

ACRA CUP 2024

local Procedures v6

march, 2024

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A. CHAMPIONSHIP DETAILS

A.1 **Name of the Event:**ACRA CUP 2024

A.2 **Location of the Event:**

A.2.1 Airfield: Saint-Hubert EBSH Belgium

A.2.2 Coordinates: N 50°02'09" – E 005°24'15"

A.2.3 Elevation: 561 m.

A.2.4 Airfield Frequency: 122.180

A.2.5 Contest flying will take place over territories of Belgium, Luxemburg, Germany, and France.

A.3 **Time Schedule:**

A.3.1 Entries due May 1, 2024 at noon (12:00).

A.3.2 Airfield will not be closed for training flights.

A.3.3 Onsite registration period: May 18 until, 09.00.o'clock

A.3.4 Self weighting period: no

A.3.5 Un-official training: no

A.3.6 Configuration change closes: May 18, 2024

A.3.7 First mandatory briefing: May 18, 2024, 09:30. All pilots are required to assist at this briefing, while the presence of the crews is highly recommended.

A.3.8 Contest flying: May 18 to 20, 2024.

A.3.9 Closing Ceremony and Prize Giving: May 20, 2024, 20:00. If May 20 is a no-flying day, the ceremony will be organized as soon as practicable.

A.4 **Contest Officials**

A.4.1 Contest Manager - CM: Patrick Stouffs

A.4.2 Deputy Contest Manager - DCM:Jean-Louis Cornez

A.4.3 Contest Director - CD: Patrick Stouffs

A.4.4 Chief Scorer - CS:Jean-Louis Cornez

A.5 **Jury**

A.5.1 The Jury will be composed of 3 persons.

A.5.2 The Jury will not be required to be on the site for as long as they can set up a working communication system among them.

A.5.3 The Jury:

Members: Laurent Marenne
Alain Patureau
Stephan Vanderveken

A.6 **Addresses for Correspondence and Entries:**

Aeroclub Royal des Ardennes (ACRA)

E-mail address: admin@acra.be

Website: <https://www.soaringspot.com/fr/coupe-des-ardennes-2024-saint-hubert-ab-2024/>



B. GENERAL

- B.1 **English is the official language of this contest. In these Local Procedures, the words “must”, “shall” and “may not” indicate mandatory requirements; “should” indicates a recommendation; “may” indicates what is permitted and “will” indicates what is going to happen. Briefings will be given in English, French and Flemish.**
- B.2 **The Championships will follow the rules of the FAI Annex A to Section 3 – Gliding, 12 December 2023 Edition; except stated otherwise in these Local Procedures. In other words, Local Procedures have priority on FAI Annex A to Section 3 – Gliding, 2022 Edition. Please read both documents attentively as multiple changes occurred since last editions.**
- B.3 **Objectives of the Championships**
- B.3.1 Enforce friendship and fun. Foster friendship, co-operation, and exchange of information among participants
- B.3.2 Select the 2024 Ardennes Cup Champion
- B.3.3 A minimum of 1 valid day is required to crown a winner of the ACRA CUP.
- B.3.4 Fly a safe, fair, and fun contest. Safety is paramount!
- B.3.5 Allow as many pilots as possible to enjoy the Belgian Ardennes countryside and weather conditions.
- B.4 **Classes**
- B.4.1 Championship classes: Open
- B.4.2 All classes will be scored using the BGA handicap system, in force on May 1st, 2024
- B.5 **Safety**
- B.5.1 A Safety Briefing, given by the Contest Director, will be part of the Mandatory Briefing* on May 18, 2024 at 09:30.
- B.5.2 A Safety / Advisers Committee will be in place during the contest.
- B.5.3 The same pilots will also serve as advisers in the air for the CD.
- B.5.4 The role of the Safety / Advisers Committee is to discuss any matter pertaining to Safety and proposing ways to correct any inadequacy in the organization or pilot flying behavior. The Committee has no power of discipline. This remains the CD's prerogative.
- B.5.5 The safety frequency will be: 122.180.
- B.5.6 Glider spoilers should always be in a safe position prior to take off: either locked closed or extended and moving; so, it is obvious the pilot has control of them.
- B.5.7 Maximum speed for vehicles within the airport is limited to 25 km/h.
- B.6 **Data Base**
- B.6.1 Control Point file format: Cup
- B.6.2 The TP_ACRACUP.cup will be available on soaring spot before May 1st, 2024.



C. ENTRIES

C.1 **Finances**

- C.1.1 Entry fee: 75 Euros per participating glider, and 37.5 Euros for pilots less than 25 years old on January 01, 2024. And 50€ for pilots participating for the first time to a competition. A prepayment of 2 tow tickets, 2 assisted take off tows or 2 self-launch tickets is required with the Entry Fee.
- C.1.2 Tows, assisted take off tows and self-launch tickets are fully refundable, if not used by the end of the contest. Assisted take off tows are tows to an altitude of 200 meters AGL.
- C.1.3 Tow tickets are 45 Euros each.
- C.1.4 Self launch tickets are 30 Euros each.
- C.1.5 The above fees include airport user's fees.
- C.1.6 **By registering, pilots acknowledge that they understand and will abide to these Local Procedures.**
- C.1.7 Registration is online only, using the Contest website: Please pay on the account of the Aeroclub Royal des Ardennes A.S.B.L. IBAN: BE95 2670 0375 7858 BIC: GEBABEBB. If your bank requests an address, here it is:
Aérodrome boîte 4
6870 Saint-Hubert
Belgique
- C.1.8 Registrations can be canceled with full refund until May 1, 2024

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- C.1.9 Pilots who are not accepted because of rules C.2.1 to C.2.2 will be fully refunded.

C.2 **Participants**

- C.2.1 Number of allowable entries: 30
- C.2.2 First registered, first accepted.
- C.2.3 Registry is only considered as completed after payment in full of C.1.1 is received and approved by the CM.
- C.2.4 There is no limit of entries per class, for as long as rule C.2.1 is respected.
- C.2.5 Team flying is authorized.

C.3 **Documentation**

- C.3.1 Only 1 document will be required at onsite registration: the proof of compliancy signed by the pilot in command of the registered glider.
- C.3.2 Additional documents required with the glider during the contest:
 - 1) The glider flight manual (AFM) or a copy (which can be a reduced version in size).
 - 2) The original Registration Certificate.
 - 3) The original Certificate of Airworthiness or Permit to Fly.
 - 4) ARC valid for the duration of the contest.
 - 5) The glider radio license.
 - 6) Third Party Insurance Certificate.
 - 7) The glider logbook.
 - 8) The day task sheet.
 - 9) Current paper maps covering the task area.
 - 10) The original and up-dated Weight & Balance sheet(s).
 - 11) Valid Glider Pilot's License with currency requirement fulfilled.
 - 12) Glider Pilot's Medical Certificate valid for the duration of the contest.
 - 13) Therapeutic Use Exemption (TUE) if applicable.

D. TECHNICAL REQUIREMENTS

D.1 **Additional equipment**

- D.1.1 All gliders must be equipped with FLARM.
- D.1.2 FLARM's must be activated throughout the duration of all flights during the contest. Files from the FLARM's can be requested by the CD at any time during the contest. (See penalties for not abiding). Stealth, competition, and no tracking modes are left at the pilot's discretion. OGN registration is not mandatory. We also suggest competitors to temporarily unsubscribe to the other tracking providers like, but not limited to, FlightRadar21, GlidePort.Aero, Skylines, if they do not want to be tracked.
- D.1.3 The Primary and backup flight recorders must be IGC level 1, 2 or 3 flight recorders in a correct date and time configuration. They must have an operational barometric sensor. The maximum recording interval is 4 seconds. It is strongly recommended to set the recording interval to 1 second. The Primary flight recorder log file will always be given first to the organizers.
- D.1.4 If the flight computer installed in the glider produces a log file, this computer must be designated as the Primary flight recorder and its file must be provided after each flight.
- D.1.5 The Organizers will score the Primary Flight Log. In the event that the first FR fails to provide satisfactory evidence of correctly fulfilling the task as claimed by the pilot, the Flight Log from the back up FR will be used for scoring. Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment failures. An additional hour (total two hours after landing) is granted for delivery of the BackUp log file to the organizers.
- D.1.6 Engine equipped gliders must have both primary and BU flight recorders equipped with operational engine sensors.
- D.1.7 All flights originating from EBSH during the period between May18 to 20 and must be documented. A pilot who refuses to provide a flight log during this period will be disqualified for the competition.
- D.1.8 The organizers have the right to request files from both primary and backup flight recorders (if they exist and are registered) at any time between May 18 to 20 2024
- D.1.9 Glider and trailer anchoring equipment. Both must be secured every night and non-flying days.

D.2 **Instruments that must be removed from the sailplane.**

- D.2.1 AHRS software embedded in the new generation flight computers must be disabled during the flight. The IGC files must indicate that this function is disabled during the flight.

D.3 **Weighting**

- D.3.1 It is the responsibility of the pilot to always have his glider under the Maximum Takeoff Mass (MTOM) during the contest.



E. GENERAL FLYING PROCEDURES

- E.1 Units of measurement:
- | | |
|-------------------------------|--|
| Time: | Local time (UTC + 2h), hours (24), minutes, seconds. |
| Altitude: | Meters in QNH. Flight Levels. |
| Distance: | Kilometers and meters. |
| Horizontal speed: | Kilometers per hour. |
| Vertical speed: | Meter per second. |
| Heading, bearing and radials: | Degrees true. |
| Coordinates: | Degrees, minutes, and seconds. |
| Pressure: | Hectopascal / millibar. |
| Weight: | Kilograms. |
- E.2 Gliders must be equipped with a two-way 8.33 MHz radio.
- E.3 Pilots may contact ATS units for safety related reasons only.
- | | |
|--------------------------|------------------------------|
| Launch start and finish: | 122.180 |
| EBSH: | 122.180 |
| Safety: | 122.180 |
| Team flying: | 122.385 - 126.810 - 135.235. |
- E.5 Pilots must have the safety frequency selected as a secondary listening frequency on their glider radio. Safety and emergency calls will be relayed on this frequency only. It is highly recommended that pilots flying in gaggles should monitor this safety frequency.
- E.6 **Airspace**
- E.6.1 Any entering of controlled and/or forbidden airspace will be considered as airspace violation. Minimum penalty = outlanding.
- E.6.2 Sporting airspace limits will be defined on the daily task sheet.
- E.6.3 Any exiting of sporting airspace limits by more than 100 meters will be considered as airspace violation. Minimum penalty = outlanding. Less than 100 meters will induce point penalties per FAI SC3 ANNEX A.8.7.
- E.6.4 Airspace violations are assessed both horizontally and vertically.
- E.6.5 Horizontal infringement is measured in meters by the distance from the furthest penetration point to the nearest airspace limit.
- E.6.6 Vertical infringement is measured in meters by the distance from the furthest penetration point to the upper or lower airspace limit.
- E.6.7 Altitude/height reference is the lowest regional QNH as written on the task sheet.
- E.6.8 Airspace violations while flying an outlanding pattern shall not be assessed.
- E.6.9 Airspace Violations after a virtual landing will be penalized.

F. CONTEST PROCEDURES

F.1 **Contest site boundaries / gridding**

- F.1.1 Contest site boundaries are defined by the airport limits of EBSH. A map depicting these boundaries will be provided to all pilots
- F.1.2 Gridding will be done without a dedicated line or position. The system will be explained at the first mandatory briefing.
- F.1.3 All gliders must be on the grid at grid time. Penalties apply and missing gliders will be denied the first launch.
- F.1.4 At grid time, the grid will be compressed as necessary. Crews or pilots must be present for this operation.
- F.1.5 Nihil
- F.1.6 Traffic on the airport is regulated and will be briefed at the mandatory briefing.
- F.1.7 All traffic, pedestrian included, must stop once the launch is under way. The only exceptions to this rule are for organization Officials and airport personnel / vehicles or for pilots with reduced mobility and their crew, after coordination with Tower or Flight Director.

F.2 **Water ballasts**

- F.2.1 Water ballasts use is authorized.
- F.2.2 There will be minimum 2 ballasts supply zones with multiple accesses on the airfield, 2 on the northern side and up to 2 on the southern side, depending on the size of the fleet.
- F.2.3 Discharging water ballast on the grid is forbidden without the explicit authorization from the CD or, if not present, from the Flight Director.
- F.2.4 All contest days should allow full use of the water ballasts up to the MTOW. If the airfield status does not allow a safe and non-field damaging take off procedure, the CD has authority to cancel the day.

F.3 **Motor gliders**

- F.3.1 Are considered in this category all gliders equipped with a sustainer engine or a self-launching engine that has not been disabled for the contest.
- F.3.2 There are 2 ways to disable the engine for this contest:
 - Complete removal of the engine.
 - Complete sealing of the engine doors under contest organization supervision.Either method must be declared to the contest organization at the time of the onsite registration.
- F.3.3 Pilots of motor gliders can elect to either self-launch or perform a launch with a tow plane. In this case, once released, they can perform an engine check for a maximum of 2 minutes and remain below the given day release altitude.
- F.3.4 An engine test must be performed immediately after their first launch on their first contest Day.
- F.3.5 As authorized in the FAI SC3 Annex A 7.3.2.c. rule, motor gliders are allowed the use of MoP without an intervening landing. The procedure is described underneath.
- F.3.6 Motor gliders are authorized to restart their engine, below 850 m QNH, on the downwind side of the runway in use, within 1.5 km from the center of the airfield and in opposite direction of the runway in use. They will rejoin the release area at or below the day given release altitude. They will not be allowed to take a start within 30 minutes after engine shut down, for as long as the main launch is in progress. After the main launch is declared over, on the radio, this waiting period is reduced to 20 minutes.

F.4 **Launches**

- F.4.1 Release areas and tow pattern maps are in the self-briefing.
- F.4.2 Release altitude, either 1060 m or 1160 m QNH will be announced by radio before the take-off of the first glider in the concerned class. For a normal tow, the tow plane must waggle wings before the pilot may release. A contestant may be penalized for an early release from a normal tow and will be charged a full tow ticket.
- F.4.3 Relight procedure will be briefed at the mandatory briefing and is published on the web site.

F.5 **Circling and speed restrictions.**

- F.5.1 Continuous circling is prohibited within the tow pattern below 1060 m QNH. This area is clearly marked on the release areas and tow pattern maps, available on the web site.
- F.5.2 Left hand thermal is compulsory within a radius of 10km centered on EBSH.
- F.5.3. Pilots are strongly encouraged not to exceed 180 km/h, within 15 km from TP Saint-Hubert, prior to taking their start.

F.6 **Start:**

F.6.1 Start Geometry:

Will be a line of 10 km long centered on the start point, perpendicular to the course to the first Turn Point, or the center of the first Assigned Area.

F.6.2 Validity of Starts:

See FAI SC3 Annex A 7.4.4.

F.6.3 Start Procedure:

The opening of the start will not occur before 20 minutes after the launch of the last glider of each class. It will be announced on 122.180 frequency and repeated in the air by a designated CD adviser. Courtesy to the pilots, radio announcements at 10 and 5 minutes prior to and at opening time will also be provided by the organization. Missing any or all these calls does not preclude the start opening, for as long as the initial 20 minutes call has been given and/or a holding call has not been announced. Any change hold procedure or cancellation call will be repeated in the air by a designated CD adviser.

- F.6.4 The maximum start altitude will be given during the daily briefing according to weather and airspace limitations. Penalties apply, however if the excess height is 50 meters or less, and the finish altitude exceeds the Minimum Finish Altitude by at least the excess height, there will be no start altitude penalty.

F.6.5 Multiple Starts

The Start Time is the time the competitor crosses the Start Line, provided this start is in accordance with F.6.3. The Start Time is interpolated to the nearest second. In the case of multiple valid Starts, the competitor has the right to be scored using the Start that yields the best score, for as long as this Start complies with F.6.3. A Start made after a properly completed Task will not be considered valid.

A competitor may claim only the first task completion each day.

- F.6.6 Maximum speed crossing the Start Line is limited to 180 km/h ground speed.



F.7. Tasks

Distance Handicap Tasks (DHT) may be used during Ardennes Cup 2023, following FAI SC3 Annex A 6.1 to 6.3.3.

F.8. Outlandings

- F.8.1 After outlanding, send to WhatsApp group (see self briefing the name) with your position and all information and call the C.D. +32 488 588 750 is mandatory. Please do not use the radio for this purpose unless phone contact is not possible or for an actual emergency.
- F.8.2 You may also contact your crew to arrange the retrieve, but the retrieve office must be informed before any crew leaves the airport on a retrieve.
- F.8.3 Aero tow retrieves are authorized from actual airports. The glider pilot must inform the organization of his intentions.

F.9 Finishes / landings

- F.9.1 Type: Ring of 5 Km centered on TP Saint-Hubert. Pilots can finish anywhere around the Finish Ring, but their Marking Distance will only take in account the distance between the last Credited Fix and the Finish Point, less the radius of the Finish Ring, for the last leg. In other words, the pilots have interest to head directly towards the Finish Point after their last Turn Point! The Finish is a Ring not a Cylinder. Finish is only valid when the Flight Log shows a valid fix within the Finish Ring and the required altitudes. There is no possibility to get a Finish from underneath! A minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude shall be penalized. After crossing the Finish Ring the glider is encouraged to land without delay, except in case of inclement weather or heavy traffic.
- F.9.2 Radio calls: Pilots must be on 122.180 frequency before 15 km from TP Saint-Hubert. They will announce: "XX final from the North East (or applicable direction)" at 15 km. Next call should be "XX finish" at 5 km from TP Saint-Hubert. The last call should be "XX entering downwind Runway YY" There is no other call necessary if joining the normal pattern for the runway in use. Supplementary calls should only be for safety reasons, for a direct landing, landing on another runway or for requesting a low pass. No other calls are required until the glider is on the ground. Safety first: if a call is deemed necessary by any pilot, it must be broadcasted. The organization will regularly repeat the QNH, wind speed and direction, RW in use and any perturbation factor. The Flight Director or CD may also provide advice for landing.
- F.9.3 Minimum altitude entering the finish ring is 950 m MSL.
- F.9.4 Maximum altitude entering the finish ring is 1800 m MSL.
- F.9.5 Low passes (passing at high speed above EBSH at less than 700 m QNH before joining safely the landing pattern in use) are prohibited; except if explicit authorization is given to a defined contestant by the Flight Director or the CD on the finish frequency. However, the minimum altitude above any obstacle is limited to 5 meters. Requests for a low pass can only be done after the glider has crossed the finish ring. Authorization for a low pass should not be given if there is traffic in the landing pattern. Penalties for low passes without authorization or out of the imposed limits are 50 points for the first offense and day disqualification for the next offenses. The correct execution of the maneuver is the sole responsibility of the pilot.
- F.9.6 Pilots must join the standard official visual pattern of the runway in use, published for EBSH after finishing. Direct landings are authorized, for safety reasons, but need to be radio coordinated with the tower, CD or Flight Director.

- F.9.7 Landing the glider safely without causing problems to other gliders or ground operations is the sole responsibility of the pilot. He will, however, follow as much as practicable the advice of the tower, CD or Flight Director.
- F.9.8 A glider having correctly crossed the finish ring, but not landing within the contest site boundaries, will be considered as having completed the task.
- F.9.9 A pilot abandoning the task and returning to EBSH shall contact the Flight Director on 122.180 frequency at 15 km and receive advice for landing.
- F.10 Handling of flight documentation**
- F.10.1 IGC files from the Primary designated flight recorder are requested, the secondary if needed by the organization after the flight.
- F.10.2 The files will be rejected if the file name has been changed.
- F.10.3 Pilots must provide those files to the organizers, within one hour after landing for the Primary log file and two hours for the Backup log file. Non-compliance shall be penalized.
- F.10.4 Handling of flight documents can only happen through the email-address Internet at acra.cup@gmail.com and within one hour after the landing.

G. SCORING

G.1 Type of scoring

- G.1.1 SeeYou Soaring Spot software available on May 01, 2024 will be applicable.
- G.1.2 The results sent to the IGC ranking system will be the ones from the **ACRA CUP 2024**
- G.1.3 British (BGA) handicap available on May 01, 2024 will be used in all Classes (<https://gliding.clementallen.com/bgahandicaps/>) .
- G.1.4 Additional performance enhancement (not part of the original design) will attract the following handicap increments: - Span: +1 per 50 cm or part thereof; - Winglets: +1, unless part of the original design, or marked with a (w) on the list, or for gliders with a span of 21 meters or more prior to modification; - Wing root fairings: +0.5, unless the modification is manufacturer specified on a later version of the same glider design enjoying the same handicap.
- G.1.5 Use of boundary layer de-turbulating resonance composite film and similar technologies is prohibited.

G.2 Common rules

- G.2.1 In order to have a valid Championship Day in a handicapped class, 25% or more of the competitors who have had a contest launch on that day, shall have flown a Marking Distance of at least 40% of the minimum handicapped task distance. The distance as defined here above shall not exceed 100 km.
- G.2.2 A competitor is deemed to be a “finisher” if he enters the finish ring after completing the task within the required altitudes.



G.3 Penalties

G.3.1 List of approved penalties in the FAI SC3 Annex A.8.7 applies to these championships if not specifically listed in G.3.2.

G.3.2 Additional or exception offenses that may be penalized at the CD's discretion include but are not limited to:

Type of Offense	First Offense	Subsequent Offense	Max Penalty
Start speed above 180 Km/h GS	5 pts per Km/h	10 pts per Km/h	15 pts per Km/h
Exceeding Max Start Altitude	1 pt per meter	1 pt per meter	1 pt per meter
Exceeding Min Finish Altitude (MFA)	1 pt per 1m up to 100m	1 pt per 1m up to 100m	1 pt per 1m up to 100m
Documentation not delivered	Outlanded at Finish Ring	Outlanded at Finish Ring	Outlanded at Finish Ring
FLARM not delivered upon request	Day disqualification	Disqualification	Disqualification
Non authorized flight on rest day	Day disqualification	Disqualification	Disqualification
Overweight**	Next day disqualification	Next day disqualification	Next day disqualification
Low pass W.O permission	W x 2 pts	N x W x 2 pts	N x W x 2 pts
Low pass out of limits	50 pts	Day disqualification	Disqualification
Late at grid time	50 pts	Day disqualification	Disqualification
	Warning	50 pts	n x 50 pts

** Warning if less than 50% overweight tolerance at the First Offense.

H. PROTESTS

H.1 There are two ways for complaining in the Ardennes Cup 2024:

H.2 A written complaint through the Safety box. This can be anonymous or signed. The organization will do its best to correct the issue but is not bound to provide an answer to the complaint.

H.3 A formal written protest.

H.4 The amount of the protest fee is €150.

H.5 The total amount will be reimbursed if the protest is upheld.

H.6 Treatment of the protest will be per FAI SC3 Annex A.9.2.4 and 9.3.

H.7 The Jury's decision is final. The only possible appeal to this decision is at the FAI level.

I. DOPING

I.1 Doping undermines the values of sport and the use of doping agents and methods by glider pilots could have consequences for the future of gliding sport.

Anti-doping regulations, policies and declarations have been adopted by nations and national and international sport organizations. Belgium, through its Flemish, French and German-speaking Communities, have ratified the Copenhagen Declaration on Anti-doping in sport dated March 2003. Following this declaration, the above-mentioned Communities have promulgated specific legal regulations which will be respected following their respective areas of competence. International and national regulations applicable for the contests can be found on following Internet sites: <http://www.wada-ama.org> (World Anti-doping Agency) <http://www.dopage.be> (Regulations applicable in the Belgian French Community)

I.2 Following the regulations of the French Community, the Ardennes cup 2024 will be declared to the authorities prior to the contest. Controls could be executed on a random basis.

I.3 These controls must not affect the overall conduct of the Contest.



- I.4 A pilot who would be found positive after a doping control would risk being disqualified and/or expelled from the Championships by a decision of the jury, on proposition of the CD. Specific or legal procedures could also be undertaken consequently against the pilot by the Netherland, Luxemburg, and Belgian Gliding Federations and by the Countries authorities according to the applicable regulations.
- I.5 The World Anti-Doping Agency approved the latest version of its World Anti-Doping Code on January 1st, 2015. The latest FAI document regarding this subject is dated 14 Dec 2021, titled FAI Anti-Doping Rules 2015-2021. It can be accessed here: https://www.fai.org/sites/default/files/documents/fai_anti-doping_rules_2021_0.pdf However, the latest WADA rules are applicable for this competition. Rules of the French-Speaking Community, who has authority in this domain over the Ardennes Cup, are available here: <https://dopage.cfwb.be/>

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