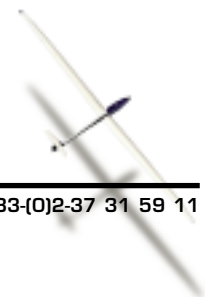


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## APPEND - LOCAL PROCEDURES 1/4

In reference to federal competition regulations dated 1.03.08- FFV NP N°024/04

### 14. COMPETITION

14.1.1 Competition Name : International de Bailleau from July 29th to August 9th  
(Standard-15 m, over 15 m)  
: Amical de Bailleau from July 29th to August 9th (Single class)

14.1.2 Competition Location : Bailleau Armenonville Airfield (LFFL) 28320 GALLARDON

### 14.2 Calendar

- Last Registration Date : July 28th 18:00
- Last Withdrawal Date : July 28th 18:00
- Participants Welcome  
and Document Checking : July 28th 17:00-18:00
- General Competition Briefing : July 28th 18:30
- First Task : July 29th
- Last Task : August 9th
- Award Ceremonies : August 10th 11:00

### 14.3 Designated Competition Organizers and Representatives

14.3.1 Competition Director : Jean Michel KOUN  
14.3.2 Task Director : Jean Michel KOUN  
14.3.3 Weather Forecaster : Michel KLICH et Eva POUJARDIEU  
Ranking Officials : Christian LECUYER  
et Thierry FRAIZE  
14.3.4 Federal or Regional Representative : -----

### 14.4 Competition General Rules

14.4.1 Admitted glider : All glider classes and all glider types are admitted.  
14.4.2 Official ranks : Ranking will be established on the basis of 1000 points.  
14.4.3 2 Task types : Racing Task, Assigned Speed Task.  
14.4.4 Departure type : Departure line  
14.4.5 Handicaps : Reference 15.1 multi-class handicap list reference NP 4.1  
14.4.6 Maximum glider mass : ref. 6.1 NP 4.1 and CDN  
14.4.7 Logger Types : Flight data will be verified using continuous logged GPS position and pressure altitude. Only GPS loggers with pressure altitude functionality will be admitted. All pressure altitude recording devices (FLARM, Garmin 96 S, etc...) will be admitted as back-up loggers.

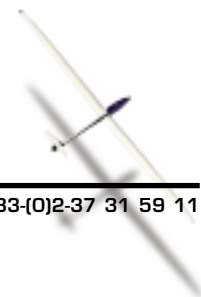
For the Amical Competition, all GPS loggers with pressure altitude functionality will be admitted. Logger uploading of task waypoints and competition reference turn points will be under the responsibility of each contestant. Only published task coordinates will serve as reference points. Reference aeronautical charts for the competition are the France 1/500 000 & 1/1 000 000 published April 2008, as well as any subsequent published Sup AIP.

14.4.8 N.A.

14.4.9 Marking list : available online at <http://cvve.bailleau.org>

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## LOCAL PROCEDURES 2/4

14.4.10 N.A.

14.4.11 Compulsory Reporting Points

: will be listed on a task by task basis if necessary.

14.4.12 N.A.

14.4.13 Sign-Up Fee : 235 € (international) : 155 € (Amical)  
Towing Fee : 28 €  
Deposit Amount : 130 €

14.4.14 Updated competition information online

: [http://www.cvve.org/new/sec\\_competition/](http://www.cvve.org/new/sec_competition/)

### 14.5 Safety

14.5.1 Local safety rules : airfield local rules and particularities will be discussed during the 1st briefing.

14.5.2 Altitude Limitation : Altitude limitation under Paris TMA7: 100m below FL 55.

14.5.3 N.A.

14.5.4 Airfield Frequency

: **123,550 MHz**. Mandatory monitoring before taking the start, as well as for all arrivals and landings. This is not a working frequency but one of monitoring and safety during the length of the competition. Passive monitoring is recommended during the whole flight.

14.5.5 Left Spiraling Mandatory

: within a 15 km radius around the airfield and the departure points.

14.5.6 Latest Landing Time : 30mn après l'heure légale du coucher du soleil.

### 14.6 Tasks

14.6.1 Official Task Panel : Airfield main facility.

14.6.2 Starting Grid

: competition organizers may verify mass limits on the starting grid. The starting grid order will be published daily starting at 9:00. All gliders must be on the grid at least 15 minutes before the time of the first take-off. If a contestant is not on the starting grid 15 minutes before the time of the first take-off, he will be considered as having refused his take-off slot. He will only be allowed to take-off as last in his class. Water ballasts may not be emptied on the starting grid or on the runway (successive 25 point & 50 point penalties will be applied).

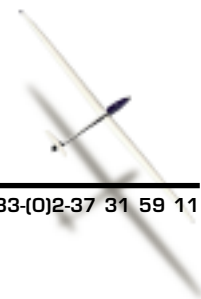
14.6.3 Towing, release, out-landing procedures will be discussed during the first briefing.

Self propelled gliders : may take-off autonomously or by tow. Engines must be switched off within the release area of their respective class at a maximum height of 650 m QNH.

It is of each team's responsibility to have their glider ready for take-off and to ensure that the tow cable is successfully retrieved and attached.

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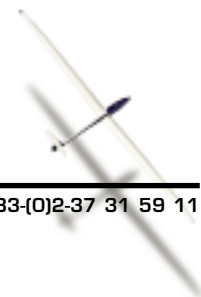


## LOCAL PROCEDURES 3/4

- 14.6.4 Radio Procedures : Communication checks must be made before the **FIRST** take-off.
- DEPARTURE** : The following announcements will be made on **123.55** Mhz
- 1- Last take-off time.
  - 2- Starting line opening, 5 minutes before actual opening.
  - 3- Actual departure time.
- For the Amical Competition, the starting line opening may be announced 10 minutes after the last take-off of the last class's contestant.
- It is mandatory that each contestant monitor **123.55** as long as the starting line has not been crossed. Departure time announcement by each pilot must be made on 130.12
- ARRIVAL** : Arrival frequency is **123.55**. Arrival frequency must be actively monitored by each pilot or ground based team mate as long as glider has not vacated the runway.
- ARRIVAL PROCEDURE** : Each contestant must pre-announce his arrival at the 10Km point. Announcements for "pattern", "straight-in", or "low-pass" must be made one minute before arrival. In case of communication/radio failure, ensure your own safety and remain on the look-out.
- The only in-flight pilot communication frequencies authorized during the competition are 122,500MHz, 123,050MHz, 122,650MHz, 129,975MHz
- 14.6.5 Departure Types : **DEPARTURE** line will be a 20Km long line centered on the departure point of each class. A regatta type departure may be used for some tasks. Maximum speed is 150Km/h before or at crossing of starting line.
- Arrival Types **ARRIVAL LINE** : Minimum crossing height is 10M AGL (except in the case of a straight-in landing). The arrival line will be considered as crossed for all gliders having landed at Bailleau airfield.
- Arrival Circle with a radius of 3Km centered on Bailleau airfield. Flight altitude must comply with French airspace regulation.  
A 20 point penalty will be applied to pilots who have entered the arrival circle but who have not landed at the airfield.
- 14.6.6 N.A.
- 14.6.7 : Refer to the published VAC pattern for Bailleau airfield.  
Each pilot must promptly free the active runway.
- 14.6.8 Low-Pass : In case of low-pass, only a minimum height of 10 meters will be allowed and only if sufficient speed is attained for a safe and proper return to pattern.  
**Ground-effect arrivals are STRICTLY FORBIDDEN.**  
**Any dangerous attitudes will be strictly penalized.**
- 14.6.9 Post Flight : Each contestant's officially declared logger must be turned over to the contest organizers (PC Vache) within 45 minutes after landing (please provide the appropriate software and/or cables). For Fixed Base Loggers: You are to provide contest organizers with a disk/USB Key/SD Card containing the IGC file for the day's task. You must turn this disk in within the same time delay as above. Organizers may select (at their discretion) to control the individual fixed loggers by proceeding with additional flight data verification.

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## LOCAL PROCEDURES 4/4

14.6.10 Flight Recordings : All flight recordings including flight logs, turning points & proof of out-landing proofs must be kept until official results are published for each task.

14.6.11 Out-landings HQ "PC Vache" (main airfield facility)

After an out-landing, each pilot must

- Appropriately fill out the out-landing form provided by the organizers.
- Trailer crews must submit a copy of the fully completed out-landing form to the organizers, before leaving for assistance. Penalties will be applied if this rule is not abided by (20, 50, and up to 100 points).
- If a pilot is unable to reach his crew, he may use the following phone number:  
**02 37 31 43 74**
- As soon as the glider is in the trailer, the pilot must immediately return to Bailleau airfield and supply the organizers with his loggar.

**RECOMMENDATION** - monitor frequency 123,550MHz before and after landing for security reasons (other gliders in the pattern).

Landing on a different airfield

- Apply the same procedure as above when contacting PC Vache.

14.6.12 N.A.

14.6.13 Air Tows : If a pilot wishes to be aero-towed by a CVVE aircraft, he must quickly notify or have the competition director notified by his team.  
When possible the organizers will try to provide all contestants with this aero-tow possibility. Gliders will be prioritized accordingly.

**14.7 Modifications to established federal regulation: none**

**14.8 Ground traffic rules :**

- Team incursions on the airfield runways are under the exclusive responsibility of each contestant.
- Cars are allowed for towing purposes (i.e. starting grid) but must be removed 15 minutes before the time of scheduled first take-off. Failure to comply with this rule will imply increasing penalties: after a first warning, 20 points and up to 50 points may be deducted.
- Maximum driving speed for any vehicle on the airfield is 15 km/h.  
**PLEASE BE ON THE LOOK OUT FOR CHILDREN!**

**GOOD LUCK AND SAFE FLIGHTS TO ALL!  
FOR MORE INFORMATION OR PARTICULAR QUERIES,  
PLEASE ASK TO SPEAK TO THE COMPETITION DIRECTOR.**