NORGES LUFTSPORTFORBUND

Local Procedures for Norwegian Gliding Championships

Revision 2020N-A
Official Edition

DOCUMENT REVISION STATUS

Issue No.	Date/Year	Approved by	Issue No.	Date/Year	Inc. by
2004-G	Mars 22nd, 2004	Arild Solbakken for WGC2004			
2004N-A	April 12th, 2004	Nils Barkald			
2004N-B	April 22 th, 2004	Nils Barkald			
2005N-A	Jan 13th, 2005	Nils Barkald			
2006N-A	Feb 14th, 2006	Nils Barkald			
2007N-A	Mars 1st, 2007	Nils Barkald			
2007N-B	Mars 6th, 2007	Nils Barkald			
2008N-A	Mars 27th, 2008	Nils Barkald			
2009N-A	April 1st 2009	Nils Barkald			
2010N-A	April 3rd 2010	Nils Barkald			
2012N-A	April 8th 2012	Nils A. Sekse			
2013N-A	March 20th 2013	Nils A. Sekse			
2014N-A	April 12th 2014	Lars Rune Bjørnevik			
2015N-A	April 2015	Lars Rune Bjørnevik			
2016N-A	Jan 2016	Lars Rune Bjørnevik			
2020N-A	April 2020	Arild Solbakkken			

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. Altitude 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	Addresses 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.
2010N-A			Several corrections and renumbering of chapters to harmonize with the latest release of Sporting Code
		4.1.1	FLARM is mandatory at FAI-class National Championships
		6.1	Distance Task removed as valid type of task.

		7.4.2	Start Ring replaces Assigned Start Point as start option
2011N-A		4.1.1	FLARM is mandatory
2012N-A		A	Addresses for correspondence
		7.4.2	Length of Start Line changed.
		7.7.2	Maximum altitude for Finish Ring.
		8.2.4	List of Handicaps
		Appendix A5	Norway Championship Area
2013N-A		3.5.4.a	GNSS FR calibration interval 5 years
		5.4 d	Procedure engine run
		7.7.2	Finish Ring preferred finish option
		7.7.4a	Finish Procedures
2014N-A		1.2.2	Changed paragraph number to 1.2.3 according to SC
		1.4.1	Changed paragraph number to 1.4.2 according to SC
		1.5	Chapter moved
		3.4.3 b	Changed title and made valid for all comps. Was 50 + entries.
		5.4 d	Removed, as this has been included in current SC
		7.6.1 a	Text updated to a situation where the pilot does not have a crew.
		7.7.2	Updated, as this has been included in current SC
		8.6	Text for Østre Æra and Rena Mil combined to one paragraph
		Appendix A5	Map updated. Height limits removed from map and referenced to published files.
		Appendix A6	Text harmonized with A5
		Appendix A7	Note: Agreement regarding Rena MIL will terminate 31.12.2014.
2015N-A		4.1.7	Previously 3.4.3 b, moved to harmonize with SC3A
		7.3.3	Change «shall» to «may»
		APPENDIX A6 AND A7	changed according to new airspace info
2016N-A		Multiple paragraphs	Changed paragraph number according to SC3A2015
		5.2	Added ft for heights inside glider sectors
		7.4.4 c	Added “Closing the start”
		7.7.4 c	Added “Closing the finish”
		9.2.3	Distinguish between national and category 1/2 competitions.
		Appendix A7	Changed to include both closed danger areas and open glider sectors. Map updated.
2020N-A		Appendix A1-A5	Updated to reflect Champioship site Leirin Flyplass, Fagernes.

Table of Contents

LOCAL PROCEDURES

These Local Procedures describe operational procedures relevant to the site and complement the FAI Sporting Code, 2019 Edition, Section 3, Annex A, valid from October 7th 2019.

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.

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, 8.7 "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
Møllergata 39
N-0179 OSLO
Norway
Tel: +47 23 01 04 50
Fax: +47 23 01 04 51
E-mail: snfl@nlf.no
Web site: www.nlf.no

For all matters during the Championship:

Championship Director or his Deputy

B GENERAL

1.2.3 Number of championship days

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

1.2.4 Official language

The Norwegian language will be used in national competitions. Foreign pilots will be informed in English.

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.

1.4.2 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.

1.4.5.2 Control Point file format

Multiple file-formats are available from the Norwegian Waypoint Page at http://booking.seilfly.no.

The official format in case of disputes is "*Comma-Separated Values (IGC)*".

1.4.5.3 Forbidden Airspace

"Open Air" airspace file for the Norwegian airspace containing forbidden airspace are available from Norwegian Waypoint Page.

1.5 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 ENTRY (Pilots)

3.4.2 Entry fee

As stated in the invitation.

3.4.3 a 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 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 b Total number of allowable entries

75 pilots or as stated in the invitation.

3.5.4 a Additional documentation required

- Certificate of registration

- Documentation of GNSS FR calibration not older than 5 years (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. MNOK 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 c 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.

4.1.1 d Mandatory additional equipment

An acoustic variometer and FLARM (proximity warning device) are mandatory.

4.1.2 b Configuration Check

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

The following instruments shall not be carried on board the sailplane and must be removed before the configuration check:

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

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

4.1.7 Procedures for risk management

The following risk reducing procedures shall be implemented:

- 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.

4.2.2 Procedures for checking the mass

Procedures for checking the mass shall be given on the Main Contest Briefing.

E GENERAL FLYING PROCEDURES

5.2 BRIEFING

Operational Information - Units of Measurement and Geodetic Coordinates
The units of measurement is metric with exception of wind velocity which is expressed in knots and heights for gliding sectors inside TMA which is given in ft QNH. 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:
DD:MM:SS N, DDD:MM:SS E.

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

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 c Radio frequencies to be used during the Championships

Frequencies to be used by competitors are announced at the Main Contest Briefing. 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

All tasks defined in Sporting Code Annex A section 3 may be set.

6.2.2 Assigned Area Task

The Minimum Task 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 Minimum Task Time when flying the maximum distance.

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

$D_{tmax} > (V_{max} / T_{min}) * 1.25$

where

V_{max} = *Expected maximum marking speed*

T_{min} = *Minimum Task Time*

D_{tmax} = *Maximum possible task distance*

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

$D_{tnom} = V_{max} / T_{min}$

G COMPETITION PROCEDURES

7.1 e Discharge of water ballast

Water ballast may be discharged after mandatory weight checks without any control by the Organizer.

7.2.2 Contest Site Boundaries

Championship site boundaries are equal to the boundaries of the total airfield area. See Appendix A1.

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.

7.3.2 Launch procedures for motor gliders

Launch procedures and procedures for a new Start to be made after the use of a MoP shall be given at the Main Contest Briefing if applicable.

7.3.3 Release Areas

Release areas, towing patterns and release altitude may be given at the Main Contest Briefing.

7.3.3 d 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 the Main Contest Briefing.

7.4.2 Start Options - Types and definitions of starts that will be used

The start options to be used is according to SC3A, 7.4.3 a Start Line or 7.4.3 b Start Ring

- **Start option a – Start Line, straight line of defined length**
  A straight line of length 6 km, perpendicular to the track to the first Turn Point, or the centre of the first Assigned Area.

- **Start option b – Start Ring**
  A circle, centered on a Start Point, and of sufficient radius to enclose the contest site and all release areas.

7.4.5 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.

7.4.5 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 c Closing the start

The competition director can on his discression, announce a start close time on daily briefing. Information should also be given on the task sheet.

7.4.6 Communication of Start Times

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

7.6 TURN POINTS AND ASSIGNED AREAS

Championship area boundary
The boundaries shall be announced on the Main Championship Briefing.

7.7.1 a Instructions pertaining to real outlandings

Pilots landing out shall as soon as possible communicate the time of landing, the landing coordinates, turn point(s) overflown and other relevant information to their team. The team shall hand over this information to the organisers without delay and before the retrieve. If a crew is not available at the time of landing, the pilot might also communicate this information directly to the organisers iaw instructions given at the Main Champion Briefing.

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.

7.7.3 Provision of and requirements for, aero tow retrieves

Aero tow retrieves will be available depending on capacity.

7.8.2 Types and definitions of finishes that will be used

The option to be used is to be announced on the Main Competition Briefing. For definition of finish options, see Appendix A2.

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

b**. 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.

7.8.2 a Minimum height and maximum altitude for the Finish Ring

A minimum altitude for crossing the finish ring shall be announced on the Main Championship Briefing

No maximum altitude for passing the finish ring is imposed.

7.8.2 b 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.

7.8.4 a Finish procedures

Competitors shall announce their arrival on the Finish Ring frequency at 10 km distance from the Finish Ring, and when crossing the Finish Ring. If a Finish Line is used, competitors shall announce their arrival on the Finish Line frequency at 10km and 2 km distance from the Finish Line. The acceptance reply will be the contest number. Competitors have to remain on the frequency for the remainder of the flight.

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. ”Leirin – 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. ”Leirin – 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.

7.8.4 c Closing the finish ring or line

The competition director can on his discretion, announce a finish close time on daily briefing. Information should also be given on the task sheet.

7.10.1 Landing procedures

Landing procedures shall be announced at the Main Championship Briefing.

7.11 FLIGHT DOCUMENTATION

Handling of flight documentation
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 SCORING SYSTM

The "Classic" scoring system as described in Part 8 of Sporting Code Annex A, will be used.

8.1.1 Scoring Software

Scoring software: SeeYou.

8.1.2 Team Cup

Only if stated in the invitation.

8.2.4 List of Handicaps

If applicable, The DAeC index list, The Gliding Federation of Australia´s multiclass list or IGC index list (club class only) valid as per the deadline for Final Entries will be used, as stated in the invitation.

8.6 PENALTIES AND DISQUALIFICATIONS

Penalties may be imposed in accordance with SC3A, 8.6 Penalties and disqualification applies, with the following modifications:

- If outlanding (real outlanding) at Rena Airfield or Ostre Aera (within RENA MIL airspace/ OSTREAERA PARA airspace), the point of landing will be used for distance calculations. Crossing the boundary of RENA MIL/ Oestre Aera in order to land at the 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/ OSTREARA and not landing at Rena/ Ostre Ara Airfield will be subjected to penalty according to SC3A, 8.7

- 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, 8.7 is referring to competition days.

I COMPLAINTS AND PROTESTS

9.2.3 Protest fee

The amount of the protest fee for national competitions is NOK 500.
For category 1/2 FAI competitions the fee is € 100.

Appendix A – Maps and procedures for ENFG Leirin

Appendix A1 – Leirin Contest Site Boundary

The boundaries of the contest site are defined by the outer edges of the runway shoulders and the fences along the tarmac between the airport buildings in the south eastern area of the field.

Appendix A2 – Leirin Start and Finish Options

Start and finish options will be as per Sporting Code Section 3, Annex A. Both starting, finishing options and procedures will be published at a later stage and reviewed in detail at the Main Briefing. The following options exist:

Start Options

a. Start Line

A line, of defined length, perpendicular to the course to the first Turn Point, or the center of first Assigned Area.

b. Start Ring

A circle, centered on a Start Point, and of sufficient radius to enclose the contest site and all release areas.

Finish Options

a. Finish Ring

A circle of specified radius (minimum 3 km) around the Finish Point encompassing the contest site and the landing circuits. A minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude, shall be penalized.

b. Finish Line

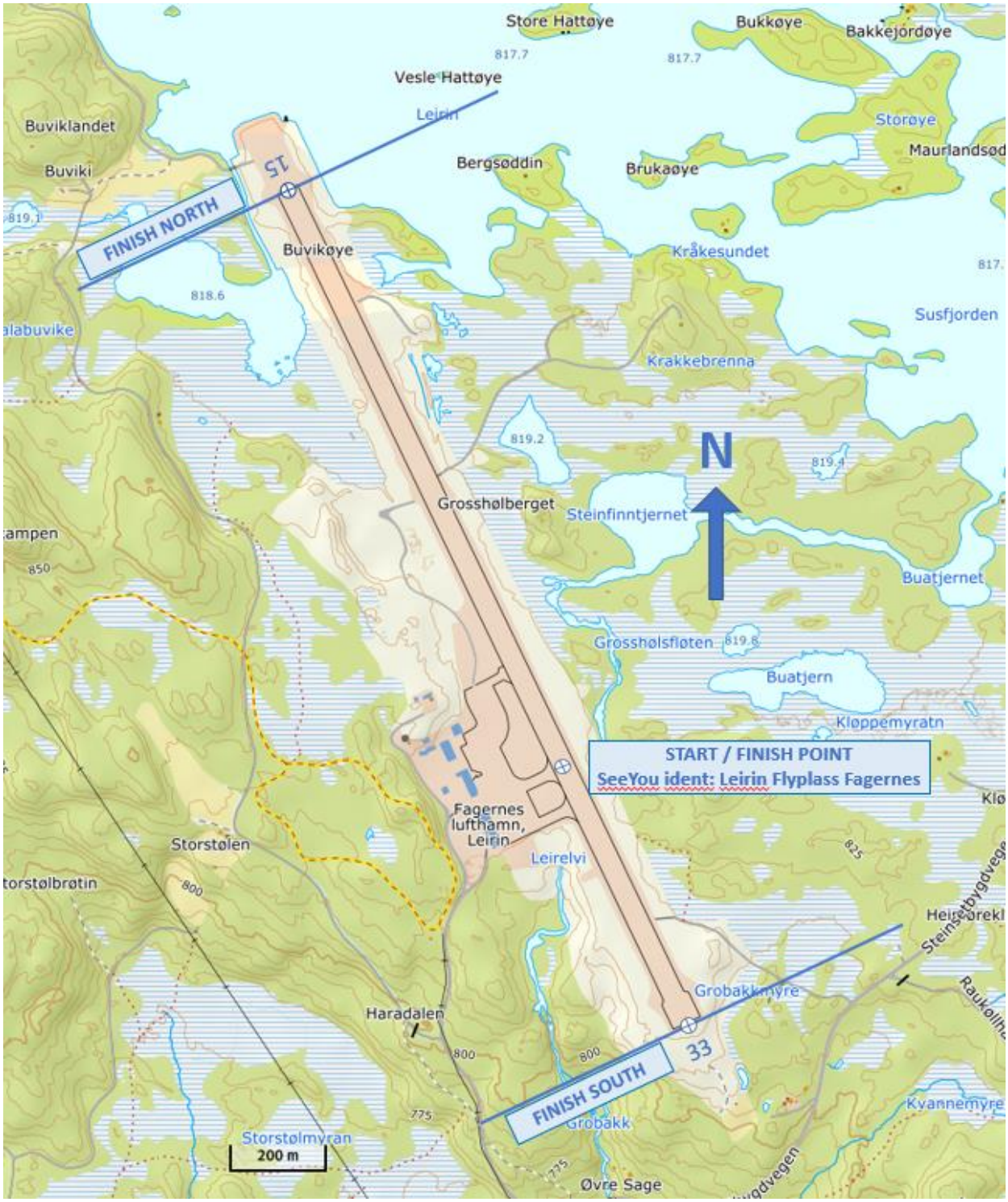
A line, of defined length, at the elevation of the contest site, clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum altitude (MSL) should be imposed for crossing the line. Competitors crossing the finish line below the minimum altitude, except straight in landings, shall be penalized.

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 59°/241°.

- Leirin Finish N – LEIRFN latitude: 61 01.148N longitude: 009 17.017N
- Leirin Finish S - LEIRFS latitude: 61 00.232N longitude: 009 18.134N

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

The start and finish point is located on the second taxiway and runway intersection from south, and is defined by SeeYou as **Leirin Flyplass Fagernes**: LEIRIN latitude: 61 00.488N longitude: 009 17.824N



Appendix A3 – Leirin Start, Finish and Landing Procedures

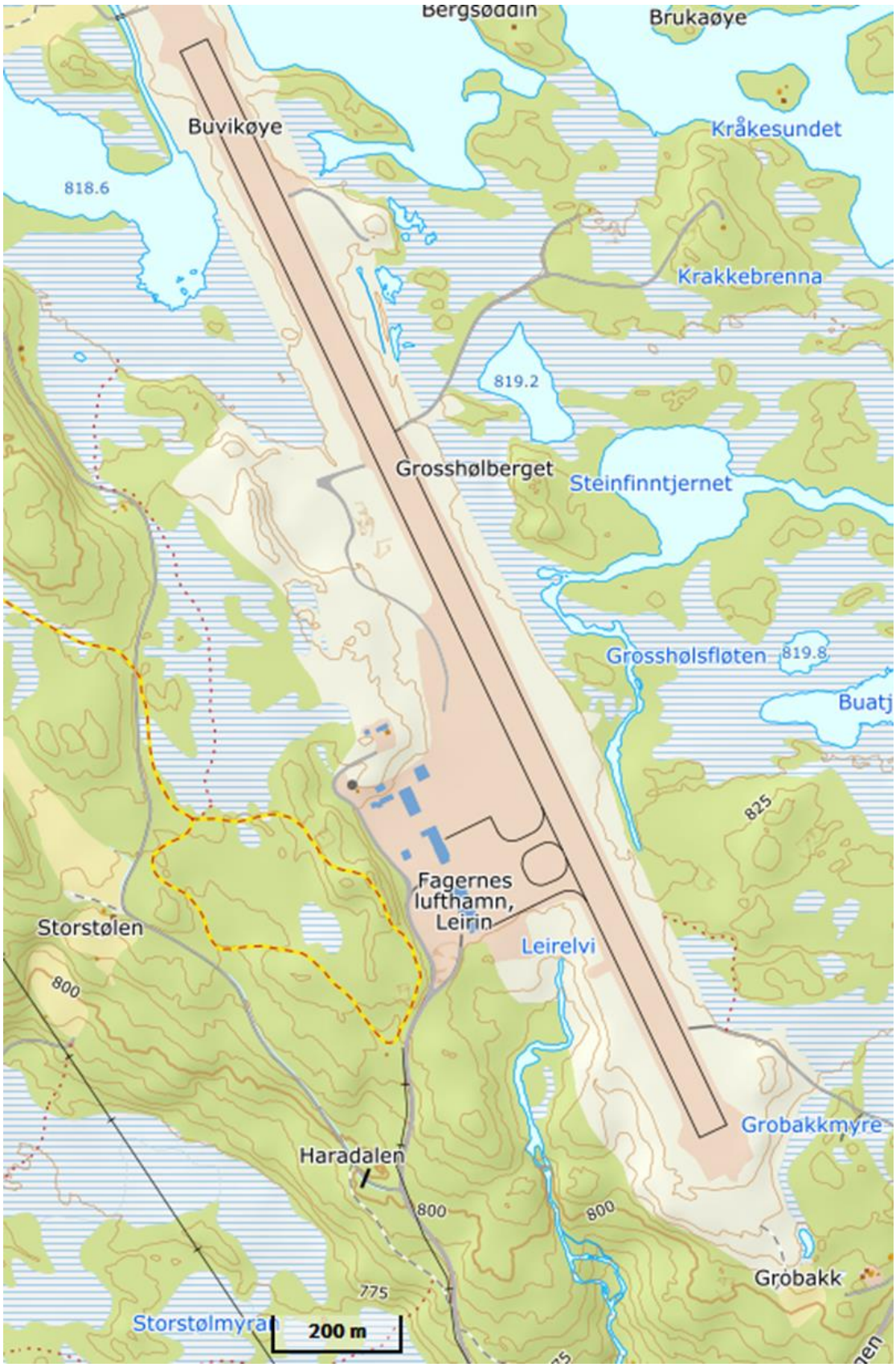
General considerations
All flying in conjunction with task finishing and landing must be conducted in a safe way. Pilots shall plan their finish properly and report "speed finish" or "direct landing" 10 km out (see also 7.7.3 a). Direct landing is the normal finish procedure. Speed finishers shall avoid 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.

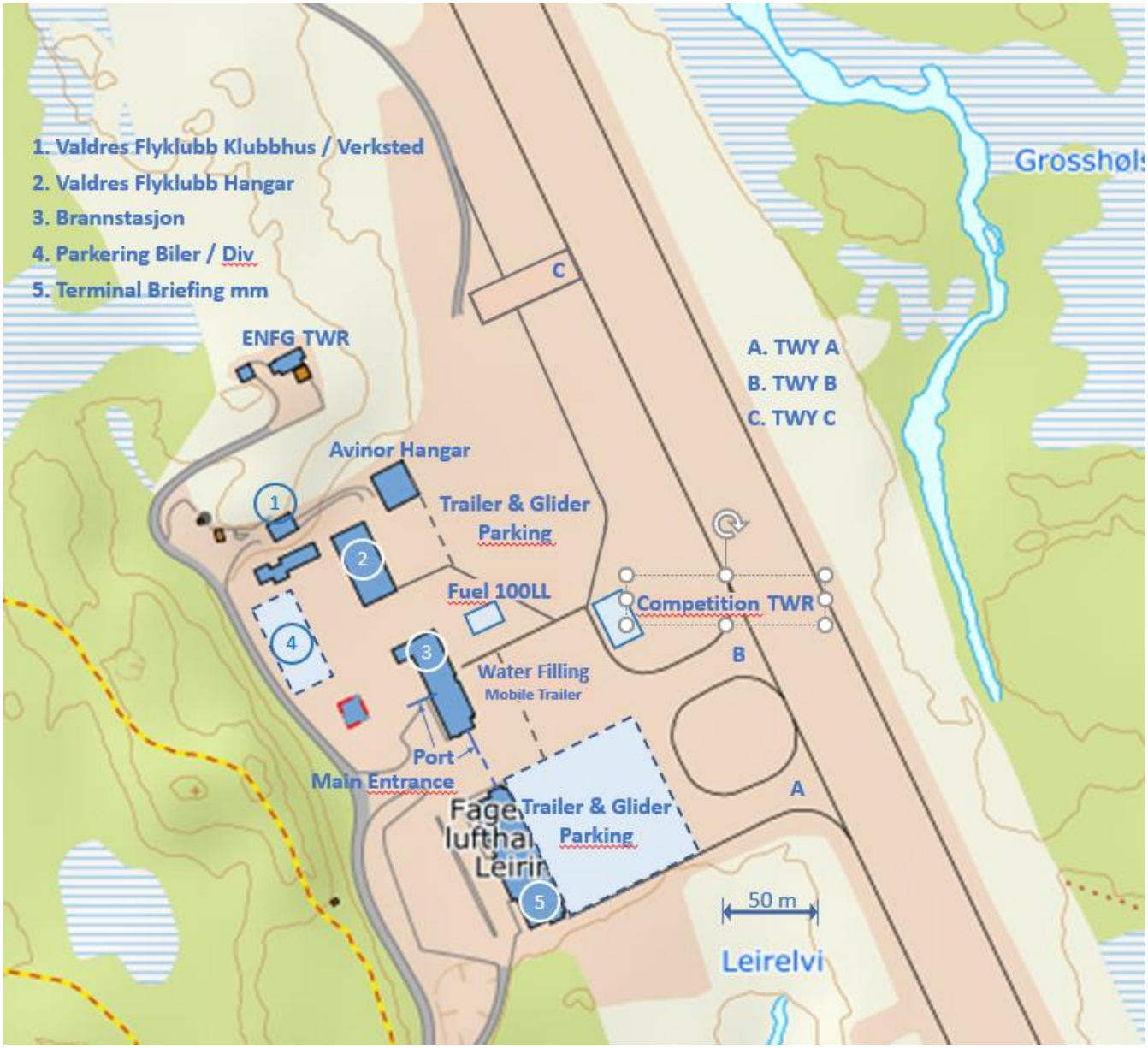
Start and Finishing Procedures
Start and Finishing Procedures will be published later and reviewed in in detail at the Main Briefing.

Landing Procedures
Landing procedures will be published later and reviewed in in detail at the Main Briefing.

Appendix A4 – Map of the Leirin Contest Site Area

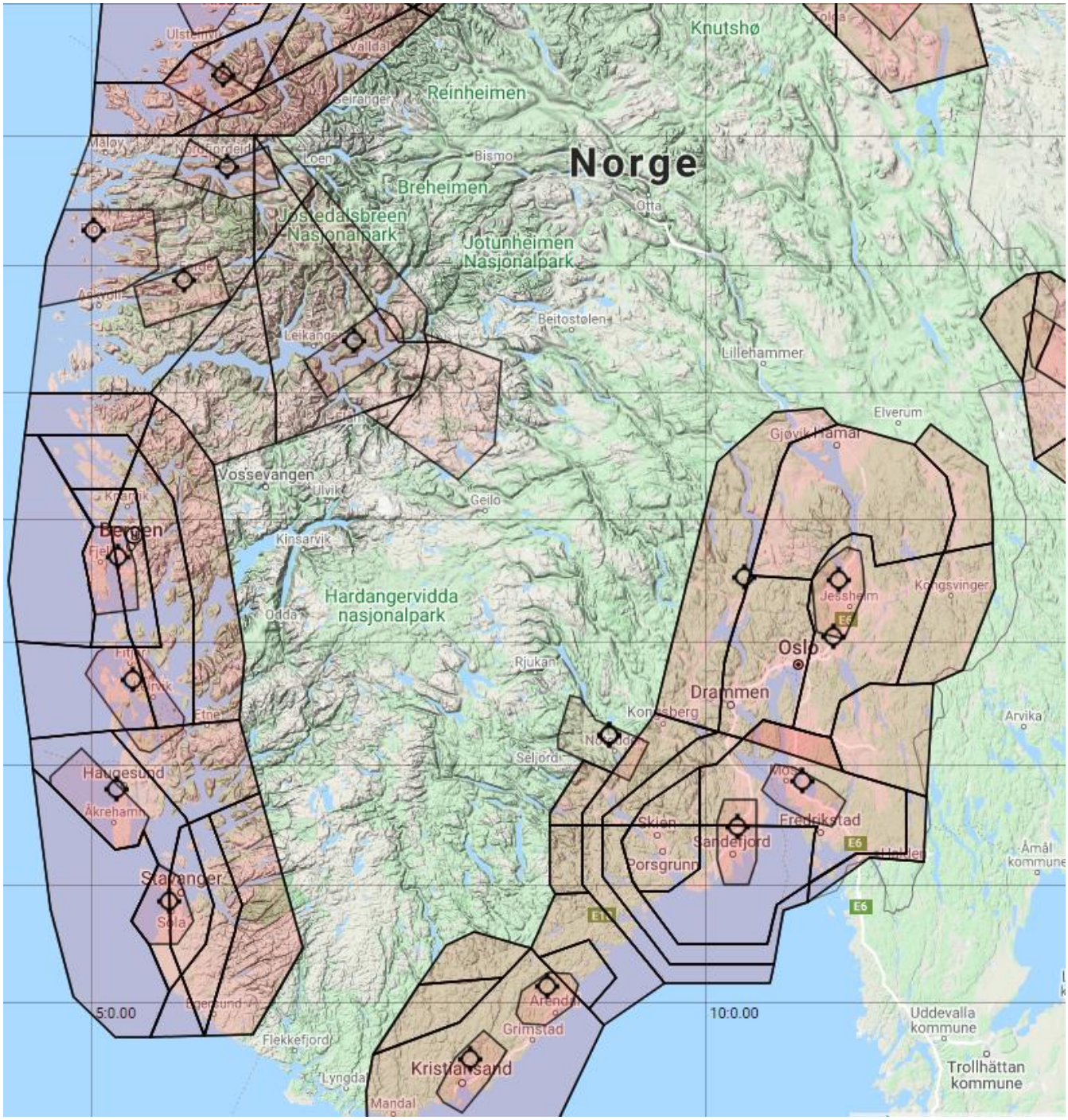


Tarmac area detailed plan



Appendix A5 – Norway Championship area (map)

The coloured part of the map is the Championship area. The absolute altitude limits as defined in published Airspace files.



Appendix A6 – Norway Championship area (coordinates)

The Norway Championship area is defined by the area “Norway Border - Sweden, Finland and Russia” in the published airspace file.

The absolute altitude limits in Flight Level for the Norway Championship Area are defined in the published file. Please refer to the official documentation from the Aviation Authorities for coordinates defining the sectors. Data files defining the Championship area on a format suitable for WinPilot, SeeYou and other applications will be provided by the Organizer at http://resultatweb.seilfly.no.

Appendix A7 – Daily airspace

The Organizer decides if any of the danger areas within the championship area 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.

The organizer can open glider boxes inside TMA inside the championship area. These are normally closed. Open glider areas will be announced at briefing and on the task sheet.

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

Open Airspace for a particular day shall be written on the task sheet with the words OPEN AIRSPACE: followed by a comma-separated list of the official names of the closed airspace and allowed altitude. Example:
OPEN AIRSPACE: "STARMOEN A" 7000 ft, "STARMOEN A" 7000 ft, "EGGEMOEN A" 6000ft

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

OSTRE AERA PARA
Centre 61:15:25 N, 011, 011:40:10 E). Radius: 4 km. Vertical: GROUND – FL95.

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