



**European Microlight Championships 2006  
New Classes**

Chozas de Abajo, León, 19 – 26 August



ORGANISED BY  
**REAL FEDERACIÓN AERONÁUTICA ESPAÑOLA**  
AND  
**CLUB DE VUELO LIBRE LEÓN**

ON BEHALF OF  
**FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE**

# General Flight Operations

## Contents

Safety notice	2
Competitor groups	3
Take-Off and Landing Procedures	4
Slaloms	5
Slow-Fast	6



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## ***Safety notice***

There is a microlight being used by the organization for different purposes. It will not normally interfere with normal competitor operations. However, you must watch out for the following situations:

- A microlight on the runway means it will take off shortly. Please do not cross the runway. The microlight will clear to the west after take-off.
- A microlight circuiting to the west of the runway means that it intends to land. Please stay away from the runway.

The microlight is a blue and white RANS Coyote. It is a fixed wing microlight.





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## ***Competitor groups***

Competitors will be divided into two groups:

### **Competitor group A:**

- PF1 from BEL, CAN, DEU, RUS, HUN
- All PF2
- All PL1
- All PL2

### **Competitor group B:**

- PF1 from CZE, ESP, FRA, GBR, POL



## Take-Off and Landing Procedures

There are three decks in the airfield:

- Deck 1 – Blue
- Deck 2 – Yellow
- Deck 3 – Black

Two of them will be used for normal take-off and landing operations, leaving a spare one.

Pilots will normally take-off from a designated deck, and they will land in the same deck. However, if the pilot needs to land while there is heavy take-off activity, he will land at the spare deck.

There will be different configurations depending on the wind.

WIND DIRECTION	DECK 1 BLUE	DECK 2 YELLOW	DECK 3 BLACK
NORTH	Take off and Landing Group A	Spare Landing	Take off and Landing Group B
EAST	Take off and Landing Group A	Spare Landing	Take off and Landing Group B
SOUTH	Spare Landing	Take off and Landing Group A	Take off and Landing Group B
WEST	Take off and Landing Group A	Take off and Landing Group B	Spare Landing

The configuration for each task will be displayed on the Official Board before the task.

**Reminder: the camping, parking and services areas are no-fly zones. Also, avoid flying above local houses.**





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## Slaloms

There are two slalom areas – for both Japanese and clover leaf slaloms. One is located to the west of the runway [Slalom 1 – West] and the other to the east [Slalom 2 – East].

There are two corresponding waiting areas for pilots in flight preparing for the task.

Competitor group A will use Slalom 1 – West.

Competitor group B will use Slalom 2 – East.







## Slow-Fast

Slow-Fast tasks will be run in lanes parallel to the runway. They will be 50 m apart from one another. The slow and fast parts of the task lie on the same line.

They are named:

- Slow-Fast 1 – West
- Slow-Fast 2 – East

There are two corresponding waiting areas for pilots in flight preparing for the task.

Competitor group A will use Slalom 1 – West.

Competitor group B will use Slalom 2 – East.

