

# Open Aspres 2022

## French Championship

<b>Dates:</b>	From 31 July to 5 August 2021
<b>Alternate dates:</b>	None
<b>Country:</b>	France
<b>Location:</b>	Aspres sur Buech, Hautes Alpes
<b>Web page:</b>	<a href="http://www.airtribune.fr">www.airtribune.fr</a>
<b>Results web page:</b>	<a href="http://www.airtribune.fr">www.airtribune.fr</a>
<b>Sanctioned by:</b>	FFVL (French Free Flight federation), ADPUL

### OFFICIALS

Position	Name
<b>Organiser</b>	ADPUL
<b>Event Director</b>	Pascal LANSER
<b>Meet Director</b>	Emmanuel FELIX-FAURE
<b>Safety Director</b>	Antoine BOISSELIER
<b>Scorer</b>	Brian HARRIS
<b>Transport and retrieve</b>	None
<b>Live Tracking Manager</b>	Brian HARRIS

## CONTACTS

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## PROGRAMME

	Date (DD/MM/YY)	Time (HH:MM)
Online registration opening	01/02/2022	12:00
Foreign pilot registration deadline	29/07/2022	8:00
On-site registration opening	30/07/2022	16:00 – 18:30 20:00 – 22:00
General Safety Briefing	30/07/2022	18:30
Competition flying days	From 31/07/2022 to 05/08/2022	
Closing/Award ceremony	06/08/2022	10:00

## SELECTION AND REQUIREMENTS

Maximum number of pilots: 100

### REGISTRATION:

Regular Online Registration will be closed the 29/07/2022

50 places are reserved for French pilots.

10 places are reserved to the organizer for special guest.

The reserved places will be opened from 31/05/2022 (if they are not used by French pilots)

### MANDATORY FOR THE COMPETITION :

- **Third-party liability** coverage for 1 000 000 € (proof of insurance in English required at registration)  
(possibility to buy liability insurance during registration for 25 € for competition time)

- License FAI

- a phone working in France for calling rescue and safety checking after landing

## ENTRY FEE

Regular entry fee is : 120 € (If registration until June 19, 2022 )

Late registration entry fee is : 160 € (If registration after June 19, 2022)

The entry fee includes:

- Prize-giving ceremony
- Live tracking devices

## PAYMENT

We are accepting only Bank Transfer. IBAN will be update on airtribune website.

**Refund policy:** If a pilot withdraws from the competition by 19/06/2022, the registration fee will be refunded, minus 30%, to cover organizational costs. The refund will be made at the end of the competition. For cancellations received from 19/06/2022 and until the start of the competition there won't be any refund.

**In case of cancelation of the competition due to Covid-19 situation, the entire registration fee will be refunded.**

### Medical Services included into Entry fee:

1. First Aid on take-off (doctor, paramedic) – No
2. Ambulance on take-off – No
3. Helicopter evacuation – Yes. Response time 25 min if available
4. Mountain rescue team – No
5. Nearest Hospital – Gap Hospital, 1 Pl. Auguste Muret, 05000 Gap

### Services for additional fee:

- third part liability insurance covering 1 000 000 € for 25€
- Shuttle and retrieve for 10€/day

## COMMITTES

### Task advisory committee :

According to Common Section 7-4.

It will include the Meet Director plus 2 pilots in Class 1 and 1 pilot in Class 1 Sport.

### Safety committee :

According to Common Section 7-4.

It will include the Meet Director plus 3 pilots.

## SITES

**HQ:** is located on Aspres aerodrome, more specifically at the campsite, <https://goo.gl/maps/kgpmYev-KcENm1NyZ9>

**Take off Aspres:** Aspres has 2 take offs South, West. This take off is a large grassy bank at the top of a huge (800m) hill with enough room to lay out dozens of gliders.

**Take off Laragne:** Conditions are often strongly thermic in early afternoon, especially in mid-summer. The site has enormous XC potential, particularly to the North and North East and is a great site for ridge flights to the West and back to land either to Laragne or Sisteron.

The site has a Balise on top giving weather information every 15 minutes on the FFVL frequency, 143.9875MHz this information can, however, require interpretation.

The main, South East, take off at Laragne only really works in thermic conditions. Take off is huge with plenty of room to lay out lots of gliders, the 30 or 40 hanggliders (or more) often found on take off in July and August set up clear of the main paragliding launch and tend to launch later than the 'floppies' they often regard as wind dummies.

The North take offs at Laragne are more committed and require a level of confidence. Laragne North has no less than three huge official landing fields (two are big enough for light aircraft and used for such).

**Landing Aspres Chevalet:** <https://goo.gl/maps/bripcYcxQ8mT5GP56>

Large aerodrome, clear to the south. The wind is generally oriented from the south to the west. The landing zone is located to the northeast of the zone.

**Landing Laragne Campsite:** <https://goo.gl/maps/A796B6BLiREKu7cQ7> N 44°18'47.4" E 005°50'01.8"

Main landing field, quite clear and big. Bordered by obstacles, tall trees and city

## LAUNCH SYSTEM

**Launch window :** For the task to be valid, the launch window must be open for at least 30 minutes.

**Wind speed at launch:** The maximum wind speed in which a task shall be flown is 35 km/h, measured at launch at man's height.

**Take-off procedures:** the takeoff procedure from launch can be executed with two or three launch lanes in parallel. It will be no ordered launch throughout the competition. The placement of wings on take-off will be defined by its competition ranking (during the first day, the WPRS ranking on July 1 will be used).

A plan with assembly wing areas for groups of pilots with close competition ranking will be proposed for each used take-off.

**Early bird:** There is no early bird organized for the competition

**Entering launch lanes:** Pilots may not enter the start lanes unless they are fully ready to fly. At no stage is a pilot permitted to launch without having been given permission by the launch director/marshal who is present at his/her lane. Staff will be in the start lanes to carry out checks, which all pilots must allow them to do.

**Push system :** According to Section 7a 3.3.6.

**Relaunch :** A competitor relaunch will be allowed only at Laragne Chabre south landing « porte avion ».

**Airspace and Other Restrictions :** A specific file will be given during on-site registration. It will contain prohibited airspace. all penalties for airspace violations are in accordance to section 7.

#### LIVE TRACKING

Is live-tracking mandatory – Yes

Trackers provides by organiser – Yes

Dedicated person assigned to watch live tracking – Yes

Live tracking server provider name: Flymaster/OpenAspres2022

#### SCORING

**GPS Flight Verification:** The tracklog come from the tracking devices will be the primary source for scoring. In case of a complaint, you can provide a second GPS track, from your own flight instrument. The GPS map datum is WGS 84 and the coordinate format to be used is UTM.

**Scoring formula:** latest CIVL GAP formula

Scoring program: FS Scoring

**GAP Parameters :** For Class 1 and class 5, they will be set at:

- Nominal launch: 96%.
- Nominal distance: 70 km.
- Minimum distance: 7 km.
- Nominal goal: 30%.
- Nominal time: 1:30.

For Class 1 Sport, they will be set at:

- Nominal launch: 96%.
- Nominal distance: 85 km.
- Minimum distance: 7 km.

- Nominal goal: 30%.
- Nominal time: 1:30.

GAP parameters will be discussed at the mandatory safety briefing the day before the first task.

**Early start** : A maximum early start of 300 seconds is allowed, as it is considered as a safety feature in potential crowded environment. Early start is penalised in FS by a factor of 2 points per second of early start time. Early start of more than 300 seconds is scored as minimum distance.

### SCORING CATEGORIES

- Class 1 : Open ; French ;
- Class 5 : Open ; French (5 pilots minimum)
- Class 1, Sport Class : Open ; French (5 pilots minimum). Task for Class 1 Sport will be separate from other classes if a minimum of 5 pilots are registered. The main objective is reaching the goal.

To withdraw the prize, pilots have to be present at the Prize-giving Ceremony.

No proxy will be accepted.

Undelivered awards will remain to the organization.

### RESPONSIBILITY AND INSURANCE

ADPUL and FFVL (Fédération Française de vol Libre) are not responsible for any damage to persons or things that may result from the race. At the time of enrolment, the registration form and the discharge of liability must be signed and given to the organizers: without these documents registration is not considered valid.

### RADIO AND EQUIPMENT

The use of certified helmets is MANDATORY (EN 966).

For safety purpose, to have a LPD and/or VHF radio, tuned on the frequencies set by the organizers is MANDATORY. Each pilot must communicate while registering the radio frequency he/she will use during the competition

### COMPLAINTS AND PROTESTS

**As per Section 7 and 7A.**

Protest committee composition: will be chosen upon submission of a protest