



PROCÉDURES LOCALES

1 St Provence Spring Glide

Draft 1 : 21/01/2025

Reference to FFVP competition rules: NP 4.1 (Edition 2025)

The purpose of local procedures is to define the options retained by the organization when the federal regulations (NP4.1) allow them. They avoid paraphrasing NP4.1 as much as possible. Competitors must therefore be familiar with NP4.1 and the local procedures. Local procedures must be validated by the FFVP Sport Commission at least one month before the first task day.

TABLE OF CONTENTS

1. Description of the competition	3
1.1. Name and location of the competition	3
1.2. Competition calendar	3
1.3. Names and functions of organizers and officials	3
1.4. Addresses for mail and registration.....	3
2. General	4
2.1. Registration and towing fees	4
2.2. Multiclass	4
2.3. Analysis and scoring software used	4
2.4. Flight recorders	4
2.5. Additional equipment required.....	4
2.6. Website.....	4
2.7. Files of turning points	5
2.8. Competition airspace definition	5
2.9. Messaging.....	5
3. Ground procedures	5
3.1. Presentation of the aerodrome	5
3.2. Start-up instructions	5
3.3. Take-off grid	6

3.4. Outlanding office, information to be communicated in the event of an outlanding, handing over of recorders on return from an outlanding.....	6
3.5. Data logger analysis	6
3.6. Air retrieve options.....	6
4. In-flight procedures.....	7
4.1. Radio frequencies	7
4.2. Take-off (releasing area) selflaunching take-off.....	7
4.3. Landing procedure during towing operations	7
4.4. Arrival information	7
4.5. Direct landing circuit and landing procedure.....	7
5. Sequence of tasks	8
5.1. Local air traffic control provisions (where applicable).....	8
5.2. Contest Area.....	8
5.3. Start and finish line parameters	8
5.4. Opening the starting door.....	8
5.5. In-flight cancellation of a task.....	8
5.6. Finish altitude penalty	8
6. Discrepancies with current federal regulation NP4.1	9
7. Appendices	9

1. Description of the competition

1.1. Name and location of the competition

- o Name of the competition: 1st provence spring glide
- o Location : Vinon sur Verdon
- o Organising association: AAVA
- o Aerodrome reference altitude: 275 meters (will be used as a altitudes reference, QNH/AMSL)
Altitudes, QNH/AMSL)
- o This competition is selective (it not differ from NP4.1): yes

1.2. Competition calendar

- o Application deadline: 02/15/2025
- o Unofficial training (included in registration): March 20,21,22
- o Registration period: March 21 and 22, 2025
- o First briefing: March 22, 2025 at 6:30pm
- o Competition period (first and last task day): March 23 to March 29, 2025
- o Prize-giving ceremony: March 29, 2025

1.3. Names and functions of organizers and officials

- o Competition director: Roger Eyrier
- o Choice of task: Gérard Herbaud / Roger Eyrier
- o Scoring: Jean-Marc Savoie / Marc Benoit
- o Secretariat: Kelly Roatta / Nathalie Peron
- o Flight safety: Roger Eyrier
- o Meteorologist: Gérard Herbaud
- o Logistics: Philippe Souquet
- o Towing: Denis Burckel

1.4. Addresses for mail and registration

- o Tel : 04 92 78 82 90 Mob. : +33 6 95 55 29 78
- o E-mail: secretariat@vinon-soaring.fr
- o Website: <https://www.soaringspot.com/fr/1-st-spring-provence-glide-vinon-2025/>
- o Postal address: AAVA 1, lieudit Aérodrôme 83560 Vinon sur verdon
- o Registration form: aavacompetition@gmail.com

2. General

2.1. Registration and towing fees

The registration fee for each competitors is :

o €150 for all pilots

They cover all operations except launching.

The price of a standard tow (900m AMSL) is :

- € 50
- A supplement of €5 may be applied for every 100m exceding 900m AMSL.

The amount claim deposit €100.

Camping: €100 per glider.

Payment must be made before leaving the competition site. The organisers accept : cash, bank transfer, credit card and French cheques.

IBAN: FR76 1910 6000 0102 5269 4000 009

SWIFT (BIC): A G R I F R P P 8 9 1

When a bank transfer is used to pay fort he entry, the pilot/competiter must send an acknowledgement of the bank transfer to the organization scoring@vinon-soaring.fr.

2.2.Multiclass

Maximum number of gliders allowed in the competition: 20

2.3. Analysis and scoring software used

SeeYou software (version 10 or higher) will be used to analyse flights and calculate points.

The FFVP scoring script in force on the day of the 1st task will be applied.

2.4. Flight recorders

The flight recorders permitted are described in the current NP4.1.

The main GPS recorder and the backup GPS recorder must be of one of the following types:

- IGC-approved recorder.
- or FLARM-compatible equipment (even if not approved by the IGC) built after January 1, 2005.

Two weeks before the competition, the organisers will ask each competitor to send them a recent flight file of each declared recorder. This will make it possible to check that the recorder is identified and working properly (GPS, altitude and engine sensor if applicable).

2.5. Additional equipment required

Not applicable.

2.6. Website

The address of the competition's SoaringSpot site is: <https://www.soaringspot.com/fr/1-st-spring-provence-glide-vinon-2025/>
It will be the reference for turnpoint files, airspace and competition results.

2.7. Files of turning points

The reference file (*.cup) is available on SoaringSpot (see §2.6).

- Starting points: 001Vinon Aero - 407Manosque - 347Greoux - 363La Bastide
- Reporting points: 407Manosque - 998Report20_PontoiseFarm
- Usable finish point: 001Vinon Aero (center of finish circle)

2.8. Competition airspace definition

- The reference airspace file (*.cub) is available on SoaringSpot (see §2.6).
- Summary map of zones with floor and ceiling altitudes: Cf. Self-Briefing
- **Airspace Prohibited during competition**
 - All Class A, C, D controlled airspaces
 - All prohibited (P), restricted (R) and Dangerous (D) areas
 - All Aerobatics and Para activities (marked "P" in the Airspace Sport file)
- **Parks and Maximum Sensitivity Areas (MSA = ZSM)** (marked "P" in the Airspace Sport file)
 - Parks are forbidden according to current regulations (1000m/AGL or 300m/AGL)
 - SeeYou's "vector map" terrain file is the only scoring reference for parks
 - MSAs are prohibited from the ground to 300 m above the highest point of the MSA (STAC reference)
- **Airspace downgrading and/or deactivation**
 - Certain class D areas, certain R and D zones, and certain Aerobatic and Para activities may be deactivated for one competition day (e.g. R 71, Aerobatic St Auban, D 596, Para St Christol)
 - These deactivations are announced at the daily briefing and mentioned on the task sheet.

(Reminder: NP4.1 §2.5 .../... Within the framework of a competition, local procedures and provisions announced at briefings have the same authority as the present regulations .../...)

2.9. Messaging

Official information may be transmitted via the Whatsapp group created by the organisation for the competition. The organisation will configure the group in such a way that it is the only one able to broadcast messages.

3. Ground procedures

3.1. Presentation of the aerodrome

- Presentation of the facilities: see Self-Briefing
- VAC card: see Self-Briefing

3.2. Start-up instructions

We strongly recommend you to use a flashing light when driving on the runways. Otherwise, the hazard warning lights will be systematically switched on.

The speed of vehicles on the airfield is limited to 20 km/h.

Except for towing the gliders to the launching grid or retrieving them for the runway traffic should follow the perimeteric road around the airfield

3.3. Take-off grid

In accordance with NP4.1, the grid is free location: gliders have no allocated places and are located on the grid in the order of their arrival at the launching area, while abiding the organisation's instructions.

Deadline for removing vehicles from the grid: see day task sheet.

Example of grid: Cf. Self-Briefing

3.4. Outlanding office, information to be communicated in the event of an outlanding, handing over of recorders on return from an outlanding

The outlanding office is located at the competition HQ
Whatsapp or SMS PC Vache: +33 (0)6 51 25 12 03

In the event of an outlanding, the pilot can :

- Contact the outlanding office by phone and give the information (see outlanding task sheet) needed for retrieving.
- Contact the number given on the task sheet by SMS or Whatsapp using the following format:
[PILOT] [Competition N°][nb of points turned][Latitude][Longitude].

In all cases, crews members must inform the outlanding office and check that the outlanding details have been transmitted before setting off to help.

The IGC file will be handed over as soon as possible on return from the retrieval and, as the latest before 9am for the next morning.

3.5. Data logger analysis

The Data from the main recorder must be given to the organisation within 45 min after landing, in the form :

- Preferably by email (highly preferred):
 - o scoring2@vinon-soaring.fr
- Alternatively, the IGC file from the main recorder can be stored on a a USB stick or SD Card.

Note for Volkslogger: flight files must be downloaded in "secure" mode.

The organization will refuse to accept a flight recorder and carry out any manipulation on it.

3.6. Air retrieve options

Air retrieval is authorized and carried out by the organisers, provided that the glider is landed on a site where it can be towed safely and before the legal time limit (legal sunset time + 30 min).

If several gliders are landed on the same airfield, the order of take-offs will be the same as the order of landings (first landed, first towed), unless the pilots agree otherwise. However, the organisation will decide the order in which it will serve the different aerodromes and the moment at which it will interrupt air-to-air recovery at a given aerodrome, depending on the different operational constraints (aircraft autonomy, aeronautical night, pilot fatigue, etc....).

If a competitor chooses to be helped by a local tug (local rate not guaranteed by the organisation), he must notify the outlanding office before taking off again.

4. In-flight procedures

4.1. Radio frequencies

Radio transmissions may only be made on frequencies authorised by the organisers.

- Competition frequency (line opening, safety watch): 122.150 MHz
- Take-off/arrival/landing frequency: 118.155 MHz
- Distress frequency: 121.500 MHz

Except for safety reasons, no announcements are made by the pilot or tow pilot, either on take-off or on release. Radio tests must be carried out before the 1st takeoff.

4.2. Take-off (releasing area) selflaunching take-off

The towing circuits will be described during the general competition briefing. No radio announcement is made by the competitor after release.

The conventional towing speed is 130 km/h. Competitors wishing a different towing speed should specify it to their towplane pilot. The release altitude is set at 900m QNH, unless otherwise specified at briefing.

The glider pilot should release only when the tow aircraft rocks its wings.

If releasing reveals impossible, the glider pilot must inform the tow pilot by radio (aircraft registration written on the upper surface of the left wing) or, if radio contact is impossible, rock the wings with a large amplitude; the aircraft pilot will acknowledge by radio or by rocking the rudder. (Reference: <https://vimeo.com/465720082>)

The pilot of the aircraft will tow the glider back to the vertical of the aerodrome and release it at 900 m QNH; The glider pilot will land at the specified point, taking care not to snag any obstacles with the piece of cable attached to his glider.

4.3. Landing procedure during towing operations

See the daily briefing and use frequency 118.155 MHz

4.4. Arrival information

The pilot announces his arrival and his intentions on the aerodrome frequency, when he crosses the 10 km from the arrival using the following phrase: “[contest number] 10 km”.

The organizer copies the contest number with any relevant information (wind, runway in use).

Then the pilot announces as he passes the finish circle: “[competition number] to the circle, direct, or lap”.

4.5. Direct landing circuit and landing procedure

Direct arrival followed by a long landing is the normal and recommended procedure. Diagrams of landing procedures can be found in the Self-Briefing section.

Direct arrival: the landing pilot follows the instructions given by the organisation regulating the traffic, so that the first gliders in direct arrival make a landing as long as possible, keeping straight, allowing the following gliders to land safely.

Arrival with integration into the aerodrome circuit: the pilot complies with the instructions given by the organisation concerning the runway circuit and the landing axis to be used, otherwise he complies with the CAV card.

Low pass are prohibited (see penalties).

Once landed, the glider is cleared from the runway as quickly as possible.

When recovering a glider after the flight, after authorisation by the starter, the vehicle will cut off at the shortest possible distance from the bypass.

No crossing of the runway is permitted without the agreement of the organisers.

5. Sequence of tasks

5.1. Local air traffic control provisions (where applicable)

Not applicable

5.2. Contest Area

The contest area extends as far as the Northern Alps (Chamonix), within national territory only

5.3. Start and finish line parameters

Start: Straight start line, with a total length 10km (2x5km on each side of the start point), centred on the start point, with the following crossing parameters:

- Maximum ground speed (GPS): 170km/h, unless changed at the daily briefing
- Maximum line-crossing altitude: this will be defined each day according to the task sheet
- Ceilings observed and announced during the door-opening radio messages.

Finish: Circle with a radius of 3 km centred on the finish point, with the crossing parameters :

- Minimum altitude: 400 meters AMSL (QNH), unless changed during the daily briefing.

5.4. Opening the starting door

Refer to NP4.1 §12.4.3.

5.5. In-flight cancellation of a task

The organisers may cancel the task at any time by announcing the cancellation on the competition frequency:

“Competition X, the task for class [class] is cancelled”.

Competitors are asked to relay the message as sportingly as possible.

5.6. Finish altitude penalty

The penalty for crossing the finish line below the minimum altitude is “Time”.

6. Discrepancies with current federal regulation NP4.1

Not applicable

7. Appendices

[Cf. Self-Briefing](#)

