



**Martin - Tomčany airfield**  
**28<sup>th</sup> April – 7<sup>th</sup> May 2024**

## LOCAL PROCEDURES

**Event name:** fatraglide24

**Event location:**

Airfield: Airfield Martin (Slovakia)  
ICAO code: LZMA  
Latitude: 049° 03 ' 55"N                      Longitude 018° 57 ' 03"E  
Elevation: MSL 420 m/1378 ft  
Runway: 36R/36L/18R/18L (800m/50m grass)  
Frequency: 120,040 MHz

**TIME SCHEDULE:**

Final Entries due: April 27<sup>th</sup> 2024  
First opening briefing: April 28<sup>th</sup> 2024, 10:00 a.m. (Sun)  
Safety briefing: April 27<sup>th</sup> 2024, 07:30 p.m. (Sat)

**Contest flying:** April 28<sup>th</sup> – May 07<sup>th</sup> 2024    Closing  
and Prize Giving Ceremony: May 07<sup>th</sup> 2024, 07:00 p.m. (Tue)  
Reserved day for flying: May 08<sup>th</sup> 2024

**Competition Officials**

Competition Director: Ivan Bajana  
Deputy director, CTAF: Miroslav Themár  
Referee: Zuzana Hrnčířiková  
Task Setter: Branislav Jesenský

Meteorology: Jan Horák  
Economy: Miroslav Themár

Head of Jury: will be selected during 1<sup>st</sup> briefing  
Members of Jury: will be selected during 1<sup>st</sup> briefing

Web Master: Martin Červenec

**Address for all correspondence and entries**

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Letisko Tomčany  
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Web: <http://www.fatraglide.sk>

## 1. GENERAL PART

### 1.1. Goal of the contest

- a) Determine the winner of fatraglide24 on the basis of the overall results in club, combined and junior class,
- b) Enable the glider pilots to gain competitive experience,
- c) Propagate gliding flying.

**1.2.** The contest shall be controlled in accordance with the FAI Sporting code, General Section and Section 3 (Gliders and Motor Gliders) and Annex A to Section 3. The rules not specified in this document shall be applied as detailed in Annex A.

### 1.3. Competition Classes

Fatraglide24 will be held in the following classes:

**a) Club Class – handicaps based on CZIL**

- The use of the water load in the club class is prohibited.

**b) Combi Class – handicaps based on CZIL**

**c) fatraglide junior Class – handicaps based on CZIL**

- juniors of age of 25y/o and less will be accepted.
- The use of the water load in the club class is prohibited.

Powered gliders will be admitted to the competition under the conditions normally required and specified by the FAI Sporting Code.

**CZIL** is published in xls format in the Documents section at [www.fatraglide.sk](http://www.fatraglide.sk)

### 1.4 Safety rules and requirements

1.4.1 GNSS FRs and other electronic equipment must be attached to the sailplane in such way that visibility is not reduced.

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.

1.4.2 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.

## 2. QUALIFICATIONS AND OTHER REQUIREMENTS

### 2.1. Minimum qualifications requirements

- 2.1.1. Hold a Pilot Licence – Sailplane or equivalent document issued or validated by the authorities of the country in which the sailplane is registered or validated by the Transport Authority authorities in the Slovak Republic.
- 2.1.2. Achievement of conditions to gain the FAI silver badge and have competed in at least one gliding competition for the past 5 years.
- 2.1.3. Have flown at least **70 hours** as a pilot in command.
- 2.1.4. Acknowledge and understand the FAI Sporting Codes and the Rules and Procedures issued for the event.  
In the case of the fatraglide junior class, points 2.1.2 and 2.1.3 do not apply. The minimum total flight time is set at 50 hours.

### 2.2. Entry fee

The entry fee is **220,-EUR** per participating glider and it covers all operational costs during the contest except towing fees. In case of sending the initial deposit to 31.3.2024 to the bank account, the starting deposit is in the amount of **200,- EUR**.

The entry fee for “juniors” - pilots to 25 years old, is **150,- EUR** per participating glider and it covers all operational cost during the contest except towing fees.

The entry fee is required to be deposited to the organizer bank account stated below:

Bank name:	Slovenska Sporitelna, a.s.
Acc Name:	<b>Aeroklub Martin, o. z.</b>
Acc No.:	0061327840/0900
IBAN:	SK 93 0900 0000 0000 6132 7840
SWIFT:	GIGASKBX
Payment purpose:	gliders registration number – important for an identification of your payment

The entry fee is payable until 26<sup>th</sup> April 2024 by the money transfer to the organizer bank account and or upon agreement with the organizer in cash during registration day.

### 2.3. Aero-tows:

The price for one competition aerotow up to 750m QFE in the designated release area for the **club class and junior class** is set to **45,- EUR**.

The price for one competition aerotow up to 750m QFE in the designated release area for the **combined class** is set at **50,- EUR**.

The fee for one competition take-off of for a self-launching with Combustion engine glider is **15,- EUR**.

The fee for one competition take-off of for a self-launching with Electric engine glider is **25,- EUR**.

The organizer requires the payment of the 5 aerotows in advance, latest during the registration process on April 27<sup>th</sup> 2024. Pre-paid and unrealized aerotows fees will be refunded in full amount. The organizer offers aerotows from the fields in the price 4.50,- EUR/min and aerotows from the other airfields in the price 3.50,- EUR/min.

## 2.4. Accommodation and meal supply

### 2.4.1. Camp

The fee per one night in the camp at airfield premises is **15,- EUR/ person/ night**. IN case there is a more than 1 person in caravan / tent, the camp fee is half price for any additional person. The price is inclusive of the connection to the power supply from the electricity power box.

### 2.4.2. 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 **18,- EUR/ person/ night**.

The aerotows and camp/accommodation is required to be deposited to the organizer bank account stated below:

Bank name:	Slovenska Sporitelna, a.s.
Acc Name:	<b>Aeroklub Martin, o. z.</b>
Acc No.:	0061327840/0900
IBAN:	SK 93 0900 0000 0000 6132 7840
SWIFT:	GIGASKBX

Payment purpose: „fatraglide24 name and surname of pilot and registration number of glider, camp K XY number of people and nights in camp, aerotows V XY number of aerotows “. (fatraglide24 Mike Example OM0000 K 2 9 V 5)

**IN CASE OF CASH PAYMENT, THE ORGANIZER EXCLUSIVELY REQUESTS FOR SECURITY REASONS TO PAY ENTRY FEE, CHARGES FOR AEROTOWS AND ACCOMMODATION ON THE DAY OF ARRIVAL AT THE AIRPORT (SATURDAY)!**

### 2.4.3. Catering

Information about catering will be published on website [www.fataglide.sk](http://www.fataglide.sk) or during the briefing.

## 2.5. Number of competition gliders and the validity of the championships

2.5.1. The minimum number of competing gliders within the competition class is set to six.

2.5.2. The number of competing gliders during the competition is limited to a maximum of **60 gliders + 5 substitutes** in each class.

The organizer reserves the right to adjust these numbers as required.

In the event of a high number of competitors being registered, such as a totally limited number for all competition classes, the organizer reserves the right to opt-in according to the **following rules**:

1. Date of entry fee payment
2. Members of national teams
3. FAI IGC Ranking Competitors

2.5.3. The minimum number of valid tasks for a valid competition in given class

during the competition is

- Club and combo class – **three**,
- Junior class – **one**.

## 2.6. Space in the airfield hanger

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.

## 2.7. Required documentation

### 2.7.1. For flight crew

- Valid personal documentation
- Proof of health insurance (except citizens of SR)
- Valid flight crew license or an equivalent document recognized by the Slovak Transport authority, as of 8<sup>th</sup> April 2018, in accordance with EU Commission Regulation no. 1178/2011
- Valid radiotelephone operator's certificate for aeronautical services II
- Valid medical certificate
- Flight logbook
- Parachute logbook with valid packaging data.

### 2.7.2. For the sailplanes

- Certificate of registration in the aircraft register
- Airworthiness certificate
- Flight manual
- Sailplane logbook
- Radio certificate
- Maintenance release confirmation
- Valid insurance certificate for the damages caused to the third parties in accordance with point 2.7.4.

### 2.7.3. Documentation required to be on board of the glider

- Valid personal documents
- Valid crew license
- Valid glider and radio documents
- Flight manual
- A valid chart of the competition area/ airspace (ICAO map)
- A flight task for the competition day

### 2.7.4. 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.

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

### 3. TECHNICAL REQUIREMENTS

#### 3.1. Mandatory equipment

3.1.1. During the competition, the glider must be equipped with:

- homologated GNSS Flight Recorder (FR),
- anchors (if the glider will stay out)
- **FLARM system**

3.1.2. Devices to be removed from the glider during the contest:

- Gyro instruments or other devices permitting flying without visual reference of the earth (eg Bohli or Schanz compasses).
- Other banned devices, if any, will be specified during briefing

3.1.3. GNSS data carriers for public display during the competition flights will not be used.

#### 3.2. Competition numbers and markers for higher visibility

3.2.1. The visibility of the competition features will be controlled. If two Competitive characters are the same or unclear, competitors will be required to amend them. The right to the original competition number/ mark is the competitor who has previously paid the entry fee first.

3.2.2. According to the sports regulations, Part 3 Annex A from September 2023, Article 4.1.2 III organizer requires the fulfillment of a at least two protective devices from the list of the following safety elements:

- Energy absorbing foam seats
- Emergency locator transmitter or a personal locator beacon
- Improved visibility with appropriate marking
- Improved visibility with one or more strobe lights
- Supplemental oxygen
- Fixed mirror
- Device to protect the spine
- Raised shock-absorbing chassis
- Emergency exit device
- Side chord angle of attack indicator
- Acoustic warning system against freezing
- Safety harness against immersion
- Approved airframe rescue parachute system
- Pilot rescue system

Energy absorbing nose

### 3.3. Flight recorders

For documenting flights/ tasks are allowed GNSS flight recorders approved by the IGC. This applies to both primary and backup flight recorder.

It is recommended to have valid calibration of FR not older than 5 years for primary or back-up FR.

### 3.4. Procedures for checking aircraft mass

Aircraft mass checks may be carried out anytime during the contest.

Each competing sailplane shall be flown within the limitations of its Certificate of Airworthiness. Filling water to water ballasts in club class and junior class is prohibited.

## 4. GENERAL FLYING PROCEDURES

### 4.1. Radio frequencies to be used during the CONTEST

4.1.1. For the championships the following frequencies will be used:

- FREQ 120.040 MHZ, call sign "Martin Traffic" - for all airport operations at the contest site and within the ATZ

4.1.2. Frequencies allocated for flight safety

- Frequency **120.040**MHz call sign "Martin Traffic"
- International distress frequency **121.500** MHz will be used for flight safety purposes.

## 5. TASKS

### 5.1. Tasks options

The following tasks will be set during the championships:

- a) Racing Task
- b) Speed Task - Assigned Areas

## 6. COMPETITION PROCEDURES

### 6.1. The Launch Grid

The principle of free gridding will be applied in the layout of the gliders at the take-off grid. The grid for particular class will be built backwards from the marker designated by the organizer. The sailplanes, which will be behind the marker, will lose one competition take-off. The grid opens at 8:00 (unless the organizer specifies otherwise).

The order of the classes on the grid will be determined by the organizer in time before the commencement of the grid build.

### 6.2. Requirements for discharging water ballast on the grid

No water ballast is allowed to release on the grid at any time.

The violation will be penalised.





### 6.3. Contest site boundaries

Contest site boundary is an area of LZMA, all strips included.

Contest site is designed as area for landing and relaunching in task is allowed.

### 6.4. Launch procedures

#### 6.4.1. Motor Gliders

Self launching Motor Gliders have to follow the same flight pattern as declared for tow-planes at the briefings. Motor Gliders using aerotow have to run their engines not later than 5 minutes after the release from launch for a maximum time of 2 minutes at least once before the first start in competition in order to confirm their GNSS FR MoP recording.

#### 6.4.2. Release Areas

It is prohibited to circle in release area and or below the release altitude. Pilots flying back for another start has to respect also this rule.

### 6.5. Start

#### 6.5.1. Start Options

- **Start line** - The straight line of the specified length perpendicular to the course to the first turn point or centre of the first designated space.

#### 6.5.2. Radio procedures for announcing the task departure

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

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



### 6.5.3. 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**.

## 6.6. 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.

## 6.7. Arrivals

6.7.1. Sailplane options: The following finish options will be applied:

- Circle 3 km radius from LZMA N049 ° 03'55 "E018 ° 57'03". The height limitation on finish can be announced on daily briefing.

## 6.8. Finishing procedures

Competitors are required to announce their arrival on the finish line when **10 kilometres** and **3 kilometres** far away, 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.

## 6.9. Landing procedures

The landing frequency is the same as the finishing frequency- 120.040MHz (call sign Martin Traffic). 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 air traffic controller.

## 6.10. 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:

- a) Upload - URL and or email address will be confirmed during first briefing
- b) Memory card
- c) 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.

## **7. SCORING**

### **7.1. Scoring system**

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

### **7.2. Scoring of the Team Cup**

Team Cup will not be scored.

## **8. PROTESTS AND COMPLIANTS**

### **8.1. Protest fee**

The protest fee amount is 20.00 EUR / claim.

## **9. TRAINING**

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

## **10. OTHER NOTES**

These local procedures will be continuously updated and published on the official contest web page [www.fatraglide.sk](http://www.fatraglide.sk)

## **11. PILOT DECLARATION**

Having the first competition take off, a competitor declares reading and understanding the rules and local procedures for this Competition. Further he declares that he has all documents required in the Local Procedures and that these documents are valid for the entire competition period.