



**LOCAL PROCEDURES  
FOR  
NORGLIDE 2003**

**Revision 2003-A  
2003 March 20<sup>th</sup>**

**These local regulations are based upon FAI Sporting Code Section 3 Annex A Part 11.**  
Reference should be made to the current version of Sporting Code,  
which applies fully in addition to these procedures.

## DOCUMENT REVISION STATUS

Issue No.	Date/Year	Approved by	Issue No.	Date/Year	Inc. by
2003-A	10.jan.2003				

## DESCRIPTION OF CHANGES IN THE DOCUMENT

Issue No.	Change ref. No.	Paragraph No.	Paragraph Heading/ Description of Change
2003-A			LP 2003-A is a major revision of NLP 2000C, and is according to SC Annex A effective 1 October 2002

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## **LOCAL PROCEDURES**

**References to Sporting Code, Section 3, Annex A, dated October 1<sup>st</sup> 2002 are in brackets or preceding the subheader.**

The subparagraph numbers in these Local Procedures (LP) are identical to their corresponding paragraph in Annex A. Consequently the number sequence will not be complete (eg. In section B, the complete list of paragraphs in these LP read 1.1, 1.3.1, 1.4.1, 1.4.3)

### **A    COMPETITION DETAILS**

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

#### **Name of the event**

According to the Invitation

#### **Location of the event**

Elverum/Starmoen Airfield (ENHN), Elverum Norway

#### **Time schedule**

Preliminary entries due	NA
Final entries due (3.4.1):	April 15 <sup>th</sup>
Deadline for class change (3.4.3b):	NA
Deadline for approval of new GNSS FRs:	NA
Airfield closed for training flights:	NA
Unofficial training	June 7 <sup>th</sup> – 13 <sup>th</sup>
Registration period (3.5.1/3.5.2):	NA
Official training (1.2.3):	NA
First official Team Captains Briefing	NA
Configuration change closes (4.1.2b):	NA
Opening Ceremony (1.2.3):	June 13 <sup>th</sup>
Contest flying (1.2.3): Refer to invitation	June 14 <sup>th</sup> – 21 <sup>st</sup>
Farewell party (1.2.3):	June 21 <sup>st</sup>
Closing Ceremony and Prizegiving (1.2.3):	June 22 <sup>nd</sup>

#### **Competition officials**

Director of the competition:	Arild Solbakken
Deputy Director:	Hans Petter Fure
Task Setter:	NN
Chief Scorer:	NN

#### **International Jury**

President:	N/A
Members:	N/A

#### **Stewards**

Chief Steward:	N/A
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Steward(s): N/A

### **Addresses for Correspondence and Entries**

For all official matters, such as entries, until the contest:

NORGLIDE 2003  
Norwegian Airsports Federation  
PO. Box 383 Sentrum  
N-0102 Oslo  
Norway  
Tel: +47 23 01 04 95  
Fax: +47 23 02 04 96  
E-mail: norglide@nak.no  
Web site: norglide.nak.no

For all matters during the contest: Competition Director or his Deputy

## **B GENERAL**

### **1.1 Additional objectives of the Competition**

To prepare for the 3<sup>rd</sup> World Gliding Championships Club Class 2004 and to promote the gliding as a sport in Norway.

### **1.3.1 Competition classes**

Sportscass (any glider on the DAeC 2003 handicap list, no water ballast).

### **1.4.1 Additional safety rules**

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

### **1.4.3 National requirements concerning doping test**

The Norwegian Air Sports Federation assisted by qualified personell/organisations may conduct doping tests including tests for alcohol, marihuana and beta blockers. The tests will be conducted according to approved regulations. Details will be announced on the Main Contest briefing when applicable.

## **C NATIONAL TEAMS**

### **3.4.2 Entry fee**

The entry fee is €375. Entries received after dead line, will be subject to a 20 % raise of the fee.

### **3.4.3 a. Number of allowable entries per NAC**

Entries will be treated on a “first come – first serve” basis until the maximum number of 70 entries is reached.

### **3.4.3 b. Total number of allowable entries**

70 gliders

### **3.4.3 c. Procedures for risk management of more than 50 entries**

To ensure adequate safety with more than 50 participating gliders in the same class, the organiser will implement the following risk mitigating actions:

- ❖ Three separate start points will be used each day. Pilots will be assigned start point on the basis of a daily rotation. More detailed information will be given at Main Contest Briefing. All pilots will fly the same task each day.
- ❖ Tasks with pilot selected turnpoints will not be used.
- ❖ High visibility markings on the gliders will be mandatory. Further info on this will be announced in a later bulletin.

### **3.5.4 a. Additional documentation required**

Certificate of registration

Valid radio station licence document.

### **3.5.4 b. Documents required to be carried on board the sailplane**

Certificate of registration.

Certificate of airworthiness.

Valid radio station licence document.

### **3.6.1 Insurance cover**

The gliders shall be covered by a third party insurance (ansvarsforsikring) on minimum €1.000.000.

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**

### **4.1.1 Mandatory additional equipment**

Please note that in Norway, freezing temperatures at normal flying altitudes may be encountered also in the month of June. Pilots should consider this in their plans for personal clothing during the contest. Cold and uncomfortable pilots are a safety hazard!

### **4.1.2 b. Instruments that must be removed from the sailplane**

As defined by Annex A

### **4.1.2 High visibility marking requirements**

During Norglide 2003, high visibility marking is required during practice and contest flying. As a minimum, wingtips, nose of fuselage, tail and underside shall have fluorescent paint/tape markings. Minimum configuration will be announced. Approved tape will be available at the contest site.

### **4.1.2 Carriage of GNSS data transmitters for public displays**

If such equipment is made available, the organiser reserves the right to request pilots to use such equipment according to the regulations in Sporting Code.

### **4.2.2 Procedures for verification of aircraft mass**

Each sailplane shall be made available to the Organisers at least 72 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown. This

configuration shall be kept unchanged during the whole competition. Scales will be available and the glider empty weight will be checked and noted.

Furthermore, any glider may be called for mass check at any time during the competition, typically on the way to the grid before start, and their mass checked and compared to previous result. Deviation of more than 2% will be penalised. Penalty according to standard list for overweight will apply.

Details on the location of the scales and other relevant information will be given on the daily contest briefings.

## **E     GENERAL FLYING PROCEDURES**

### **5.2           Units of measurement**

Metric unit is used throughout with the exception of arrows indicating wind on met.maps and diagrams. These arrows are still expressing wind speed in knots (!).

All times will be expressed in local time (UTC -2) unless otherwise stated.

### **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**

N/A

### **5.3.1 c.       Radio frequencies to be used during the Championships**

❖ Grid/Launch	123,35 MHz
❖ Start	123,35 MHz
❖ Finish	123,35 MHz
❖ Landing	123,35 MHz

❖ Team and "on task" frequencies    TBA

### **5.3.1 d.       Frequencies allocated for flight safety**

Common Flight Safety                   123,35 MHz

**Mandatory listening watch** when not assigned to other frequencies.

#### **Note:**

Other frequencies to be used will be announced later. All frequencies are in the 760 ch range.

## **F     TASKS**

### **6.1           Types of tasks that will be set**

The following tasks will be used:

- ❖ Racing task
- ❖ Speed Task – Assigned Areas.

## **G COMPETITION PROCEDURES**

### **7.1 d. Requirements for discharging water ballast on the grid**

N/A

### **7.2.2 Contest site boundaries**

The contest will take place at Elverum/Starmoen Airfield. Contest site boundaries are equal to the boundaries of the total airfield area.

### **7.3.2 Launch procedures for motor gliders**

Motor gliders may start using their own propulsion. They will start from their normal position in the grid, follow the normal aero-tow route and shut down in the designated release area of the day below the maximum release altitude.

### **7.3.3 Areas where continuous circling is prohibited or permitted in one direction only**

Within 10 km from start points and Elverum/Starmoen Airfield (TP) only left hand circling is permitted.

### **7.4.2 Types and definitions of starts that will be used**

Start option "c" – Assigned Start Points will be used. Three start points (Beer cans with 500m radius), will be used.

### **7.4.3 a. Radio procedures for announcing the start**

Opening of the start line will be announced on radio freq. 123.35 MHz in the following way:

- ❖ Announcement of the last ordinary launch in class, i.e. 20 min to opening of the start line
- ❖ Announcement of 5 min. to opening of the start line
- ❖ Announcement of opening of the start line.

### **7.4.3 b. Altitude procedures for the starts**

There is no imposed special altitude limit for the starts. General altitude limit FL95 or altitude limitations as advised on the daily contest briefing, applies.

### **7.4.5 Requirement for the Event Marker**

No eventmarker required.

### **7.4.5 a. Time interval between starts if the event marker is used.**

N/A

### **7.6.1 Contest area boundary**

The contest will take place in the Starmoen contest area. The boundaries in terms of geographical bounds, will be announced.

### **7.6.2. a Instructions for real outlandings**

Pilots landing out shall communicate their position and other relevant information, as stated in the Outlanding Report Form, to their team captain or designated "pick-up team". The team captain (or "pick-up team") shall inform the organisers of the outlanding without delay.

When returning to the contest site, the pilot shall immediately contact the organisers and hand over the FR.

#### **7.6.4 Provision of and requirements for, aero tow retrieves**

Aero tow retrieves will be available depending on capacity. The organiser will approve of aero tow retrieves in each case, and must be informed of outlanding site in question, time of departure and estimated duration of the retrieve.

#### **7.7.1 Types and definitions of finishes that will be used**

For the tasks defined in these LP, **Finish line - Option a** will be used.

The finish line will be 1000m long, centred on the Goal, and perpendicular to the centreline of the runway/landing strip. The finish line will always coincide with the start of runway at Elverum/Starmoen Airfield.

##### **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; straight in landing shall take place.

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 will be deciding factors. The organisers will advice to the extent possible and practicable.

No maximum altitude for passing the finish line is imposed.

##### **7.7.1 b. Minimum and maximum altitudes for the finish ring**

N/A

##### **7.7.3 a. Finishing procedures**

Competitors shall announce their arrival on the finish line frequency at 10 km out by giving their contest number and 10 kilometers ("Starmoen – c/s UU 10 kilometers"). The only reply will be the contest number. Wind and other data relevant for finishing will be announced at regular intervals, unsolicited

#### **7.8.1 Landing procedures**

Detailed landing procedures will be announced on the MCB.

#### **7.9 Handling of flight document**

GNSS records delivered on floppy disk shall be delivered within 60 minutes after landing. If the Flight Recorder (FR) itself is delivered, the corresponding dead-line is 30 minutes. Outlanding certificates shall be delivered without delay on returning to the airfield.

## **H SCORING**

### **8.1 Type of scoring system**

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

#### **8.1.1 Scoring of Team Cup**

There will be no official Team Cup scoring by the organiser.

#### **8.2.4 List of Handicaps**

DAeC list of handicaps for 2003 will be used. The **Club-class** is defined to be all gliders within the handicap range 96-106 with 15m wing-span and no flaps or similar devices for changing wing geometry.

**8.3.2 Penalty of Outlanding (M)**

Penalty for outlanding will not apply.

**I PROTESTS**

**9.2.3 Protest fee**

The amount of the protest fee is NOK 1500,- or the equivalent amount in Euro using the exchange rate of the day of commencement of the competition.

**J PRIZEGIVING**

**10.2.1 Requirements for flags, discs and tapes**

NA