



FCC Gliding 2026

Flight Challenge Cup - Gliding 2026

12th of April – 23rd of April 2026

PRIEVIDZA, Slovakia





Main competition officials

Contest director

Mr. Jozef Horňák

Deputy

Mr. Tomáš Bobok

Task setter

Mr. Tomáš Bobok

Scorers

Mr. Eduard Niko

Mrs. Gabriela Boboková





Jury

*President of the Jury: **Mr. Jozef Šnirc***

Member:

Mr. Juří Wala

Member:

Mrs. Zuzana Hrnčíriková





Safety Committee

Chairman:

Mr. Jozef Horňák

Member of the Club class:

Mr. Šimon Šiška

Member of the 15m class:

Miss Barbora Moravcová

Member of the Mixed class:

Mr. Sebastian Kawa





Competition classes

Flight Challenge Cup – Gliding 2026

- ***Club Class***
- ***15m class***
- ***Mixed Class***

All classes will be evaluated by CZ Index List v31





New radio stations & flarms

- Radio stations with channel spacing. 8,33 are mandatory*
- Flarms are mandatory*
- We will check your flarm units before the first flight*





Sending IGC files and outlandings

Email for sending IGC: igcprievidza@gmail.com

WiFi free zones (password required) FREE-Aeroklub password: [airfield](#)

Please upload your flight also to www.weglide.org

***Outlandings:** Please send text message or whatsapp message with your GPS position in case of outlandig to:*

+421 908 706 340





• *Notifications*

FCC26 Information:

Whatsap group for official FCC information

FCC26 Competitors:

Whatsap group for free communication between participants and/or organiser





Safety briefing Radio FREQs

For the championship the following frequencies will be used:

Call sign **PRIEVIDZA GROUND** (FREQ 122,605 MHz)- for take off and for all airport operations during take offs.

Call sign **PRIEVIDZA TRAFFIC** (FREQ 123,055 MHz) - for all airport operations, for competition purposes – start line, finish line;





Safety briefing

FRQs allocated for fly safety

All competitors should have frequency **122,605 MHz selected:**

- *From the beginning of take-off.*
- *During the launch until they have left the launching zone.*
- *In case of re-landing/relight during take offs*

All competitors should have frequency **123,055 MHz selected:**

- *After leaving the launching zone.*
- *On the final glide at least 10km away from the edge of finish ring.*
- *During landing – from the moment they join the circuit until they have left the runway.*





Safety briefing

FREQs 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.

The **PRIEVIDZA GROUD** frequency (FREQ **122,605 MHz**) will be activated **30 minutes** before the first planned take off and will be deactivated by opening the start line for the last starting competition class.





Safety briefing Available **FREQ**

All of the following frequencies are freely available to you. We will not assign frequencies to national teams this year.

132,385

123,365

122,840

123,240

122,860

128,190

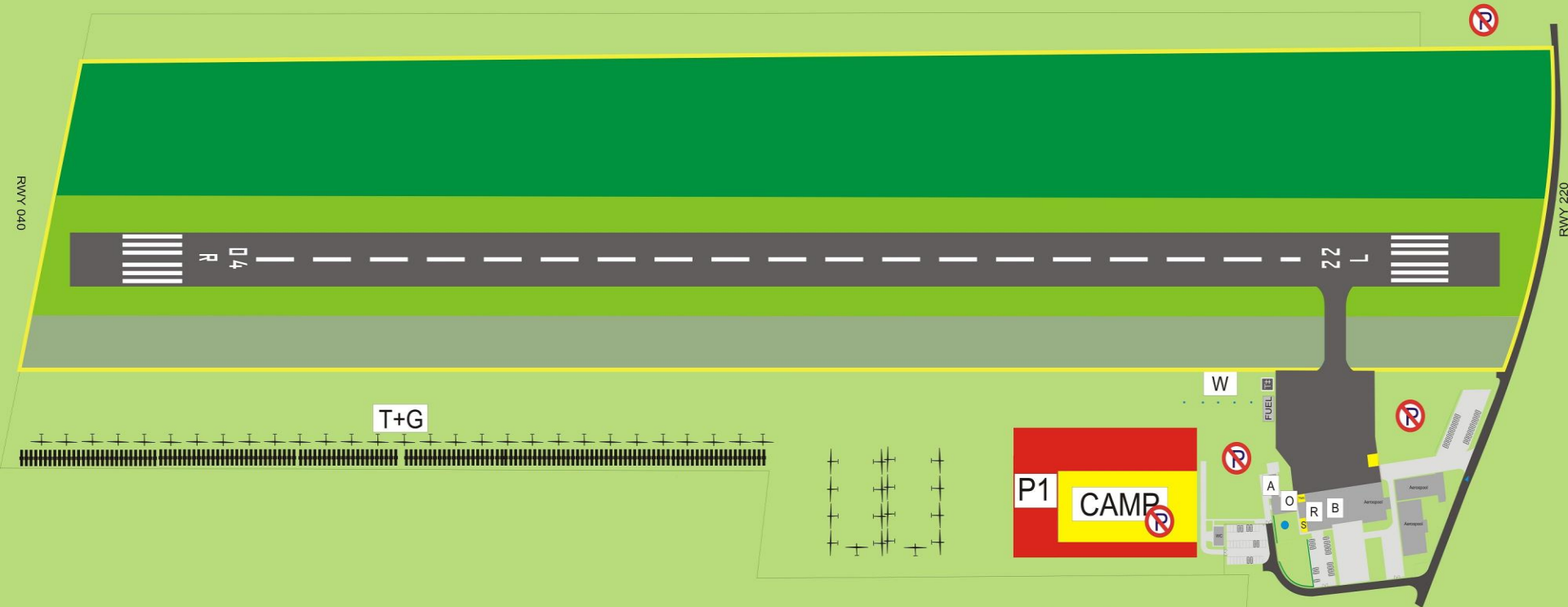
131,060

134,335

126,780



Airport map



Legend:

- A - Aerorest
- O - Air traffic office
- B - Briefing room
- R - Registration room
- P1 - Parking place for cars
- T&G - Trailers & gliders
- W - water for gliders
- Airport border



P1

CAMP

W

FUEL

A

O

TWR

S

R

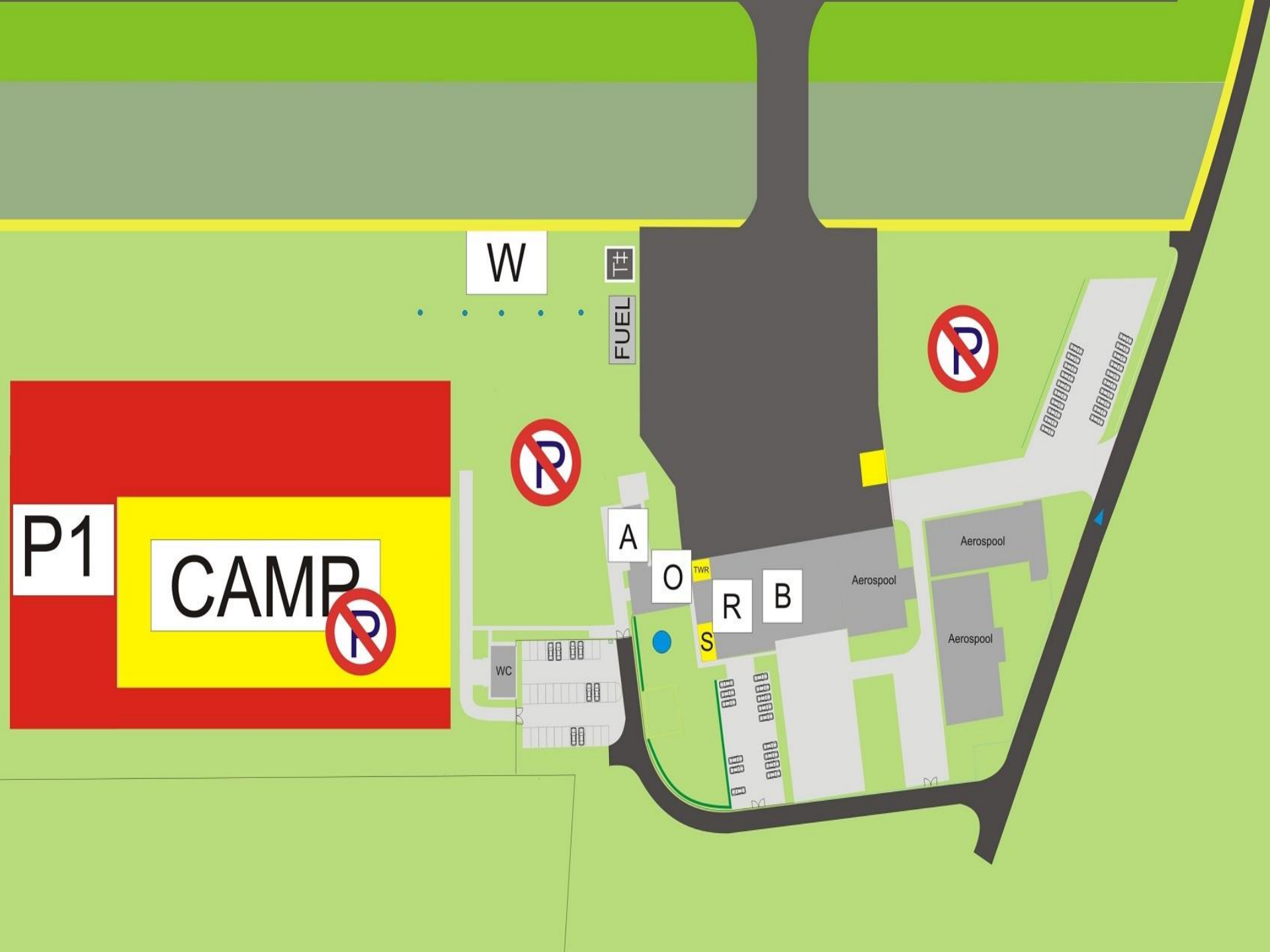
B

Aerospool

Aerospool

Aerospool

WC

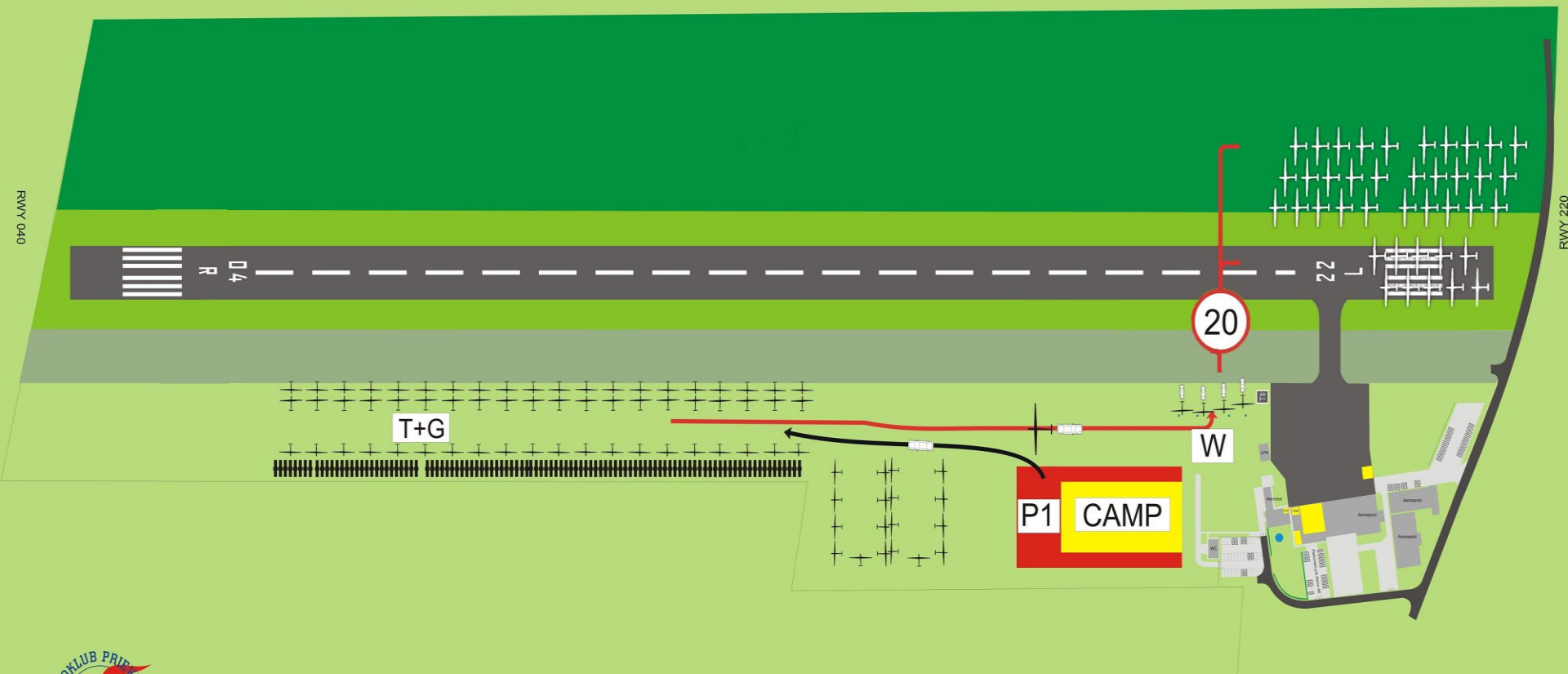




Safety Briefing

Glider transport to the grid

RWY 22



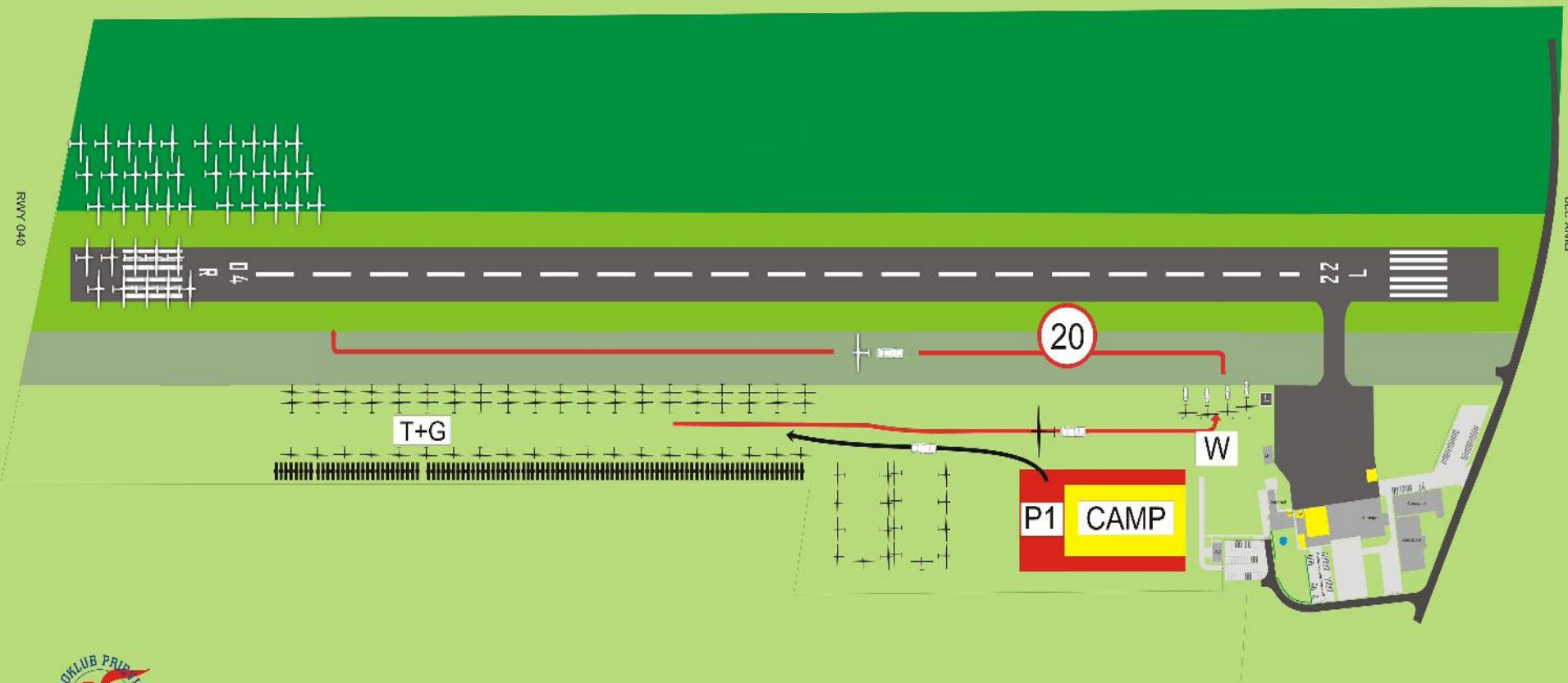
Safety Briefing

Glider transport to the grid

RWY 04

Glider transport to the grid RWY 040

Picture 3b.





Safety briefing

Launching

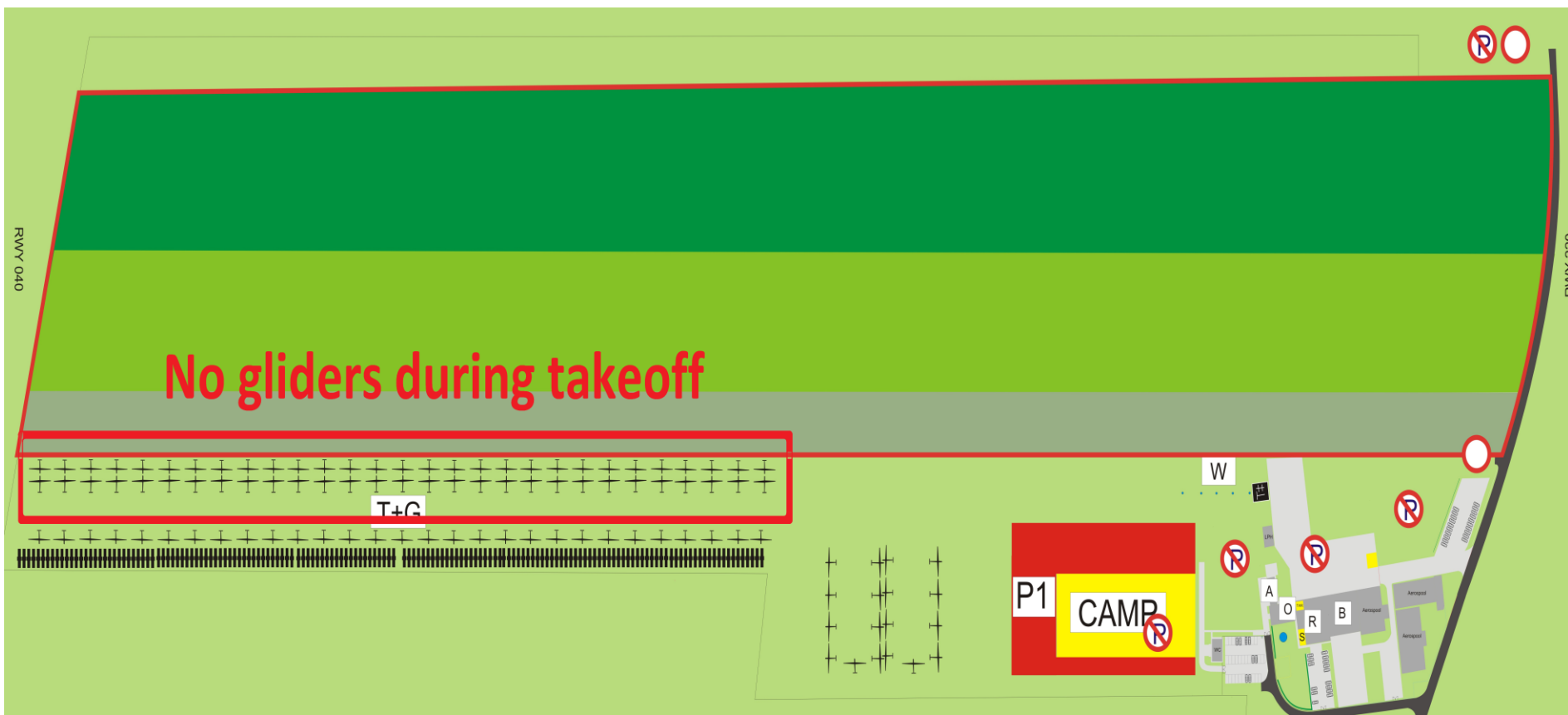
Mass Take-off (Silence on frequency)

The take-off procedure will be determined during the task briefing.

The meteorological conditions may require the competition director to update the take-off procedure before the mass take-off.



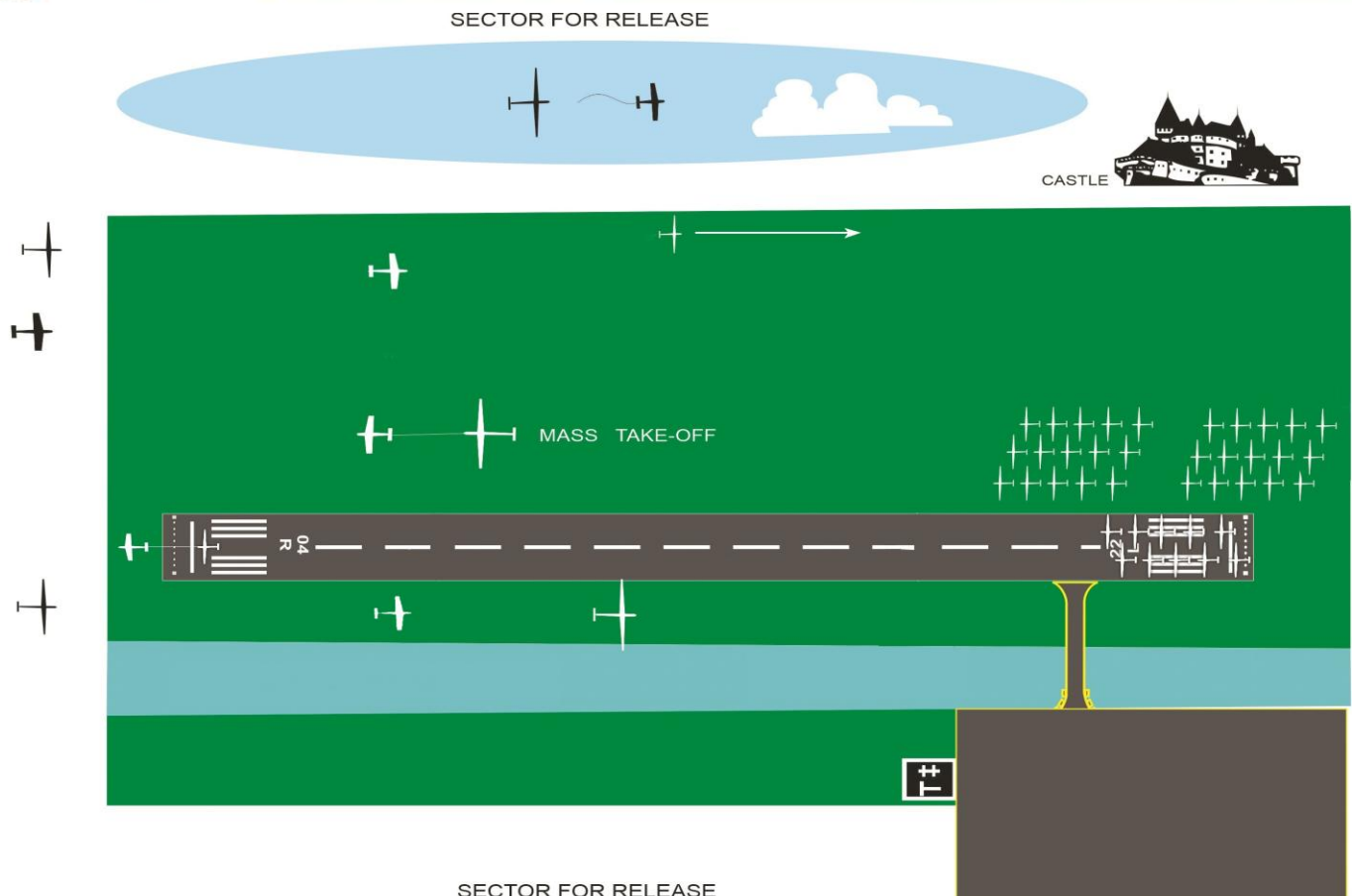
Safety briefing Obstacles



Safety briefing

A. Take-off from the runway 22

Alternative A – Southern wind up to 10kt



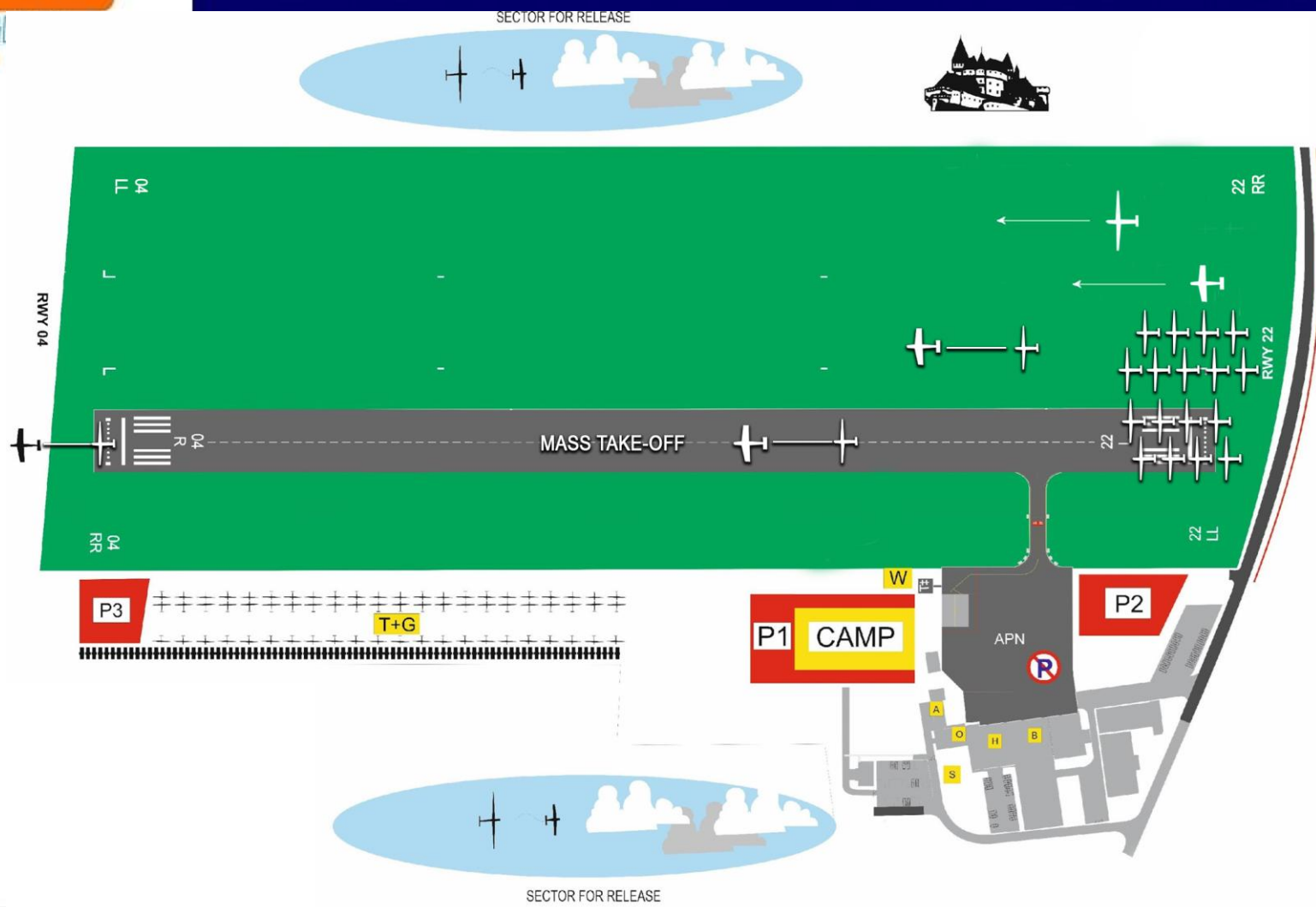
RWY 22

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

Safety briefing

A. Take-off from the runway 22

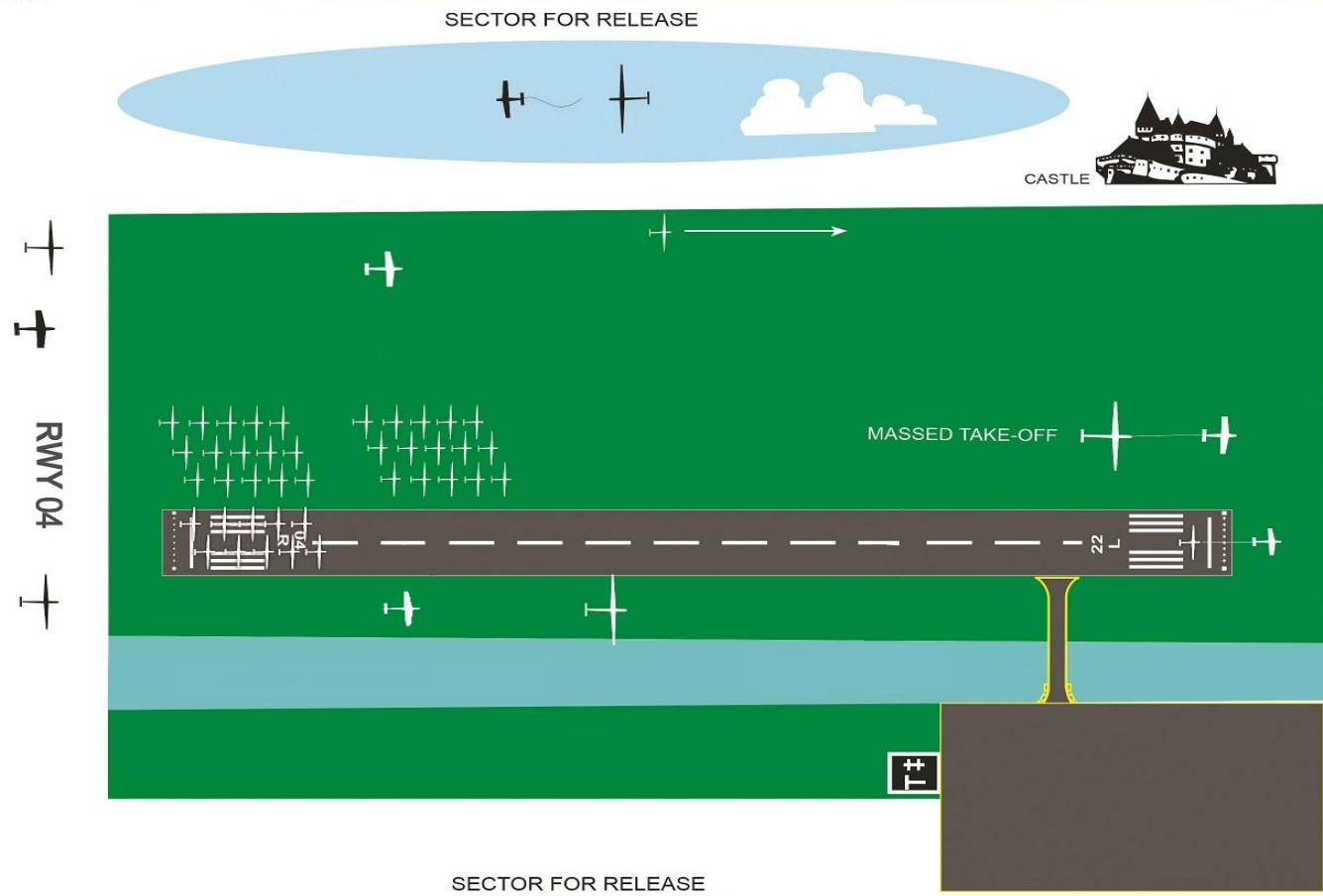
Alternative B – Southern wind above 10kt



Safety briefing

C. Take-off from the runway 04

Alternative C - Northern wind more then 8 knt



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



Safety briefing

Release areas

The gliders are being released in the areas ***“Bojnice”*** or ***“Cigel”*** in maximum high 600m QFE

The towing pilot will give you a signal by rocking the wings at compulsory releasing altitude.





Safety briefing

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 at the place specified at briefing:
- **Prievidza TRAFFIC (Competition number), (distance to the edge finish ring in km)** - As soon as possible at 10km final and 2km or last control point of the task used for aligning the gliders in the same direction for the final.
- The procedures for joining the circuit of the runway in use for finishers will be specified at the briefing.





Safety briefing

Landing procedures

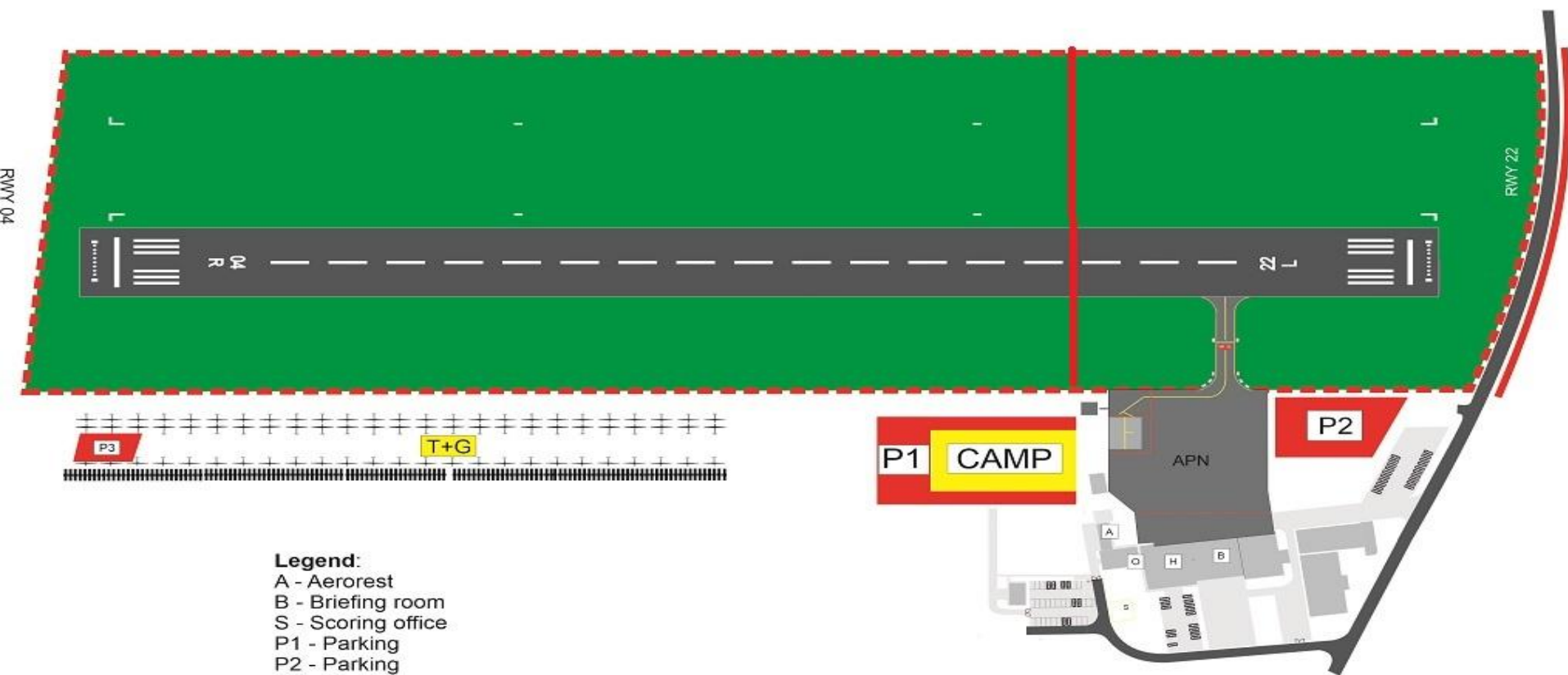
The **landing frequency** is the same as the finish frequency -

123,055 MHz (call sign **PRIEVIDZA TRAFFIC**). Gliders landing straight in, shall during landing, proceed according to the instruction received from finish officials on the airport frequency. The aim is that the first finishing gliders shall normally continue **as long as possible** landing to allow other gliders to land safely behind and to use as much runway as possible. Any **sudden change** in direction of flight or rolling during the landing procedure is **strictly prohibited**. **Violations will be penalized**. Landing instructions for gliders landing from the runway circuit will be specified at the briefing.



Safety briefing Landing procedures

..... Airport Boundary



Legend:

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



Safety briefing Arrivals

Except during **emergency situation**, the arriving gliders **always** land within **the last third** (from the landing direction) of the runway in use. The gliders landing first should roll out as far on the runway as possible. After touchdown, the landing glider is forbidden to change its direction away from its landing course.

All vehicles which will be used to **transport the gliders from** the runway must be at the time of the expected arrival parked in the areas “P1” or P2.

After landing, the gliders are transported to the area “T&G” as shown by the red arrow.

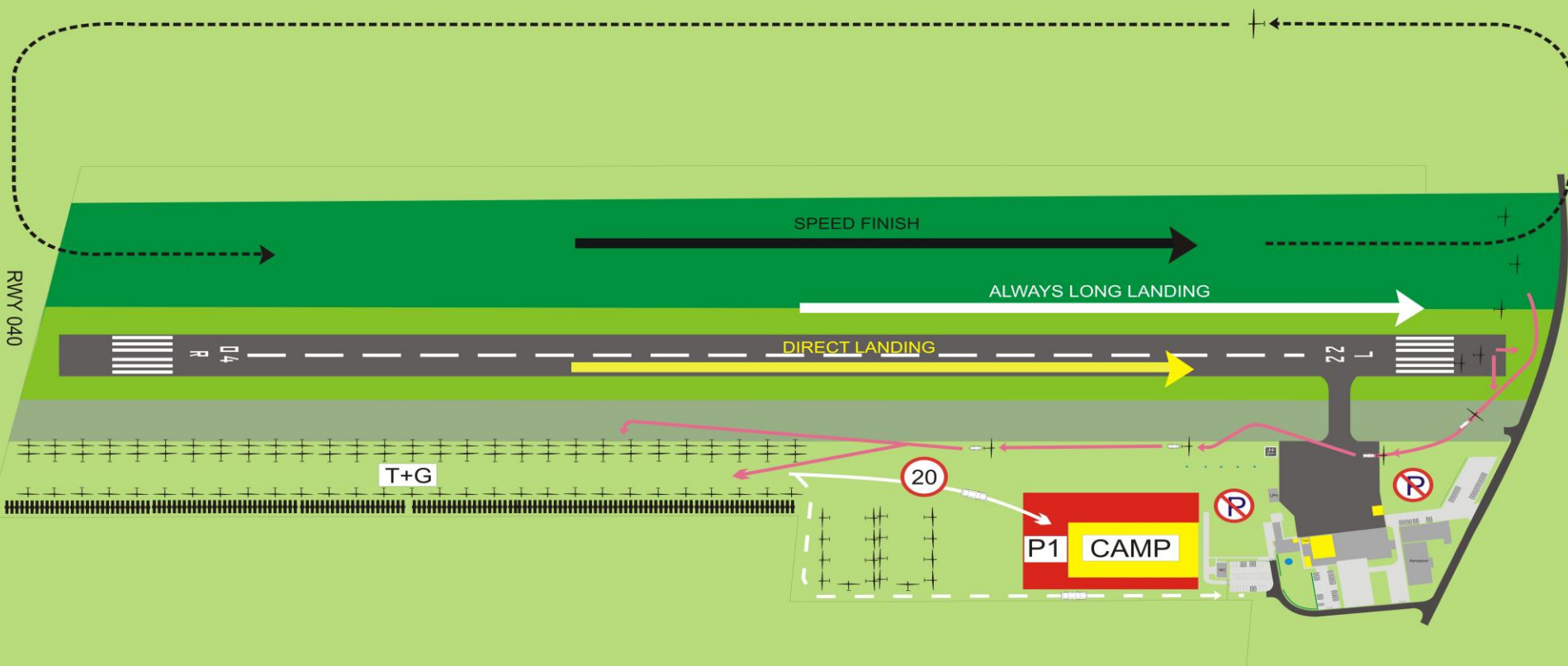


Safety briefing

RWY04 Arrivals APP from S

Arrivals 040 - approach from the south

Picture 4a.





Safety briefing RWY04 Arrivals APP from S

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 **LEFT** 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** and continue landing to the **LEFT** as possible.





Safety briefing Arrivals

Finish ring:

- *Minimum altitude on the finish ring will be specified at the daily briefing before each competition day*





Safety briefing RWY22 Arrivals APP from N

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 **RIGHT** as possible (from the landing direction).

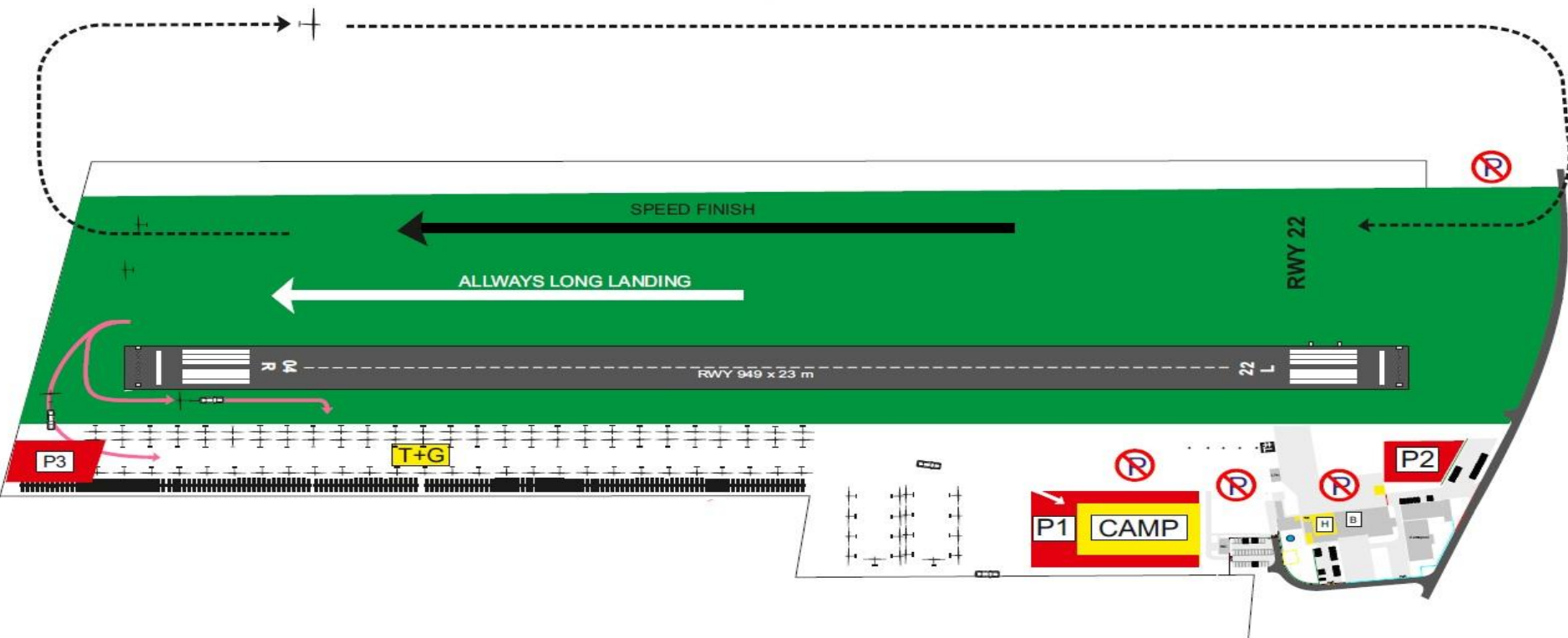
The gliders which are not landing after straight-in approach should enter the **RIGHT-HAND** traffic pattern for the runway 22 and land to the **RIGHT** as possible.



Safety briefing

RWY22 Arrivals APP from N

Arrivals 220 - Approach from the North





Safety briefing Obstacles

- 1) **High voltage line west of airport !!!**
- 2) **2 roads and *new houses* in front of
RWY22 !!!**
- 3) **Approach from North - town Prievidza !!!**
- 4) **Lamps near apron.**





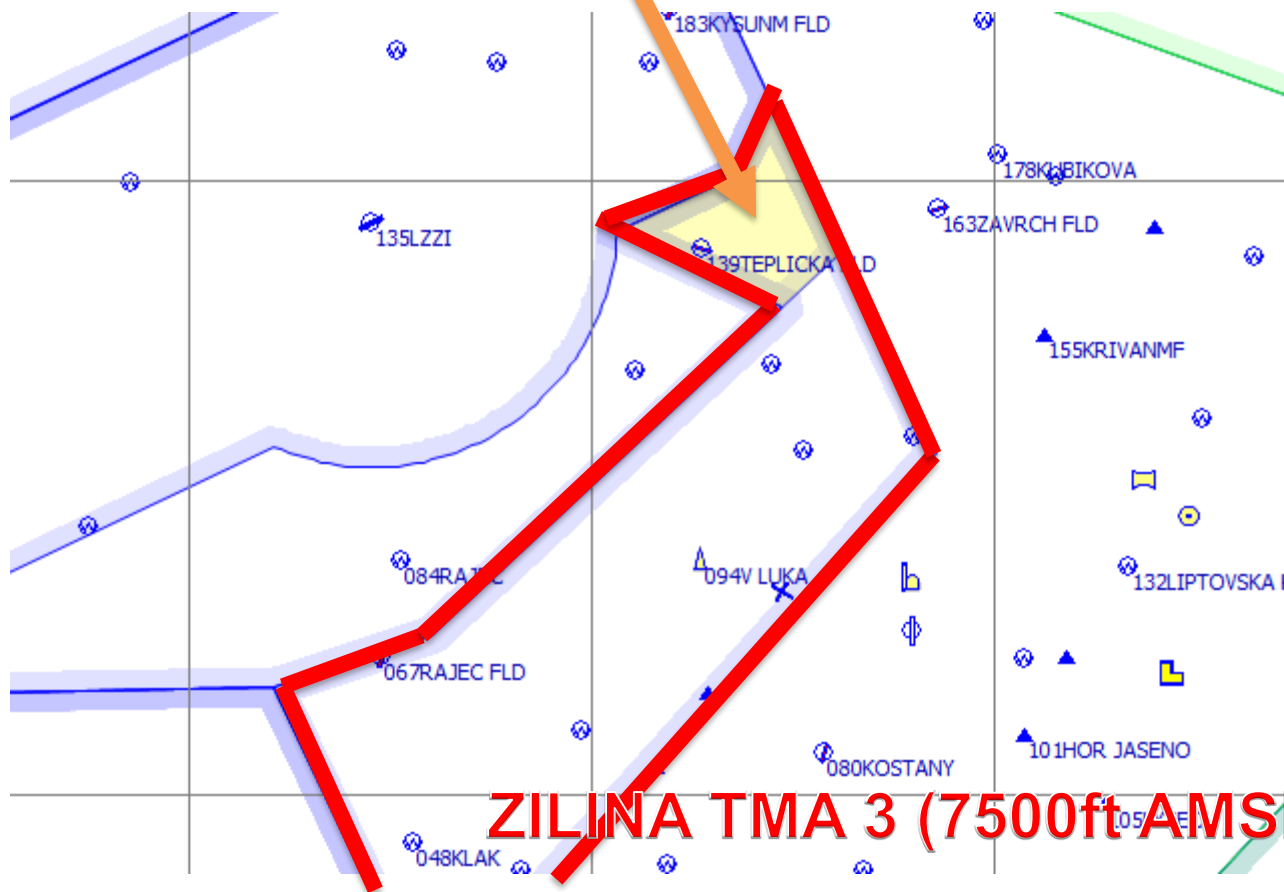
Notes

- 1) Please park your trailers max 2m from the fence.**
- 2) The gap between trailers/gliders and second row at least 30m.**
- 3) Please keep your cars in the parking zones.**
- 4) Trailers only in trailers parking area. No cars in the camp.**
- 5) Be very carefull for your private things!**



Airspaces

ZILINA TMA 3 W/O Martinky



ZILINA TMA 3 (7500ft AMSL)



Airspaces

Gliding Sectors 8000ft – 9500ft AMSL!!!

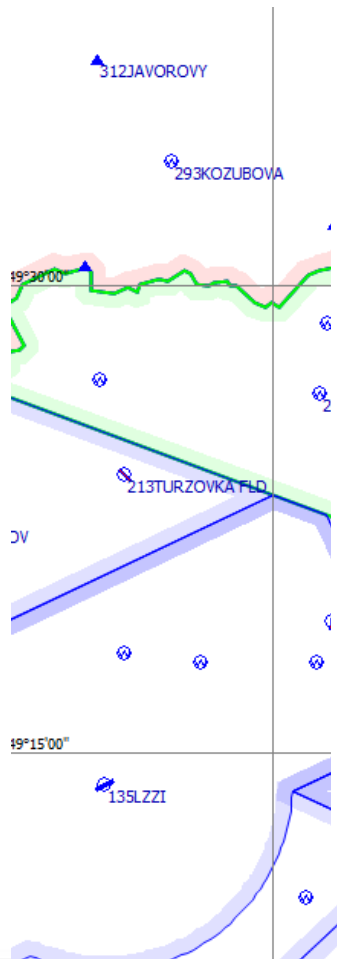
- Beskydy – TOP of Beskydy
- Liptov – TOP of Liptov
- Chopok – TOP of Chopok

Beware of POLAND and CZECH FL095

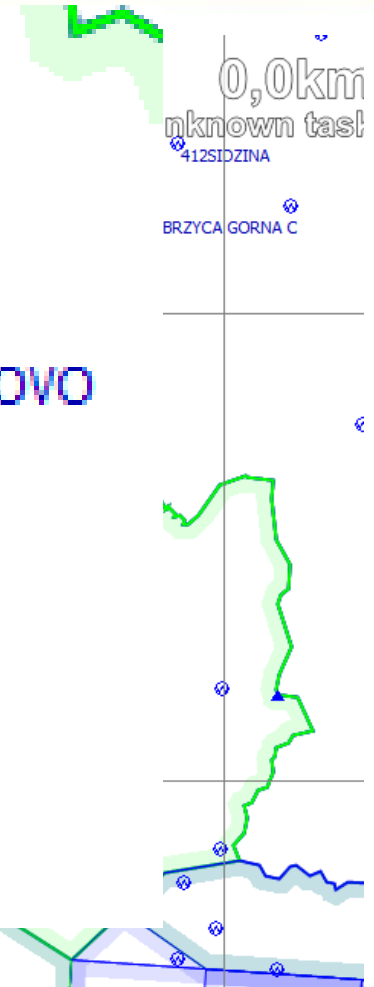


Airspaces

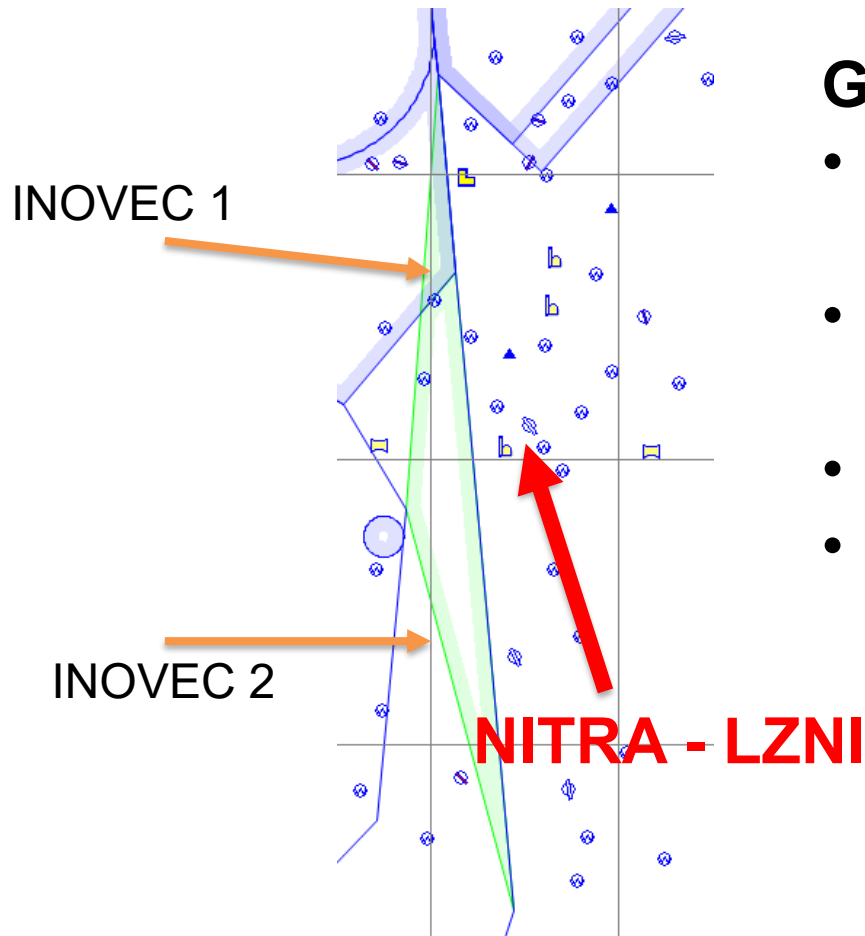
GLIDING SECTORS



Beskydy
 Glider sector
 2438m MSL - 2896m MSL
TOP OF Beskydy
 Class C
 2896m MSL - FL660
BRATISLAVA CTA SEKTOR EAST
 Class C
 2438m MSL - FL660



Airspaces



Gliding Sectors INOVEC 1 & 2

- INOVEC 1 – Piestany TMA 1 & Bratislava TMA 4
- 2500ft – 8000ft AMSL
- **INOVEC 2** - Bratislava TMA 4
- 5000ft – 8000ft AMSL



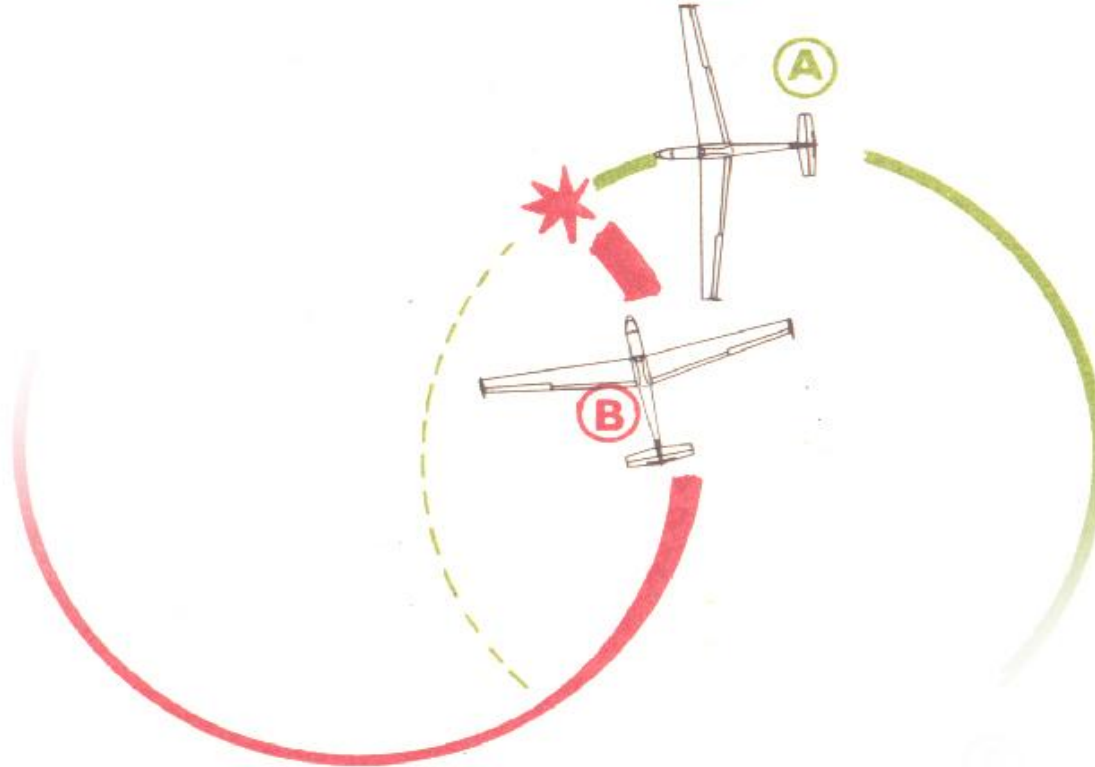
The person you are looking at is responsible for your safety!



The organizing team is kindly asking you to fly safely.

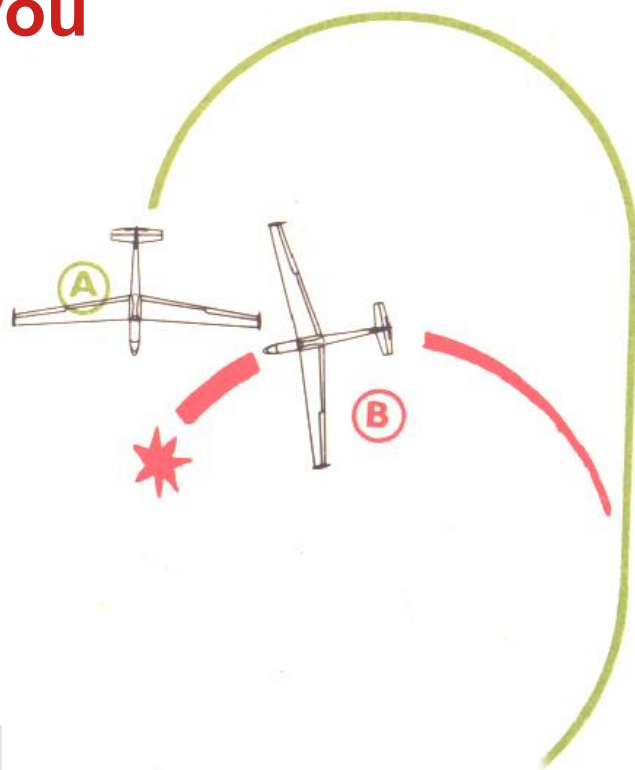


Safe circling is always before optimal circling.



In the same height keep the same circle

When entering circling, or you are in the circling already, Always follow other pilots in front of you



Watch out_{side}!



Flarm is not Airbag.
It will not save you.
It will **ONLY** warn you.
Check your Flarm
range!!!

The organizing team is kindly asking you to fly safely.



Gridding

***Gridding starts at 8:15
(not before!)***





*Thank you for your
attention*

*Have a safe
competition!*

