



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



## 3<sup>rd</sup> Southern Alps Big Tasks competition

28 July to 6 August 2017, Aspres sur Buech, France

### Local Regulations

This is an FAI-Sanctioned Category 2 competition which will be run alongside the 20<sup>th</sup> FAI World Hang-gliding Class 2 Championships as per S7-15, in addition to these Local Regulations the rules will largely be in line with:

- 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

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

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

#### 2. Officials

Event Organiser:	ADPUL
Organiser's 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)

#### 3. Programme

Registration:	Daily 6pm from 27 <sup>th</sup> to 30 <sup>th</sup> July
Practice flights:	28 <sup>th</sup> to 30 <sup>th</sup> July
Mandatory Safety Briefing:	30 <sup>th</sup> July 8:30pm
Competition days:	31 <sup>st</sup> July to 5 <sup>th</sup> August
Prize-giving Ceremony:	6 <sup>th</sup> August 10am

#### 4. Daily Schedule

9:00	Task/Safety Committee meeting for task setting
9:30	Pilot Briefing
11:00	Gliders in position in the takeoff waiting line in the launch order
11:30	Opening of the launch window

18:30 Scoring Office Open

22:00 Provisional results published

Timings are subject to change and will be dependent on the timings of the Class 2 Championships. Changes will be announced at briefings, posted on noticeboards and the website.

## 5. Eligibility to Compete

The competition is open to Class FAI 5 pilots.

Pilots must preregister before May 31<sup>st</sup> 23:59 Central European Time

The WPRS at 1<sup>st</sup> June at 8:00 will be used to select the competitors: the 10 best pilots on the WPRS among the pre-registered pilots will be eligible + 2 pilots at the organizer's discretion. The organizer will consider the experience in XC in selecting those 2 pilots.

By 5<sup>th</sup> June, the organiser will confirm the status of each competitor on the **Registered pilots list** on the web page; it will be displayed: "selected" or "stand by".

Selected pilots must pay their registration fee by June 30<sup>th</sup>; Unpaid places on July 1st, will be offered to the next "stand by" pilots on the waiting list. These pilots will have 10 days to confirm their participation by paying their registration fee.

## 6. 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: 31st May 2017.

Entry fee: 75€

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

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

Refunds: No refunds.

Entry fee includes: T-shirt, GPS turn-point and airspace uploads, access to the FAI World Hang gliding Class 2 Championship events and parties, free internet access at the HQ

**The Entry Fees** 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: 20041-01008-2611398R029 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).

## 7. Insurance & Documentation

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

All pilots must have a €5million 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.

## 8. Equipment

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

A mobile phone is recommended

A 2m FM radio is compulsory

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

Oxygen equipment is recommended to fly at high altitude.

## 9. Committees

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

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

## 10. Launch

All take offs will be aerotowed. Pilots must be proficient in that means of taking off. The tow lines are equipped with a 118kg weaklink (+/-10kg) and a 50mm 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 organiser.

Hang-gliders **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 5 minutes before the opening time of the launch window, and until the last competitor is launched, **pilots of the first 2 hang-gliders** in the waiting line must be ready to board on the dolly, the first hooked to this hangglider, helmet and gloves on.

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

Priority will be given to Class 2 pilots requiring re-launch.

## 11. Take off wind limits

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

When wind at Aspres airfield is measured above 15kts (28km/h), launching is prohibited.

## 12. Launch order

For the first task, the start order will be according to the 1/6/2017 WPRS

For subsequent tasks it will be the overall competition ranking.

## 13. Relaunch

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

## 14. 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.

## 15. Airfield rules

Attached document: *Aspres sur Buech official airfield map*

- The airfield is a restricted area. It is prohibited to cross the runways walking or driving.
- It is prohibited to fly over the airfield at an altitude lower than 5000ft msl.
- There is a limited airspace where hanggliders and paragliders are allowed to fly their approaches: it is displayed on the attached map: **APP PUL**
- The goal is the landing field for hang-gliders and paragliders near the runways 18 and 28, it is displayed on the attached map: **ATT PUL**
- When wind at Aspres airfield is measured above 15kts (28km/h), from the North sector (from NW to NE) launching and landing are prohibited.

## 16. Goal, Approach and Landing

- In order to enforce the airfield rules, a prohibited airspace is created and will be available for downloading from the organizer. Should any competitor enter this airspace, he will be penalized as per

Section 7A 6.3; this prohibited airspace is defined as follow:

- a 2km radius circle centered on the airfield
- less a quadrant delimited by a line 20m off the east edge of runway 18, and another line 20m off the north edge of runway 28
- less the airspace north of an East-West line 1km of the threshold of runway 18
- upper limit: 1100m
- lower limit: ground

- In order to respect those restrictions, the last leg of all tasks will be from NE, and finish on the free flight landing field.
- The goal line will be at the NE edge of the landing field.
- When the North wind is expected to establish at Aspres sur Buëch airfield in the afternoon, the goal may be set at Laragne.
- It is of course prohibited to land on the airfield's runways; should a competitor land on any part of the runways of the airfield, he will be severely penalised and score zero for the task.
- If strong West wind is establishing during the afternoon, competitors are allowed to land on the taxiway of runway 28, between abeam the swimming pool and the runway 18. During their approach, and below 930m altitude, the limit of the prohibited airspace will be pushed back to the edge of the runway 28. The "starter" (organization's goal marshal) will advise the other airfield traffic on 123,500MHz aviation radio.

## 17. Live Tracking

A live tracking system may 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

If trackers are provided, competitors flying without a tracker, or who turn it off in flight will be penalised:

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

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

The display on Internet will be delayed 15 minutes.

Only the Meet Director, the Safety Director and the Goal Marshal would benefit from direct undelayed display; they are not allowed to transmit any tracking informations 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 penalised:

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

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

## 19. GPS

The organiser 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 DDD°MM'SS.S"

If available, the tracklogs of the trackers will be the primary source for scoring.

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 GAP 2016 formula, in combination with FS scoring system will be used.

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 2 consecutive 300km+ tasks are flown, a rest day is compulsory. The Safety Committee may review the rule at the pilots' request.

## **23. Complaints and protests**

As per General Section and Section 7A-7.

Pilots are advised to read Common Section 7-14 before making a complaint or a protest.

The fee for protest will be 15€.

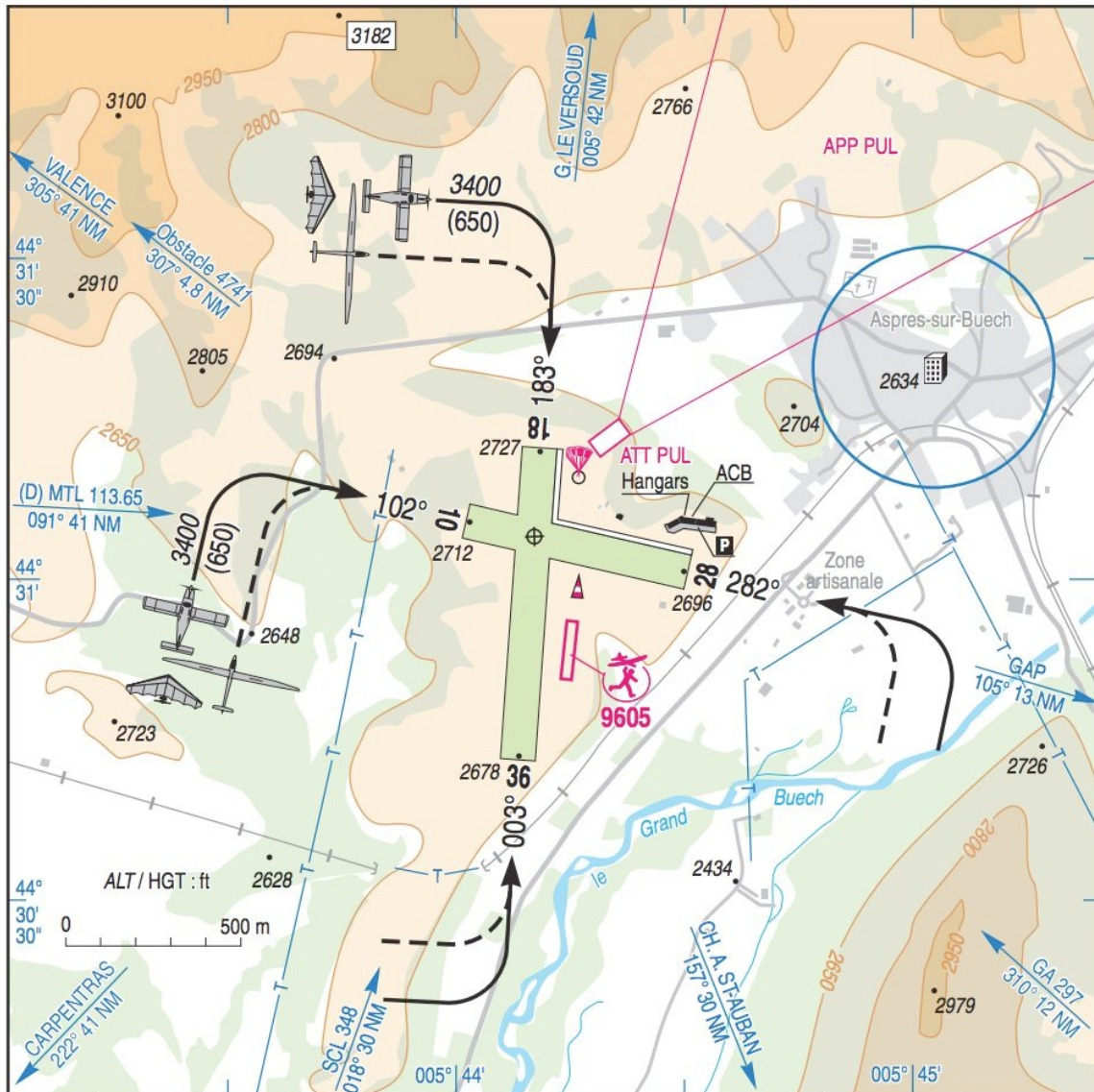
**ATTERRISSAGE A VUE**  
Visual landing

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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