

# Sailplane Grand Prix<sup>®</sup>

SGP WORLD SERIES VIII



## FRANCE

Buno

***Local Procedures***  
***FAI Sailplane***  
***Grand Prix France***  
***2017***

25th June – 1st July

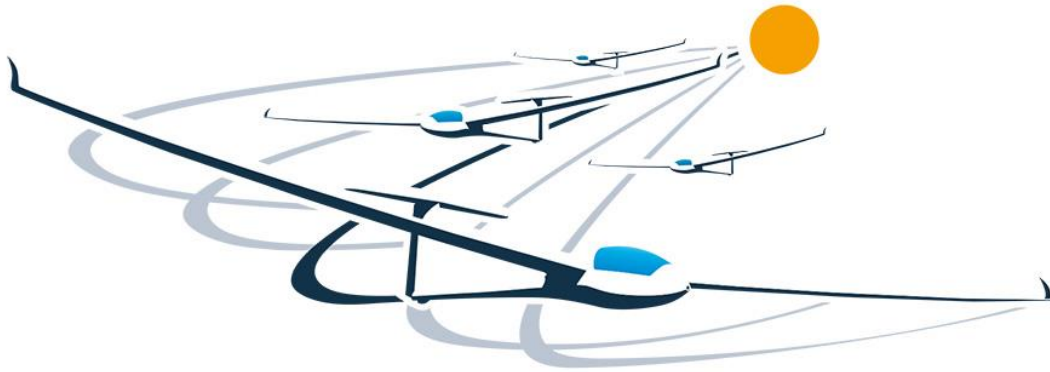
Buno-Bonnevaux, Ile de France, France

<http://sgp.aero/france2017>

*Edition : V1.3/2017*

*IGC approval : yes*

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## I. Reference

This document adapts the General Procedures of the IGC Grand Prix rules to our local operation considering the experience over the years, the relationship with the community and the environment.

- IGC Sailplane Grand Prix rules – V8 :  
<http://sgpstorage.blob.core.windows.net/sgpmedia/1521338/sgp-rules-v8.0.pdf>

The official language of the contest is English. Pilots can use French language to communicate to the organisation. And French will be also used during briefings as English speaking.

## II. Competition

**Name:** FAI Sailplane Grand Prix France 2017

**Type:** FAI National Sailplane Grand Prix

**Organiser:** the “Association Aeronautique du Val d’Essonne (AAVE)” gliding club with the support of the FFVV and the gliding union of Ile de France (CRVV IDF).

### Airfield:

- Buno Bonnevaux (LFFB)
- N48 21 01
- E002 25 28
- Altitude : 128m AMSL
- Frequency : 123.150MHz
- Please find airfield official VAC here : [https://www.sia.aviation-civile.gouv.fr/dvd/eAIP\\_25\\_MAY\\_2017/Atlas-VAC/PDF\\_AIPparSSection/VAC/AD/AD-2.LFFB.pdf](https://www.sia.aviation-civile.gouv.fr/dvd/eAIP_25_MAY_2017/Atlas-VAC/PDF_AIPparSSection/VAC/AD/AD-2.LFFB.pdf)

### Address:

Grand Prix France 2017  
AAVE  
Aérodrome  
91720 Buno-Bonnevaux  
France

**Glider Class:** FAI 15-meter

There will be a maximum wing loading limit of 50 kg/m<sup>2</sup> in order to iron out differences in performance between the sailplanes. The maximum allowed mass for the Grand Prix France 2017 is defined for each type of sailplane in chapter “Glider mass” (Maximum mass for Grand Prix) and will be used as reference mass during checkings.

### Time Schedule:

- Registration with priority order : 01/12/2016-31/01/2017
- Registration without priority order : 01/02/2017-31/05/2017
- Official Training : 23-24/06/2017
- Scrutineering : 23-24/06/2017
- Contest days : 25/06/2017-01/07/2017
- Reserved contest day : 02/07/2017
- Opening ceremony : 24/06/2017 19h00 in Milly la Forêt old market place center
- Closing ceremony : 01/07/2017 20h00 on the airfield

### Competition Officials:

- Championship Director : Benjamin Néglais (phone : +33679026956 /email : [scoringbuno@free.fr](mailto:scoringbuno@free.fr) / [neglaisb@gmail.com](mailto:neglaisb@gmail.com))

- Deputy Director and CFI :Benoît Pontanus
- Referee : remote Brian Spreckley and Angel Cassado
- Task Setter : Benjamin Néglais / André Verhulst / Benoit Pontanus
- Ground Safety Officer : François Besse
- Tow Leader : Benoît Pontanus

**Contacts:**

- Email : [scoringbuno@free.fr](mailto:scoringbuno@free.fr)

### III. Official documentation

- Official website : <http://sgp.aero/france2017>
- **Entry list** : official web site, section “Pilots”
- Registration form : <http://tinyurl.com/sgp2017buno>
- Rules and self-briefing : official web site, section “Competitor”->”Documents & Rules”
- **Turnpoint files** : official web site, section “Competitor”->”Documents & Rules”
- **Airspace files** : official web site, section “Competitor”->”Documents & Rules”
- Results : official web site, section “Results”

### IV. Price list

- **Entry fee** : 195 €
- **Tow to 500m AGL** : 35 € (may vary depending on the fuel price)
- **Tow to higher altitude** : 35 € + 5 € / 100m above 500m AGL (may vary depending on the fuel price)
- **Aerotow retrieve** : 180 € / hour (may vary depending on the fuel price)

Payment must be done before leaving the contest. The organizer can receive cash, bank transfer, French cheque, or credit card on the airfield. Payment through GNAV system is also possible.

### V. Registration procedure

The official registration procedure starts on the 1st of December 2016 using the following form :

<http://tinyurl.com/sgp2017buno>

It will end on the 31st of January 2017. On that date, the registration will be confirmed to pilots having sent a complete registration request (a payment for the entry fees must be received, a full refund may be made up to 2 months before 1st competition day in case of cancelling registration, after that no entry fees will be refunded).

If too many requests, the IGC Ranking will be used and a waiting list will be published. It will be possible to send a registration file after the 31st of January 2017. Any available places, or places on the waiting list will be allocated in order of the completion date of the registration request AND payment of entry fee.

The Grand Prix France 2016 web site will display the status of the registrations.

### VI. Mandatory requirements

#### a. Documents to be presented at registration

Pilot :

- Valid EASA glider pilot license

## FAI Sailplane Grand-Prix de France 2017 – approved local procedures

- Pilots without a valid EASA licence: please contact the organisation two months before the contest)
- Valid medical certificate
- FFVV 2017 sporting license (this licence can be issued on site)
- **FAI sporting license (please contact us if you don't have)**
- Registration form fully completed (the one you completed online as entry application)

Sailplane :

- Certificate of Airworthiness or Permit to Fly
- Certificate of Registration
- Logbook
- **Third party insurance valid for competition in France (minimum 2M€)**

### **b. Technical requirements**

Scrutineering will be conducted in the tug planes hangar from the 23rd to 24th of June 2017.

### **c. Instruments that must be removed or disabled from the sailplane**

No cloud flying is permitted. All instruments providing the ability to cloud fly must be removed or disabled, specifically including:

- Any type of artificial horizon,
- Gyro Instruments or other instruments permitting pilots to fly without visual reference to the ground (e.g., Bohli and Schanz compasses, turn and bank indicators).

### **d. Moving map**

In order to strictly fly in allowed airspace, it is requested to use a moving map system supporting SeeYou (\*.cub) or OpenAir (\*.txt) file format.

### **e. Safety equipment requirements**

All sailplanes should be marked with high visibility markings to improve in-flight awareness. The markers should be either orange or red, with a minimum width of around 20 cm and they should be applied on the wingtip and the fuselage. The organizers may supply tapes on demand (see registration form).

All sailplanes must carry a FLARM compatible device. It is forbidden to turn off the unit during the flight. All flight logs will be monitored and OGN will be used as main tracking system for worldwide entertainment.

### **f. Mobile phone**

SMS will be sent to pilot for urgent information. Pilots must provide a European mobile phone number.

### **g. Specialities**

For friendly international parties, specialities from your country or living area in France would really be appreciated.

### **h. Sponsors**

The organisers may require all competing gliders to carry a logo of the organiser's sponsor in the same position on all gliders.

## **VII. Glider mass and weighing**

## a. Procedures for checking aircraft mass

### i. Initial Weighing

The organizers will initially provide the following weighing operation. The results of this operation will be recorded and made available to the pilot concerned:

a) Glider in take-off condition, including pilot on board, water ballast and any loose items such as batteries, parachute, thermos, drinks, tie-down equipment, additional clothing, etc. Water ballast must be added or dropped to reach the maximum wing loading permitted for the championship, 50kg/m<sup>2</sup>.

b) Reference “main wheel weight” in “towing out” configuration with all removable equipment on board, including parachute and batteries. This reference weight will be used as maximum limit for regular weighing on contest days.

### ii. Regular weighing

a) On all competition days, all gliders will be weighed in the same “towing out” configuration with all removable equipment on board at the weighing point will be the tug plane hangar. The main wheel weight determined by the scrutineers will be used as the maximum reference weight. Gliders exceeding their reference weight are allowed to discharge water ballast at the weighing point to achieve their reference weight without incurring in penalties.

b) A mass check will be required before re-lighting (re-launch) for another championship launch if water ballast is added. Re-ballasting the aircraft must be performed at the parking area. The competitor must be prepared for the time delay this check may cause.

## b. Reference mass to reach limit of 50kg/m<sup>2</sup> or MTOW limit

ASG 29-15m 461,00kg

ASW 20F 454,00kg

ASW 27 450,00kg

ASW 28 525,00kg

C101 Pégase 454,00kg

Diana 2 432,00kg

Discus 1 525,00kg

Discus 2-15m 508,00kg

DG 800-15m 525,00kg

LS 6-15m 525,00kg

LS 8-15m 525,00kg

Ventus 1-15m 475,50kg

Ventus 2-15m 483,50kg

## VIII. General flying Procedures

### a. Circling in thermals

All sailplanes must turn in the same direction as the first glider in the climb.

See SGP rules §7.3.2c for turning requirements 5 minutes before the opening of the start line.

### b. Units of measurement

- Height and altitude in metres (m)
- Distance in metres (m) or kilometres (km)
- Speed in kilometres per hour (km/h) except wind velocity in knots (kt)
- Vertical speed in metres per second (m/s)

- Mass in kilograms (kg)
- Temperature in degrees Celsius (°C)

The reference altitude of Buno airfield is 127m. This will be used in the flight analysis software to define the offset from the recorded pressure altitudes **during the take-off**.

### **c. Radio frequency to be used during the Grand Prix**

For all operations, a unique frequency will be used: 123.150 MHz.  
It includes take-off and landing, start and finish and safety messages.

### **d. Carriage of GNSS data transmitters for public displays**

Tracking units will be supplied by the organization to selected pilots. Their use is mandatory. Selected pilots will be notified and the tracking units will be supplied by the organization the day before or at briefing before each task.

All pilots agree to enable the tracking by FLARM (OGN).

An aircraft may be used as a radio and data link platform and for media coverage. Pilots may request these aircrafts to move away but may not stop them sending and receiving data or taking imagery.

## **IX. Gridding**

### **a. Launch grid**

There will be 9 rows of 2 gliders on the runway.

The grid order will be based on IGC ranking of the pilots.

A row will be allocated to every pilot but the position in the row will not be defined.

The grid order shall advance by two rows after every valid competition day.

The grid order will be displayed on the official board at the office.

Crews are expected to assist with the launch of their glider.

The movement of crews and vehicles on the airfield must be coordinated through the Ground Safety Officer.

### **b. Requirements for discharging of water ballast on the grid**

Water ballast may be discharged on the grid. If refilling of the tail tank is intended, the whole procedure of discharging and refilling of the tail tank has to be observed by the Competition Director or a contest official.

## **X. Launch procedures**

### **a. Launch procedure for all gliders**

All gliders must launch on aero tow. No rope needed.

### **b. Release areas**

Depending on the weather conditions several releases areas may be used.

### **c. Maximum tow altitude**

The maximum tow altitude will normally be 500m AGL.

### **d. Release**

Pilots shall not release until after the tow pilot has rocked the wings of the tow-plane. Pull-ups before

releasing are dangerous and prohibited.

### e. Re-lights (re-launch)

A glider may be re-launched provided it has landed within the boundaries of the airfield, which are the runways of the airfield.

The glider will be re-launched as soon as possible.

## XI. Start procedures

The opening of the start line and the radio procedures are fully compliant with the FAI Sailplane Grand Prix rules. All messages will be broadcast on 123.150 MHz.

## XII. Finish and landing procedures

### a. Arrival announcement

Competitors shall announce their arrival on the finish line frequency (123.150 MHz) by giving their contest number and sponsor at : 10 km before the Finish Line. The acceptance reply will be the contest number.

### b. Mandatory reporting points

At the end of all tasks the pilots will have to turn at a mandatory reporting point (W or E). Competitors shall indicate at 10km of the airfield if they will make a direct landing or a speed finish on the finish line frequency (123.150 MHz) by giving their contest number and their intent. The acceptance will be the contest number, the wind speed and any usefull information for the pilot.

#### **IGC SGP Rules §7.6.1 :**

*The organisers shall set a final turn point to align the gliders before the finish. A minimum altitude shall be set to a minimum of 0 meters above the airfield elevation in the local procedures and shall apply from the mandatory point to and including the finish line. Flying below this minimum altitude shall be penalised.*

*This Rule will be discussed on 1st briefing as Buno Airfield can accomodate more simple rules with nos danger (see selfbriefing).*

### c. Finish line

The line will be vertically on the treshold of the runway.

A reporting point will be used (last turning point before finish point) and TP « ROAD » will be used for safety reasons (see selfbriefing) with a minimul altitude between these 2 points of 138m AMSL (10m AGL of Buno Airfield). This minimum altitude will remain at 138m AMSL after « ROAD » including the finish line in case of speed finish.

In case of bad weather, windy day, stormy day, for a better risk management, organization could use a ring as finish line. Ring would be at least 5km radius from finish point with a minimum sporting altitude to be defined.

**IGC SGP Rules §8.7 :** *Flying below the minimum altitude between the reporting point and « ROAD » or the finish line (for speed finish) :*

*- 0 sec/meter for the first 5 meter,*

*- 2 sec/meter thereafter (measured at the lowest point between the reporting point and the finish line)*

Because of roads around the runway, flying lower than 3 meters above the ground before finish line will be considered as dangerous flying (see para. 17).

### d. Direct landings

Direct landing must be performed on the South side of the runway and is standard finish.



## e. Speed Finishes

Speed finishes will make a north pattern, as similar to the Buno-Bonnevaux standard gliders landing pattern.

Speed finishes must be done higher than the mandatory minimum altitude between report point and « ROAD » (standard altitude will be 138m, 10m above Buno Airfield) when crossing the finish line (threshold of the runway). The altitude used for this calculation (and penalties) will be the lowest altitude indicated by the SeeYou software between the reporting point and the finish line.

In case of numerous unavoidable simultaneous landings, pilots having crossed the finish line can land on the emergency runway or outside the airfield or start their engines without penalty but at their own risk.

Crews are required to be ready to retrieve their glider from the airfield immediately after landing. The movement of crews and vehicles on the airfield must be coordinated through the Ground Safety Officer. Usually, as landing occurs on south part of the runway, clearing of runway going south will be the procedure.

## XIII. Outlanding

As soon as possible after the landing, the pilot or the crew team must inform the organization. It is recommended to send an SMS to the organisation. The phone number will be written on the tasksheet.

Lack of information about outlandings will be sanctioned.

## XIV. Scoring

### a. Delay for handling of flight documents

The IGC file must be handed in by the competitor as soon as possible, but not later, than 30 minutes after landing (45 minutes on first valid race)

### b. Handling of IGC files in electronic form

IGC files (in IGC format, no compressed raw format will be allowed, no name changing) must be handled by each pilot in any of the following electronic means:

- By attaching the IGC file(s) in an email to the following address : [scoringbuno@free.fr](mailto:scoringbuno@free.fr) (highly recommended)
- In a USB memory stick or memory card (SD or Micro-SD format only)

The organisation will refuse to download the flight from your IGC recorder(s). You must do it by yourself with your own devices.

## XV. Protests

The amount of the protest fee is 150 €.

The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Referee.

## XVI. Airspace

The status of airspaces will be clearly defined during each briefing

### a. Paper map

It is recommended to use the following paper map:

- IGN ICAO 1/500000 France Centre Edition 2017

This edition will be released on the 1<sup>st</sup> of April 2017.

You can request a map through the entry form.

## b. Airspace files

SeeYou (\*.cub) and Open Air (\*.txt) files will be available on the Grand Prix web site.

## c. Dispensatory zones

For the Grand Prix de France, dispensatory temporary zones (ZRT) will be probably created to enable competitors to fly in parts of restricted airspace. The daily briefing will explain how to handle these zones.

## d. Flight level altitude

The reference chart to compute altitude of flight level can be downloaded here:

[http://ffvv.org/files/2011/01/6-np41a-conversion\\_niveaux\\_de\\_vol.pdf](http://ffvv.org/files/2011/01/6-np41a-conversion_niveaux_de_vol.pdf)

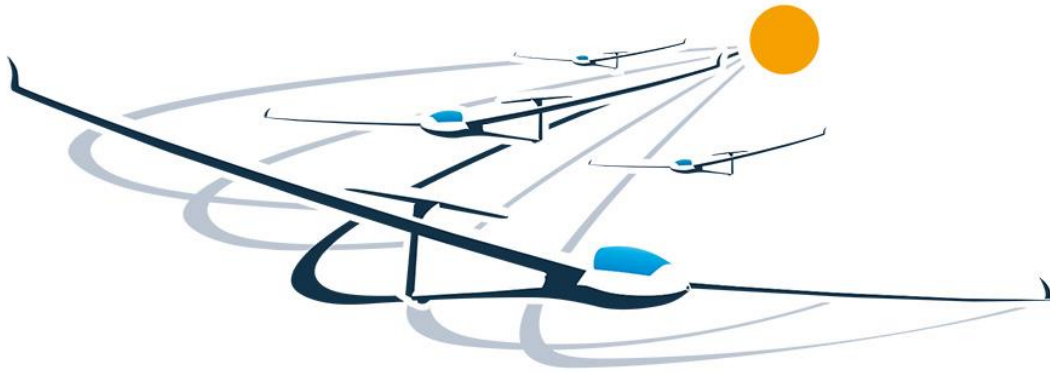
And maximum FL in France is FL115 for Sailplanes if no airspace restriction.

# XVII. Dangerous flying

**IGC SGP Rules §8.6.6** : In case of dangerous flying or cheating or unsportmanlike behaviour the SGP Director may give a yellow card (warning) or a red card (disqualification) in addition to any standard Penalty (see penalty list : <http://sgpstorage.blob.core.windows.net/sgpmedia/923673/sgp-rules-v7-1.pdf>)

**Flying under 3 metres above the roads and fences around the airfield is highly dangerous for the pilot and moreover for our neighbours!**

Have fun!  
Fly safely!



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