

Gates at Nové Město nad Metují airfield

Unless otherwise briefed, takeoffs and landings at the airfield will NOT be timed. Instead, the time will be taken when pilots fly through departure and return gates. This means pilots usually have a free flight inside the airfield where there may be other traffic to worry about.

There are four gates, each 400m total width; the centre of each gate is half way between the **RED** runway markers at the end of each runway.

Gates AF1 & AF3 are aligned East - West

Gates AF2 & AF4 are aligned North - South.

Unless otherwise briefed, AF1 will be the standard departure gate (the IP) and AF4 will be the standard return gate (the FP).

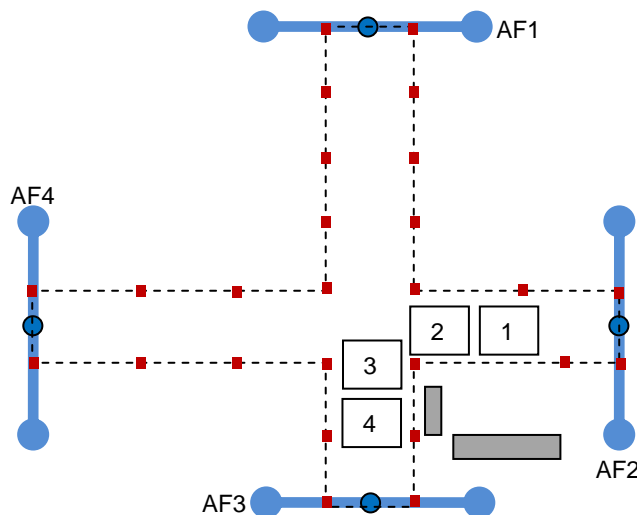
Task briefs define the direction these gates should be crossed in. Crossing a gate in the opposite direction is **IGNORED**.

Task briefs usually define a significant disadvantage or a penalty if a gate is crossed multiple times.

Pilots must **NOT** take off before the task window open time even though a timing in the task may not actually start until they pass through the IP gate.

It is OK for a pilot to land after the task window close time, so long as he flew through the FP gate before the task window close time.

The location of these gates is not secret and all competitors are advised to familiarize themselves with their exact locations before the start of the championship.



Airfield boundaries

Some tasks prescribe different penalties for landing outside the airfield and landing inside the airfield but outside the deck. For the elimination of doubt, this is a description of what they are.

The airfield boundary at Nové Město nad Metují

Is any part of the airfield within the RED markers laid out to define the runways. Note this is **NOT** the same as the mown area, which is in some places larger.

The decks at Nové Město nad Metují

Are numbered 1,2,3 & 4 and are each approximately 100m x 100m clearly marked with white lines and flags.

If a specific landing deck is briefed, then a landing made on another deck is equivalent to landing inside the airfield but outside the deck.

Other airfields

If landings are briefed at other airfields, the airfield boundary is the area which is not an agricultural crop and which is the usual mown area of the airfield. Unless briefed to the contrary, there will not be any marked decks, so the deck and the airfield boundary are the same thing.

The area outside the airfield

Is therefore anywhere which is outside an airfield boundary.