



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

## 21<sup>st</sup> FAI World Hang Gliding Class 2 Championship

July 23 to August 6, 2022, Aspres-sur-Buëch, France

### Local Regulations – approved 12 May 2022

These Local Regulations are to be used in conjunction with the 2022 versions of the FAI Sporting Code:

- General Section
- Section 7 Common
- Section 7 A – Cross Country
- Section 7 F – XC Scoring
- Section 7 H – Flight Recorders Specifications
- Section 7 I – Guidelines and Templates
- Section 7 J – Jury Guidelines

#### 1. Contacts

Organising NAC : Fédération Française de Vol Libre

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

Official Website: <https://civlcomps.org/event/21st-fai-world-hang-gliding-class-2-championship>

#### 2. Officials

Event Organiser:	ADPUL
Organiser's representative:	Sylvie Berthelot
Meet Director:	Emmanuel Felix Faure
Safety Director:	Sylvain Gilson
Live Tracking Coordinator:	Sylvie Berthelot
Scorer:	Brian Harris
Meteorologist:	Jacques Bott
Launch Marshal:	To be advised
Goal Marshal:	To be advised
FAI Steward:	Louise Joselyn
FAI Jury President:	Stéphane Malbos
FAI Jury Members :	To be advised

#### Programme

Registration:	July 22 to 25, daily at 18:00
Practice flights:	July 23 to 25
Opening ceremony:	July 25, 19:00
Mandatory Safety Briefing:	July 25, 20:30
Official Practice task	July 26
Competition days:	July 27 to August 5

Prize-giving Ceremony: August 6, 10:00

### 3. 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
18:30	Scoring Office Open
22:00	Provisional results published

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

### 4. Entry

There is no maximum number of pilots that may be entered by a NAC.

### 5. Eligibility to Compete

The CIVL screening committee will consist of Bill Hughes (USA), Emmanuel Felix Faure (FRA) and Brian Harris (GBR).

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.

### 6. Application to Compete,

Registration will be opened on the official competition website 1 February 2022.

Registration will close on 23 May.

### 7. Entry Fees & Payments

The entry fee will be €400 if paid in May, €500 if paid in June, €600 if paid in July.

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

All entry fees are to be paid to

Banque Postale

5 Rue Mathieu Stilatti

13900 Marseille Cedex 20

France

Account name: ASSOCIATION POUR LE DEV DU PLANEUR ULTRA LEGER

Account Number: 20041-01008-2611398 R029 74

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

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

Cancellations notified before 1st July will be eligible for 50% refund. There will be no refunds after this date. At any time, cancellation in the event of an exceptional situation (war, pandemic, etc.), will be eligible for a full refund.

#### **Aerotow**

For legal reasons, it is mandatory to be an ADPUL member if aerotowing is used.

The membership fee is €25.

The aerotow fee is €35 per tow to be paid before take-off.

#### **Electric launched gliders**

Organizer approved IGC recorder rental 100€

## 8. Insurance & Documentation

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

All pilots must have a 1 million €uro 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 7 A-4 and 8 and CIVL GAP.

A mobile phone is mandatory.

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

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

Oxygen equipment is recommended to fly at high altitude.

## 10. Committees

As per Section 7 Common

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

The Safety Committee will include 3 pilots.

## 11. Launch

Pilots will take off in the specified launch order for the day as per Sporting Code Section 7A §3.3.5, and §3.3.6 Take-off "Push" System will apply.

The Gliders **must** be positioned in their assigned line as shown in annex 1, 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.

**Two take off methods** are accepted:

### **Aerotow.**

Take off line N°2

Pilots must be proficient in that means of taking off. Normal aerotow speed is 85 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 ring compatible with Tost glider release system; 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.

### **Electric self-launch**

Take off lines N°1 and 3

Pilots must not use their engine at a higher altitude than that set for the aerotow release, and the engine must be off at least 15 minutes before the opening of the start line.

A 300pts penalty will be applied for each infringement of these rules.

## 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 (1/7/2022); pilots not ranked will be sorted by their registration date.

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 the 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 1030 m, 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 200m goal 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 below 1030m altitude, pilots must follow the prescribed official approach patterns for ultralight gliders, as described in ADPUL's briefing document (annex 2).
- 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; if they are equipped with a 2m FM radio, they are advised to report their arrival in order to help the Goal Marshal make the position report for them on 123.5 MHz.
- 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 away 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 penalised:

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

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

There will be no delay of the display of the tasks on the Internet.

## 18. Engine On and Off Recording

After landing, pilots of gliders equipped with an electric launch device must provide to the scorer the engine operation recorded by a device approved by the organiser:

—The SD card recording the HPD engine operation of the Geiger electric powering system managed by the MC300,

—The tracklog recorded by an approved IGC recorder for engine equipped glider: it may be an ENL or MOP recorder, and if it is using an acoustic sensor, it should be installed at a distance from the engine such that it clearly determines the difference between the engine noise at idle, and the airframe noise engine off.

## 19. 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 mandatory 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

## 20. 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”

The tracklogs of the trackers will be the primary source for scoring, but pilots of electric-powered gliders must provide the engine operating record.  
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)

## 21. Scoring

The latest GAP formula, in combination with FS scoring system will be used.  
The GAP parameters will be announced at the first pilot briefing.  
Should a pilot restart his engine before crossing the goal line, he will be deemed as landed at the time of restart, and he will score only distance points, his distance being reduced by 10 km.

## 22. Airspace Infringements

As per *Section 7A 6.3*,  $XX=0$  &  $YY=0$   
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.

## 23. 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.

## 24. 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.

## 25. Complaints and Protests

As per *General Section* and *Section 7A*.  
Pilots are advised to read *Common Section 7–15* before making a complaint or a protest.  
The fee for protest will be €50.

## 26. 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.