



LOCAL PROCEDURES

49ème Concours International 26ème Amical de Bailleau

From 2024.07.30 to 2024.08.09

Bailleau Armenonville

V1- Edition of /2024.07.14

Date of validation of the procedures by the [FFVP Sport Commission](#): 2024.07.22

FFVP competition regulations reference: NP 4.1 of 2024.04.12

All reference documents are available at: [https:// www.ffvp.fr/kb/organiser-une- competition](https://www.ffvp.fr/kb/organiser-une-competition)

- The purpose of local procedures is to define the options chosen by the organization when permitted by federal regulations (NP4.1). They avoid paraphrasing NP4.1 as much as possible. Competitors are therefore required to be familiar with [NP 4.1 Reglement des competitions federales 2023](#), and local procedures. Local procedures must be validated by the FFVP Sport Commission at least one month before the first event.

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1. Description of the competition

1.1 Name and place of the contest

- **Competition Name :**
 - 49th International Competition
 - 26th Amical de Bailleau
 - **Airfield:** Bailleau Armenonville (VAC map : [see Self-briefing](#))
 - **Organizing association:** Centre Vélivole du Val de l'Eure
 - **Aerodrome reference altitude:** 155 metres (will be used for AMSL altitude reference)
- This competition is selective (does not diverge from NP4.1): no

1.2 Contest calendar

- Registration deadline: July 29, 2024, before 6:00 pm
- Training (unofficial): July 28 and 29, 2024
- Registration period: 28 and 29 July 2024
- Technical inspection period (weighing): not applicable
- First briefing: July 29, 2024 at 7:00 pm
- Competition period: from Tuesday 30 July to Friday 09 August 2024
- Awards ceremony: Friday 09 of August, 2024 at 8:30 pm

1.3 Designated competition organizers and representatives

Mandatory positions:

- | | |
|--|---|
| ▪ Organizing Committee: | Christophe Véron |
| ▪ Contest <i>Director</i> : | Monique Morin |
| ▪ <i>Task Setting</i> : | Damien Van Landeghem - Christophe Véron |
| ▪ <i>Runway Manager</i> : | Frédéric Durand & Benoît Salognon |
| ▪ <i>Flight Safety</i> : | Monique Morin |
| ▪ <i>Weather Forecaster</i> : | Bertrand Groélly |
| ▪ <i>Scoring</i> : | Mathieu Véron |
| ▪ <i>Secretary</i> : | Manuela Diogo |
| ▪ Accounting: | Dorian Lafontaine |
| ▪ <i>Airspace & Translator</i> : | Skander Chabbi |
| ▪ Logistics & <i>General Maintenance</i> : | Christophe Véron |
| ▪ <i>Tow Pilot Manager</i> : | Monique Morin |
| ▪ <i>Ariane Gift Shop</i> : | : Agathe Véron |
| ▪ <i>Entertainment</i> : | Charles Langlois |
| ▪ Tow Plane Management: | Monique Morin |

1.4 Registration and exchange address

- Phone : 33(0)2 37 31 43 74
- Email: concours.cvve.bailleau@gmail.com
- Website: <http://concours.planeur-bailleau.org/>
- Mailing address: CVVE - Aérodrome Bailleau-Armenonville - 28320 GALLARDON

2. General rules

2.1 Registration fees and aero tows

The registration fees for each glider are as follows:

- For international: 285 € for pilots aged 25 or over, 160 € for pilots under 25 years old
- For the friendly: 185 € for pilots aged 25 or over, 160 € for pilots under 25 years old

These fees cover all contest charges except take-off fees and air retrieval fees.

Price of a standard aero tow (500m AGL) is set at 55 €

The deposit amount for claim deposit is set at 300 €.

2.2 Admitted gliders

All types of gliders are allowed.

The contest will be divided into 3 classes: Speed, Long Flights or Friendly

Maximum number of gliders admitted on the platform: 75. Maximum number of gliders per class: 50.

Handicaps used during the contest are those defined in paragraph 1 "FFVP Multi-Class Handicaps" of document NP 4.1D"

<https://www.soaringspot.com/fr/international-bailleau-2024-bailleau-armenonville-2024/downloads>

2.3 Scoring & Analysis software

SeeYou software (version 10.50 or higher) will be used as main flight analysis and point calculation software running the latest version of the FFVP 2023 scoring kit as of the day of the first task.

2.4 Admitted logger types

Logger types are described in the current NP4.1.

The organization will ask each competitor two weeks before the competition to send it a recent flight file of each declared recorder. This will ensure the identification and proper functioning (GPS, altitude and engine sensor if necessary).

2.5 Additional equipment required

Not applicable

2.6 Internet

Contest Website: <http://www.concours.planeur-bailleau.org/>

Contest task results will be available on SoaringSpot. Website address for the competition is: <https://https://www.soaringspot.com/fr/international-bailleau-2023/>

Files loaded on the website soaring spot will be the reference for turning points, airspaces and others.

2.7 Waypoint database

Reference files (*.cup) is available on SoaringSpot (see §2.6).

- Usable starting points: 002Area A11 and 003Bouglainval
- Usable transfer points: 207Santeuil or 190Ouarville
- Usable end points: 001BailleauArmenonville

2.8 Defined contest airspace

- Airspace reference file (*.cub) is available on SoaringSpot (see §2.6).
- Summary map of areas with floor and ceiling altitudes: [See Self-Briefing](#)
- List of prohibited areas: Classes A, B, C, D; ZRT; Zones P; TMZ and RMZ
- List of authorized areas: Class E, G
-

List of potentially authorized airspace (to be announced during the daily briefing): TMA Orleans, TMA Evreux, TMA Tours, Avord, zones R

2.9 Official ranking & result display

The official contest display will be located at the main airfield facility.

2.10 Messaging

Official information may be transmitted by the WhatsApp group created by the organization team for the competition. Only the organization team will be able to send a message.

3. Ground procedures

3.1 Airfield particularities [See Self-Briefing](#)

The ballast points and other peculiarities of the platform will be presented during the welcome briefing.

3.2 Weighting

Competition organizers may verify limitations on the starting grid with all their equipment (battery / parachute / PDA ...). The overweight glider will be penalized.

3.3 Ballast emptying on the grid

Water Ballasts may be emptied on the starting grid or on the runway under the supervision of the contest director or a member of the organizing committee.

3.4 Grid order

For each class, gliders will take place on the grid according to the order of their arrival on the runway, from the bottom to the front (only the last line of each class will be signaled on the runway). However, open class gliders of Long Flights Class will always be placed on the last line of this class. The grid will be closed at least 15 minutes before the first scheduled take-off.

3.5 Outlanding HQ, Requirement in case of outlanding, logger remittal after outlanding

The outlanding HQ is the airfield main building. Phone number : +33 (0)2 37 31 43 74.

In case of outlanding or landing in an airfield different from Bailleau, the pilot may:

Contact the outlanding HQ and provide the necessary information for a retrieve (outlanding form)

Contact the outlanding HQ by SMS with the following information: [PILOT] [Glider Constest Number] [Number of turned task points] [latitude] [Longitude]

Before any retrieve, the retrieval crew must advise the outlanding HQ and ensure that the geographical coordinates have been provided.

The IGC file must be submitted as soon as possible to the constest organizers and before 9:00 am of the next day.

3.6 Flight recordings

To speed up the processing of daily results, the IGC file extracted from the main logger should be sent by email to: scoring.cvve.bailleau@gmail.com, within 45 minutes after landing in Bailleau.

Important: DO NOT RENAME THE IGC FILE before sending it. The glider's contest number must be used as email's subject.

If unable to send the file by email, the following methods will be accepted:

- IGC file provided on a USB Key or any other storage support (SD Card, Compact flash, MMC).

3.7 Air retrieval

Air retrieval is allowed and will be authorized upon meeting the following conditions:

The glider is located on an external airfield which allows for a safe and authorized tow

The landing at Bailleau airfield of both aircraft involved can be ensured before the legal deadline (legal sunset time + 30 min).

4 Flight procedures

4.1 Radio frequencies

Radio transmissions must only be made on authorized frequencies.

- Take-off/arrival/landing frequency: 122.055 MHz
- Competition frequency (line opening, safety monitoring): 122.055 MHz
- Distress frequency : 121.500 MHz

Assigned intra-contest competition frequencies are the following: 122.650 MHz, 123.050 MHz.

Except in case of emergency, no radio call is to be made by either glider or tow plane upon take-off or release (Radio check must be made between contestants prior to the first take-off).

4.2 Take-off release areas / self-propelled take-off [See Self-Briefing](#).

Will be outlined during the daily briefing

4.3 Landing procedure during tow activity

Will be outlined during the daily briefing

4.4 Arrival information

Each contestant must pre-announce his arrival and intentions, on the frequency of the aerodrome, at the 10 km point from the final arrival circle using the following message:

" [Tail number] 10km"

The contest organizers will repeat tail number and provide useful information (runway in use, surface winds). Once the pilot has crossed the final arrival circle, he must use the following message:

" [Tail number] *in the arrival circle*" "*straight in landing*", or "*downwind for runway XX*"

4.5 Landing procedures

Landing procedures will be outlined at each morning briefing.

Direct arrival, followed by a long landing is the normal recommended procedure.

Straight-in arrival (recommended): the glider must abide by the instructions given during the daily briefing as well as any instruction received by radio related safety and/or traffic regulation.

Arrival with low-pass: Low-pass are forbidden

Once landed, the glider must vacate the runway as quickly as possible. Taxiing to the parking shall be done via taxiways. No runway incursion will be authorized without contest organizers approval.

5 Tasks

5.1 Local regulation regarding air traffic control

Not applicable

5.2 Task area

The boundaries of the test area are defined by the following points:

N 49°50'00" - W 002°00'00"
N 45°50'00" - W 002°00'00"
N 4 5°50'00" - E 005°50'00"
N 49°50'00" - E 005°50'00"

5.3 Departure and arrival types

Departure :

- A departure line centered on each class's departure point, with a 10 km total length (two 5 km segments extending each from start point), perpendicular to the task's first leg with the following limitations when starting:
 - o Maximum ground speed: **170km/h** or as amended during the daily briefing
 - o Maximum QNH Altitude: will be defined daily depending on soaring conditions and announced on the contest frequency.

Arrival :

- Circle with radius **3 km** centered on the point of arrival
- Minimum altitude: **300 meters AMSL**, unless amended during the daily briefing

5.4 Start line opening

Refer to NP4.1 §12.4.3.

5.5 In-flight event cancellation

At any time, the contest organizer may cancel a task by transmitting the following on 122.050 MHz:

" The task for Y class *is cancelled.* ».

Contestants are encouraged to relay this information to each other as fairly as possible. A WhatsApp message will be sent in addition.

5.6 Arrival altitude penalty

The penalty for crossing the finish circle boundary under the minimum QNH altitude is of "time" type.

6 Differences with Federal Regulation NP4.1

Not applicable

7 Annexes

Refer to the Self-Briefing