

# ***SAFETY SELF BRIEFING***

*July 2nd – July 20<sup>th</sup>  
2025*

## OBJECTIVES OF SAFETY BRIEFING:

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- **to clarify** operations on the airport
- quick and **better to understand** safety rules
- it provides a written guide, available to the pilot at any moment **for consultation**

# AGENDA:

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1. *Airport access*
2. *Glider parking - Marshalling paths - Glider Weighing stations*
3. *Radio FREQs allocated for flight safety*
4. *Grid procedures for both take-off directions*
5. *Launching Procedures*
6. *Release areas*
7. *Tow-plane circuits as related to the various release points*
8. *Glider landing procedures*

A - Aerorest  
B - Briefing room  
H - Hangar  
S - Scoring office  
O - Office  
W - Water  
P1 - Parking  
P2 - Parking  
P3 - Parking  
TWR - Traffic Tower

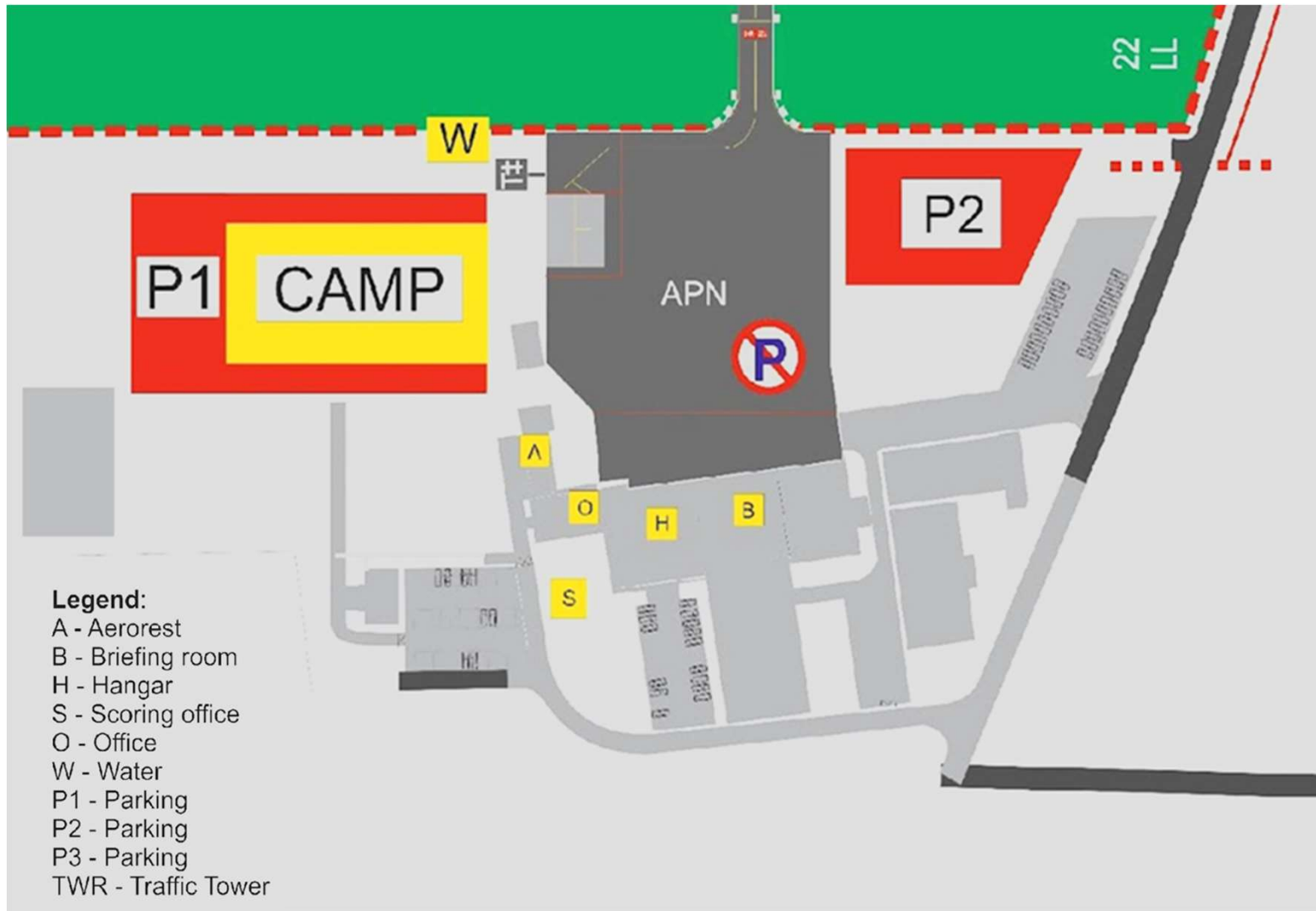


# Ground Movement of People, Cars, Trailers and Gliders

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- *the next pictures show maps of airfield*  
*(Picture 1 & Picture 2)*
- *show the access roads and the areas reserved for gliders, trailers, caravans, visiting airplanes and motor vehicles.*

# Airport Facilities Map



# Ground Movement of People, Cars, Trailers and Gliders

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*The pilots and their teams are kindly requested  
to comply with the following rules:*

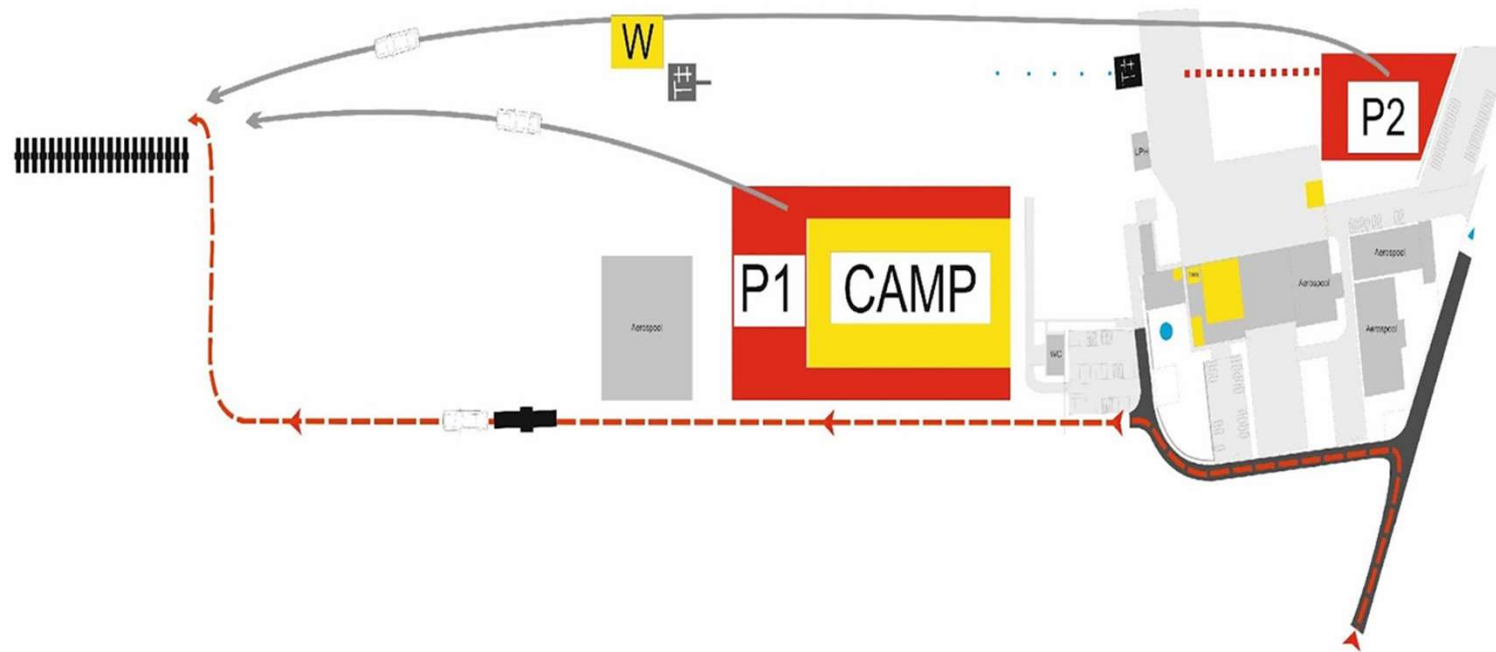
***the road marked in red***

*must be used for both*

***entering and leaving***

*the airport*

# Ground Movement of People, Cars, Trailers and Gliders

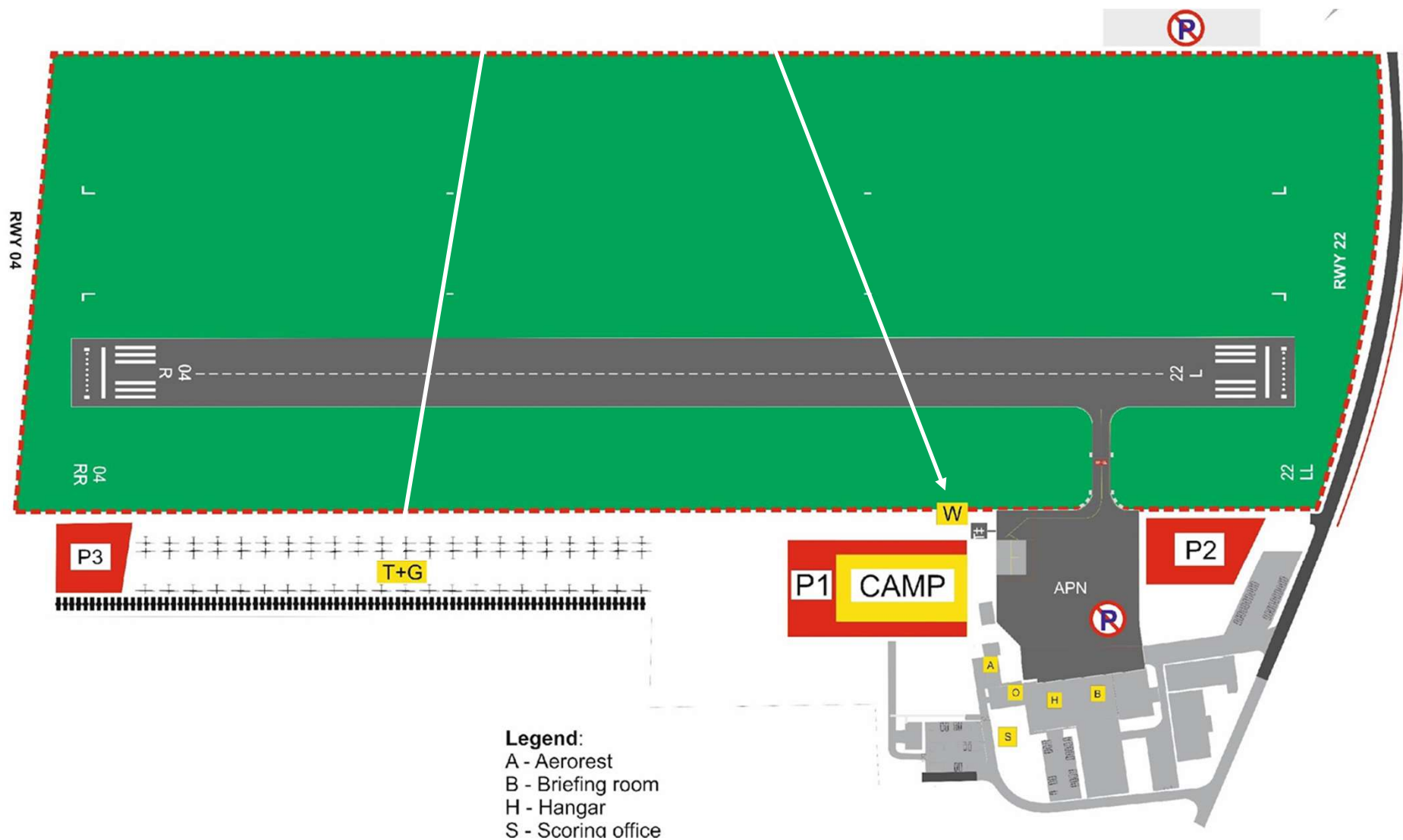


***Glider Parking***

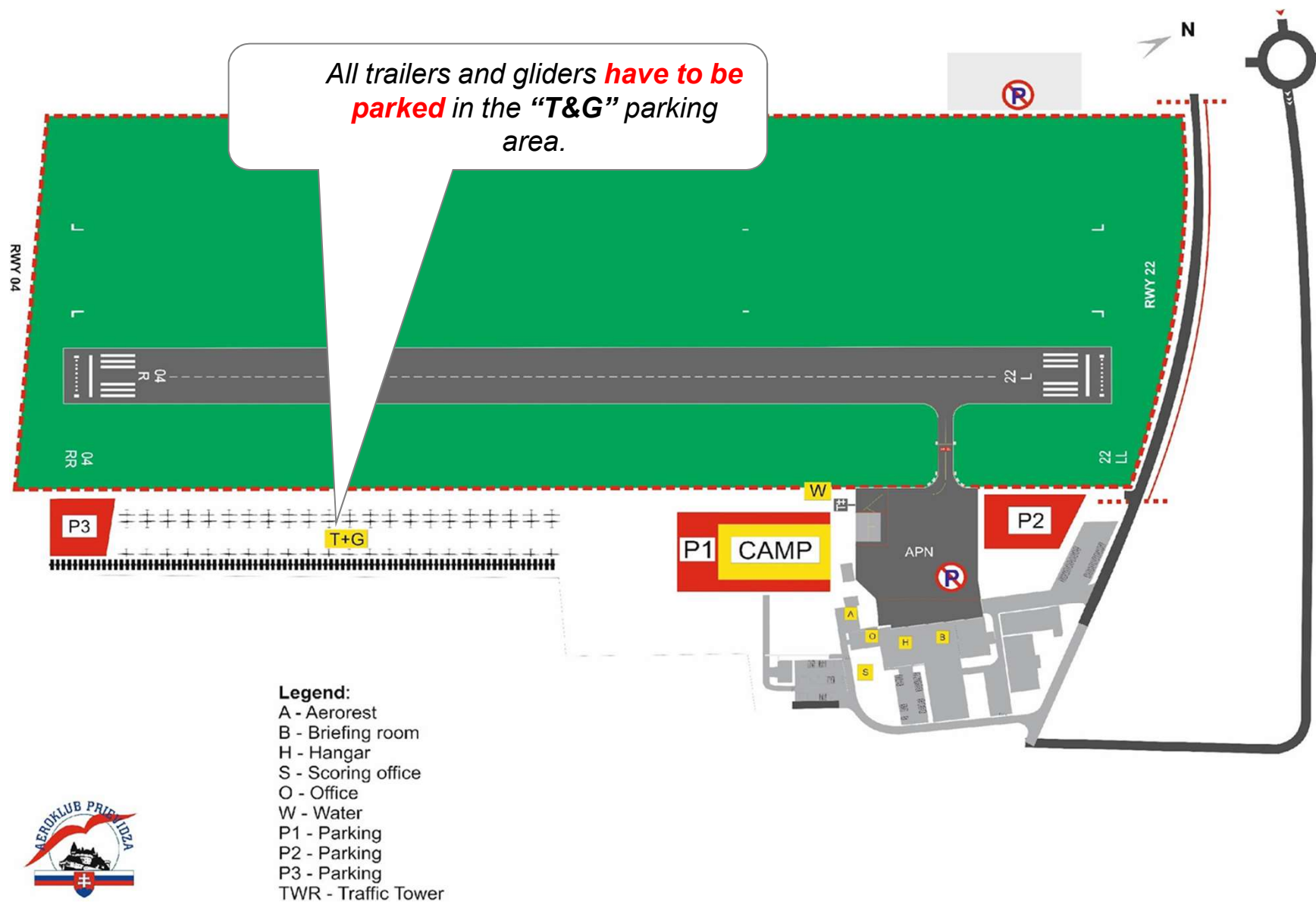
***Marshalling Paths***

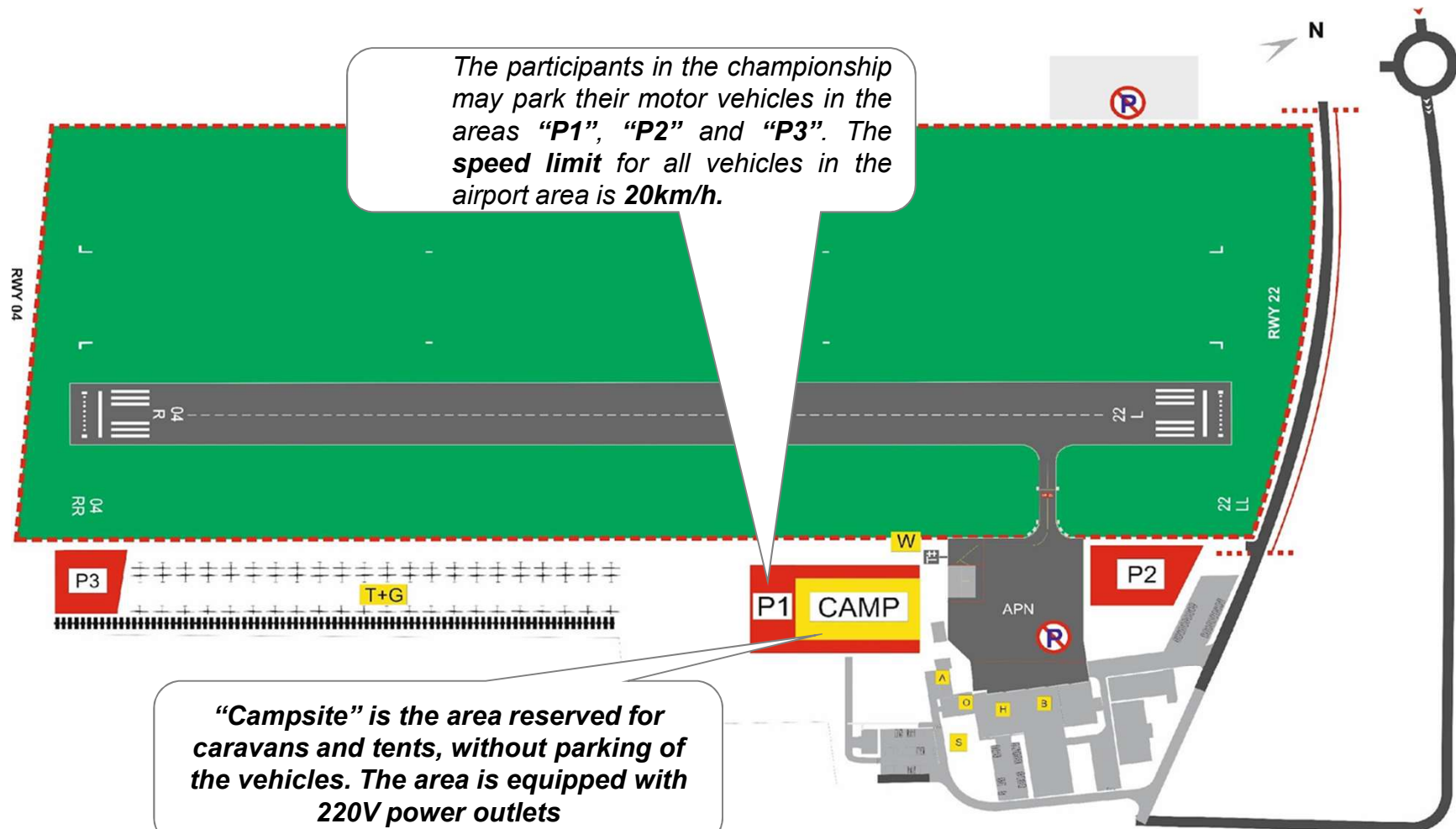
***Glider Weighing Stations***

The gliders may be **filled from water tanks** in the parking area “T&G” or directly from the **designated water station “W”**.



# Airport Map





- S - Scoring office
- O - Office
- W - Water
- P1 - Parking
- P2 - Parking
- P3 - Parking
- TWR - Traffic Tower



# Ground Movement of People, Cars, Trailers and Gliders

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- *Every pilot will be assigned with his **own glider parking slot**, as a part of the registration procedure.*
- *Glider parking slots will be **grouped by Nation**.*
- *The parking area will be given to each team **in order of arrival date** to Prievidza airport.*

**3.**

***Radio FREQs  
allocated for flight safety***

# Radio FREQs

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*for launches and re-landing during launches:*

*Call sign*

***PRIEVIDZA GROUND (FREQ 122.605 MHz)***

*Will be **activated 30 minutes before the planed start***  
*will be **deactivated by opening the start line for the last***  
***starting competition class:***

- *From beginning of the **take off;***
- ***During the launch** until they have left the release area;*
- *In case of **re-landing during take off.***

# Radio FREQs

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*for all airport operations, for competition purposes – start line, finish line:*

*Call sign*

***PRIEVIDZA TRAFFIC (FREQ 123,055 MHz)***

- *After leaving the release area;*
- *On the final glide from at least 10 km away from the finish*
- *During the landing – from the moment pilots join the circuit until they have left the runway*

# Radio FREQs

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## ***TEAM FREQUENCIES***

*The list of FREQ will be announced before the training period - assigned team frequencies for all team communication related to the contest.*

**4.**

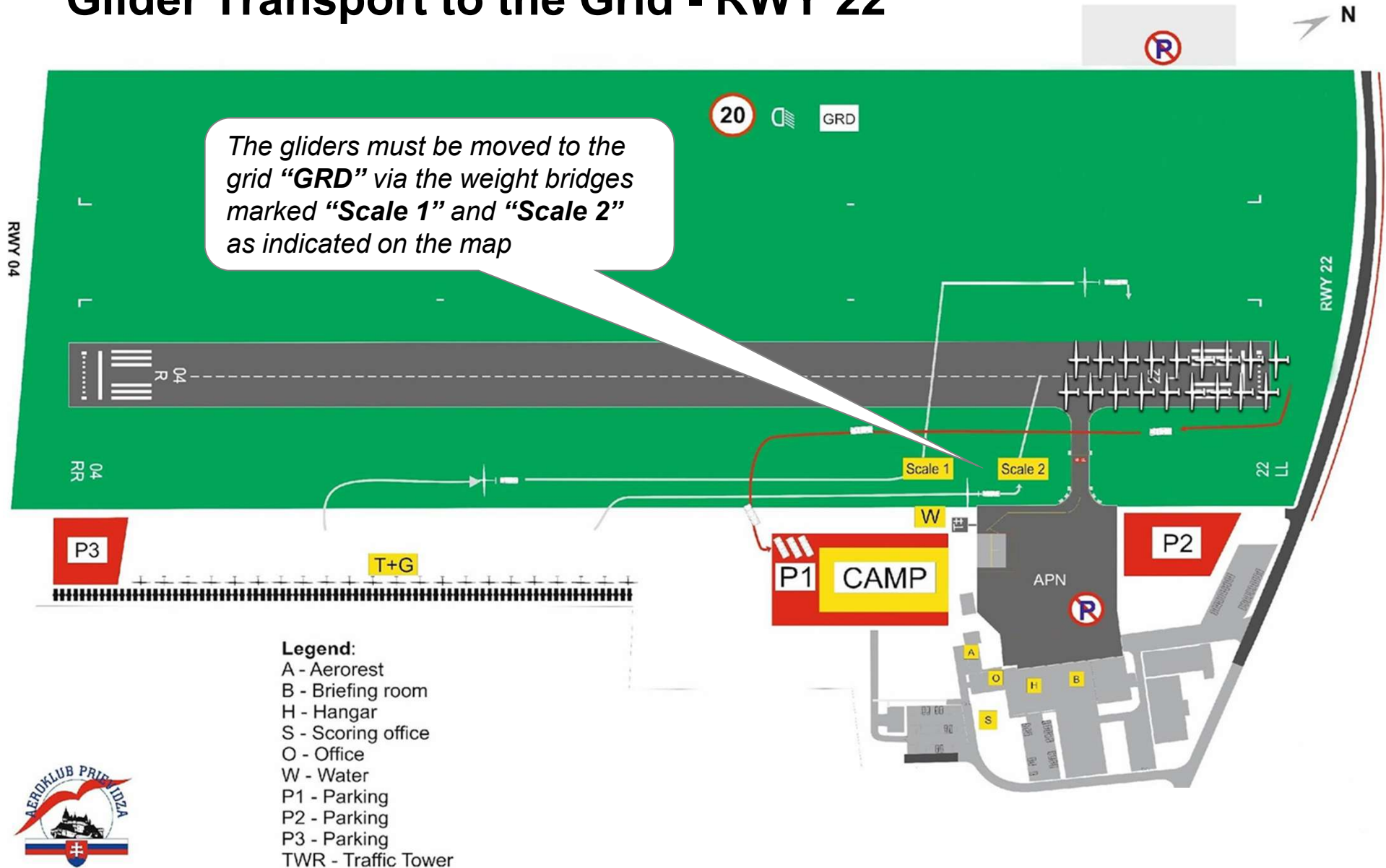
***Grid procedures for both take-off directions***

# The Launch Grid

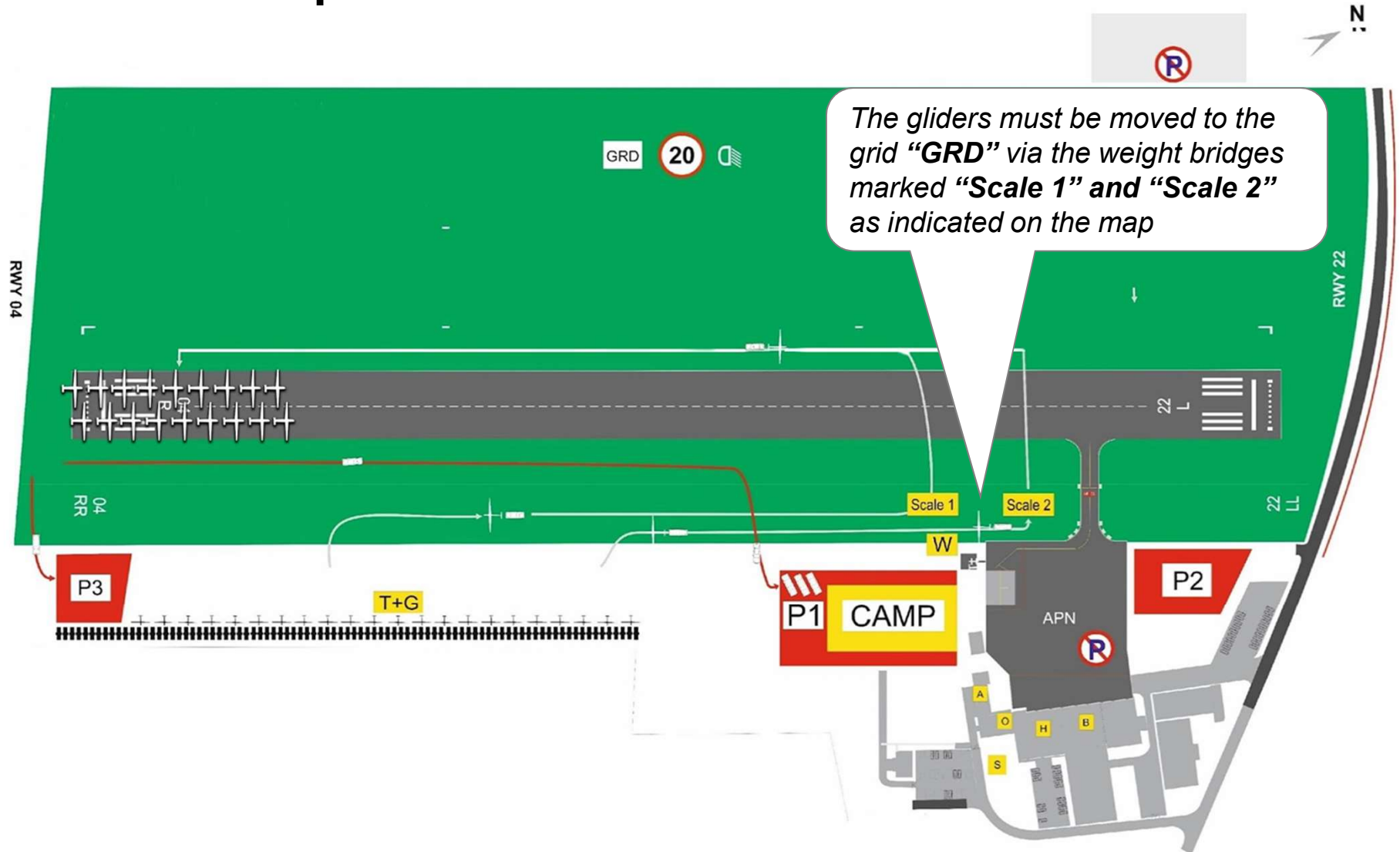
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- *The grid order for each class will be **drawn by lots** during the first briefing*
- *Gliders will be gridded **in rows of 3 gliders***
- *The grid order shall be **rotated by 2 rows from back to front** after each Championship day.*
- *The **grid will open at 8.15 AM LT and will close 15 minutes before the beginning of the launch time** announced during the briefing.*

# Glider Transport to the Grid - RWY 22



# Glider Transport to the Grid - RWY 04



# The Launch Grid

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- *Each **glider** shall be parked on his own line, and shall occupy the furthest available space*
- ***Cars shall be removed** from the grid, and driven to the car parking area **by the pilots or crews** **15 minutes** **before the beginning of the launch** time announced during the briefing*
- *The **take off order** will be as following:*
  1. *Club Class*
  2. *Standard Class*

**5.**

***Launching Procedures***

# ***Take Off Procedures***

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***will be announced during the briefing***

***however***

***the meteorological conditions  
may require the **competition director to  
update** the take-off procedure before  
the general take off***

## **A. Take-off from the runway 22**

**Alternative A** – Southern wind up to 10kt

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### ***Take-off from the runway 22***

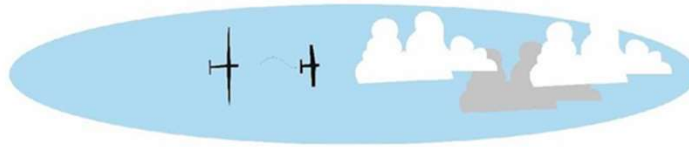
*will be applied in case of:*

- ***southern wind up to 10 kt.***
- ***and northern wind up to 8 kt.***

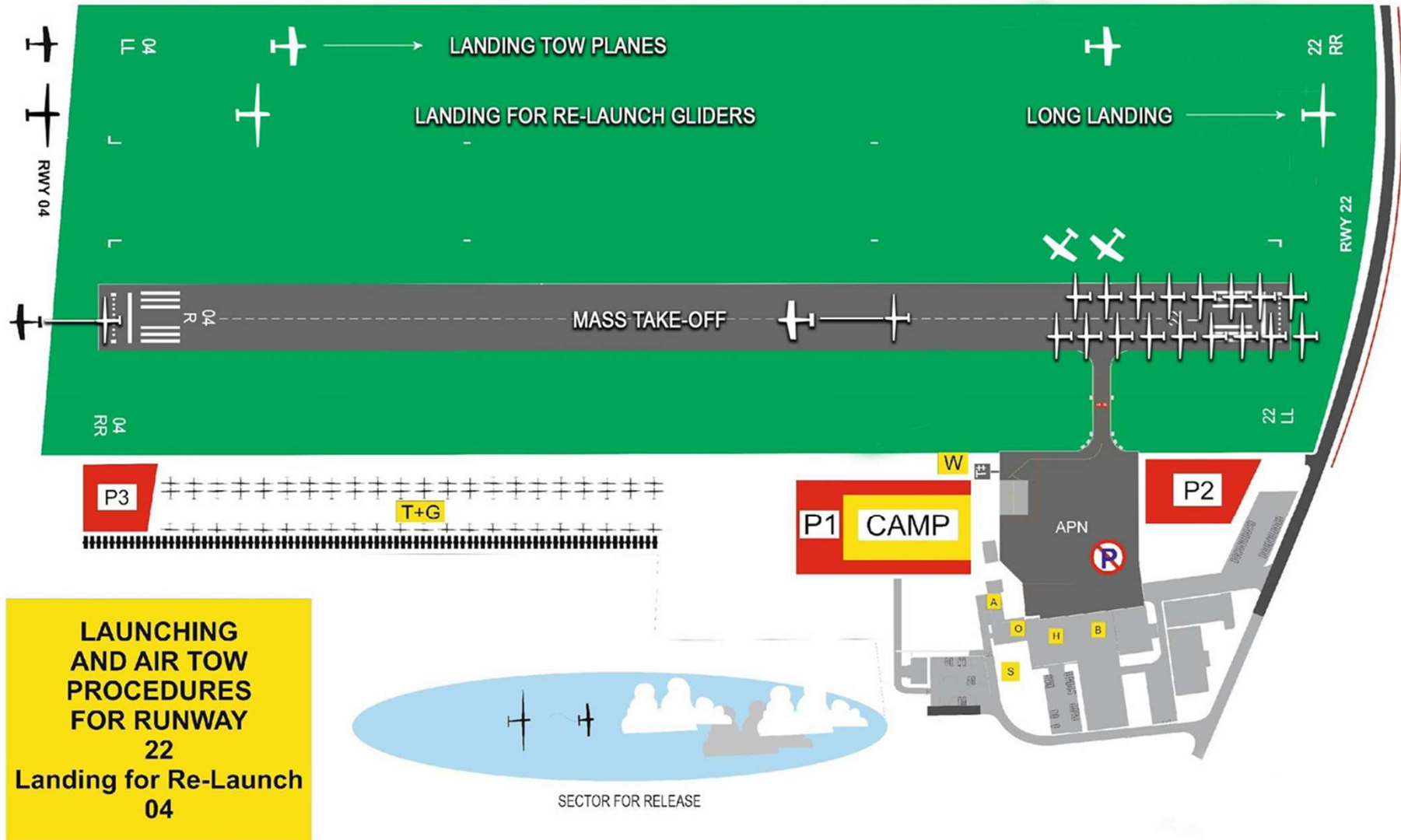
*The glider take-off direction is 22, tow planes landing in direction 04.*

***If necessary, gliders may land back in direction 04.***

SECTOR FOR RELEASE



A



LAUNCHING  
AND AIR TOW  
PROCEDURES  
FOR RUNWAY  
22

Landing for Re-Launch  
04

## B. Take-off from the RWY 22

**Alternative B** – Southern wind up to 10kt

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### ***Take-off from the runway 22***

*will be applied in case of Southern wind more than 10 kt.*

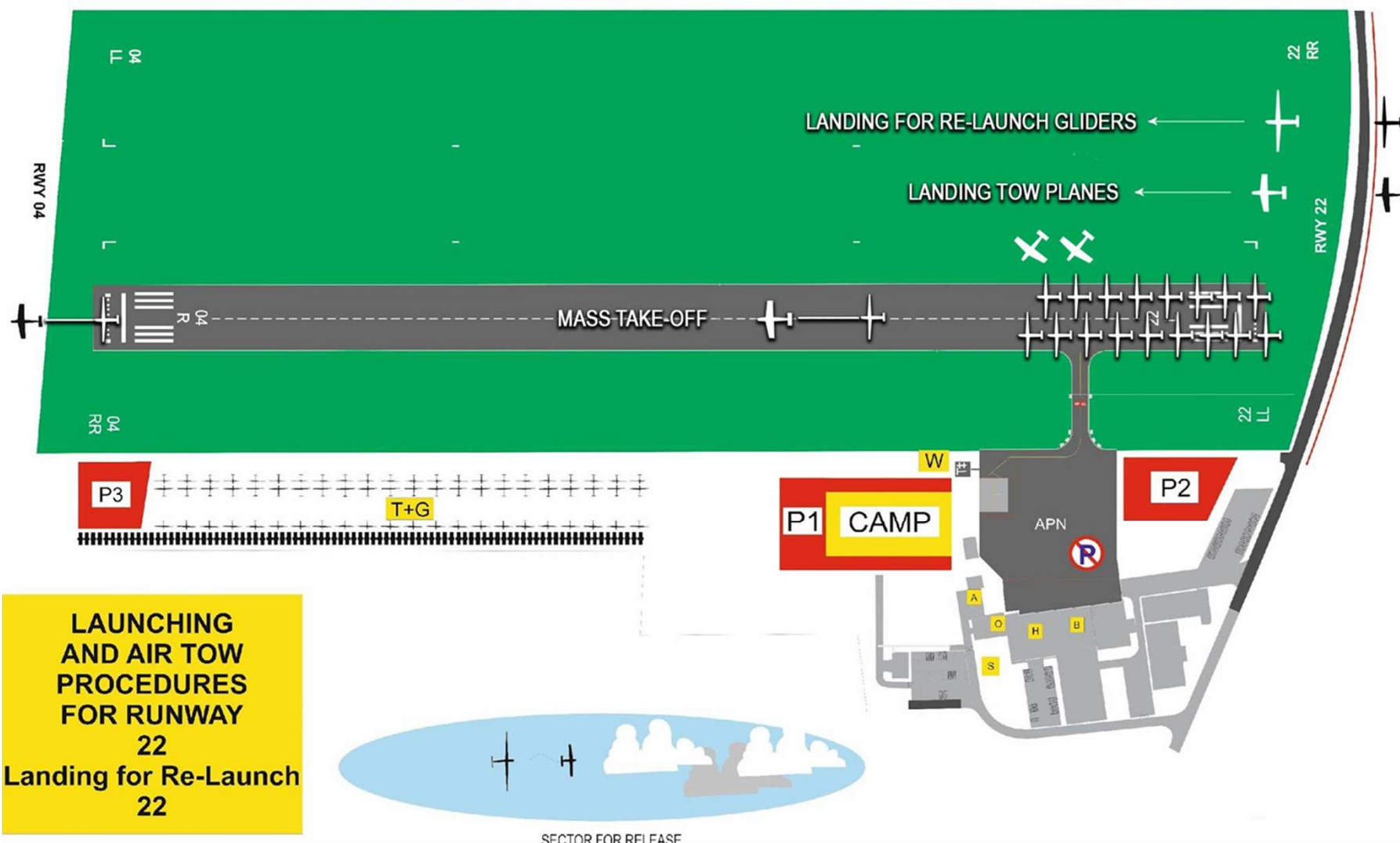
*The glider take-off direction is 22, tow planes landing in direction 22.*

*If necessary gliders may land back in direction 22.*

SECTOR FOR RELEASE



B



**LAUNCHING  
AND AIR TOW  
PROCEDURES  
FOR RUNWAY  
22  
Landing for Re-Launch  
22**

C. Take-off from the RWY 04

**Alternative C** – Northern wind more than 8 kt

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## ***C. Take-off from the runway 04***

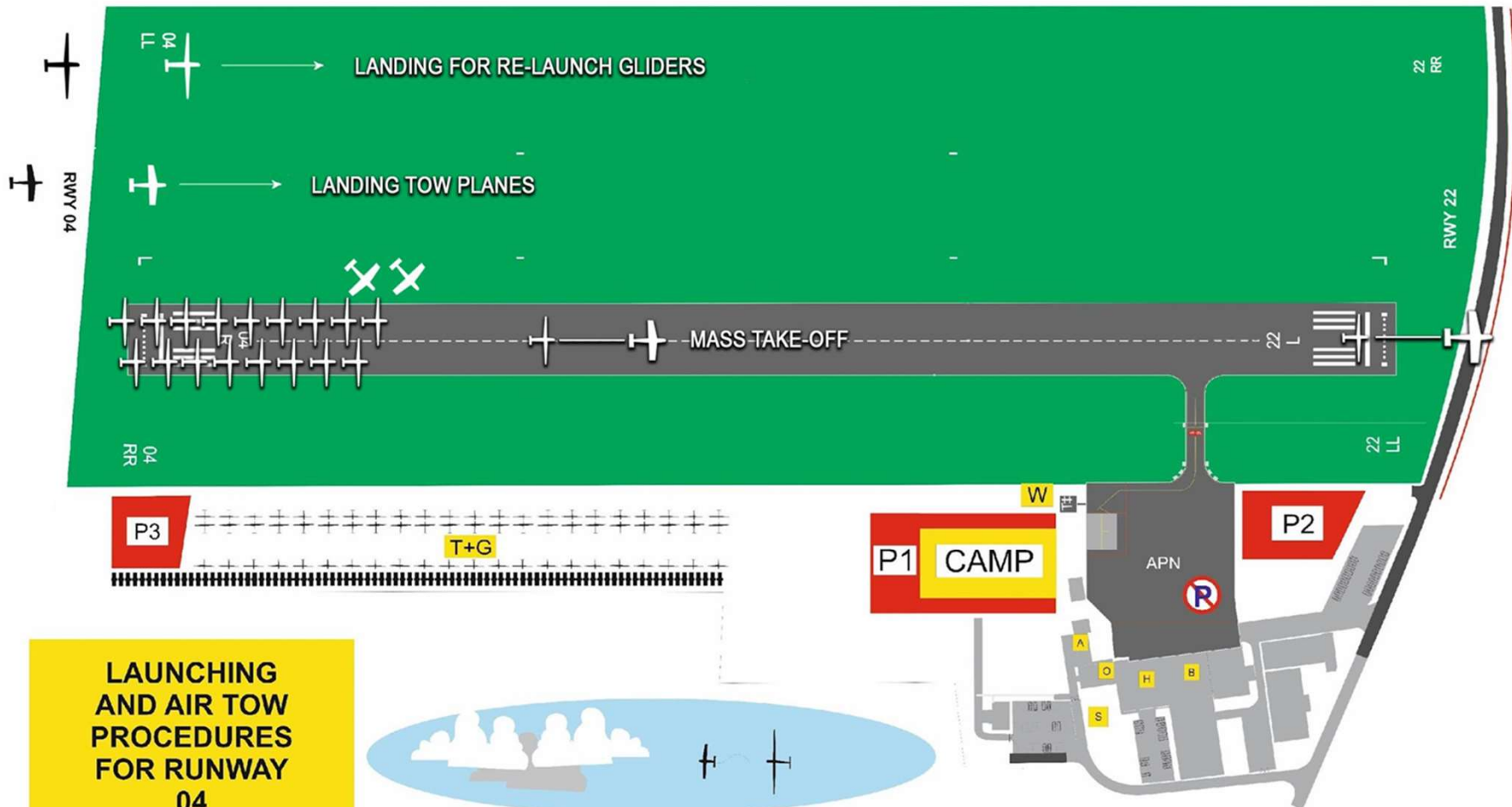
- *The glider take-off direction is 04*
- *Tow planes landing in direction 04*

***If necessary, gliders may land back in direction 04.***

SECTOR FOR RELEASE



C



**LAUNCHING  
AND AIR TOW  
PROCEDURES  
FOR RUNWAY  
04  
Landing for Re-Launch  
04**

# Launching

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Where a glider's take off:

- **is interrupted**

or

- **glider lands prematurely,**

the glider **is moved back to the grid** according to the depicted procedure for each take off alternative

# Launch Procedures for Motor Gliders

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*shall :*

*follow the **same climb-out path** as the  
aero-towed gliders in their Class*

*and*

*shall **shut down** their MoP in the  
designated release area **at or below** the  
maximum release high.*

## Launch Procedures for Motor Gliders

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*Motor gliders requiring a second (or even third) launch must:*

- *Land before the new launch.*
- *The new launch **has to be approved** by the organisers on the frequency **122,605 MHz** before start line and **123,055 MHz** after start line and it shall be conducted reflecting the sequence of landing times **of other gliders in the same class.***

*After a new start, motor gliders shall follow the same climb-out path as the aerotowed gliders in their Class and shut down their MoP in the designated release area at or below the maximum release high.*

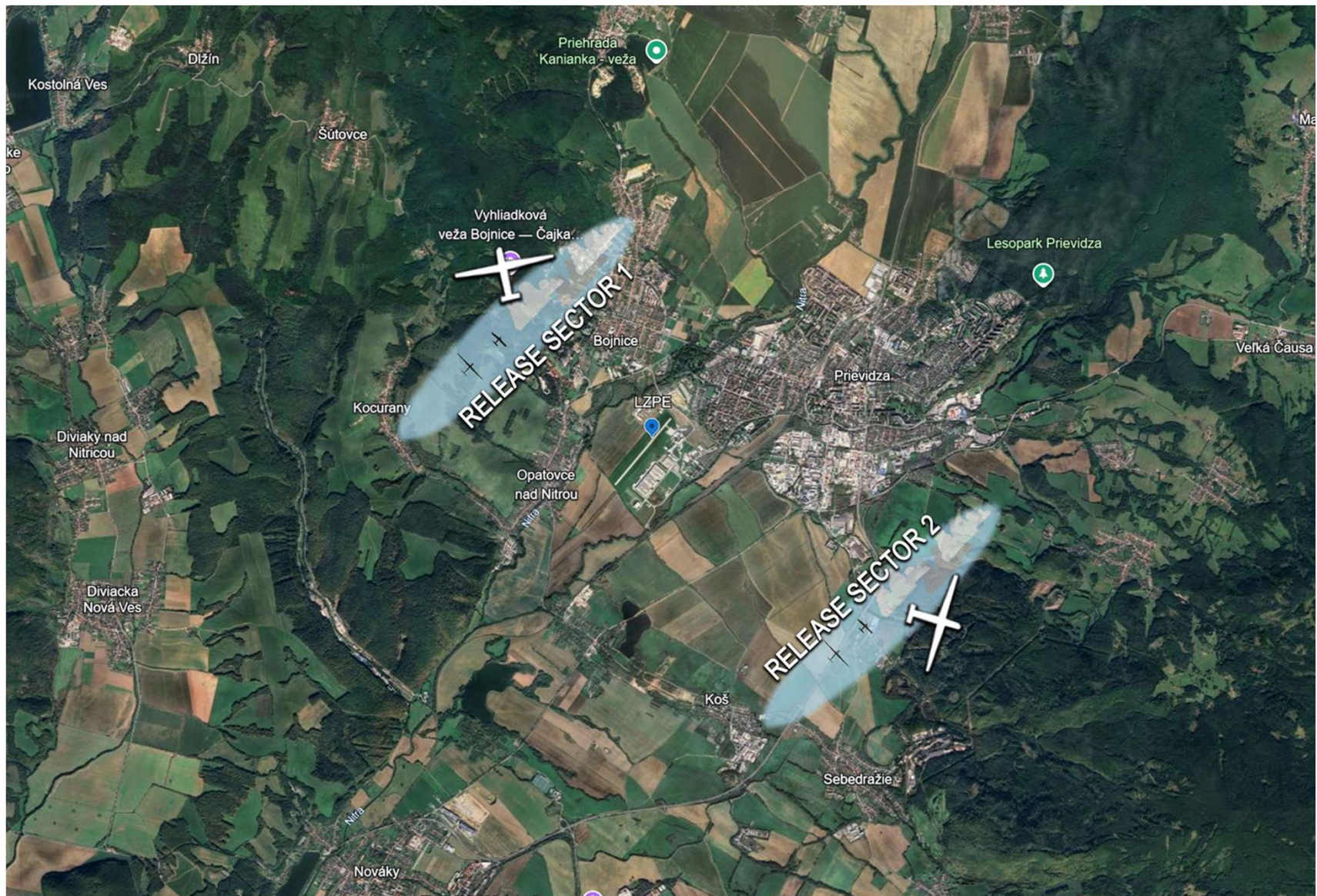
**6.**

***Release areas***

# Release Areas

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- *The release areas for the given day will be **specified during the briefing** or will be updated before the start*
- ***Last time for glider releasing** is signal from tow planes **pilot by rocking wings***
- *The gliders are **releasing in the areas** “Release sector 1”, “Release sector 2”*
- ***In maximum high 860m AMSL.***



**7.**

***Glider Landing  
Procedures***

# Finishing Procedures

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- *Announcing of the arrivals will on frequency*  
**123.055 MHz.**

*For announcing the arrivals:*

- **Prievidza TRAFFIC** (*Competition number*),  
(*distance to finish line in km*)

*As soon as possible at 10km final or last control point of the task used for aligning the sailplanes in the same direction for the final.*

# Finishing Procedures

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- **Prievidza TRAFFIC** (Competition number),  
(distance to finish ring border, in km) - at 2km  
final.

*Those pilots who have decided for a direct landing will say:*

- **Prievidza TRAFFIC** (Competition number)  
**DIRECT LANDING** (RWY specification: Left-  
Left, Left, Right, Right-Right )

# Finishing Procedures

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*Those pilots **who have decided for a speed finish**, taking into account the altitude limits will say:*

➤ **Prievidza TRAFFIC** (Competition number)  
**Circle to land**

*The procedures for joining the circuit of the runway in use for finishers will be specified at the briefing.*

# Finishing Option

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- ***Finish Ring*** *The finish ring will be a **circle with a 5km radius from finish point.***

## Minimum Height for the Finish

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- *The minimum altitude, expressed in **AMSL**, for crossing the finish ring will be specified **at the daily briefing**. Due to geography around the airfield **two finish Ring** configurations will be used. Exact variant will be specified at daily briefing. Minimum altitude **460 AMSL** (southerly directions) or **560 AMSL** (northerly directions)*

## Minimum Height and Maximum Altitude for the Finish

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**Note:** *The altitude for crossing the finish line will be checked on the flight records. Since this measurement may not be precise it **is up to the pilots to take the right margin.***

*During final approach and/or before crossing the finish, pilots **shall maintain a descending flight profile and cross the airfield boundary** at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures.*

# Landing Procedures

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- *The landing frequency is the same as the finish frequency*

**123.055 MHz** call sign **Prievidza TRAFFIC.**

- *As a general rule,*  
**direct landings** will take place on the **East** part of the **runway** while **circle to land** and landings after speed finishes will take place **on the West part of the runway**

*Pilots shall* **land as long as possible without changing direction.**

**Dangerous behaviour will be penalised.**

# Landing Procedures

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- *If several pilots are landing together, the first pilot will land as close as possible to the Eastern edge of the runway*
- *The next pilots a little more to the West.*

***Dangerous behaviour will be penalized.***

# Landing Procedures

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- Not communicated and/or not approved short landing procedure will be considered as: “Incorrect landing procedure” and will be penalised as a safety violation!
- The flight trace must not show excessive pull-ups or dives from 10km to landing. Excessive manoeuvres and pull-ups or dives more than 25m will be penalised as a safety violation!

# Landing Procedures

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- The aim is that all landing gliders must land as long as possible (without changing direction) to allow other gliders to land safely behind and to use as much runway as possible.
- Landed gliders must be removed back from the runway as quickly as possible. For towing of gliders , dedicated paths must be used only.

## **Arrivals on RWY 04**

### **Approach from the South**

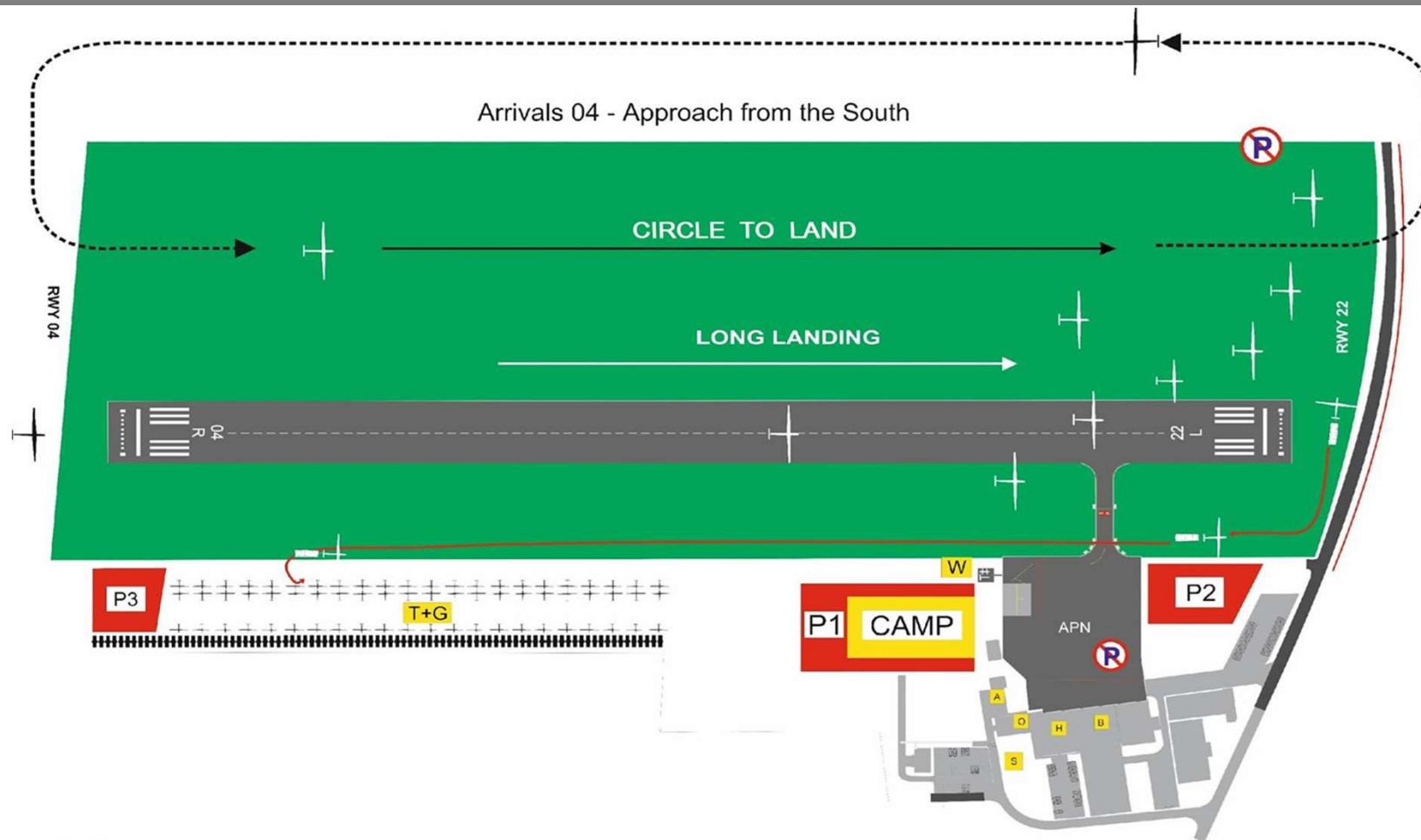
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*the gliders landing after a straight-in approach for the **runway 04** should land according to the above mentioned procedure – **in the last third** of the runway as much to the **RIGHT** as possible (from the landing direction).*

*the gliders which **are not landing after straight-in** approach should **enter the LEFT-HAND** traffic pattern for the **runway 04** (the organisers may change this rule during the briefing) and continue landing **according to the radio instructions.***

# Arrivals on RWY 04

## Approach from the South



# **Arrivals on RWY 22**

## **Approach from the North**

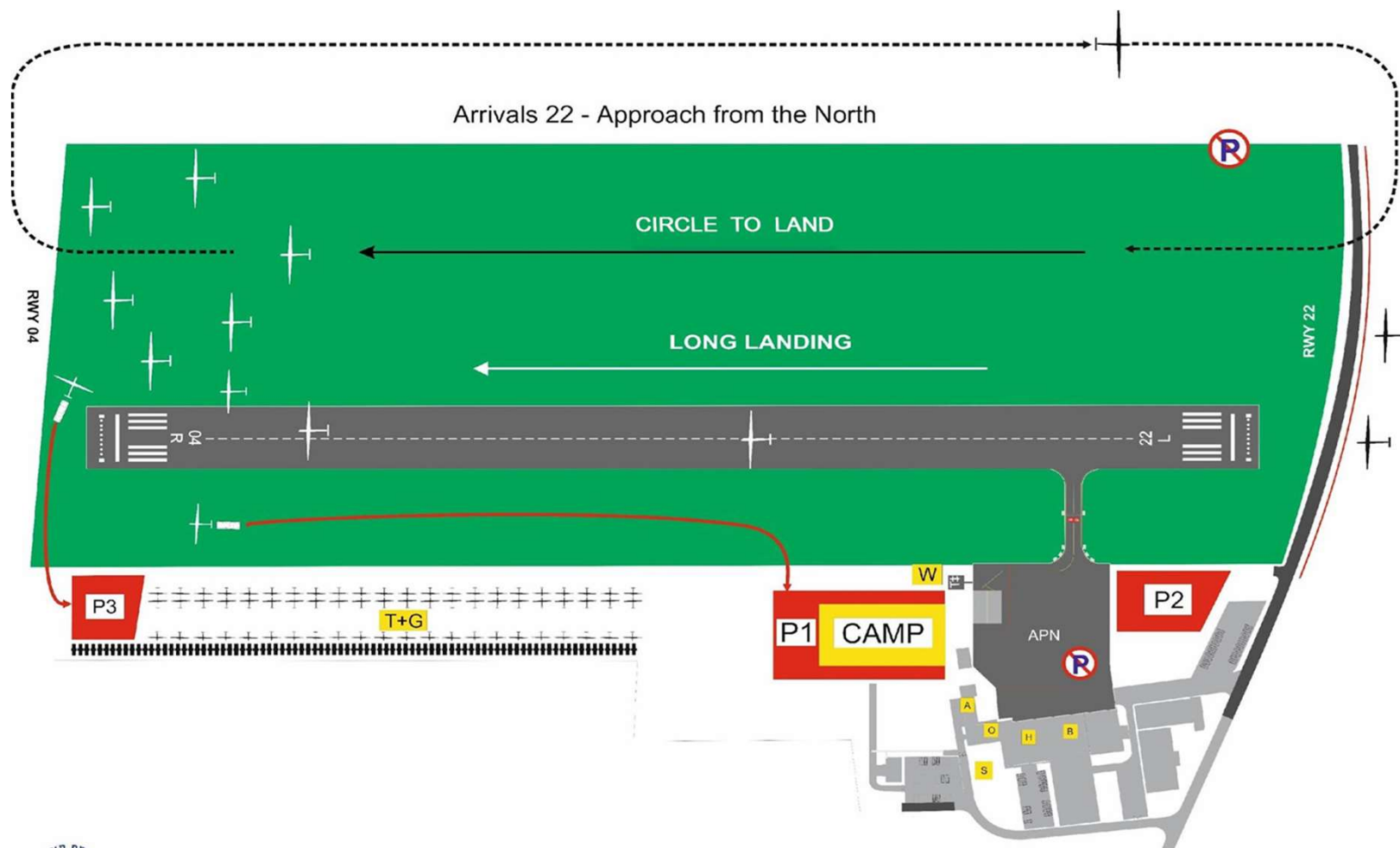
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*The gliders landing after a **straight-in approach** for the **runway 22** should land according to the above mentioned procedure – in the **last third** of the runway as much to the **LEFT** as possible (from the landing direction).*

*The gliders which **are not landing after straight-in approach** should enter the **RIGHT-HAND traffic** pattern for the **runway 22** (the organisers may change this rule during the briefing) and continue landing according to the radio instructions.*

# ***Arrivals on RWY 22***

## ***Approach from the North***



## ***Obstacles Around the Airport***

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- 1) High voltage line west of airport!!!***
- 2) Voltage line in front of THR RWY22 !!!***
- 3) 2 Roads in front of THR RWY22 !!!***
- 4) Approach from North - town Prievidza !!!***
- 5) Chimney Nováky***

# Obstacles Around the Airport

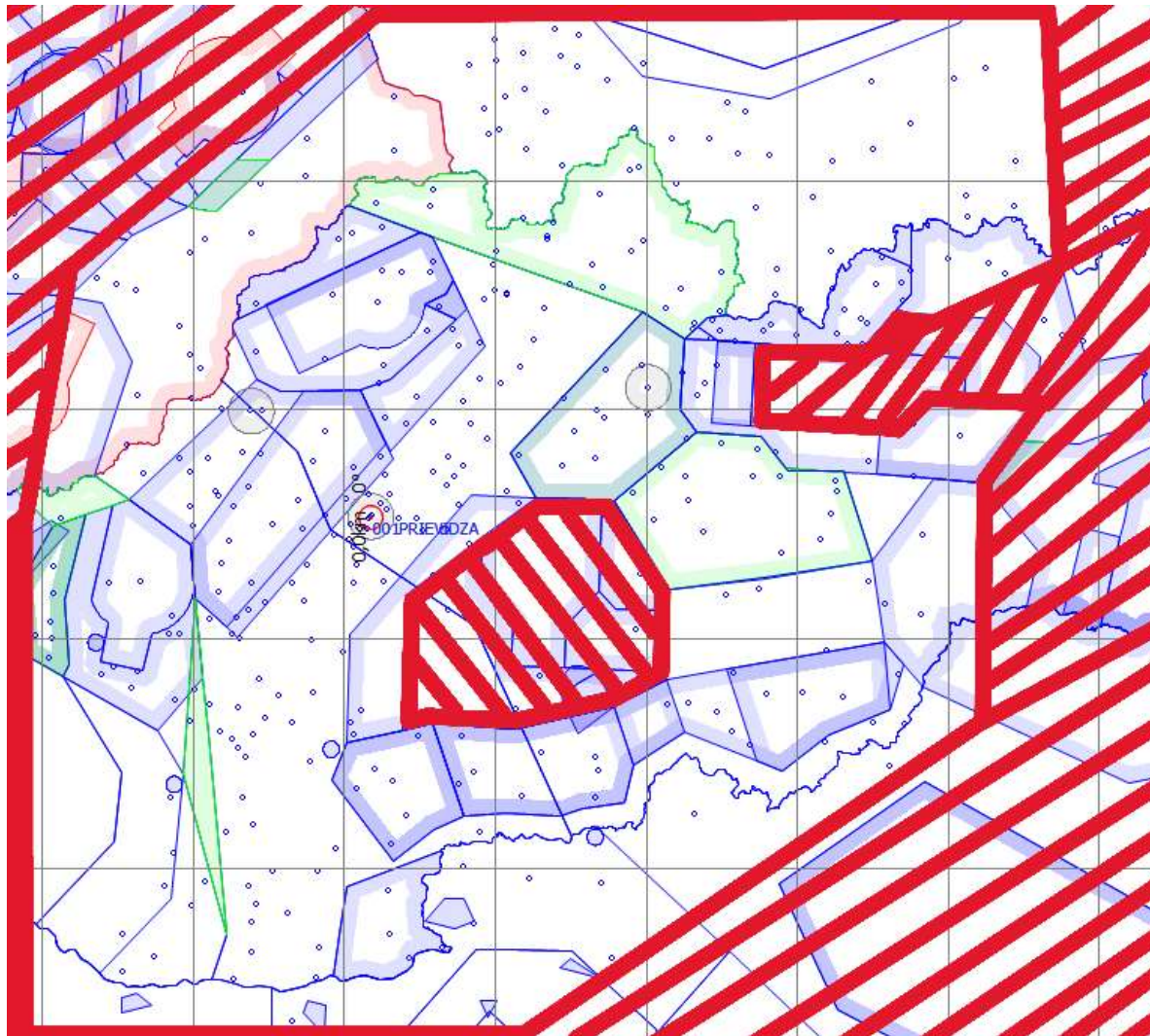


## OBSTACLES



# Competition Area

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***Thank you for reading  
and  
we will be happy to answer  
your questions***