

FCC 2026

April 12th, 2026 – April 23rd, 2026

PRIEVIDZA, Slovakia

Local Procedures

A CHAMPIONSHIPS DETAILS

Name of the Event

FCC 2026; Flight Challenge Cup – Gliding 2026
Prievidza, Slovakia 2026
Club Class, Kombi 15m Class, Mixed Class

Location of the Event

Airfield Prievidza, Slovak republic (ICAO code LZPE) Latitude: 048° 46.05' N; Longitude 018° 35.42" E

Elevation: 260 m / 853 ft

Runway: 22 / 04 (949 x 23 m bitumen, 944 x 55 m grass)

Frequency: 123,055 MHz

Time Schedule

Opening of On-line Registration

October 1st, 2025

Final Entries Due

February 28th, 2026 (or when reaching maximum number of participants)

Deadline for Approval of new GNSS FR

April 12th, 2026

Unofficial Practice

upon agreement with the organiser

Registration

April 11th, 2026, 3 – 8 PM

First Official Briefing

April 11th, 2026 at 8 PM

Contest Flying

April 12th – 23rd April, 2026

Closing Ceremony and Prize Giving

April 23rd, 2026 at 9 PM

Competition Officials

Competition Director

Jozef Horňák

Deputy Director & Task Setter

Tomáš Bobok

Scorers

Eduard Niko

Gabriela Boboková

Airport Director

Luboš Jánošík

President of Jury

will be selected during the 1st Briefing

Members of Jury

3 members - will be selected during the 1st Briefing

Safety Committee

3 members – CD, 1 pilot from Club class, 1 pilot from Mixed class

Addresses for Official Correspondence

(For all official and local matters)

Občianske združenie - Aeroklub letisko Prievidza

Letisková 8

971 03 Prievidza

SLOVAK REPUBLIC

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

E-mail: info@aeroklub-prievidza.sk

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Web: www.fccgliding.sk

B GENERAL

1.3 CHAMPIONSHIPS CLASSES

1.3.1 Championships classes

FCC Gliding Championship will be held in the following classes:

Club Class	<i>(CZIL index list). The use of water ballast in the club class is prohibited.</i>
Kombi 15m class	<i>(CZIL index list,+ Duo Discus "like" gliders)</i>
Kombi Mixed class	<i>(CZIL index list)</i>

1.3.2 List of handicaps

Handicap list CZIL will be used for all classes.

1.4 RESPONSIBILITIES of the ORGANISERS

1.4.1 Additional safety rules

Additional safety rules may be imposed and announced at championship briefings. Such safety rules are considered to be part 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 traffic law.**

In participating in the championships, all pilots commit themselves to fair sportsmanship 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, will announce the cancellation of the task by radio.

1.4.2 National requirements concerning doping test

The tests for doping will be conducted in accordance with FAI and WADA Rules and can be performed during the competition period.

C NATIONAL TEAMS

3.4.2 Entry Fee

The entry fee is **210 € per competitor** and covers all operational costs during the Championships, landing fees for self-launching motor gliders and National Team office.

Note: Aero-tows and charts are not included in the entry fee.

The entry fee must be paid in full by bank transfer to:

Bank name: SLSP pobočka Prievidza
Account No.: 66508253
Bank code: 0900
IBAN: **SK32 0900 0000 0000 6650 8253**
SWIFT: GIBASKBX
KS (constant symbol): 0558
VS (variable symbol): Name and surname or date of payment

Conditions for refund of entry fee charge:

1. When notice of participation cancellation to the end of February 2026 - refund 100%.
2. When later notice of participation cancellation or absence without notice - no refund.
3. The entry fee will be refunded in full to all applicants who will be accepted as alternate competitors if they will not be included in the start list.

The entry fee is payable by bank transfer no later than **28th February 2026**. Maturity means the date of crediting the bank account of the organizer.

Aero-tow fee is

- 44 €/club class glider**
- 49 €/15m class glider**
- 53 €/mixed class glider, two-seater's glider**
- 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, during the registration) to staff at the contest site. This payment, together with all camping and accommodation fees (if applicable), have to be done by **April 12th, 2026** and before the start of first training flight at the latest. Aero-tow/landing fees if unused will be refunded in full.

Other prices:

Aero tow (in case of out landing) from the airport	4 €/min
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	22 €/1 person/ night 30 €/2 persons/ night
Wooden cottage at the airport	80 €/cottage/ night (max 5 persons)
Local tax	1,5 €/per person/ night
Meal per day in aero club restaurant	according to the actual price list

3.4.3.a Number of allowable entries

If any class does not have at least 5 participants on the first competition day, the pilots will be moved and scored together with other suitable class.

Pilot competing at FCC 2026 must be a citizen or resident of one of the FAI countries. He must satisfy the conditions of the FAI Sporting Code, General Section, and Chapter 3.7 and at the same time shall:

1. Hold a gold badge, or, hold a silver badge and have competed in at least one National Championship
2. Have flown at least 250 hours and at least 100 gliding hours as a pilot in command
3. Hold the FAI Sporting Licence checkable on the official FAI web site
4. Hold a valid Pilot Licence or equivalent document issued or validated by the authorities of the country in which the sailplane is registered, or Slovak Transport Authority (www.nsat.sk; regulation of the European Commission no.1178/2011)
5. Acknowledge and understand the FAI Sporting Codes and the Rules and Procedures issued for the event

3.4.3.c Total number of allowable entries

The total number of allowable entries shall not exceed **120** in total.

If the number of entries exceeds the total number of allowable entries, starting rights for each class separately will be allocated according to the following procedure:

Entries for which entry fees have not been paid in full by **February 28th, 2026** or for which have not been approved to pay entry fee during the registration, will be accepted on first come first serve basis.

If the remaining number of entries exceeds the maximum number of allowable entries for that class, then the competition director will take his right of organiser for selection and compilation of the start list.

His decision will be influenced by these factors:

- The day of the entry fee payment
- The number of previous participations in FCC Gliding
- Membership in the national team
- The number of flown hours
- Participant from 'new country'

The competition will be valid if at least **3 flight days are valid** in that class.

3.5 REGISTRATION

3.5.4.a Additional documentation required

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

The following documents shall be presented at registration:

For all Team Members:

- Documentary proof (in English, Slovak, or Czech languages) of personal medical insurance (see 3.6.2)

For Pilots:

- Proof of nationality or certificate of residence (FAI General Section 3.7); ID card or passport
- Hold a 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 FCC Gliding takes place (Slovak Transport Authority; from 08.04.2018 regulation of the European Commission No. 1178/2011)
- Valid medical certificate, if required by the pilot's licensing country
- FAI Sporting License, valid for the year of the event

- 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:

- Registration Certificate
- 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)

3.5.4.b Documents required to be carried on board the sailplane

The organiser will require following documents to be carried on board the sailplane:

- Proof of nationality or certificate of residence (FAI General Section 3.7); 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 to confirm that the competition glider is airworthy and that all documents (including the pilot's personal documents) are valid.

3.6 INSURANCE

Competitors' and all team members' attention is drawn to the FAI Sporting Code, Annex A, Section 3, part 3.6, paragraphs 3.6.1 to 3.6.3 inclusive.

3.6.1 Third party insurance cover

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.

3.6.2 Personal Medical Insurance

Personal medical insurance is required without exception for all team members, covering accidents and sickness, including any hospital costs and transport back to the team member's country of residence. Pilots shall ensure that their coverage extends to accidents and injuries sustained in gliding competitions.

D TECHNICAL REQUIREMENTS

4.1 SAILPLANE AND EQUIPMENT

4.1.1.a Mandatory additional equipment

All instruments, PDAs, GPS navigators etc. must be firmly mounted on the instrument panel or in the canopy in such a way that neither the pilot's vision nor emergency opening of the canopy are not affected. "Loose equipment" such as a knee mounted PDA or GPS is prohibited.

High visibility marking is recommended.

FLARM: The installation and use of a proximity warning device (FLARM) is **MANDATORY**. The FLARM must remain operational during all flights to improve safety

Radio transmitter 8,33kHz channel spacing MUST be used only.

Each Competitor is requested to have smartphone with data connection to be able receive official information from organiser.

GSM Coverage

There is good phone coverage over the task area with 4G/LTE available.

4.1.2 Instruments that must be removed from the sailplane

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

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

4.1.3 Recommended Instruments

Emergency Locator Beacons

Pilots are recommended to carry an ELB, EPIRB, Spot or similar satellite location device.

Strobe – anticollision light

Strobe light as defined in FAI Sporting Code, Annex A is highly recommended but not mandatory.

4.2. MAXIMUM TAKE-OFF MASS

Respectively for each class, following weight limits are specified according to FAI Sporting Code, Annex A, Chapter 4.2.1:

Club Class	Maximum take-off mass must not exceed the maximum certified mass of the sailplane without water ballast and is limited by the lower value of: a) maximum allowable weight of parts not generating lift plus weight of parts that generate lift (without any kind of a burden in the wings), or b) maximum allowed take-off weight without water under the technical documentation (TCDS)
Standard Class	Maximum take-off mass of the sailplane will not exceed 525 kg or the maximum certified take-off mass.
15m Class	Maximum take-off mass of the sailplane will not exceed 570 kg or the maximum certified take-off mass.
18 m Class	Maximum take-off mass of the sailplane will not exceed 750 kg or the maximum certified take-off

Open Class mass.
Maximum take-off mass of the sailplane will not exceed **850 kg** or the maximum certified take-off mass.

4.3.1 Contest number

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

- On both sides of the tail fin and/or rudder. These should be at least 30 cm high
- On the glider trailer and crew car

4.3.3 Modification of contest number

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.

If two contest numbers are identical, a competitor who entered later will be asked to change theirs. If the contest numbers can be easily confused, a competitor will be asked to correct or improve it.

E GENERAL FLYING PROCEDURES

5.1. GENERAL

5.1.1 Ground movement of people, cars, trailers, and gliders

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.**

All rules are binding for all participants in the championship. Non-compliance will be penalised.

5.2 BRIEFING, UNITS of MEASUREMENT

A briefing will be held each morning (at 10 AM). The Organiser may (due the meteorological or operational reasons) change the start of briefing.

All pilots shall attend the official briefings except a competitor who is unable to attend, for reason outside his control. All pilots are obliged or strongly encouraged to attend all safety briefings.

Units of measurement

Unless otherwise stated, the following units will be used:

<u>Distances</u>	will be expressed in kilometres (km)
<u>Altitude</u>	will be expressed in Meters Above Mean Sea Level (MSL), Altimeter setting for QNH
<u>Height</u>	will be expressed in Meters Above Ground Level (AGL), Altimeter setting for QFE
<u>Flight Levels</u>	will be expressed in Feet/100 (FL), Altimeter setting for 1013,25 hPa
<u>Speed</u>	will be expressed in kilometres per hour (km/h)
<u>Vertical speed</u>	will be expressed in meters per second (m/s)
<u>Mass</u>	will be expressed in kilograms (kg)
<u>Tracks and radials</u>	will be expressed in degrees from True north
<u>Time</u>	will be described as a Local time (LT) - GMT + 2 hours.

5.3.1.a Radio communication required for contact with Air Traffic Services

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.

5.3.1.c 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 planned take off and will be deactivated 30 minutes by 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.

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

5.3.1.d Frequencies allocated for flight safety

Frequency **123.055 MHz** (Call sign PRIEVIDZA TRAFFIC) and common emergency frequency **121.50 MHz** will be used for flight safety purposes.

6.1 TASK OPTIONS

The following tasks will be set during the championships:

- Racing Task
- Assigned Area Task

F COMPETITION PROCEDURES

7.1. THE LAUNCH GRID

The grid order will be organized by the system “from back to the front”. Detail information will be published on official web site daily.

The opening and closing of the grid as well as the order of the classes on the grid will be determined by the organiser and will be published on the web or in the details of the competition task (task sheet).

Gridding before official opening of grid or after official closing of grid will be consider as realized launch (competitor automatically lose one launch).

Gridding is organised by a person nominated by the organiser. **The competitor must follow his/her instructions and for transport his/her glider must use given routes and paths only.**

If a pilot postpones his/her first launch on his/her own initiative or he/she is not ready when his/her turn comes he/she shall lose that launch. He/she shall move his/her glider behind the last row of its class.

7.1. e. Requirements for discharging water ballast on the grid

Discharging water ballast on the grid is prohibited. Any problems concerning water ballast or fuel on the grid must be resolved under control of an Organiser. The violation will be penalized.

7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries. Map will be available in Self Briefing Presentation.

7.3 LAUNCHING PROCEDURES

All gliders must have their **flight recorders switched on for at least two minutes before the first take off** to establish an altitude baseline (Annex A, FAI SC S3, 5.4 d).

Launch pattern and release zones will be published in the Self Briefing Presentation.

Take Off Procedures

The take-off procedure to be used will be announced during the briefing. However, the meteorological conditions may require the competition director to update the take-off procedure before the mass take off.

7.3.2 Launch procedures for motor gliders

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.**

7.3.2 a. Maximum altitude of climb after self-launch

Motor-gliders, after self-launching, must stop their MoP not higher than **860 m AMSL**, in the release zone of appropriate class or immediately descend to this height within the release area.

7.3.2 c. Inflight procedures for motor gliders

Motor gliders that require a second (or even third) launch must land prior to taking the new launch. A new launch must be approved by the organisers on the frequency **122.605 MHz** (if is still active) or on the frequency **123,055 MHz**

(by opening the start line for the last starting competition class).

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

7.3.3 Release areas and release heights

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

A map will be available in the Self Briefing Presentation.

The release height is **860 m AMSL**.

7.3.3 d. Areas where continuous circling is prohibited or permitted in one direction only

There is no requirement to circle in a set direction other than normal rules of the air which requires circling in the same direction as gliders already in the thermal.

7.4 STARTING

7.4.2.b

During the competition, it is possible to use two methods of start

"Normal start"

"PEV start" (as described in rule 7.4.2 b.)

PEV start procedure.

Two values are set for the PEV start - **the length of the hold time and the length of the start window** - and are displayed daily on the task sheet.

Before the pilot cross start line, he/she must "create" a time stamp on the primary flight recorder – so-called a "Pilot Event" (PEV).

This is the start of the "holding period". At the end of the "holding period", the start window is opened and remains open for the time specified by the "start window length" value. The pilot can perform one or more starts within this start window.

A pilot may press "Pilot Event" (= create a time stamp) a maximum of three times per one competition start. Each press of Pilot Event will cancel the previous departure window and set a new "holding period".

If a pilot presses "Pilot Event" more than once within 30 seconds, this will be considered as one press and the first press of "Pilot Event" in this series of presses will be considered valid.

Once the pilot has made a valid PEV start, repeated presses of Pilot Event will not affect the validity of a previously made start.

After a new take-off, the pilot has three attempts at a PEV start.

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.**

7.4.5.a Radio procedures for announcing the start

The start will be opened **20** minutes after a launch has been offered to the last glider in the class that is currently being launched.

Call sign **PRIEVIDZA TRAFFIC - FREQ 123.055 MHz** will be used as a primary frequency to announce start.

Call sign **PRIEVIDZA GROUND - FREQ 122.605 MHz** will be used as a secondary frequency to announce start and will be deactivated by opening the start line for the last starting competition class.

Following radio procedures for announcing the start will be used:

- **The start for the (Club /15m class/Mixed) class will open at (time hh:mm)**

Start time will be determined as soon as possible after the take-off of the last glider in the class, which was in its

specified grid position on time.

- **The start for the (Club /15m class/Combi) class will be opened in 10 minutes**

10 minutes before the opening of the start for the class.

- **The start for the (Club /15m class/Combi) class will be opened in 5 minutes**

5 minutes before the opening of the start for the class.

- **The start for the (Club /15m class/Combi) class is open. It opened at hh:mm**

Just after the opening the start for the class.

- **The start for the (Club /15m class/Combi) class will open at hh:mm**

As soon as possible after the cancellation of the day.

7.4.5 c. Closing of start

The start line or start ring shall normally be closed at the end of legal daylight, or when all competitors are accounted for. After the closing of the start line or start ring, no starts will be valid.

The start line can be closed at a specific time the last competition day if it can be expected that finishes will be very late otherwise.

7.4.6.a Departure altitude procedures

The maximum altitude before the start expressed in QNH is 8000 ft.

The maximum start altitude, expressed in QNH, is 8000 ft.

Any change in the maximum start altitude shall be announced prior to the opening of the start line in the way described in 7.4.5.a.

7.6.1 a. Instruction pertaining to real out landings

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

7.6.3 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.

7.7.2 a. Finish geometry

The finish option for the championships is **Finish Ring**. Value of radius and centre point will be specified at briefing. The minimum height for crossing the finish ring will be specified at briefing.

7.7.4 a. Finishing procedures

Announcing of the arrivals will be done on the airport frequency **123.055 MHz**. For announcing the arrivals, the following phrases shall be used:

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

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

- **Prievidza TRAFFIC (Competition number) DIRECT LANDING**

Those pilots who have decided for a speed finish:

- **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.

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

7.7.4 c. Closing of finish

The finish line will be closed at the end of legal daylight or when all competitors are accounted for.

7.9.1 Landing procedures

The landing frequency is the same as the finish frequency - **123.055 MHz** - call sign **Prievdza TRAFFIC**.

The procedures for joining the circuit of the runway in use for finishers will be specified at the briefing as well as in Self Briefing Presentation.

After crossing the finish ring pilots join the circuit of the runway in use to downwind position and continue with landing procedure or continue landing straight. Gliders landing straight in shall, during landing follow the instruction provided at briefing or received from finish officials on the airport frequency.

Not communicated and approved short landing procedure will be consider as hazardous manoeuvre and will be penalized 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 dive more than 25m will be penalized as a safety violation!

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 quick as possible. For towing of gliders must be used dedicated paths only.

7.10 HANDLING of FLIGHT DOCUMENTATION

According to Annex A the proof of MoP detection must be done **at least once for each FR to be used**.

All flight documentation, including FR logs, shall be submitted after landing at the airfield **within 45 minutes**. Back-up documentation shall be handed in within 60 minutes after the pilot was notified.

Non-compliance may be penalized according to Annex A.

Competitors must download their FR's themselves and deliver the IGC file in the secure mode via email.

A valid FR log must be submitted **for each flight flown on each day flown**, including all training days. Failure to submit a FR log may incur a penalty.

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.

G SCORING

Scoring system for the championships will be:

1000-Points Scoring System

The official scoring software is Naviter See You Competition (www.naviter.si). Wireless internet connection is available at the airfield.

H PROTESTS

9.2.3 The value of the protest fee

The value of the protest fee is **150 €**.

I PRIZEGIVING

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