



NORSK AERO KLUBB
NORGES LUFTSPORTSFORBUND

Local Procedures for Norwegian Gliding Championships

**Revision 2009N-A
Official Edition**

DOCUMENT REVISION STATUS

Issue No.	Date/Year	Approved by	Issue No.	Date/Year	Inc. by
2004-G	Mars 22th, 2004	Arild Solbakken for WGC2004			
2004N-A	April 12 th , 2004	Nils Barkald			
2004N-B	April 22 th , 2004	Nils Barkald			
2005N-A	Jan 13 th , 2005	Nils Barkald			
2006N-A	Feb 14 th , 2006	Nils Barkald			
2007N-A	Mars 1 st , 2007	Nils Barkald			
2007N-B	Mars 6 th , 2007	Nils Barkald			
2008N-A	Mars 27 th , 2008	Nils Barkald			
2009N-A	April 1 st 2009	Nils Barkald			

DESCRIPTION OF CHANGES IN THE DOCUMENT

Issue No.	Change ref. No.	Paragraph No.	Paragraph Heading/ Description of Change
2004N-A		Several paragraphs	Adapted to NOR competitions
2004N-B		Part A 3.4.3e	Zip-code for Elverum changed Paragraph added
2005N-A		Appendix	The appendices are reorganized, and site specific information is moved to the appendix.
		Start of document	More precise reference to the latest revision of Sporting Code
		3.4.3b	18M class included in the examples for class changeover
		3.6.1	Insurance cover increased
		7.3.2	Launch procedures for Motor Gliders removed.
		7.7.1	Finish Ring added as start option and Finish Line may also be centred and perpendicular to the last leg.
		7.9	Organisers responsibility for making PCs available to the pilots is removed.
		Appendix A5	Map for the Starmoen Championship area added. Altidue limits for a sector North and South added.
		Document	The words Contest and Competition changed to Championship.
		1.4.1	Additional safety rules may now be announced on briefings without being in written form
		7.7.3 a	Announcement at 2 km distance added.
		7.3.3	Areas with left hand circling only may be announced at briefing

2006N-A		3.4.3 e	No requirements for copilot in two-seaters
		6.2.2 a	Speed Task – Assigned Areas, recommendation for designated time and dividable by 15 minutes
		7.4.2	Start option b, Start Line added
2007N-A		Appendix A3	Content of Amendments to Local Procedures for Norwegian Gliding Championships 2006 is included in LP.
		8.9	Penalty for flying above the Absolute Altitude Limit is explained
		3.4.3 b	More details in pilot changeover to “next lower class”
2007N-B		3.5.4 b	Requirement of third party insurance certificate
		7.9	USB-stick allowed as media
2008N-A		A	Landsørkje airfield changed to Rena airfield
		7.7.3a	Descending final glides
		Appendix A3	Finish line south, error in drawing
		Appendix A7	Closed airspace, procedure for closing
		Appendix A5	New map
		Appendix A6	New absolute altitude limits
2009N-A		A	Closed airspace
		A	Adresses for Correspondence
		3.4.3 b	Pilot changeover from one class to another
		3.5.4 b	Valid Airworthiness Review Certificate
		7.9	Handling of flight documents
		8.2.4	List of Handicaps
		Appendix A3	RW 15 in use, correction in drawing
		Appendix A5	Norway Championship Area
		Appendix A6	Norway Championship Area
		Appendix A7	Closed Airspace, correction on label for turnpoint.

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LOCAL PROCEDURES

These Local Procedures describe operational procedures relevant to the site and complement the FAI Sporting Code, 2006 Edition / Version 3, Section 3, Annex A, Part 11, valid from October 1st 2007 passed by IGC meeting in Lausanne, Switzerland, March 2006 / March 2007 and IGC Bureau meeting in Cambridge , UK, September 2006.

The subparagraph numbers in these Local Procedures (LP) are identical to their corresponding paragraphs in Sporting Code, Section 3, Annex A (SC3A). Consequently the number sequence will not be complete (e.g. in section B, the complete list of paragraphs in these LP read 1.3.1, 1.4.1 and 1.4.3).

A CHAMPIONSHIP DETAILS

Championships arranged by Seilflyseksjonen/Norges Luftsportsforbund (Glider Section of Norwegian Air Sports Federation) (S/NLF) shall comply with the rules and regulations as laid down in the FAI Sporting Code (SC) General Section, Section 3 Gliding Annex A and with the procedures defined in these Local Procedures (LP).

Altitude limit

Absolute altitude limits shall be announced on the Main Championship Briefing.

Controlled airspace

Participants may not enter controlled airspace unless the gliding sector(s) in the controlled airspace are specifically declared open by the Organisers. Opening of such sectors will be announced on daily briefings.

Closed airspace

Due to parachute activity, RENA MIL and OSTREARA PARA airspace will be closed except for gliders which fly direct to Rena airfield or Østre Æra airfield and land. Violation will be penalized according to SC3A, 8.9 “**Penalties as Entering forbidden airspace vertically or horizontally**” unless this airspace is declared inactive at briefing.

See Appendix A - Closed Airspace for further details.

Jury

A jury of three pilots shall be drawn by lot at the Main Championship Briefing

The first pilot drawn is the President of the jury.

Main Championship Briefing

At start of the championship a Main Championship Briefing (MCB) will be executed. At the MCB, information regarding safety, operational matters and general information with respect to the championship will be given. MCB is also considered the official start of the championship and participation is mandatory. Pilots having valid reasons for absence, shall appoint and be represented by a proxy.

Daily briefing

Participation is mandatory. A member of the team may represent the pilot.

Addresses for Correspondence

S/NLF Norwegian Airsports Federation
PO. Box 312
N-2403 Elverum
Norway
Tel: +47 23 01 04 90
Fax: +47 62 41 28 85
E-mail: snfl@nlf.no
Web site: www.nlf.no

For all matters during the Championship:

Championship Director or his Deputy

B GENERAL

1.2.2 Number of championship days

Only one (1) championship day is required in a class to declare a Champion.

1.3.1 Championship classes

As stated in the invitation.

1.3.2 Number of participants in a class

If any one class does not have at least five (5) participants on the first Championship day, the championship may take place but no Champion will be selected.

1.4.1 Additional safety rules

Additional safety rules may be imposed and made public through bulletins or announced on Championship briefings. Such safety rules are considered part of LP.

1.4.3 National requirements concerning doping test

Doping tests may be conducted according to rules of the Norwegian Olympic Committee and Federation of Sport (NIF). Note that doping tests may also be conducted on non participating pilots, crews etc.

C Pilots

3.4.2 Entry fee

As stated in the invitation.

3.4.3 b Pilot changeover from one class to another

If a pilot cannot participate in any class covered by the invitation due to insufficient entries, this rule shall apply, and only then:

If, by the time of start of the MCB, there are insufficient entries to conduct a valid championship, the pilot(s) in that class may start in another class according to these rules;

If, by the time of start of the MCB, there are insufficient entries in a class to conduct a valid championship, the pilot(s) in that class may start in another class according to these rules;

- The pilot may start in a «higher» class according to the regulations in Sporting Code, i.e. a STD class glider may start in 15M, 18M or OPEN, a 15M glider may start in 18M or OPEN and an 18M glider may start in OPEN class. No handicap will be applied.
- If the above is not possible, the pilot may start in the «next lower» class, i.e. OPEN class may start in 18M etc. The glider changing class will be subject to handicapping. If the «next lower» class is a handicapped class using individual handicaps, the handicap of the changing glider will be used on the changing glider. Otherwise the handicap factor of the changing glider will be normalized on the mean handicap in the class. Only the glider changing class will be handicapped in a no-handicap class.

3.4.3 c Total number of allowable entries

75 pilots or as stated in the invitation.

3.4.3 c Procedures for risk management of more than 50 entries

When more than 50 entries, the following risk reducing procedures shall be implemented:

- Multiple start points.
3 start points with approximately 5 kilometres separation will be used.
- No pilot selected tasks.
Only Racing Task and Speed Task – Assigned Area will be used
- Mandatory acoustic variometer
- PDA, GPS navigators etc must be firmly mounted on the instrument panel or on the canopy in such a way that visibility is not affected. PDA, GPS navigators etc must not be mounted on the knee with velcro etc.

Note: this requirement is a) a result of accident investigations pointing at the possibility that navigational equipment mounted on the knee (down in the cockpit) may have distracted the pilot from keeping a good look out and b) Ongoing flight safety projects in, as example, Norway and Sweden are aiming at prohibiting knee mounted PDA:s etc.

- Task setting
The number of interfering flight trajectories shall be reduced to a minimum.

3.4.3 e Copilot in two seaters

Two-seater sailplanes may compete either flown solo or dual. The pilot may fly with any copilot/passenger in any sequence and also fly without a copilot/passenger on any day. There are no requirements to the copilot/passenger. Only the nominated pilot in command shall be listed in the results.

Note: This is an exception to SC3A

3.5.4 a Additional documentation required

- Certificate of registration
- Documentation of GNSS FR calibration not older than 48 months (for the national championships only).

3.5.4 b Documents required to be carried on board the sailplane

- Certificate of registration.
- Valid Certificate of Airworthiness or Permit to Fly.
- **Valid Airworthiness Review Certificate**
- Third party insurance certificate

3.6.1 Insurance cover

If the MTOW (Maximum Take Off Weight) is less than 500 kg, the third party insurance coverage shall be at least 750.000 SDR (Special Drawing Right = approx. NOK 10). If the MTOW is between 500 kg and 1000 kg the coverage shall be at least 1.500.000 SDR.

Non-Norwegian participants (team and pilot) shall have a valid insurance covering expenses related to injuries, sickness and accidents (including return transportation, medical treatment, hospitalisation etc.) or be adequately covered in his native country for such expenses (occurring in Norway).

D TECHNICAL REQUIREMENTS

4.1 Sailplanes and equipment

The GNSS FR and other electronic equipment must be attached to the sailplane. Moving map navigation aids not mounted in the instrument panel, shall be attached to the canopy, the frame of the canopy or to the top of the instrument panel/instrument panel cover and in such a way that visibility is not reduced.

All GNSS FR, at all levels, approved by FAI may be used.

4.1.1 Mandatory additional equipment

An acoustic variometer is mandatory.

4.1.2 b Instruments that must be removed from the sailplane

The following instruments shall not be carried on board:

- Bohli, Schanz, KT1 or other gimballed compass
- Turn indicator
- Artificial Horizon

Further instruments not allowed – if any – may be specified at briefing.

4.1.2 b Configuration Check

Each glider shall be made available to the Organisers from the time set for the Main Championship Briefing.

4.1.2 Carriage of GNSS data transmitters for public displays

If such equipment is made available, the Organisers may require the pilots to use such equipment according to the regulations in SC3A.

E GENERAL FLYING PROCEDURES

5.2 Units of measurement

The units of measurement is metric with exception of wind velocity which is expressed in knots. All headings and radials are expressed in degrees true. All times will be expressed in local time (UTC +2) unless otherwise stated.

Geodetic datum for all coordinates is WGS84.

Turn point coordinates are expressed as:
N DD MM,mmm, E DDD MM,mmm.

Coordinates defining airspace are expressed as:
N DD:MM:SS, E DDD:MM:SS

5.3.1 a Radio communication required for contact with Air Traffic Services

Contact with Air Traffic Services shall NOT take place, unless required in an emergency or to obtain permission to land.

5.3.1 b. Data transmission requirements

A portable telephone may be carried on board.

5.3.1 c Radio frequencies to be used during the Championships

All frequencies are in the 760 ch range.

5.3.2 Other Types of Aid

The Organisers may allow a sailplane to be flown by other pilots than the participating pilot after completion of a championship day in that class.

F TASKS

6.1 Types of tasks that will be set

The following tasks will be used:

- Racing task
- Speed Task – Assigned Areas.
- Distanse Task – Pilot Selected

6.2.2 a Speed Task – Assigned Areas

The task designated (minimum) time should be dividable by 15 minutes, and the maximum possible task distance must be sufficiently long to prevent the fastest pilot from finishing before expiration of the task designated time when flying the maximum distance.

Tips to set the maximum possible task distance and thus the radius of the areas:

$$D_{max} > (V_{max} / T_d) * 1.25$$

where

V_{max} = Expected maximum marking speed

T_d = Task designated time

D_{max} = Maximum possible task distance

The nominal task distance (to the centre of the areas):

$$D_{nom} = V_{max} / T_d$$

G CHAMPIONSHIP PROCEDURES

7.2.2 Championship site boundaries

Championship site boundaries are equal to the boundaries of the total airfield area.

7.3.1 Number of Launches

The Organisers may offer a contestant a launch which may not count as a championship launch for the pilot in question, when weather information is required. The pilot may choose to stay airborne when ordinary launches commence, in which case he shall be deemed to have used one of his three championship launches.

7.3.3 Area where only left hand thermalling is permitted

Areas where continuous circling is permitted in a left hand direction only may be established. If imposed, the area shall be announced at a championship briefing.

7.4.2 Types and definitions of starts that will be used

The start options to be used is according to SC3A, 7.4.2 b Start Line (i) straight line or 7.4.2 c Assigned Start Point.

- **Start option b (i)– Start Line, straight line of defined length**
A straight line of length 5 km, perpendicular to the track to the first Turn Point, or the centre of the first Assigned Area.
- **Start option c – Assigned Start Point**
All pilots may start from the same Start Point or the pilots may be placed in three equally sized groups drawn at random at the Main Championship Briefing. Each group will be assigned to one Start Point each championship day. Start Points will be rotated (groupwise) on a daily basis.

According to SC3A 6.3.1 the Start Point which yields the greatest distance shall be used to assess the Task Distance, and the Marking Distance is computed starting from the Assigned Start Point.

If the pilots are assigned to different Start Points, a **nominal Start Point** will be used on the Task Sheet. The coordinates of the nominal Start Point are approximate averages of the coordinates of the three Start Points.

7.4.3 a Radio procedures for announcing the start

Opening of the start line will be announced on the announced radio frequency in the following way:

- Announcement of the last ordinary launch 20 min before opening of the start
- Announcement 5 min prior to opening of the start
- Announcement of opening of the start.

7.4.3 b Altitude procedures for the starts

A maximum start altitude expressed in meters QNH may be imposed. The daily limit (if applicable) will be announced at the Briefing and on the task sheets. No speed limitation will be applied. The pilot has to remain below the start altitude limit until his Start Time is passed.

7.4.5 Requirement for Event Marker

No event marker is required.

7.4.7 Communication of Start Times

The pilot shall communicate the start time to the Organisers within 10 minutes.

7.6.1 Championship area boundary

The boundaries shall be announced on the Main Championship Briefing.

7.6.2 a Instructions for real outlandings

Pilots landing out shall communicate the time of landing, the landing coordinates, turn point(s) overflowed and other relevant information as specified on the Outlanding Form to their team. The Team Captain shall hand the completed Outlanding Form to the Organisers without delay and before the retrieve crew departs the Championship site. When returning to the Championship site, the pilot shall immediately hand over the flight documentation to the Organisers.

If a number of gliders are landed out within the boundaries of the same field, airstrip or airfield, they shall all be scored as having landed at the same position as that which yields the average distance for all the aircraft in the group.

7.6.3 Virtual Outlanding

A virtual outlanding is an event that occurs if the marking distance at any valid GNSS fix registered during the flight is greater than the distance measured to the actual landing point. If a virtual outlanding occurs, the Organisers will score the pilot to the point that yields the longest marking distance. The purpose of virtual outlanding is to reduce the risks involved in a real outlanding. A competitor may continue the task or land elsewhere and claim any such point.

7.6.4 Provision of and requirements for, aero tow retrieves

Aero tow retrieves will be available depending on capacity.

7.7.1 Types and definitions of finishes that will be used

Finish option to be used is according to SC3A, 7.7.1

a. Finish Line.

The finish line will be 1000 m long, centred on the Goal, and perpendicular to the centre line of the runway/landing strip or centred on the final leg and perpendicular to this leg.

b. Finish Ring

The radius of the Finish Ring is announced on the Main Championship Briefing.

7.7.1 a Minimum height and maximum altitude for the Finish Line

Pilots shall adjust their arrivals so that if passing the finish line below 50m AGL; a direct landing shall be conducted.

If passing the finish line above 50m AGL, the pilot may choose whether to land straight in or conduct a normal landing pattern before landing. The aircraft energy and the traffic at hand shall be deciding factors.

No maximum altitude for passing the finish line is imposed.

7.7.1 b Minimum height and maximum altitude for the Finish Ring

A maximum and minimum altitude for crossing the Finish Ring shall be announced on the Main Championship Briefing

7.7.3 a Finish procedures

Competitors shall announce their arrival on the finish line frequency at 10 km distance. The acceptance reply will be the contest number. They have to remain on the frequency for the remainder of the flight. A required arrival announcement at 2 km distance may be imposed.

Due to a recent fatal accident during a final glide, and to avoid collisions with objects on the ground, the final glides shall be a descending glide. It is not allowed to utilize the ground effect by flying at low levels for a prolonged period of time. The type of offence is considered as dangerous or hazardous flying, and penalized as hazardous finish manoeuvre.

If the competitors intention is a Direct landing, and he is at 10 km distance, he announces:

Airfield call sign, contest number, 10 K, direct landing (e.g. "Starmoen – Uniform Uniform 10 K direct landing").

If the intention is a Speed Finish, and he is at 10 km distance, he announces:

Airfield call sign, contest number, 10 K, speed finish (e.g. "Starmoen – Uniform Uniform 10 K speed finish").

Note: A Speed Finish is followed by a landing pattern before the landing, and a Direct Landing involves no landing pattern.

Wind and other data relevant for finishing will be announced at regular intervals, unsolicited.

Crossing of the Finish Line or Finish Ring will be controlled by the GNSS FR. There will be no visual control of the finish, but landing times will be recorded by finish line officials.

The finish time shall be interpolated to the nearest second, from the last GNSS fix prior to the finish line and the first fix after the finish line. If the primary and back-up GNSS unit (if carried) both fail to record the finish, then the recorded landing time shall be used.

7.8.1 Landing procedures

Landing procedures shall be announced at the Main Championship Briefing.

7.9 Handling of flight documents

GNSS FR records in IGC format from the Primary GNSS FR shall be delivered on USB-memory stick, CD-ROM, CompactFlash, MMC or SD cards to the Organisers within 60 minutes after landing. The media shall be clearly marked with contest number and Primary GNSS FR or Secondary GNSS FR or both.

The IGC-file may also be uploaded to <http://resultatweb.nak.no> or e-mailed to an e-mail address announced at the Main Championship Briefing.

GNSS FR records from the Secondary GNSS FR shall be delivered within 60 minutes after a request is made by the Organisers.

Proprietary file formats will not be accepted, and must be converted by the pilots to IGC format using software retaining the electronic security of the file.

If the competitor performs an outlanding, GNSS FR records shall be delivered without unnecessary delay when returning to the airfield.

The pilot is responsible for keeping the master GNSS FR record in the GNSS FR(s) for all flights for each day until unofficial results are published, or at the latest until the end of the briefing the following day.

H SCORING AND PENALTIES

8.1 Type of scoring system

Scoring system "a" the 1000-points scoring system, shall be applied throughout the Championship.

8.1.1 Team Cup

Only if stated in the invitation.

8.2.4 List of Handicaps

If applicable, The DAeC index list or IGC index list (club class only) valid as per the deadline for Final Entries will be used

8.3.2 Penalty of Outlanding

Penalty for outlanding will not apply.

8.9 Penalties

Penalties according to SC3A, 8.10 Penalties applies and with the following modifications:

- If outlanding (real outlanding) at Rena Airfield (within RENA MIL airspace), the point of landing (at Rena Airfield) will be used for distance calculations. Crossing the boundary of RENA MIL in order to land at Rena airfield will not be considered as a violation of the airspace, and will not be subject to penalty.

Note: Crossing the boundary for RENA MIL and not landing at Rena Airfield will be subjected to penalty according to SC3A, 8.10

- If outlanding (real outlanding) at Ostre Ara airfield (within OSTREAERA PARA airspace), the point of landing (at Ostre Ara Airfield) will be used for distance calculations. Crossing the boundary of OSTREAERA PARA in order to land at Ostre Ara airfield will not be considered as a violation of the airspace, and will not be subject to penalty.

Note: Crossing the boundary for OSTREAERA PARA and not landing at Ostre Ara airfield will be subjected to penalty according to SC3A, 8.10

- The penalty for **Flying above the absolute altitude limit** shall apply if the absolute altitude limit is violated, and not the penalty for **Entering forbidden airspace**. However, if a TMA is violated, the penalty for **Entering forbidden airspace** shall apply. Penalty for flying above the absolute altitude limit is accumulated.

Note: The total altitude gained above the absolute altitude limit on a competition day will be accumulated before calculation of the number of penalty points. The point of outlanding is determined at the point where the accumulated altitude violation exceeds 100 m. First and subsequent offence of SC3A, 8.10 is referring to competition days.

I PROTESTS

9.2.3 Protest fee

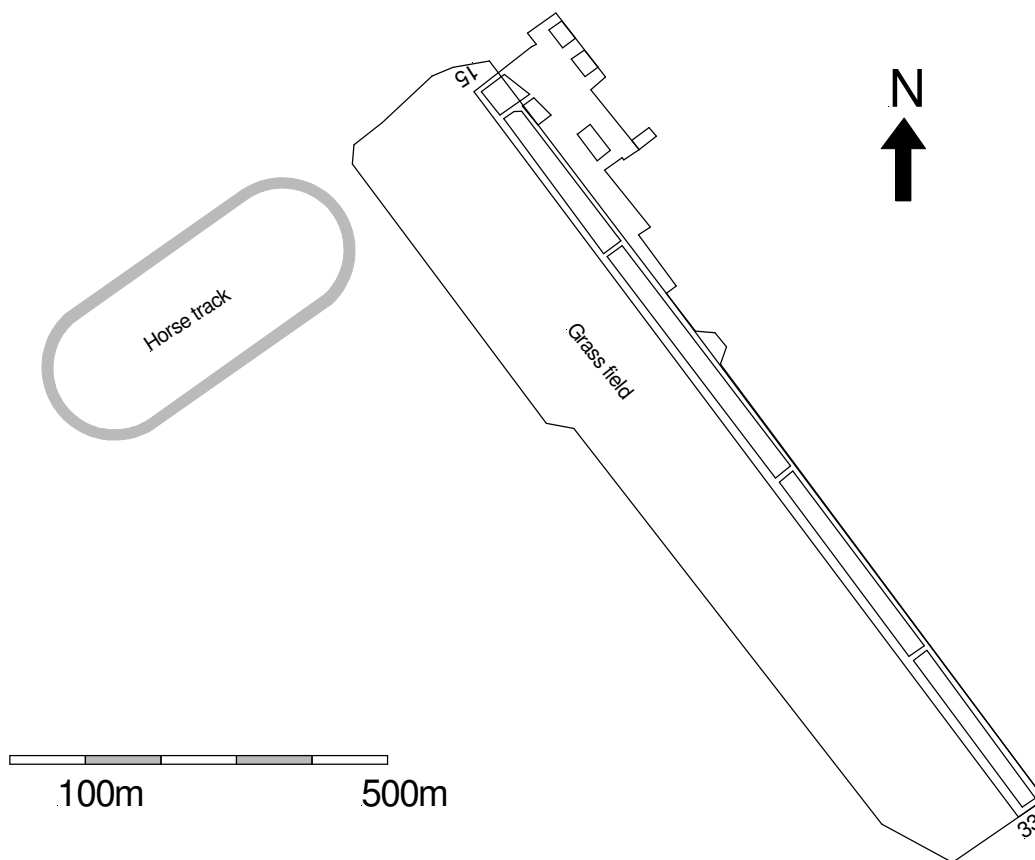
The amount of the protest fee is NOK 500.

Appendix A – Maps and procedures for Starmoen

Appendix A1 – Starmoen Site Boundary

The eastern boundary of the site is the eastern perimeter of the taxi way. The northern, western and southern boundary is defined by the perimeter of the grass field.

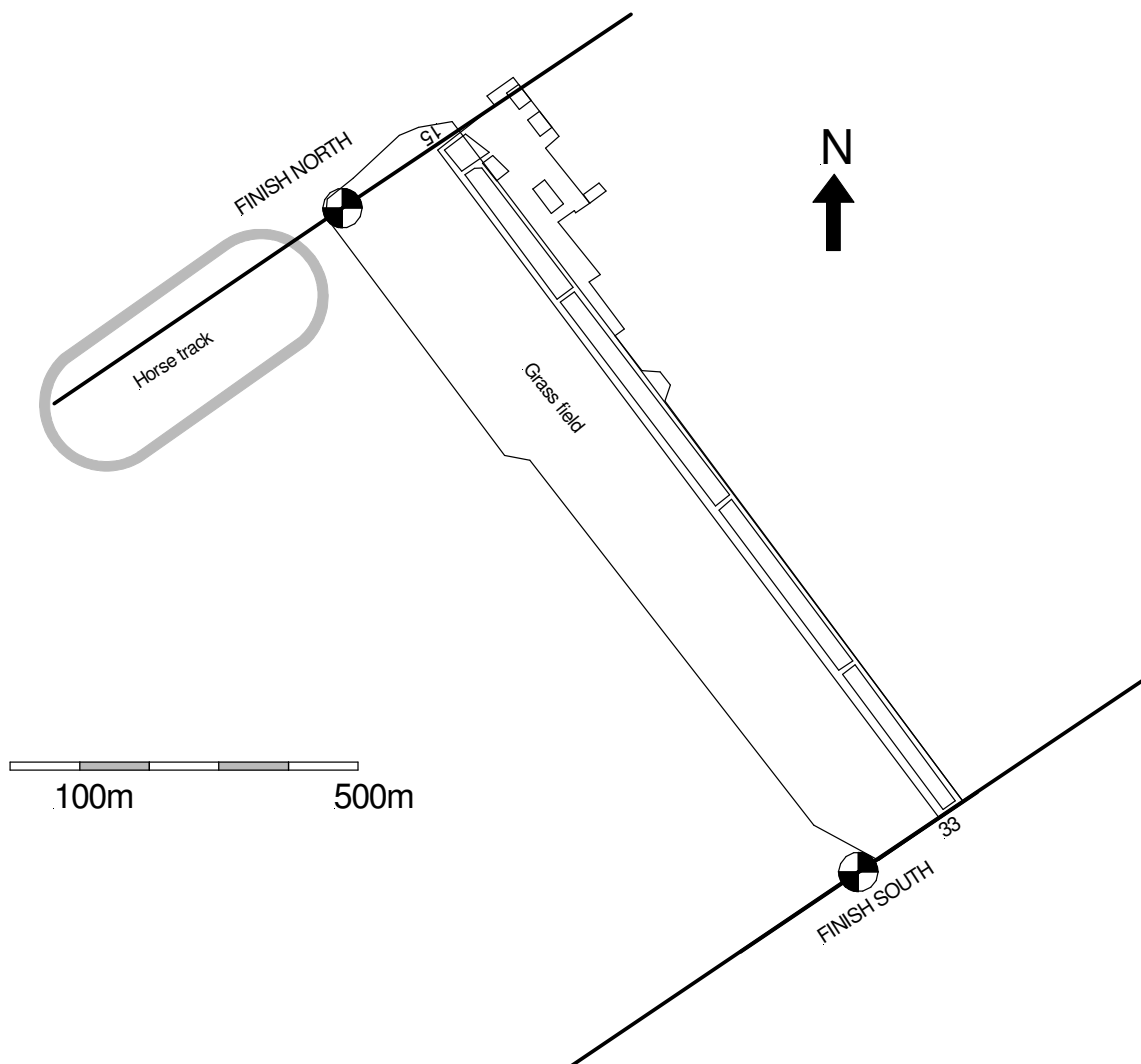
On the drawing, the site boundary is marked by the dotted line



Appendix A2 – Starmoen Finish Lines

The finish lines are centered on the Goal (finish points) and perpendicular to the runway. The length is 1000 m and the true bearing is 56°/236°.

The finish line used, North or South, will be noted in the task sheet and at the daily briefings



Appendix A3 – Starmoen Finish and Landing Procedures

General considerations

All flying in conjunction with task finishing and landing must be conducted in a safe way. Pilots shall plan their finish properly and report “speed finish” or “direct landing” 10 km out (see also 7.7.3 a). Direct landing is the normal finish procedure. Speed finishers shall avoid steep pull ups and take proper considerations to the present traffic situation.

The sailplane must be removed from the landing area immediately after landing and according to instructions given by the organisers.

Finish line North

RWY 15 in use

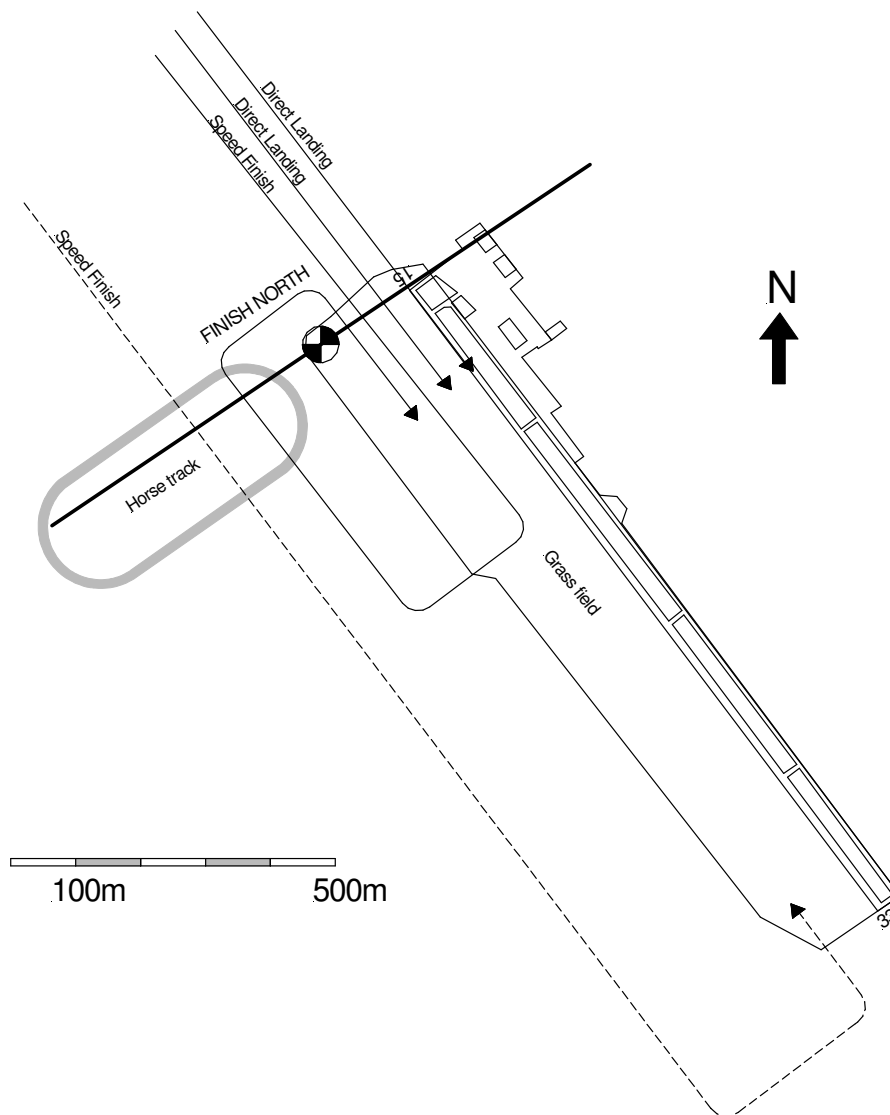
Direct landings shall be conducted on RWY15 asphalt and eastern part of RWY15 grass.

Speed finishers shall cross the finish line to the west of the area assigned for direct landings, make a gentle pull up and right turn entering a right hand pattern to RWY 15 grass and land on the western part.

RWY 33 in use

Direct landings shall be conducted on RWY15 asphalt and eastern part of RWY15 grass.

Speed finishers shall cross the finish line west of the Site, make a gentle pull up and then proceed to the end of the airfield before turning left and joining a left hand pattern to RWY33 grass and land on the western part.



Finish line South

RWY33 in use

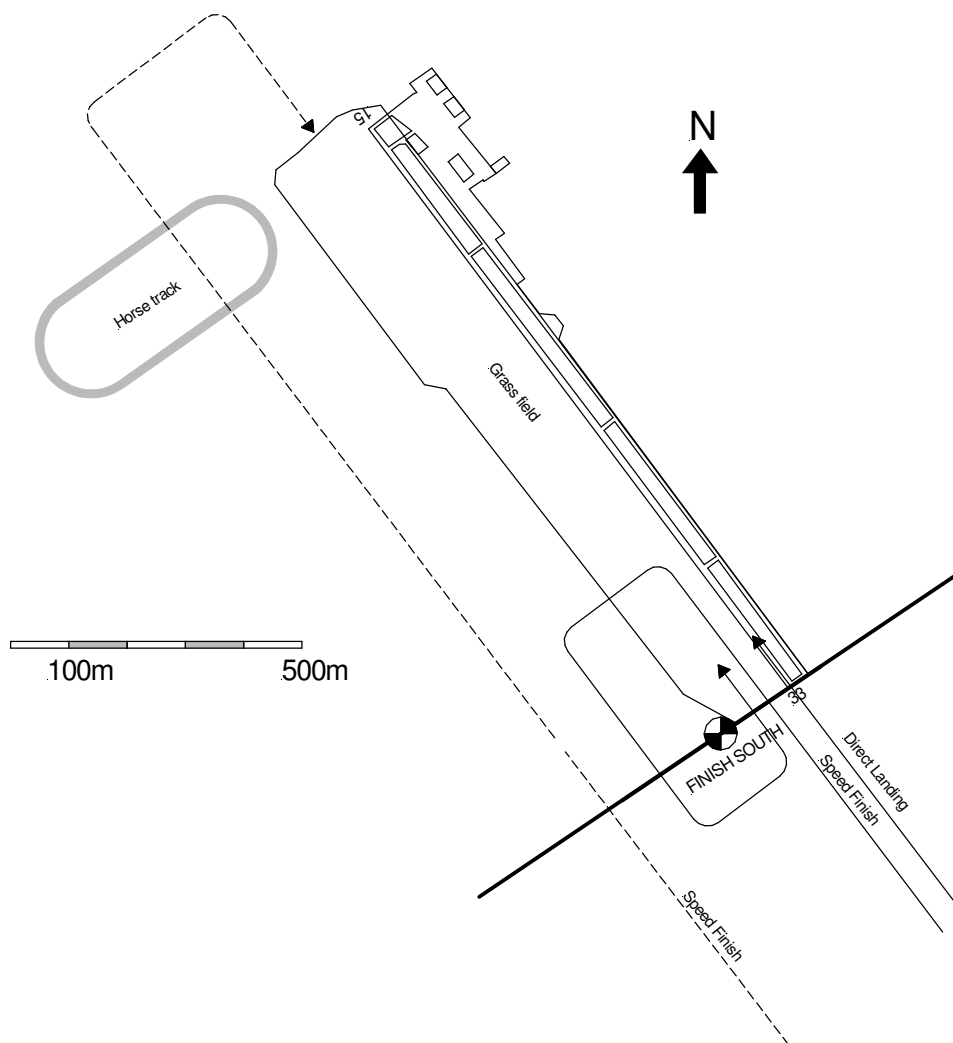
Direct landings shall be conducted on RWY33 asphalt.

Speed finishers shall cross the finish line to the west of the area assigned for direct landings, make a gentle pull up and left turn entering a left hand pattern to RWY 33 grass and land on the western part.

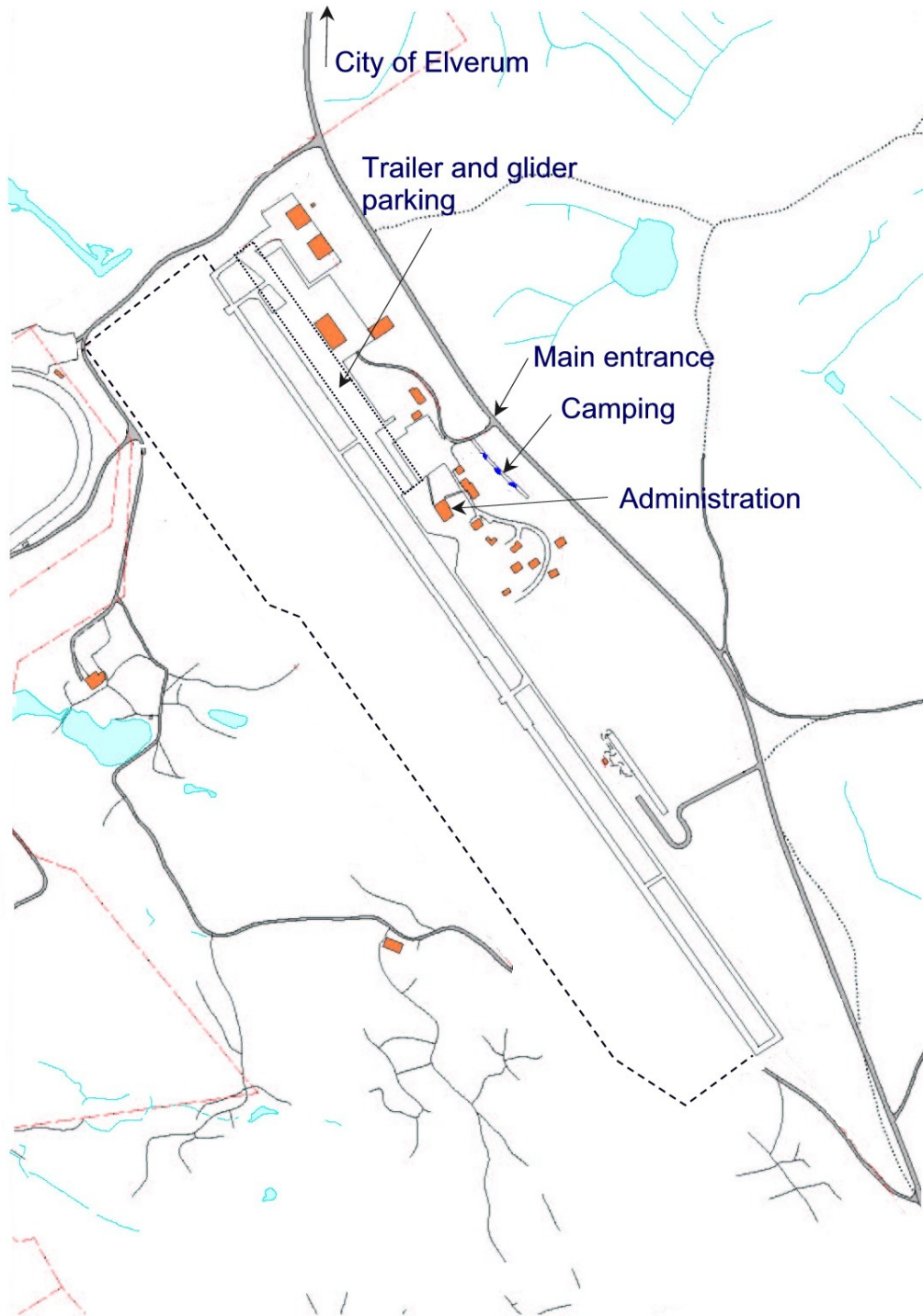
RWY15 in use

Direct landings shall be conducted on RWY33 asphalt.

Speed finishers shall cross the finish line to the west of the Site, make a gentle pull up and then proceed to the end of the airfield before turning right and joining a right hand pattern to RWY15 grass and land on the western part

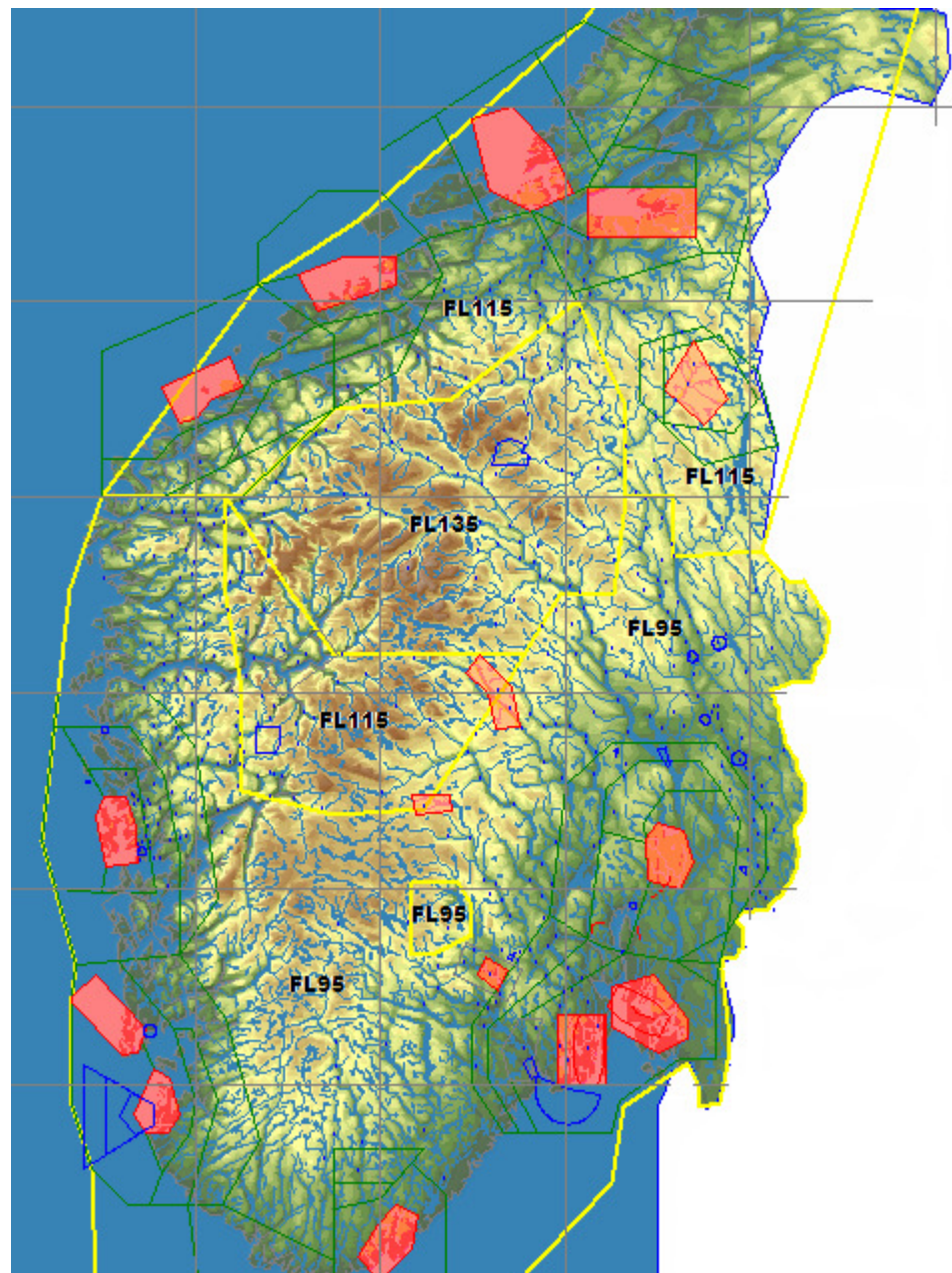


Appendix A4 – Map of the Starmoen Championship Site



Appendix A5 – Norway Championship area (map)

The coloured part of the map is the Championship area. The absolute altitude limits are displayed on the map.



Appendix A6 – Norway Championship area (coordinates)

The Norway Championship area is defined by these coordinates in clockwise direction starting on the Norwegian/Swedish border south:

N 59:53:52, E 012:11:02
N 58:53:28, E 011:00:00
N 58:00:00, E 011:00:00
N 58:00:00, E 004:00:00
N 64:30:00, E 004:00:00
N 64:30:01, E 013:56:05

Follow Norwegian/Swedish border south to:
N 59:53:52, E 012:11:02

The absolute altitude limits in Flight Level for the Norway Championship Area are displayed on the map on the previous page. Please refer to the official documentation from the Aviation Authorities for coordinates defining the sectors. Datafiles defining the Championship area on a format suitable for WinPilot, SeeYou and other applications will be provided by the organizer.

Appendix A7 – Closed airspace

The Organizer decides if any of the danger areas within the championship area or any of the areas defined below shall be closed on a given competition day. Shooting grounds (danger areas) shall not be closed if the activities taking place is shooting with non-ballistic hand weapons.

Closed airspace shall be written on the task sheet with the words **CLOSED AIRSPACE**: followed by a comma-separated list of the official names of the closed airspace. Example:

CLOSED AIRSPACE: RENA MIL, OSTREARA PARA

The following areas are not defined in the API or in any other official source of documentation:

RENA MIL

Centre N61:11:11, E011:22:27 (coincides with turn point RENAFP, N61 11.180, E011 22.447).
Radius: 3km. Vertical: GROUND – FL95.

OSTREARA PARA

Centre N61:15:25, E011:40:10 (coincides with turn point OSTERA N61 15.421, E011 40.172).
Radius: 4 km. Vertical: GROUND – FL95.

Note: According to paragraph 5.2, coordinates expressing airspace shall be on the format N DD:MM:SS, E DDD:MM:SS.

