



AZ CUP 2024

24.5. – 1.6.2024

Aeroklub Zbraslavice

Local Procedures ver 1.3

May 2024



A. CHAMPIONSHIP DETAILS

Name of the event: **AZ CUP 2024**
Zbraslavice, Czech Republic

A1. Location of the Event

Name of the airfield **Zbraslavice Airfield**
ICAO code of the airfield **LKZB**
GPS location of the airfield **49°48'51"N 15°12'06"E**
Elevation of the airfield **1618 ft / 493 m**
Runway (RWY) **150°/330° (780x150 m, grass)**
Frequency channel (CHANNEL) **126,630**

Google Maps URL of location <https://goo.gl/maps/Rz8aGmT57F42>

A2. Time Schedule

Entries due	31 March 2024
Entry fee payment due	31 March 2024
Start list closure	23 May 2024*
Deadline for class change	23 May 2024
Registration period	23 May to 24 May 2023 (Fri until 10:00)**
Safety briefing	23 May 2024 20:00**
Official opening and first briefing	24 May 2024 10:00**
Contest flying period	24 May to 01 Jun 2024
Alternate competition day	02 Jun 2024
Prize giving and farewell party	01 Jun 2024***

*Competitor will be included in the start list once his entry fee is paid.

**Exact times could be changed. If so, it will be specified on the competition website.

*** In case the alternate competition day is used, prize giving will be postponed to 02. Jun 2024

A3. Organizer and Officials

<i>Organizing aeroclub</i>	Aeroclub Zbraslavice
<i>Competition Director</i>	Martin Hřivna
<i>Deputy Competition Director and org. committee</i>	Jan Hýla
<i>Chief Scorer</i>	Radka Moravcová
<i>Meteorologist</i>	Jan Horák
<i>Task Setters</i>	Martin Hřivna/Jan Horák
<i>Webmasters</i>	Martin Chovan
<i>Jury</i>	will be specified

A4. Addresses for Correspondence

Postal address	Aeroklub Zbraslavice z.s. Letiště č.p. 252 285 21 Zbraslavice
E-mail	martin.hrivna@gmail.com b.moravcova@zbraslavice.cz
Webpage	http://www.azcup.cz

A5. Bank Transfer Details

Account holder name:	Aeroklub Zbraslavice
Address of account holder:	Aeroklub Zbraslavice z.s. Letiště č.p. 252 285 21 Zbraslavice
Name of Bank:	UniCredit Bank a.s.
Address of Bank:	Praha 4 - Michle, Želetavská 1525/1, PSČ 140 92
Account Number (IBAN):	CZ2527000000001146421005
SWIFT CODE:	BACX CZ PP

Please indicate the names of the competitors in the comment field at money transfer.

Organizer accepts credit/debit cards for payments at the airfield.

B. GENERAL COMPETITION RULES AND LOCAL PROCEDURES

B1. Documents applicable

- Sporting Code General Section (actual version published)
- Sporting Code Section 3 (actual version published)
- Sporting Code Annex A (actual version published)
- Czech AeČR Sporting Code (actual version published)

B2. Championship Classes

AZ CUP 2024 will be held in following classes: **Club Class**, **15M Mixed Class** and **Open Mixed Class**.

Club class (with handicap)

Club class is open only for gliders included in actual valid CZ index list (CZIL). Club class is open only for gliders with handicap of maximum value **108,8 (Discus 2a/15m)** according to CZIL only. Minimum handicap allowed is 95,6 (VSO-10). Water ballast is not allowed.

Minimum number of pilots in the class is 10. Determining is the number of competitors who enter this class during registration.

15M Mixed Class (with handicap)

Combi 15M Mixed is open only for gliders set for classes of Standard, 15m or 20m MultiSeat (**from category 20m MultiSeat gliders MAY register only gliders with handicap up to 117 or lower**) included in actual valid CZ index list (CZIL). Water ballast is allowed.

Minimum number of pilots in the class is 10. Determining is the number of competitors who enter this class during registration.

Open Mixed Class (with handicap)

Open Mixed class is open only for gliders set for classes of 18m and Open, included in actual valid CZ index list (CZIL). Water ballast is allowed.

If the final number of competitors in 15M Mixed and Open Mixed classes won't reach minimum of 10 in each class, those will be merged together. Water ballast would be allowed.

B3. Validity of the competition

All provisions of the valid Competition Rules apply to the validity of the competition.

The competition will be valid if at least **3 scored competition tasks** are completed during the competition period.

B4. Safety Rules

- Competitors must comply to **VFR** flying (Visual Flight Rules).
- Cloud flying is prohibited. All instruments allowing cloud flying must be disabled.
- During the flight, competitor is required to avoid all airspaces which are designated as prohibited, restricted or controlled in current aerial map **ICAO**, except those which are announced by organiser in Task Sheet for the actual Competition Day.
- Minimal height of the flight during the final turn is **50 m AGL**.
- At the briefing may be laid down additional rules adjusting safety of the flight operations.
- Dangerous manoeuvres and hazardous flying will be penalized according to valid **Annex A section 8.7** (List of Approved Penalties) and section G. of those **Local Procedures**.
- Gliders must keep continuous descent profile on whole part of approach after crossing the Finish Ring.

B5. Additional Safety Rules

All necessary additional safety rules for each championship day will be announced at the briefing for the day. Such safety rules are considered to be part of the Local Procedures and will be provided in written form on the task sheet if appropriate.

In the case of a serious accident, a competitor who observes or becomes aware of the accident shall immediately communicate the information to the competition director directly or through other competitors and carry out any action useful for the rescue. If the accident implies rescue action by one or more competitors, the competition director, once informed of the fact, will announce the cancellation of the task by radio.

B5.1 Control Point File Format

The official Control Point file [start, finish and turn points] will be published on the official competition website in SeeYou (cup).

B5.2 Use of Sporting Limits and Contest Area Altitude Limit

The controlled airspace file will be published at the site <http://www.azcup.cz> in Open Air format. The airspace may be published in other formats, but the official format is Open Air format.

Entry into the published forbidden airspace will be penalised according to the list of approved penalties in SC3a 8.7. ranging from outlanding to disqualification.

C. ENTRIES

C1. Entry Fee

Entry Fee is **4200 CZK** per participating pilot and shall be paid until the deadline using the information provided in section Bank Transfer Details. **Please indicate names in the comment field of the wire transfer order.**

The amount sent in excess of the Entry Fee will be credited to a competitor's account – each competitor is required to have positive account status before each launch. Competitors will be informed about their account balance continuously. At the end of the competition a final billing will be made with each competitor.

In case of entry cancellation (and entry fee paid) at least 14 days before the start of competition, the entry fee will be refunded in full.

In case of entry cancellation (and entry fee paid) less than 14 days before the start of competition, 50% of the entry fee will be refunded.

Entry Fee per pilot: 4200 CZK

C2. Launch Fee

Aerotow to 600 m AGL fee: 820 CZK Club class, 920 CZK Combi classes

Self-launch glider fee per take-off: 150 CZK

At Registration, it is recommended to pay few launches in advance. Unused launches will be refunded in full.

C3. Total Number of Allowable Entries

Total number of allowable entries shall not exceed 85 in total. If the number of entries exceeds 80, the Organiser may decline the acceptance of those competitors, who sent their entry after reaching the total number. Removal of pilots from the start list would be made according to the order of entry fee payment.

C4. Registration

Entries will be accepted only online via official entry forms published on official website of the competition. Incomplete entry forms or those containing inaccurate information, which will not be updated, will not be accepted. Competitor will be included in the start list once his entry fee is paid.

All competitors are required to show all required documents at the registration desk.

C5. Documents required*For Pilots:*

- Valid Pilot Licence including Medical Certificate Class II.;
- Valid radiotelephone operator license (if used by the country of registration);
- Flight logbook;
- Passport or other personal ID;
- Documentary proof of insurance, or medical insurance cards
- Proof of qualification regarding hours and badges

For a glider:

- Flight logbook of the plane;
- Valid Certificate of Airworthiness or Permit to Fly;
- Valid Airworthiness Review Certificate;
- Certificate of registration;
- Valid glider radio licence (if used by the country of registration);
- Parachute with valid re-packing at least until the end of the contest period;
- Valid Maintenance program and maintenance certificate;
- Valid Confirmation of maintenance
- Third Party Insurance Cover (Annex A Section 3.6.1) valid at least for the contest period
Third Party Liability Insurance Certificate meeting the requirements of EC Regulation 785/2004 is required for each participating glider. Minimum coverage for MTOW up to 500 kg 750.000 SDR (approx. 870.000 EUR), for MTOW above 500 kg to 1000 kg 1.500.000 SDR (approx. 1.800.000 EUR).

D. TECHNICAL REQUIREMENTS

D1. Mandatory additional equipment

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

GNSS flight recorders must fulfil all requirements contained in Annex A. List of approved GNSS FR is available on the FAI official website. A valid calibration certificate, which is not older than 5 years, must be provided for each GNSS FR.

No high visibility markings are required but are highly recommended.

The installation and use of a proximity warning system (**FLARM**) is highly recommended. [OGN](#) registration will be welcomed.

AERIAL MAP:

Each competitor must be equipped with the actual aerial map with valid ICAO situation of the Czech Republic including all airspaces and other important information for the air traffic. Aerial map will be provided during a registration.

OXYGEN:

Not required.

EMERGENCY LOCATOR BEACONS:

Pilots are highly recommended to carry an ELB, EPIRB, Spot or similar satellite location device.

GSM COVERAGE:

There is good phone coverage over the task area with 4G/LTE available.

D2. Instruments which must be removed from the glider or deactivated

Following instruments shall not be carried on board:

- Böhli, Schanz, KT1 or another gimballed compass
- Turn indicator
- Artificial Horizon

Software artificial horizons integrated with FR (fly computers) must indicate in their IGC files that AH function is disabled.

Any further instruments not allowed may be specified at briefing.

D3. Procedures for checking aircraft take-off mass

Glider mass must not exceed Maximum certificated Takeoff Mass (MTOM) according to Type Certificate Data Sheet respecting the establishment in section 4.2 in Annex A.

With the exception of separate competition classes Combi A and Combi B (with allowed water ballast for both classes), gliders must not exceed the MTOW during the competition.

The Organizer may establish regular weighing to check MTOW prior each competition day (will be specified).

E. GENERAL FLYING PROCEDURES

E1. Units of measurement

Unless otherwise stated, the following units will be used:

Distances	Kilometres (km)
Heights	Meters or Feet Above Ground Level (AGL), altimeter setting for QFE
Altitudes	Meters or Feet Above Mean Sea Level (MSL), altimeter setting for QNH
Flight Levels	Feet (FL), Altimeter setting for 1013.25 hPa
Speed	Kilometres per hour (km/h).
Vertical speed	Meters per second (m/s)
Mass	Kilograms (kg)
Tracks & radials	Degrees from True north

E2 Radio correspondence during the competition

E2.1 Use of aviation frequency channels for communication with the organizer - during the competition, the following frequency channels will be used for air-to-ground communication:

- **ZBRASLAVICE RADIO (CHANNEL 126,630)** – for all in-flight and airport operations at the competition airport (taxiing, take-offs, arrivals, landings, second/third competition starts, announcement of the start line time, and other official announcements)

E2.2 Use of aviation frequency channels for *air-to-air* communication

- Pilots are obliged to use exclusively internationally coordinated VHF frequency channels for air-to-air communication purposes during competition flights. The organizer will assign usable frequency channels to the competitors no later than before the first competition task.
- Coordinated Air-to-air frequency channels are intended for the purpose of exchanging information that must have an operational overlap (eg information on traffic, meteorological conditions, tactical communication of cooperating gliders, etc.). All communication that is not relevant or does not serve to avert imminent danger is prohibited.
- The use of frequency channels other than those assigned by the competition organizer will be penalized according to the decision of the Competition Director or strictly according to the FAI Sporting Code Part 3-Appendix A Paragraph. 8.6.5.a) I) disqualification from the race.

E2.3 Use of emergency frequency

The emergency frequency 121.5 can be used for emergency correspondence if it is not possible to use the standard operating frequency. The emergency frequency 121.5 MHz is monitored by all ATS stations. However, it is not entirely clear who and how quickly will be the first to respond to the call, it may also be a station whose area of responsibility does not include the location of the incident, or even a foreign station, and contacting the locally relevant rescue coordination centre and ensuring assistance to an aircraft in distress can thus be significantly to extend.

In the event of an aviation accident or other emergency situation, it is recommended that a report of an aircraft in distress be primarily transmitted to the relevant sector of FIC Prague on its frequency channel (call sign Prague INFORMATION). In order to ensure a correct ATS response as quickly as possible, it is necessary to provide the most accurate information about the nature of the emergency and the position of the aircraft as soon as possible.

Area of responsibility/competence | FREQ:

- SECTOR ČECHY WEST | 126,100
- SECTOR ČECHY EAST | 136,175
- SECTOR MORAVA | 136,275

F. COMPETITION PROCEDURES

F1. Control Procedures

Rule 5.4d will be implemented for motorgliders, regardless of the type of power plant. In particular, competitors with jet or electric engines must provide evidence of MoP detection to the satisfaction of the organisers for each Flight Recorder to be used for scoring according to Annex A 5.4b and 5.4d. Sealing of engine doors may be used as verification that the engine was not used. The pilot must present it before the first competition launch and have the seal signed by an official. At the end of the flight the glider must be towed directly to an allocated location to have the seal checked. If the seal is broken then the glider is assumed to have used the engine.

F2. Contest site boundaries

The contest site boundaries are the airfield boundaries. Maps will be available in Self-briefing presentation on the competition website.

F3. Launch procedures for gliders and motor gliders

Launch pattern and release zones (TEST ENGINE area) will be published on the competition website in Self-briefing presentation.

All motorgliders must follow a path that enables them to stop their engine at the specified height within the nominated release zone. Penalties will be applied on order of 25 points per km outside the release zone.

According to Annex A 5.4d, all motorgliders to be launched by aerotow must carry out the MoP procedure. (See Annex A 5.4d.) All motorgliders to be launched by aerotow must carry out this procedure only in the release zone. Penalties will be applied on order of 25 points per km outside the release zone.

Release zones (TEST ENGINE area) will be published on the official championship website in See You (cub).

F4. Maximum altitude of climb after self-launch

Motor-gliders, after self-launching, must stop their MoP not higher than 600 m AGL, in the release zone of the appropriate class.

F5. Inflight procedures for motor gliders

The procedure for using the power unit for the second (or subsequent) time, without the need to land, is as follows:

The space for launching the engine for a repeated start using its own propulsion unit is a circle with a radius of 2.5 km from the turning point No. 001 SP1 Zbraslavice and the minimum height for starting the engine is 100 m AAL. After starting the engine, the glider continues to the shutdown point as in a standard launches procedure, taking care not to disturb the ongoing launches.

The pilot performing this procedure **is not required** to announce this process on the competition frequency channel. We recommend starting this entire procedure in a place from which it will be possible to land safely at the airport in the event of engine failure.

All competitors flying pure gliders in each class must agree on this option during the initial briefing. If any of these competitors will be against this procedure, all powered gliders in that class will have to land at the airfield before they proceed re-launch.

F6. Release zones and release heights

The release zones of each class will be announced at the daily briefing. The release height is 600 m AGL.

F7. Areas where continuous circling is prohibited or permitted in one direction only

There is no requirement to circle in a set direction other than normal rules of the air which requires circling in the same direction as gliders already in the thermal.

F8. Start Geometry

The Start Option for the competition is a Start Line. A straight line, perpendicular to the track to the first Turn Point or to the center of the first area. Length of the line will be 15 km (7,5km diameter).

F9. Radio procedures for announcing the start

For announcing the start on the competition frequency channel following phrases (repeated once) will be used:

The start line for the (xxx) class will be opened in 20 minutes at (time hh:mm)

Start time will be determined as soon as possible after the take-off of the last glider in the class, which was in its specified grid position on time.

The start line for the (xxx) class will be opened in 10 minutes.

Announced 10 minutes before the opening of the start line for the class.

The start line for the (xxx) class will be opened in 5 minutes.

Announced 5 minutes before opening of the start line for the class.

The start line for the (xxx) class is now open(ed).

Announced just after the opening of the start line for the class.

The start line for the (xxx) class is delayed for (number) minutes.

Announced as soon as possible but earlier than the 10 minute warning of the start line being opened.

The start line for the (xxx) class is cancelled.

Announced as soon as possible after the cancellation of the day.

F10. Conditions for closing the start line

If the start time is limited, it will be announced at briefing and specified on the task sheet. Start time would be limited only in exceptional cases and would not be applied ordinarily.

F11. Instructions for real outlandings

A competitor, who has landed out, should inform the Organiser immediately and provide information about exact location, coordinates and time of landing.

Each competitor retains a transport back to the airfield individually.

F12. Provision of, and requirements for aero tow retrieves

Aero tows from fields are permitted if the sailplane has landed on a suitable field. All aero tow retrieves must be provided and arranged by the organiser.

F13. Finish options to be used

The finish will be a Finish Ring of Radius 5 km or as specified at briefing.

F14. Minimum altitude for the finish ring

The minimum height for crossing the Finish Ring is 650 m AMSL or as specified at briefing.

F15. Finishing procedures

Arrivals must be announced on the ZBRASLAVICE RADIO frequency channel 126,630. The following phrases shall be used at the place specified at briefing:

Zbraslavice RADIO, (Competition number), tenth kilometer

Zbraslavice RADIO, (Competition number), fifth kilometer, (direct landing/speed finish)

Preferred landing will be a "Direct landing" to the allocated runway.

Gliders with more energy may elect to do a "Speed finish" followed by a circuit to the nominated runway. The procedures for joining the circuit of the runway in use for speed finishers will be specified at the briefing. Completing a circuit which comes into conflict with the "Direct landing" traffic will be penalised as a safety breach.

The flight trace must not show excessive pull ups or dives from 10km to landing. Excessive manoeuvres will be penalised as a safety violation at the discretion of the Championship Director and according to list of penalties in Annex A.

F16. Closing the finish

The finish ring will be closed at the end of legal daylight or when all competitors are accounted for.

F17. Landing procedures

The landing frequency channel is the same as the finish frequency channel – 126,630. Gliders landing straight in shall, during landing, proceed according to the instruction provided at briefing or received from finish officials on the airport frequency channel. The aim is that the first finishing gliders shall normally continue as long as possible landing to allow other gliders to land safely behind and to use as much runway as possible. Any sudden change in direction of flight during the landing procedure is strictly prohibited. Violations will be penalized. Landing instructions for gliders landing following a circuit will be specified at the briefing.

After landing pilots should transport their gliders away from landing strip individually as soon as possible to free up landing space.

F18. Handling of flight document

All flight documentation, including FR logs, shall be submitted after landing at the airfield within 60 minutes. Back-up documentation shall be handed in within 60 minutes after the pilot was notified. In case a competitor submits back-up documentation without any request from the scorer, a competitor is required to advise scorer about this change in advance. Non-compliance may be penalized according to Annex A.

Competitors are expected to download their FRs themselves and deliver the IGC file in secure mode via online check-in.

A valid FR log must be submitted for each flight flown on each day flown. Failure to submit a FR log may incur a penalty. If a flight log is not submitted for a flight it will be presumed that the glider infringed legal airspace and the appropriate penalty will be applied.

G. SCORING

The scoring system for the competition will be:

- 1000-Points Scoring System.
- SeeYou ver 10.44 (or higher) will be the official scoring software.

Penalties will be imposed in accordance with the appropriate list of penalties stated in Annex A section 8.7.

Offences not covered by the list of penalties may be penalized at the Championship Director's discretion.

H. COMPLAINTS AND PROTESTS

H1. Protest period

A protest may be filed only against unofficial results.

The protest period expires 14 hours after the publication of unofficial results. After the expiration of the protest period, unofficial results become official.

The protest period expires 90 minutes after the publication of the final scores on the last competition day.

H2. The value of the protest fee

The value of the protest fee is 1000 CZK.

I. FINAL PROVISIONS

By sending the Entry Form for AZ CUP 2023, competitors:

- affirm, that they know and understand valid FAI Sporting Code (Section 3 Gliding - Annex A),
- affirm, that they are familiarized with all competition documents in section C5 of those local procedures, which are published on the competition website,
- affirm, that they understand all requirements of these Local Procedures published for AZ CUP 2024 and they commit to adhere them,
- agree with collecting and maintaining their personal data in the AK Zbraslavice database of pilots,
- agree with publishing their names, aeroclubs, qualifications and results or other personal information in connection with AZ CUP 2024 in information media,
- agree with receiving e-mails with information regarding the competition AZ CUP 2024

- END -