



PRELIMINARY REMARKS

The Pribina Cup competition will use the rules prescribed in FAI Section 3 Annex A except as detailed in these local procedures. These local procedures take precedence over Annex A in all cases where a subject is mentioned here. If the local procedures are silent, Annex A will apply.

CONTACT

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LOCAL PROCEDURES

April 2, 2026

PART 1 GENERAL

OBJECTIVES

Over and above annex A, the objectives of the Pribina Cup are:

- a. To provide an international standard competition with an FAI Ranking early in the season.
- b. To achieve the maximum possible number of valid completion days in the short time available consistent with safety
- c. To make use of the Easter holiday period to achieve a) and b)
- d. To maintain a friendly spirit of healthy competition between pilots from all nations
- e. To support sporting development of junior glider pilots

GENERAL REQUIREMENTS

The total period of the event shall be as published on the Pribina Cup website for the relevant year. Contest will be valid provided that there have been at least one valid contest days in a class. As this is a short competition, no rest day will be required and weather permitting, all days will be flying days.

The competition organizers reserve the right to declare a rest day for safety reasons at any time. There will be unofficial practice days the week before the competition. Flying on these days is highly recommended, but not mandatory.

If any one class does not have at least seven participants on the first competition day, the class will be dissolved, and all participants will fly and be scored with a similar class.

There will be no safety committee. Safety concerns will be addressed by the competition director with assistance from any person as the director sees fit.

All pilots must declare at registration that they have read and will abide by these rules.

All pilots shall commit themselves to the highest possible degree of safety and agree to place safety above competitive advantage on the ground and in the air.

There will be no Jury and no Stewards. All decisions relevant to the running of the competition shall be made by the competition director or delegates as the director sees fit.

No documents will be provided in hard copy except that the charts may be made available to purchase.

There will be no official team captains. All required information will be supplied directly to all pilots at the daily briefing or by other means as appropriate.

Control Points will be made available on the Pribina Cup website. All efforts will be made to provide a complete list well before the competition, but the organizers reserve the right to make changes at any time with notice to all pilots.

Airspace files will be provided in as many formats as practical. All efforts will be made to provide a complete list well before the competition, but the organizers reserve the right to make changes at any time with notice to all pilots.

The competition director shall be nominated by the organizers.

There will be no official national teams or team captains.

All competitors and crew members agree to be bound by the rules including annex A and these local procedures and any directives of the competition director.

QUALIFICATIONS

A competitor must:

- a. Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;
- b. Hold a currently valid FAI Sporting License.
- c. Hold a Pilot License or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered, or of the country where the competition take place;
- d. Know, understand, and abide by the FAI Sporting Code, General Section, Section 3 including Annex A and the Local Procedures issued for the event.

ENTRY

Application for entry shall be accepted only on the official Pribina Cup website. Requirements published on that website shall be followed.

The entry fee shall cover all operational costs during the competition, except aero tows.

Entry fees shall be returned only in exceptional circumstances and only at the discretion of the director. Unused Aerotow fees will be returned.

There are no limits to the number of entries from any one country. The maximum number of entries to the event will be 150 gliders. The maximum number of entries in any one class will be 50 gliders plus any winners from the previous event.

If the total number of entries or the number of entries per class exceeds the maximum numbers set for the event the number of entries will be reduced in accordance with the published procedure on the Pribina Cup web page.

The organizers may reject any entry at their discretion without being required to give any reason or justification.

REGISTRATION

All registration must be completed before takeoff on the first official competition day. There will be no technical check of the participating gliders.

After the close of registration, any change of sailplanes or pilots shall only be allowed in extreme circumstances at the complete discretion of the competition director.

Each competing sailplane shall be operated in accordance with the requirements of the country in which it is registered including any requirements for carriage of documents on board.

Third party insurance, as specified in the Pribina Cup website, is the responsibility of the entering pilot.

Personal medical insurance is required for all team members, covering accidents and sickness, including any local hospital costs but not necessarily including the costs of transport back to the team member's home country.

The Organizers may require competing sailplanes to carry tracking devices.

Each competing sailplane must have been issued a valid Certificate of Airworthiness or Permit to Fly not excluding competitions and may be inspected by the organizers at any time in order to verify that it is flown within the limitations of its Certificate of Airworthiness or Permit to Fly.

Checking take off mass may be carried out at any time before takeoff on any competition day. Adding mass, or changing configuration/crew member (Open Class) after weighing is prohibited.

CONTEST NUMBERS

The contest numbers, as validated by the Organizers, shall be displayed on both sides of the tail fin and/or rudder. These should be at least 30 cm high. It is not required to display contest numbers under the wings, on the glider trailer and crew car.

GENERAL FLYING PROCEDURES

All pilots shall attend briefing. A pilot who has not attended briefing for any reason must seek specific permission from the competition director to fly on that day before launching.

Common radio frequencies if available will be provided on the briefing sheets each day.

FLIGHT RECORDS:

Flight records for the complete duration of all flights on any day must be submitted.

PART 6 TASKS

TASK TYPES

There is no limit to the proportion of task types used.

The grid order of each class shall be determined in relation to each sailplane's arrival time at the gridding area. The first arriving sailplane shall be placed last on the grid, every subsequent arrival shall be placed in front of the previous arrival, and the last arriving sailplane shall be placed first on the grid.

Any pilot may elect to place their sailplane behind the entire grid for their class, but all start gate opening timing will be based on the last launch of officially gridded sailplanes in the class.

No Water ballast may be discharged on the grid.

COMPETITION PROCEDURES

THE LAUNCH GRID

The classes shall be launched separately but launching in two classes may be carried out concurrently. The complete grid order shall be determined by the organizers.

LAUNCHING

A pilot may release before the towplane rocks its wings.

There is no area in which continuous circling is prohibited or allowed in one direction only.

STARTING

There is no requirement to communicate start times to the organizers during flight.

OUTLANDING

Aero Tow Retrieves are permitted from airfields at the discretion of the tow pilot. Aerotow retrieves are not permitted except from airfields.

SCORING AND PENALTIES

There will be no team cup.

COMPLAINTS AND PROTESTS

COMPLAINTS

Only a competing pilot may make a complaint.

TREATMENT OF PROTESTS

The competition director shall consult with the scorer and the sporting director. The decision reached by this group is final and binding on all parties. There will be no right of appeal.

PRIZEGIVING

No flags will be flown at the prize giving ceremony. No medals, challenge cups, badges or diplomas will be awarded.

Only the first three places and the best junior pilot/crew in each class will be recognized in prize giving. There will be no FAI prizes awarded.

COMPETITION DETAILS

Name of the Event

Pribina Cup 2026

Location

Airport Nitra

ICAO Code: LZNI

Coordinates (WGS84): 481647N 0180802E

Elevation AMSL: 135M/433FT

Time Schedule

Early Bird	March 20, 2026
Unofficial Training	March 28 - April 2, 2026
Configuration Change	April 3, 2026, 10 AM
Opening Briefing	April 3, 2026, 10 AM
Contest Flying	April 3 - April 11, 2026
Closing and Prize Giving	April 10, 2026, 8 PM

Competition Officials

Competition Director	Dominik JANCIK
Task Setters	Dominik JANCIK
Scorers	Igor ZVERKO, Emil ROHAC
Administration	Radoslav CAGALA, Jozef DUC, Filip PECHAC
Infrastructure	Milos TAPUSIK
IT	Tibor ARPAS, Jozef DUC
Web Page	Jozef DUC, Lubomir 'Elfo' BALKO
Photographer	Lubomir 'Elfo' BALKO

Address for Correspondence and Entries

For all matters contact the organizers:

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DIha 108

94907 Nitra

SLOVAK REPUBLIC

Tel.: +421 911 430 786

E-mail: info@pribinacup.sk

GENERAL

Competition classes

The Competition will be held in the following classes:

- Club Class (The recent version of Czech index list will be used)
 - 15m Class with handicaps (The recent version of Czech index list will be used)
 - 20m Two Seat Class with handicaps (the current IGC index list will be used)
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- Open Class with handicaps (The recent version of Czech index list will be used)

Additional safety rules

Additional safety rules may be imposed and announced at competition briefings. Such safety rules are considered to be part of the Local Procedures and will be provided during briefings to all Pilots or in writing 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 competition, 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.

NATIONAL TEAMS

Entry Fee

The entry fee is:

- 170 EUR per participating glider if credited to account below by March 20
- 220 EUR per participating glider as of March 20 (late entries).

The entry fee covers all organizer's operational costs during the event except aero tows. Acceptance of the late entries will be decided by the organizers individually and on a case-by-case basis.

The entry fees received by March 20 will be refunded in full. The refund of entry fees received after March 20 may be reduced based on the costs accrued by the organizers.

All payments will be accepted only using bank transfers and to the bank account specified below.

Bank: Fio Banka, a.s.

Account Name: Slovensky narodny aeroklub, AEROKLUB NITRA,
DLHA 108, 949 07 NITRA, SLOVAK REPUBLIC

IBAN: SK28 8330 0000 0029 0273 2058

Bank Code: 8330

Swift Code: FIOZSKBAXXX

Message: Name Surname Entry Fee

Total number of allowable entries

The number of entries will be limited to a maximum of 50 gliders in a class and a maximum of 150 gliders in all classes. In case of more entries than these limits or due to other yet unforeseen circumstances (e.g., health or epidemiological limitations), the organizer reserves the

right to reduce the number of entries by using the selection criteria in following priority order:

1. Compliance with minimum entry criteria for participating pilots/crew members (see below)
2. The number of Pribina Cup competitions flown in the past.
3. The pilot's IGC Ranking List position as of February 28.

Winners of the previous Pribina Cup are automatically qualified and will be admitted in addition to the above limits. They must, however, comply with all entry criteria and follow the online registration procedures as other pilots (except for payments).

The above criteria are introduced to deal with the possible over registration or other limitations in a transparent and fair way.

Additional documentation required

The organizer may require following additional compulsory documents if necessarily:

For all Team Members:

- Countries that require visas to enter Slovakia, Czech Republic, Poland and Hungary must organize them by their own means in due time. If invitations are needed, organizers will provide such documents.
- Documentary proof (in English, Czech or Slovak) 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
- Pilot License or equivalent document, valid for the country in which the pilot's glider is registered, or valid in Slovakia
- 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
- Signed WADA Athletes Acknowledgment and Agreement

For the sailplane:

- Registration Certificate
- Valid Certificate of Airworthiness or Permit To Fly
- Valid weight and balance record
- Third party insurance certificate with required coverage (see 3.6.1)
- Initial FR calibration certificate for primary and secondary FR

Documents required to be carried on board the sailplane

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

- Proof of nationality or certificate of residence (FAI General Section);
- Valid Pilot License or equivalent document
- Valid C of A or Permit to Fly
- Certificate of Registration
- Glider radio license
- Glider Flight manual and Log Book
- Proof of third party insurance coverage for the glider

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 < 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 organizer in Slovak, Czech or English languages.

Personal Medical Insurance

Personal medical insurance is required 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.

TECHNICAL REQUIREMENTS

Mandatory additional equipment

Acoustic vario, PC connection cables for own GNSS Flight Recorders, for Pilot a serviceable cellular telephone is mandatory.

The installation and continuous transmission of a proximity warning device (FLARM or equivalent) is also mandatory.

Sailplane Strobe Light is strongly recommended.

PDAs, GPS navigators etc. must be firmly mounted on the instrument panel or in the canopy in such a way that the pilot's vision is not affected. "Loose equipment" such as a knee mounted PDA or GPS is prohibited.

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 Artificial Horizon

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

note

The organizers may require the competing sailplanes to be marked with high visibility markings to improve in-flight observability.

note Carriage of GNSS data transmitters for public displays

The organizers may require the competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Pilots will be advised at briefing, before the equipment is installed.

Procedures for checking aircraft mass

The following mass checks may be carried out:

Scales - Two scales at least shall be available, located at the front/tail and main wheel, respectively, allowing two complementary measurements, which will sum to the total mass. The scales shall be adequate in range and accuracy (1 kg at 525 kg).

Take-Off Mass

Open Class - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 850kg and the maximum certified mass.

15m Class - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 570 kg and the maximum certified mass.

20m Two Seater Class - A check of the glider mass, intended to verify that the take-off mass of the sailplane will not exceed 800 kg and the maximum certified mass.

Club Class - A check of the glider mass, intended to verify that the take-off mass will not exceed the maximum certified mass of the sailplane without water ballast.

Additional Weighting

The organizer will initially provide the following additional weighting operations. The results of this operation will be recorded and made available to the pilot concerned:

- a. Glider empty, i.e., without pilot and parachute but including loose items such as thermos, drinks, tie-down equipment, additional clothing etc.;
- b. Pilot;
- c. Parachute (if applicable).

GENERAL FLYING PROCEDURES

Units of measurement

Unless stated otherwise, distances will be expressed in kilometers, heights in meters Above Ground Level (AGL), altitudes in meters Above Mean Sea Level (AMSL), speed in kilometers per hour (km/h), vertical speed in meters per second (m/s), mass in kilograms (kg) and headings or radials in degree true north.

For each competition day, the reference values of QNH (hPa) and the upper limits of the contest area (m MSL and ft MSL) for that day will be printed on the task sheet.

Radio communication required for contact with Air Traffic Services

Not applicable.

Data transmission requirements

A portable/cellular telephone must be carried on board. Proximity warning devices (FLARM or similar) are allowed to be used to improve pilots' situational awareness.

Radio frequencies to be used during the competition

For the competition the following frequencies will be used:

Call sign NITRA TRAFFIC (FREQ 123.405 MHz) - for all airport operations at the contest site;

Call sign NITRA COMPETITION (FREQ will be announced before the competition period) - for all competition purposes;

TEAM FREQUENCIES (The list of FREQ will be announced before the competition period) - assigned team frequencies for all team communication related to the contest.

Frequencies allocated for flight safety

Frequency 123.405 MHz (Call sign NITRA TRAFFIC) and allocated national frequencies will be used for flight safety purposes.

Additionally in case of primary frequency 123.405 MHz will be blocked or unusable all stations are requested to switch to and listen only on emergency frequency 121.500 MHz.

All competitors should have frequency 123,405 MHz selected from:

- The beginning of take-off, and
- During the launch until they have left the launching zone, and
- On the final glide from at least 10 km away from the finish ring, and
- During landing – from the moment they join the circuit until they have left the runway.

TASKS

Types of tasks that will be set

The following tasks will be set during the competition:

- Racing Task
- Speed Task - Assigned Areas

COMPETITION PROCEDURES

Requirements for discharging water ballast on the grid

Discharging water ballast on the grid is prohibited. Any problems concerning water ballast or fuel when on the grid must be resolved under control of organization. The violation may be penalized.

Contest site boundaries

For the map of contest site boundaries see Appendix A of these Local Procedures.

Procedure for in-flight relaunch

The pilot may execute a second or third relaunch while still in flight by using own MoP if all following conditions are met:

- Pilot requested relaunch on frequency 123,405 when in downwind position and with suitable altitude for start of MoP
- Each individual relaunch was clearly authorized by the organizers on frequency 123,405. The rule in the SC3, Annex A 7.3.1.c must be respected. Therefore, in case of no response or a negative reply from the organizers the pilot must follow the normal landing procedure.
- Otherwise, following the authorisation and a successful start of MoP the pilots must follow the same procedure as a self-launching glider in that class.

Launch and other procedures for motor gliders

All gliders equipped with MoP (engine) shall comply with all the requirements for gliders and carry FR¹ that have an IGC approved MoP function (ENL or other). Release area is the area within 3 km radius from the aerodrome reference point.

Self launching motor gliders shall follow the same climb out path as the aero towed gliders in their Class and shall shut down their MoP in the designated release area at or below the maximum release altitude. Aero-towing motor gliders having a MoP capable of being started in flight (including sustain MoP) have to start and run the engine for at least 30 seconds and at most for 2 minutes, either before the launch or within 5 minutes after release.

Motor gliders requiring a second (third) launch must land before new launch. The new launch has to be approved by the organizer on the frequency 123,400 MHz and it shall be conducted reflecting the sequence of landing times of other gliders in the same 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 altitude.

note Areas where continuous circling is prohibited or permitted in one direction only

Not applicable.

Types and definitions of start that will be used

The Start Option to be used during the competition will be PEV Start, as defined in rule 7.4.2 b.

The Start Geometry to be used during the competition will be Straight Line , as defined in rule 7.4.3 a.

Radio procedures for announcing the start

For announcing the start on the competition frequency following phrases (repeated once) will be used:

- THE START FOR (Club/15m/Open/20M Double) CLASS WILL BE OPENED AT (time hh:mm), MAXIMUM ALTITUDE IS (QNH high in meters) BEFORE STARTING - As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time
- THE START FOR (Club/15m/Open/20M Double) CLASS WILL BE OPENED IN 10 (5) MINUTES, MAXIMUM ALTITUDE IS (QNH high in meters) BEFORE STARTING - 10 (5) minutes before the opening the start for the class
- THE START FOR (Club/15m/Open/20M Double) CLASS IS OPENED NOW, MAXIMUM STARTING ALTITUDE IS (unchanged/raised to) QNH (high in meters) (or DELETED) - Just after the opening the start for the class
- THE START FOR (Club/15m/Open/20M Double) CLASS IS DELAYED FOR (number) MINUTES – As soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time, if the start time will be delayed

THE START FOR (Club/15m/Open/20M Double) CLASS IS CANCELED - As soon as possible after the cancellation of the Day.

Altitude procedures for announcing the start

The maximum altitude before starting, expressed in QNH, will be declared at briefing every day. The possible change of the maximum altitude before starting will be announced using the following phrase:

Maximum altitude before starting for [*] class is changed to [*] m altitude.

Note: The reason for introducing of maximum altitude before starting is that there is a possibility of occasional wave conditions close to the start gates and with no altitude limit this situation can lead to advantage for pilots with early take off. This altitude limit will be finished at the time of opening of the start line for a particular class.

PEV Start option

The PEV start option will be used. Its use will be specified during the daily briefing.

Contest Area Boundary

There is no contest area boundary specified for the contest.

Instructions for real out landings

A competitor who has landed out shall contact his/her team member by telephone without delay giving them information as specified on the Outlanding Form. The pilot or his representative shall hand the information from outlanding form to the Organizers (Information office) without delay and prior to sunset as the latest. Non-compliance may be penalized.

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 organizer, except in situations when the organizer delegates this activity to another local aero tow operator. In case the aero tow retrieve is to be used, suitable points in the outlanding report have to be filled in before handing in to the outlanding office.

Types and definitions of finishes that will be used

The finish options for the competition are:

- Finish Ring (5km radius from Nitra Aerodrome Reference Point).

Minimum height and maximum altitude for the finish ring

Minimum height for crossing the finish is 385m QNH.

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 persons (seen or unseen), vessels, vehicles or structures.

Hazardous final approaches and maneuvers when approaching and after crossing the Finish shall be penalized. The advice of the Stewards will be sought when setting penalties.

Finishing procedures

Announcing of the arrivals will be done on the airport frequency 123.400 MHz. For announcing the arrivals the following phrases shall be used at the place specified at briefing:

- (Competition number), (distance to the finish ring 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.

The procedures for joining the circuit of the runway in use for finishers will be specified at the briefing.

Glider approaches towards the airfield should prescribe a descending flight profile (other than to go-around where necessary), and during the approach the landing area should be in the pilots sight and the approach should cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures.

Landing procedures

The landing frequency is the same as the finish frequency - 123.400 MHz (call sign NITRA TRAFFIC). Sailplanes 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 sailplanes shall normally continue as long as possible landing to allow other sailplanes 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 sailplanes landing from the runway circuit will be specified at the briefing.

Handling of flight document

During the training period, each competitor shall submit at least one valid flight log of the primary FR to the scoring system. For motor gliders, the flight log shall contain a valid engine run of at least 30 seconds.

All flight documentation, including GNSS records, list of reached Turn Points, and outlanding certificates shall be handled (according to the instructions received from organizer) after landing within 30 minutes.

Backup documentation shall be handled within 60 minutes after Pilot has been notified. Non-compliance may be penalized.

IGC files in secure mode shall be downloaded from the FRs by the competitors, stored on a standard medium (CF, SD card, USB stick, etc.), and uploaded to the scoring system via the terminals made available in the event center.

The flight logs, covering all flights made during the day, shall be kept in the FR until the flights have been evaluated by the Organisers, minimum until the next briefing for the flying day.

SCORING

Type of scoring system

Scoring system for the competition will be:

1000-Points Scoring System

Scoring of Team Cup

Team Cup will not be scored.

List of Handicaps

See point 1.3.1 above.

Penalty of out landing (M)

Outlanding penalty (Distance reduction) will not be used for scoring the Speed tasks. The formula $M=0$ will be used for scoring.

PROTESTS

Value of the protest fee is 200 EUR.

PRIZEGIVING

Requirements for flags, anthem disc or tapes

Not applicable.

Competitions awards

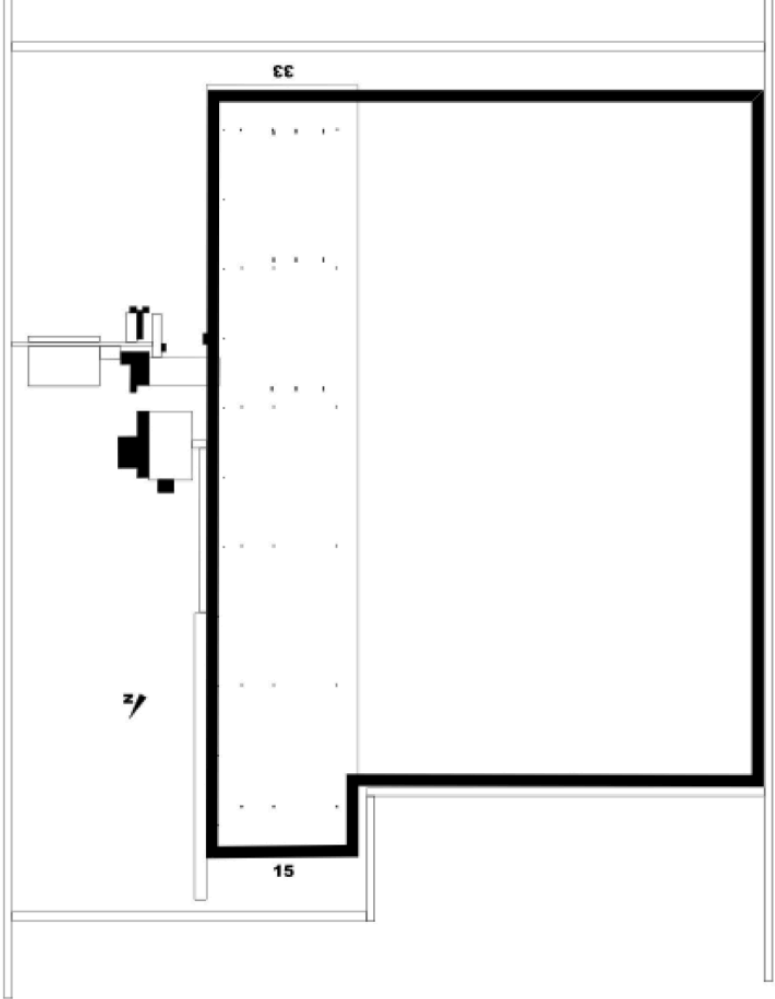
The winners of the Pribina Cup will be awarded free entry (no entry, aerotow and camping fees) to the next Pribina Cup event. The best junior participant in the overall score in each class will be awarded free entry fee for the next Pribina Cup event. The daily winners will be awarded small prizes at the briefings.

APPENDIX A

Contest Site Boundary

Not applicable.

CONTEST SITE BOUNDARY



APPENDIX B

Contest Area Boundary

Not applicable.