

# local procedure

## Local Procedures

### Open Austrian Junior Gliding Championship 2019

08 to 14 July 2019 Altlichtenwarth - LOAR

**The competition is based on  
Annex A code for FAI Sporting Part 3,  
current version performed.**

**A CHAMPIONSHIP DETAILS****name of the event**

Open Austrian Junior Gliding Championship 2019

**organizer**

OeAeC, Section glider,  
A-1040 Wien, Prinz Eugenstrasse 12

**organizer**

Sportunion Fliegergruppe  
Flugplatzstrasse 1  
2144 Altlichtenwarth

**Location of event**

Airfield Altlichtenwarth  
Elev 184 m / 604 ft (MSL) RWY 04/22  
frequency 125,255  
https: // www.loar.at

**schedule**

Deadline for preliminary applications:	05/01/2019
Final date for applications:	06/15/2019
Date for payment of the entry fee:	06/15/2019
Deadline for configuration change	7/7/2019, 19:00
Official training (not mandatory)	7/6/2019 - 07/07/2019
Registration deadline	7/7/2019, 19:00 loc.time
Opening ceremony at the airport:	7/7/2019, 19:00 loc.time
Opening Briefing (duty Briefing)	7/7/2019, 19:00 loc.time
Competition flights:	08/07/2019 to 07/14/2019
Closing ceremony and award ceremony	7/14/2019, 19:00 loc.time

**Names and functions of the host staff**

Director (Competition Manager)	Solle Walter
Deputy Director	Münzker Josef
task setting	Wagner Herwig
meteorology	Wagner Herwig
Responsible for the evaluation	Huschka Richard

**jury**

The jury is nominated by the competition management until the start of the competition.  
The jury consists of the President and two members.  
The jury members may not participate as a pilot or members of the competition management.

**Addresses for Correspondence**

Correspondence please only via e-mail [seidl-gerda@aeroclub.at](mailto:seidl-gerda@aeroclub.at)  
Tel 01 505 1028 -. 75 DW, Monday to Friday 08:00 to 12:30

**Participants messages:** [www.loar.at](http://www.loar.at)

**1 GENERAL****1.1 Additional objectives of the Championships**

The determination of the Austrian junior champion,  
Junior champion and winner  
the Open Austrian Junior Gliding Championship 2019

Deepening of theoretical knowledge in gliding.  
Deepen friendships between gliders ..

- 1.3** The competition will be judged only as such when at least six pilots with Austrian citizenship and Austrian sporting license have participated in the respective class on the first day and was completed at least a valid evaluation day.

The best-placed driver is winner of each Championship class.  
The top-ranked junior in the respective Championship class are junior winner  
and the top ranked juniors with Austrian citizenship and Austrian sporting license are Austrian junior champion.

#### **1.3.1 rating classes**

**Club class:** Junior and senior pilots, only aircraft of the Club class No water ballast

**Standard Class:** Junior and senior pilots, airplanes Club Class. Water ballast allowed

It is in each class (with the BGA handicap List ANNEX A1) counted, said planes are counted with a handicap-factor of less than 96 with the 96th Aircraft that are not included in this index are amended accordingly.

The Club Class is further (according to the last valid FAI Sporting Code, Section 3, Annex ASC3a\_2018, APPENDIX A3) And Annex A Handicap (SC3ah\_2018 ANNEX A4) counted

#### **Mixed classes:**

Are in the club class or in the general class less than 6 Austrian pilots called, both classes are combined into a mixed class. The use of water ballast is then prohibited.

In the mixed class, an additional factor is further introduced, which is defined by the maximum take-off weight and the reference weight. Water ballast is then only allowed to obtain the reference weight according ANNEX A4, A5, The actual take-off weight by means form A6(ANNEX A6,) Specify as part of the nomination. The take-off weight is then maintained for the whole competition and controlled individually or in groups. Violators will be punished with penalty points.

#### **1.4.2 Additional safety rules**

Since new is tried in this Championship, where there sometimes during the contest need for adjustment, the competition management reserves the right to adapt the rules during the contest. The organizer reserves the right to cancel the contest or cancel if unforeseen circumstances make this necessary.

The organizer does not recognize, whatsoever compensation of participants associated with the implementation, the cancellation or termination.

The official language in the context of the competition is German. If necessary briefings and meteorological information in English are given.

The official competition card is valid ICAO chart or gliding map of Austria, these are brought by the pilots.

The Safety Committee consists of one representative of the host staff and the pilot speakers. The pilot speaker (Counting for each class a pilot speaker) can be selected at the first briefing.

The objective of the pilot spokesperson is to represent the interests of pilots and helpers. The pilot speaker can be called in an advisory capacity for the task.

### 1.4.3 National requirements concerning doping test

For more information:

<https://www.nada.at/de/service/download-center>

Note to:

Alcohol limit P1. ALCOHOL:

Alcohol (ethanol) is prohibited only during competition. The determination is made by breath and / or blood analysis. The limit value (blood levels), from which a doping infringement, is 0.10 g / l.

### 1.4.5.3 Competition area, prohibited airspace and height limits

As Championship field, the Austrian and Czech territory applies.

The Contest area boundary defined in the airspace file that will be published before the start of the competition. Inactive airspace and corresponding height limits will be announced at the daily briefing. The departure is limited to a maximum of FL 95th Deeper departure heights can also be set at the briefing days

## 3 nominations

The juniors are mentioned both in the junior classes as well as in the corresponding combined classes simultaneously

### 3.4 Requirements for participation:

The age limit for the juniors the Sporting Code 3, Pts 5.6b, (SC3\_2018 applies, ANNEX A2).

A pilot is considered as a junior, when according to the 31.12.1993 was born.

Minimum flight experience of juniors and pilots with no age limit:

80 Soaring hours and line flying experience.

#### 3.4.1 By registering for the competition, the pilot explained by the "Local Procedures" Agreed. Furthermore, he agrees of any for himself and his aides of publication Photo- / Film recordings in connection with the competition.

Each pilot will have throughout the duration of the competition on helpers. The helper is to be given with the entries.

#### 3.4.2 entry fee

The entry fee is € 200.00.

The nominal fee of juniors will be deducted from the towing costs.

In withdrawing the nomination before 06/15/2019 50% of the entry fee refunded.

In non-participation or withdrawal of the designation according to the 06/15/2019 forfeit the entry fee in favor of the organizer.

The entry fee is to be paid to the following account:

Raika Altlichtenwarth  
IBAN AT24 3222 7000 0430 5025  
BIC RLNWATWWBGA

The entry fee has to be transferred one week after submission of the entry at the latest.

It is the order of registration and the order of payment of the entry fee.

Late entries will only be considered when starting places are still available.

The following services are offered:

- Organization of the competition
- Providing the necessary documents and forms

- Continuous information on weather and Results
- Airport fees (Enrollment and Accreditation)

3.4.3 b Number of allowable entries

A total of 30 Competitors

3.5.4 a Additional documentation required

- valid registration certificate or permit to fly '
- Use certificate (for OE registration)
- valid inspection certificate
- Approval notice for the radio, transponder and ELT

3.5.4 b Documents that must be carried on board

- valid glider pilot's license and valid Medical
- valid passport or ID card
- valid walkie testimony
- valid Certificate of Registration
- Use certificate (for OE registration)
- valid inspection certificate
- valid certificate of airworthiness or 'permit to fly'
- Liability insurance (valid for competitions) and
- Approval decision for the radio transponder and ELT or PLB

Foreign participants may be required to submit to the recognition of their documents.

Each competitor must have an accident insurance with competition including (rescue costs are not included!) To prove - € 3,634.00 for death and € 8,721.00 for permanent disability (covered by the Austrian Aero-Club insurance).

For two-seater a completed aviation accident insurance for the passenger seating in the amount of 100 000 SDRs must be demonstrated.

Each participating glider must have a liability insurance with competitive confinement with an insured sum of: (MTOM = maximum takeoff weight)

- with a MTOM of less than 500 kg ..... 750 000 SDRs(SDR 1,000,000)
  - with a MTOM of less than 1,000 kg ..... 1 500 000 SDR(SDR 2,000,000)
- prove.

**4 Technical requirements**

4.1.1c Mandatory additional equipment

carried on board are:

- A unserviceable parachute
- A ELT or PLB(Personal Locator Beacon)
- An anti-collision device, such FLARM
- A recognized by the IGC GNSS Flight Recorders (motor glider with engine sensor)
- An approved radio

When using back-up systems, these recognized by the IGC flight data recorder must be and the organizers must be notified before competition day. If given are the request of the competition management appropriate calibrations of the flight data recorder

The use of belts and parachute is mandatory.

Anti-collision device (FLARM) must not be turned off during competition flight.

It remains up to each pilot to decide if he runs his Flarm in "stealth mode".

Each pilot will have throughout the duration of the competition on helpers. Employees of the organizer should not be used as a helper.

During startup each pilot must have at least one helper

The use of belts and a parachute is mandatory.

Anti-collision device (FLARM) must not be turned off during competition flight.

Each aircraft has to correct for the entire training and competition in OGN (Open Gliding Network) be registered in order to guarantee a permanent public position record.

#### 4.1.1.d High visibility marking requirements:

A warning finish at the end of the wings, winglets, or on the fuselage nose is mandatory. Aircraft without warning paint must be covered with light film.

#### 4.1.2 Instruments which have to be expanded

Instruments for flying without ground visibility must be removed or disabled.

This includes in particular artificial horizon, turn and bank indicator and Bohli, Schanz or KT1 compass.,

#### 4.2.2 Weighing procedures for gliders

The organizer reserves the right at any time re-weigh the aircraft individually or in groups before the respective starts to their take-off weight.

#### 4.3.2 competition ID

The competition number consists of max. (Possible combination) 3 numbers or letters

If the same competition number called twice, then that pilot must change his character, the mention of which has arrived later.

## 5 General flight procedures

### 5.1 Cloud flying and unauthorized aerobatics are prohibited. All maneuvers in the air and on the ground which threaten others must be avoided and in accordance with SC3, Annex A point. 8.7 (SC3a\_2018, ANNEX A3) to punish.

The Director may further comprise a competitor because of incorrect or Verhaltes punish breaches or disqualify. (SC3, Annex A, section 8.7 "List of approved penalties" (Sc3a\_2018, ANNEX A3)

### 5.3.1c Radio frequencies for competition

Official contest Radio frequency: 125,255

Further, required for the progression of the competition radio frequencies (frequencies for takeoff, start, finish line, landing, for the class, etc.) will be announced at the latest at the opening briefing.

## 6 tasks

### 6.1 Tasks which provided

racing task	(Racing Task)
Speed Task - Assigned Areas	(Speed Task - Assigned Areas)
Handicap - Speed Task	(HandiTask cap) see ANNEX A7

It can be provided for both classes the same tasks.

## 7 competition proceedings

### 7.2.2 limits of Competition airfield

The boundary of the competition airfield is defined as follows: the boundary of the competition airfield the officially approved areas of the civil airfield Altlichtenwarth apply. The contest site is not fenced. The boundaries of the competition airfield is later than the opening briefing gebracht. Die all participants note current ZFBO (Civil airport operation regulation) the airfield Altlichtenwart be observed. (ANNEX A8)



Photo airfield Altlichtenwarth (LOAR)

### 7.3.1 start process

Each competitor has max. 3 starts per competition day available.

A landing or engine start outside the boundaries of competition airfield Parental rating not to restart.

Gliders and not self-launching motor glider being towed. The towing height and Release point will be announced at the briefing. Premature disengagement is only permitted for safety reasons.

7.3.1a The starting order (GRID-Order) is determined before the competition. Each of the first row is set as the last row of the following day for a valid competition day.

### 7.3.2 Start procedures for motor glider

For self-starting motor gliders the starting method (starting price and location for parking the drive) will be announced at the briefing.

Motor glider that can be drag, the proof of the ENL logger recording with delivery of the first logger files must provide (first competition day). This also applies to back-up Systeme.

7.3.2b Re-starting of a motor glider (Note: Notwithstanding SC3 Annex A (sc3a\_2018, ANNEX 3)

Self-Bootable motor gliders do not need to end up with a repeated start. The competition management must be informed before the Anstarten by radio.

The Anstartphase has over the airfield Altlichtenwart (LOAR) To be made.

### 7.4.3 Types and definitions of Abflights that are used

It is a straight starting line with a length of 10 km.

7.4.5a Communication procedures for departure  
See also section 5.3.1c.Funkfrequenzen

The opening of the starting line is on the Starting line frequency announced.

Language arrangements:

"The start line is opened in 15 min, 10 min, in 5 min."

"The starting line is open."

These notices must not be confirmed.

If the task is neutralized, it is on the Starting line frequency communicated.

7.4.3b Altitude procedures for flight departures

The maximum altitude and departure rate will be announced at the briefing, and is listed in the task sheet.

The fines for non-compliance (altitude and speed) Penalties will be communicated at the opening briefing.

7.6. outlandings

7.6.1a Instructions for real outlandings

The field landings are mitzuzerleiten the competition management within half an hour after the landing outside.

Mobile +43 664 2736885 (owner airfield)

The Flugwegdatei (\* .IGC File) is within 45 minutes to deliver (upload online).

7.6.2 Virtual Outlandings

A virtual external charging takes place by starting the engine or by the lateral and vertical ingress into an air space that is locked to competition (see section 1.4.5.3).

Here is determined taking into account all the recorded position fix the virtual external landing position that yields the greatest Werungsdistanz.

7.6.3 Provision of and requirements for retrieval by aerotow

are back tow airfields and airfields allowed.

7.7.2 Types and definitions des finish line overflight

It is a straight finish line with a length of 1 km (R = 500m) Or a target circle with a diameter of 3 km (R = 1,5 km) used.

The finish line or the target circle is with a minimum amount of 600 m MSL to fly over.

Within the last 60 seconds that height must not be exceeded. A pulling is dangerous as fly punished (penalty gem. Sporting Code 3, Annex A, Sec. 8.7, ANNEX 3)

The drop below the minimum height when flying over the finish line will be punished with a penalty point per meter, maximum speed reached with the points.

Different approach procedures will be announced when required no later than the opening briefing.

7.7.3a Procedure before the overflight of the target line



10 kilometers before passing the finish line, the participant has on the Finish line frequency (To be announced at the opening briefing) to report, stating his competition number.

Language arrangements: "Altlichtenwart airfield, xx (Competition ID) 10 km."

The competition management does not confirm the registration, but the actual overflight of the finish line.

After that, the participant has to landing frequency switch. Direct landings are on time on the landing frequency Report to.

#### 7.9.1 A method for landing

The landing procedure is explained at the briefing.

On the landing frequency be given additional information. After landing, the landing field quickly to evacuate.

#### 7.10 Handling of flight document

Flight documents are as soon as possible, but leave no later than 45 minutes after landing and perform an upload of Flugwegdatei to the provided PC.

The online delivery is desired and will be discussed at the opening briefing.

Backup systems must comply with the IGC approval. Other backup systems are not recognized. If necessary, a valid calibration (proof created. Up to 5 years before the start of the competition).

### **8th scoring**

#### 8.1 Type of scoring system

The rating of all tasks is based on the 1000 points scoring system.

#### 8.2.4 It is (with the BGA handicap List ANNEX A1) Scored. However, the minimum index is 96 (see also 1.3.1 Evaluation classes)

### **9 Complaint, protest and opposition**

#### **9.1 complaint**

9.1.1 The purpose of a complaint is without the need of a protest to bring about a correction,

9.1.2 At any time during the contest allowed the Submit competitor to the Director (Contest Director) or his representative a complaint. Such appeal must be treated immediately.

9.1.6 If the complaint is rejected, the contestant may submit a protest.

#### **9.2 protest**

#### 9.2.3 Height of the protest fee

The protest fee is € 50, - and forfeited if the protest is not met in full.

9.2.4b The director (Contest Director) has passed on immediately to the Jury President to protest.

#### 9.3 Treatment of protest

9.3.a The President of the Jury must convene a meeting of the jury and to submit a decision (as soon as possible on the last day) within 24 hours of receiving the protest by the Director.

9.3.c The director (Contest Director) is bound by the decisions of the jury.

#### 9.4 objection

The decision of the jury an appeal to the ONF is - gliding possible.  
The decision of the ONF glider is final.

The Director (Competition  
Manager)

Walter Sölle, eh

ONF delegate glider

Altlichtenwart, on 22/02/2019

### **ATTACHMENT:**

Unless not mentioned herein are the attachments on the homepage

[www.soaringspot.com/.....2019](http://www.soaringspot.com/.....2019)

To see downloads,

A1) BGA handicap List:

<https://www.bgaladder.co.uk/Handicap.asp>

A2) Sporting Code 3 (SC3\_2018)

[https://naa.aero/userfiles/files/documents/Downloads/sc3\\_2018.pdf](https://naa.aero/userfiles/files/documents/Downloads/sc3_2018.pdf)

A3) Sporting Code 3 Annex A 2018 (SC3a\_2018):

[https://www.fai.org/sites/default/files/sc3a\\_2018.pdf](https://www.fai.org/sites/default/files/sc3a_2018.pdf)

A4) Sporting Code 3 Annex A handicap (SC3ah) index list:

[https://www.fai.org/sites/default/files/sc3ah\\_2018a.pdf](https://www.fai.org/sites/default/files/sc3ah_2018a.pdf)

<https://de.wikipedia.org/wiki/Segelflug-Indexliste>

A5) Excel list for determining the reference weight

A6) form A4:

A7) Race Handicap duties as Task:

In this form of the object, the size of one or more point of inflection cylinder is chosen such that the ratio of the thus actually flying path lengths, the ratio of the handicap factors aircraft Mimics. (Little Handicap Factor short distance, high handicap factor long distance)

A8) ZFBO (Civil Aerodrome Operating Regulation):