

LOCAL
PROCEDURES
FLATLAND CUP

LOCAL PROCEDURES

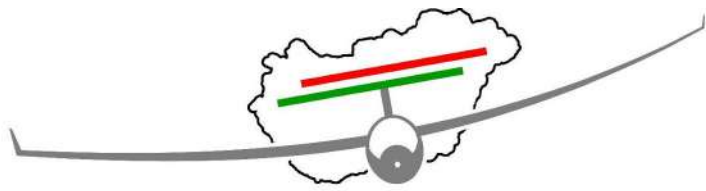
**67th Hungarian National Gliding Championship
&
12th Flatland Cup
Szeged – 1 July 2022 – 9 July 2022
Délvidéki Aero Club 1930**

v2.0 - 27th June 2022



MAGYAR REPÜLŐ és
LÉGISPORT SZÖVETSÉG





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A – Championship details:

- 67rd Hungarian National Gliding Championship and 12th Flatland Cup
- 01st–09th August 2022
- 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:

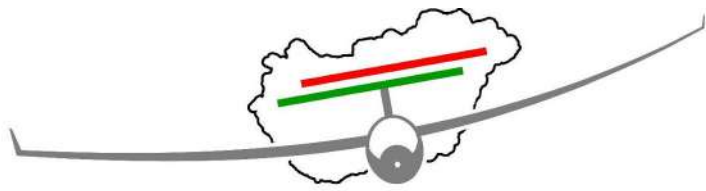
Third party insurance – not excluding competitions – is required for each participating sailplane. The required coverage must comply with EU Regulation 785/2004 which states the following limits:

- 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.



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

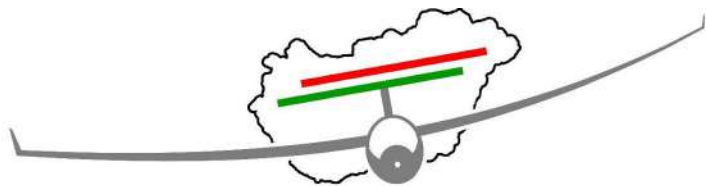
During the competition random weighting may take place on the way to the grid. If the combined weight is more than the limit for the glider class or certified weight ($M_m + M_t + M_p$), water ballast will be removed to achieve the max weight.

- **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.



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... radio communication required for contact with ATS:

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

For the championships the following frequencies will be used:

- **SZEGED INFO: 122.810 MHz**
all official information will be announced at this frequency; for all airport operations at the contest site, for all competition purposes
- **Towing frequency: 122.810MHz:**
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:

- **122.810 MHz** from the beginning of **take-off**;
- **122.810 MHz** during the launch until they have left **5km radius of the airport**
- **122.810 MHz** on the **final glide** from at least **5 km before checkpoint** and
- **122.810 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).

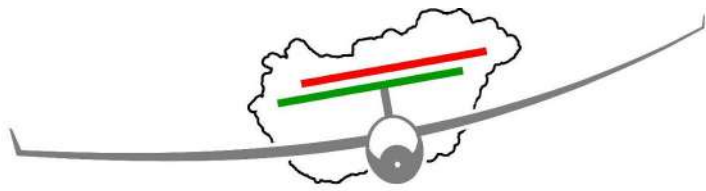
F – Tasks:

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:



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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 shown 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.

The order of the grid will be drawn till the first official briefing. The lines in the grid order will be rotated on every contest day.

... 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.

... 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:

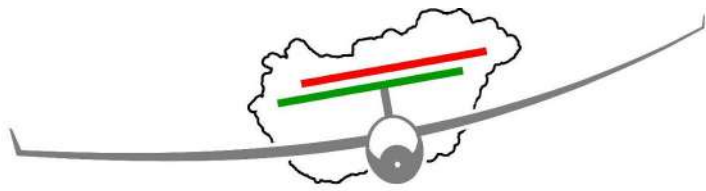
Start Line: A 10 km straight line, defined by a start point and its 5m radius, perpendicular to the track to the First Turn Point, or the center of first Assigned Area.

... 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.



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

10 minutes before the start of 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 CANCELED**

As soon as possible after the cancellation of the day.

... **contest area boundary:**

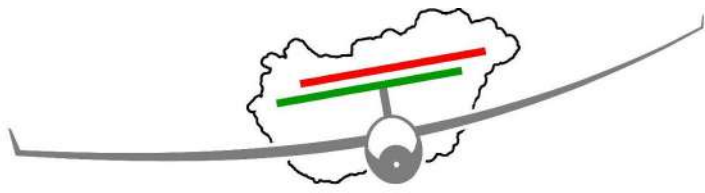
The contest area is all airspace inside Hungarian FIR under 9000 feet AMSL and outside all prohibited airspaces as explained on briefings. Flying out of the contest area boundary will be considered as entering a restricted area and will be penalized.

... **outlandings:**

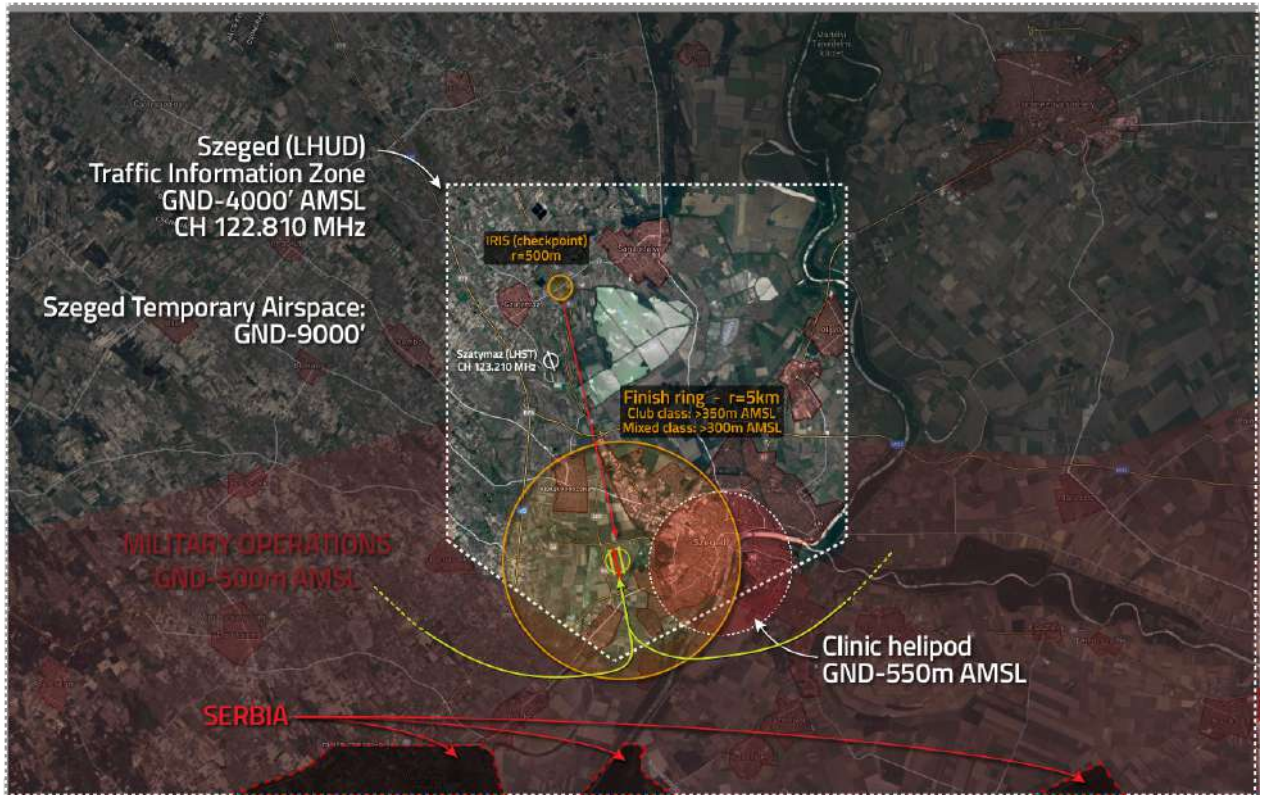
When landing out the team captain/crew shall complete the outlanding form and pass all the information from this form to the scoring office without delay. If a glider is not reported it's out landing by ECT, SAR services will be alerted.

... **finish ring:**

A finish ring with a 5km radius is placed over the airfield with a checkpoint to the north. There is a designated emergency landing field within the ring. Further explained at the first official briefing.



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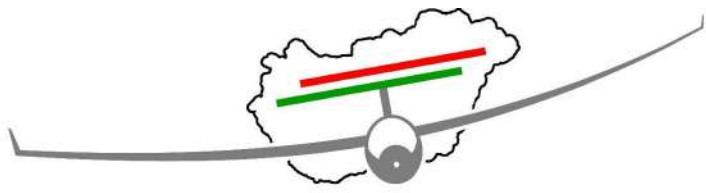
... minimum altitude for the finish ring

There are different minimum altitudes to enter the finish ring for different competition classes (unless stated otherwise at daily briefing or daily task sheet):

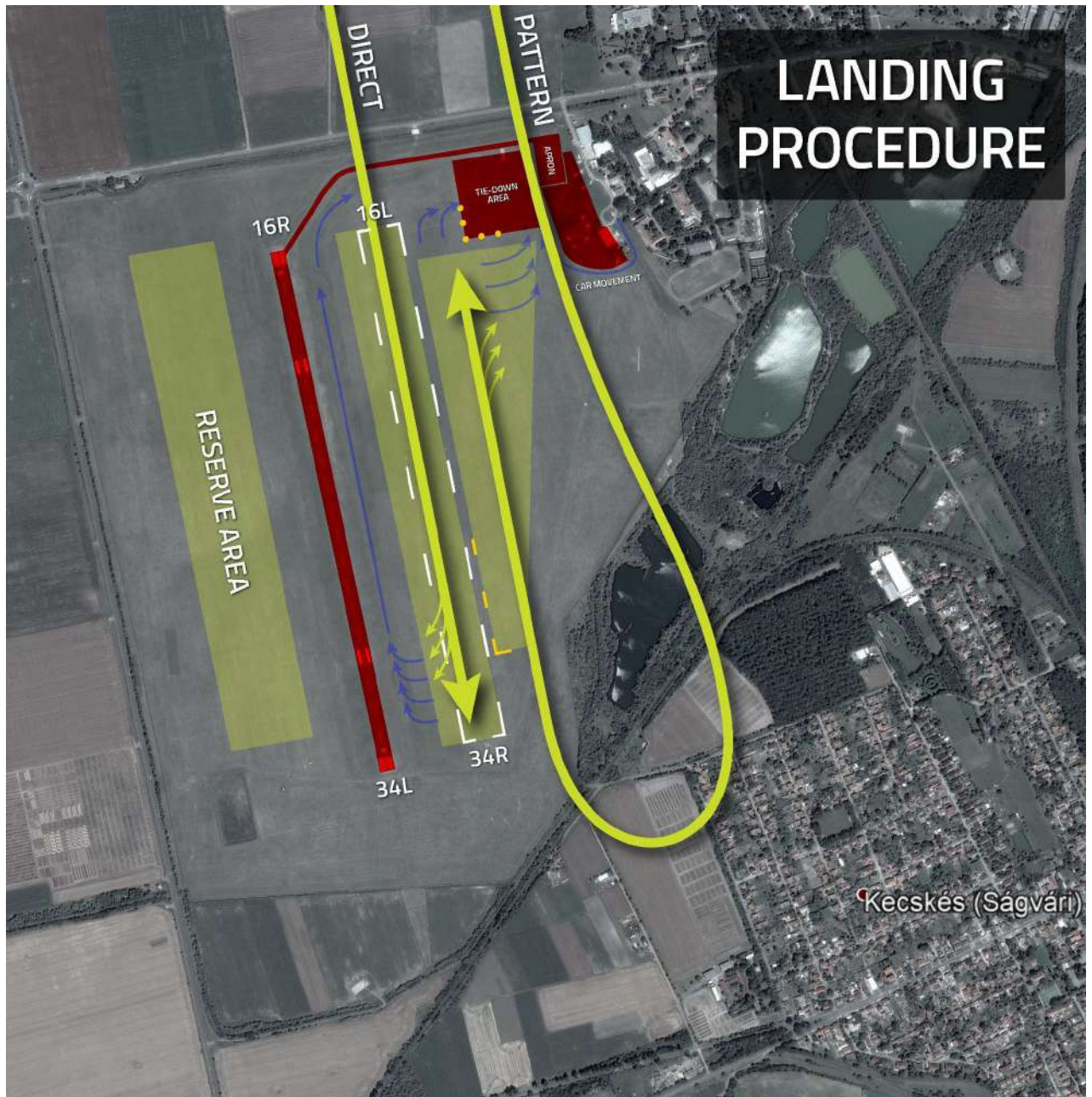
- **FAI Club class:** **350m AMSL**
- **Mixed Open class:** **300m AMSL**

... finish procedures:

Checkpoint definition: arriving at LHUD will be from the north, enrouting a checkpoint called "IRIS" (r=500m, distance from threshold 11km). In case of Assigned Area Task the observation zone of IRIS is considered as Assigned Area; distance credit will be given.



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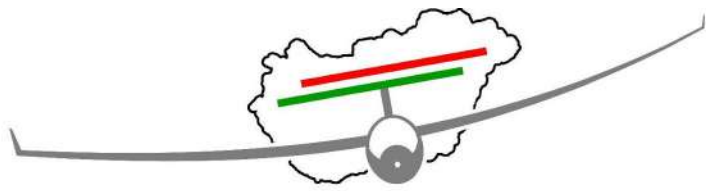


All pilots must monitor competition channel CH 122.810 within 10 km prior to IRIS.

Arrivals must be announced on the competition channel.

The following phrases shall be used at the specified positions:

- Upon reaching the checkpoint: (Competition Number), IRIS
- Upon reaching finish ring: (Competition Number) DIRECT / PATTERN
- **Recommended landing procedure: direct landing!**



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The flight trace must not show excessive pull-ups or dives from 10km to landing. Excessive maneuvers will be penalized: pull-ups or dives more than 25m will be penalized as a safety violation at the discretion of the Championship Director. Not following the procedures will be penalized as dangerous flying, with exception of maneuvers accepted by the Flight Director.

... conditions for closing the finish

The finish ring will be closed at sunset.

... landing procedures

Preferred landing method is direct landing on RWY 16L.

Alternate landing method is a slight left bend-right 180° turn to the East of RWY 34R. Separation areas between the two landing directions are defined by the white concrete markings on the East edge of the grass RWY and the additional yellow markings more to the East.

... low energy pattern flying will be penalized:

Minimum required altitude over the Road 55: 20m AGL

Crossing the road in a dangerous way (height and speed) will be penalized as hazardous flying on finish based on the Competition Director's or Flight Director's observations.

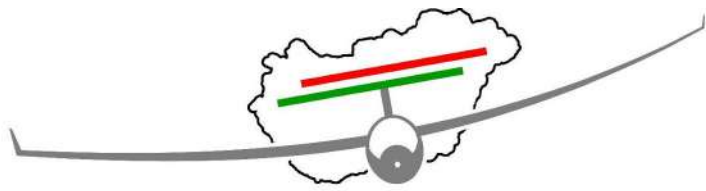
All gliders must land as long as possible on the runway.

All sharp maneuvers while rolling out are prohibited, though a slight direction change to the right in order to vacate the runway is accepted.

Crew members driving to the landed gliders must follow the designated routes. Gliders must be removed from the runway ASAP on the shortest route possible. Towing gliders back to the tiedown is only acceptable on the designated routes.

... handling of flight document:

The 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.



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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 1 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.

... communication:

The Whatsapp mobile application is the main communication form during the contest.

<https://www.whatsapp.com>

We will create a group that includes all pilots, team captains and crew members.

Please make sure that the primary number you have registered with the contest is the one you are using for the whatsapp application. If not please register the correct whatsapp number with us.

(this also applies to the Team Captain and Crew Members).

If needed other information will be sent out via your registered email.

... spare contest day:

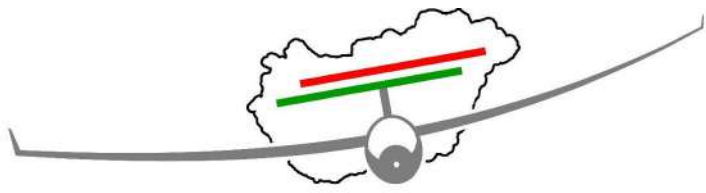
The Organizers does not want to take the opportunity of the spare contest day (as per the Bulletin 10th July 2022)

H – Scoring:

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

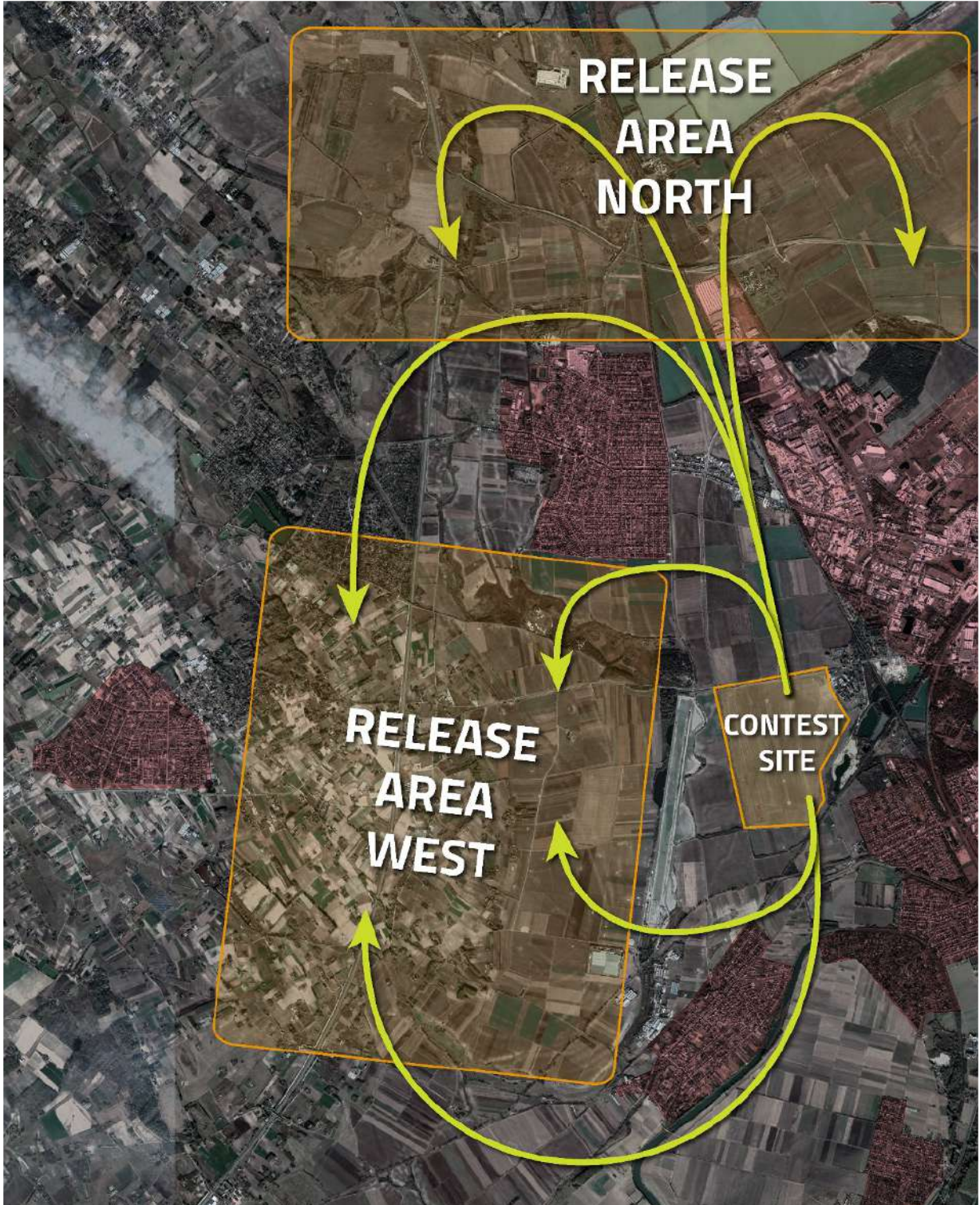
I – Protests:

The value of the protest fee is €100.

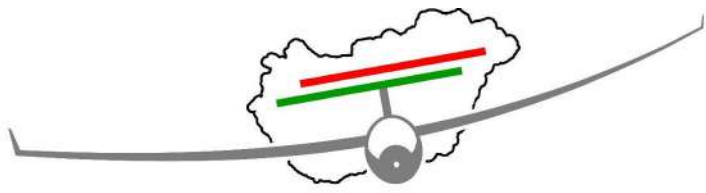


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Contest Site and Release Area



Landing fields on final glide



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Landing Procedure

