



SAILPLANE GRAND PRIX BOSNIA AND HERZEGOVINA 2022 LIVNO

30th July – 6rd August 2022

Local procedures

Organized under the FAI Sailplane Grand Prix rules v11

A GENERAL INFORMATION

1 Location

Airfield "Stipe Kristo", Brda bb, 80101 Livno
Bosnia and Herzegovina
ICAO code: LQLV
Coordinates: N434730 E0165337
Elevation: 711m/2335ft
Google position link: <https://goo.gl/maps/j8eHh4MBcn22>

2 Event schedule

Unofficial training: July 25 – 28th
Official training: July 29 – 30th
Scrutineering & registration: July 29 – 30th (10:00-17:30)
Safety briefing: July 29th 19:00 (mandatory for all competitors)
Opening ceremony: July 30th at 19.00h
First competition day: July 31st
Contest: July 31th - August 6th
Prize giving & closing ceremony (public day): August 6th

3 Competition officials

Event manager and competition director: Edvard Kristo
Referee/CSO: Erazem Polutnik
Task setting and scoring: Edvard Kristo & Adrian Milisic
Meteo: Vinko Šoljan
Public relations: Edin Hatibović, Adrian Milisic
Media: Ivan Šarušić

4 Contacts

Airfield "Stipe Krišto", phone/fax: +387 34 243 650
Event manager, out-landings & retrieve: Edvard Krišto +387 63 332 031
Tomislav Matić +387 63 890 977
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Flight uploads email: ak_livno@yahoo.com
Web site: www.aeroklublivno.org
SGP Livno web site: <https://bosniaherzegovina22.sgp.aero/news>

B TECHNICAL INFORMATION

1 Sailplanes and limitations

18m class sailplanes

Wing loading limitation is 48kg/m²

2 Documents to be presented on registration

Pilot:

- Valid EASA or BHDCA recognized sailplane pilot license
- Valid medical certificate
- Valid FAI sporting license for year 2022
- Pilot's flying logbook
- Registration form fully completed upon arrival

Note: It is responsibility of all pilots and crew members to obtain personal medical insurance covering accidents and sickness during the SGP, including any hospital and transport back to the team member's home country. Neither the organizers nor the FAI/IGC shall be responsible for any costs resulting from accidents or illness to SGP participants.

Sailplane:

- Certificate of Airworthiness or Permit to Fly
- Certificate of Registration
- Logbook
- Third party insurance valid for competition.

The required coverage must comply with EU Regulation 785/2004 which states following limits:

Certified MTOM < 500 kg Minimum Limit SDR *750 000

Certified MTOM < 1000 kg Minimum Limit SDR *1 500 000

* Note: SDR means "Special Drawing Right" as defined by International Monetary Fund. To view the current conversion rates from SDR's to other currencies see: www.imf.org

3 Instruments that must be removed from the sailplane

The following instruments may not be fitted:

- Bohli, Schanz, KTI or other gimballed compass
- Turn indicator
- Artificial horizon

4 High visibility markings requirements

Not required.

5 Emergency locator transmitters (ELTs)

Not required.

6 Procedures for checking aircraft mass

Take-Off mass

A check of the glider mass is intended to verify that the take-off wing loading will not exceed 48kg M2.

Sailplane shall be presented for scrutineering till 30th of July, 17.00hrs the latest.

Initial Weighing

The organizer will initially provide the following weighing operation during the scrutineering. The results of this operation will be recorded and made available to the pilot concerned:

- a) Glider at max take-off weight with pilot and parachute, loose items such as thermos, drinks, tie-down equipment, additional clothing. Water may be added or dropped in order to adjust the weight.
- b) Reference "main wheel weight" in "towing out" configuration and all removable equipment on board.

Regular weighing

- a) On all competition days all gliders will be weighed in their "towing out" configuration with all removable equipment on board at the weighing point on their way to the grid. The main wheel weight determined by the scrutineers will be used as the reference weight. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.
- b) A mass check will be required after re-lighting (re-launch) for another launch if water ballast is added. Re-ballasting the aircraft must be performed at the parking area.
The competitor must be prepared for the time delay this check may cause.

C GENERAL FLYING PROCEDURE

1 Units of measurements

Distances will be expressed in meters/kilometers, altitudes in meters, headings or radials in degrees, horizontal speed in km/h, Vertical speed in m/s, Wind speed in m/s, Weight in kg.

2 Radio frequencies

For takeoff, approaching 10km to the airfield and landing 123.500 MHz will be used.

After releasing, competition frequency 119.140 MHz (126.935 MHz secondary) will be used.

3 Carriage of GNSS data transmitters for public displays & media systems

FLARM, or any other compatible device, is mandatory equipment.

CD reserves the right to demand that any tracking unit or light cameras shall be brought by selected sailplanes, as well as light sponsor's logo sticker to be attached on the fuselage.

D GRIDDING

1 The launch grid

Sailplanes on the runway will be lined up in one row. Position in the row will be determined by lot during the safety briefing. The grid order will advance by two after every valid race. Grid order will be displayed every morning at 9 AM on the official board.

Gridding will be executed by the asphalt taxiway for any active runway. No towing on the grid is allowed during takeoffs. All vehicles have to be cleared from the runways and taxiways prior towing planes taxiing.

2 Requirements for discharging of water ballast on the grid

Water ballast may be discharged on the grid. If refilling of the tail tank is intended, the whole procedure of discharging and refilling of the tail tank has to be observed by the Competition Director.

E LAUNCH PROCEDURES

1 Takeoff procedure

In the appendix of this document are displayed takeoff procedures. At the daily briefing takeoff procedure will be presented to the competitors.

2 Release areas

The release areas for the given day will depend on the start procedure and on the thermal conditions. Release areas are given in the appendix of this document.

3 Tow altitude

The tow altitude will normally be 1200m AMSL (500m QFE). It can be increased due to thermal conditions.

4 Release

Pilots shall not release until after the tow pilot has rocked the wings of the tow-plane.

Pull-ups before releasing are prohibited.

5 Re-launch

A glider may be re-launched provided it has landed within the boundaries of the airfield, which is the fence around the airfield.

The glider will be re-launched as soon as possible.

If several pilots need a re-launch they shall be re-launched in the same order as they landed back.

Gliders requiring re-ballasting will have to be reweighed outside the grid. The competitor must be prepared for the appropriated time delay.

F START PROCEDURES

The opening of the start line and the radio procedures are fully compliant with the FAI Sailplane Grand Prix rules. All messages will be broadcasted on 119.140 MHz.

A maximum height limit at the start will be imposed and announced at briefing.

G FINISH AND LANDING PROCEDURES

1 Arrival announcement

Competitors shall announce their arrival on frequency 123.500 MHz by giving their contest number at the distance 10km before the finish Line. The acceptance reply will be the contest number.

2 Mandatory reporting point and finish line

To complete all tasks the pilots will have to report at a mandatory reporting point. Mandatory reporting point will be set at 5 km before the finish line.

The finish line will be a 500m long line located in the middle of the asphalt runway 12R/30L.

The competitors shall remain above the minimum altitude of 850m AMSL between the mandatory reporting point and the finish line. Noncompliance will be penalized by 2 seconds per meter below this minimum altitude (no warning at the first offence!).

After finishing landing circuits should be made to the North of the airfield and competitors should avoid flying over the public area.

3 Landings

All landings should be "long" and after landing competitors should clear the runway to the appropriate side.

Be aware of powerline on south-east side and fence around the airfield, use standard approach angle to land.

H OUTLANDING

Outlanding information

As soon as possible after the landing, the pilot or the crew team must inform the organizer. It is recommended to send an SMS to the organizer (+387 63 332 031).

I SCORING

Handling of flight documents

The IGC file in secure mode must be handed in by the competitor as soon as practicable, but not later than 30 minutes after landing.

IGC files must be handled by each pilot in any of the following electronic means:

- Via the competition web site or email (highly recommended),
- In a USB memory stick or memory card (SD or Micro-SD format only) brought directly to the scoring office.

J PROTESTS

The value of the protest fee

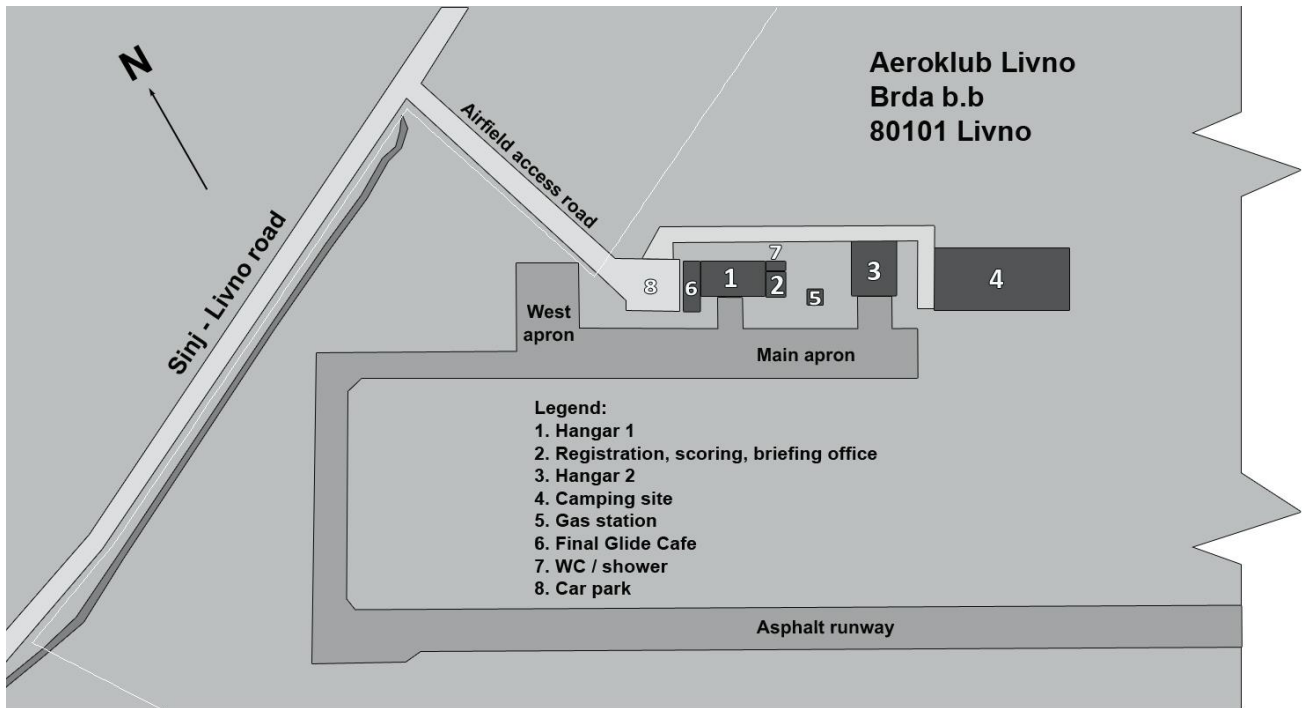
The amount of the protest fee is 150 EUR. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Referee.

K APPENDICES

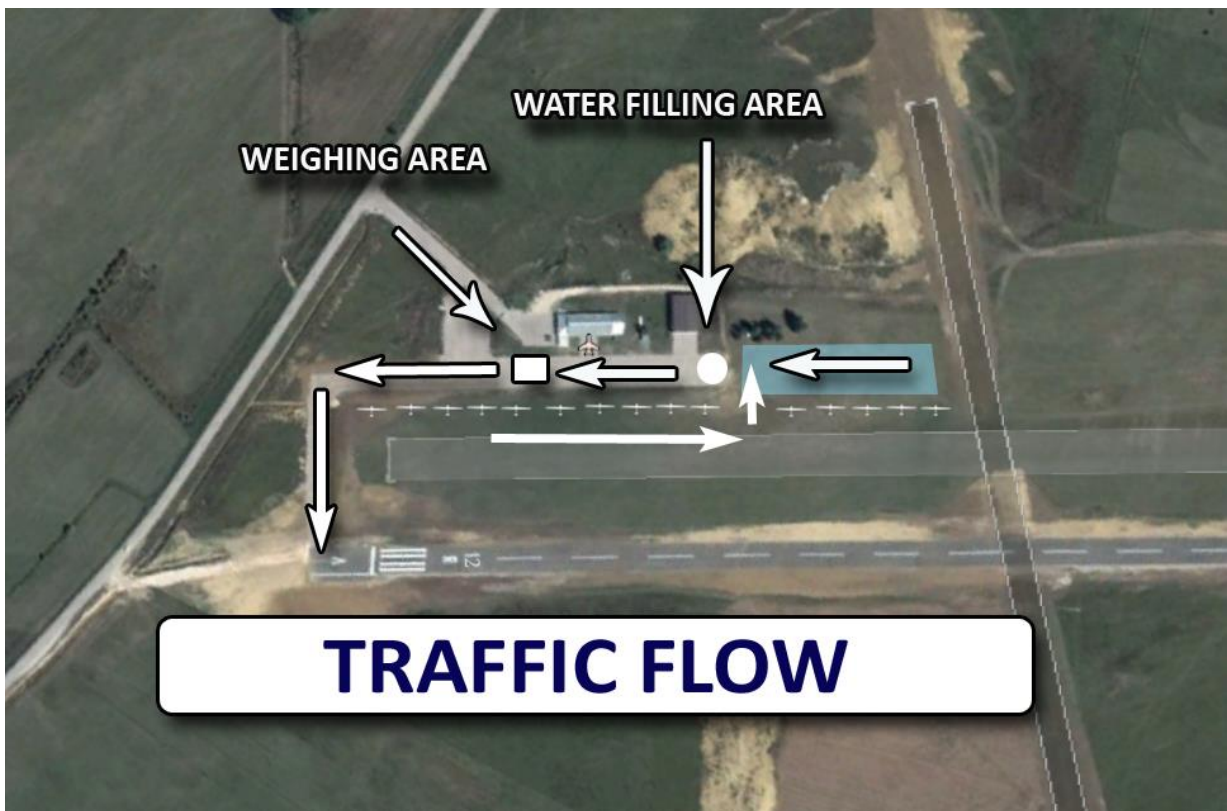
1 Maximum Takeoff Weight for some types of sailplanes:

SAILPLANE	WING AREA (m ²)	MTOW (kg)	MAX WING LOADING (kg/m ²)	MTOW ON SGP (kg)
ASG29	10.50	600	48	504
JS 1B	11.20	600	48	538
JS 3	9.95	600	48	478
Ventus 3	10.84	600	48	520
ASH 26E	11.68	525	48	525
LS8	10.50	525	48	504
AS33	10.00	600	48	480

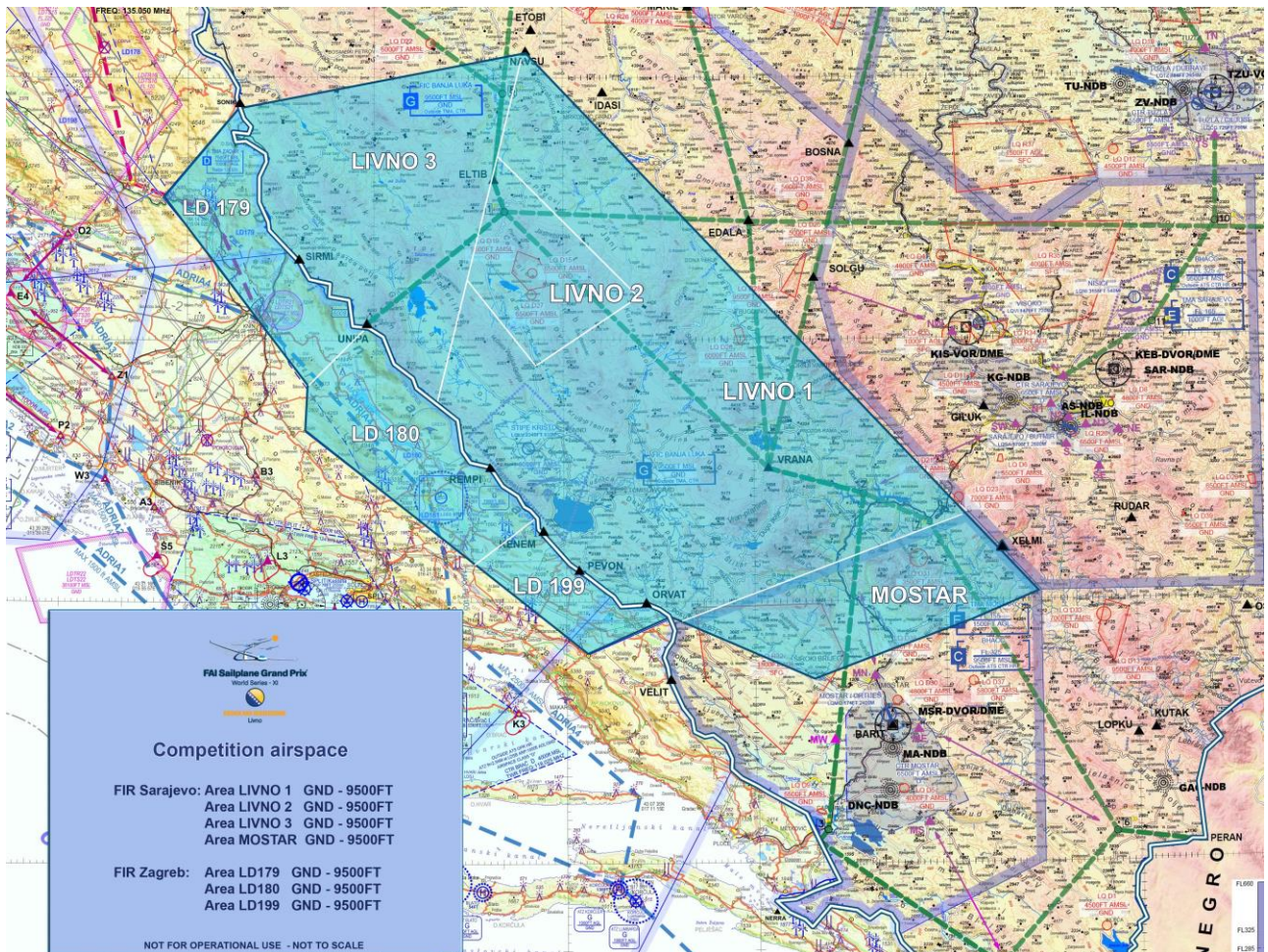
2 Airfield layout



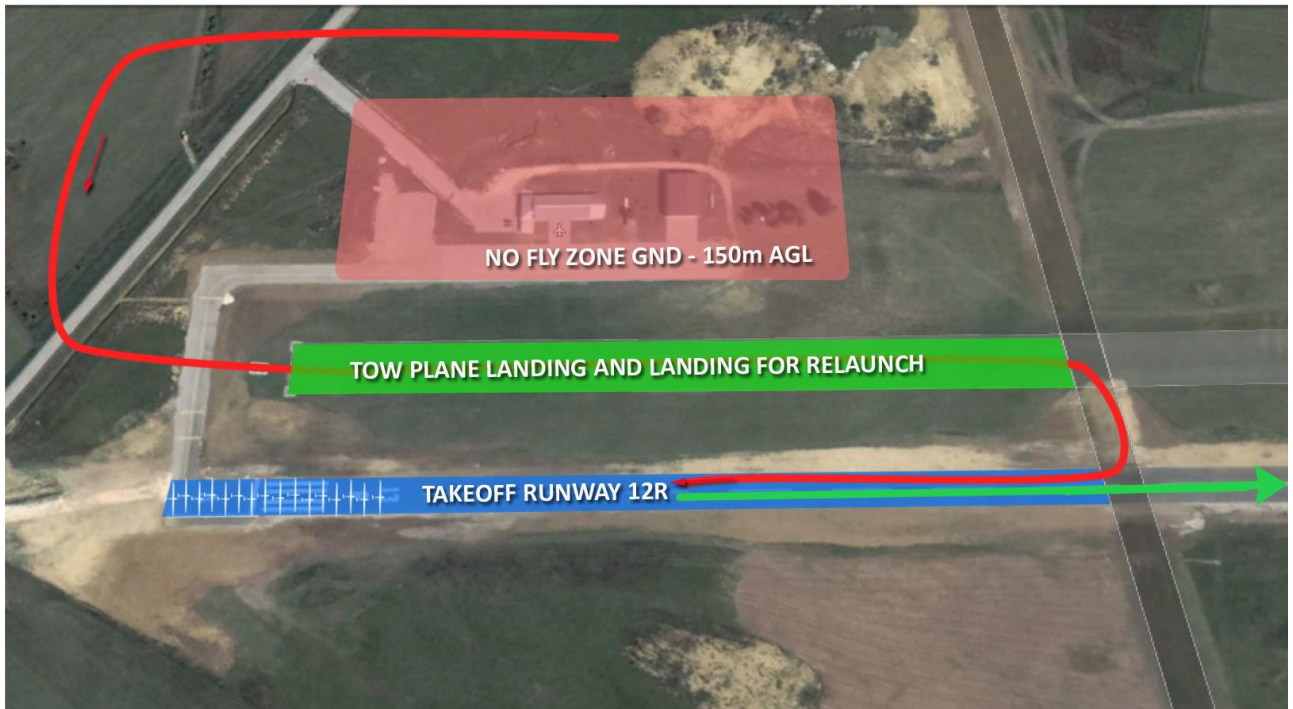
3 Parking areas



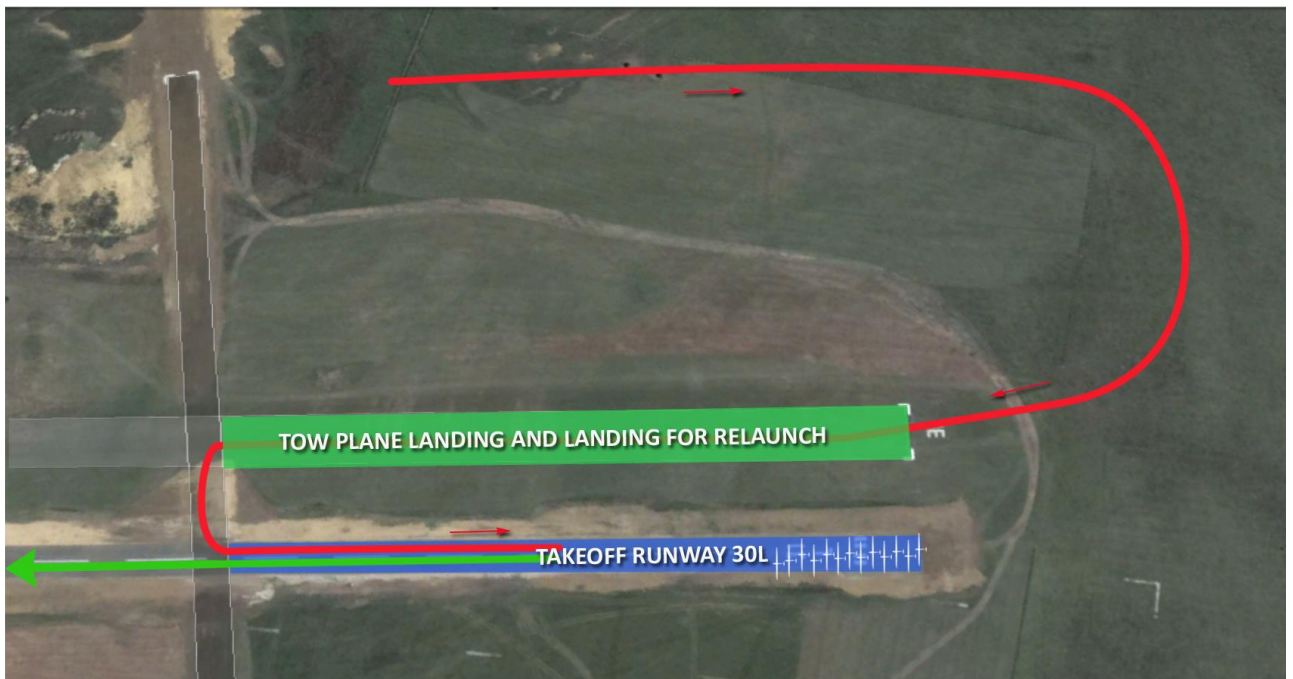
4 Competition area and airspace



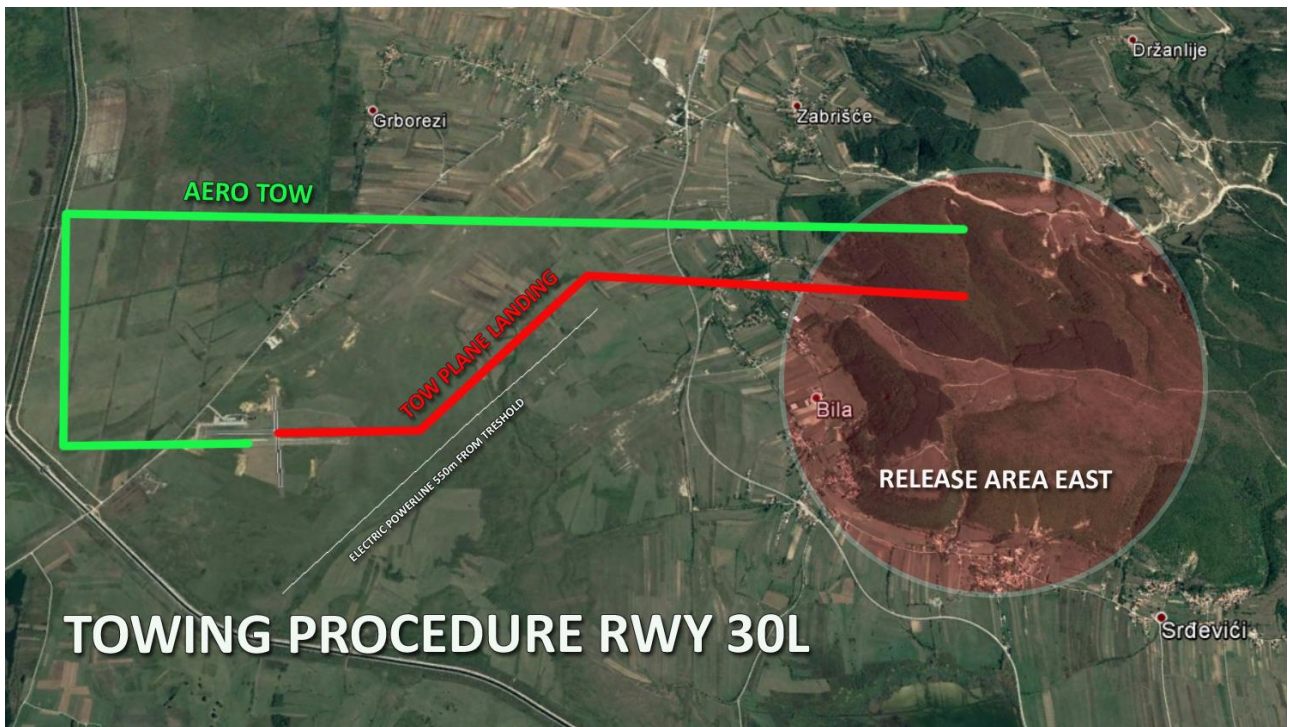
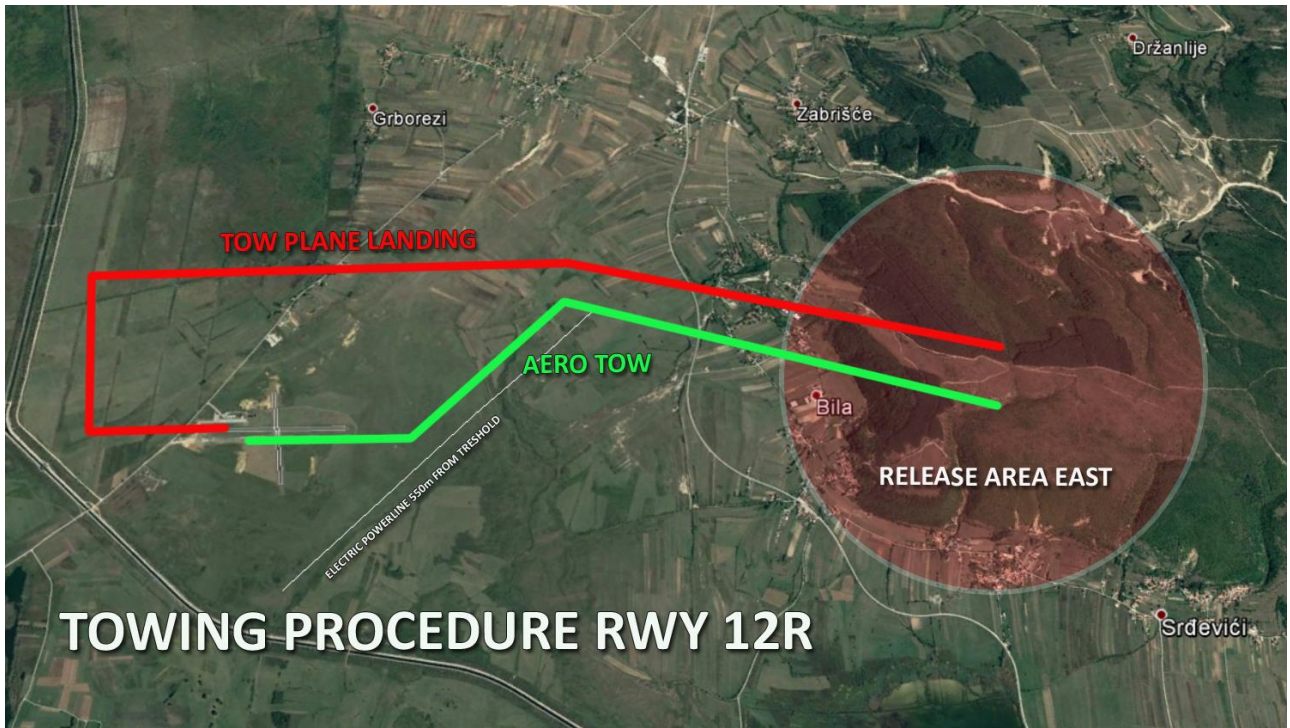
5 Takeoff procedures - Runway 12



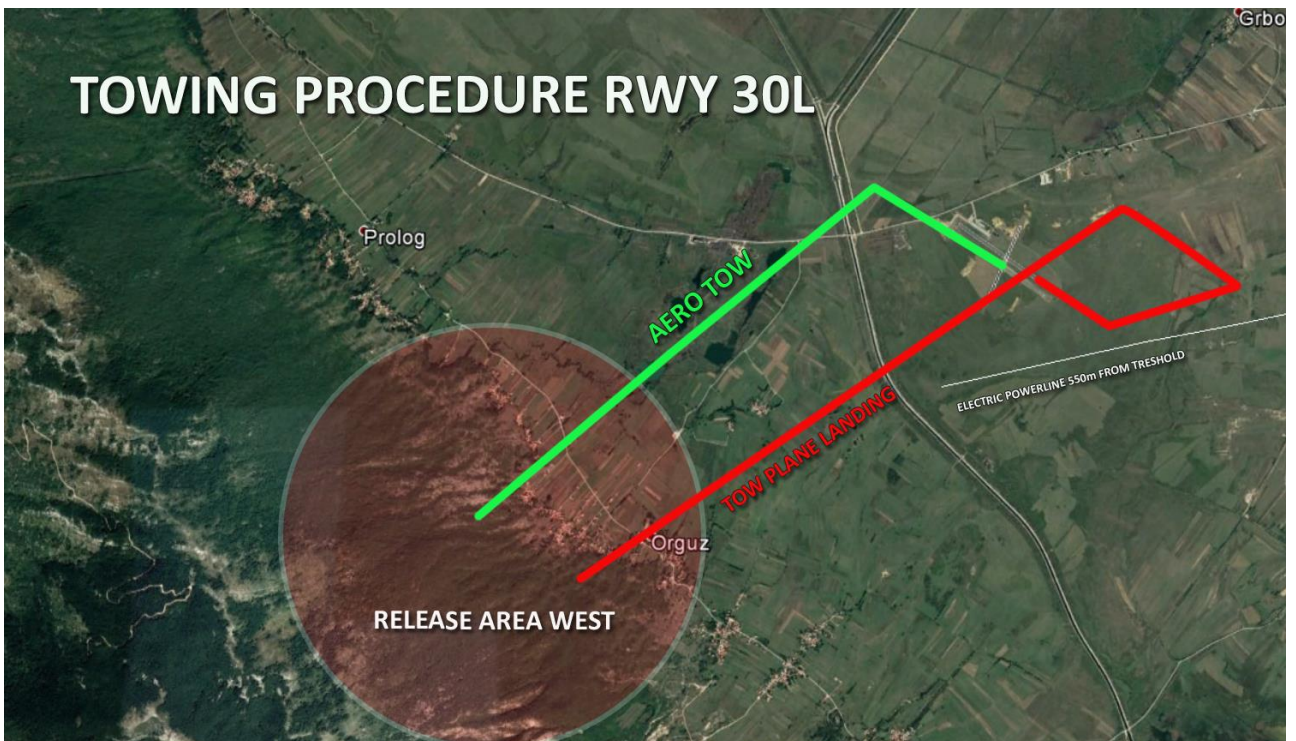
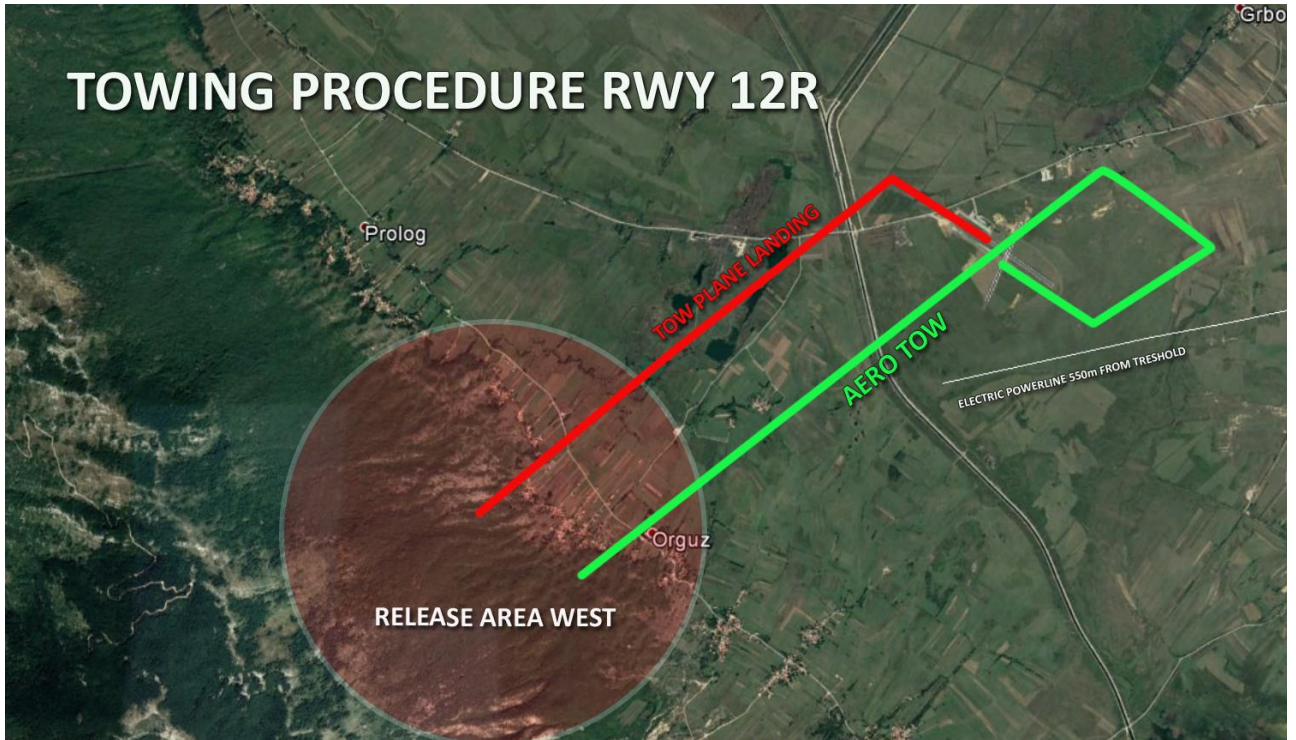
6 Takeoff procedures - Runway 30



7 Towing procedures – release area East



8 Towing procedures – release area West



9 **Finish and landing**

