



Association pour le Développement du Planeur Ultra-Léger  
[www.ultralight-glider.fr](http://www.ultralight-glider.fr)



## 20<sup>th</sup> FAI World Hang Gliding Class 2 Championship

24 July to 6 August 2017, Aspres-sur-Buech, France

### Local Regulations – Revised June 17, 2017

These Local Regulations are to be used in conjunction with the 2017 versions of:

- General Section of the FAI Sporting Code.
- Common Section 7 of the FAI Sporting Code.
- Section 7A of the FAI Sporting Code.
- CIVL GAP – Centralised cross-country competition scoring for hang gliding and paragliding.

#### 1. Contacts

Organising NAC: Fédération Française de Vol Libre.

Competition Organizer : Association pour le Développement du Planeur Ultra-Léger (ADPUL).

Official Website: [www.ultralight-glider.fr](http://www.ultralight-glider.fr)

#### 2. Officials

Event Organizer:	ADPUL
Organizer representative:	Michel Paté (FRA)
Meet Director:	Dieter Münchmeyer (GER)
Safety Director:	Jean-Louis Foglia (FRA)
Live Tracking Coordinator:	Brian Harris (GBR)
Scorer:	Brian Harris (GBR)
Launch Marshal:	Fabien Garing (FRA)
Goal Marshal:	Fabien Garing (FRA)
FAI Steward:	Louise Joselyn (GBR)
FAI Jury President:	Stephane Malbos (FRA)

Up to four jury members of different nationalities will be nominated before the start of the competition. In case of protest, the Jury President will choose at least 2 jury members to rule with him on the protest.

#### 3. Programme

Registration:	Daily 6 pm from 23 <sup>rd</sup> to 26 <sup>th</sup> July
Practice flights:	24 <sup>th</sup> to 26 <sup>th</sup> July
Mandatory Safety Briefing:	25 <sup>th</sup> July – 7:00 pm
Opening ceremony:	26 <sup>th</sup> July - 10:00 am
Official Practice task	27 <sup>th</sup> July

Competition days: 28<sup>th</sup> July to 5<sup>th</sup> August  
Prize-giving Ceremony: 6<sup>th</sup> August 10 am

#### 4. Daily Schedule

9:00	Task/Safety Committee meeting for task setting
9:30	Pilot Briefing
10:30	Gliders in position in the take-off waiting line in the launch order
11:00	Opening of the launch window
6:30 pm	Scoring Office Open
10 pm	Provisional results published

Timings are subject to change. Changes will be announced at briefings, posted on noticeboards and the website.

#### 5. Entry

The maximum number of pilots that may be entered by a NAC is 8.

#### 6. Eligibility to Compete

The CIVL screening committee will consist of Jamie Shelden (USA), Jacques Bott (FRA) and Manfred Ruhmer (AUT).

The CIVL screening committee reserves the right to refuse entry to a competitor having insufficient experience (XC, competition, Aerotow, Class 2). The following criteria will be considered to evaluate eligibility:

- Competition results.
- WPRS classification.
- XC online contest flights claimed.

Experience in FAI Class 1, 2 or 5 hang gliders, as well as paragliders, and certified gliders will be considered. The CIVL screening committee decision is final.

Eligibility: by 5<sup>th</sup> May, the organizer will confirm the eligibility of each competitor in the 'status' column of the **Registered pilots list** on the web page

#### 7. Application to compete, entry fees & payments

Pilot online registration is on ADPUL's website: [www.ultralight-glider.fr](http://www.ultralight-glider.fr): Menu 'Competition'

Online registration closes: 30<sup>April</sup> 2017.

NACs will be contacted separately to validate their nation's entry.

Entry fee payment will be accepted from 5<sup>th</sup> May to 31<sup>May</sup> 2017.

Entry fee: €400.

Late payment penalty: a supplementary fee of €100 will be applied for payments in June, and €200 for payments in July

Aerotow fees: €25 per tow to be paid before the take-off.

ADPUL Membership (mandatory for legal reasons): €25 per pilot.

Refunds: Cancellations notified before 1<sup>st</sup> July will be eligible for 50% refund. No refunds after this date.

Entry fee includes: Live Tracking, T-shirt, GPS turn-point and airspace uploads, access to championship events and parties, free internet access at the HQ.

**The Entry Fees for Austria** (top nation in WPRS) are to be paid to the following account:

Crédit Suisse Private Banking

Rue du Lion d'Or 5-7,

Case postale 2468

CH —1002 Lausanne,

Switzerland

Account name: FAI-CIVL Fédération Aéronautique Internationale

Account Number (Euro): 0425-457968-32-6

IBAN: CH63 0483 5045 7968 3200 6 SWIFT code/BIC: CRESCHZZ80A

Please indicate that the payment is the entry fees for the 20<sup>th</sup> FAI Class 2 World championship and state the member NAC.

**The Entry Fees for all the other countries** are to be paid to the following account:

Banque Postale  
5 Rue Mathieu Stilatti  
13900 Marseille Cedex 20  
France

Account name: ASSOCIATION POUR LE DEV DU PLANEUR ULTRA LEGER

Account Number: 20,041-01008-2611398R029 74

IBAN: FR35 2004 1010 0826 1139 8R02 974 SWIFT code/BIC: PSSTFRPPMAR

Please indicate that the payment is the entry fees for (names of competitors) and state the member NAC.

## 8. Insurance & Documentation

All pilots must have a valid FAI Sporting Licence, registered on the FAI database.

All pilots must have a €5 million third-party insurance valid in France.

A policy, issued by FFVL, will be available at physical registration.

All pilots must have a valid Search & Rescue insurance, and are strongly recommended to have personal accident and repatriation insurance.

## 9. Equipment

All equipment must comply with Section 7A-4 and 8 and CIVL GAP.

A mobile phone is mandatory.

A 2m FM or a VHF aviation radio is mandatory.

Pilot members of the safety committee must have a 2m FM radio.

## 10. Committees

Task Advisory Committee will include the Meet Director, Steward and 2 pilots (at least one from a guest nation).

Safety Committee: To include 3 pilots. See Common Section 7-4.

## 11. Launch

All take offs will be aerotowed. Pilots must be proficient in that means of taking off. Normal aerotow speed is 70 km/h, maximum aerotow speed may be 95 km/h. The tow lines are equipped with a 118 kg weak link (+/-10 kg) and a 50 mm diameter ring; should a glider have a release system requiring a different type of ring, the competitor must provide the appropriate ring. It is prohibited to use a different type of weak link than those provided by the organizer; the only acceptable request from a competitor is the replacement of the weak link should it be worn.

Glider **must** be positioned in the single waiting line, in the specified launch order for the day, at least **15 minutes** before the opening of the launch window. Any glider not in place will be positioned at the end of the waiting line.

From the opening time of the launch window, and until the last glider is launched, **pilots of the first 2 gliders** in the waiting line must be in the cockpit, the first ready to start, 'before take off' checklist completed.

When the towline is attached to the release system, **the pilot must be ready** to take off

If a pilot is not ready within 1 minute after the towline is attached, the launch marshal can request to push aside his glider, and back to the end of the take-off line, in order to launch the following pilots in the waiting line.

## 12. Take off wind limits

Whenever the Longeagne wind gauge is transmitting wind speed from the North sector (from NW to NE) above 35 km/h, or gusting above 50 km/h, launching is prohibited.

When wind at Aspres airfield is measured above 15kts (28 km/h), or gusting above 25kts (45 km/h) from the North sector (from NW to NE) launching and landing are prohibited.

## 13. Launch order

For the first task, the start order will be according to the current WPRS (27/7/2017).

For subsequent tasks it will be the overall competition ranking.

## 14. Relaunch

Relaunch is permitted as many times as necessary, while the take off window is open.

## 15. Start time

Regarding the small number of participants, there will be only one start time per task.

The start time cannot be set earlier than one hour after the opening of the launch window.

Pilots are not allowed to start before the start time (no 'early bird'); should a pilot do so, he will score minimum distance points only.

## 16. Goal, Approach and Landing

- In order not to disturb the airfield traffic, the end of speed section will normally be set at a 3 km distance from the goal to avoid any air traffic conflict at the airfield.
- The goal will be a 200m radius virtual cylinder, as per CIVL-GAP. Competitors must enter this cylinder higher than 1030m, ref take-off time QNH.
- **Virtual flat land at 1030m altitude:** If between the end of the speed section and goal a competitor is reaching that altitude before the arrival cylinder, he will be considered landed out at that point, and normal scoring rules will apply, this point being the last valid point of his tracklog.
- Inside the end of speed section cylinder and below 1030m altitude, pilots must follow the official prescribed approach patterns for ultralight gliders, as described in ADPUL's briefing attached document.
- A temporary exemption to this procedure for the competitors without an AM VHF radio has been approved: they are allowed to follow the same track as the ultralight glider pilots using air band radio; they are advised to report their arrival on the 2m FM radio so that the Goal Marshal can make the position report for them on 123.5MHz.
- When the North wind is expected to increase at Aspres sur Buëch airfield in the afternoon, the goal may be set at a waypoint at altitude some distance from the airfield. This will allow pilots to choose whether to return to land at Aspres airfield, or to select an alternative landing place with less turbulent landing conditions.

## 17. Live Tracking

A live tracking system will be used in order to:

- improve the safety level,
- facilitate the Meet Director's situational awareness,
- give more visibility of our competition to the public and media,
- facilitate scoring.

Competitors flying without a tracker, or who turn it off in flight will be penalized:

1<sup>st</sup> offence: 300pts penalty.

2<sup>nd</sup> offence: zero for the task.

The display on the Internet will be delayed 15 minutes.

Only the Meet Director, the Safety Director and the Goal Marshal will benefit from direct undelayed display; they are not allowed to transmit any tracking information to anybody, except for search and rescue in case of an emergency.

## 18. Landing report

All pilots must report back to HQ as soon as they have landed safely.

Methods of reporting back will be presented during the general safety briefing.

All pilots must report back by the deadline stated on the task board. If they do not, an emergency might be declared with search and rescue initiated at the cost of the missing competitor.

Pilots who forget to report back or report back after the deadline will be penalized:

1<sup>st</sup> Offence: 300pts penalty.

2<sup>nd</sup> Offence: zero for the task.

## 19. GPS

The organizer will provide the official WPT file to the competitors, who must be prepared to upload the file into their GPS units themselves.

The GPS map datum is WGS 84 and the **coordinate format to be used is DD MM MMM**.

The tracklogs of the trackers will be the primary source for scoring.

As backup, competitors must be prepared to self-upload their track logs to the server of the scorer.

An SD card is highly recommended (please check your firmware version on your devices).

## 20. Scoring

**The latest GAP formula, in combination with FS scoring system will be used. However, pilots reaching ESS but not goal will receive 80% of their time points (2016 rule), not zero, as per the 2017 rule change.**

The GAP parameters will be announced at the first pilot briefing.

## 21. Airspace infringements

As per *Section 7A 6.3*

An airspace file will be made available to all competitors for uploading to their instruments. All tracks will be checked against the official competition airspace file.

## 22. Rest days

In addition to the Section 7A rest day rule, if 3 consecutive 300km+ tasks are flown, a rest day is compulsory. The Safety Committee may review the rule at the pilots' request.

## 23. Retrieve

Volunteer drivers will be available to drive the competitors' cars. It is the responsibility of the competitor to ensure his car insurance covers the volunteer driver.

## 24. Airfield rules

The airfield is a restricted area. It is prohibited to cross the runways walking or driving. A special car, with a beacon and a VHF radio, driven by a volunteer, will be available for towing the gliders back to the launch pad or the set-down area.

See also: Attached document:

*'Aspres sur Buech Airfield Approach pattern for Ultralight Gliders'* (copy of the official document, approved by the airfield operator).

## 25. Complaints and protests

As per General Section and Section 7A-7.

Pilots are advised to read Common Section 7–15 before making a complaint or a protest.

The fee for protest will be €50.



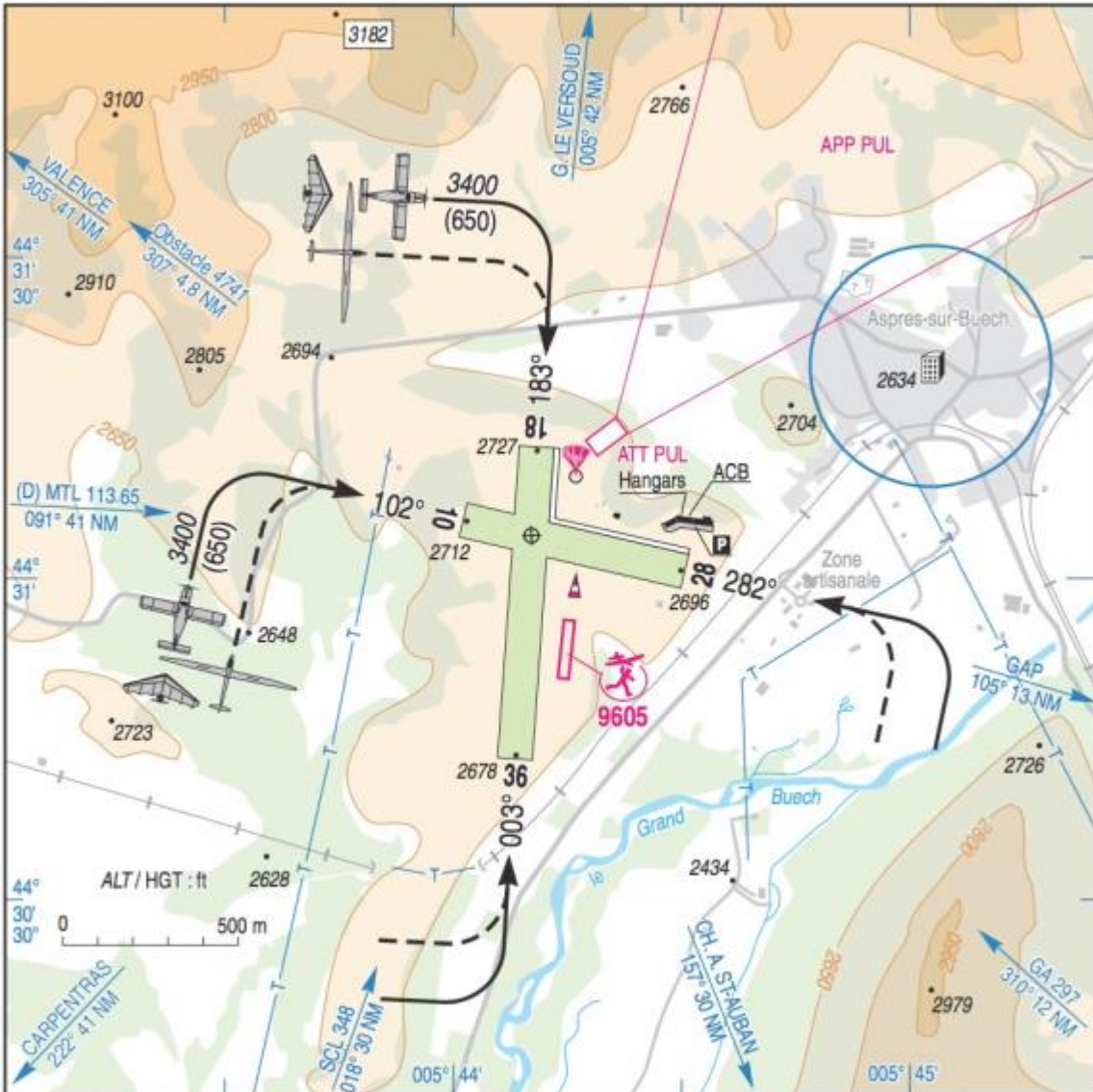
**ATTERRISSAGE A VUE**  
Visual landing

Usage restraint  
Restricted use  
12 NOV 15

**ASPRES SUR BUECH**  
AD 2 LFNJ ATT 01

		<b>ALT AD : 2727 (98 hPa)</b> LAT : 44 31 04 N LONG : 005 44 10 E	<b>LFNJ</b> VAR : 1°E (15)
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APP : NIL  
TWR : NIL  
A/A : 123.5



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
18	183	895 x 100	Non revêtue Unpaved	-	895	895	895
36	003	895 x 100	Non revêtue Unpaved	-	895	895	895
10	102	650 x 100	Non revêtue Unpaved	-	650	650	650
28	282	650 x 100	Non revêtue Unpaved	-	650	650	650

Aides lumineuses : NIL

Lighting aids : NIL



AMDT 13/15 CHG : VAR, QFU RWY 10/28, orientations, manche à air.

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