



7th FAI JUNIOR EUROPEAN GLIDING CHAMPIONSHIPS

A CHAMPIONSHIP DETAILS

Name of the Event	7 th FAI Junior European Gliding Championships
Location of the Event	Prievidza Airfield, Prievidza, Slovakia
ICAO Identifier	LZPE
Latitude	048°46.05' N
Longitude	018°35.42' E
Elevation;	260 m / 853 ft MSL
Time Zone (UTC Offset);	UTC + 2 Hours

Time Schedule

Preliminary entries due	28-02-2025
Final entries due	01-04-2025
Reserve Pilots Accepted after	28-06-2025
Deadline for approval of new GNSS FRs	02-07-2025
Airfield availability for training flights	08-05-2025
Registration period begins	28-06-2025
Registration period ends	03-07-2025
Technical inspection period begins	01-07-2025
Technical inspection period ends	03-07-2025
Configuration change closes	03-07-2025
Unofficial training begins	28-06-2025
Unofficial training ends	01-07-2025
Mandatory Safety Briefing	05-07-2025
First official Team Captains' briefing	05-07-2025
Official training begins	02-07-2025
Official training ends	04-07-2025
Opening Ceremony	05-07-2025
Contest flying begins	06-07-2025
Contest flying ends	19-07-2025
Farewell party	19-07-2025
Closing Ceremony and Prize giving	20-07-2025

B SPECIFIED PROCEDURES

1. GENERAL

1.1 Additional Objectives of the Championship

Promote sport of soaring in Slovakia

Promote the region as a tourist destination

Promote the use of the high-performance UL-LSA tow planes to eliminate the impact, both noise and CO2 pollution, on local Environment during the take off period

1.2.1 Documents applicable to this Championship;

- FAI Sporting Code General Section - 2025 Edition
- FAI Sporting Code Section 3 – Gliding - 2024 Edition
- Annex A to Section 3 - 2024 Edition
- IGC Procedures for handicapped classes - valid from 1 October 2024
- FAI Disciplinary Code – Edition 2023
- FAI Code of Ethics – Edition 2024

1.3.1 Championship Classes;

✓ Club Class

✓ Standard Class

1.4 Responsibilities of the Organisers

1.4.1 Name of NAC

Name of National Organisation running the event:

Slovak National Aeroclub

Name of the Local Organisation running the event:

AEROKLUB LETISKO PRIEVIDZA

Letisková 8

971 03 Prievdza

Slovak Republic

1.4.1.1 Contact Information for the event

Contact person: Roman LEPORIS

Phone: +421 46 543 06 11, +421 911 110 504

Fax: +421 46 543 81 11

E-mail: info@aeroklub-prievidza.sk

Website: www.jegc2025.sk

Banking details for the event:

Bank name: SLSP pobočka Prievdza

Account No.: 66508253

Bank code: 0900

IBAN: **SK32 0900 0000 0000 6650 8253**

SWIFT: GIBASBXX

1.4.1.2 Units of measurement

Distances - Kilometers (km)
 Altitude - Meters QNH/AMSL (m)
 Mass - Kilogram
 Speed - Kilometers per hour (Kph)
 Vertical Speed - Meters per second (m/s)
 Wind Speed – Meters per second (m/s)

1.4.1.3 Time of Contest Sunset

Will be published on daily task sheet

1.4.1.4 Primary digital messaging by the organisers will be

Whatsapp groups will be used for communication among competitors and organizers and competitors. Some specific groups will be only one way. E.g. organizer to competitor group.

1.4.2.1 Additional safety rules

- Simple web form will be used as Online Safety box at official website. All reports will have anonymous option.

Pilots and Team Captains are encouraged to use this to raise a safety incident or suggestion for attention of the Safety Officer.

Safety comments are welcome at any time and can be directed to the Safety Officer, Sporting Director or Championships Director.

General safety rules:

- The airport maps which show the access roads, the areas reserved for gliders, trailers, caravans, visiting airplanes and motor vehicles will be a part of **Self Briefing Presentation** (further **SBP**).
- The pilots and their teams are kindly requested to comply with all rules published in Local procedures and Self Briefing presentation. Self Briefing Presentation is an integral part of Local procedures.
- Additional safety rules may be imposed and announced at championship briefings. Such safety rules are considered of the Local Procedures and will be provided in written form to all competitors if appropriate.
- Irrespective of any provisions in the Sporting Code, Competition Rules - Annex A, Local Procedures, Task Sheets, Competition Management decisions etc., the pilot remains solely responsible for the glider, its operation, and compliance with legal requirements and air law.
- In participating in the championships, all pilots commit themselves to fair sportsmanship, to the fundamental principles and core values of the FAI as set out in the Code of Ethics, and to the highest possible degree of mutual respect. Air safety (including the other competitors' safety) has absolute priority in any circumstances.
- In case of a serious accident, a competitor who observes or becomes aware of the accident shall immediately communicate the information to the CD directly or through other competitors and carry out any action useful for the rescue. If the accident implies rescue action by one or more competitors, the CD, once informed of the fact, may announce the cancellation of the task by radio and via official WhatsApp communication channel.

1.4.5 Instructions for obtaining navigational charts

A paper map of competition area will be provided for free to every competitor.

1.4.5.2 Control Point file format

A Naviter CUP file will be published at official competition website www.jegc2025.sk

1.4.5.3 Airspace file format

A Naviter CUB file will be published at official competition website www.jegc2025.sk

1.4.5.3 Use of Sporting Limits (Airspace Buffer Zones)

None

2. CHAMPIONSHIP OFFICIALS

Championship Director	Tomáš Bobok
Sporting Director	Barbora Moravcová
Safety Officer	Tomáš Bobok
Operations manager	Barbora Moravcová
Task Setter	Tomáš Bobok
Chief Scorer	Eduard Niko
Meteorologist	Jan Horak

IGC Officials;

International Jury

- President Marina Vigorito
- Member TBD
- Member TBD

Stewards

Chief Steward	Patrick Pauwels
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3. NATIONAL TEAMS

3.4.2 The Entry fee is 854,- Euros

The entry fee will not be refunded when late notice of participation cancellation or absence without notice. The entry fee is payable by bank transfer no later than **1.04.2025**. (the date of crediting the Organiser's bank account).

Other fees payable are

- Towing fee

Club class:	60, - €
Standard class:	65, - €
- Self-launch fee is

20 €/self-launching glider with electric motor
10 €/self-launching glider with petrol engine

The Organiser will require paying for **5 aerotows** in advance (cash or card, during registration) to staff at the contest site. This payment, together with all camping and accommodation fees (if applicable), must be done by **03.07.2025**.

Aero-tow/self-launch if unused will be refunded in full.

- Aero tow (in case of out landing) from the airport 4 €/min

Information about accommodation :

Tent in the camp	5 €/night
Caravan/Van in the camp	7 €/ night
Person in the camp	5 €/ night
Power supply connection	
(tent/caravan/van/car/glider)	4 €/ night
Rooms at the airport	38 €/room/ night
Wooden cottage at the airport	85 €/cottage/ night (max 5 persons)
Local tax	1,5 €/per person/ night

Meals in the aero club restaurant according to the actual price list.

3.4.3a Number of allowable entries per NAC is 3 pilots in each class.

3.4.3b In total: max. 100 pilots.

3.5.4a Additional documentation required

Countries that require visas to enter Slovakia, Czech Republic, Poland, and Hungary must organise them by their means in time. If invitations are needed, Organisers will provide such documents - info@aeroklub-prievidza.sk.

The following documents shall be presented at registration:

For Pilots:

- Proof of nationality or certificate of residence (FAI General Section 3.4); ID card or passport
- Pilot Licence or equivalent document issued or validated by the authorities of the country in which the sailplane is registered, or of the country where the Championships takes place (Slovak Transport Authority; from 08.04.2018 regulation of the European Commission No. 1178/2011) and complying with the recency requirements.
- A valid medical certificate, if required by the pilot's licensing country, valid for the duration of the championship
- A Therapeutic Use Exemption (TUE) if, due to health problems, the pilot is taking any medicines that are on WADA's prohibited list

For the Sailplane:

- Certificate of Airworthiness, Valid ARC or Permit to Fly valid for SVK, CZE, POL, HUN for the championships period
- Valid weight and balance sheet of the glider
- Flight manual and Logbook
- Third-party insurance certificate with required coverage (see 3.6.1)

3.5.4b Documents originals required to be carried on board the sailplane as specified in the aircraft

Certificate of Airworthiness, Experimental Certificate or permit to fly
 Proof of nationality or certificate of residence (FAI General Section 3.4); ID card or passport
 Valid Pilot License or equivalent document, radio licence and pilot's logbook
 Valid Certificate of Airworthiness and Airworthiness Review Certificate or Permit to Fly
 Certificate of Registration
 Glider radio licence
 Glider Flight Manual and Logbook
 Proof of third-party insurance coverage for the glider
 Aeronautical Chart ICAO 1:500 000 (BRATISLAVA, Poland, Czech Republic, Hungary)

When registering, the pilot must sign the document to confirm that the competition glider is airworthy and that all documents (including the pilot's personal documents) are valid throughout the whole competition period.

3.6.1 Third Party Insurance coverage is required of at least

Third Party Liability insurance – not excluding competitions – is required for each participating sailplane. The required coverage must comply with EU Regulation 785/2004 which states the following limits:

- Certified MTOM < 500 kg Minimum Limit SDR * 750 000
- Certified MTOM > 500 and < 1000 kg Minimum Limit SDR * 1 500 000

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

Documentary proof of insurance shall be made available to the Organiser in Slovak, Czech, or English languages.

4. TECHNICAL REQUIREMENTS

4.1.1c Flight Tracking Devices to be carried on board: No

4.1.1e Hi vis markings required? No

4.1.2b Instruments that must be removed or disabled;

Additional instrumentation limitations and procedures not covered by SC3A 4.1.2b

The following instruments shall not be carried on board:

- Gyro instruments or other instruments permitting pilots to fly without visual reference to the ground (e.g., Bohli and Schanz KT1 or other gimballed compasses, turn and bank indicators).
- Any kind of Artificial Horizon
- Attitude and Heading Reference System (AHRS) Module

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

Additional Mandatory equipment:

- All primary recorders with Flarm or Flarm devices, even without IGC certification, will need to have a report from Flarm range analyser. This report will be requested upon online registration. Flarm range analyser - <https://www.flarm.com/en/support/tools-software/range-analysis/>
- All instruments, PDA's, GPS navigators etc. must be firmly mounted in the cockpit in such a way that the pilot's vision is not affected.

4.3 Contest Numbers

Attention is drawn to this rule.

The contest numbers, as validated by the Organisers, shall be displayed:

4.3.1a. On both sides of the tail fin and/or rudder. These must be at least 30 cm high.

4.3.1b. On the glider trailer and crew car.

4.3.2 Contest numbers shall consist of not more than three letters or numerals or a combination of letters and numerals in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.

4.3.3 The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing, of low contrast or otherwise illegible. Competitors not complying with the Organiser's requirements shall be denied competition launches.

4.4 RADIO FREQUENCIES

4.4.1 Radio frequencies to be used during the Championships

✓ Are listed below

Transmissions may only be made on frequencies specified by the Organisers. Frequencies will be a part of the Self Briefing and will be mentioned also on the task sheet.

Call sign **PRIEVIDZA GROUND - FREQ 122.605 MHz** - for launches and re-landing during launches.

Call sign **PRIEVIDZA TRAFFIC - FREQ 123,055 MHz** - for all airport operations, line, finish line and landing.

Operations frequency for;

Launch -	122.605 MHz
Finish -	123,055 MHz
Landing -	123,055 MHz
Start gate frequency -	122.605 MHz and 123,055 MHz
Common Safety frequency -	121.500 MHz

- Radio communication required for contact with Air Traffic Control

Transmissions may only be made on frequencies specified by the Organisers. Frequencies will be a part of the Self Briefing and will be mentioned also on the task sheet.

- Radio frequencies to be used during the championships

Call sign **PRIEVIDZA GROUND - FREQ 122.605 MHz** - for launches and re-landing during launches.

Will be activated 30 minutes before the first planned take off and will be deactivated 30 minutes after opening the start line for the last starting competition class.

Pilots are obliged:

- Activate FREQ 122,605 MHz at the beginning of the take off.
- Stay on FREQ 122,605 MHz during the launch and re-landing during launches until they have left the release area

Call sign **PRIEVIDZA TRAFFIC - FREQ 123,055 MHz** - for all airport operations, line, finish line and landing.

Pilots are obliged set FREQ 123,055 MHz:

- After leaving the release area
- During the finishes and the landings, from at least 10 km away from the finish line until the sailplanes have been removed from the runway.

- Frequencies allocated for flight safety

Frequency **123.055 MHz** (Call sign PRIEVIDZA TRAFFIC) and common emergency frequency **121.500 MHz** will be used for flight safety purposes.

TEAM FREQUENCIES (The list of FREQ will be announced before the training period) – frequencies for all team communication related to the contest.

5. GENERAL FLYING PROCEDURES

5.3.1b Additional data communication specifically allowed by the Organisers:

Wireless communication between pilots and team captains is allowed.

6. TASKS

- 6.1 Task Types:
- Racing Task
 - Assigned Area Task

7. COMPETITION PROCEDURES

7.1 e. Procedures for discharging water ballast on the ground after daily weighing (if any):

Competitors can discharge ballast after passing through weight control and before arriving on the launch grid on runway. Discharging water ballast on the grid is prohibited. Any problems concerning water ballast or fuel on the grid must be resolved under control of a Steward. The violation will be penalised.

7.2.2 Contest site boundaries:

- ✓ Will be published in Self briefing

7.3.1e Additional launch procedures

- ✓ Will be published in Self briefing

7.3.2 Launch procedures for Motor gliders;

- ✓ Will be published in Self briefing

All gliders equipped with MoP (engine) shall comply with all the requirements for gliders and carry FR's which have an IGC-approved MoP function (ENL or other).

The engine of self-launching motor gliders must be started and run for a **maximum two minutes** before the launch.

Self-launching motor gliders shall follow the same climb-out path as the aero-towed gliders in their class.

Aero-towing motor gliders having a MoP must start and run an engine **for a maximum two minutes within 5 minutes after release.**

7.3.2a Maximum altitude of climb after self-launch MSL

Motor-gliders, after self-launching, must stop their MoP not higher than **900m AMSL** in the release zone of appropriate class or immediately descend to this height within the release area.

7.3.2c Procedures for restarting MoP without an intervening landing:

Will not be used.

7.3.3 Release areas, towing patterns and release heights;

The standard release height will be 860m AMSL

A depiction of the release area;

✓ Will be published in Self briefing

The release zones of each class will be announced before take-off **during the briefing**. In case of difficult/changing meteo conditions, the release area can be changed before the first launch of competition class.

7.3.3d Thermalling direction

Outside of the release area, there is no requirement to circle in any particular direction other than the normal rules of the air.

7.4 STARTING

7.4.2.1b Conditions for closing the start

✓ Adverse weather

✓ Other – e.g. operational or safety issues

7.4.2.2 Pre-start altitude will be used.

Details will be specified during the briefing and will be published on the task sheet.

7.4.3 Start Geometry

The Start Option for the championships is a Start Line. A straight line, perpendicular to the track to the first Turn Point or to the centre of the first area. **Length of the line will be 15 km.**

7.4.3.5a Maximum start altitude

7.4.3.5b Maximum start speed

The maximum start altitude, expressed in AMSL, and maximum start speed will be decided at the daily briefing on the day of the competition.

7.7.1 a. Procedures for communicating real outlandings to the Organisers will be

A competitor who has landed out shall contact dispatchers by telephone (call, SMS) without delay **and prior the sunset at the latest** giving them relevant information.

7.7.3 Provision of and requirements for aero tow retrieves

Aero-tows from the fields are not permitted. Aero-tow retrieves will be permitted provided the glider has landed on certified airfield that is safe to perform tow out of and that allows the tug and the glider to be back at the contest site within the limits of legal daylight. Aero-tows of the competing gliders shall be provided only by the Organiser, except in situations when the Organiser delegates this activity to another local aero-tow operator.

7.8.2 Finish geometry to be used a finish ring of radius 5km from finish point with minimum altitude 460m AMSL (southerly directions) or 560m AMSL (northerly directions)

7.8.4 a. Finish procedures

Arrivals must be announced on frequency **123.055** Mhz

The following phrases shall be used:

Prievidza TRAFFIC (Contest number), (distance to finish ring approximately and then as necessary to maintain separation and awareness), (direct landing/circle to land).

Call first at 10km final or last control point of the task used for aligning the sailplanes in the same direction from finish ring/line.

Preferred landing will be a "Direct landing" to the allocated runway.

Gliders with more energy may elect to do a Finish followed by a circuit to the nominated runway

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

Completing a circuit which comes into conflict with the "Direct landing" traffic will be penalised as a safety breach.

7.10.1 Landing procedures;

✓ Will be published in the self briefing

7.11 Flight documentation

Must be submitted within 45 minutes after landing at the home airport.

Flight Log files from the backup Flight Recorder must be submitted 60 minutes after being requested by the Organisers.

7.11.1 Flight log files should be submitted to the scorer by;

Competitors must download their FR's themselves and deliver the IGC file in secure mode **solely via email** to igcprievidza@gmail.com.

If a flight log is not submitted for a flight, it will be presumed that the glider infringed legal airspace and the appropriate penalty will be applied.

Flight log must be presented from each flight, not complying with this requirement may be penalised.

8. SCORING

8.1 Scoring System to be used is Classic

8.1.1 Scoring software to be used is

The official scoring software is Naviter See You Competition (www.naviter.si). Version valid on 01-05-2024

9. COMPLAINTS AND PROTESTES

10. RESULTS AND PRIZEGIVING

Common Procedures for 2025

1 April 2025

1. Official Information

Information required to be published on the official notice board may be published by other means. The acceptable means of publication of official information are as follows:

Official Notice board located... (optional)

Webpage url... (optional)

Text Message Group... (optional)

etc....

The means of publication of official information must be approved by the Chief Steward.

2. Contest Sunset

The time of Contest sunset may be a single time valid for the period of the contest, or it may be declared by the Organisers each day. In both cases, the time of Contest sunset must be published on the daily Task Sheet.

3. Waiver: Optional use of SC3A 7.4.3.5

The use of Energy Control at the Start is optional at the discretion of the Director. Each day at Briefing and on the Task Sheet, it must be stated whether the procedure described in Annex A para. 7.4.3.5 will be used.

4. Interpretation of SC3A 5.3.1b (External Aid)

Restrictions are placed on the data received in the cockpit as follows:

- ☐ With one exception, the data that a pilot receives must be from a publicly available source (i.e. one to which all pilots have access).
- ☐ The exception is publicly available data that has been received by the Team Captain, then processed and relayed to a pilot.
- ☐ No restrictions apply to the hardware or instrumentation that receives and displays that data except that it must be securely mounted.

5. SC3A 7.4.4 (Cylinder Start)

The Cylinder Start will not be used.

C ADDITIONAL LOCAL PROCEDURES REQUIRING APPROVAL BY IGC BUREAU

None