

LOCAL PROCEDURES

VERSION 1 – APRIL 2025



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JUNIOR SLOVAK GLIDING CHAMPIONSHIP 2025

28.04. – 07.05.2025

WWW.FATRAGLIDE.SK

COMPETITION INFORMATION

Martin – Tomčany (LZMA) | 049° 03'55"N/018° 57'03"E | ELEV: 420 m / 1378 ft

fatraglide25 and PMSRj25 are held in accordance with the FAI Sporting Code, Annex A, and Part 3 – Gliders, as well as the Appendix A to the Sporting Code Part 3. Any rules not specified in these local rules will be governed by the relevant regulations from Appendix A. Local rules are available at www.fatraglide.sk.

Unless otherwise specified, the term 'competition' as used below refers to fatraglide25 and PMSRj25.

COMPETITION SCHEDULE

Application deadline	27.04.2025	1 st briefing	28.04.2025 - 10:00
Training	25.04.-27.04.2025	Competition flights	28.04. - 07.05.2025
Registration	26.04.-27.04.2025	Reserve day	08.05.2025
Safety briefing	27.04.2025	Ceremony	07.05.2025 -19:00

ORGANIZING TEAM

Competition director/ Sporting director	Ivan Bajana	Deputy director/ Safety Officer	Miroslav Themár
Scorers	Zuzana Hrnčířiková Roman Dobiaš	Meteo	Ján Horák

Tasksetters

Tibor Frátrik

Economist

Miroslav

**Branislav
Jesenský**

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http:// www.fatraglide.sk

1. GENERAL

COMPETITION OBJECTIVES

- To determine the winner of fatraglide25 in Club and Combi classes based on overall results.
- To determine the winner of Junior Slovak Gliding Championship 2025 (PMSRj25).
- To provide competition experience for glider pilots.
- To promote gliding.

COMPETITION CLASSES

fatraglide25 has following classes:

CLUB

CZIL handicap (available at www.fatraglide.sk) will be used. Water ballast is not allowed.

COMBI

CZIL handicap (available at www.fatraglide.sk) will be used. Water ballast is allowed.

The organizer reserves the right to open the 15m class if there is a sufficient number of participants.

PMSRj25 has following classes:

CLUB

The IGC handicap list (available at www.fai.org) will be used and weighting procedure during initial technical inspection will be applied. Water ballast is not allowed.

The class will include pilots who are 25 years old or younger in 2025.

CLASS OPENING CRITERIA

Club and Combi classes will be valid if at least ten competitors in the class complete a launch on the first competition day. If there are insufficient participants, they will be merged into a similar class.

The PMSRJ25 class will be valid if at least **six junior pilots** complete a launch on the first competition day.

MAXIMUM NUMBER OF GLIDERS

The maximum number of gliders at airfield is **70**. Each class will have five reserve slots.

The organizer reserves the right to adjust these numbers if necessary.

In the case of more competitors being registered than the total limit for all competition classes, the organizer reserves the right to opt-in according to the following criteria:

- Date of the entry fee payment
- Members of national teams
- FAI IGC Ranking competitors

POWERED GLIDERS

Powered gliders will be admitted to the competition under the conditions normally required and specified by the FAI Sporting Code, with functioning MoP recording device.

COMPETITION VALIDITY

The minimum number of **valid tasks** during competition period for a valid competition in given class is **three**.

SAFETY RULES

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 daily briefing for the day.

NATIONAL REQUIREMENTS FOR DOPING CONTROLS

Random tests for doping will be conducted in accordance with FAI Anti-Doping Rules and Procedures always after the daily completion.

Alcohol tests may be checked during the competition using by random selection process.

REQUIREMENTS

MINIMUM QUALIFICATIONS REQUIREMENTS

- Hold a pilot licence – Sailplane and valid medical certificate.
- Achievement of conditions to gain the FAI silver badge.
- Be qualified to fly the glider on which he will be competing.
- Have flown at least **70 hours** as a pilot in command.

ENTRY FEE

Entry fee **220,- EUR per competing glider** covers all operational costs during the contest except towing fees.

Entry fee for junior is **150,- EUR** for competing glider.

TOWING FEES

The price for one competition aerotow up to 750m QFE in the designated release area is:

- 45,- EUR for club class
- 50,- EUR for combi class

The fee for one competition take-off of for a self-launching glider is 18,-EUR.

The organizer requires the payment of the 5 aerotows in advance, latest during the registration process on 26.04.2025.

Pre-paid and unused aerotows fees will be refunded in full amount.

PAYMENT DETAILS

Bank name: Slovenska Sporitelna, a.s.

Account name: **Aeroklub Martin, o. z.**

Account No.: 0061327840/0900

IBAN: SK 93 0900 0000 0000 6132 7840

SWIFT: GIGASKBX

Note: gliders registration number – important for an identification of your payment.

The entry fee is payable until 25.04.2025 by the **money transfer** to the organizer **bank account** and/or upon agreement with the organizer **in cash** during registration day **after arrival to airport** (security reasons).

ACCOMMODATION

CAMP

The fee per one night in the camp at airfield premises is **18,- EUR/ person/ night**. In case there is a more than 1 person (older than 12 years), the camp fee is **8,-EUR** per night. The price is inclusive of the connection to the power supply from the electricity power box

AIRPORT HOSTEL

If you are interested in booking an accommodation at airfield hostel, please contact the organizer. The fee per one night in a hostel is set to **20,- EUR/person/night**.

PAYMENT DETAILS

Aerotows and camping/hostel fees deposit to bank account:

Bank name: Slovenska Sporitelna, a.s.

Account name: **Aeroklub Martin, o. z.**

Account No.: 0061327840/0900

IBAN: SK 93 0900 0000 0000 6132 7840

SWIFT: GIGASKBX

Note: fatraglide25 name & surname od pilot, competition mark, when paying camp K XY number of people and nights, aerotows V XY number of aerotows “. (fatraglide25 peter example OM5555 K 2 9 V 5)

HANGARING

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.

CONTEST SUNSET

The End of Evening Civil Twilight – EECT valid for the competition day will be published in the tasks sheet.

DIGITAL COMMUNICATION METHODS

The digital communication platform during the competition will be WhatsApp – fatraglide25.

REQUIRED DOCUMENTATION

CREW

- Valid personal documents.
- SPL pilot licence or an equivalent document recognized by the Civil Aviation Authority.
- Valid medical certificate.
- Valid radiotelephone operator certificate for air mobile services.
- Flight logbook.

GLIDER

- Certificate of registration in the Aircraft Registry.
- Certificate of airworthiness.
- Flight manual.
- Aircraft logbook.
- Radio station operation permit.
- Maintenance certificate.
- Proof of payment for third-party liability insurance.

DOCUMENTS REQUIRED ONBOARD OF THE GLIDER

- Valid personal documents.
- SPL pilot licence and valid medical certificate.
- Valid documents for the glider and radio station.
- Flight manual.
- Proof of payment for third-party liability insurance.
- Competition flight task plan.

INSURANCE

THIRD-PARTY INSURANCE

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.

Documentation proving the insurance shall be made available to the organizer in Slovak or English language.

MEDICAL INSURANCE

Personal medical insurance (covering accidents and illnesses, including hospitalization costs and transportation back to the country of residence) is required for all pilots and team members.

TECHNICAL REQUIREMENTS

MANDATORY EQUIPMENT

During the competition, the glider must be equipped with:

- GNSS flight recorder (FR) approved by IGC,
- Tie-down equipment (if glider stays out),
- FLARM

All instruments, PDAs, GPS, etc., must be firmly mounted in the glider in such a way that the pilot's vision is not affected.

CONTEST NUMBERS AND HIGH-VISIBILITY MARKINGS

CONTEST NUMBERS READNESS

The visibility of contest numbers will be checked. If two contest numbers are the same or unclear, the competitors will be asked to modify them. The right to the original contest number belongs to the competitor who paid the entry fee first.

SAFETY FEATURES

The organizer requires that the glider be equipped with at least two devices from the following list of safety features:

- Energy absorbing foam seat cushions
- Emergency Locator Transmitter or Personal Locator Beacon
- Improved conspicuity by appropriate markings
- Supplemental oxygen
- Fixed rear view mirror
- Spinal protection device
- Increased shock absorbing landing gear
- Emergency egress device
- Side string angle of attack indicator
- Acoustic stall warning system
- Anti-submarining safety harness
- Approved airframe recovery parachute system
- Pilot rescue system
- Energy absorbing nose

FLIGHT RECORDERS

Only GNSS flight recorders approved by IGC are allowed for flight documentation. This applies to both the primary and secondary flight recorders.

Calibration certificate for GNSS flight recorders are not required. If the competition scorer considers the use of a calibration certificate, it must be valid in accordance with SC3 2.4.6.

WEIGHING PROCEDURE

Procedures for checking the glider's weight during the initial technical inspection for PMSRj25 are obliged and may be applied at any time during the competition for all competitors. Each competitor is required to fly their glider within the limits of its airworthiness certificate.

GENERAL FLYING RULES

RADIO FREQUENCIES TO BE USED DURING THE COMPETITION

The following frequency will be used:

- **FREQ 120.040 MHz**, call sign „MARTIN PREVÁDZKA“- for all airport operations at the contest site and within the ATZ.

Frequency for flight safety purposes:

- **FREQ 120.040 MHz**, call sign „MARTIN PREVÁDZKA“,
- International distress **FREQ 121.500 MHz**.

TASKS

TASKS OPTIONS

The following tasks options will be set:

- **Racing task (RT)**
- **Assigned areas task (AAT)**

COMPETITION PROCEDURES

THE LAUNCH GRID

The gliders will be arranged at the take-off area according to the principle of free positioning. The grid for the given class will be built from back to front, starting from the marker designated by the organizer. The grid for the Club Class of fatraglide25 and PMSRj25 will be the same.

Gliders positioned behind the marker will lose one competition launch.

The grid will be open at 8:00 (unless the organizer specifies otherwise).

The order of classes on the grid will be determined by the organizer in advance, before the grid building starts.

DISCHARGING WATER BALLAST ON THE GRID

Discharging water on the grid is not allowed and will be penalized.

CONTEST SITE BOUNDARY

The boundary for the contest site is the LZMA airport area, including its surroundings. The contest site is the designated landing area for the gliders, where they are allowed to take off again for a flight task.

LAUNCH PROCEDURES

POWERED GLIDERS

The take-off of powered gliders will proceed in the same manner as the aerotow launches defined in the briefing.

MOP TEST PROCEDURE

Powered gliders that have launched using aerotow must shut down their engines after release from the towplane within 5 minutes, with a maximum of 2 minutes of engine running **at least once before the first competition start**, in order to confirm the functioning of the MoP to the flight recorder.

RELEASE AREAS

Circling is prohibited in the area below and under the release altitude. Pilots returning for a new launch during mass take-offs must also adhere to this rule.

STARTING

TYPES OF START

- **Start line** – A straight line, of defined length, perpendicular to the course to the first Turn Point, or the center of first Assigned Area.

RADIO PROCEDURES FOR ANNOUNCING THE START OPENING

The competition frequency 120.040MHz will be used for announcing the start of the tasks using following phrases (repeated once):

- **START LINE FOR (club/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.
- **START LINE FOR (club/combi) CLASS WILL BE OPEN IN 20 MINUTES.** Announcement will be made 20 minutes before the opening of the start for each class.
- **START LINE FOR (club/combi) CLASS WILL BE OPEN IN 10 MINUTES.** Announcement will be made 10 minutes before the opening of the start for each class.
- **START LINE FOR (club/combi) CLASS WILL BE OPEN IN 5 MINUTES.** Announcement will be made 5 minutes before the opening of the start for each class.
- **START LINE FOR (club/combi) CLASS IS OPEN NOW.** Announcement will be made at the time of the opening of the start line for each class.
- **START LINE FOR (club/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)

INTERVAL DEPARTURE TIME REQUIREMENT

The organizer set that the **PEV** system might be used for departures during the competition. PEV start **times** will always be announced at the **daily briefing** and listed in **flight tasks**.

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.

ARRIVALS

Finish ring – circle **3 km radius** from **LZMA N049 ° 03'55 "E018 ° 57'03"**. The height limitation on finish ring can be announced on daily briefing.

FINISHING PROCEDURES

Competitors are required to announce their arrival on the finish line when

- **10 kilometres** and **3 kilometres**

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 each competition day.

LANDING PROCEDURES

The landing frequency is the same as the finishing frequency - **120.040MHz** (call sign **Martin Prevádzka**). 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 CTAF operator.

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:

- Upload - URL and or email address will be confirmed during first briefing
- Memory card
- USB

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 Organizers.

SCORING

SCORING SYSTEM

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

SCORING OF TEAM CUP

Team Cup will not be scored.

PROTESTS

PROTEST FEE

The protest fee is **20.00 EUR**.

TRAINING

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

PILOT DECLARATION

The competitor is fully responsible for all personal and glider documentation and its validity. 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.

Having the first competition take off, a competitor declares the understanding of the rules and local procedures for this competition.