

LOCAL PROCEDURES

VERSION 1 – APRIL 2025



25.04. – 02.05.2025

WWW.FATRAGLIDE.SK

COMPETITION INFORMATION

Martin – Tomčany (LZMA) | $049^{\circ} 03' 55''\text{N}/018^{\circ} 57' 03''\text{E}$ | ELEV: 420 m / 1378 ft

The competition is held in accordance with the FAI Sporting Code, Annex A, and Part 3 – Gliders, as well as the Appendix A to the Sporting Code Part 3. Any rules not specified in these local procedures will be governed by the relevant regulations from Appendix A. Local procedures are available at www.fatraglide.sk.

COMPETITION SCHEDULE

Application deadline	23.04.2026	1 st briefing	25.04.2026 - 10:00
Training	23.04.-24.04.2026	Competition flights	25.04. - 02.05.2026
Registration	24.04.2026	Reserve day	03.05.2026
Safety briefing	24.04.2026 – 19:00	Ceremony	02.05.2026 -19:00

ORGANIZING TEAM

Competition director/ Sporting director	Ivan Bajana	Deputy competition director/ Safety Officer	Miroslav Themár
Scorers	Zuzana Hrnčířiková Roman Dobiaš	Meteo	Ján Horák Branislav Jesenský
Tasksetters	Tibor Frátrik Branislav Jesenský	Economist Web admin	Miroslav Themár Martin Červenec

CONTACTS

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[http:// www.fatraglide.sk](http://www.fatraglide.sk)

1. GENERAL

COMPETITION OBJECTIVES

- To determine the winner of fatraglide26 in Club and Combi 15+ and 18+ classes based on overall results.
- To provide competition experience for glider pilots.
- To promote gliding.

COMPETITION CLASSES

fatraglide26 has following classes:

CLUB

CZIL handicap list (available at www.fatraglide.sk) will be used. Water ballast is not allowed.

COMBI 15M+

CZIL handicap (available at www.fatraglide.sk) will be used. Water ballast is allowed.

This class will include gliders with a wingspan up to 15 meters (FAI Standard Class and 15 m Class) and 20-meter two-seat gliders with a CZIL index from 108 to 118 inclusive.

COMBI 18M+

CZIL handicap (available at www.fatraglide.sk) will be used. Water ballast is allowed.

This class will include gliders of FAI Open Class and 18 m Class.

CLASS OPENING CRITERIA

The relevant class will be open if at least ten competitors in the class complete a launch on the first competition day. If there are insufficient participants, they will be merged into a similar class.

MAXIMUM NUMBER OF GLIDERS

The maximum number of gliders at airfield is **70**. Each class will have five reserve slots.

The organizer reserves the right to adjust these numbers if necessary.

In the case of more competitors being registered than the total limit for all competition classes, the organizer reserves the right to opt-in according to the following criteria:

- Date of the entry fee payment
- Members of national teams
- Position in FAI IGC Ranking list

POWERED GLIDERS

Powered gliders will be admitted to the competition under the conditions normally required and specified by the FAI Sporting Code, with functioning MoP recording device.

COMPETITION VALIDITY

The minimum number of **valid tasks** during competition period for a valid competition in given class is **three**.

SAFETY RULES

In case of a serious accident, competitor who observes or becomes aware of it shall immediately communicate it to the Competition Director (CD) directly or through other competitors and carry out every action useful for the rescue. If the accident implies rescue action by one or more competitors, the CD, once informed about fact, may announce the cancellation of the task by radio.

Any further necessary and/or additional rules for each competition day will be announced on the daily briefing for the day.

NATIONAL REQUIREMENTS FOR DOPING CONTROLS

Random tests for doping will be conducted in accordance with FAI Anti-Doping Rules and Procedures always after the daily completion.

Alcohol tests may be checked during the competition using by random selection process.

REQUIREMENTS

MINIMUM QUALIFICATIONS REQUIREMENTS

- Hold a pilot licence – Sailplane and valid medical certificate.
- Achievement of conditions to gain the FAI silver badge and attendance of minimum one gliding competition within last five years.
- Have flown at least **70 hours** as a pilot in command.

ENTRY FEE

Entry fee **230,- EUR per competing glider** covers all operational costs during the contest except towing fees.

Entry fee for junior is **160,- EUR** for competing glider.

If a competitor pays the entry fee but does not participate in the competition and fails to notify the organizer no later than April 19, 2025, only 50% of the entry fee will be refunded.

TOWING FEES

The price for one competition aerotow up to 750m QFE in the designated release area is:

- 45,- EUR for club class
- 50,- EUR for combi class

The fee for one competition take-off of for a self-launching glider is 20,- EUR.

The organizer requires the payment of the 5 aerotows in advance, latest during the registration process on 24.04.2026.

Pre-paid and unused aerotows fees will be refunded in full amount.

PAYMENT DETAILS

Bank name: Slovenska Sporitelna, a.s.

Account name: **Aeroklub Martin, o. z.**

Account No.: 0061327840/0900

IBAN: SK 93 0900 0000 0000 6132 7840

SWIFT: GIGASKBX

Note: gliders registration number – important for an identification of your payment

The entry fee is payable until 24th April 2026 by the money transfer to the organizer bank account and or upon agreement with the organizer in cash during registration day.

ACCOMMODATION

CAMP

The fee per one night in the camp at airfield premises is **20,- EUR/ person/ night**. In case there is a more than 1 person (older than 12 years), the camp fee is **10,-EUR** per night. The price is inclusive of the connection to the power supply from the electricity power box

AIRPORT HOSTEL

If you are interested in booking an accommodation at airfield hostel, please contact the organizer. The fee per one night in a hostel is set to **20,- EUR/person/night**.

PAYMENT DETAILS

Aerotows and camping/hostel fees deposit to bank account:

Bank name: Slovenska Sporitelna, a.s.

Account name: **Aeroklub Martin, o. z.**

Account No.: 0061327840/0900

IBAN: SK 93 0900 0000 0000 6132 7840

SWIFT: GIGASKBX

Note: „fatraglide26 – pilot’s first and last name and the glider’s registration. When paying for the campsite, enter a capital K, the number of persons, and the number of nights. When paying for tows, enter V and the number of tows.

HANGARING

The organizer will secure the limited spaces in the hangar preferably for VSO-10 type gliders, or other types of wooden constructions gliders. All transport vehicles and trailers will be located in the designated area at the airfield.

CONTEST SUNSET

The End of Evening Civil Twilight – EECT valid for the competition day will be published in the tasks sheet.

DIGITAL COMMUNICATION METHODS

The digital communication platform during the competition will be WhatsApp – fatraglide25.

REQUIRED DOCUMENTATION

CREW

- Valid personal documents.
- Health insurance certificate (except of Slovak citizens)
- SPL pilot licence or an equivalent document recognized by the Transport Authority of SR.
- Valid medical certificate.
- Valid radiotelephone operator certificate.
- Flight logbook.
- Parachute certificate.

GLIDER

- Certificate of registration in the Aircraft Registry.
- Certificate of airworthiness.
- Flight manual.
- Aircraft logbook.
- Radio station operation permit.
- Maintenance certificate.
- Proof of payment for third-party liability insurance.

DOCUMENTS REQUIRED ONBOARD OF THE GLIDER

- Valid personal documents.
- SPL pilot licence and valid medical certificate.
- Valid documents for the glider and radio station.
- Flight manual.
- Proof of payment for third-party liability insurance.
- Competition flight task plan.

INSURANCE

THIRD-PARTY INSURANCE

Coverage of liability insurance for third party damage must cover the entire duration of the competition and the value of coverage must be in accordance with applicable regulations.

Documentation proving the insurance shall be made available to the organizer in Slovak or English language.

MEDICAL INSURANCE

Personal medical insurance (covering accidents and illnesses, including hospitalization costs and transportation back to the country of residence) is required for all pilots and team members.

TECHNICAL REQUIREMENTS

MANDATORY EQUIPMENT

During the competition, the glider must be equipped with:

- GNSS flight recorder (FR) approved by IGC,
- Tie-down equipment (if glider stays out),
- FLARM

All instruments, PDAs, GPS, etc., must be firmly mounted in the glider in such a way that the pilot's vision is not affected.

CONTEST NUMBERS AND HIGH-VISIBILITY MARKINGS

CONTEST NUMBERS READINESS

The visibility of contest numbers will be checked. If two contest numbers are the same or unclear, the competitors will be asked to modify them. The right to the original contest number belongs to the competitor who paid the entry fee first.

SAFETY FEATURES

The organizer requires that the glider be equipped with at least two devices from the following list of safety features:

- Energy absorbing foam seat cushions
- Emergency Locator Transmitter or Personal Locator Beacon
- Improved conspicuity by appropriate markings
- Supplemental oxygen
- Fixed rear view mirror
- Spinal protection device
- Increased shock absorbing landing gear
- Emergency egress device
- Side string angle of attack indicator
- Acoustic stall warning system
- Anti-submarining safety harness
- Approved airframe recovery parachute system
- Pilot rescue system
- Energy absorbing nose

The organizer **recommends** that one of the devices be a “cabin-flasher” anti-collision system.

FLIGHT RECORDERS

Only GNSS flight recorders approved by IGC are allowed for flight documentation. This applies to both the primary and secondary flight recorders.

Calibration certificate for GNSS flight recorders are not required. If the competition scorer considers the use of a calibration certificate, it must be valid in accordance with SC3 2.4.6.

WEIGHTING PROCEDURE

Procedures for checking the glider's weight during the initial technical inspection for PMSRj25 are obliged and may be applied at any time during the competition for all competitors. Each competitor is required to fly their glider within the limits of its airworthiness certificate.

GENERAL FLYING RULES

RADIO FREQUENCIES TO BE USED DURING THE COMPETITION

The following frequency will be used:

- **FREQ 120.040 MHz**, call sign „MARTIN PREVÁDZKA“- for all airport operations at the contest site and within the ATZ.

Frequency for flight safety purposes:

- **FREQ 120.040 MHz**, call sign „MARTIN PREVÁDZKA“,
- International distress **FREQ 121.500 MHz**.

TASKS

TASKS OPTIONS

The following tasks options will be set:

- **Racing task (RT)**
- **Assigned areas task (AAT)**

COMPETITION PROCEDURES

THE LAUNCH GRID

The gliders will be arranged at the take-off area according to the principle of free positioning. The grid for the given class will be built from back to front, starting from the marker designated by the organizer. The grid for the Club Class of fatraglide25 and PMSRj25 will be the same.

Gliders positioned behind the marker will lose one competition launch.

The grid will be open at 8:00 (unless the organizer specifies otherwise).

The order of classes on the grid will be determined by the organizer in advance, before the grid building starts.

DISCHARGING WATER BALLAST ON THE GRID

Discharging water on the grid is not allowed and will be penalized.

CONTEST SITE BOUNDARY

The boundary for the contest site is the LZMA airport area, including its surroundings. The contest site is the designated landing area for the gliders, where they are allowed to take off again for a flight task.

LAUNCH PROCEDURES

POWERED GLIDERS

The take-off of powered gliders will proceed in the same manner as the aerotow launches defined in the briefing.

MOP TEST PROCEDURE

Powered gliders that have launched using aerotow must shut down their engines after release from the towplane within 5 minutes, with a maximum of 2 minutes of engine running **at least once before the first competition start**, in order to confirm the functioning of the MoP to the flight recorder.

RELEASE AREAS

Circling is prohibited in the area below and under the release altitude. Pilots returning for a new launch during mass take-offs must also adhere to this rule.

START

TYPES OF START

- **Start line** – A straight line, of defined length, perpendicular to the course to the first Turn Point, or the center of first Assigned Area.

RADIO PROCEDURES FOR ANNOUNCING THE START OPENING

The competition frequency 120.040MHz will be used for announcing the start of the tasks using following phrases (repeated once):

- **START LINE FOR (club/combi 15+/18+) CLASS WILL BE OPEN AT** (time HH:MM). Announcement will be made as soon as possible after the take-off of last sailplane in the class.
- **START LINE FOR (club/combi 15+/18+) CLASS WILL BE OPEN IN 20 MINUTES.** Announcement will be made 20 minutes before the opening of the start for each class.
- **START LINE FOR (club/combi 15+/18+) CLASS WILL BE OPEN IN 10 MINUTES.** Announcement will be made 10 minutes before the opening of the start for each class.
- **START LINE FOR (club/combi 15+/18+) CLASS WILL BE OPEN IN 5 MINUTES.** Announcement will be made 5 minutes before the opening of the start for each class.
- **START LINE FOR (club/combi 15+/18+) CLASS IS OPEN NOW.** Announcement will be made at the time of the opening of the start line for each class.
- **START LINE FOR (club/combi 15+/18+) CLASS IS CANCELLED.** As soon as possible after cancellation decision for the day has been made.

If the maximum departure height is set during tasks departures, following announcement will be made along with the time of the task departure by the phrase:

- **MAXIMUM DEPARTURE HEIGHT** (height QNH in meters)

INTERVAL DEPARTURE TIME REQUIREMENT

The organizer set that the **PEV** system might be used for departures during the competition. PEV start **times** will always be announced at the **daily briefing** and listed in **flight tasks**.

REAL OUTLANDINGS

In case of sailplane outlanding, the pilot/crew shall contact the organiser without delay and before the retrieve crew departs the air base.

The place of outlanding, means of retrieve, aerotow request or other necessary information shall be announced to the organiser.

ARRIVALS

Finish ring – circle **3 km radius** from **LZMA N049° 03'55 "E018° 57'03"**. The height limitation on finish ring can be announced on daily briefing.

FINISHING PROCEDURES

Competitors are required to announce their arrival on the finish line when

- **10 kilometres** and
- **3 kilometres**

switching on **120.040MHz** frequency (call sign Martin Traffic), giving the **contest number, the distance to go in kilometres and landing procedure** (direct landing/ circuit finish). Circuit finish procedures will be published during each competition day.

LANDING PROCEDURES

The landing frequency is the same as the finishing frequency - **120.040MHz** (call sign **Martin Prevádzka**). All direct landings shall be performed according to the instruction given from traffic controller on the landing frequency. Pilots must land as long as possible, strictly avoiding crossing the runway diagonally, bearing in mind that several gliders can be behind them at the same time.

Sailplanes that first reached finish point, land as long as possible on the RWY, others landing behind them at a safe distance.

Any change of direction during the landing procedure is strictly forbidden and will be considered as a dangerous flying followed by a penalty and or pilot will be suspended from the competition.

The landing instructions for the sailplanes landing from the circuit will be defined at the briefing and controlled by the CTAF operator.

FLIGHT DOCUMENTATION

All flight documentation such as GNSS records must be handed without any further delay max. up to 60 mins after landing (with exception of pilots who outlanded), using following options:

- **by e-mail** - email address will be confirmed during first briefing

In case of emergency, a memory card or USB can be used.

The location/ file of the flight record must be clearly identified on the memory card or USB key.

The competitor **shall hand over** the records that contain **all flight data of the day**.

The flight record, covering all flights made during the day shall be kept in the IGC Flight Recorder until the flights have been evaluated by the Organizers.

SCORING

SCORING SYSTEM

1000-Points Scoring System will be used for the contest.

SCORING OF TEAM CUP

Team Cup will not be scored.

PROTESTS

PROTEST FEE

The protest fee is **20.00 EUR**.

TRAINING

In case of training requirements prior contest, please contact organizer.

PILOT DECLARATION

The competitor is fully responsible for all personal and glider documentation and its validity. The organizer of the contest is not responsible for the incorrectly mentioned/ stated or invalid data within the pilot or sailplane documentation and shall in no event be liable for any consequences resulting from such deficiency.

Having the first competition take off, a competitor declares the understanding of the rules and local procedures for this competition.