

SAFETY BRIEFING

July 6th, 2019 – July 20th, 2019

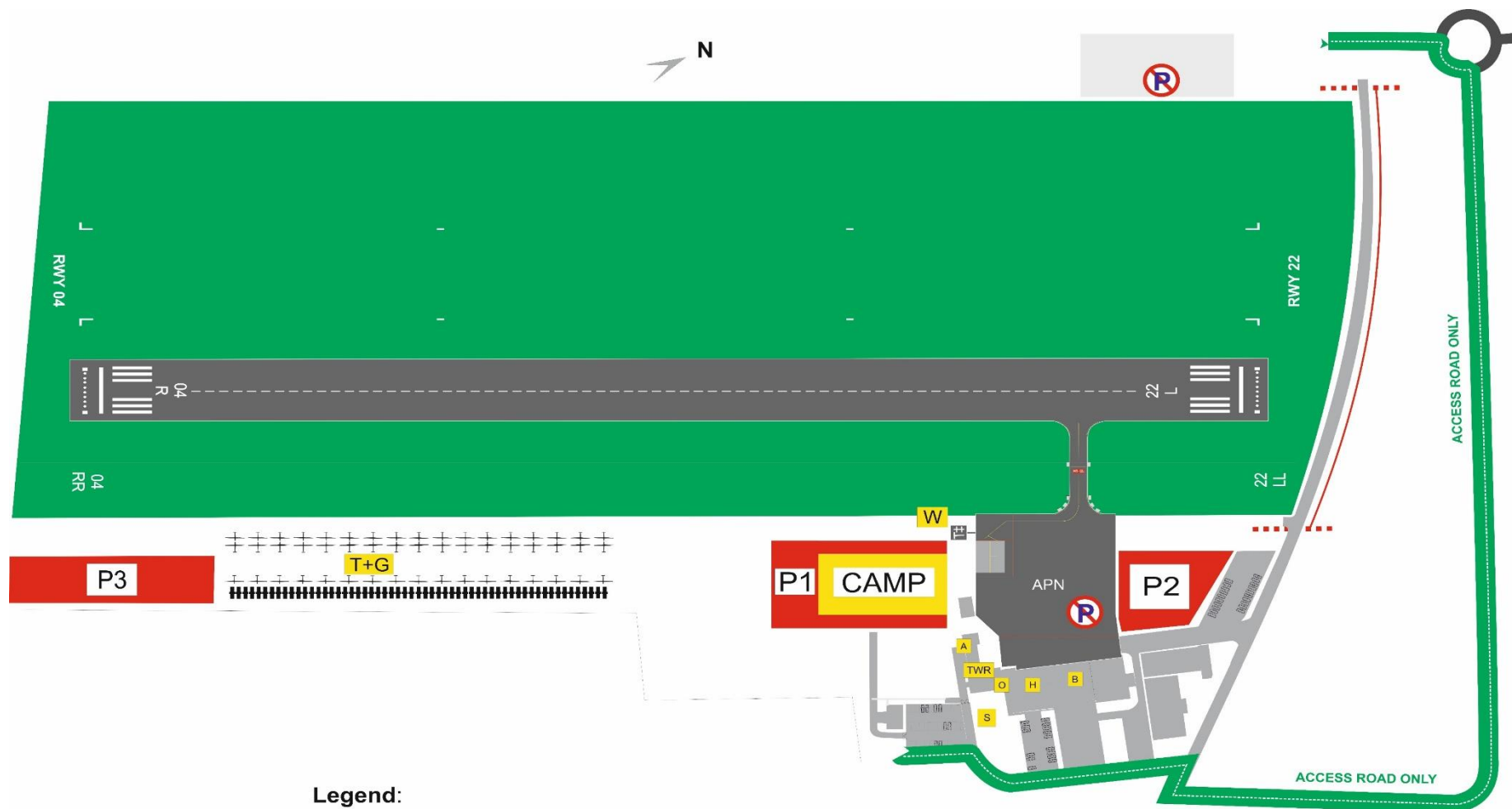


AGENDA:

- 1. Airport access road and facilities**
- 2. Parking of Gliders Trailers and Cars**
- 3. Radio FREQs allocated for flight safety and team frequencies**
- 4. Grid procedures for both take-off directions**
- 5. Launching procedures and Contest site boundaries**
- 6. Release areas**
- 7. Glider landing procedures**
- 8. Obstacles**
- 9. Final notes**

1. Airport Access Road and Facilities

AIRPORT ACCESS

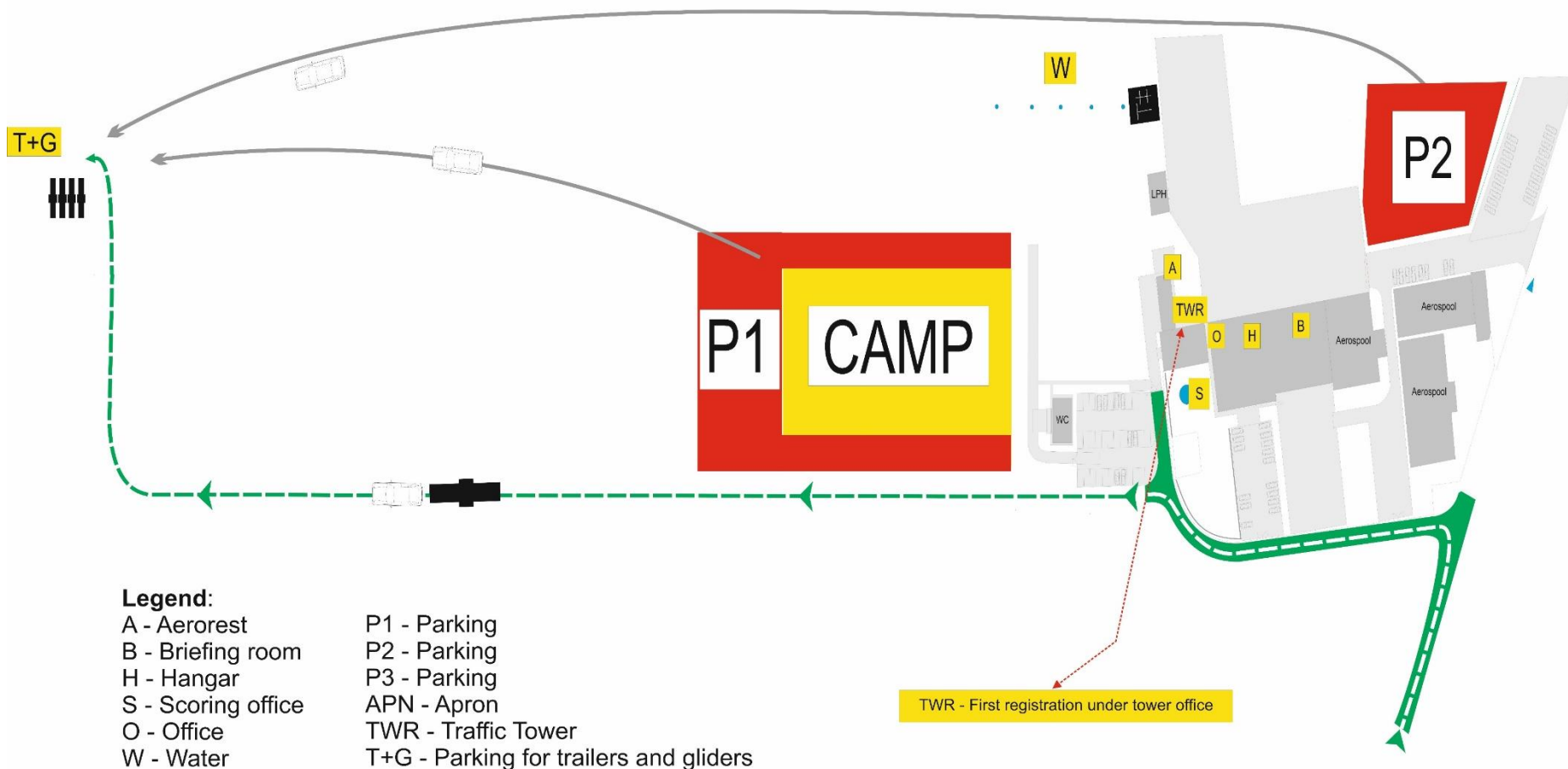


Legend:

A - Aerorest
B - Briefing room
H - Hangar
S - Scoring office
O - Office
W - Water

P1 - Parking
P2 - Parking
P3 - Parking
APN - Apron
TWR - Traffic Tower
T+G - Parking for trailers and gliders

AIRPORT ACCESS T+G



AIRPORT FACILITIES



2.

Parking of Gliders Trailers and Cars

Parking of Gliders Trailers and Cars



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All trailers and gliders
have to be parked in the
“T+G” parking area

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

Car parking on P1, P2 and P3

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PARKING of GLIDERS, TRILERS, CARS



- Every pilot will be assigned his own glider parking slot as a part of the registration procedure
- Glider and trailer parking slots will be grouped by Nation in alphabetical order from the North to the South
- Vehicles to be parked in **P1**, **P2** and **P3** parking place
- Parking in the camp side is strictly prohibited
- Airport speed limit is max **20 km/h**
- Due the safety reasons camping gate will close at 10 p.m. Opening is possible individually – call number **+421 905 410 798**

WIFI CONNECTION

FREE-AEROKLUB

password: airfield

FREE-AEROKLUB5

password: airfield

airfield-prievidza

without password

3.

RADIO FREQUENCIES

ALLOCATED FOR FLIGHT SAFETY AND

TEAM FREQUENCIES

RADIO FREQUENCIES

Call sign **PRIEVIDZA GROUND - FREQ 122.600 MHz**

For launches and re-landing during launches

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

Pilots are required to activated **FREQ 122,600 MHz** :

- At the beginning of the take off
- Stay on **FREQ 122,600 MHz** during the launch and re-landing during launches until they have left the release area

RADIO FREQUENCIES

Call sign **PRIEVIDZA TRAFFIC** - **FREQ 123,055 MHz**

For all airport operations, for competition purposes – start line, finish line

- Pilots switch over to **FREQ 123,055 MHz** at least 10 km before crossing the finish circle until they have vacated the RWY after landing
- After leaving the release area
- On the final glide from at least **10 km** away from the finish circle
- During landing – from the moment pilots join the circuit until they have left the runway

RADIO FREQUENCIES

TEAM FREQUENCIES

Austria, Germany	120,790	MHz
Czech Republic, Slovenia	125,115	MHz
Slovakia, Croatia	125,130	MHz
Finland, Sweden	125,365	MHz
Russia, Lithuania	127,855	MHz
Hungary, Romania, Ukraine	128,090	MHz
France, Belgium, Netherlands	125,135	MHz
Italy, Switzerland	127,465	MHz
Poland, Denmark	128,780	MHz
United Kingdom, Spain	128,110	MHz

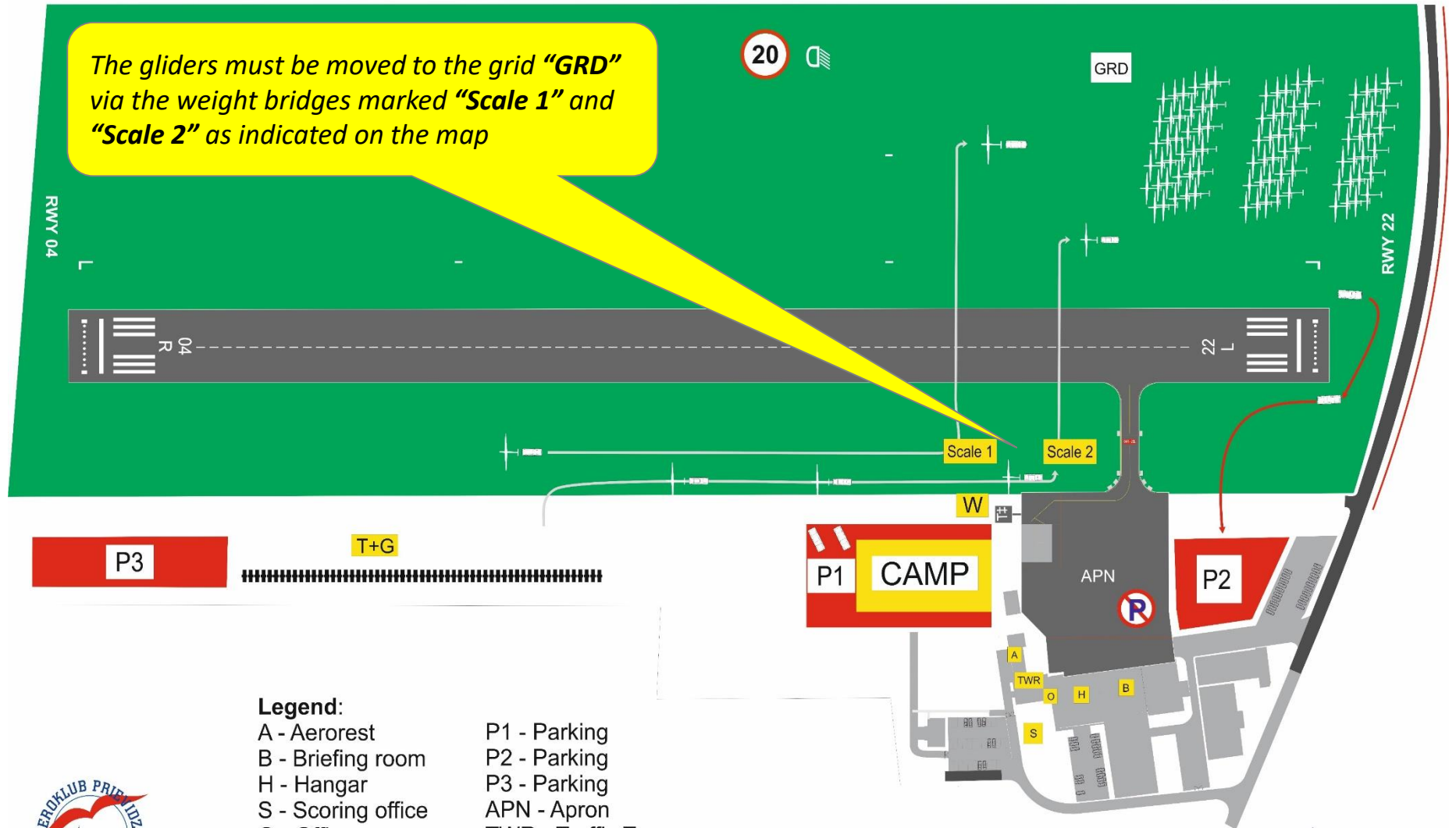
4.

**GRID PROCEDURES FOR
BOTH TAKE-OFF DIRECTIONS
CONTEST SITE BOUNDARIES**

GLIDER TRANSPORT to the GRID - RWY 22



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The gliders must be moved to the grid "GRD" via the weight bridges marked "Scale 1" and "Scale 2" as indicated on the map

Legend:

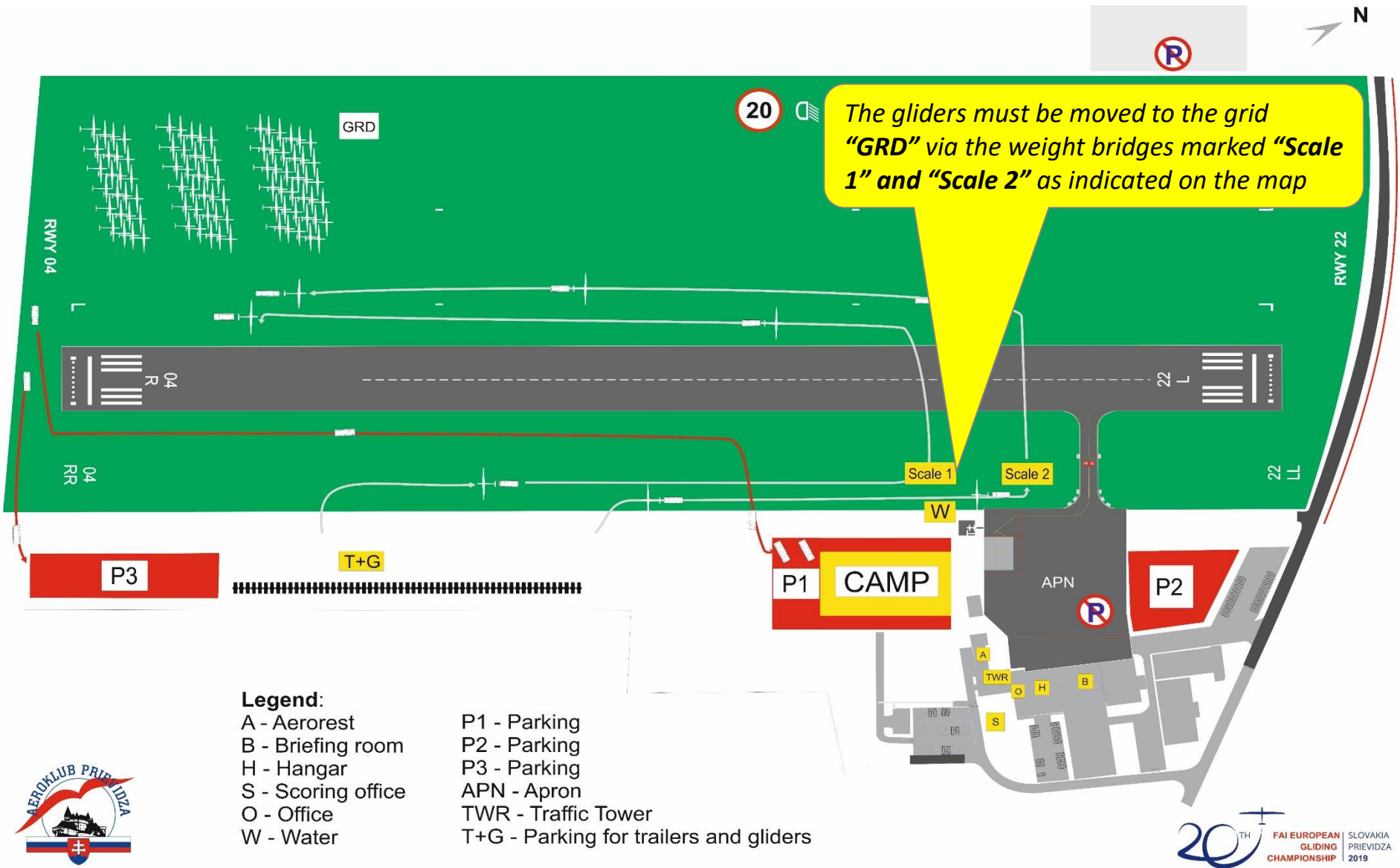
- | | |
|--------------------|--|
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GLIDER TRANSPORT to the GRID - RWY 04



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THE LAUNCH GRID

- The grid order for each class will be drawn by lots during the first team captain briefing
- Gliders will be gridded in **rows of 6 gliders**
- The grid order shall be rotated by **2 rows from back to front** after each Championship day.
- The grid will usually **open at 8.15** AM LT and will **close 15 minutes before the beginning of the launch time** announced during the briefing.

THE LAUNCH GRID

- Each **glider shall be parked in its own row**, 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 at least 15 minutes before the announced launch time**
- The take off order will usually be as follow:
 - Club Class
 - Standard Class
 - 15m Class
- Competition Director can change the class order, depending on the meteo conditions and the task setting

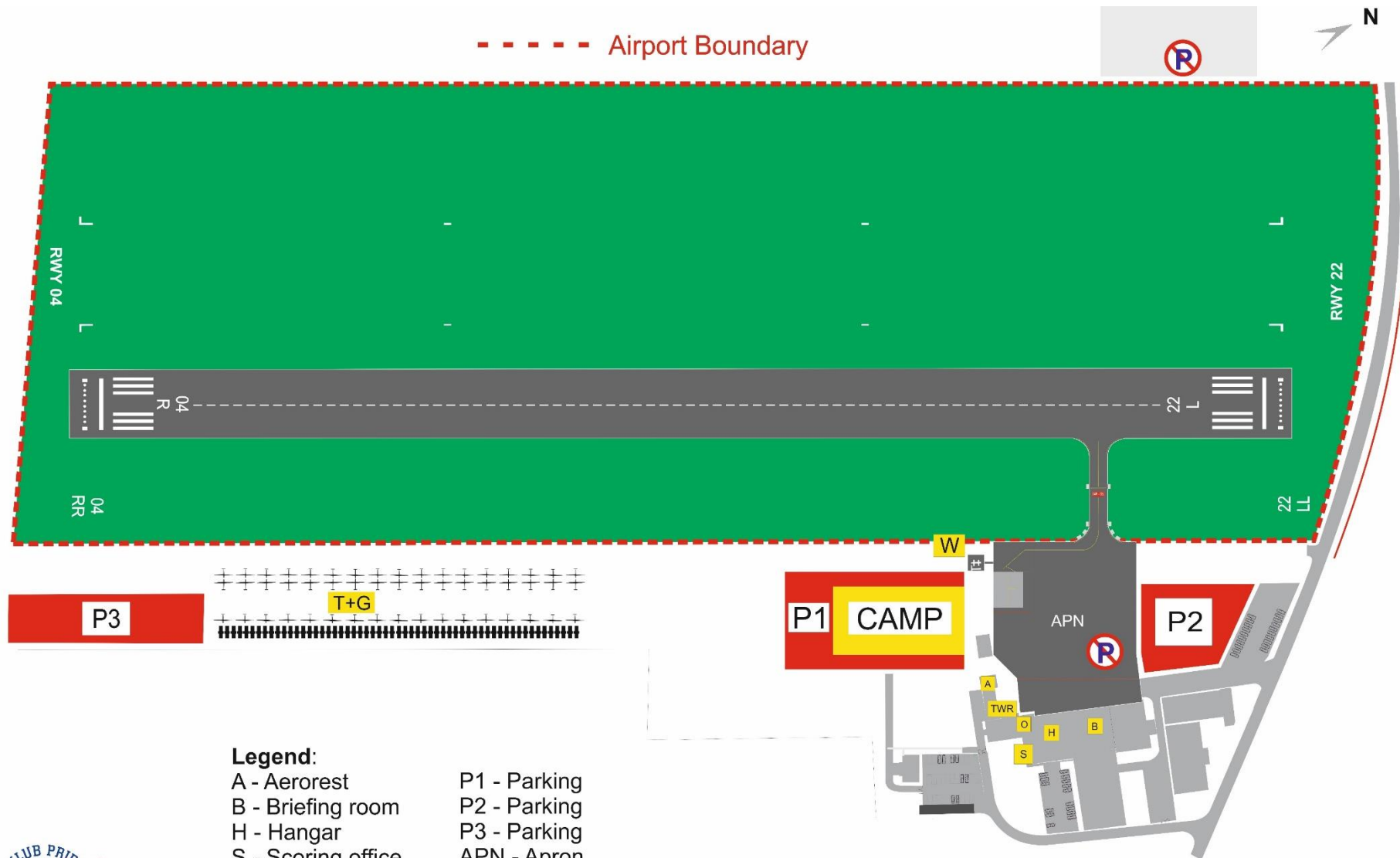
CONTEST SITE BOUNDARIES



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--- Airport Boundary



Legend:

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5.

Launching Procedures

TAKE OFF PROCEDURES

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

Alternative A

TAKE-OFF from RWY 22

A. Take-off from RWY 22

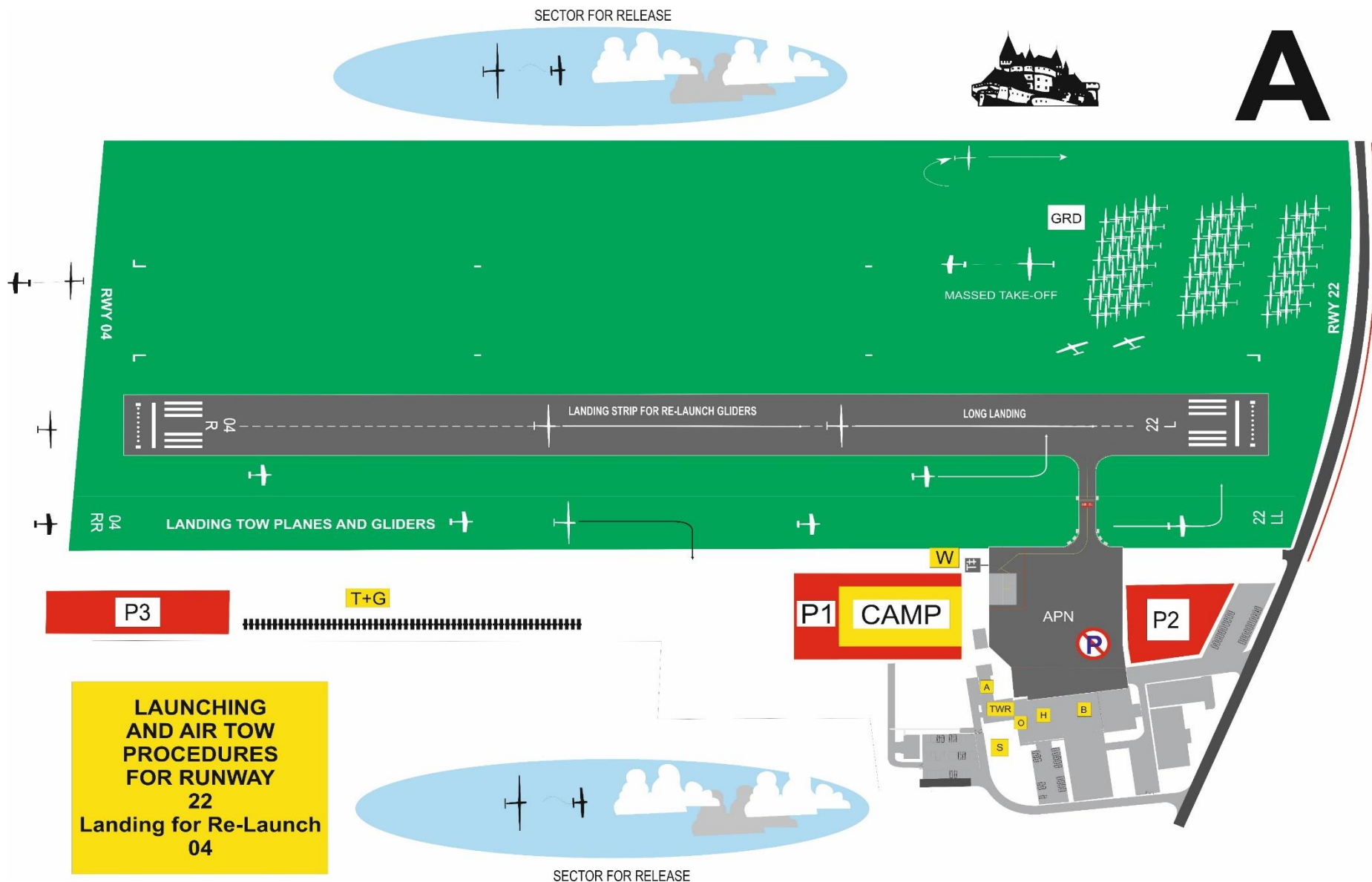
will be applied in case of:

- **Southern wind up to 10 kt.**
- **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

Alternative A

TAKE-OFF from RWY 22



Alternative B

TAKE-OFF from the RWY 22

B. Take-off from the runway 22

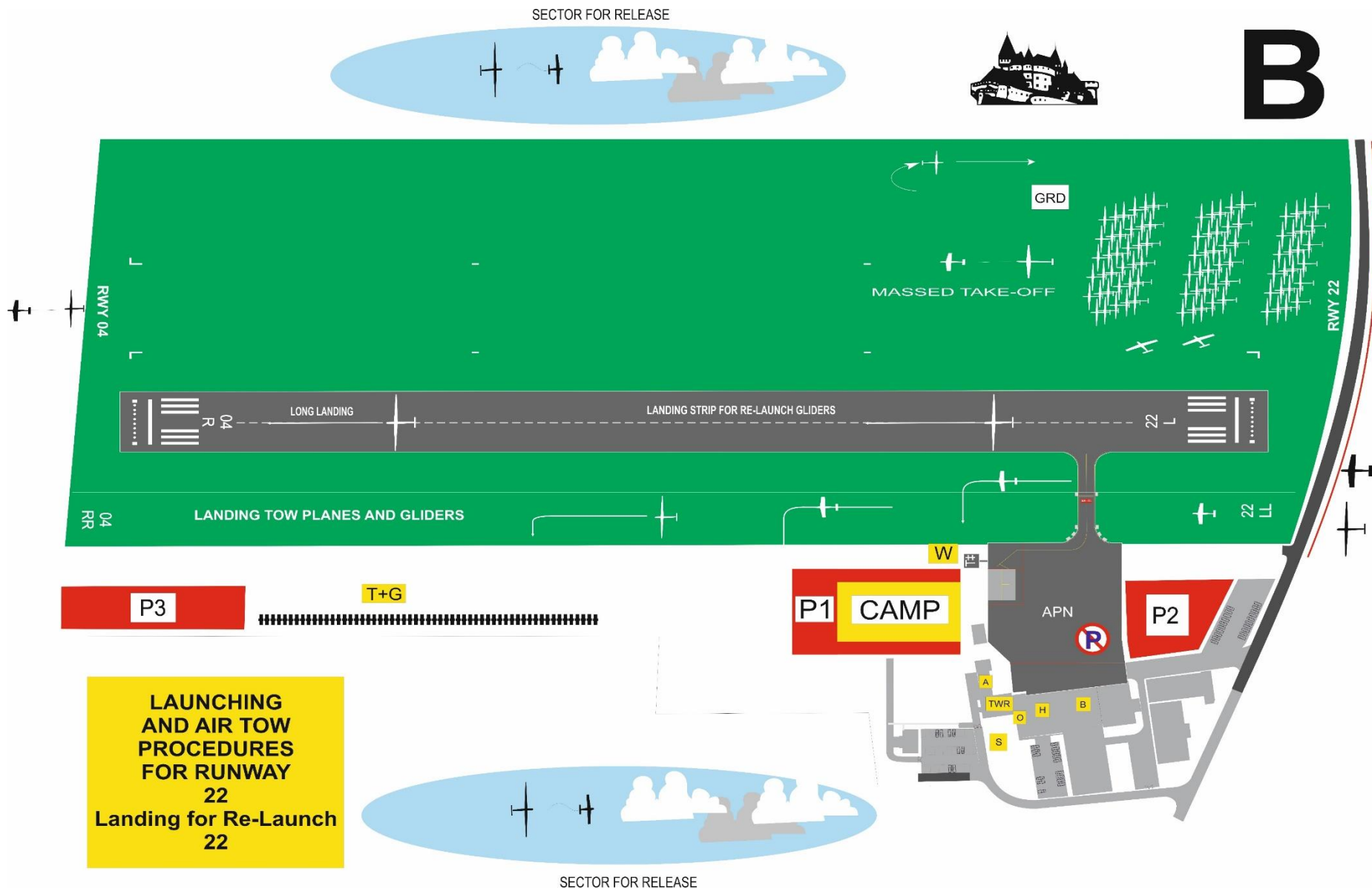
will be applied in case of:

- **Southern wind up to 10 kt.**
- The glider take-off direction is 22
- Tow planes landing in direction 22

If necessary, gliders shall land back in direction 22

Alternative B

TAKE-OFF from RWY 22



Alternative C

TAKE-OFF from RWY 04



C. Take-off from the runway 04

will be applied in case of:

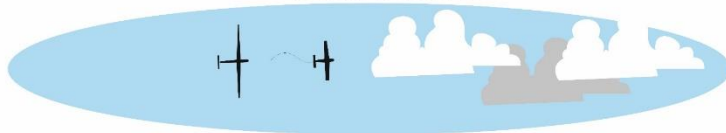
- **Northern wind more than 8 kt**
- The glider take-off direction is 04
- Tow planes landing in direction 04

If necessary, gliders shall land back in direction 04

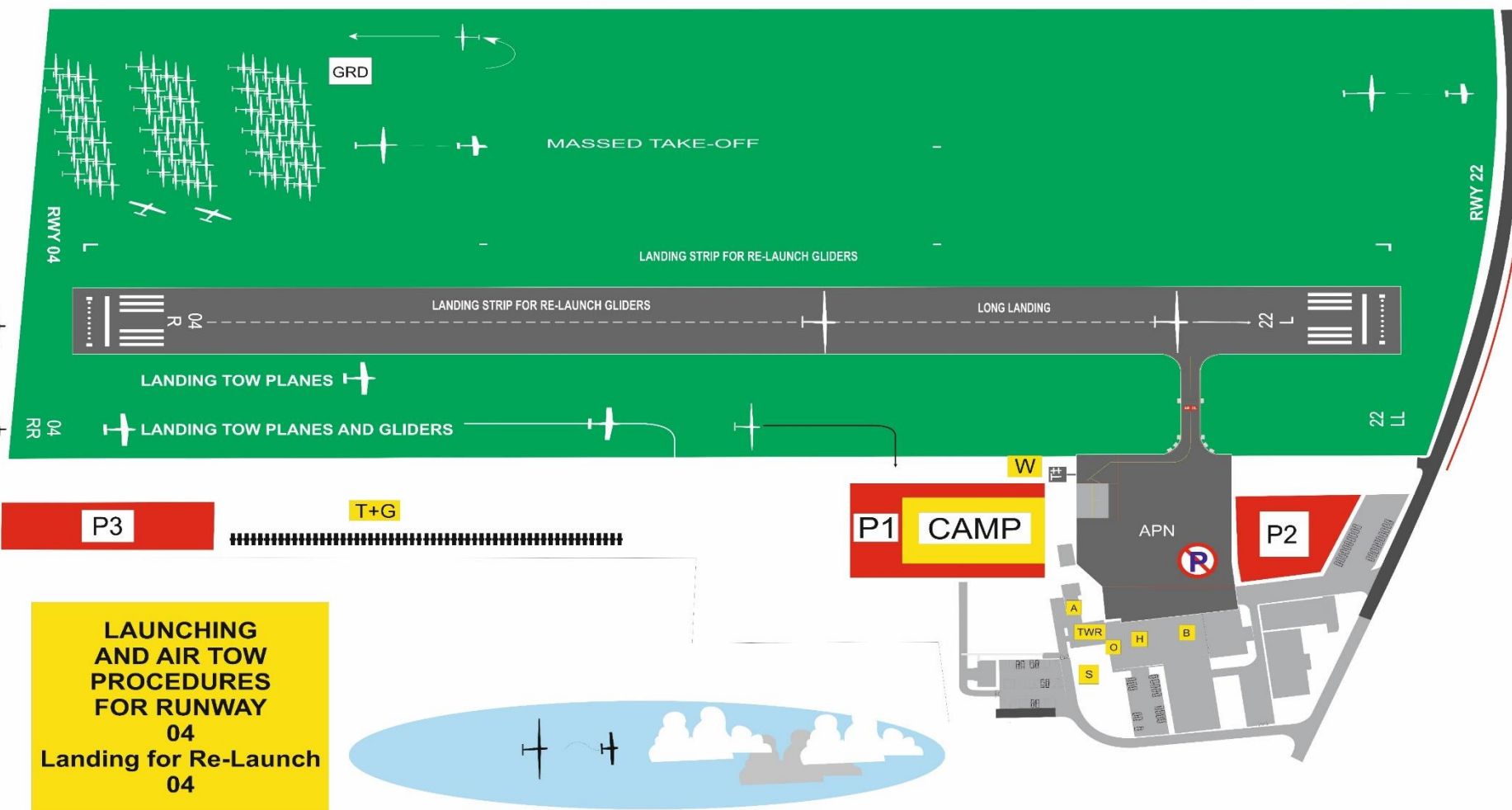
Alternative C

TAKE-OFF from RWY 04

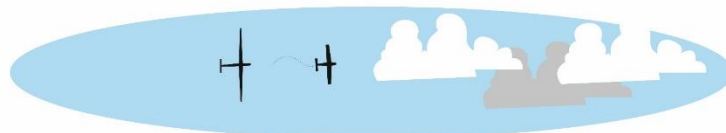
SECTOR FOR RELEASE



C



SECTOR FOR RELEASE



LAUNCHING

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

LAUNCHING PROCEDURES FOR MOTOR GLIDERS – 1st START



Motor gliders shall follow the **same climb-out path** as the aero-towed gliders, **in the release zone of appropriate class**

and

Shall **shut down** their MoP in the designated release area **not higher than 860 AMSL**

LAUNCHING PROCEDURES FOR MOTOR GLIDERS – 2nd, 3rd START



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 **122,600 MHz**
or
on the frequency **123,055 MHz** (by opening the start line for the last starting competition class)

6. RELEASE AREAS

RELEASE AREAS

The release areas for the given day **will be announced during the briefing.**

- pilot shall release from tow after the tow pilot rocked the wings
(no earlier release authorised unless in emergency)

The gliders are **releasing in the areas**

Release Area North Release Area South Release Area East
Release Area West 1 Release Area West 2

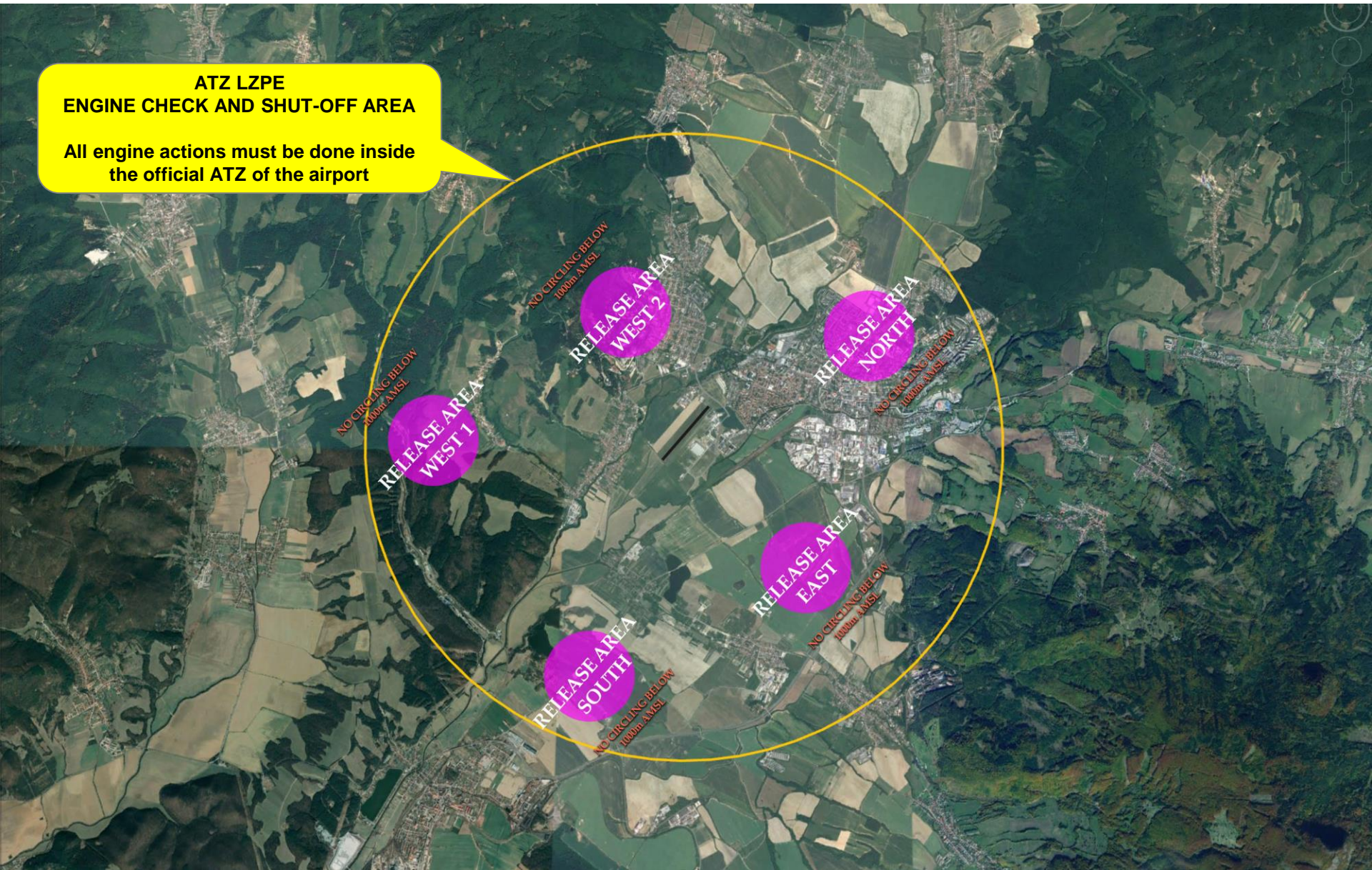
In maximum **high 860 AMSL (600m AGL)**

Continuous circling is prohibited within release area **below altitude 1000m AMSL**

RELEASE AREAS

**ATZ LZPE
ENGINE CHECK AND SHUT-OFF AREA**

All engine actions must be done inside
the official ATZ of the airport



7.

GLIDER LANDING PROCEDURES

FINISHING PROCEDURES

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

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

Prievidza TRAFFIC (Competition number) **SPEED FINISH**

Completing a circuit which comes into **conflict with the “Direct landing” traffic will be penalized** as a safety breach.

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 penalized** as a safety violation at the discretion of the CD.

LANDING PROCEDURES

- When **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**
- **Always long landing**
- **Dangerous behaviour will be penalized.**

ARRIVALS ON RWY 22

APPROACH FROM THE NORTH



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 22 as much to the LEFT as possible (from the landing direction).

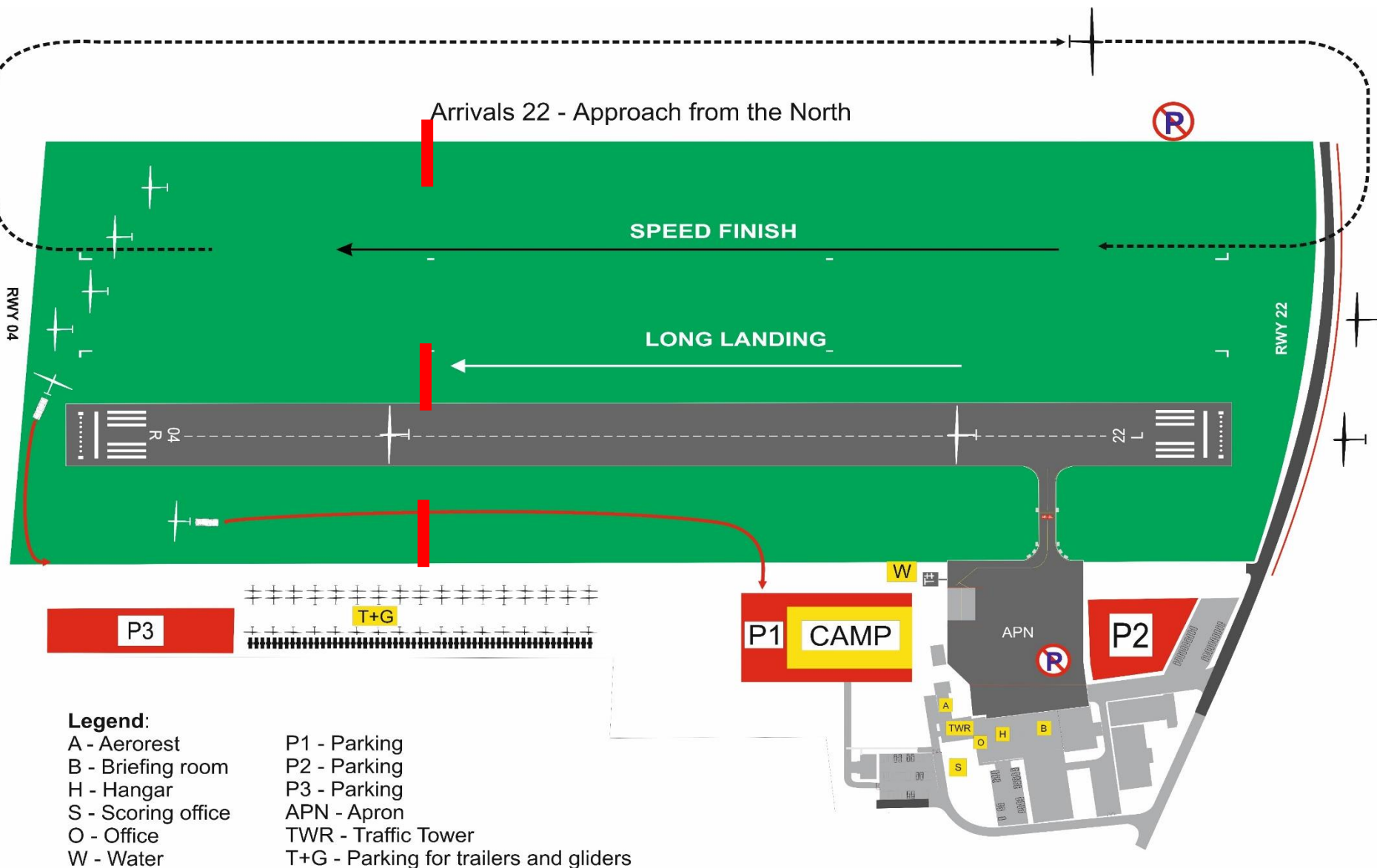
The gliders which are not landing after straight-in approach for the runway 22 should enter the RIGHT-HAND traffic pattern for the runway 22 (the organisers may change this rule during the briefing) and continue landing according to the radio instructions.

ARRIVALS ON RWY 22

APPROACH FROM THE NORTH



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ARRIVALS ON RWY 04

APPROACH FROM THE SOUTH

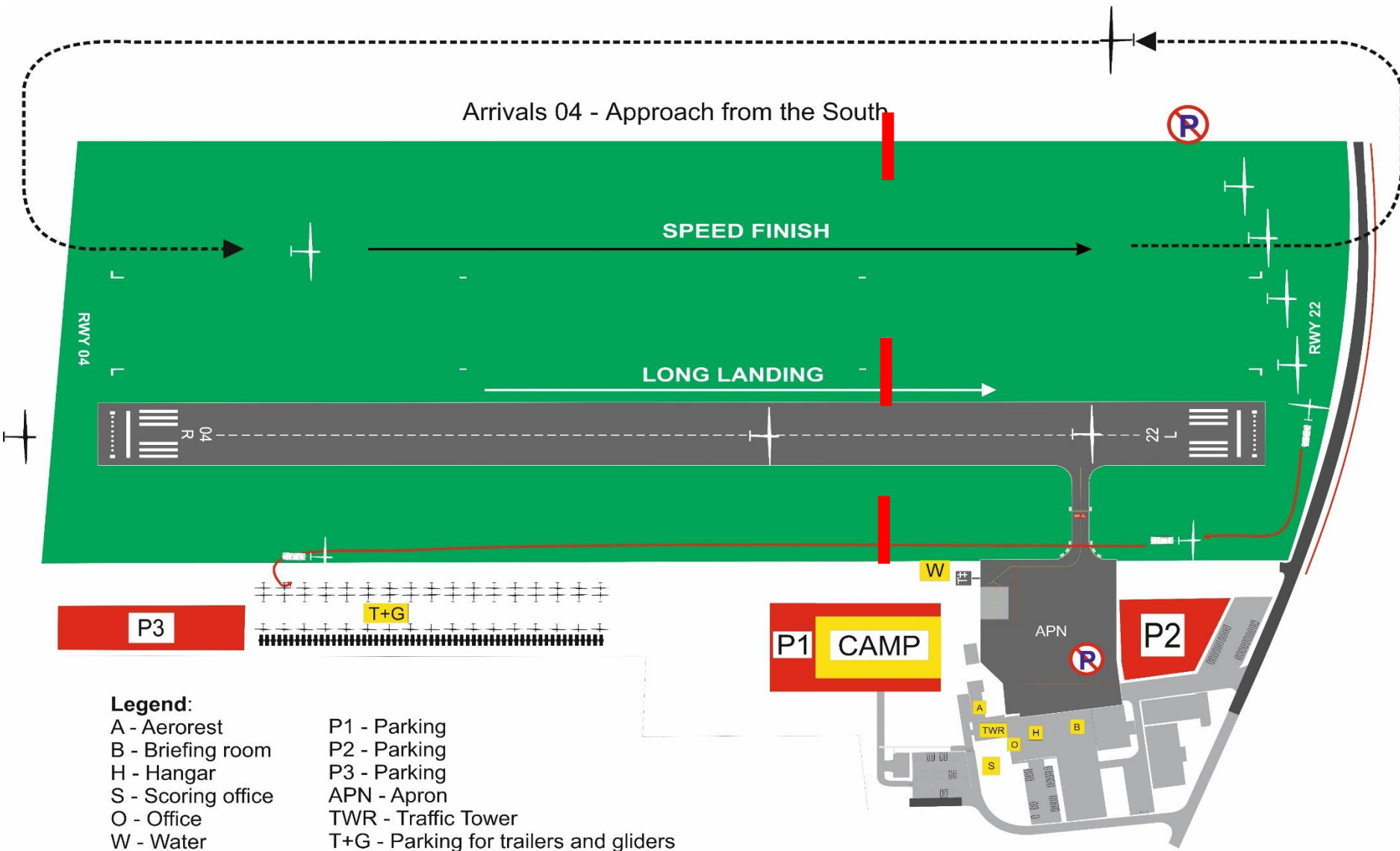


The gliders **landing** after a **straight-in approach** for the **runway 04** should land according to the above mentioned procedure – **in the last third of the runway 04** as much to the **RIGHT** as possible (from the landing direction).

The gliders which are **not landing** after **straight-in approach** for the **runway 04** 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



FILE SENDING & OUTLANDINGS



Send IGC file on e-mail address 2019egc@gmail.com

or

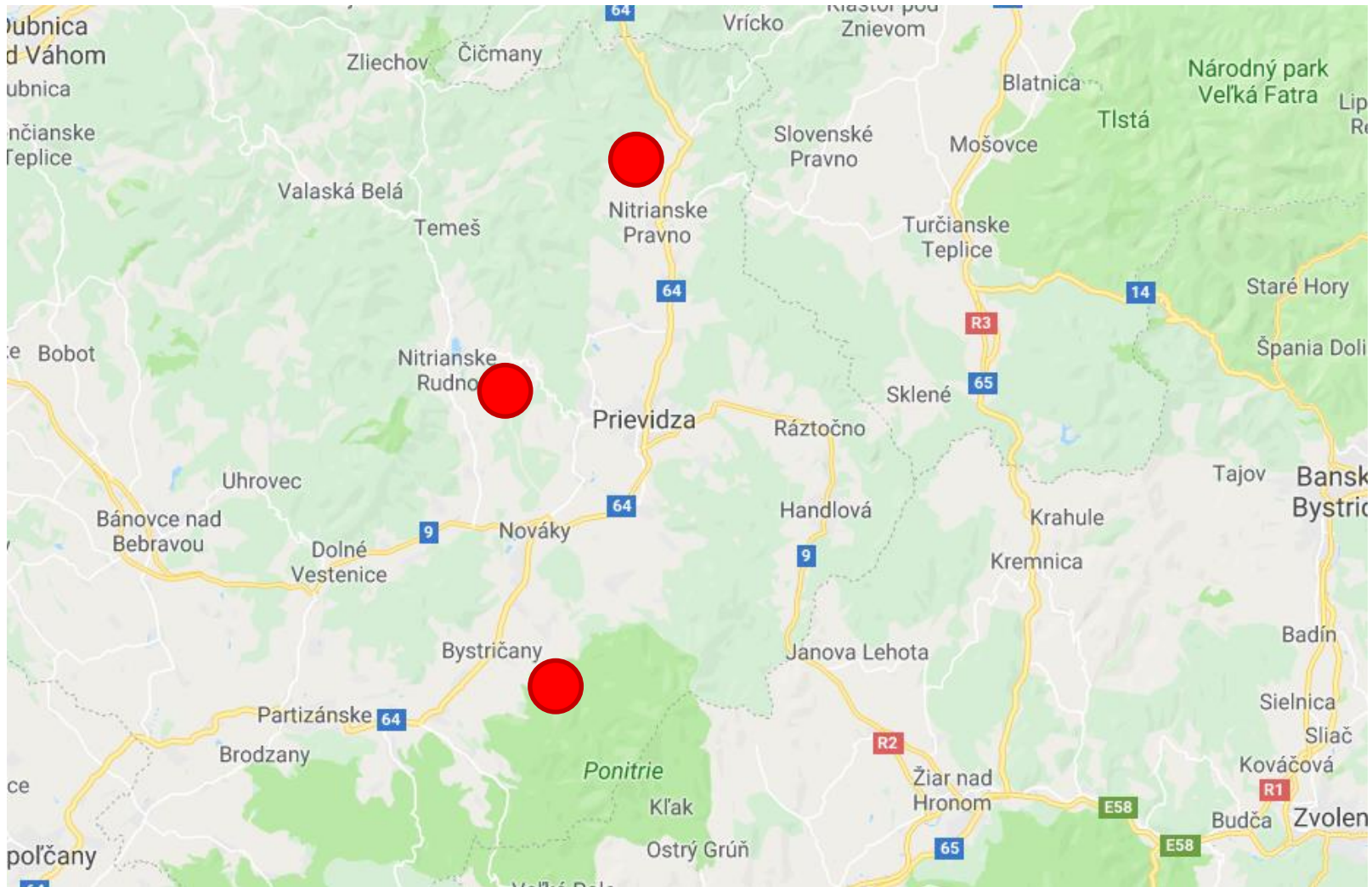
upload via www.egc2019.sk/igc

In case of outlanding send SMS on **+421 948 641 014** in the form:
“CN XXX landed out “The Nearest Town”; Pilot OK (if not, add more information), Glider OK (if not, add more information)”

or

fill in forms via www.egc2019.sk/outlanding

Outlanding options



OBSTACLES AROUND THE AIRPORT



- **High voltage line west of airport**
- **2 Roads in front of THR RWY 22**
- **Approach from North - town Prievidza**
- **Chimney Nováky (300m high)**

OBSTACLES AROUND THE AIRPORT



CITY PRIEVIDZA

POWER LINE

ROAD IN FRONT OF RWY 22

Power Line

FINAL NOTES

- Please take a pre-flight inspection of the glider every day
- Please, check the FLARM function and always switch it on
- Please watch out of the cockpit
- Remember, circling is prohibited within release area below altitude 1000m AMSL
- Flying in the clouds is strictly forbidden!
- Fly safe!



Thank you for your attention

We will be happy to answer your questions