



Local Procedures

Version 1 (28/08/2023)

17. September 23. September 2023



A. GENERAL INFORMATION

1 Location of the Event

Airfield St Auban:	ICAO code LFMX
Coordinates:	LAT: N 44° 03' 31"
	LONG: E 005° 59' 27"
Elevation:	AD ELEV: 1507 ft / 460 m
Frequency:	122.30 MHz

2 Time Schedule

Unofficial Training:	13 th to 15 th of September
Official Training:	16 th of September
Scrutineering:	14 th to 16 th of September
First Briefing:	16 th of September evening
Contest Flying:	17 th to 23 th September
Prize Giving Ceremony:	23 th of September 20h00

3 Competition Official

Contest (Sport) Director:	Roger Eyrier
Chief Scorer:	Sébastien Chaumontet
Flight Operation Director:	Roger Eyrier

4 Contacts

Website:	https://cnvv.net/e5glide/
Email:	e5glide@cnvv.net
Facebook:	https://www.facebook.com/CNVVSaintAuban

5 Price list

Entry fee: 300 €

Tow to 1300m AMSL: 90 €

(Possible price reduction for pilots less than 25 years old. Please contact us.)

6 Daily Time Schedule

Gridding: until 10.30am

Briefings: at 11am

First launch: around 12:30pm
or as indicated at briefing

Daily results, award ceremony: approximately at 6pm

B. TECHNICAL INFORMATION

1 Method of determining energy used

There are three alternative methods for determining the amount of used energy:
The best and preferred option is to use a FES-Bridge from LX NAV. This bridge writes information about speed, voltage and current into the IGC file. In this case, the total amount of energy used can be determined directly from the file.

The second option is an MOP2 sensor. This sensor records the current only, and then power is calculated by using the voltage as set in LX. The determination of the consumed energy is a bit less accurate with this option, but it also works.

As the last option, the ENL recording can be used. In this case, for the calculation of the amount of energy used, it will be assumed that the maximum current was used for the whole duration of the high-ENL values which show that the engine was being used. We can also take a picture of the battery meter just prior to start and then again after landing to determine energy used during flight. Please contact us if you are in this case.

It is strongly recommended to use a FES bridge from LX NAV or an MOP2 sensor for the competition. The pilots can easily check which system is actually installed in their glider, by reading an IGC file in SeeYou. If the information about speed, voltage and current is available in the file, the FES bridge is installed. If the IGC file only shows information about the current, an MOP2 sensor is installed. If no values are displayed, there's no device installed, and we recommend upgrading the system by the installation of the FES Bridge before the start of the competition, as the energy calculation via ENL may be a disadvantage for the competitor.

In order to test the proper operation of the devices, a test of the loggers is carried out in a one-minute engine test run, while a current clamp is temporarily applied to the wirings for scrutineering purposes.

2 Documents to be presented at registration

Pilot :

Valid glider pilot license

Valid medical certificate

Sailplane :

Certificate of Airworthiness or Permit to Fly
Certificate of registration
Logbook
Third party Insurance valid for competition.

3 Instruments that must be removed from the sailplane

The following instruments may not be fitted :
Bohli, Schanz, KTI or other gimballed compass
Turn indicator
Artificial horizon

4 High Visibility markings requirement

High visibility markings (red or orange) are required and in compliance with any specifications required by the manufacturers.

5 FLARM

The use of FLARM is mandatory for all participants. Either the Flarm radio ID or a .igc file or flarmdev.csv file from the Flarm logger shall be delivered to the Organizer in advance of or at the opening briefing.

6 Emergency Locator Transmitters (ELTs)

ELTs are not required.

7 Procedures for checking aircraft mass

Take-off mass :

A check of the glider mass is intended to verify that the take-off wing loading will not exceed 45 kg/m² (unless a competing glider is more than 45 kg/m² when empty, that would become the maximum wing load for all participants).

The individual handicap value of any gliders that, for technical reasons, cannot comply with the maximum allowed wing loading will be increased by 0.4/kg in excess maximum allowed wing loading.

Initial Weighing :

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

- a) Glider at max take-off weight with pilot and parachute, loose items such as thermos, drinks, tie-down equipment, additional clothing. Water may be added or dropped in order to adjust the weight.
- b) Reference “main wheel weight” in “towing out” configuration and all removable equipment on board.

Regular weighing :

- a) On all competition days all gliders will be weighed in their “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 reference weight. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.
- b) A mass check will be required after re-lighting (re-launch) for another 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.

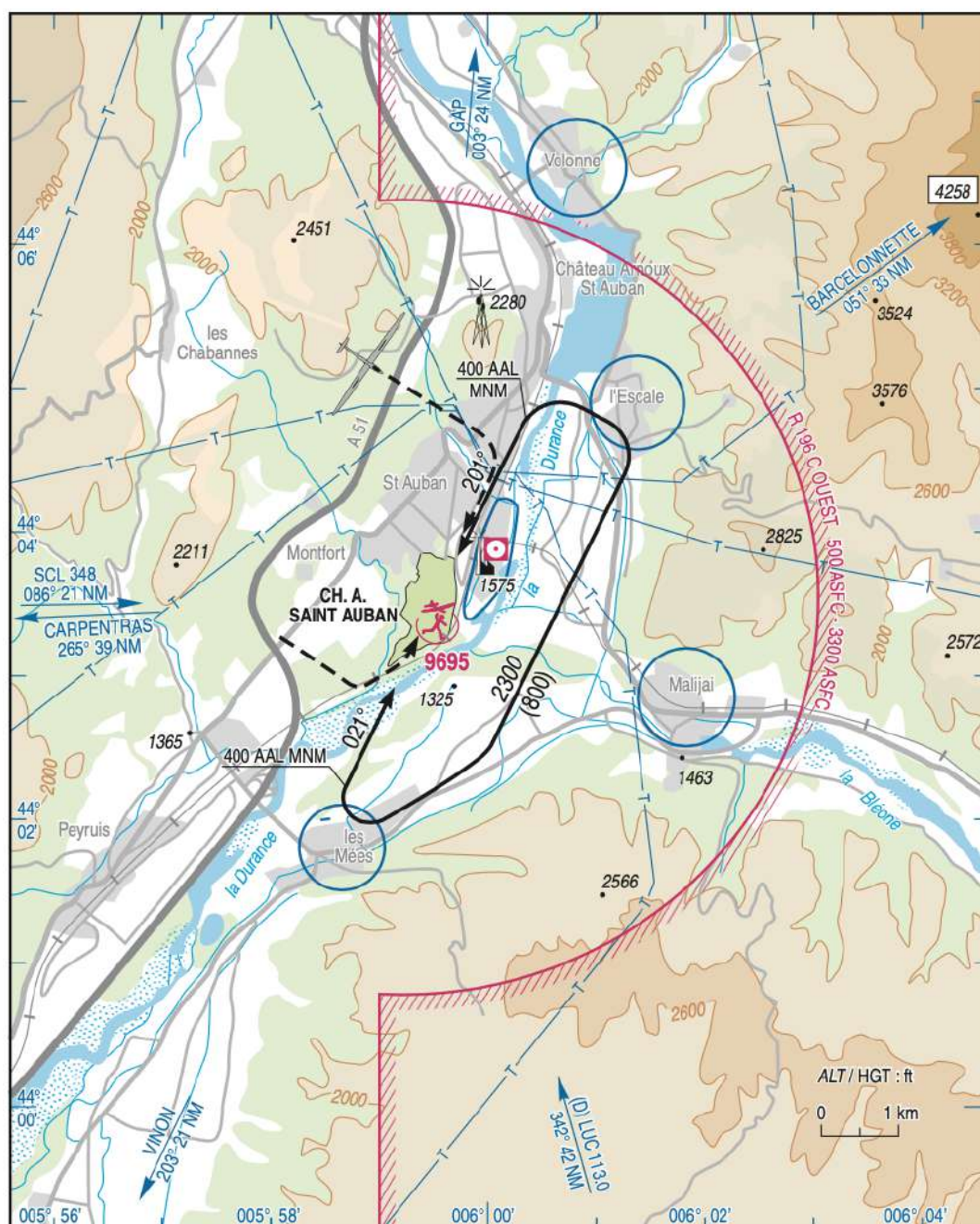
APPROCHE A VUE Visual approach

Ouvert à la CAP
Public air traffic
11 AUG 22

CHATEAU ARNOUX SAINT AUBAN
AD 2 LFMX APP 01

					ALT AD : 1507 (54 hPa) LAT : 44 03 31 N LONG : 005 59 27 E	LFMX VAR : 2° E (20)
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APP : NIL
TWR : NIL
A/A : 122.300



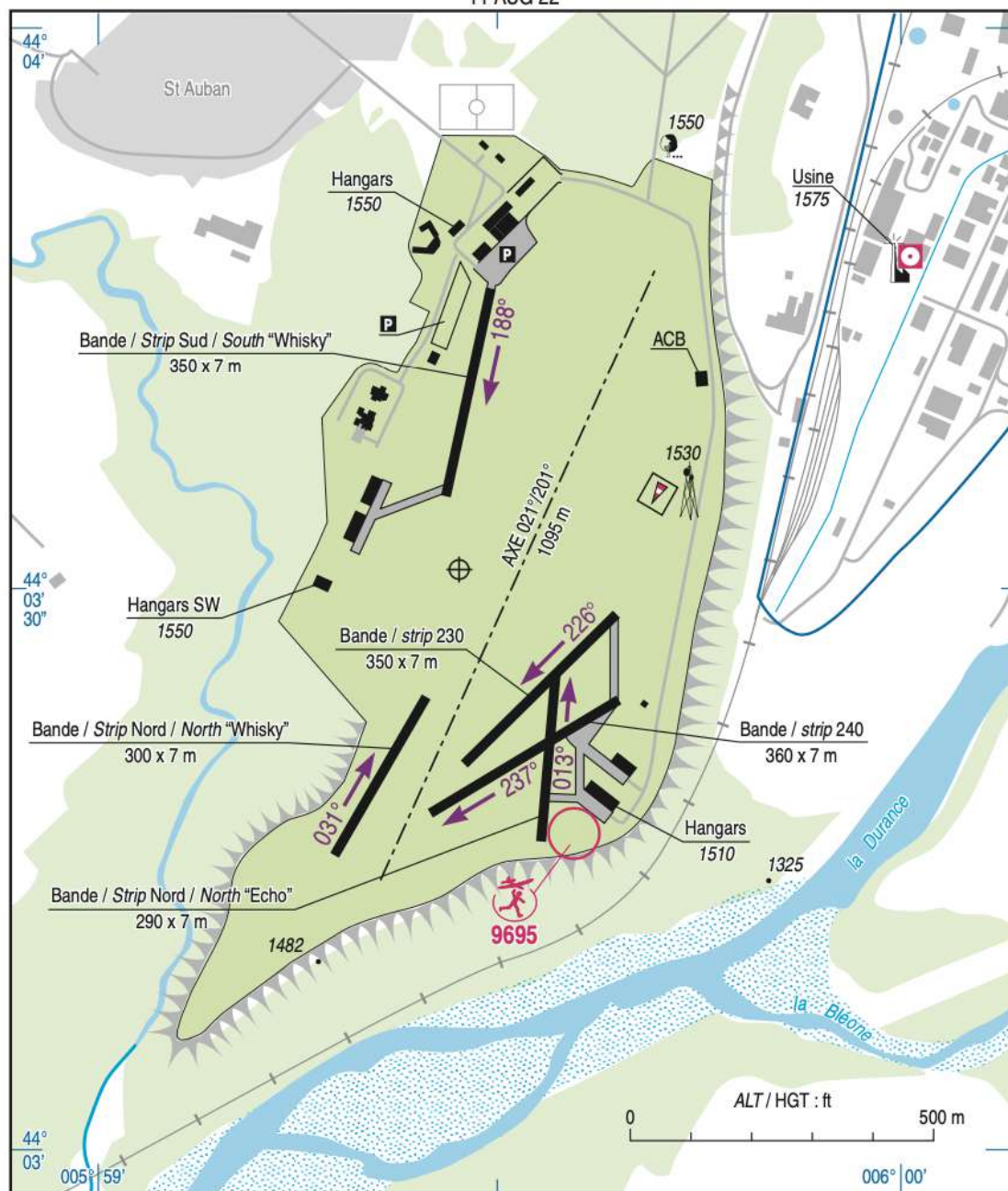
AMDT 09/22 CHG : VAR, activité ULM, orientations, révision globale.

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CHATEAU ARNOUX SAINT AUBAN AD 2 LFMX ATT 01

ATERRISSAGE A VUE Visual landing

11 AUG 22



Aides lumineuses : NIL

Lighting aids : NIL



AMDT 09/22 CHG : orientation axe, révision globale.

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C. GENERAL FLYING PROCEDURES

1 Units of measurement

Units of measurement used on the pilot briefing sheet : unless otherwise stated distances will be expressed in kilometers and altitudes in meters AMSL.

2 Radio frequencies to be used during the competition

Transmissions may only be made on the frequencies prescribed by the organizers. The frequency for the Launches will be 122.30 MHz). The frequency for the Start, Finishes and Landing will be 122.30 MHz. The common radio frequency that shall always be used on task by competitors for flight safety shall be 123.65 MHz.

D. GRIDDING

Gridding will be made on the Preferential Area for competition Activity on the Western part of the airfield. Gridding will be made either on the South West runway or on the North runway



1 The launch grid

There will be 10 rows of 2 gliders.

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

The grid order will be drawn by lots during the first briefing.

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

The grid order will be displayed every morning at 9 AM on the official board in the briefing hangar.

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.

E. LAUNCH PROCEDURE

During the competition the Centre National de Vol à Voile (CNVV) will continue their activity on the airfield. Therefore, the runway will be divided into two parts: the Preferential Area for Eglide activities on the Western part of the airfield and the Preferential Area for CNVV activity on the Eastern Part of the Airfield.

There will be no take off on the CNVV area during the launches



- 1 Take off procedures will be given at the daily briefing
- 2 Release areas

The release areas for the given day will depend on the start procedure and on the thermal conditions.

3 Standard tow altitude

The standard tow altitude will normally be 1300 m AMSL (850 m AAL). The tow altitude will be defined at the daily briefing.

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.

5 Re-launch

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

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

F. START PROCEDURES

The opening of the start line and the radio procedures shall be compliant with the Eglide rules. All messages will be broadcasted on 122.30 MHz. A maximum height limit at the start will be imposed and announced at briefing.

G. FINISH AND LANDING PROCEDURES

1 Arrival announcement

Competitors shall announce their arrival on frequency 122.30 MHz by giving their contest number at the distance 10km before the Finish Line. The acceptance reply will be the contest number.

2 Mandatory reporting point and finish line

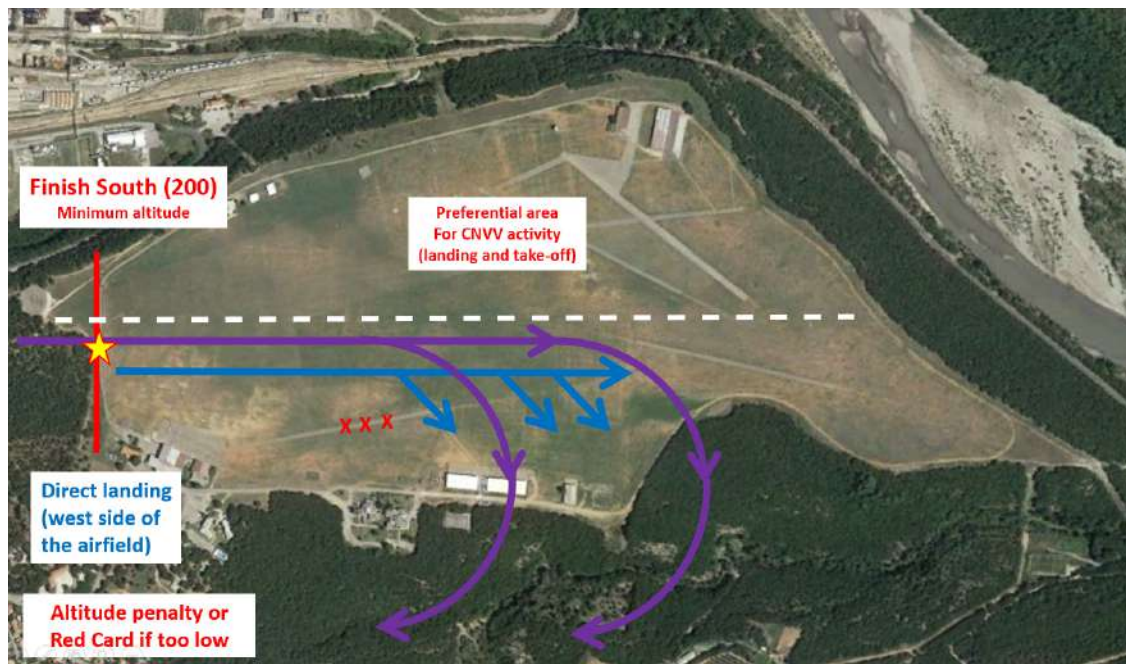
To complete all tasks the pilots will have to turn at a mandatory reporting point.

The finish procedures are defined for arrivals from the North (axis 202° = Finish 20) or from the South (axis 022° = Finish 02) according to the Visual Approach card of St Auban.

- **Finish 200 :**

For arrivals from the North the mandatory reporting point shall be point **474 report 200** « **Dam over Durance** » Coordinates : 44° 05' 08" N - 006° 00' 43" E (3 km from Finish Line 200).

The finish line is a straight line, of 0.5 km length, centered on the point « **326 Finish 200** » Coordinates: 44° 03' 53" N - 005° 59' 37" E



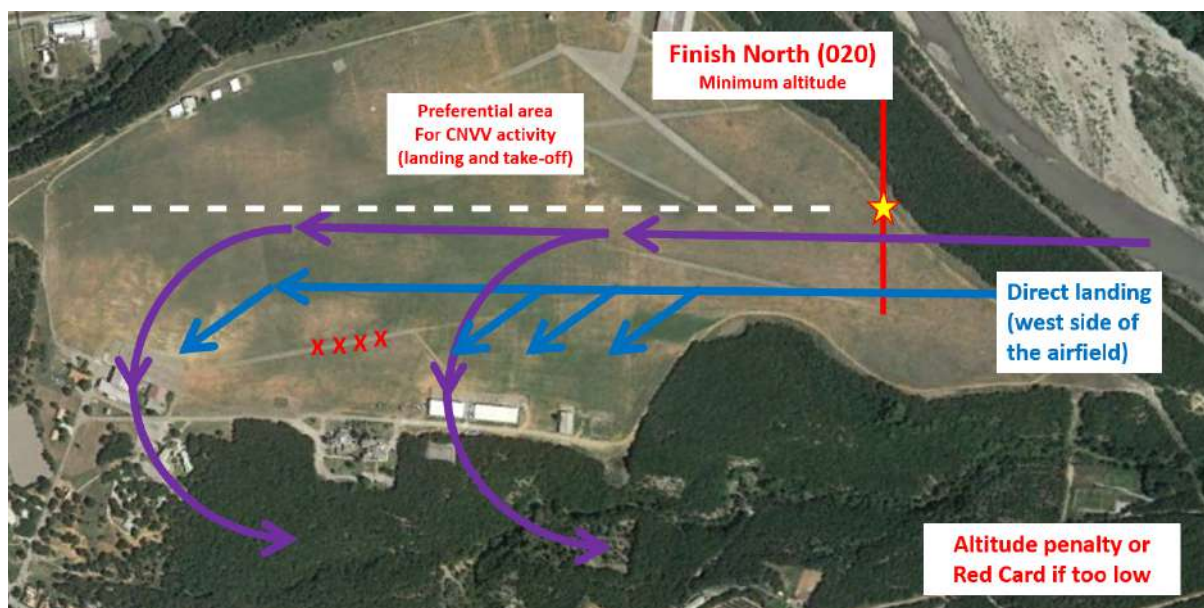
- **Finish 020 :**

For arrivals from the South the mandatory reporting point shall be point **473 report 020** « **Roundabout motorway toll** » Coordinates: 44° 02' 16" N – 005° 57' 42" E (3 km from Finish Line 020).

The finish line is a straight line, of 0.5 km length, centered on the point **327 Finish 020** Coordinates: 44° 03' 15" N - 005° 59' 24" E.

The competitors shall remain above the minimum altitude of 500m AMSL (40m AAL) between the mandatory reporting point and the finish line. Noncompliance will be penalized by 2 seconds per meter below this minimum altitude (no warning at the first offence!).

After finishing landing circuits should be made to the West of the airfield and competitors should avoid flying over the public area.



3 Direct landings

The activity on the Area for CNVV activity be kept as low as possible during the finishes.

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

4 Speed finishes

Speed finishes will be made on the west side of the airfield and before the landing the finishers will make a west pattern similar to the usual Saint Auban pattern. (See Annexes 4 and 5)

Speed finishes must be done higher than the minimum altitude above the ST AUBAN airfield when crossing the finish line.

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.

H. OUTLANDING

Out landing information

As soon as possible after the landing, the pilot or the crew team must inform the organization. It is recommended to send a WhatsApp private message or SMS to the organization. The Phone/WhatsApp number will be written on the task sheet.

Lack of information about outlandings will be sanctioned.

I. SCORING

Handling of flight documents

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

IGC files must be handled by each pilot in any of the following electronic means :

- Via the competition website/email. (highly recommended) ;
- In a USB memory stick or memory card (SD or Micro-SD format only) brought directly to the scoring office.

Index list for Distance Handicap

The DAeC's DMSt Index List 2023 is used for the competition:

https://www.daec.de/media/files/2022/DMSt_Indexliste_2023.pdf

J. PROTESTS

The value of the protest fee

The amount of the protest fee is 200 EUR. The protest fee shall be returned if the protest is upheld or is withdrawn prior to the hearing by the Referee.