



## Local rules

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### 1 Foreword

- a) These rules complement the competition announcement.
- b) The following rules are valid in this order:
  1. Announcements in the opening briefing/safety briefing and in the daily briefings
  2. This local rule document
  3. Competition Announcement
  4. "Wettbewerbsordnung für Segelflugmeisterschaften" (SWO, German rules for gliding competitions) in the latest version.
  5. FAI sporting code. general part, part 3 with annex A in the latest version

If a German version of a document exists, then the German version is valid. This translation only represents a help for foreigners.

- c) All laws that are connected to air traffic rules are applied
- d) Each pilots' responsibilities for their aircraft and his/her acting while flying is not affected by the rules of the competition. This applies in particular for the validity and legitimacy of all documents

and licenses, the safety condition of the aircraft, not exceeding the limits of the aircraft, accepting the limits of the class, the documentation of their flights and fulfilling all the applying laws

- e) When taking part in the competition, every pilot commits him/herself to highest fairness, attention and respect to all participants. Safety has the highest priority under all circumstances.
- f) The competition is registered at IGC for the IGC ranking list
- g) This competition is not a public event

## **2 Technical checks/Weighing**

### **Double-seater class**

A reference weight will be measured at the technical checkup, and with the help of this reference weight, the measurements on the competition days will be proceeded. All double seat gliders need to have the maximum take-of weight in competition configuration (max. 800kg – SWO 2.1.6, including parachutes, batteries etc., water in wings and tail) for the reference weighing. It is necessary that all pilots and co-pilots are present for the technical checkup.

### **Club class**

Checking the take-of weight will be done in random spot checks. (take-of weight in competition configuration including pilot and equipment)

## **3 Documents, Equipment**

The following documents are necessary for taking part in the competition. They will be checked randomly for some participants or will have to be handed in (\*).

- Pilot license
- Medical certificate
- Flight log book
- Check up document for air sports events\* filled
- Registration certificate
- Glider log book and flight manual
- Certificate of airworthiness or permit to fly
- Glider radio license
- Third party insurance coverage for the glider
- Up to date map
- Weight form sheet (club class)

For flight safety measures all participating airplanes need to be equipped with a collision warning system (FLARM or compatible with FLARM). This device needs to be switched on fully working all the time during the competition flights. Using the "Stealth mode" is prohibited. The competition organizers have the right to check the functionality during the flight. For that reason, the data of the device needs to be accessible for them until the daily results are "official".

Instrumentation or portable devices that allow the pilot to fly without sight are not allowed to be used. If they cannot be removed, the deactivation needs to be proved. When participating, every pilot commits that he/she will follow this rule.

An own towing rope is not necessary.

**\* The check up document and the application form can be downloaded together with the SEPA-form and a checklist from the application system**

## **4 Competition permit**

The official permit for this air sports event will be published in the briefing area and needs to be acknowledged by all participants.

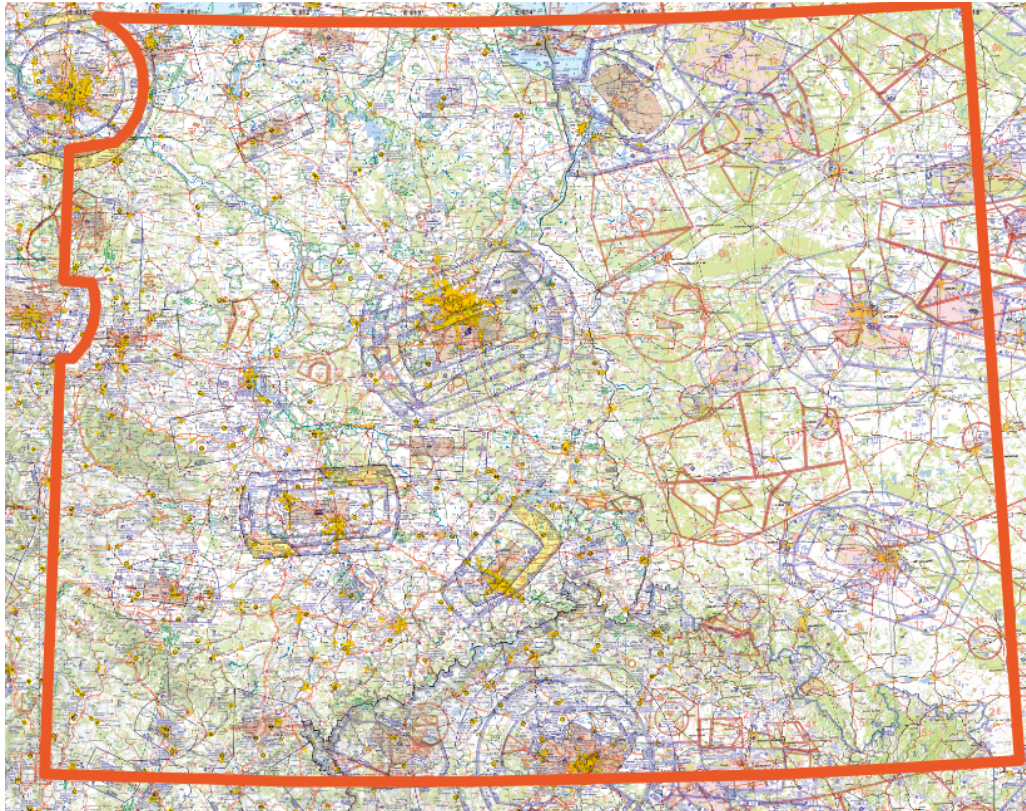
## **5 Procedures, organization, flying**

### **5.1 Competition area**

#### **Limits**

The limits of the competition area is defined by a rectangle with the following corners

North-West: 54:00:00 N, 10:00:00 E,    North-East: 54:00:00 N, 18:00:00 E  
South-West: 50:00:00 N, 10:00:00 E,    South-East: 50:00:00 N, 18:00:00 E  
Exceptions are the air spaces C-Hamburg and C-Hannover



[2\*]

maximum flight level apart from areas with restrictions:

FL95

Unless there is no other information published during the daily briefing, the air spaces of Poland and the Czech Republic are open

## 5.2 Turn points

The turn points will be available on the competition page on scoringStrepla

[Soaring Spot :: KLIX 2023 - 29th INTERNATIONAL GLIDING CUP](#)

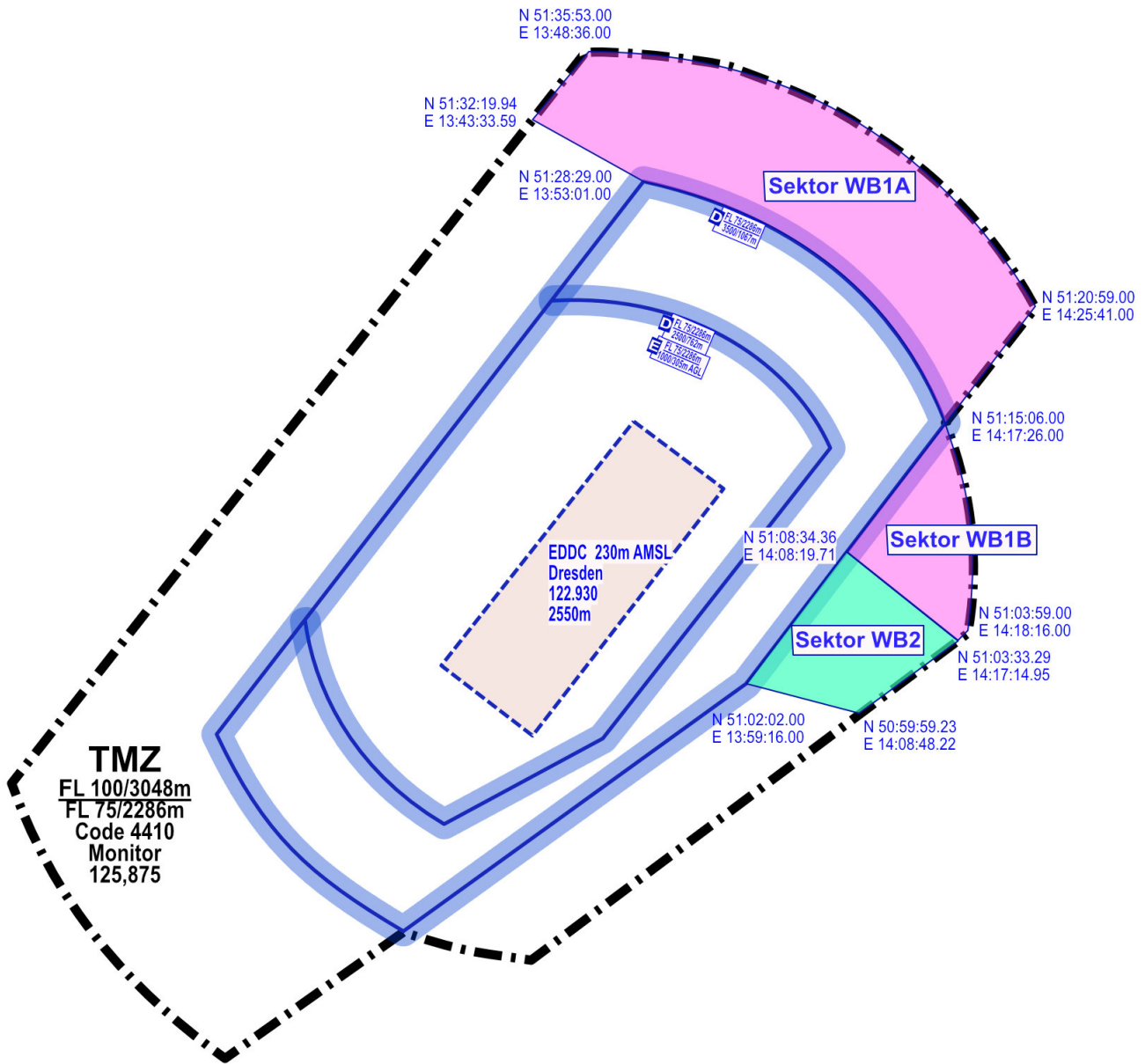
## 5.3 Airspace

A file (open air format) of the airspace, which is also used for the scoring, can be downloaded on the competition page on scoringStrepla. The data has been carefully assembled, however, it does not claim to be complete and fully correct and is not to be used for navigation. It does not substitute the air space data published by the DFS (company in charge of air traffic control for Germany) and the official ICAO-maps.

Air spaces that require a clearance to enter are prohibited for the competition. More information will be shared in the daily briefings and on the task sheets.

[Soaring Spot :: KLIX 2023 - 29th INTERNATIONAL GLIDING CUP](#)

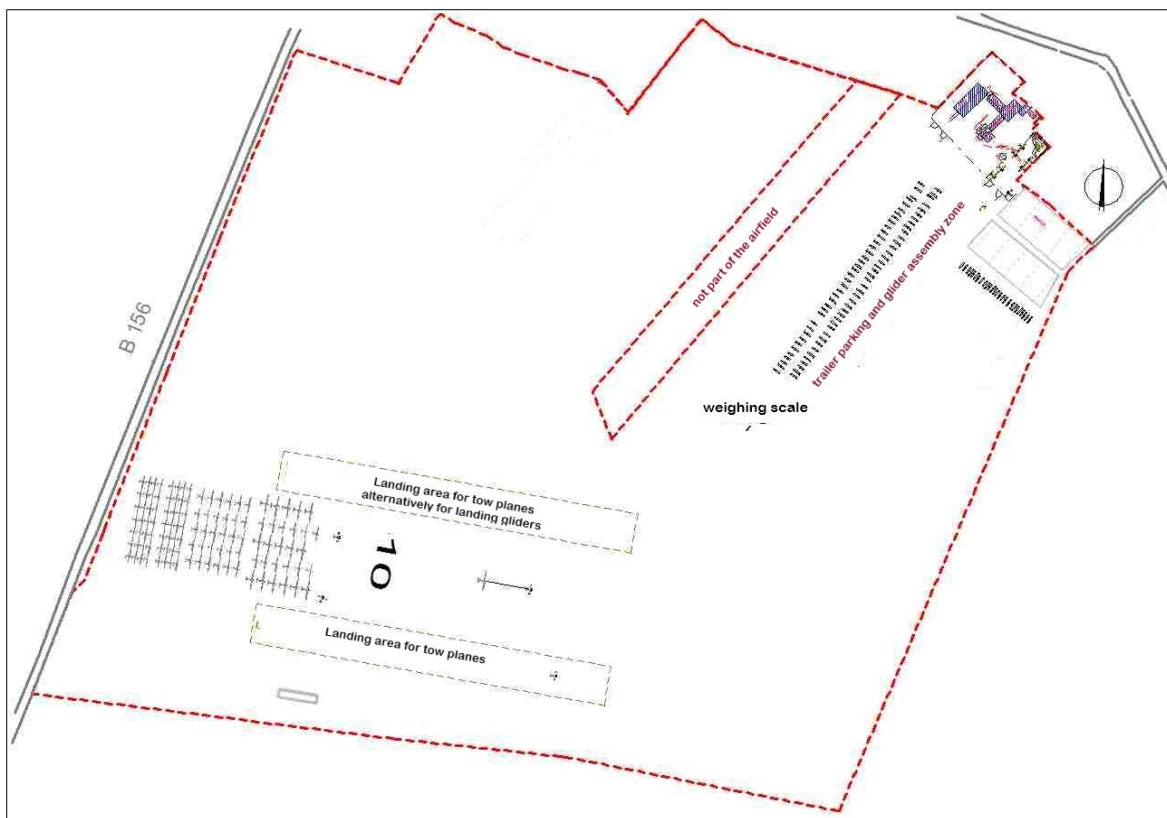
Within the TMZ-Dresden there are sectors (WB1A, WB1B, WB2) defined, that can be optionally used for the competition. Special clearance can be granted on a daily bases, which will be announced during the daily briefing.



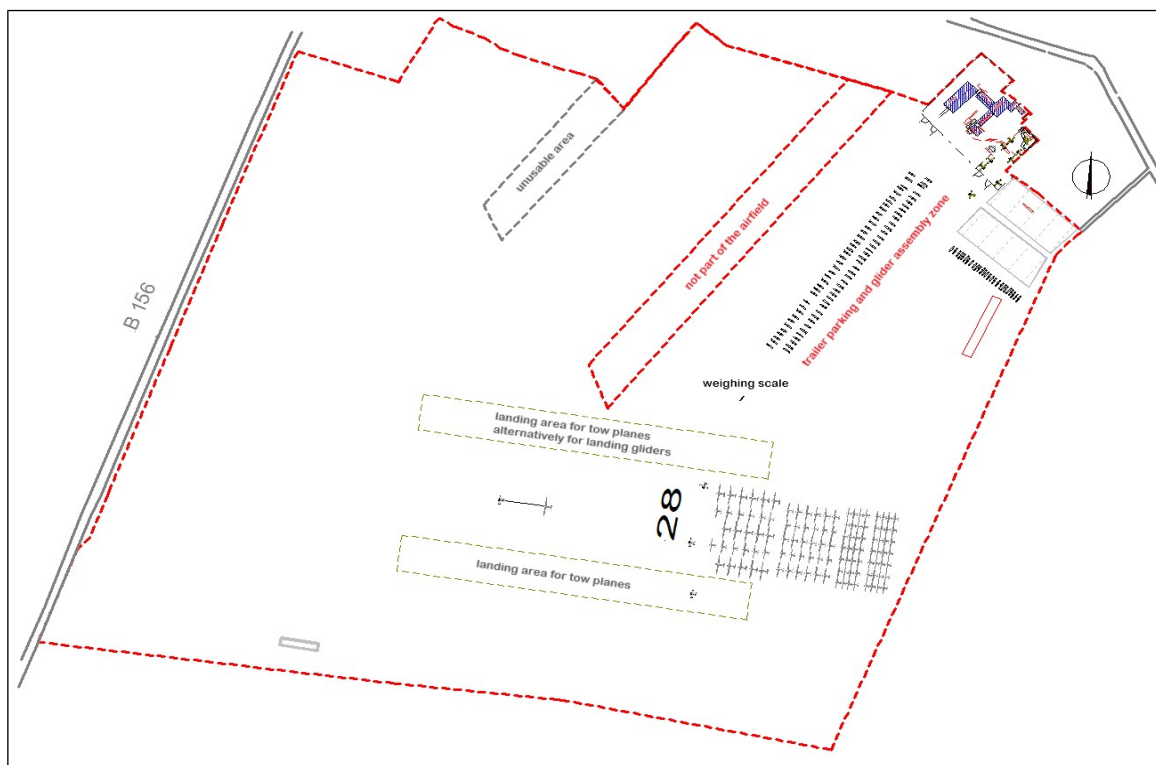
[1\*]



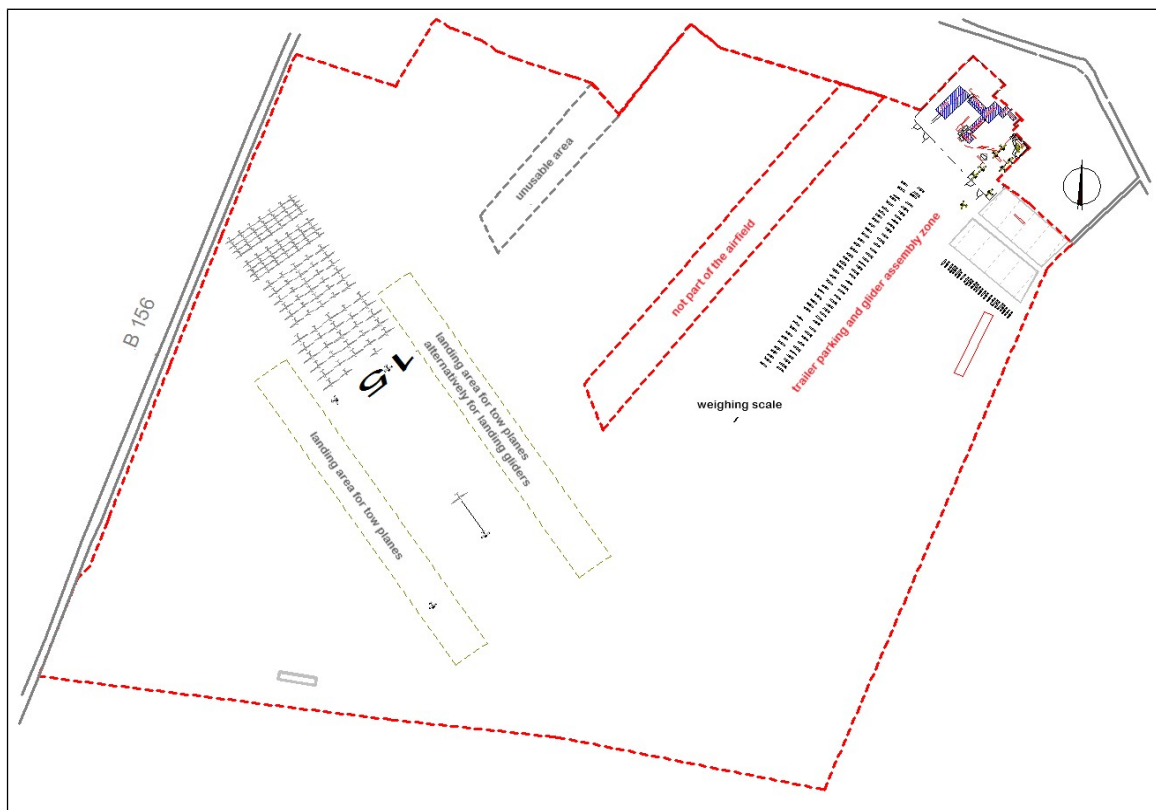
## 5.4 Gridding



[1\*]



[1\*]



[1\*]

- The order of the classes and the number of rows per class will be marked on the airfield with colored flags (Flags, see 5.7.1). 18 m and double seat gliders will have 5 gliders next to each other in the grid, the other classes 7. Gliders that don't need a towing plane have to be in the last row of their class. Apart from that, there exists no determined order.
- For the double seat class exists a daily weight control. The organization team of the competition can decide if all gliders or only a randomly chosen smaller group will be weighed. The control will take place with the help of the data that has been measured at the technical check ups. Adjusting the MTOW (draining water ballast) is allowed if every double seat plane is checked. In case of checking only a smaller group of gliders, exceeding the weight limits will be punished according to SWO 10.5.8. Adding water ballast in the grid is not allowed for double seat gliders. The organization team is also permitted to check the weights of participants of the other classes in order to make sure that the limits of the gliders, as well as class definitions are obeyed.
- For the club class exists a daily weight control in random spot checks in order to validate the information on the weight form sheet. Exceeding the stated weight will be punished similar to SWO 10.5.8.
- At time of launch standby all cars have to be parked behind the grid
- Right before launch standby, the grid will be compressed towards the end of the airfield
- Equipment and other interfering things need to be removed from the grid. The teams of the participants are supporting the launch
- Crossing the landing zones during the launch with car or by foot is forbidden
- After launch, all vehicles have to be removed from the airfield to eliminate obstacles for landing planes

## 5.5 Radio, Frequencies

|                        |  |
|------------------------|--|
| Airfield frequency:    | 118,605                                  |
| Competition frequency: | will be announced at the safety briefing |
| Reserve frequency:     | will be announced at the safety briefing |
| Retriever frequency:   | will be announced at the safety briefing |

Launch and landing will be handled on the airfield frequency

Task start and competition information will be announced on the competition frequency.

Participants need to make sure they are able to listen until the task start and in a radius of 25 km.

In bigger groups of gliders the competition frequency needs to be selected for safety measures.

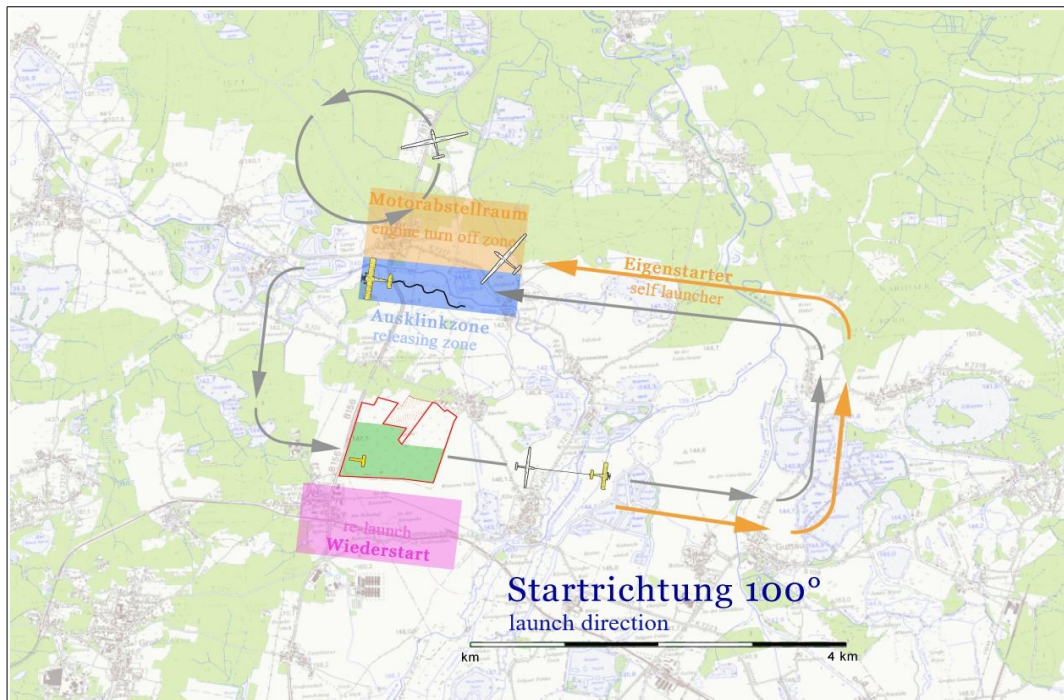
### Standard procedures for radio communication:

- If a towing speed >120 km/h is required: on the airfield frequency send call sign of the towing plane and desired speed (e.g. "hotel papa, 130")
- Start will be announced on the competition frequency 15 and 5 min before, as well as right on time with the class information and optional information e.g. the active task.
- 10 km before reaching the airfield, the pilots have to communicate their call sign and the distance on the airfield frequency

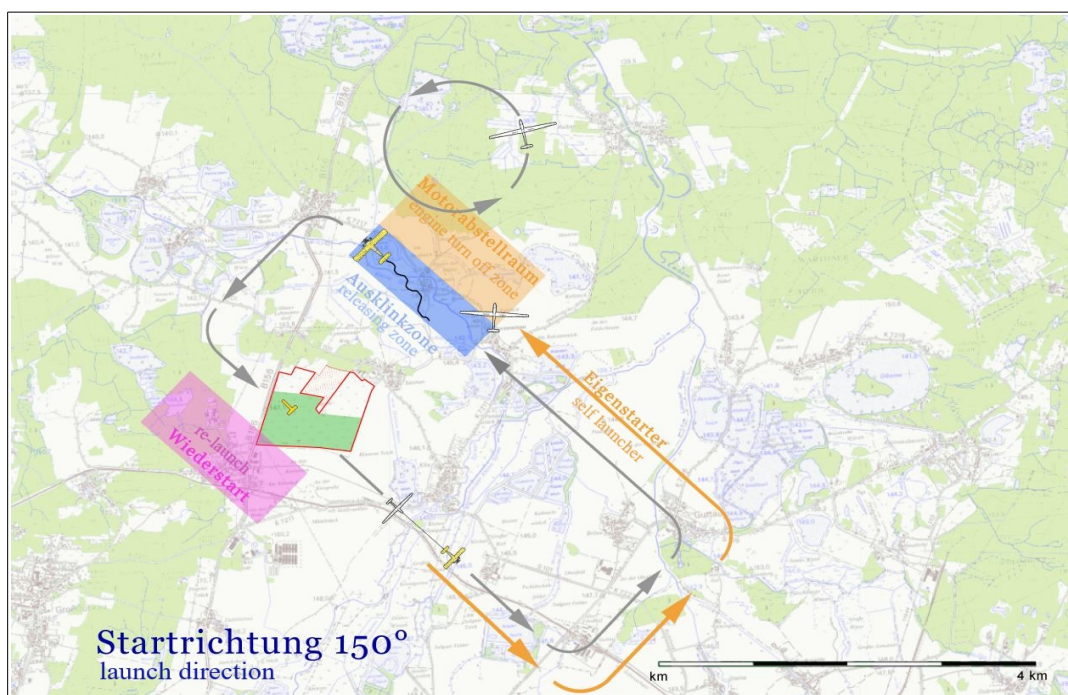
### 5.6 Launching procedure

Generally, starts will be processed with towing planes or with self launch. It will be towed until 600 m AAL in the releasing zone. Changes will be communicated during the briefing or via radio.

Inclination of the self launchers towards the area of engine switch off will be done on the outside of the tow plane route. Self launchers have to turn off their engines max. 50 m above the releasing height that's valid for the day

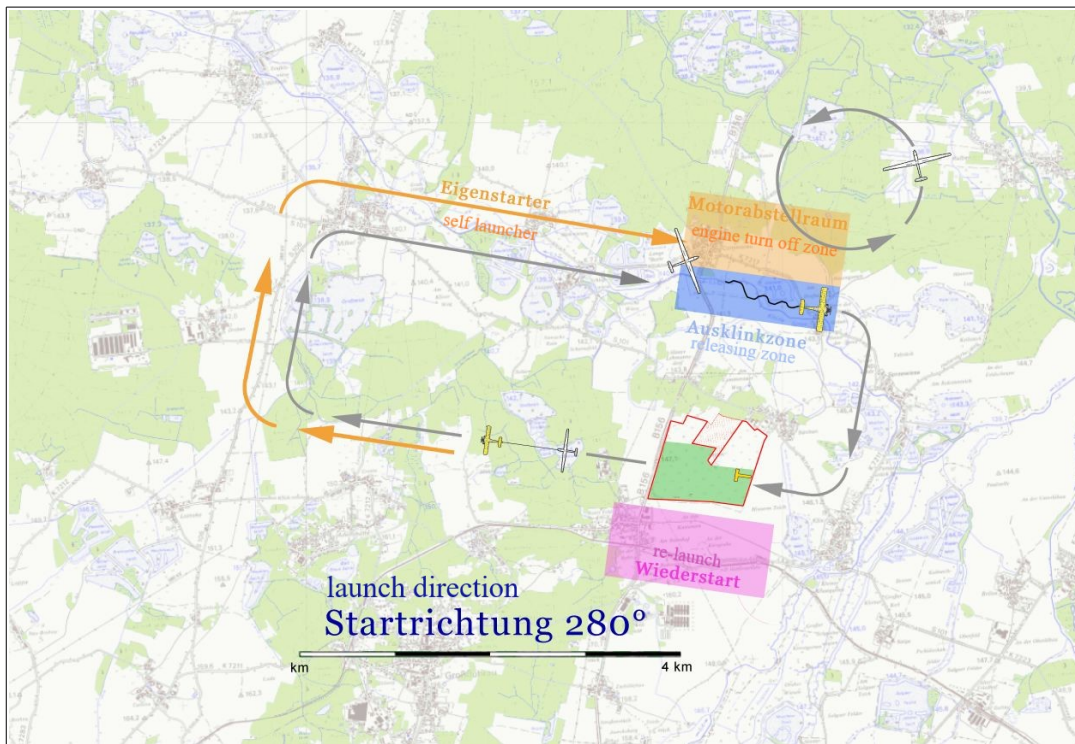


[3\*]



[3\*]





[3\*]

Circling in the releasing area between 400m and 800m AAL is prohibited. The zone has to be left towards North or North-East. Repositioning of the releasing zone of certain classes might be announced during briefing.

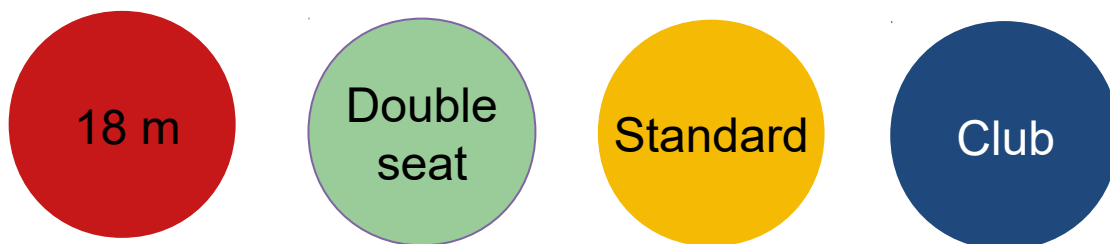
Within the radius of 25 km around airfield Klix, only circling to the left is allowed

## 5.7 Flight procedures, documentation

### 5.7.1 Task sheet

At the daily briefing or field briefing, task sheets will be handed out to the participants. Every class has its own color. If necessary, there will be multiple task versions prepared

Class colors:



### 5.7.2 Logger/ Flight scoring

#### 5.7.2.1 Primary logger:

All IGC-valid loggers can be used

The logger from which the first file is handed in, counts as primary logger. Name and competition sign have to be saved in the logger(-file). Switching the logging device needs to be declared. Documentation on an external memory is allowed

#### 5.7.2.2 Backup-logger

All IGC-valid loggers can be used. FLARM without IGC is accepted as the backup-system

#### 5.7.2.3 Logging interval

An Interval of 1 sec. (SWO 5.9.3) needs to be selected

#### 5.7.2.4 ENL (Turbos)

Motorized gliders that launched with a tow plane have to do the ENL recording on the first competition day. The engine needs to be switched on right after release (max. 2 min, max. altitude after switching off: 650 m AAL)



#### 5.7.2.5 Handing in the Data/File upload

To get the daily score as soon as possible, pilots have to upload their files within 45 min after landing. Alternatively, they can hand in a usual memory device in the flight scoring office or hand in the complete documentation system with its connectors. The original file has to be available until the score is official. Pilots need to grant access to the data for the organization team

Upload-address: will be updated

#### 5.7.2.6 Scoring software

The scoring software will be „SOARINGSPOT“

#### 5.7.3 Re-launch

##### a) Self launch gliders/Turbos (Re-launch in the air):

Instead of landing, motorized gliders can re-launch in the air while passing the airfield in about 400 m AAL in downwind position. They have to turn off their engines max. 50 m above the releasing height that's valid for the day. Start is only allowed >20 min. after turning off the engine (SWO 7.2.9)

##### b) Pure gliders

Landing during the launch procedure will take place on the northern landing strip. Towing planes will avoid this strip at that time. The glider needs to be retrieved immediately by his helping team and will be positioned at the end of the current class.

#### 5.7.4 Starting task

The line for the Start has the length of 20 km (2 x 10 km) orthogonal to the direction to the first turn point. The line needs to be crossed in direction of the task. In case the start happens up to a distance of 500m away from the starting line, it will lead to a 50 points penalty (SWO 10.5.8)

The time between the last regular launch in a class and the start of its task will be announced in the daily briefing. Task start announcements will be communicated via radio. The individual starting time does not have to be announced via radio.

#### 5.7.5 Turn points/ -areas

Racing Tasks (RT)

R1 = 500 m, Angle = 360°

R2 = 10 km, Angle = 90°

Penalty = 500 m away from  
the turn point border  
(50 Points)

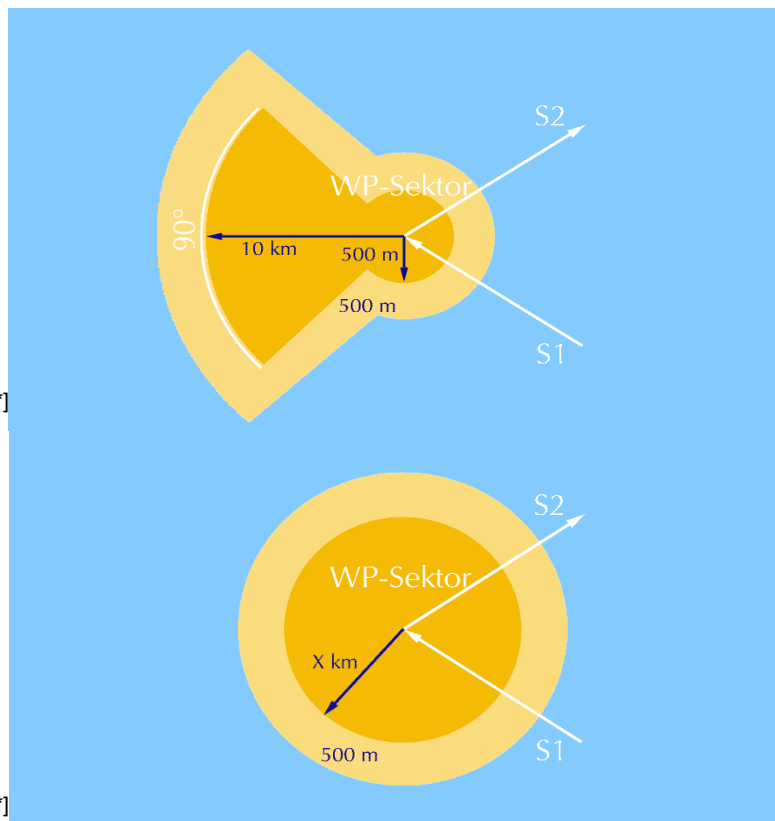
[1\*]

Area Tasks (AAT),

R1 = x, Angle = 360°

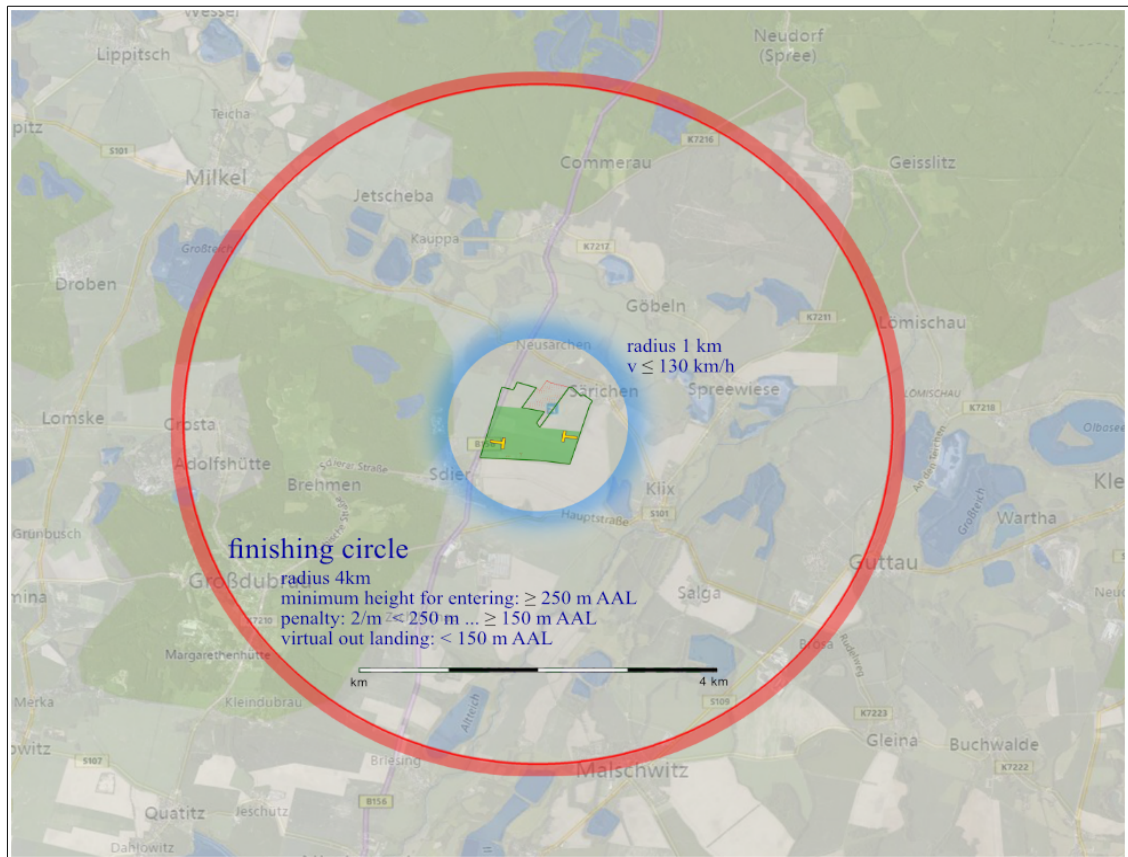
Penalty = 500 m away from  
the turn point border  
(50 Points)

[1\*]



### 5.7.6 Finish / Landing

The task will be finished by entering the finishing circle. It has a radius of 4 km around the turn point "001 SP Zielkreis Klix". The minimum height for entering is 250 m AAL. Changes will be announced during the briefing. The landing on the airfield has to happen directly (according to the direction that was announced during the briefing). In case of sufficient height reserve, it is possible to do a circuit on the south of the airfield. After that, the glider is only allowed to land on the southern part of the airfield.



[4\*]

$R1 = 4$  km, Angle =  $360^\circ$ ;

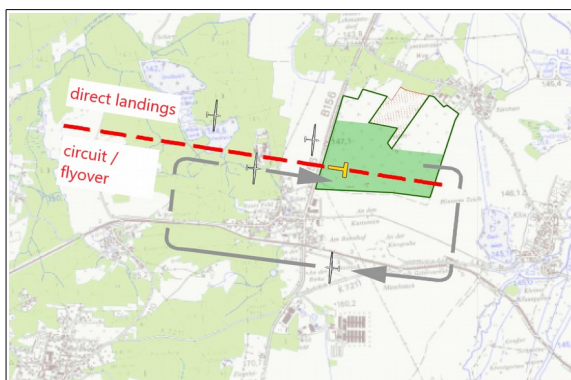
Minimum entry height  $\geq 250$  m AAL

Penalty (2Pts/m)  $< 250$  m AAL ...  $\geq 150$  m AAL

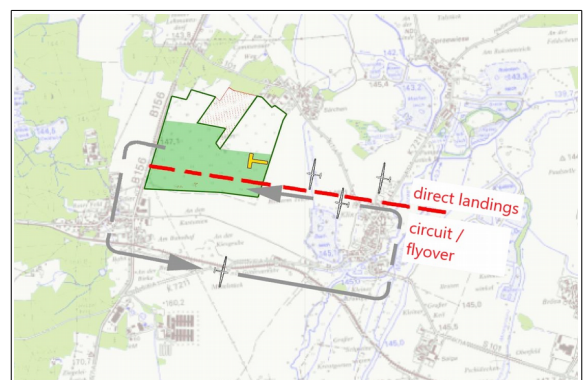
Entry height  $< 150$  m AAL = virtual out landing

$R2 = 1$  km  $V \leq 130$  km/h

After entering the finish circle, height and speed needs to be continuously decreased. Starting 1 km before the airfield (1 km radius to the turn point), the gliders speed must not exceed 130 km/h. An abrupt height increase is prohibited. Landings have to be done until the end of the airfield. Changes of directions while approaching or rolling are not allowed. After landing, the gliders need to be removed from the landing area as soon as possible (see 5.8).



[3\*]



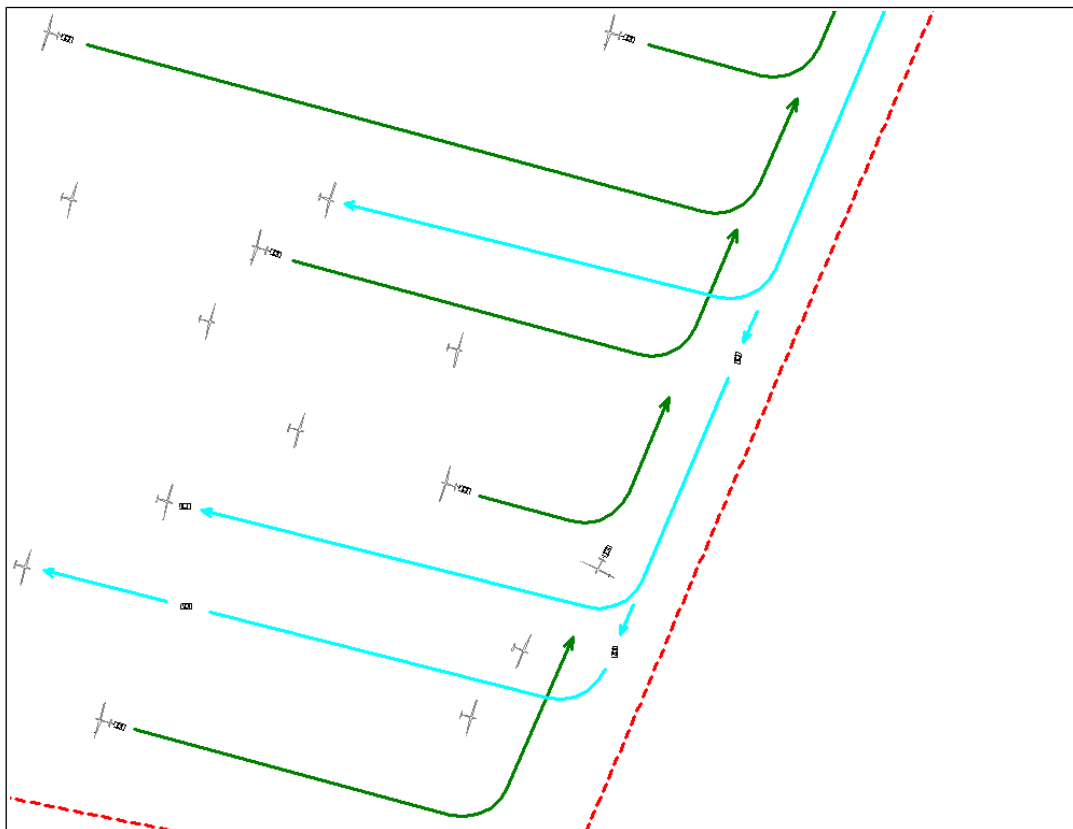
[3\*]

## 5.8 Movements after landing

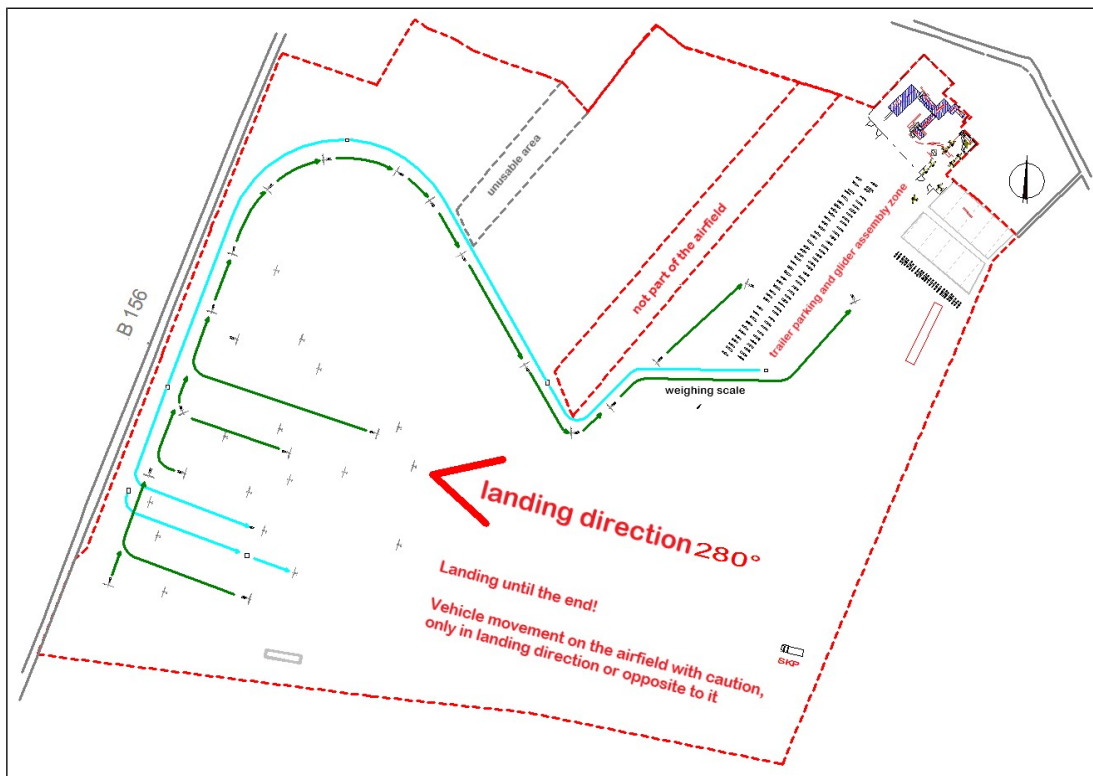
After the landing, the transport on the ground has to happen in a straight line until the end of the airfield. The route of the vehicles is shown in the following image. Be aware of landing gliders, in case of mass arrivals only move with caution. After landing, turn off the radio to avoid blocking the frequency due to objects in the cockpit like parachutes.



[1\*]  
Landing direction 100°

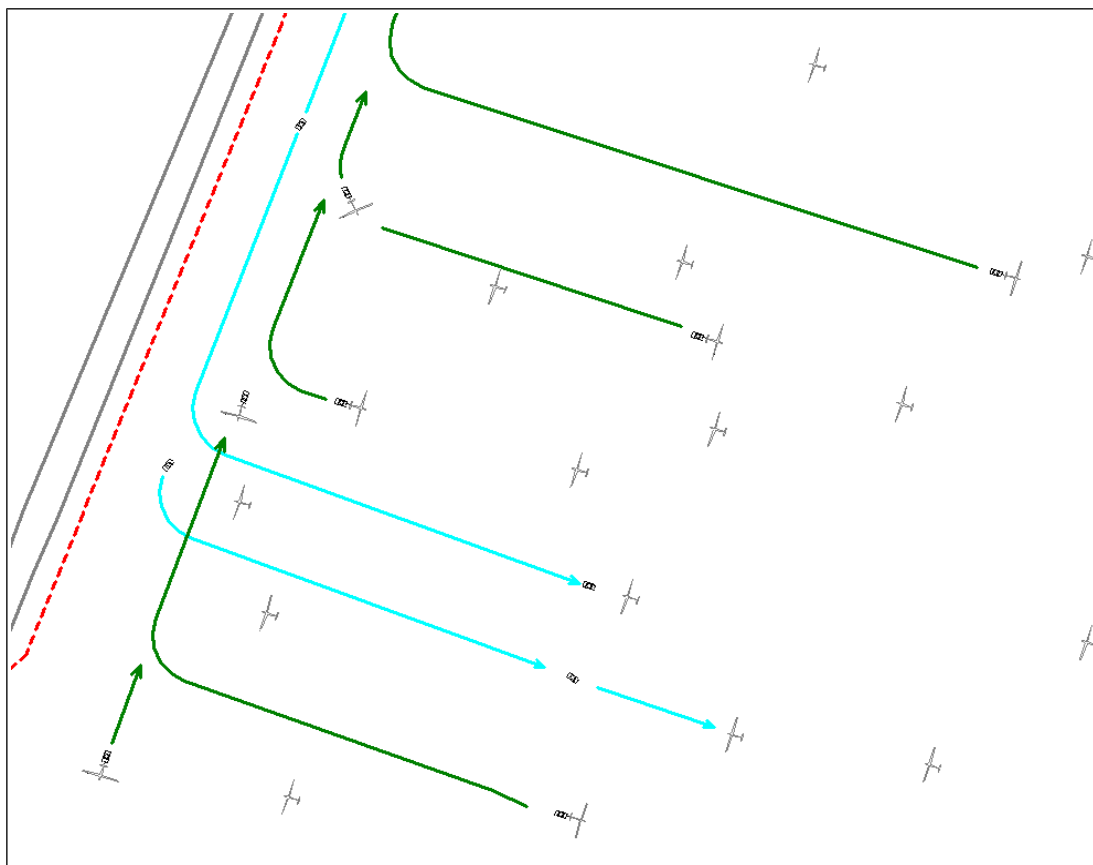


[1\*]



[1\*]

Landing direction 280°



[1\*]



## **5.9 Outlanding**

Information on outlandings have to be sent immediately by the pilot via “lowcrop” <http://lowcrop.aero> or via the app of lowcrop. In case that does not work, please give notice via telephone (fon: +49 (0) 35932 30281) to the dispatcher.

The flight documentation has to be handed in after return (unless it has be done via internet). In case the flight scoring office is not open anymore, then the files can be handed in the next morning before the briefing.

## **5.10 Complaints/Protest**

see SWO 10.6 and 10.7

## **5.11 Publishing of the results**

All results will be published live in the briefing room. Apart from that, they will be published in the bar (back entrance) and on the internet.

We are looking forward to seeing you!

*Klix, 04/04/2022*

### **Bibliography:**

1\* archive aeroteamKLIX

2\* map data: DFS

3\* map data: Landesvermessungsamt Sachsen]

4\* map data: [www.bing.com/maps](http://www.bing.com/maps)