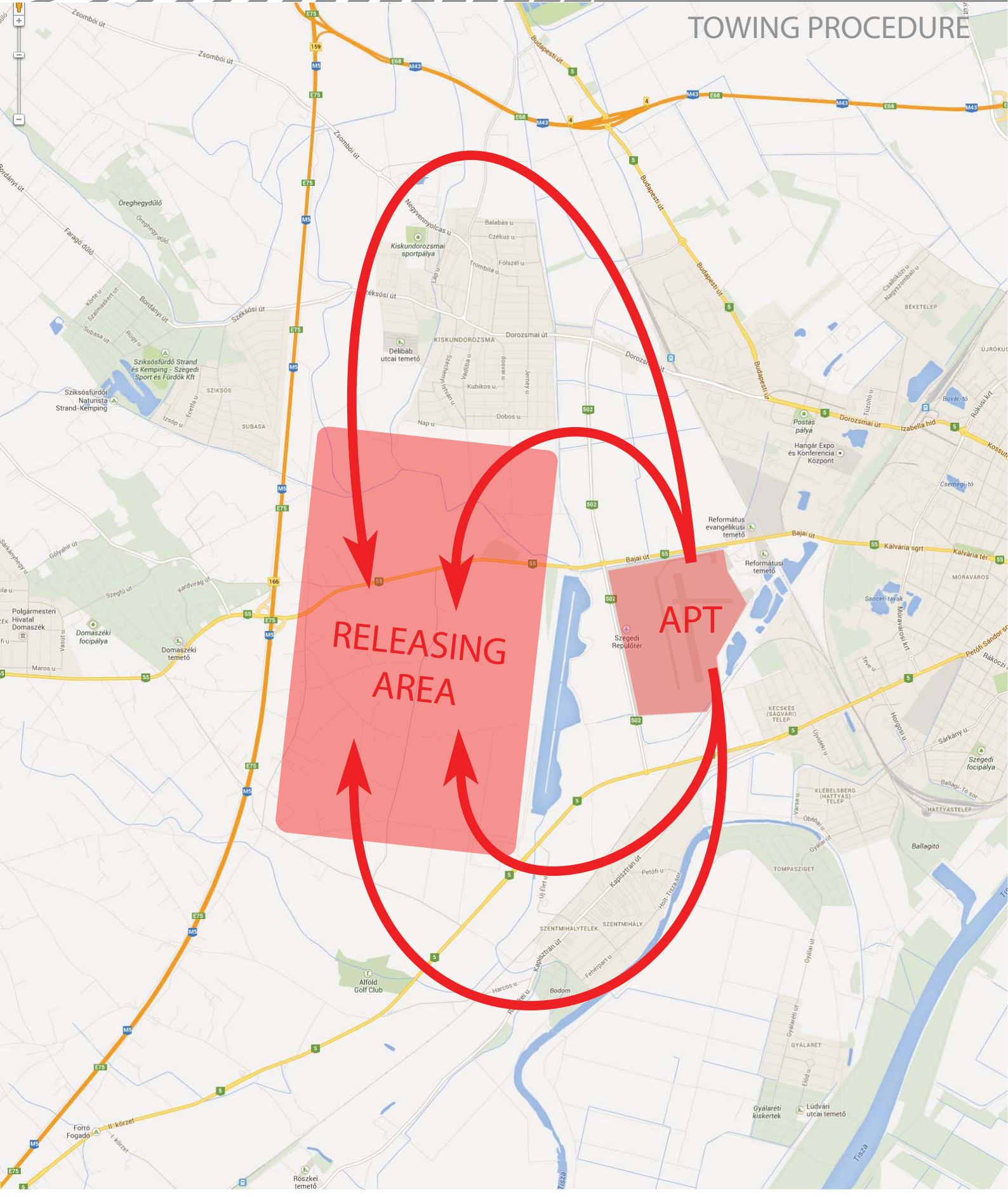
AIRFIELD LAYOUT - GRID

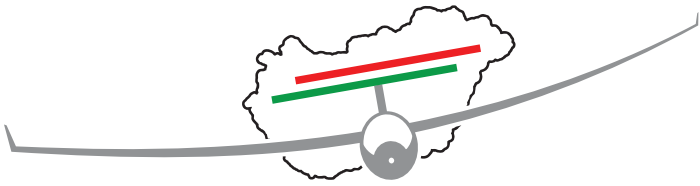




LOCAL PROCEDURES FLATLAND CUP

TOWING PROCEDURE





LOCAL PROCEDURES FLATLAND CUP

FINISH AND LANDING PROCEDURES

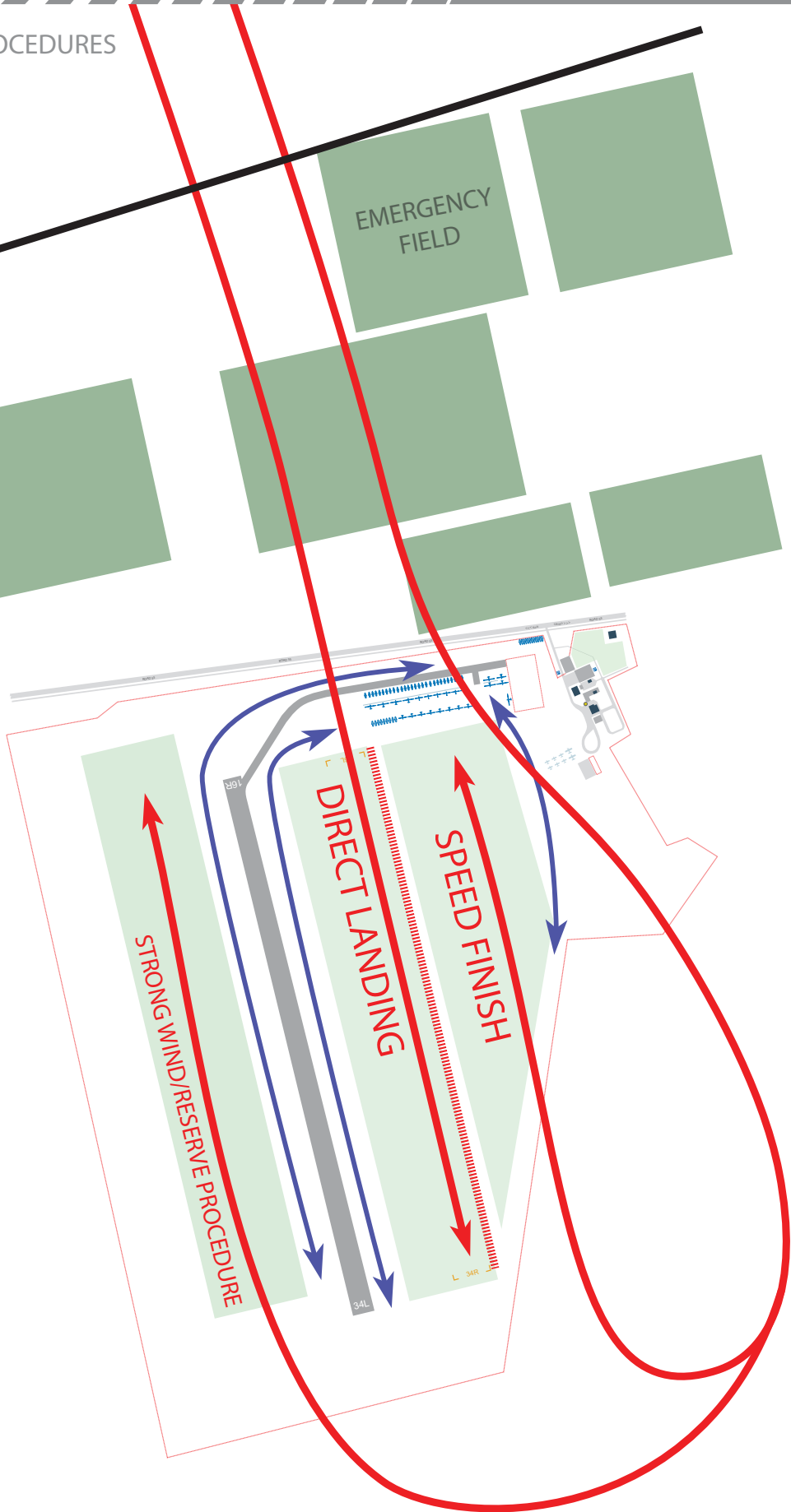
2 KM FINISH LINE

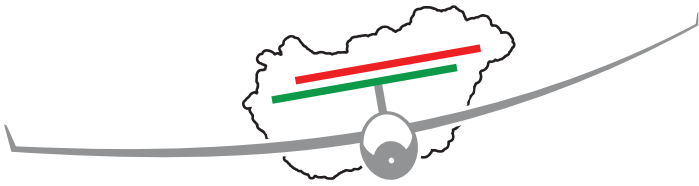
EMERGENCY FIELD

STRONG WIND/RESERVE PROCEDURE

DIRECT LANDING

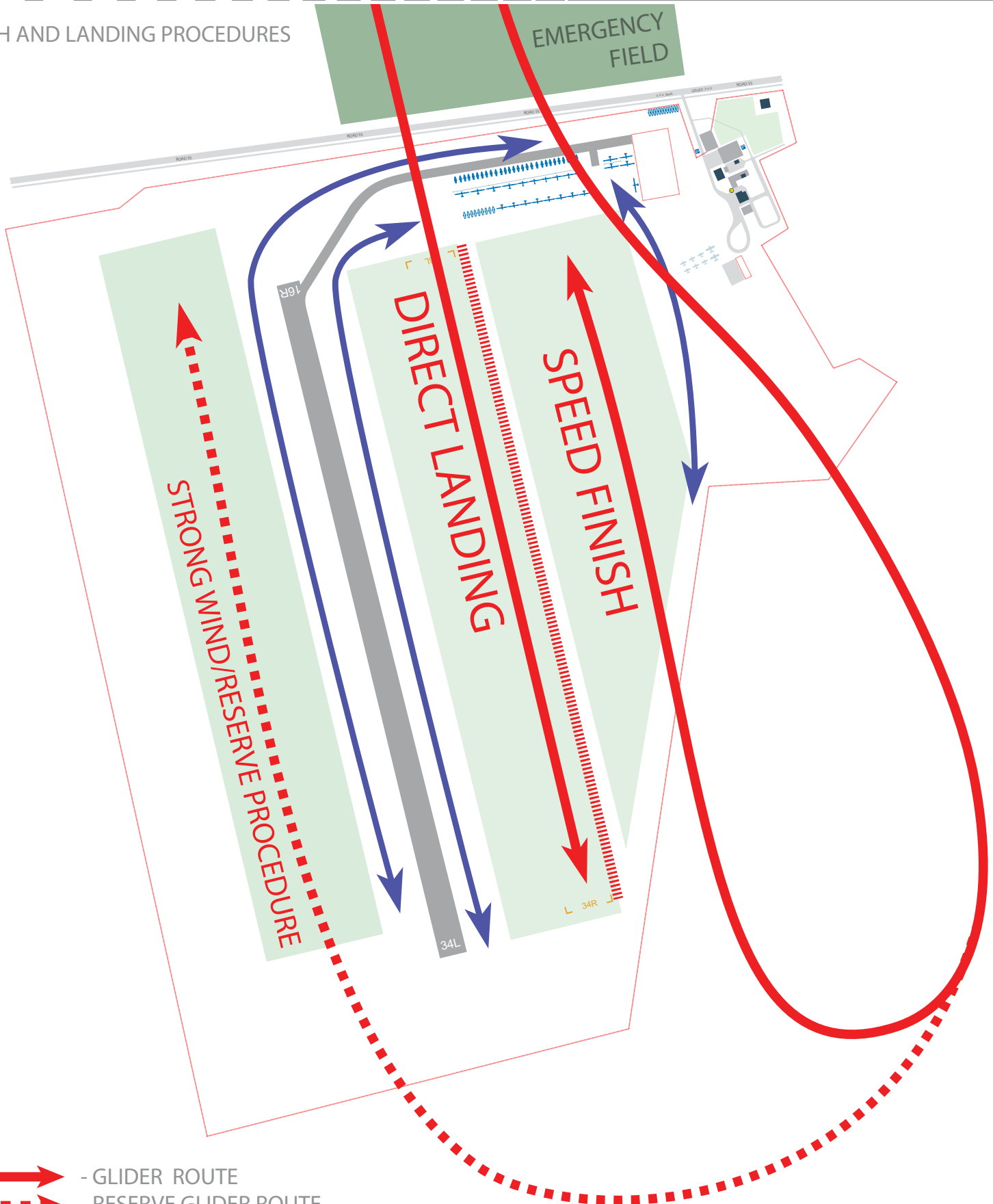
SPEED FINISH





LOCAL PROCEDURES FLATLAND CUP

FINISH AND LANDING PROCEDURES



- GLIDER ROUTE
- RESERVE GLIDER ROUTE
- GROUND VEHICLE ROUTE