

FAI Sailplane Grand Prix®

France 2014



RENNES SAINT-SULPICE

Local Procedure

FAI Qualifying Sailplane Grand Prix France 2014

7th - 14th June

Rennes Saint-Sulpice, Brittany, France

www.sgp.aero/france2014

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1 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 – V6.1 :
<http://sgpstorage.blob.core.windows.net/sgpmedia/755773/sgp-rules-v6-1.doc>

The official language of the contest is English. Pilots can use French language to communicate to the organisation.

2 Competition

Name: FAI Sailplane Grand Prix France 2014

Type: FAI Qualifying Sailplane Grand Prix

Organiser: the “Planeurs d’Ille-et-Vilaine” gliding club with the support of the FFVV and the gliding union of Brittany.

Airfield:

- Saint-Sulpice des Landes (LFSS)
- N47°47'29" W001°38'18" Altitude : 95m

Address:

Grand Prix France 2014
Planeurs d’Ille-et-Vilaine
56 Bonne Fontaine
35390 Saint-Sulpice des Landes
France

Glider Class: FAI 15-meter

There will be a maximum wing loading limit of 50 kg/m² in order to iron out differences in performance between the gliders. The maximum allowed mass for the Grand Prix France 2014 is defined for each type of glider in chapter “Glider mass” (Maximum mass for Grand Prix).

Time Schedule:

- Registration with priority order : 15/11/2013-28/02/2014
- Registration without priority order : 01/03/2014-31/05/2014
- Official Training : 05-06/06/2014
- Scrutineering : 05-07/06/2014
- Contest days : 07-14/06/2014
- Reserved contest day : 15/06/2014
- Opening ceremony : 06/06/2014 18h00
- Closing ceremony : 14/06/2014 18h00

Competition Officials:

- Championship Director : Philippe de Péchy (+33 6 14 48 38 76)
- Referee : Roland Stuck
- Task Setter : Philippe de Péchy
- Ground Safety Officer : Didier Guérin
- Tow Leader : Gérard de Péchy (+33 6 09 73 65 93)

Contacts:

- Website: <http://www.sgp.aero/france2014>
- Email : gpf2014@planeur35.org

3 Official documentation

Official website : <http://www.sgp.aero/france2014>

- Entry list : official web site, section "Pilots"
- Final registration form : <http://tinyurl.com/gpf2014-registration>
- 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 : <http://www.soaringspot.com/sgpfrance2014/>

4 Price list

- Entry fee : 195 €
- Tow to 600m AMSL : 35 € (may vary depending on the fuel price)
- Tow to higher altitude : 35 € + 5 € / 100m above 600m AMSL (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 or French cheque. There will be no credit card facilities on the airfield.

5 Registration procedure

The official registration procedure starts on the 15th of November 2013.

It will end on the 28th of February 2014. On that date, the registration will be confirmed to pilots having sent a complete registration request (for French only, a cheque for the entry fees must be received). 5 places are reserved for foreign pilots until the 28th of February 2014.

If too many requests, the IGC Ranking commuted on the 30th of September 2013 will be used and a waiting list will be published. The winner of the last Grand Prix France has the highest priority. The organisation can use two wild cards.

It will be possible to send a registration file after the 1st of March 2014. The available places, if any, or place on the waiting list will be allocated in order of the completion date of the registration request and payment.

The Grand Prix France 2014 web site will display the status of the registrations.

6 Mandatory requirements

6.1 Documents to be presented at registration

Pilot :

- Valid glider pilot licence (UK and non European pilots: please contact the organization two months before the contest)
- Valid medical certificate
- FFVV licence valid for June 2014 (this licence can be subscribed to on site).
- Registration form completed (<http://tinyurl.com/gpf2014-registration>)

Sailplane :

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

6.2 Technical requirements

Scrutineering will be conducted in the hangars or tie-down area from the 5th to 7th of June 2014.

6.2.1 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).

6.2.2 Moving map

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

6.2.3 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. The organizers may supply tapes on demand (see registration form).

6.2.4 Mobile phone

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

6.2.5 Specialities

For friendly international parties, specialities from your country would really be appreciated.

6.3 Sponsors

If the pilot agrees, his glider may carry sponsor logos. This will be fixed prior to scrutineering and in the same position on all competing gliders.

7 Glider mass and weighing

7.1 Procedures for checking aircraft mass

7.1.1 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.

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.

7.1.2 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 on their way to the grid. 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 after 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.

7.2 Reference mass per glider

Glider	Wing area (m ²)	Maximum allowed mass (kg)	Max achievable wing loading (kg/m ²)	Grand Prix Common wing loading (kg/m ²)	Grand Prix Maximum mass (kg)
ASG 29-15m	9,22	550,00	59,65	50,00	461,00
ASW 20F	10,50	454,00	43,24	50,00	454,00
ASW 27	9,00	500,00	55,56	50,00	450,00
C101 Pégase	10,50	454,00	43,24	50,00	454,00
Diana 2	8,64	500,00	57,87	50,00	432,00
Discus 1	10,58	525,00	49,62	50,00	525,00
Discus 2-15m	10,16	525,00	51,67	50,00	508,00
LS 6-15m	10,50	525,00	50,00	50,00	525,00
LS 8-15m	10,50	525,00	50,00	50,00	525,00
Ventus 1-15m	9,51	525,00	55,21	50,00	475,50
Ventus 2-15m	9,67	525,00	54,29	50,00	483,50

8 General flying Procedures

8.1 Circling in thermals

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

During the last 5 minutes before the opening of the Start Line, circling or turning (by more than 90°) to the right is prohibited in the Start Area (ie half circular area with of 2.5km radius located "behind" the extended Start Line opposite to the first Turn Point). Non-compliance shall be penalised.

8.2 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 Saint-Sulpice airfield is 95m. This will be used in the flight analysis software to define the offset from the recorded pressure altitudes just during the take-off.

8.3 Radio frequency to be used during the Grand Prix

For all operations, a unique frequency will be used: 130.200MHz.

It includes take-off and landing, start and finish and safety messages.

8.4 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.

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.

9 Gridding

9.1 Launch grid

There will be 7 rows of 3 gliders either on the West or East runway.

Lots to be drawn at the first training briefing shall determine the grid order.
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 every evening at 21:00 on the official board in the briefing hangar.

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.

9.2 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.

10 Launch procedures

10.1 Launch procedure for all gliders

All gliders must launch on aero tow.

10.2 Release areas

Depending on the weather conditions 4 releases areas may be used (N, S, W, E).

10.3 Maximum tow altitude

The maximum tow altitude will normally be 600m AMSL.

10.4 Release

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

10.5 Re-lights (re-launch)

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

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

If several pilots need a re-launch they shall be re-launched in the same order that they landed in.

Gliders requiring re-ballasting will have to be reweighed outside the grid. The competitor must be prepared for the appropriated time delay.

11 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 130.200 MHz.

12 Finish and landing procedures

12.1 Arrival announcement

Competitors shall announce their arrival on the finish line frequency (130.200 MHz) by giving their contest number at a distance 10 km before the Finish Line. The acceptance reply will be the contest number.

12.2 Mandatory reporting points

At the end of all tasks the pilots will have to turn at a mandatory reporting point (W or E).

When arriving at this point competitors shall indicate if they will make a direct landing or a speed finish on the finish line frequency (130.200 MHz) by giving their contest number and their intent. The acceptance will be the contest number and the wind speed.

IGC SGP Rules : *The organisers shall set a final turn point to align the gliders before the finish. 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 30 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.*

12.3 Finish line

The line will be vertically above the airfield. The minimum altitude will be defined during the daily briefing (usually 145m AMSL, ie 50m above ground).

IGC SGP Rules : *Non-compliance will be penalized by 2 seconds per metre below this minimum altitude (no warning at the first offence!).*

Because of roads around the runway, the minimum height above the fence is 3 meters (cf **Erreur ! Source du renvoi introuvable.**).

12.4 Direct landings

Direct landings must be performed on the North side of the runway.

12.5 Speed Finishes

Speed finishes will make a south pattern, as similar to the Saint-Sulpice normal pattern as practical.

Speed finishes must be done in the following way:

- In continuous descent since reporting point and above the minimum altitude over the Saint-Sulpice airfield.
- At the minimum altitude above the Saint-Sulpice airfield when crossing the finish line. 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.
- Penalty for flying below the minimum altitude will be 2 seconds per each metre below the minimum altitude (see §16.1 for dangerous flying)

In case of numerous unavoidable simultaneous landings, pilots having crossed the finish line can land 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.

13 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.

14 Scoring

14.1 Delay for handling of flight documents

The IGC file must be handed in by the competitor as soon as practicable, but not later, than 30 minutes after landing.

14.2 Handling of IGC files in electronic form

IGC files 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 : scoring@planeur-bretagne.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.

15 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.

16 Airspace

The status of airspaces will be clearly defined during each briefing.

16.1 Paper map

It is recommended to use the following paper map:

- [IGN ICAO 941 1/500000 France Nord-Ouest](#) Edition 2014

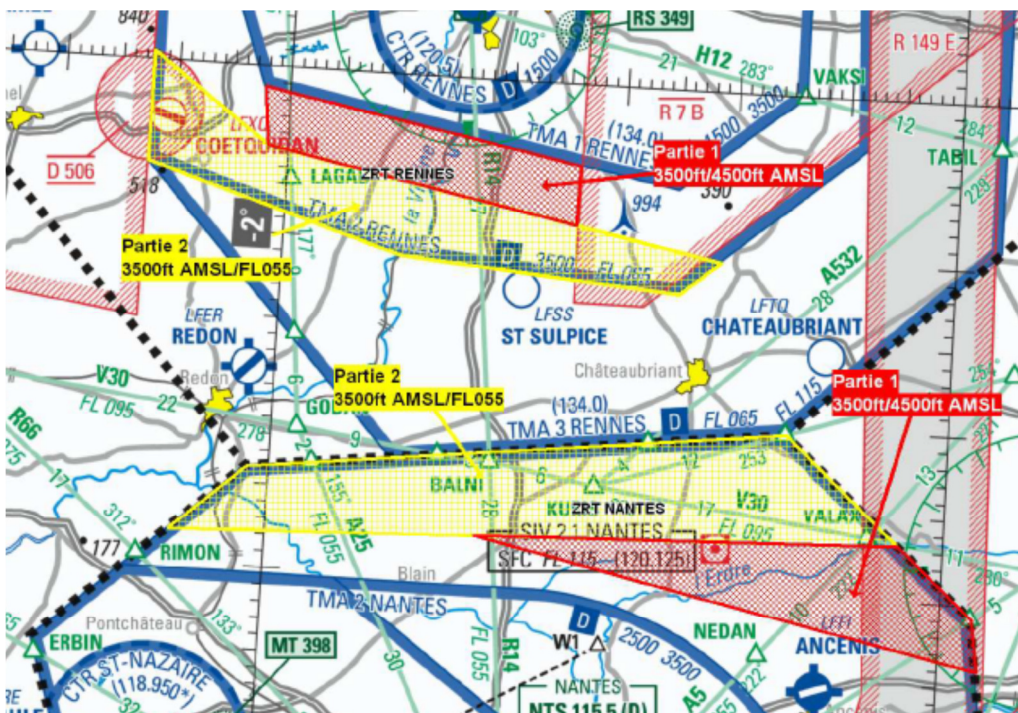
This edition will be released on the 1st of April 2014.

16.2 Airspace files

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

16.3 Dispensatory zones

For the Grand Prix de France, dispensatory temporary zones (ZRT) will be created to enable competitors to fly in parts of Rennes and Nantes TMA. These ZRT are displayed in yellow below. The daily briefing will explain how to handle these zones.



16.4 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

17 Dangerous flying

IGC 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.



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!