



Version 2.1

Vågå Wavecamp

Local rules and procedures



Drammen Aeroclub
28.02.2026



Table of contents

1	General.....	5
1.1	Scope.....	5
1.2	Validity	5
1.3	Changes	5
1.3.1	Version History.....	6
2	Wavecamp Organization.....	7
2.1	Staff and responsibilities	7
2.1.1	Camp leader	7
2.1.2	Safety Officer	7
2.1.3	Ground Operations Officer	8
2.1.4	Chief Tug Pilot.....	8
2.1.5	Wavecamp Staff.....	8
2.1.6	Cashier.....	8
2.2	Main Briefing.....	9
2.3	Daily routine	9
2.3.1	Daily Briefing.....	9
2.3.2	Flight Operations.....	9
2.3.3	Debriefings	10
2.4	Information list	10
2.4.1	Vågå Municipality	10
2.4.2	Police	10
2.4.3	Medivacs	10
2.4.4	ATC.....	10
2.4.5	Airforce.....	10
2.4.6	Media	10
3	Administrative	11
3.1	Pilot registration.....	11
3.2	Pilot Qualification Requirements and Check Flights.	11
3.3	Radio Frequencies	12
3.4	Important Phone numbers.....	12
3.5	Violations	13
3.6	Access to the ice.....	14
3.7	Trailer and Glider parking.....	14
3.8	High altitude flights and oxygen	15



3.8.1	High altitude flights	15
3.8.2	Filling oxygen	15
3.9	Tug Fuel	15
3.10	Personal Safety Equipment.....	16
4	Operational.....	17
4.1	Flight Safety	17
4.1.1	VFR rules	17
4.1.2	Fluorescent Markings	17
4.1.3	Flarm.....	18
4.2	Required equipment above FL 135.....	18
4.2.1	Transponder.....	18
4.2.2	Position data logging device.....	18
4.2.3	Oxygen equipment	19
4.3	Aerotow safety	19
4.3.1	Markings	19
4.3.2	Flarm.....	19
4.4	Airfield.....	20
4.4.1	Runway details.....	20
4.4.2	Ground station	21
4.4.3	Towplane landing area	21
4.4.4	Glider landing area	21
4.4.5	Glider ground transport	21
4.5	Hand signals.....	22
4.6	Glider pre-flight checklist	23
4.7	Aerotow routes	23
4.7.1	Aerotow Release	23
4.8	Wave, ridge and thermal flights	23
4.9	Landing pattern.....	24
4.9.1	Glider landing pattern.....	24
4.9.2	Towplane landing	24
4.10	Ground Control Station	25
4.10.1	Personnel.....	25
4.10.2	Aerotow queue.....	25
4.10.3	Logging	25



4.10.4	Operating hours	26
4.10.5	Operating limitations	26
4.10.6	Information Service	26
4.10.7	Loss of communication	26
4.10.8	Emergencies	26
4.11	Flights above FL 135.....	27
4.11.1	Danger areas (airports areas).....	27
4.11.2	Individual flights above FL 135	29
4.11.3	Loss of radio.....	29
4.11.4	Report position log	29
5	Emergencies	30
5.1	General	30
5.1.1	Procedure	30
5.1.2	Ground Control Station	30
5.1.3	Tugs.....	30
5.1.4	Gliders.....	31
5.1.5	Other personnel.....	31
5.1.6	Radio Silence.....	31
5.2	PAN-PAN	32
5.2.1	Procedure	32
5.2.2	Report Form.....	32
5.2.3	Phone list.....	32
5.3	MAYDAY.....	33
5.3.1	Procedure	33
5.3.2	Report Form.....	33
5.3.3	Phone list.....	33
5.4	Emergency equipment	34
5.4.1	Fire equipment.....	34
5.4.2	First aid.....	34
5.5	Outlandings	35
5.6	Incident reports	35
5.7	Exercises	35
6	APPENDIX A	36
7	APPENDIX B	37
8	APPENDIX C.....	38



9	APPENDIX D	42
10	APPENDIX E	43
11	APPENDIX F	44
12	APPENDIX G.....	45
13	APPENDIX H.....	46
14	Appendix I.....	47
15	Appendix J.....	48



1 General

1.1 Scope

The scope of this document is to cover all aspects of Vågå Wavecamp, including administrative and operational procedures.

1.2 Validity

- All aircraft operating from the lake Vågå, and inside the Vågå Danger (airports) Areas in controlled airspace must comply to these rules and procedures.
- These local rules and procedures are only valid during the Wavecamp period.
- If there is a conflict between these rules and procedures and official rules and regulations (SHB etc), the official rules and regulations take precedence over this document. Organizers will attempt to avoid such conflicts.
- These procedures do not apply to other non-participating aircraft in the area, however such pilots are recommended to observe NOTAM for Vågå Wavecamp, and to coordinate with Ground Station at 122.860 MHz for traffic information.

1.3 Changes

- This document may be changed without notice until the first main briefing of the Wavecamp.
- Subsequent changes will be announced at the daily briefings, camp notice board in the briefing room, and on the camp web site.

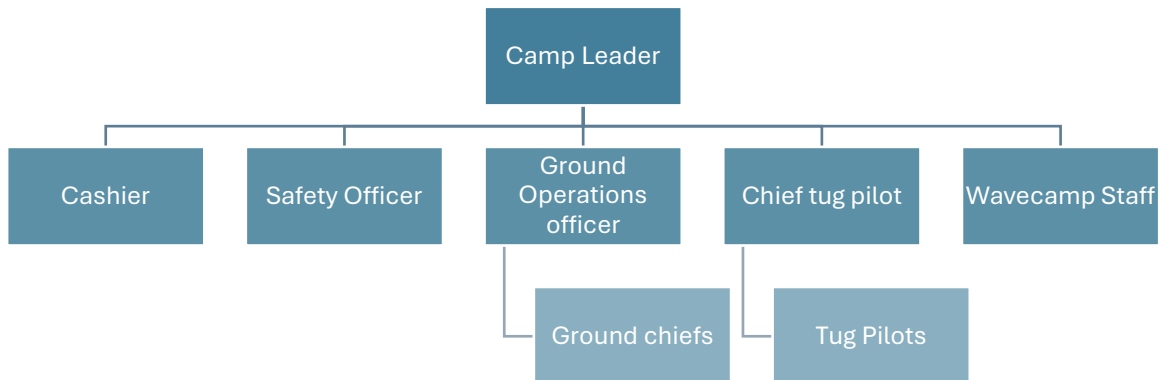


1.3.1 Version History

Date	Version	Author	Description
26.02.2005	1.0		First version
05.03.2005	1.1		Fixed typo.
27.01.2006	1.2		Sec. 3.4, 4.3, 4.4
27.01.2007	1.3		Phone numbers updated
07.02.2011	1.4	IFP	Updated page footer • Change history table (1.3.1) • Flarm requirement (4.1, 4.2) • Names and phone numbers for Wavecamp staff (3.4) • Added organisation chart (2.1)
25.02.2013	1.5	ØM	Organisation (2.1) • Air force (2.4.5) • Names and phone numbers for Wavecamp staff (3.4) • Required equipment (4.2) • Airsports area Vågå (4.12.3) • Towplane -> Tug • Loss of communication (4.12.5) • Flying above FL 135 (4.13) • Appendix C • Ground station operating hours (4.12.8) • Standard Squawk 7100 (4.13.4) • Vågå Airsports area moved from 3.8 to 4.13
26.02.2013	1.6	PO/ØM	Language improvements
02.03.2013	1.7	PO/ØM	More language improvements
28.02.2015	1.8	ØM	Airsports area (4.13.1)
24.02.2018	1.9	IFP	Multitude of changes: • Reestablish document source • Chapter 5: Emergency equipment • List of contact persons moved to appendix E as a form • Changes of a lot of formatting • Ch 3.10 added recommendation about tracker • Ch 4.10 re-wording
02.03.2022	2.0	IFP/TK	• Change Oslo control to “Polaris control”, and update frequency. • Revise phone lists
01.10.2025	2.1	MRH	Rework document to have updated and relevant information. New format of document. Updated phone list. Added English version of SHB 690.
15.01.2026	2.2	MRH	Updated frequencies, updated mandatory equipment with 8.33 Hz radio, updated chapter on handsignals. Updated SHB 690 and included appendix I and J for ridge and thermal flying.

2 Wavecamp Organization

2.1 Staff and responsibilities



2.1.1 Camp leader

The camp leader is responsible for:

- Organize main briefing and daily briefings.
- Oversee all operational and non-operational activities.
- Handle all contact with authorities (Municipality, Police, Fire Brigade, ATC, CAA, Community, etc.)
- Handle all contact with media.

2.1.2 Safety Officer

The safety officer is responsible for:

- Report and review previous day operations at daily briefing.
- Report incidents to the authorities.
- Cooperate with authorities during emergencies.
- Evaluate weather conditions and weather forecasts for operations.



2.1.3 Ground Operations Officer

The ground operations officer is responsible for:

- Supervise ground control team.
- Organize duty rosters for ground control station.
- Opening and closing the danger (airports) areas in cooperation with ATC.

2.1.4 Chief Tug Pilot

The chief tug pilot is responsible for:

- Supervise tug pilot team.
- Organize duty rosters for tug pilots.
- Organize fuel for tugs.
- Consider weather conditions for operations.

2.1.5 Wavecamp Staff

The Wavecamp staff is responsible for:

- Aid the camp general with organizational activities.
- Guide participants as necessary.

2.1.6 Cashier

The cashier is responsible for:

- Registration, payment and administrative issues.



2.2 Main Briefing

Hold at least one main briefing for each period of the Wavecamp.

Purpose:

- Make sure everybody knows the relevant regulations, rules, and procedures, and where updated versions can be found.
- Safety briefing, with emphasis on the inherent dangers of high-altitude flight, and mountain flying.
- Clarify any questions there might be about operational procedures.
- Discuss issues that needs resolving.
- Pilots unable to attend a main briefing before first flight, must contact camp leader or safety officer for up-to-date information.

2.3 Daily routine

2.3.1 Daily Briefing

Will be held every day at Vågå Hotel at 09:00 local time.

Should contain:

- Summary of the previous day.
- General information related to operations.
- Weather briefing.
- Safety briefing related to weather or other important issues.

NOTE: Attending the daily briefing is mandatory. If a pilot is not able to attend the briefing and still want to fly, must ask a member of the staff for the briefing information.

2.3.2 Flight Operations

Will be conducted every day from 10.00 to 18.00 local time, weather permitting.

Exceptions may occur on religious holidays. This will be announced at the main and daily briefing.

Gliders may continue to fly below FL135 after 18.00, but no more aerotows will be allowed, and ground station will close around sunset. Gliders shall land on request from ground chief.

Ground station may close after 18.00 if airborne traffic is minimal. A warning will be transmitted on the main frequency warning about ground station closing.



2.3.3 Debriefings

If required by situation, the organizers may call a debriefing in the evening after flight operations has ended.

Information about a debriefing will be sent via mail to all participants, and group leaders will be informed directly.

2.4 Information list

Prior to the Wavecamp the following persons and organizations must be informed of the operations and intentions.

2.4.1 Vågå Municipality

The municipality shall be contacted to get approval for operations and inform about planned activities.

2.4.2 Police

Inform the police about the camp by sending a form about the event. Additionally inform the local police at Lom Lensmannskontor.

2.4.3 Medivacs

Medivac at Dombås.

2.4.4 ATC

Issue NOTAM well in advance of camp start. Contact Polaris (Røyken and Bodø) to inform about activities, and coordinate before daily briefings.

2.4.5 Airforce

Coordinate activities well in advance of camp start for information. Coordinate daily before briefings to get information about planned activities and operations.

2.4.6 Media

Media should be informed through a press release. The release should include:

- Who, what, where, why.
- Time, duration and place.
- Any information that might make them interested in writing a story about Vågå Wavecamp.



3 Administrative

3.1 Pilot registration

All pilots must register and pay camp-fee before being allowed to fly at the Wavecamp. Registration is done via Registration page on the Wavecamp website.

Upon registration the pilot will be issued a pilot card with a pilot number. This card and number must be used when registering in the aero-towing queue.

Pilots without a card/number will be denied aerotows. The registration form may be found in appendix A and will also be available in the meeting room at the hotel.

3.2 Pilot Qualification Requirements and Check Flights.

Flying at Vågå can be dangerous, unless the Wavecamp rules are followed. The landscape and weather are extreme compared to regular summer flying, and most pilots are starting their season on Vågå. Because of this we must impose some rules on pilot skills:

- Valid glider pilot license and a minimum of 75 hours of flying, with at least 50 hours on gliders. Valid aero-tow rating and at least 75 aero-tows.
- Mountain soaring experience from Vågå or similar sites.
- All new pilots must do a check flight with instructor before being allowed first solo flight at Vågå Wavecamp.
- Check flights can be done with a Wavecamp approved instructor. In general, all instructors that has flown at Vågå one of the last 3 years are approved as check flight instructors.
- Check flights may be done using own two-seat gliders or be rented from Drammen Aeroclub.
- Check flights before first main briefing may only be done using Drammen Aeroclub gliders and instructors, or by special permission.
- A check flight shall familiarize the pilot with important elements in the area. (Appendix B)

Pilots not meeting the requirements are required to fly as a student with a Wavecamp approved instructor. The instructor may approve solo flights if he finds the student and the conditions suitable. Flying solo above 3500 m must only take place if the student meets the requirement in bullet point #1 above and has adequate training and experience from using oxygen equipment.



3.3 Radio Frequencies

The following radio frequencies are used during Vågå Wavecamp:

Freq.	Description
122.860 MHz	Vågå Ground: Primary ground and danger area frequency. All gliders in Vågå Danger Areas MUST remain on this frequency. Also use for landing messages. No chit-chat allowed.
123.065 MHz	Secondary frequency. May be used between 500 meters and FL135 for glider-glider communication
121.500	International Emergency Frequency.
124.780	Polaris Sector 7 (Oslo ATCC)
125.705	Polaris Sector 18 (Bodø ATCC)

3.4 Important Phone numbers

Number	Description
941 87 478	Vågå Ground Station
312 60 400	ATC (Røyken Supervisor)
755 42 900	ATC (Bodø Supervisor)
714 92 000	Airforce
02800	Police (Info and inquiries)
110	Fire department
112	Police department
113	Medical emergency
915 06 200	Lillehammer Hospital
51 51 70 00	Joint rescue coordination centre, southern Norway (Hovedredningssentralen)

These telephone numbers are also state in appendix X. The appendix includes more numbers. The appendix must be filled out before main briefing and made available to staff and participants.



3.5 Violations

The organizers reserve the right to refuse aerotow and/or ask pilots to leave the camp if a pilot fail to:

- Display proper airmanship, including but not limited to:
 - Adhere to all rules and regulations.
 - Checklists.
 - Ability to fly aerotow.
 - Being able to assess his/her own ability in relation to the current conditions.
- Follow information/instructions given by the organizers.
- Follow national and international rules and regulations.

Aviation related incidents (e.g. airspace infringements) will be reported to the CAA as required. Violations of national law and regulations may be reported to the local police, this includes violation of non-flight related laws and regulation.



3.6 Access to the ice

Usually, it is possible to drive to the parked trailers/gliders through an access road. If necessary, improvements will be made to the access road.

Depending on the ice conditions, the organizers may restrict cars access to the ice. All participants shall follow directions given by Wavecamp staff.

3.7 Trailer and Glider parking

Gliders and trailers must be parked at the assigned areas. Contact organizers to be assigned a trailer parking spot, see chapter 4.4.

Trailers must be tied down using at least 3 tie-down points secured in the ice.

Gliders that are parked overnight must be tied down with at least 3 tie-down points secured in the ice.

Make sure ropes used to tie down trailers and gliders are sufficiently strong to hold the equipment even with the strong winds that may occur at Vågå. Contact organizers when in doubt. Severe aircraft damage has occurred to drifting trailers.

A glider must NEVER be left unattended unless it is tied down. This is valid for glider parking area, lineup area, free area, and landing area.

Owners are responsible for any damage to other equipment caused by their gliders/trailers regardless of why the damage happened.



3.8 High altitude flights and oxygen

3.8.1 High altitude flights

High altitude flights shall follow the Norwegian regulations on high altitude flights, as stated in SHB 690. See appendix C, for an English version of SHB 690.

3.8.2 Filling oxygen

Oxygen filling equipment is available on the ice at the oxygen filling station.

Only pilots who have completed a “oxygen filling check” with a Drammen Aeroclub technician are allowed to use the filling station.

Misuse of the filling station will lead to restricted access for all pilots.

If your oxygen bottle doesn't use standard fitting, you need to bring your own adapter.

3.9 Tug Fuel

Only fuel for the tugs is available on the ice. Visiting planes and motor gliders must cater for their own fuel.

If necessary to ensure efficient operations, the chief tug pilot may request assistance from any participants to help and assist during refuelling. Schedules will be announced at the daily briefing if this action is to be implemented.



3.10 Personal Safety Equipment

All pilots are responsible to bring along the necessary equipment. The following equipment is recommended in addition to the standard equipment:

- **Personal tracker.** SPOT or similar. Make sure to keep tracker on body, not stored in glider. If Spot is not available a tracker app on a cell phone is a good alternative. Use a power bank to ensure good battery capacity.
- **Cell phone with fresh batteries.** NOTE: There are large areas in the mountains that do not have GSM coverage. Do not depend on being able to use the cell phone. Keep the phone warm to improve battery capacity. A power bank could be a good supplement.
- Extra warm clothes and boots.
- Good map over the area (eg. Roadmap “North part of southern Norway”).

Optional additional equipment:

- Goggles (in case of canopy failure).
- Flares.
- Hand compass.
- Handheld GPS with fresh batteries.
- Handheld air band transceiver fully charged.
- Flashlight.



4 Operational

4.1 Flight Safety

4.1.1 VFR rules

There may be a lot of white gliders in the area, on a background composed of white clouds and white snow. Therefore:

- Use your eyes
- Use your brain

Keep track of other gliders and leave the area if it becomes congested. Particularly in weak lift conditions, a lot of gliders may gather on the same ridge, and there have been some very close encounters.

4.1.2 Fluorescent Markings

All gliders are required to be marked with high contrast (fluorescent) markings on the nose, wheel bay doors, and wings. Illustrations on how to mark the glider is available in the briefing room and on the Wavecamp website (section operational).

- Drammen Aeroclub will have high contrast film available for purchase.

Gliders that are already painted with high contrast colours are not required to add extra markings if the painted markings offer the same contrast as the required markings, according to judgment by camp leader.

4.1.2.1 Canopy flasher (light)

If a glider is installed with a canopy flasher this is recommended to use as this will increase visibility of the glider. A canopy flasher is not mandatory.



4.1.3 Flarm

All gliders flying at Vågå during the Wavecamp must be equipped with a Flarm device.

Gliders without a Flarm device will be denied aerotow during operation. Owner/operation of a glider is responsible for correct installation, software update and operation of the Flarm device.

The Flarm device must be fixed in the glider, i.e. no “handheld” solution will be accepted.

The Flarm device must be activated before lining up for take-off and not turned off until the glider is clear of landing area, free area and take-off runway. The preferred solution is that Flarm is on when master switch is on.

- Stealth mode in the Flarm device shall not be activated.

Gliders with Flarm devices that are suspected to not be working properly may be denied aerotow until correct function is demonstrated.

If the Flarm device fails while airborne, inform ground station and land without undue delay.

4.2 Required equipment above FL 135

All flight above flight level 135 (13 500 feet) requires additional mandatory equipment as stated in this chapter.

4.2.1 Transponder

Transponder Mode C or Mode S is mandatory for flights above FL 135 in the Vågå Danger (airport) Areas.

The transponder shall be registered in the gliders approved instruments list. Each glider will be assigned with a transponder code on the main briefing. Each pilot is responsible for having the correct transponder code entered in the glider.

4.2.2 Position data logging device

IGC approved logging device is mandatory for flights above FL 135 in the Vågå Danger (airport) areas.

This logging device shall be calibrated at least during the previous 24 months according to competition rules.

The logging device need not be fixed in the glider.

Owner/pilot of this glider is responsible of correct operation and antenna position for good reception of GPS signals.



4.2.3 Oxygen equipment

All flights shall follow the regulations stated in 8 APPENDIX C. Read and understand this appendix regarding use of oxygen equipment for all flights above Fl 135, and for flights above 7000m. Any gliders and pilots that wish to fly above 7000m must have their equipment inspected by two members of the organisation, including the safety officer. If the safety officer is not available, the safety officer can allow another staff member to perform the inspection in his/her place.

4.3 Aerotow safety

4.3.1 Markings

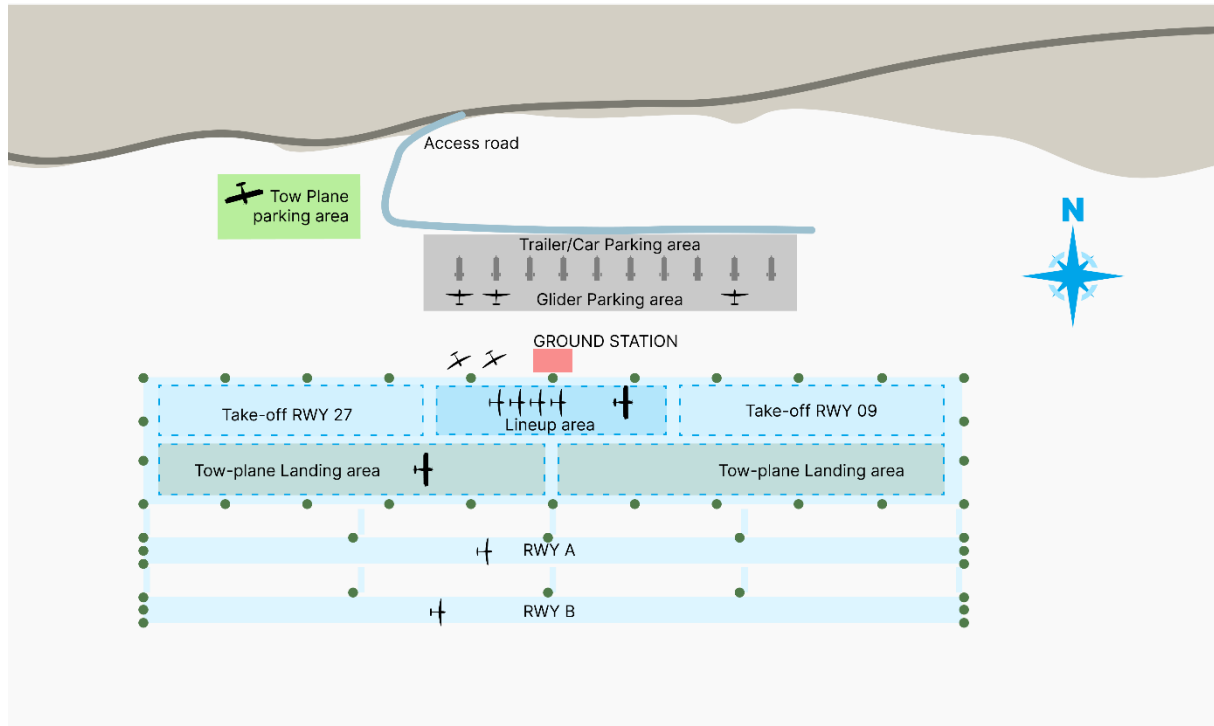
All tugs are required to be marked with high contrast markings. Exceptions are tugs that are already painted with high contrast colours.

4.3.2 Flarm

All tugs flying at Vågå during the Wavecamp will be equipped with a Flarm device. The rules in 4.1.2 also apply to the tugs.

4.4 Airfield

Lake Vågå aerodrome is in position 61.51.500N 009.01.000E, close to the north bank of the lake.



4.4.1 Runway details

Details	Description
Runway direction	09 - 27
Elevation	370m QNH
Runway Length	1000m
Runway Width	60m
Markings	Branches every 100 meters

Grid at the centre of the take-off runway. Gliders line up in two rows if sufficient space:

- Make sure the wings are not overlapping in the grid area.
- Gliders should be lined up so that tugs may pass south side of the gliders.

The grid area will be filled up from the downwind side until the ground control decides it is time to move the gliders to the forward position. When the gliders are moving no aero-towing operation will take place.

If wind changes direction the gliders already lined up will just be turned around, and aerotowing will continue from the new front of the grid.

Ground chief may order a glider out of the grid if the pilot is not ready, or if deemed necessary for any other reason. If a glider is ordered out of the line, it must re-enter at the back end when ready.



4.4.1.1 POWER LINES (DANGER)

1. There is a power line crossing the lake approximately 5 km west of the aerodrome.
2. There is also a somewhat less exposed power line east of the aerodrome closer to the end of lake Vågå.

4.4.2 Ground station

The Ground station will be marked with cones/branches to present the silent area. Around the ground station talking shall be kept to a minimum to allow the ground operator(s) to work and monitor activities.

Ask for permission from the ground operator when needed to talk with the ground crew.

Oxygen will be located between the ground station and the glider parking area.

4.4.3 Towplane landing area

Tugs will land on the tug landing area. Tugs may use glider landing area if necessary.

4.4.4 Glider landing area

Gliders should land in the primary landing areas, RWY A and RWY B. The landing area will have marking for each 30 meters indicating spacing on the landing area. The end of the landing area will be marked with branches as well as the threshold (start) of the landing area.

In case the landing area gets congested with gliders, the area south of the landing-area should be used as alternate runway.

4.4.5 Glider ground transport

When landing a glider, the pilot should attempt to stop just aside the end of the current grid.





Ground crew should always be observant of approaching gliders. Ground crew should follow the walkways as indicated on the area overview and try not to obstruct the landing area for landing aircraft.

The glider may be pushed straight out to the “free area”. Before lining up a glider for a new take-off, the pilot shall have entered the aero-towing queue, at the ground station.

Cars are not allowed on the aerodrome area, except for the trailer parking area. The ground chief, on strong reasons, may grant exceptions.

4.5 Hand signals

All hand signals (tighten line [rope for aerotow], stop etc.) must follow Norwegian standard hand signal.

<p>Left wing position</p>	<p>When the pilot gives the signal that he/she is ready, stand on the left side and raise the wing to levelled position. Stand on the left side to make sure you are visible in the Tow-plane mirror.</p>	
<p>Tighten tow line</p>	<p>Keep your arm straight out from your body and make large counterclockwise rotations with your arm. Keep rotating as long as the tow line is extending or tightening. Make sure there are no knots on the line.</p>	
<p>READY TO GO Fully extended tow line, ready to go.</p>	<p>When the line is fully extended, make sure the glider is pulled by the: Keep your arm straight out from your body to indicate that the towplane can take-off with the glider tow. <i>Note: With slippery ice it can be hard to detect that the line is all the way out, make sure it is fully out before giving the signal to prevent breaking the weak link.</i></p>	
<p>STOP</p>	<p>Keep your arm straight up, optionally also lowering the wing. In case anything is observed to be NOT OK, or the pilot signals not ready.</p>	

A summary of the hand signals will be given during the main briefing. If in doubt, ask anyone in the Wavecamp staff.



4.6 Glider pre-flight checklist

All pilots must execute their standard pre-flight checklist to avoid accidents like open canopies, open airbrakes/spoilers etc.

Ground chief may stop a take-off if it is suspected that the checklist is not executed.

4.7 Aerotow routes

Tugs will climb 8-900 meters along standard aero-towing routes, before aiming for areas with expected rising air (e.g. Lake Tesse).

Aero-tows will avoid ridges if there are ridge soaring conditions.

4.7.1 Aerotow Release

Before aerotow release, the glider should be positioned gently to the left, flying parallel to the tug. After pulling the tow release do not turn left before visually confirming rope has released and (Yes you all know this)

DO NOT:

- Winch up before release.
- Bank left before release.
- Dive down after the tug/line.

Failure to follow these simple rules may result in a serious situation, and hence you may be refused aerotows for the remainder of the camp.

4.8 Wave, ridge and thermal flights

Pilots are expected to know the basic wave and ridge flying techniques as well as rules. A short summary of these rules will be given during the main briefing.

- Within a 5 km radius off the runway all thermalling should be left turns.

See Appendix **C** for **Rules for high altitude flights** (SHB 690)

See Appendix **I** for **Rules of Gaggle flying** (SHB 691)

See Appendix **J** for **Rules of Ridge Flying** (SHB 692)

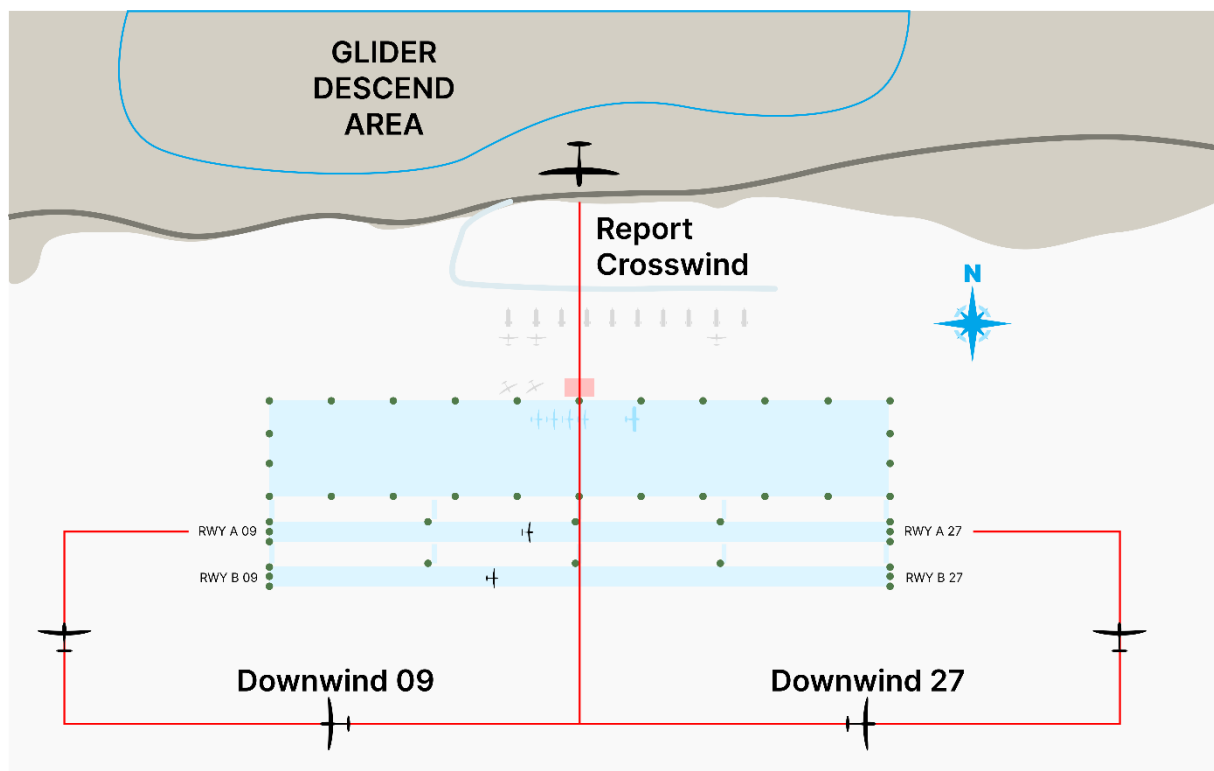
4.9 Landing pattern

4.9.1 Glider landing pattern

Descend on north side of the lake and try to coordinate such that one glider enter crosswind at a time. Lowest glider first.

Report crosswind, and what runway.

Subsequently, use radio if necessary for flight safety.



The general rule is that gliders will always land on runway A or B. If low traffic, and no gliders are lined up on the main runway, gliders can use the main runway. In these cases, the glider on crosswind must ask the ground station if the main runway is available.

4.9.2 Towplane landing

Towplanes will land on the south side of the main runway. Landing pattern will be dependent on where it released, coming in on downwind, long final or crosswind. In general, the towplanes will not fly crosswind.



4.10 Ground Control Station

4.10.1 Personnel

The ground control station will be manned by experienced Wavecamp personnel. During normal operations the ground control station is responsible for:

- Keeping track of all traffic: airborne, landed, towing queue, in/out of boxes etc.
- Give information about changing weather conditions.
- Keep a day log of all activities.

During operations, a ground chief will always man the ground station. During periods of heavy traffic an assistant may work along the ground chief. If an assistant is on duty all questions, towing queue etc should be addressed to him instead of the ground chief. Ground staff will always wear yellow vests. The chief vest is marked “CHIEF”, the assistant’s vest is marked “ASSIST”. Do not disturb the ground station personnel unnecessary.

4.10.2 Aerotow queue

The ground station will maintain an aerotow queue. Pilots wishing to join the aero-tow queue should approach the assistant if on duty otherwise the ground chief.

The ground chief may change the order of the aerotow queue if deemed necessary. If necessary to change take off direction, the gliders are turned around. The ground chief will decide the new aero-towing order.

Tugs will line up with the gliders in front of the line. If it is not obvious which glider is next in aero-tow queue, the ground crew will give directions to the tug pilot.

4.10.3 Logging

The ground station will log all take-offs with the following information:

- Tug
- Glider pilot
- Glider registration
- Take-off time
- Landing time, if landing is observed

The logs will be complemented with aerotow heights during the day, and in the evenings at the latest. Daily logs are retained in a dedicated file marked “DAGLOGG” available in the briefing room or with the cashier.



4.10.4 Operating hours

Ground station will be manned from 10.00, or at first start of the day. Ground station will stay manned until 18.00. Depending on traffic it may close earlier. There will always be a warning transmitted on the primary frequency before the ground station is closed for the evening.

Days with non-VFR conditions, Wavecamp staff will not permit any flights, and for these days the ground station will not be manned.

If weather condition change from VFR to non-VFR and there are aircraft (gliders/tugs) airborne, the ground station will be manned until all aircraft has landed. If deemed necessary for flight safety and ground handling, ground chief may request gliders to land.

4.10.5 Operating limitations

If conditions demand, the ground chief and/or the safety office may restrict the number of gliders in the air. This may happen if:

- Only ridge conditions, and the ridge is becoming crowded.
- Only one wave, and all gliders are in that single wave.

4.10.6 Information Service

The ground station will periodically transmit information about weather conditions on the ground. This information will primarily be transmitted on the primary frequency (122.860) but may optionally also transmit on secondary frequency (123.35).

Do not request weather information unless special circumstances require it. Instead pay attention to the information broadcast from ground.

4.10.7 Loss of communication

In case of loss of VHF communication, glider shall return to aerodrome, and land without undue delay, according to normal procedure. Special care should be taken before entering the landing circuit. **Keep good look out and evaluate landing area depending on the traffic and gliders on the ground.**

4.10.8 Emergencies

The ground chief shall handle emergency situations immediately, until the camp leader, safety officer, or authorities (e.g. police) request taking over command.

- During an emergency the checklists in chapter 5 will be used.

4.11 Flights above FL 135

NOTE: Flights above flight level 135 shall follow the Norwegian Gliding Handbook (SBH 690), see appendix C.

4.11.1 Danger areas (airports areas)

Information on all the danger areas can be found on: <https://www.ippc.no/ippc/index.jsp>

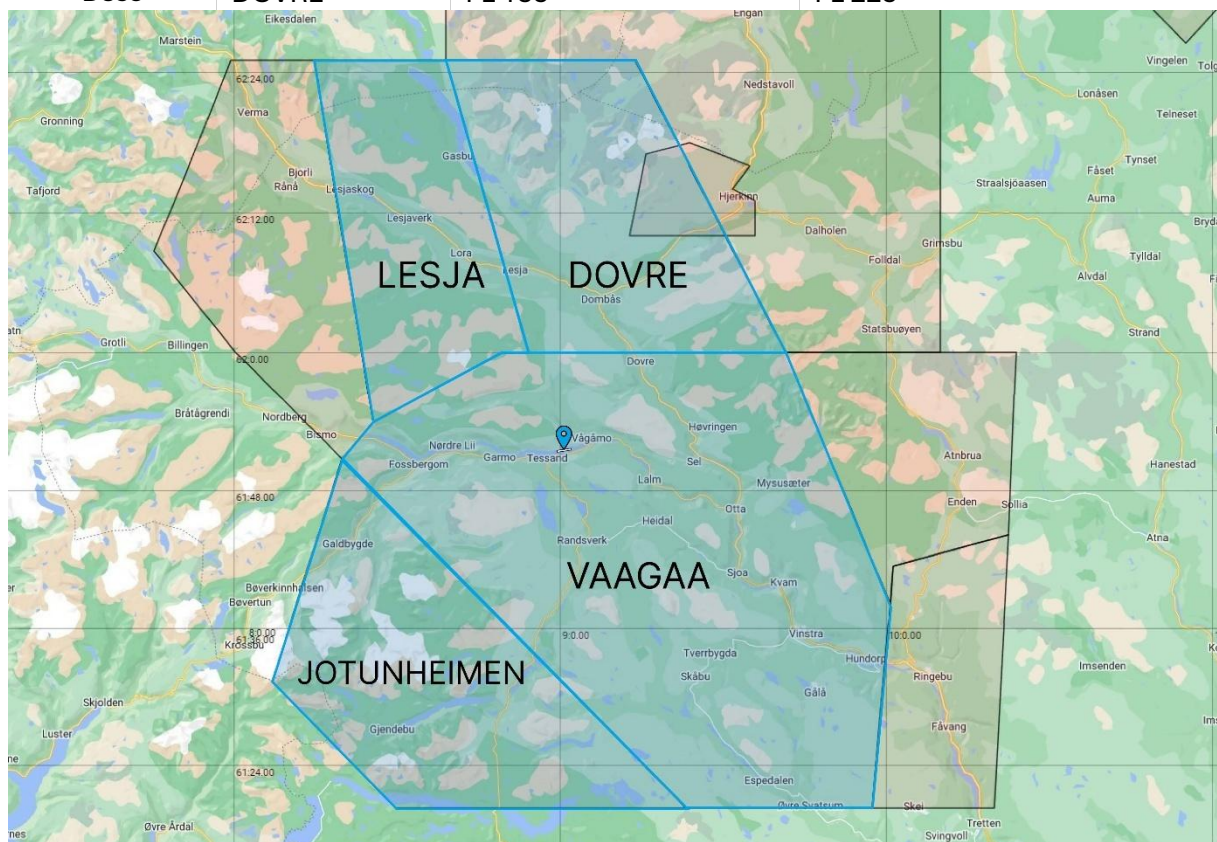
Before the Wavecamp coordination will be done to access the danger areas during the event.

Most airspace in Vågå below FL 135 is Class G. In the Vågå Danger Areas (see table below) the airspace is Class C, which is **transponder mandatory**. Within the entire danger area, VFR flight is permissible. (Outside the area, VFR is not allowed above FL195, without special permission).

All gliders in the danger area **MUST** remain on 122.860. If contact with ground is lost (poor battery, radio failure, etc.), aircraft must immediately descend below FL135. After landing, pilot must report to ground station and an incident report will be filled out afterwards.

We have the following danger areas available for use during the camp:

Danger area	Name	Lower limit	Upper limit
D163	VAAGAA	FL 135	FL 225
D166	JOTUNHEIMEN	FL 135	FL 225
D359	LESJA	FL 085	FL 225
D358	DOVRE	FL 135	FL 225





4.11.1.1 Opening Vågå Danger Areas

In case high altitude flights are deemed possible the ground chief will call Oslo and/or Bodø ATCC Supervisor to request opening the Vågå Danger Areas. Only applicable areas will be opened.

If not open, any glider can request the ground station to open a danger area. The ground chief will then contact Oslo or Bodø and request opening of the danger area.

When a danger area has been opened, it shall be broadcaster on the main frequency (122.860) with a clear message to all stations: Ex: “Vågå Ground to all stations, box VAAGAA is now open to flight level 225, repeat, Vågå Ground to all stations, box VAAGAA is now open to flight level 225.”

4.11.1.2 Closing Vågå Danger Areas

After having confirmed all gliders under surveillance under Vågå ground station have left the Vågå Danger Area and usually shortly after 18:00 hours local time, the ground chief will call Oslo ATCC to close the Vågå Danger Area. All gliders in the Vågå Danger Area must be prepared to leave this area in due time before 18:00 local time.

4.11.1.3 Entering Vågå Danger Areas

Every glider that intends to enter this area climbing must in due time:

- Report intention to Vågå ground station and have this confirmed.
- Make sure designated transponder code (squawk) with altitude reporting (Mode C or S) is active.
- Make sure the ICG data logger is operating.
- All radio communication shall remain on the primary frequency 122.860 Mhz.

Make sure you know a danger area is open before entering. Any breaches to airspace will require an incident report to be filled out afterwards.

4.11.1.4 Leaving Vågå Danger Areas

Every glider that leaves this area descending must (i.e. is below FL 135):

- Report intention to Vågå ground station and have this confirmed.



4.11.2 Individual flights above FL 135

According to Norwegian regulations a glider with transponder may ask for clearance from ATC to enter airspace outside Vågå Danger Area or inside Vågå Danger Area at time when Vågå ground station is not present. Note that VFR flight outside Danger area above FL195 requires special permission. Glider, which has entered Vågå Danger Area and wish to leave this area at FL 135 or above must **before leaving danger area**:

- Contact Vågå ground station and report intention and have this confirmed.
- Contact authoritative ATC on proper VHF frequency for clearance **before entering non danger area**.
- If contact with ATC is not established return to Vågå Ground frequency, report and do not enter non danger area above FL135.

4.11.3 Loss of radio

If the VHF-radio in the glider shows any sign of malfunction either temporary or permanent, the pilot is obliged to descend in the area as soon as possible and leave the Vågå Danger Area. After landing pilot must report to ground station and an incident report will be filled out afterwards.

4.11.4 Report position log

Every glider that has entered Vågå Danger Area is required to deliver the position log to Wavecamp staff in the evening the same day of flight. The format is IGC file format and file name according to the ICG convention.

Some ways that the file can be delivered to the Wavecamp staff:

- Send original file via mail to camp leader.
- Upload to a gliding site such as OLC or Weglide.
 - Link to the flight shall be sent to the camp leader via mail.



5 Emergencies

5.1 General

5.1.1 Procedure

- An emergency may be transmitted on any frequency, however the primary frequency for distress traffic is 122.860 MHz.
- If transmitted on a Wavecamp frequency ground station will take charge of the handling.
- If transmitted on the international emergency frequency an official rescue centre will immediately take charge of the situation.
- Emergencies transmitted on the alternate Wavecamp frequency should be relayed to ground station on the primary frequency. The ground station will then change frequency.
- As soon as the distress call is received the pilot registration form is added to the emergency report form.
- Checklists for each kind of emergency are available on the ground station. See appendix F.

5.1.2 Ground Control Station

- When a distress call is received all other operation is halted and ground chief will handle and assist the station in distress.
- When a distress call is received the ground chief or assistant will start filling out an emergency report. If ground chief is alone when an emergency occurs any participant may be asked to assist during the emergency. See appendix G for the emergency report template.
- Emergency reports are filed in a folder and is used during the debriefing and reports to officials.
- Ground chief is making all decisions during an emergency until the safety officer, or an official (e.g. Police) are ready to take over.

5.1.3 Tugs

When a distress call is made the tugs should land after completing aerotows in progress and line up beside the gliders and await further instructions.

Tug chief should join ground station to plan further actions.



5.1.4 Gliders

Pilots should make a mental note about where the glider in distress was last seen. Ground station may request this information.

Do not offer this information unless requested by the ground station. This is to avoid transmission collisions.

5.1.5 Other personnel

Depending on the emergency other personnel may be requested to contribute to the emergency handling.

If the glider in distress is a member of a club, or group of pilots, a member of the club or group must report to the ground station to assist.

5.1.6 Radio Silence

All stations should maintain radio silence on the primary frequency 122.860 MHz during an emergency.

Exceptions are as follows:

- Important information directly related to the situation.
- Other emergencies high importance.
- Relays of same information as above.

Ground will inform when radio silence ends. All stations in the vicinity shall listen on the primary frequency 122.860 MHz.



5.2 PAN-PAN

5.2.1 Procedure

A PAN-PAN call is a distress call without immediate danger to aircrafts, pilots, or people. For instance, a glider that is lost, but still at altitude, and thus have time to decide what to do.

A PAN-PAN situation may be upgraded to a MAYDAY situation by both the station in distress and the handling station.

If contact with the station in distress is lost the situation immediately upgraded to a MAYDAY situation. When handling a PAN-PAN situation the ground station should prepare phone lists, report forms etc in case the situation is upgraded to a mayday situation.

5.2.2 Report Form

See appendix.

5.2.3 Phone list

- Safety Officer
- Club or group leader



5.3 MAYDAY

5.3.1 Procedure

A MAYDAY situation is a situation where it is immediate danger to people and/or aircraft(s).

This may be outlandings in the mountains, structural problems, mid-air collisions etc.

5.3.2 Report Form

See appendix.

5.3.3 Phone list

- Police, coordinate with them about the rest of the contact list.
- Search and rescue centres
- Safety Officer
- Club or group leader
- ATC
- Ambulance services/Medivac, if situation requires



5.4 Emergency equipment

5.4.1 Fire equipment

At least 3 fire extinguishers will be located around the fuel filling station. These are not to be placed to close together.

The ground station will have at least 1 fire extinguisher available.

5.4.2 First aid

All gliders are to be equipped with a first aid kit. If a situation occurs the nearest kit should be used regardless of owner.

In addition, there is a first aid kit in the ground station.



5.5 Outlandings

Outlandings in the mountains in **dangerous** areas (sparsely populated areas, small fields) or at an unknown location are to be treated as MAYDAY situations.

Outlandings at known safe locations (e.g. lake Tesse) are to be treated as PANPAN situations.

If immediate contact is not made on primary Vågå frequency, switch immediately to international emergency frequency, and report before and after landing.

Attempt to contact Vågå ground as soon as possible after landing.

After landing consider whether it be best to stay with the glider or try to reach population/housing. If possible, confer with pilots with local knowledge over the radio before deciding.

5.6 Incident reports

All emergencies are to be reported to aviation authorities. This is done by the pilot(s) involved along with the camp leader/safety officer, and if necessary, police/SAR personnel.

Also, other incidents than PAN-PAN/MAYDAY calls must be reported. In general, everything not part of the standard flight is to be reported. (E.g. Airbrakes open during take-off, canopy not locked, near miss etc.). This shall be reported to the Norwegian portal for incidents OBSREG.

5.7 Exercises

Organizers will consider having exercises.

Only the safety officer, police, or other SAR officials may initiate an exercise.

Exercises may be a joint operation with police/SAR if they request it.

During an exercise all calls are to begin with the phrase: ***"This is an exercise"***.

All should treat an exercise as a real situation.



6 APPENDIX A

Pilot Registration



VÅGÅ WAVECAMP

Name:		Pilot number:	
Address:			
Phone number:			
E-mail:			
Gliding club:			
Aviation license valid until:			
Total hours (Glider):		Hours last 2 years (Glider)	
Accommodation: <i>Hotel / Cabin / Private / Other</i>			
Next of kin at home, or closest person at Vågå:			
Name:			
Address:			
Phone number:			

I confirm that I have read and understood the operational procedures.		
I confirm that I have read SHB 690 regarding high altitude flying.		
Pilot signature:		

DFK Admin only:		
Camp fee betalt:	Dato:	Sign:
Sleperegning betalt:	Dato:	Sign:
Annet:		



7 APPENDIX B

Checkflight

VÅGÅ WAVECAMP Check Flight Checklist



1. *Hand signals during take-off*
2. *Aerotowing routes*
3. *High voltage cables crossing lake Vågå east and west of the runway.*
4. *Release procedures*
5. *Familiar points*
 - a. *Lake Tesse*
 - b. *Blåhø*
 - c. *“Sugartop”*
 - d. *Lom*
6. *Landing Pattern*



8 APPENDIX C

SHB 690

Norwegian Gliding Handbook regarding high altitude flights

The following text is a translated version of the contents of SEILFLYHÅNDBOKEN (Gliding Handbook) Operational Procedures, article SHB 690, made by Norges Luftsportsforbund (NLF), published 01. January 2026. The original document in Norwegian can be found here:

<https://nlf.no/grener/seilfly/seilflyseksjonen/handboker/seilflyhandboken/>

REGULATIONS FOR ALTITUDE SOARING WITH GLIDERS

1 Introduction

High-altitude glider flying involves a higher level of risk for both aircraft and pilot. A regulation for high-altitude flying cannot address all the hazards associated with such operations. The regulations can only define certain framework conditions that must be met in order to maintain an acceptable level of risk. The glider pilot must have thorough knowledge of high-altitude flying so that he/she makes the correct decisions during the flight based on the prevailing conditions.

2 Theoretical Requirements for Flying Above 3500m QNH

Participation in a SVEDANOR mountain flying course or equivalent.

Relevant study materials:

- Compendium on Mountain Flying, Theoretical Course in Mountain Flying by Robert Danewid
- Wave Flying, Presentation made for training in clubs (Equivalent to the SVEDANOR course together with the theoretical curriculum).
- Dancing with the Wind, a book about ridge and wave flying by Jean-Marie Clément.

3 Oxygen and Oxygen Equipment

The oxygen equipment shall be approved by the manufacturer for use up to the intended flight altitude. The equipment shall be maintained in accordance with the manufacturer's maintenance instructions. All batteries shall be fully charged before the flight begins. The oxygen equipment shall be fitted and tested for the individual pilot. A functional test of the oxygen equipment shall be carried out before the flight. The available oxygen for the flight shall be calculated. The flight shall be planned so that sufficient oxygen remains for at least 30 minutes of use when passing 3,048 meters on descent.

3.1 Oxygen and Oxygen Equipment below 3500 m QNH

When flying below 3,048 meters (10,000 feet), oxygen is not required. Some individuals experience headaches already when flying between 2,000 and 3,048 meters. The use of supplemental oxygen will prevent headaches.



3.2 Oxygen and Oxygen Equipment between 3500 m and 7000 m QNH

There is a requirement to use oxygen equipment. Breathing oxygen should begin at ground level and no later than at 1,500 meters (5,000 feet) QNH. All persons on board shall have thorough knowledge of hypoxia and decompression sickness and be familiar with the physiological limitations of flying at high altitudes.

3.3 Oxygen and Oxygen Equipment above 7000 m QNH

A dual oxygen system that is permanently installed shall be used. If one system fails, the other shall be easy and quick to activate. A full-face mask covering mouth and nose is mandatory above 7,000 meters QNH. Follow the manufacturer's altitude limitations for cannulas and masks. Breathing oxygen shall begin at ground level and end at ground level. All persons on board shall have thorough knowledge of hypoxia and decompression sickness, and be familiar with the physiological limitations of flying at high altitudes.

4 Aircraft and equipment above 3500m QNH

A parachute is mandatory.

All occupants of the aircraft shall be familiar with the emergency bailout procedure.

A tracker worn on the body or mounted on the parachute is mandatory. The tracker shall be tested before departure.

Warm clothing, water, and food shall be carried according to conditions and the expected duration of the flight.

A mobile phone shall be carried. If there is no mobile coverage, the phone should still be kept on, as rescue services may still be able to track the phone from a rescue helicopter.

There shall be a table in the glider showing VNE IAS at different altitudes.

All batteries in the aircraft and equipment shall be fully charged before the flight begins.

5 Flying between 7000 m and 10000 m QNH

5.1 Aircraft

The glider shall be in good condition with no reduced limitations on airspeed or G-forces. There shall be a table in the glider showing VNE IAS at different altitudes. The glider shall be equipped with a permanently installed flight computer with GPS and moving map. The glider shall be equipped with a transponder.

5.2 Flight orders

For flights conducted as part of local events within defined airports boxes, local rules in coordination with ATC shall be followed. For individual flights, a detailed flight plan shall be prepared and submitted to Avinor and activated. The document "Flightplan_NE-0150.pdf" shall be used/read. The squawk code shall be entered and the transponder activated before the flight begins.



5.3 In addition to flight orders, the following should be brought in the glider:

- A detailed description of planned actions.
- Maximum altitude for the flight.
- Calculated oxygen consumption for the flight.
- An airspace chart with alternative landing sites and frequencies in case cloud cover closes in over the departure airfield. This may be in digital form.

6. Flying above 10000m QNH.

Flight above 10,000 meters QNH is normally not permitted, but there may be individual cases where such flights are specially planned.

Flight above 10,000 meters QNH may then be approved following a written application to the S/NLF Technical Manager. The application shall include detailed information about the purpose of the flight, the pilot, the aircraft, and the equipment.



Appendix:

Easy Access Rules for Sailplanes

SAO.OP.150 Use of supplemental oxygen

The pilot-in-command shall ensure that all persons on board use supplemental oxygen whenever he or she determines that, at the altitude of the intended flight, lack of oxygen might result in impairment of their faculties or harmfully affect them.

AMC1 SAO.OP.150 Use of supplemental oxygen

GENERAL

When the pilot-in-command cannot determine how the lack of oxygen might affect the persons on board, he or she should ensure that all occupants use supplemental oxygen for any period when the pressure altitude is above 10 000 ft. (3048 meter)

Mountain High

Below is information from MH Oxygen Systems: Mountain High Aviation Oxygen Systems.

This is the most commonly used oxygen system in gliders.

The EDS pediatric cannula and tubing have been specially designed and tested to provide the user with the correct oxygen flow using kink-resistant tubing. Standard medical cannulas shall not be used, as they may not provide adequate oxygen flow or oxygen-conserving optimization.

Face mask for the EDS pulse-demand systems. For use above 18,000 ft.

A face mask covers both the nose and mouth and is required by the FAA once 18,000 feet is reached. In addition, if the pilot talks frequently or generally breathes through the mouth, a cannula may be less effective and a mask may be preferable.

There are many different types of face masks available, with prices ranging from USD 14.00 to USD 545.00.

Videos:

How to Fill Your Own Oxygen Cylinder (Transfilling): <https://www.mhoxxygen.com/how-to-fill-your-own-oxygen-cylinder-transfilling/>

How to Cascade Oxygen Supply Tanks: <https://www.mhoxxygen.com/how-to-cascade-oxygen-supply-tanks/>

Protect the high-end pressure in your supply tanks by cascading multiple oxygen supply tanks together. Be able to fill your portable oxygen cylinders to the max pressure rating of the bottle for longer by using what is left in lower-pressure supply tanks before tapping into the valuable high pressure of your fullest tanks.



9 APPENDIX D

Ground station responsibilities



Responsibilities of the ground chief and assistant

Timekeeping:

Log all flights on the day log:

- Pilot number and last name
- Passenger/Instructor (Pilot number or name)
- Glider Registration
- Tow altitude / SL (Self-Launch)
- Take-off time
- Landing time

Flight Strips:

Fill Flight Strips and update status of flight. **Fill time of entering and leaving danger areas** (and what area).

Danger Areas / Ground Phone:

Ground phone: **ALWAYS** have the telephone available in case Supervisor (ATC) call to give information related to Danger Areas.

If requested to open a danger area, call supervisor to request opening of specific danger area.

Oslo (Røyken)	312 60 400	Box VAAGAA and JOTUNHEIMEN
Bodø	755 42 900	Box LESJA and DOVRE

When calling, inform that you are calling from Vågå Ground (Wavecamp), and are requesting to open a danger area. Also state the number you are calling from so they can call back:

Vågå Ground phone number: 941 87 478

Supervisor will ask what altitude, if conditions allow for 225 ask for max altitude, if not consider requesting a lower max ex. FL200). Wait for call back with approval of use before informing all gliders on the radio. NOTE that supervisor may call and give changes or information as state above.

Danger Areas:

- VAAGAA: D163 (max FL225)
- JOTUNHEIMEN: D166 (max FL225)
- LESJA: D359 (max FL225)
- DOVRE: D358 (max FL225)

Landings:

The general rule is that gliders are using the glider landing runways A and B. If no gliders are on the main runway and it is free, gliders can call and ask for landing on the main runway. If okay, inform that main runway is free for landing.



10 APPENDIX E

Emergency Checklists



Checklists for PAN-PAN or MAYDAY transmissions

These checklists are to be available at the ground station in a folder along with report forms.

PAN-PAN checklist

1. Note glider registration, location and type of distress on report form
2. Locate position on map
3. Clarify what assistance ground or other may offer
4. Execute any actions necessary to aid glider in distress. This may include
 - a. Guide glider towards known safe landing position
 - b. Depart tug to act as relay station
 - c. etc.
5. Halt normal operations if necessary
6. Look up registration form, inform group leader, if any.
7. When situation has ended transmit message informing other gliders that normal operation is resumed.

Mayday checklist

1. Note glider registration, location and type of distress on report form
2. Clarify if actions of ground or other may help situation
3. Inform police, and coordinate with them about contacting ATC and Stavanger rescue centre
4. Locate position on map
5. Execute any actions necessary to aid glider in distress. This may include
 - a. Launch tug to act as relay station
 - b. Any action necessary to aid pilot in distress
6. Halt normal operation, and prepare tugs for SAR operations
7. Find registration form, locate and inform group leader
8. When situation has ended transmit message informing other gliders that normal operation is resumed, or operations are cancelled depending on the nature of the incident.



11 APPENDIX F

Phone List



List of important phone numbers

Number	Description
941 87 478	Vågå Ground Station
312 60 400	ATC (Røyken Supervisor)
755 42 900	ATC (Bodø Supervisor)
714 92 000	Airforce
02800	Police (Info and inquiries)
110	Fire department
112	Police department
113	Medical emergency
915 06 200	Lillehammer Hospital
51 51 70 00	Joint rescue coordination centre, southern Norway (Hovedredningssentralen)
Camp Leader	
Safety Officer	



12 APPENDIX G

Incident report form



Form regarding any form of incident during Vågå Wavecamp

The following form must be filled out for any kind of incident

Glider Registration		
Location/Coordinates		
Type of incident		
Time and date		
Ground Chief		
Distress/Incident details		
Action log	Time	Action
Information log		
Other info:		



13 APPENDIX H

Danger area log

Log time of entering and exit of danger areas

Glider	Danger areas:			

Glider	Danger areas:			

Glider	Danger areas:			

Glider	Danger areas:			

Glider	Danger areas:			

Glider	Danger areas:			

Glider	Danger areas:			



14 Appendix I

Rules for Gaggle flying (SHB 691)

Norwegian Gliding Handbook

The following text is a copy of SEILFLYHÅNDBOKEN (Gliding Handbook) Operational Procedures, article SHB 691, made by Norges Luftsportsforbund (NLF), published 01. march 2023.

1.0 Introduction:

Norwegian rules for gaggle flying after: Easy Access Rules for Standardised European Rules of the Air (SERA) (Revision from November 2021) (PDF) (europa.eu)

SERA.3205 Proximity Decision

An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

2.0 Rules for gaggle flying:

1. The first sailplane in a thermal determines turn direction.
2. A sailplane entering a thermal must not come in the way for those already in it.
3. The arriving sailplane must work its way into the circle from the outside.
4. Sailplanes which climb faster than others must not come in the way for slower climbing gliders.
5. Anyone who modifies the circle must not disturb other sailplanes in the original circle.
6. Leave the thermal straight out in a calm way so other glider understand your intention.

3.0 Safety Tips:

- Never fly in other gliders blind zone. Typical is this close behind and/or lower than the other sail plane.
- Never fly directly below others, as they always must have a way out.
- Observe your gaggle airspace so you always know who is where.
- Try to fly in such a way that other pilots can see you.

15 Appendix J

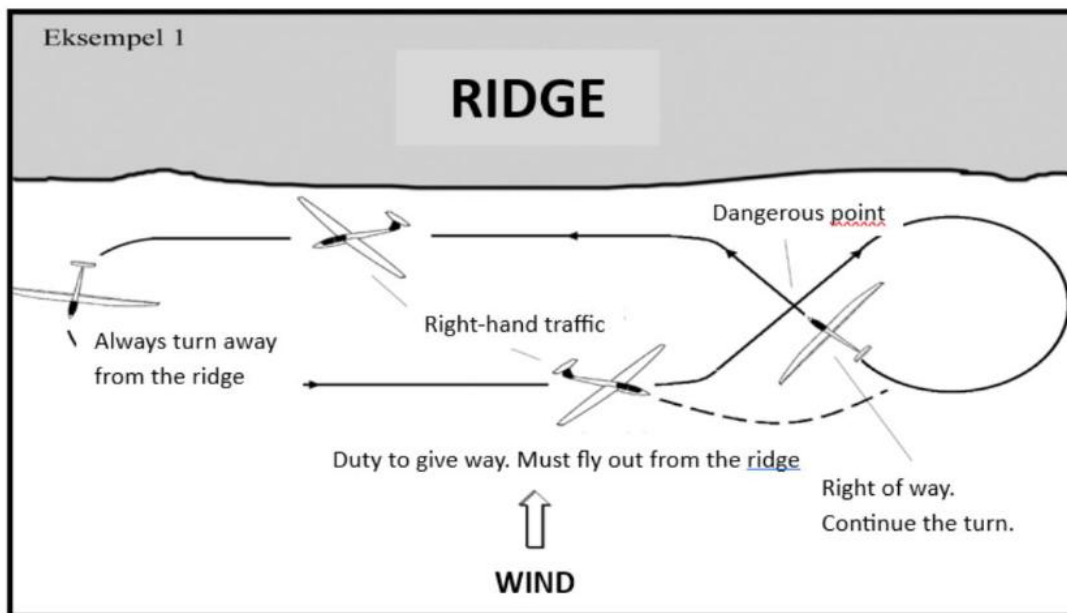
Rules for Ridge flying (SHB 692)

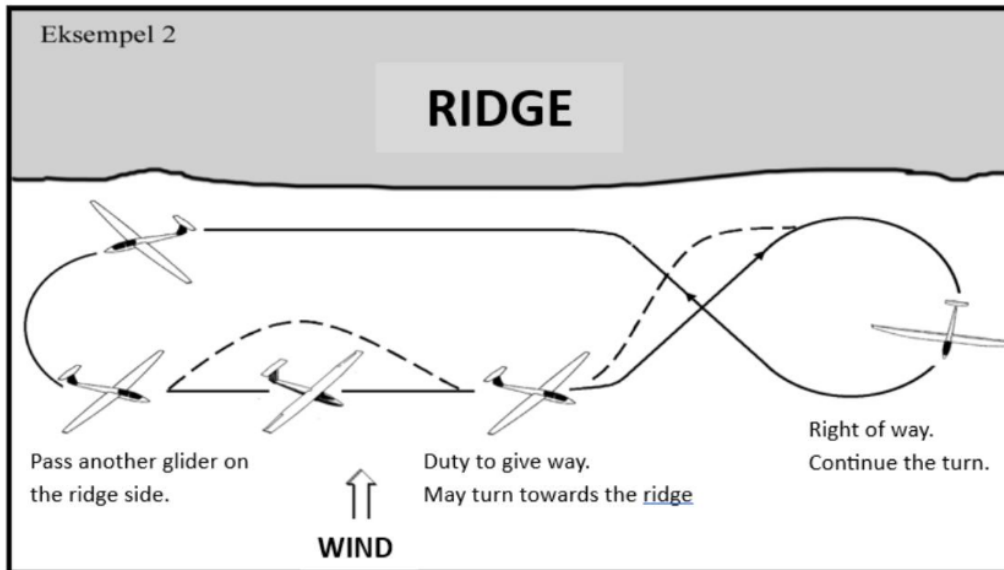
Norwegian Gliding Handbook

The following text is a copy of SEILFLYHÅNDBOKEN (Gliding Handbook) Operational Procedures, article SHB 692, made by Norges Luftsportsforbund (NLF), published 01. march 2023.

1.0 Introduction:

1. Always turn away from the ridge.
2. Pass another glider on the ridge side, anticipating that the other pilot will make a turn away from the ridge. Sometimes the glider to be passed is so close to the ridge that there is inadequate space to pass between the glider and the ridge. In that case, either turn back in the other direction (away from the ridge) if traffic permits or fly upwind away from the ridge and rejoin the slope lift as traffic allows.
3. Do not fly too close to the ridge, and never cross over the top of the ridge where there may be turbulence and fall winds.
4. Keep a good lookout and give way to other gliders in good time!





2.0 Safety: Using common-sense rules:

- Always fly with sufficient speed margin adapted to the turbulence and the proximity of the terrain.
- Maintain symmetrical, well-balanced flight attitude (yaw string in the middle).
- Never turn towards the slope, but always turn towards the valley, upwind the slope.
- Never allow the drift to take you to the lee side of the slope.
- NEVER attempt to turn over a lee slope.
- When in sink fly faster. When in lift reduce your speed, but with moderate changes of attitude, and keeping a safety margin above the stall speed.
- Avoid circling in the proximity of a slope if there are other gliders in the vicinity.
- In any case, a glider flying back and forth on the slope has the priority on gliders flying «8's»; and glider flying «8's» has the priority on gliders circling.