SAFETY BRIEFING

05/07/2025

JEGC PRIEVIDZA SLOVAKIA 2025

WHO IS WHO

COMPETITION DIRECTOR/SAFETY OFFICER - **TOMÁŠ BOBOK**

DEPUTY DIRECTOR/OPERATIONS - **BARBORA MORAVCOVÁ**

CHIEF SCORER - **EDUARD NIKO**

METGUY (remotely) - **JAN HORÁK**

AIRFIELD DIRECTOR - **ĽUBOŠ JÁNOŠÍK**

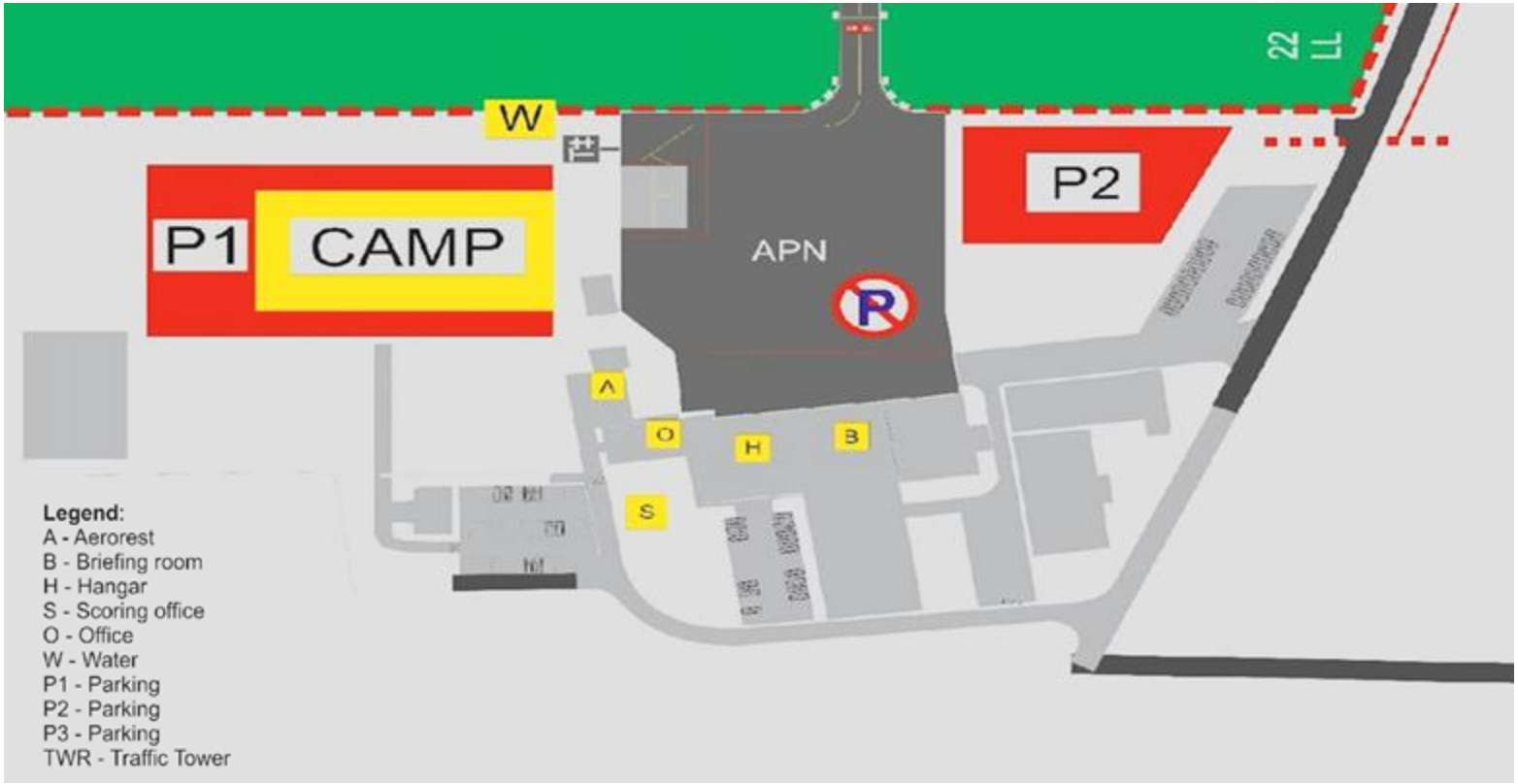
TOWER BOSS - **JIŘÍ WALA**

SOCIAL MEDIA/WEB - **MICHAELA BOBOKOVÁ, ZUZANA HRNČIRÍKOVÁ**

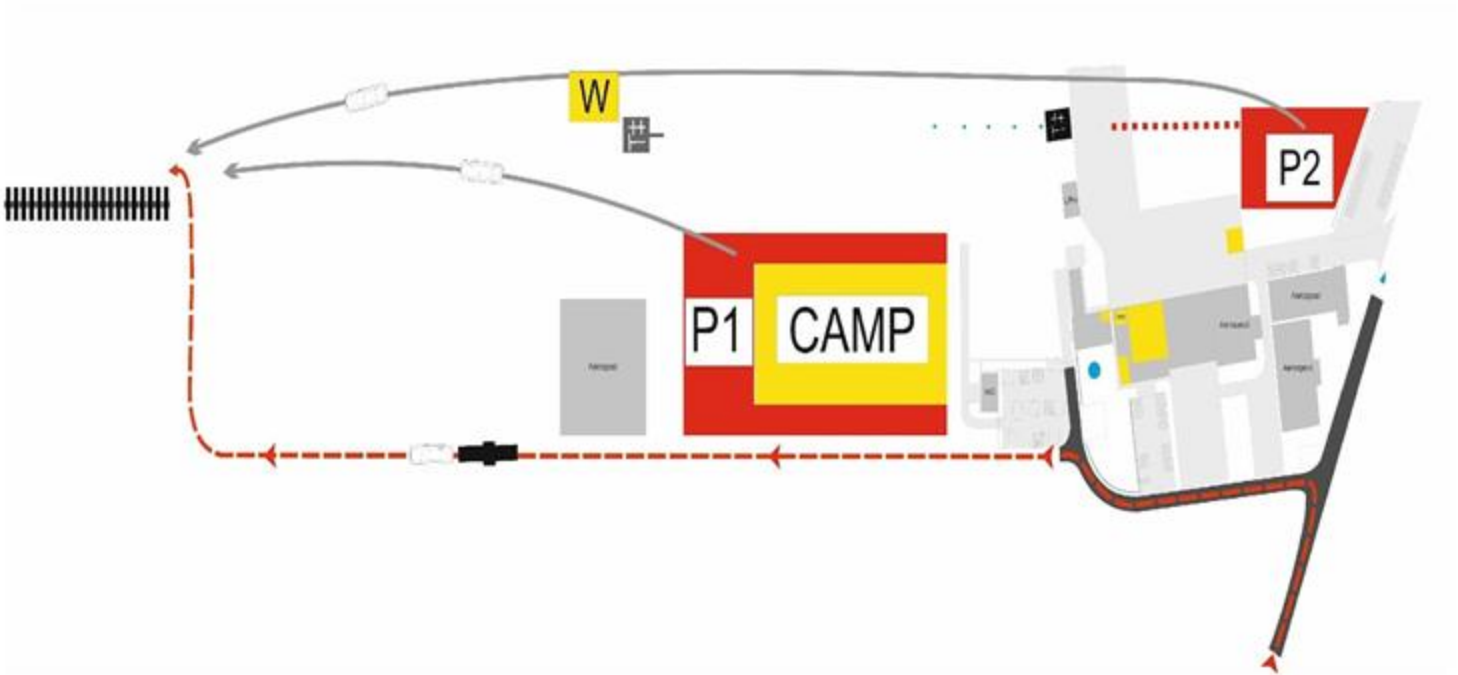
CHIEF STEWARD - **PATRICK PAUWELS**

AIRPORT ACCESS + BOUNDARIES

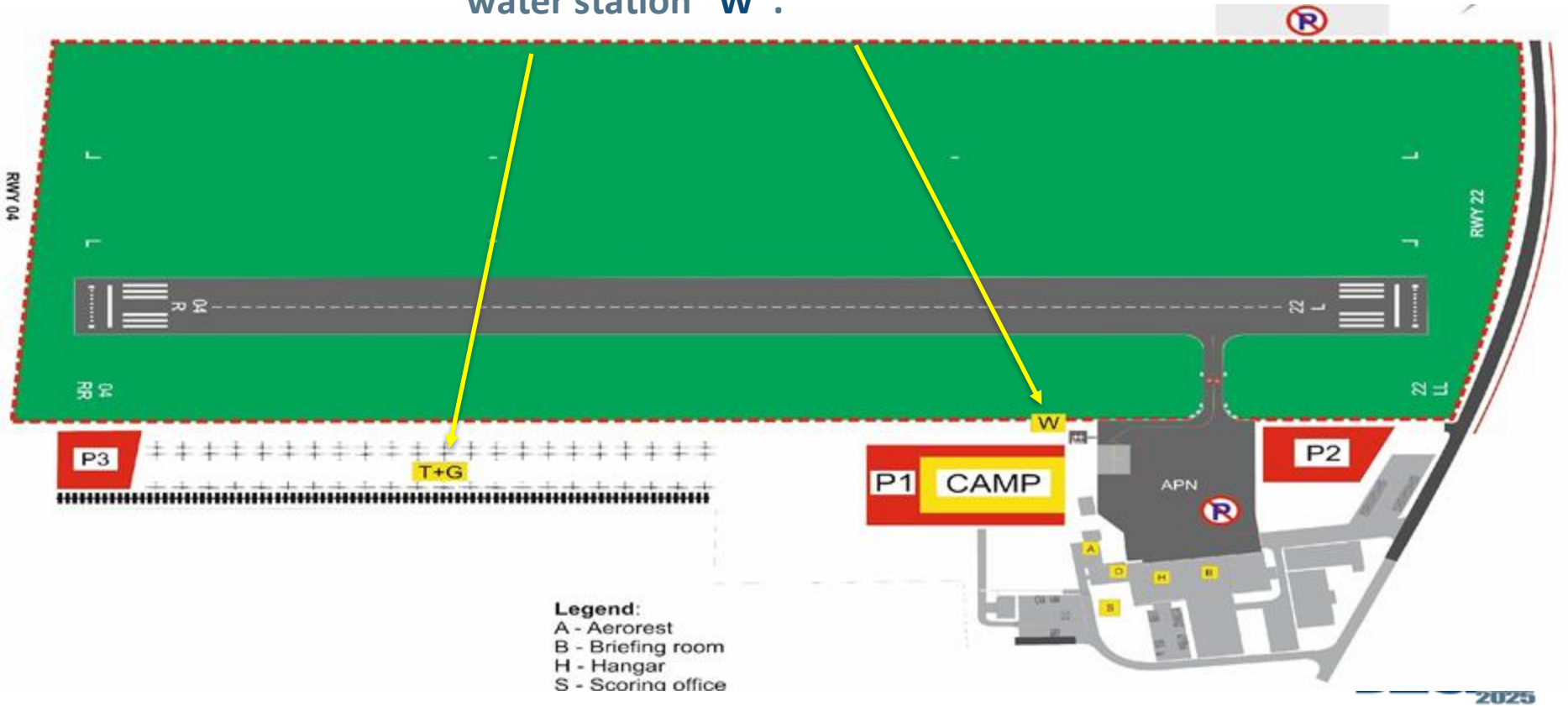
AIRPORT FACILITIES MAP



GROUND MOVEMENT OF PEOPLE, CARS, TRAILERS & GLIDERS



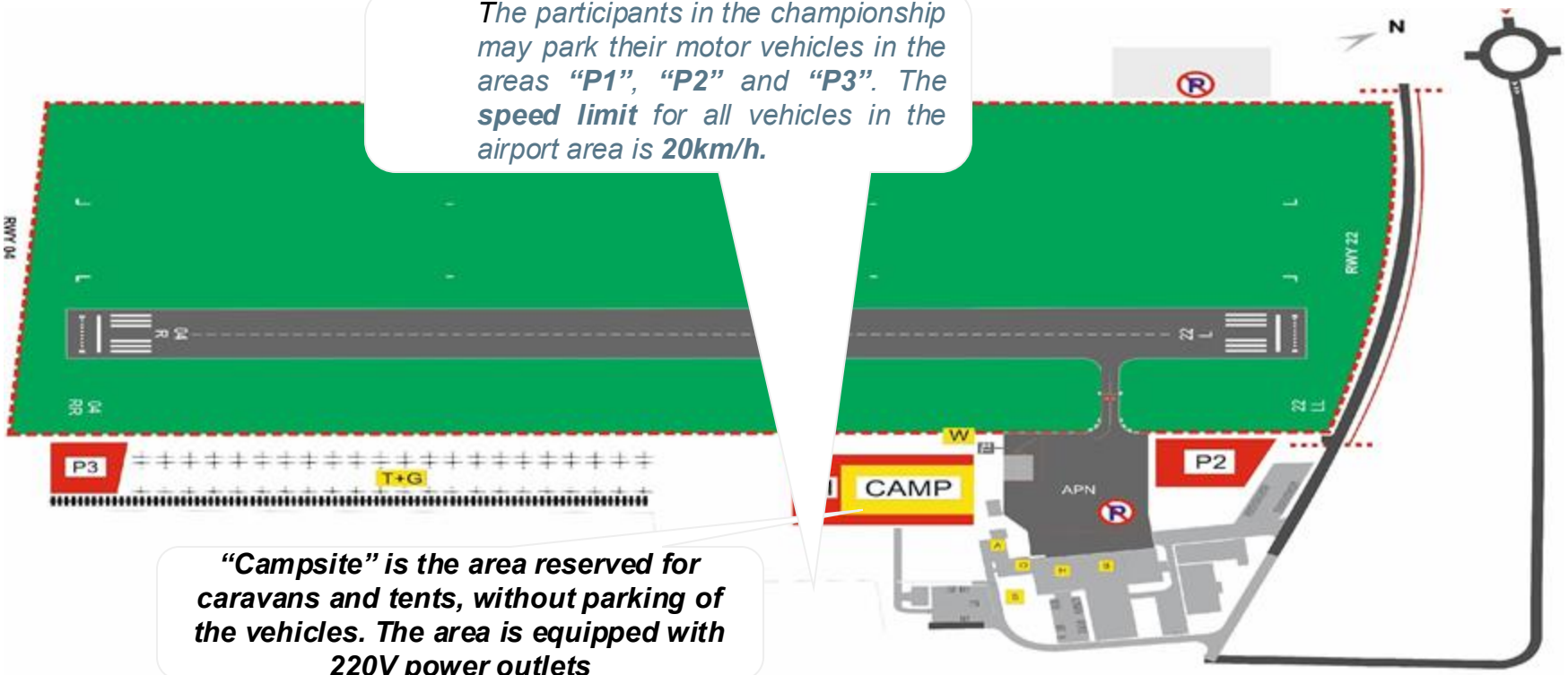
The gliders may be **filled from water tanks** in the parking area “T&G” or directly from the **designated water station “W”.**



AIRPORT MAP


All trailers and gliders **have to be parked** in the **"T&G"** parking area.
N
RWY 04
RWY 22
P3
T+G
P1
CAMP
W
APN
P2
Legend:
A - Aerorest
B - Briefing room
H - Hangar
S - Scoring office
O - Office
W - Water
P1 - Parking
P2 - Parking
P3 - Parking
TWR - Traffic Tower

*The participants in the championship may park their motor vehicles in the areas **"P1"**, **"P2"** and **"P3"**. The **speed limit** for all vehicles in the airport area is **20km/h.***



"Campsite" is the area reserved for caravans and tents, without parking of the vehicles. The area is equipped with 220V power outlets

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

Radio FREQs

for launches and re-landing during launches:

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

Will be **activated 30 minutes before the planned start**

will be **deactivated by opening the start line for the last 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

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

122,285 MHz – Czechia
122,060 MHz – Denmark , Italy, Luxemburg
120,785 MHz – France

122,415 MHz – Germany
122,880 MHz – Hungary, Finland
123,385 MHz – Netherlands, Japan

122,860 MHz – Poland
123,835 MHz – Slovakia, Switzerland
129,315 MHz – United Kingdom, Norway

THE LAUNCH GRID

- ★ Gliders will be gridded **in rows of 2 gliders**
- ★ The grid order shall be **rotated by:**
  - **4 rows for Club class**
  - **3 and 4 rows for Standard class** (to keep the full rows)
  - **From back to front** after each Championship day.

THE LAUNCH GRID

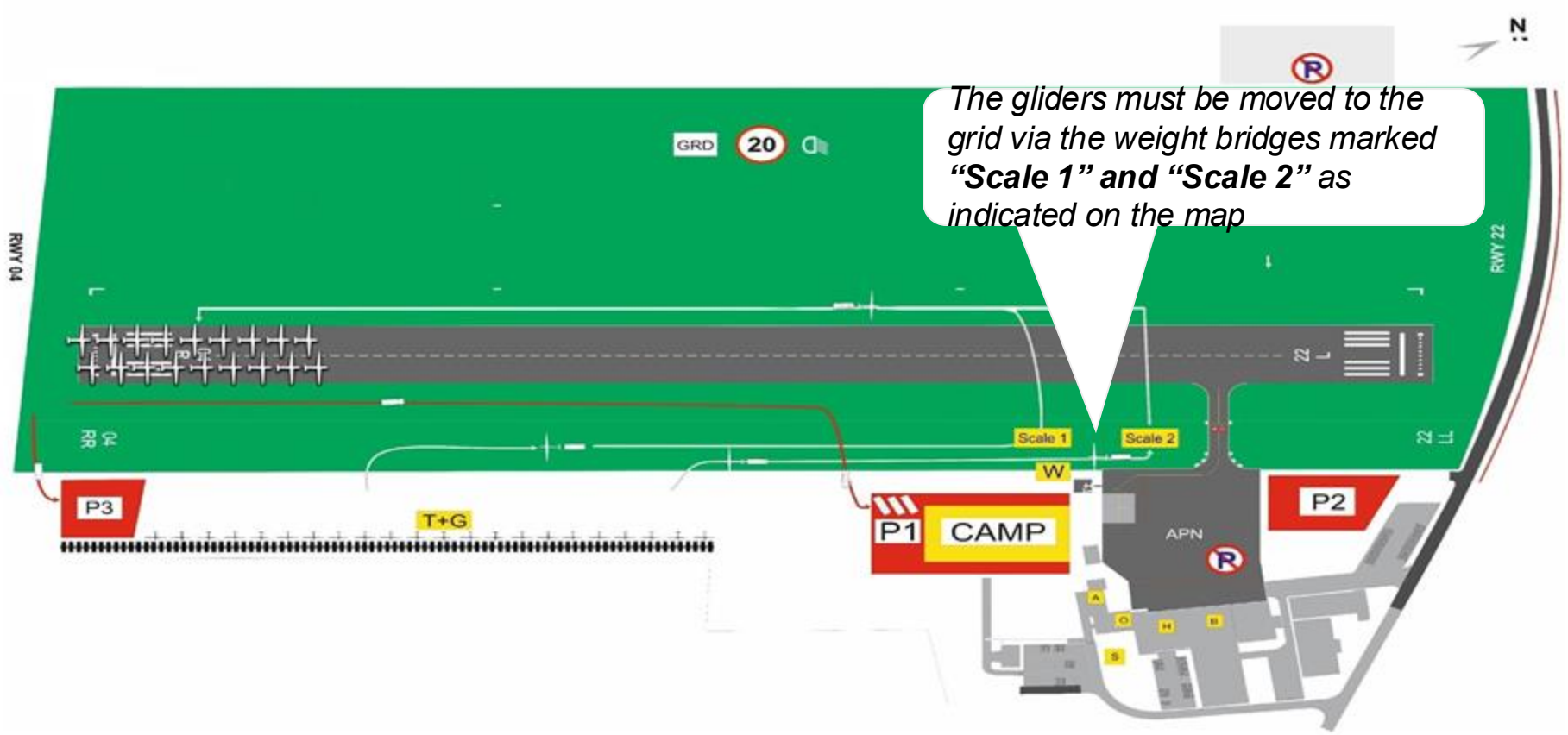
The **grid will open at 8.30 AM LT** and will **close**

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

- ★ Each **glider shall be parked in its own line**
- ★ **Cars shall be removed** from the grid, and driven to the car parking area **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

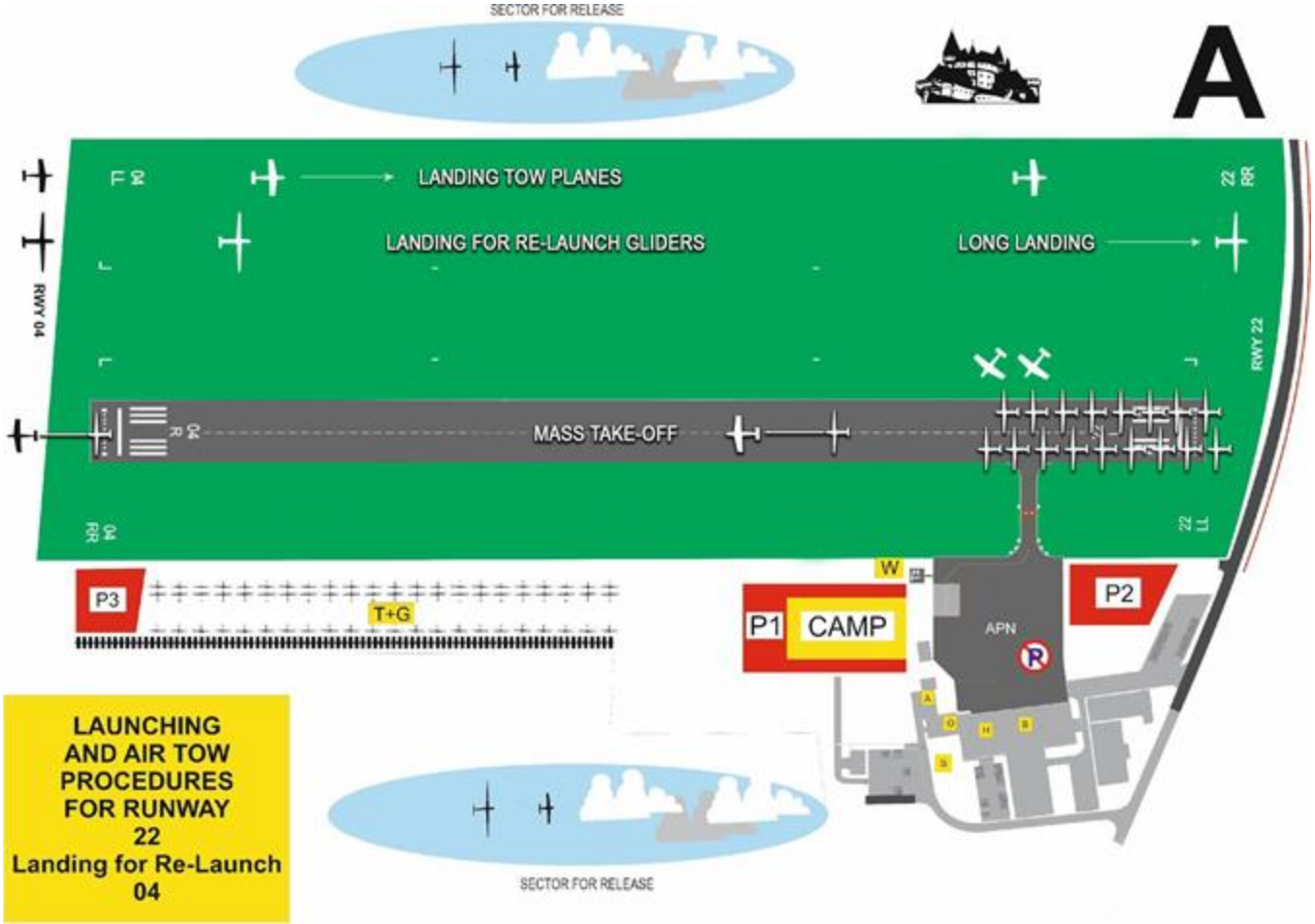
TAKE OFF PROCEDURE

will be announced during
daily briefing

however

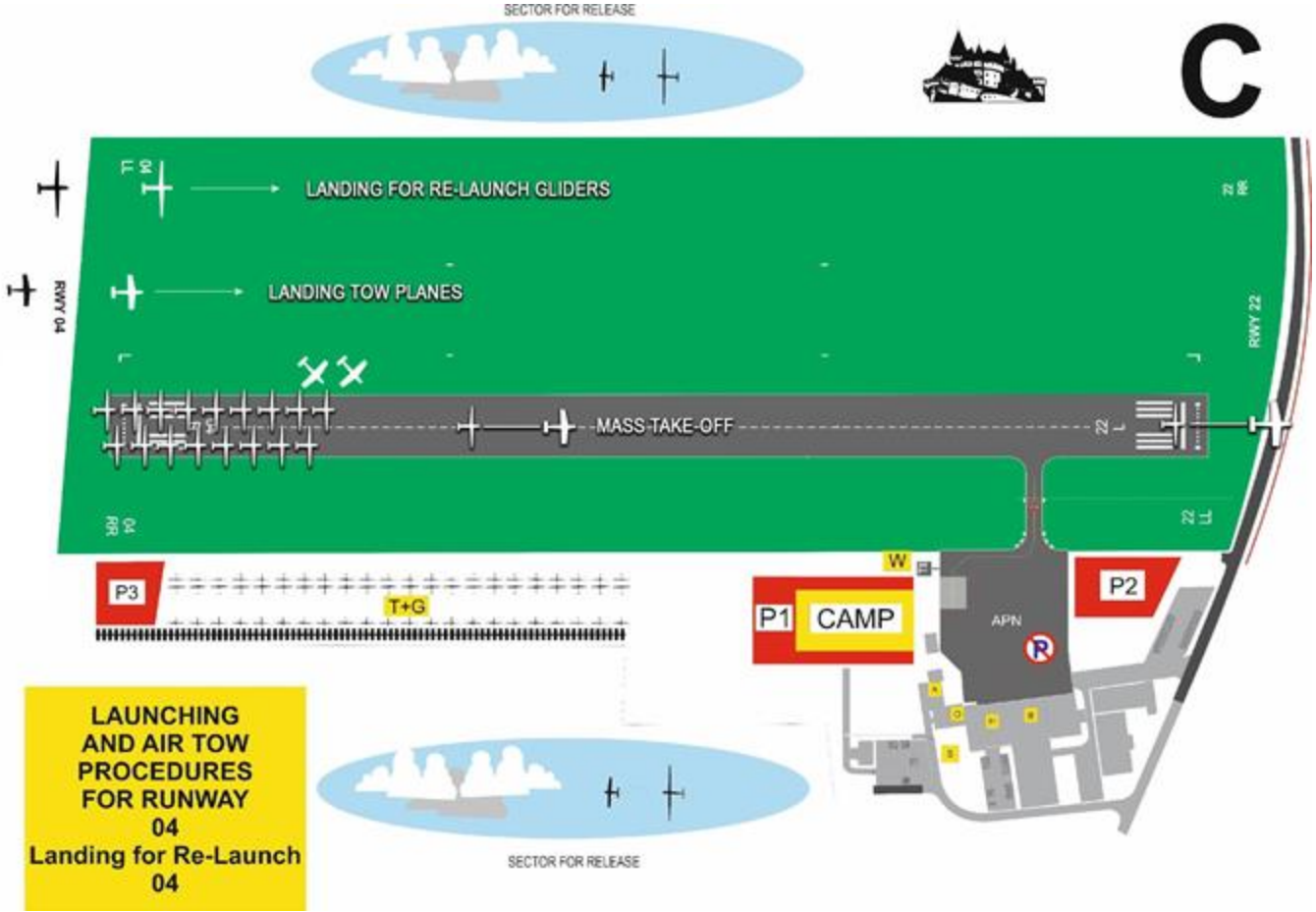
the meteorological conditions

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



LAUNCHING AND AIR TOW PROCEDURES FOR RUNWAY 22
Landing for Re-Launch 04

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



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

RELAUNCHING

Motor gliders **must land** in case of need of a relight

In case of a relight, please follow the paths + check with the marshaller at the grid how to safely pick up the glider.

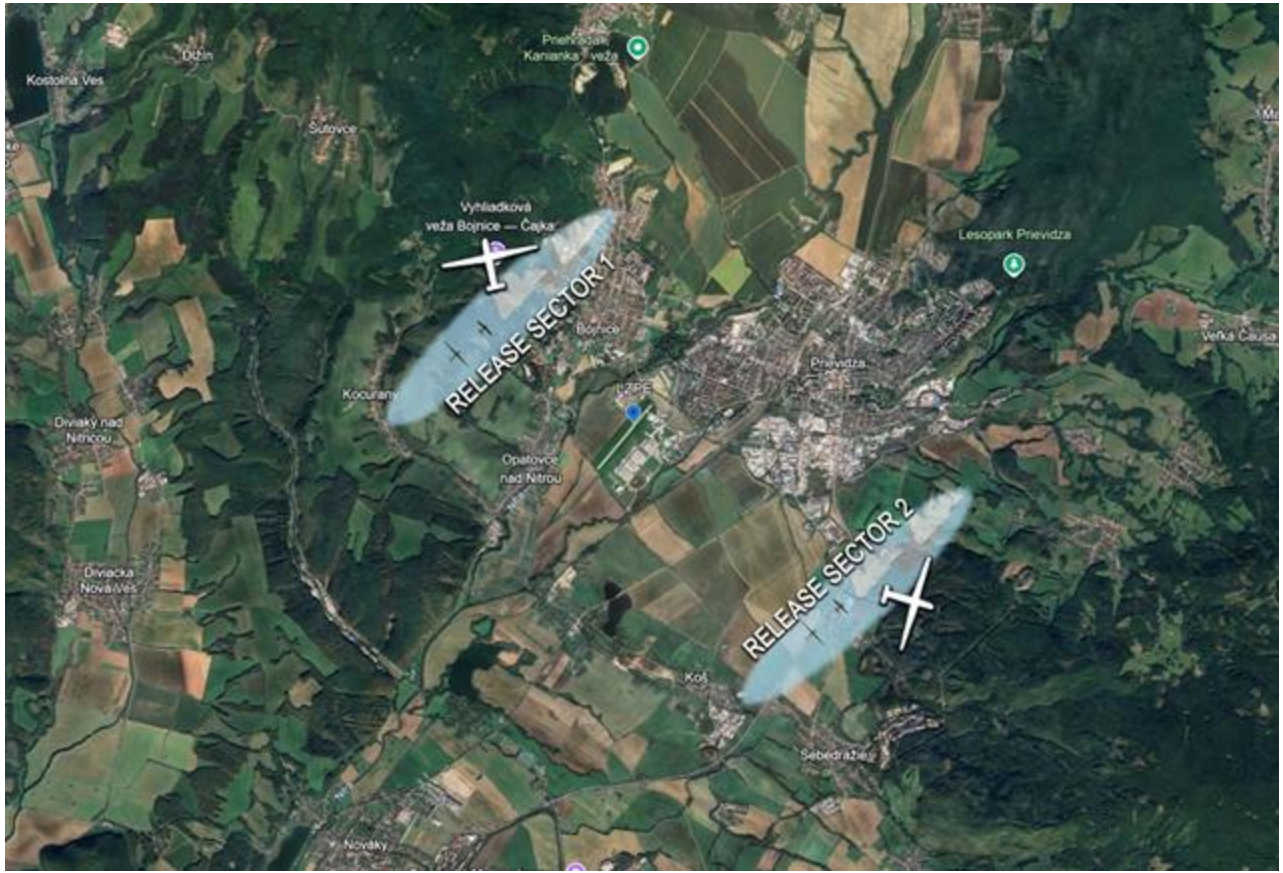
RELEASE AREAS

★ 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 **by rocking wings**

★ The gliders are **releasing in the areas “Release sector 1”,“Release sector 2”**

In maximum height of 860m AMSL


Kostolná Ves
Dolín
Šútovce
Vyhliadková
veža Bojnice — Čajka
RELEASE SECTOR 1
Bojnice
Kocurany
Prievidza
Lesopark Prievidza
Veľká Čausa
Diviaky nad
Nitricou
Opatovce
nad Nitrou
Diviacka
Nová Ves
RELEASE SECTOR 2
Koš
Sebedražie
Nováky

FINISHING PROCEDURES

★ Announcing of the arrivals will on frequency

123.055 MHz

For announcing the arrivals:

★ **Prievidza TRAFFIC (Competition number), (10th km to finish line)**

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

★ **Prievidza TRAFFIC (Competition number), (2km final), (direct landing/circle to land)**

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

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

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

FINISHING OPTION

★ **Finish Ring**

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

MINIMUM HEIGHT FOR THE FINISH

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 & MAXIMUM ALTITUDE FOR THE FINISH

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 people (seen or unseen), vessels, vehicles or structures.**

LANDING PROCEDURE

★ 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 PROCEDURE

★ 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 PROCEDURE

- ★ **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 show **NO 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 PROCEDURE

★ 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** 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

the gliders landing after a **straight-in approach** for the **RWY 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 with **speed finish** should enter the **LEFT-HAND** traffic pattern for the **RWY 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

The gliders landing after a **straight-in approach for the RWY 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 with **speed finish** should enter the **RIGHT-HAND** traffic pattern for the **RWY 22** (the organisers may change this rule during the briefing) and continue landing according to the radio instructions.

ARRIVALS ON RWY 22

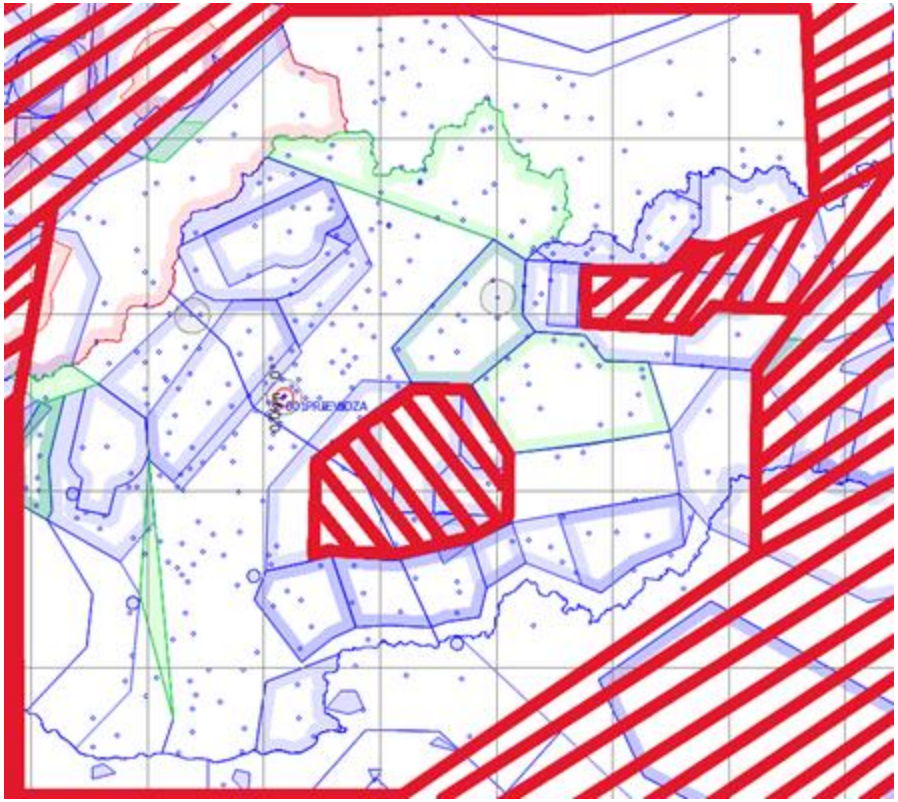
Approach from the North

OBSTACLES AROUND THE AREA

1) **High voltage** line west of airfield!!!
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

COMPETITION AREA



AIRSPACE CLARIFICATION

SAFETY COMITTEES

CLUB CLASS

S4 – Lars Van Breemen

STANDARD CLASS

W8 – Michaela Rendlová


AEROSPOOL
SINCE 1991


PROAVIATE
excellence starts from knowledge


SAMCO
Aircraft Maintenance
Bratislava


JONKER SAILPLANES


ATE
AIR
TRANSPORT EUROPE


TRENČIANSKY
SAMOSPRÁVNY
K • R • A • J


jaxida cover
Uli Schwenk


SVA


AEROKLUB PRIEVIDZA


BOJNICE


Prievidza


KULTÚRNE CENTRUM
BOJNICE
OKNÁ DO SVETA UMENIA


Aquila
Sokoliari AQUILA Bojnice


FAI

I need miss want love Gliding

Have a nice competition!

JEGC 2025