2026 FAI F5J EUROPEAN CHAMPIONSHIPS

FOR ELECTRIC POWERED THERMAL DURATION GLIDERS

16 – 22 August 2026

Abbeville, FRANCE

Bulletin 3 – August 2026

Sunday August 16, 2026 (Opening Ceremony)

Saturday August 22, 2026 (Closing Ceremony)

European Championships website : https://www.echf5jfrance2026.fr

ORGANISER AND LOCATION

The **FAI F5J** European Championships will be organised by the AMVB-NP (Aero Modelling Valley of Bresle Normandy Picardy) club in partnership with the French Aeromodelling Federation (FFAM).

The event will take place in Abbeville (Northwest of France, 200 km from Paris).

Figure 1 : Maps

Exact GPS Position of the site:

50.140772

1.826114

Google Map link : https://maps.app.goo.gl/JqPNpUvJPRbhvkV1A

ADDITIONAL INFORMATION

Average wind in August is around 20 km/h.

Average temperature in August is 20°C.

CLASSES

Seniors : F5J

Juniors : F5J

RULES

FAI Sporting Rules

The following documents will be applicable by consulting the edition effective at the date of the event:

- FAI Sporting Code Section 4, Aeromodelling Volume F5 Radio Control Electric Powered Model Aircraft, 2026 Edition.

- FAI Sporting Code Section 4 Aeromodelling CIAM General Rules Volume.

- FAI Sporting Code General Section Volume.

- FAI Code of Ethics.

- FAI Disciplinary Code.

- FAI EDIC-approved list : To be eligible for the European Championship, AMRTs must be configured with **CAT 1 firmware**. Please ensure that your device is running the correct firmware version.

Junior.

According to CIAM General Rules Volume C.5.1, a competitor is considered to be a junior up to and including the calendar year in which they attain the age of 18. So, a competitor will be considered a Junior for this championship as long as they were born after 1st January 2008.

FAI Sporting Licence

Every competitor and each Team Manager of any national team must possess a valid FAI Sporting Licence (Aeromodelling discipline) registered in the FAI database. An FAI Sporting Licence is not required for the helpers.

The holder of an FAI Sporting Licence may be required to produce, as proof of identity, an official document including his/her names, photograph and signature.

Complaint and protest

The purpose of a complaint is to try to obtain a correction without the need to make a formal protest. It is recommended that a complaint be made before submitting a protest.

All protests must be presented by the team manager(s) in writing in English to the Contest Director and must be accompanied by the deposit of a fee of 50 CHF (or equivalent amount for a different currency).

Anti-doping statement

A competitor who needs for medical reasons to take any of the substances listed on the WADA Prohibited List must have a valid Therapeutic Use Exemption (TUE) signed by FAI.

To access the current WADA prohibited list of substances and additional information regarding the TUE, see the FAI website with the following link: https://www.fai.org/page/anti-doping-therapeutic-exemptions.

Radio Control frequencies

2.4 GHz

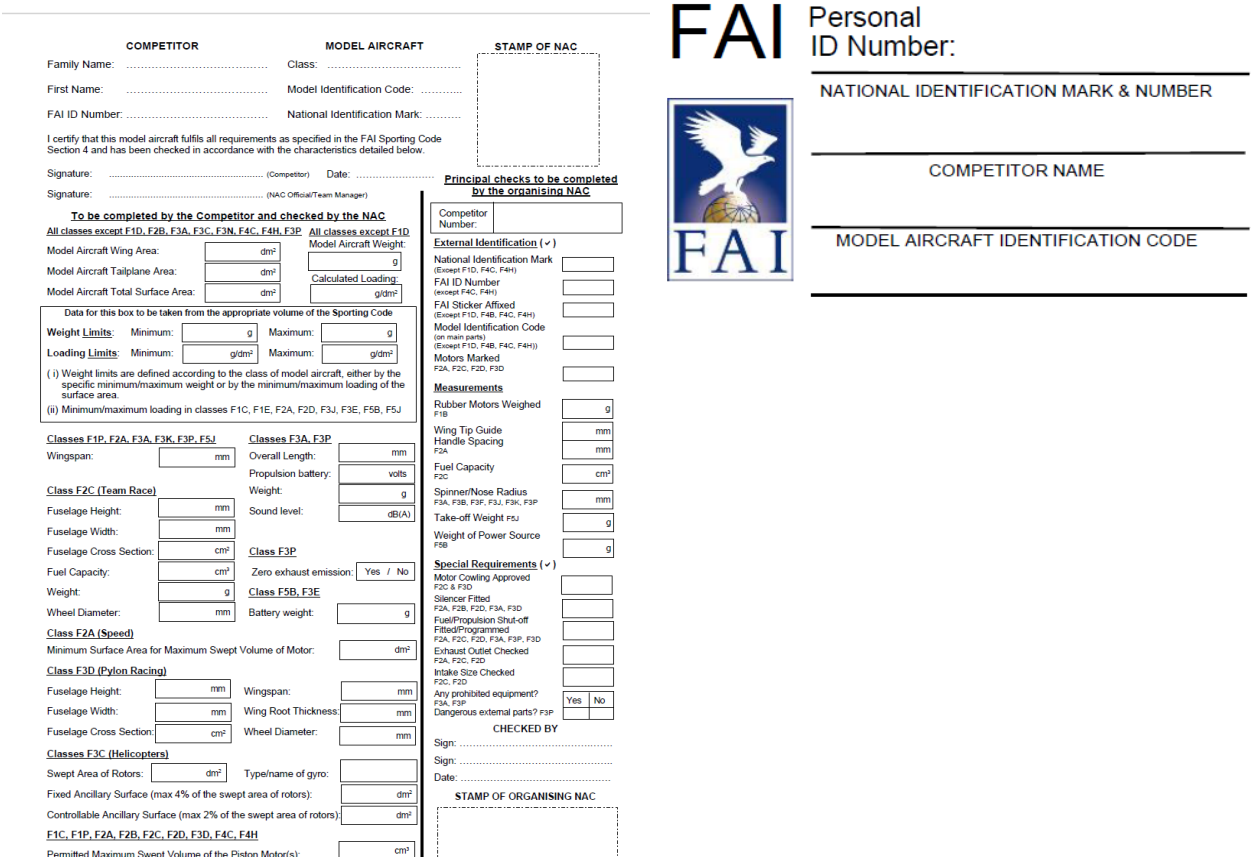
Identification of the models

According to CIAM General Rules Volume C.11.1, each model aircraft shall carry :

- The national identification mark followed by the FAI Unique ID number with letters and numbers at least 25 mm high.

Model Aircraft Specification Certificate and sticker

According to the CIAM General Rules Volume C.12, each NAC shall process every model and shall issue for each model aircraft the Model Aircraft Specification Certificate Stamp by NAC. Each competitor must fill for each Model Specification Certificate document and the FAI sticker must be glued on each model for the model processing.



COMPETITOR

Family Name: .....

First Name: .....

FAI ID Number: .....

MODEL AIRCRAFT

Class: .....

Model Identification Code: .....

National Identification Mark: .....

STAMP OF NAC

I certify that this model aircraft fulfils all requirements as specified in the FAI Sporting Code Section 4 and has been checked in accordance with the characteristics detailed below.

Signature: ..... (Competitor) Date: .....

Signature: ..... (NAC Official/Team Manager)

To be completed by the Competitor and checked by the NAC

All classes except F1D, F2B, F3A, F3C, F3N, F4C, F4H, F3P

Model Aircraft Wing Area: dm²

Model Aircraft Tailplane Area: dm²

Model Aircraft Total Surface Area: dm²

All classes except F1D

Model Aircraft Weight: g

Calculated Loading: g/dm²

Data for this box to be taken from the appropriate volume of the Sporting Code

Weight Limits: Minimum: g Maximum: g

Loading Limits: Minimum: g/dm² Maximum: g/dm²

(i) Weight limits are defined according to the class of model aircraft, either by the specific minimum/maximum weight or by the minimum/maximum loading of the surface area.

(ii) Minimum/maximum loading in classes F1C, F1E, F2A, F2D, F3J, F3E, F5B, F5J

Classes F1P, F2A, F3A, F3K, F3P, F5J

Wingspan: mm

Class F2C (Team Race)

Fuselage Height: mm

Fuselage Width: mm

Fuselage Cross Section: cm²

Fuel Capacity: cm²

Weight: g

Wheel Diameter: mm

Class F2A (Speed)

Minimum Surface Area for Maximum Swept Volume of Motor: dm²

Class F3D (Pylon Racing)

Fuselage Height: mm Wingspan: mm

Fuselage Width: mm Wing Root Thickness: mm

Fuselage Cross Section: cm² Wheel Diameter: mm

Classes F3C (Helicopters)

Swept Area of Rotors: dm² Type/name of gyro:

Fixed Ancillary Surface (max 4% of the swept area of rotors): dm²

Controllable Ancillary Surface (max 2% of the swept area of rotors): dm²

F1C, F1P, F2A, F2B, F2C, F2D, F3D, F4C, F4H

Permitted Maximum Swept Volume of the Piston Motor(s): cm³

Classes F3A, F3P

Overall Length: mm

Propulsion battery: volts

Weight: g

Sound level: dB(A)

Class F3P

Zero exhaust emission: Yes / No

Class F5B, F3E

Battery weight: g

Principal checks to be completed by the organising NAC

Competitor Number:

External Identification (✓)

National Identification Mark (Except F1D, F4C, F4H)

FAI ID Number (except F4C, F4H)

FAI Sticker Affixed (Except F1D, F4B, F4C, F4H)

Model Identification Code (on main parts) (Except F1D, F4B, F4C, F4H))

Motors Marked F2A, F2C, F2D, F3D

Measurements

Rubber Motors Weighed F1B g

Wing Tip Guide mm

Handle Spacing F2A mm

Fuel Capacity F2C cm³

Spinner/Nose Radius F3A, F3B, F3F, F3J, F3K, F3P mm

Take-off Weight F5J g

Weight of Power Source F5B g

Special Requirements (✓)

Motor Cowling Approved F2C & F3D

Silencer Fitted F2A, F2B, F2D, F3A, F3D

Fuel/Propulsion Shut-off Fitted/Programmed F2A, F2C, F2D, F3A, F3P, F3D

Exhaust Outlet Checked F2A, F2C, F2D

Intake Size Checked F2C, F2D

Any prohibited equipment? F3A, F3P Yes No

Dangerous external parts? F3P

CHECKED BY

Sign: .....

Sign: .....

Date: .....

STAMP OF ORGANISING NAC

FAI Personal ID Number:

NATIONAL IDENTIFICATION MARK & NUMBER

COMPETITOR NAME

MODEL AIRCRAFT IDENTIFICATION CODE

Figure 2 : Specification certificate & sticker

OFFICIAL LANGUAGES

The official language will be English. For the French audience, announcements in French may occur.

PARTICIPANTS

List of participants is on our website : https://echf5jfrance2026.fr/ech-registered-competitors/

Every NAC may enter a team consisting of:

Senior Championship

- Team Manager.
- Assistant Team Manager (not mandatory).
- Maximum of three competitors
- One additional Female competitor (optional)
- Official helpers.
- Supporters.

The reigning Champion has the right (subject to the approval of their NAC) to participate in the class concerned. If they are not a member of their national team, they will not be considered for the national team classification.

Junior Championship

- Team Manager.
- Assistant Team Manager (not mandatory).
- Maximum of three junior competitors
- One additional Female junior competitor (optional)
- One additional individual Junior competitor (optional)
- Official helpers.
- Supporters.

The reigning Junior Champion has the right (subject to the approval of their NAC) to participate in the class concerned if still eligible as junior. If they are not a member of their national team, they will not be considered for the national team classification. When a reigning Junior Champion is no longer junior, they cannot be considered for the individual Junior classification.

Additional individual competitors

In accordance with CIAM General Rules, Volume C.5.3 f, a request was submitted to the CIAM Bureau to grant one Junior Wildcard per nation for the 2026 F5J European Championship. This request has been officially approved.

Consequently, subject to approval by their respective NAC, each nation is now authorised to register one additional Junior pilot. Registration shall be handled via the Final Entry Form.

FAI JURY

Sotir LAZARKOV (BUL) – President

Antonis PAPADOPOULOS (GRE) – Member

Laurent HENRY (FRA) – Member

Pal Liden ANTHONISEN (NOR) – Reserve

ORGANISER OPERATIONAL OFFICIALS

Adrien GALLET (FRA) – Contest Director

Gilles BECHEPAY (FRA) – Assistant Contest Director

François CREVECOEUR (FRA) – Regulator for Air Space

CLASSIFICATIONS AND AWARDS

- FAI medals and FAI diplomas will be awarded to the senior competitors placed first, second and third.
- FAI medals and diplomas will be awarded to the first, second and third placed Juniors only if four (4) or more juniors are competing. If the number of Junior participants is less than this number (four), then only FAI diplomas will be awarded.
- All senior Females will compete for the overall Senior individual classification. Additionally, there is a Senior Female classification.
- All Junior Females will compete for the overall junior individual classification. Additionally, there is a Junior Female classification. FAI medals and diplomas will be awarded to the first, second and third placed Female Junior or Senior, only if four (4) or more females are competing. If the number of Female Junior or Senior participants is less than this number (four), then only FAI diplomas will be awarded.

In order to be awarded the title of European Junior Champion, a minimum of four Juniors from at least four nations must participate.

In order to award the title of Senior Female European Champion, a minimum of four Senior Female competitors from at least four nations must participate.

PRELIMINARY SCHEDULE

Thursday 13th August 2026

- **11:30 am : Arrival** (before is not possible due to an audit and management control by the French authorities).
- 11:30 am to 6:30 pm: Registration
- 1:30 pm to 6:00 pm : Free Flight Training

SCHEDULE FAI F5J "Hans KRAUSE Trophy" World Cup 2026:

Friday 14th August 2026

- 7:30 am – 8:00 am: Registration for the F5J World Cup
- 8:15 am – 8:30 am: Opening Ceremony of the F5J World Cup
- 8:30 am – 8:55 am : Free flight training
- 9:00 am – 7:00 pm: Qualification rounds

Saturday 15th August 2026

- 8:30 am – 8:55 am : Free flight training
- 9:00 am – 3:00 pm: Qualification rounds
- 4:00 pm – 5:00 pm: Fly-off rounds
- 6:00 pm: F5J Hans KRAUSE Trophy World Cup Closing Ceremony

SCHEDULE 2026 FAI F5J EUROPEAN CHAMPIONSHIP:

Sunday 16th August 2026

- 8:00 am – 3:00 pm: Registration, model processing
- 4:30 pm - Opening Ceremony of the F5J ECH

6:00 pm – Team Manager Meeting

Monday 17th to Friday 21st August 2026

- 9:00 am – 6:00 pm: Qualification rounds.

Saturday 22nd August 2026

- 9:30 am – 1:00 pm: Fly-off rounds juniors and seniors
- 3:45 pm: Departure by bus to the closing ceremony (airfield to closing ceremony venue)
- 4:30 pm – 6:00 pm: Closing ceremony

The Closing Ceremony will not be on the field. It will take place at a coastal town, 21 km (25 min by car) from the field.

- 7:00 pm: Event Banquet

Dinner will take place near the place of the closing ceremony.

Sunday 23rd August 2026

- Departure

FLYING RESTRICTION

Training flights are permitted on the Airfield Thursday August 13th between 1:30 pm and 6:00 pm.

The competition will take place at Abbeville's aeroclub. So we must share the airfield with airplanes, according to the following table (may change).

FLIGHT FORBIDDEN FOR AEROMODELLERS	
Day	**Time**
Thursday, August 13	Sunrise to 1:30 pm & 6:00 pm to sunset
Friday, August 14	Sunrise to 8:30 am & 6:30 pm to sunset
Saturday, August 15	Sunrise to 8:30 am & 6:30 pm to sunset
Sunday, August 16	Sunrise to 8:30 am & 11:30 am to sunset
Monday 17 to Friday August 21	Sunrise to 8:30 am & 6:00 pm to sunset
Saturday, August 22	Sunrise to 8:30 am & 1:30 pm to sunset

By participating in the European Championship, competitors agree to strictly adhere to the flight ban periods specified by the organisers. Please find the Safety Notice attached, we ask all Team Managers, competitors and helpers to take the Safety Notice into account.

We understand the wishes of the pilots. We will offer each team a training session at our local airfield, located 31 km from the airfield of the European Championship. Weather conditions at both airfields are similar.

HANS KRAUSE TROPHY F5J (PRECONTEST)

We will follow the latest FAI rules. As the Hans KRAUSE Trophy is a secondary class event, motor restart is allowed. AMRTs could be set with CAT II firmware.

The matrix will be published on our website : https://echf5jfrance2026.fr/hans-krause-trophy/

- Contest Director : Adrien GALLET (FRA)
- Assistant Contest Director : Gilles BECHEPAY (FRA)
- Jury Members :
    - Alex MAXFIELD (GBR)
    - Marco CANTONI (SUI)
    - Alex GOUILLON (FRA)
    - Peter ZWEERS (NED) – Reserve Jury Team Member

During the Pre-contest, there will also be an Open Day for the public. In order to prevent incidents, we ask all competitors to fly safely. Do not make high-speed circling over public areas such as the corridor, public parking, and town side of the airfield. If we estimate any dangerous situation, the contest director and his assistant will penalise the competitors.

Safety Area :

Landing in these areas will incur a 300-point penalty; if the model touches someone, the penalty will be 1000 points.

- Corridor
- Public Parking & Public Access
- Town side of the Airfield

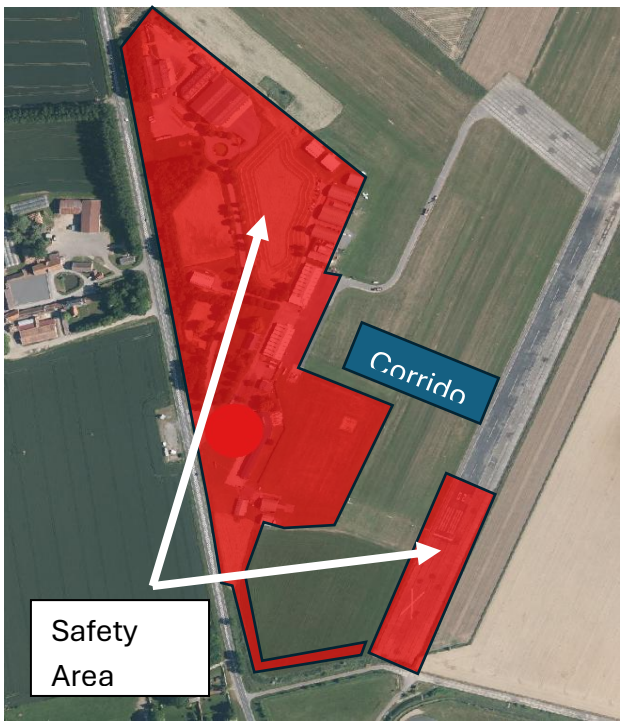


Figure 3 : Safety Area, Hans KRAUSE TROPHY

LODGING AND FOOD

LODGING :

The city of Abbeville offers a wide range of accommodation options. There are hotels and guesthouses where you can make reservations through booking sites. Accommodation should be booked at the beginning of the year, due to summer periods. We have prepared a special page on the website with lodging recommendations (https://echf5jfrance2026.fr/lodging/).

CAMPING on the AIRFIELD :

Camping is available from 13/08/2026 at 11:30 am on-site with the following facilities :

- Water
- Toilets
- Electricity (extensions will not be provided to campers)
- Shower

Rules in the camping :

- Under the French Safety Regulations, we are not allowed to pitch motorhomes, tents or caravans together. So we will separate each type of pitch in the camping area.
- According to recommendations for events, in case of hot weather and if the land is dry, barbecues will be forbidden. In the case barbecues are allowed, we will dedicate a space for them with an extinguisher nearby.

For organizational purposes, all campers must be registered to have access to the campsite. The camping fee is 5€ per pitch. Camping on the airfield is permitted from Thursday August 13 to Sunday August 23, 2026.

FOOD :

- **Booking :** We do not take reservations for lunch, Nation Party or Gala Dinner after 1st August
- **Lunch :** A catering service will be available from Friday 14 August to Friday 21 August. Lunch will be a main course and a dessert, with water freely available. The food provided will allow diners to sample typical French food.
- **Dinner :**
  - Food truck : 14th August 2026
  - Food truck : 17th August 2026
  - Food truck : 21st August 2026
- **Nation Party :** On Wednesday, 19 August 2026, we organise an evening to share a nice moment together with all competitors, helpers, timekeepers, volunteers and organisers.
- **Banquet :** Saturday, 22 August, a gala dinner will take place at SAINT-VALERY-SUR-SOMME at the Entrepôt des Sels Place.
- **Restaurant :** On the airfield there is a restaurant open for lunch and dinner. Link to book a table : https://widget.thefork.com/fr/f34b9099-4474-4f9c-a26a-e52be8a5340e?step=pax&date=2026-07-29

AIRFIELD

Paddock

- Provided Equipment: One 4.5m x 4.5m Coleman Shelter per team (supplied by the organisers).
- Personal Equipment: Teams may set up a maximum of 2 or 3 of their own shelters directly behind the official one, according to the space left.
- Access & Logistics: The paddock is a pedestrian-only zone. You must have a personal badge; before accessing the paddock, make sure to collect your badge. To facilitate logistics, a dedicated shuttle service will run each morning and evening for equipment transport.
- Dining Area: A communal marquee will be available for lunch.
- On-site toilets, water access and electricity are available. We do not provide extensions. It's possible to have up to 20m to the terminal block. Additionally, electricity is limited to a maximum of 3A.
- Access conditions: Each person entering the paddock area must wear their nominative badge.

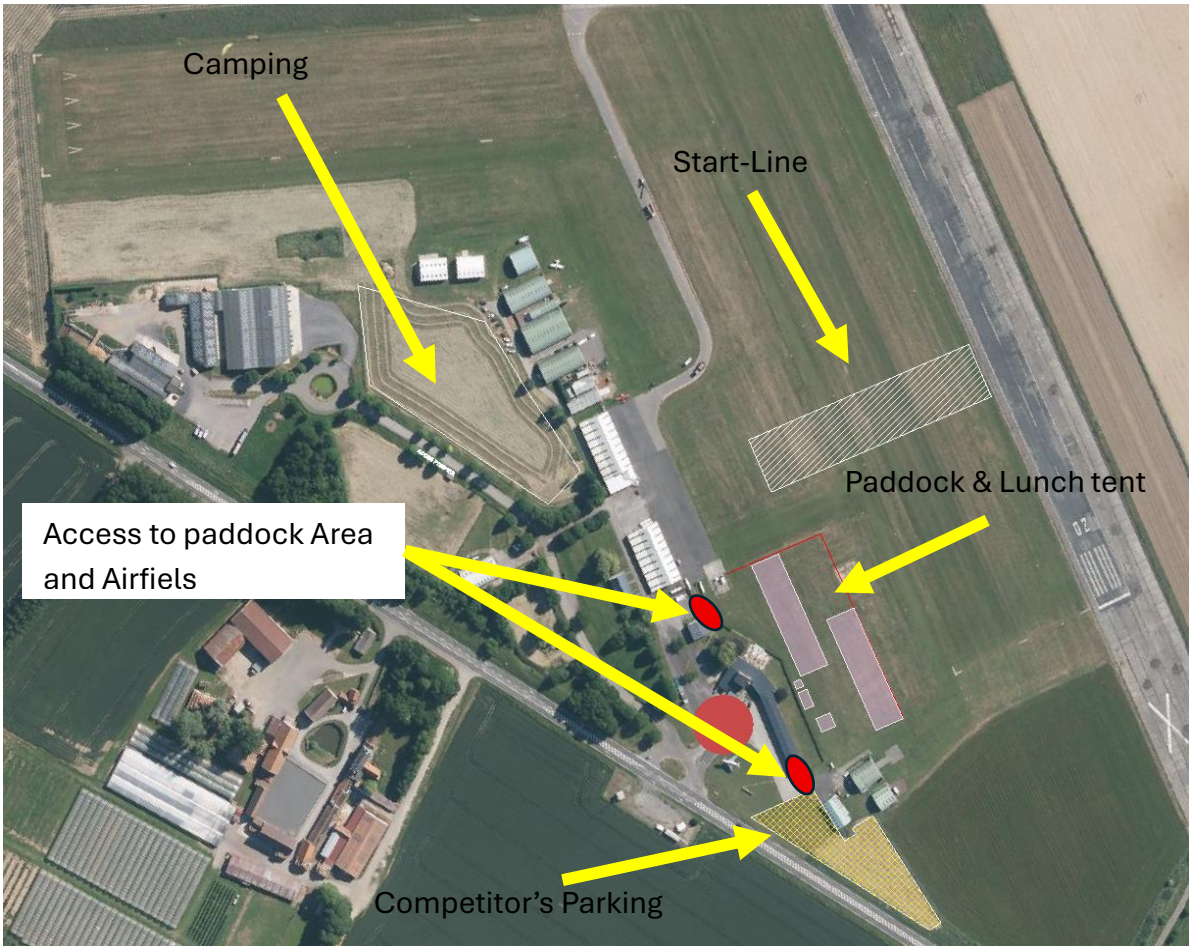


Figure 4 : Airfield Map

Training Airfield

During the forbidden flight period, we are pleased to offer European Championship pilots the opportunity to train at our local airfield. Located in Saint-Quentin-la-Motte-Croix-au-Bailly, the site is 31 km from Abbeville (50.0728586, 1.4724439).

Figure 5 : Airfield for training

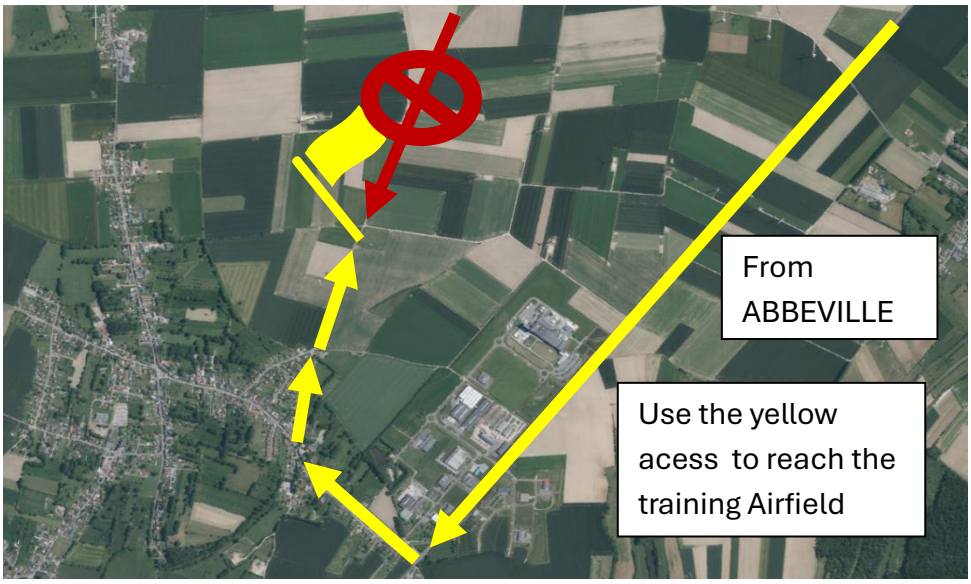
Please note that for safety and capacity, we have tried to limit the number of pilots flying simultaneously. Based on each team's request for a training session, we have managed to offer at least one session per nation. Each nation will find below the training slot assigned to it. Our airfield is freely accessible to all competitors of the championship; the training slots are only intended to regulate the number of pilots flying at the same time. Throughout the whole period of the championship you are allowed to fly at the training airfield.

Slot	Monday 10th August	Thuesday 11th August	Wednesday 12th August	Thursday 13th August
8:00 am to 11:00 am	—	SVK	SVK	NED, SVK
11:00 am to 2:00 pm	—	SUI, SVK	SUI, SVK	CRO, ESP, EST, HUN, NOR
2:00 pm to 5:00 pm	DNK	DNK, SUI, SVK	DNK, SUI, SVK	DNK, GER, SUI
5:00 pm to 8:00 pm	—	SVK	SVK, UKR	FRA, GRE, ITA, LAT, POL,
8:00 to sunset	—	SVK, UKR	SVK	CZE, ESP, EST, HUN

Figure 6 : Training session per Nation.

Access :

- To reach the training airfield, you have to come from Saint-Quentin-la-Motte-Croix-au-Bailly by the Chemin de Béthencourt.
- GPS Coordinates : 50.0728586, 1.4724439



Flight Area :

- Up to 350 m of altitude
- Flight is allowed everywhere except in the Safety Area shown in the picture below.

Figure 7 : AMVB-NP's Airfield

CLOSING CEREMONY AND BANQUET

The closing ceremony and banquet will be held in Saint-Valery-sur-Somme, located at the mouth of the Somme River. Offering a stunning view of the Bay of Somme, the venue is a historic 18th-century salt warehouse.

- Address: Entrepôt des Sels, 2 Quai Lejoille, 80230 Saint-Valery-sur-Somme
- Transportation : A shuttle service is provided by the organisation for €10 per person.
  - Departure: 3:45 pm, Saturday, August 22nd (from the airfield).
  - Return: 11:00 pm (back to the airfield).

- Parking : We recommend using **"Parking du Canal"**. It is the most convenient parking option for cars only and is a pleasant 17-minute walk from the Entrepôt des Sels.

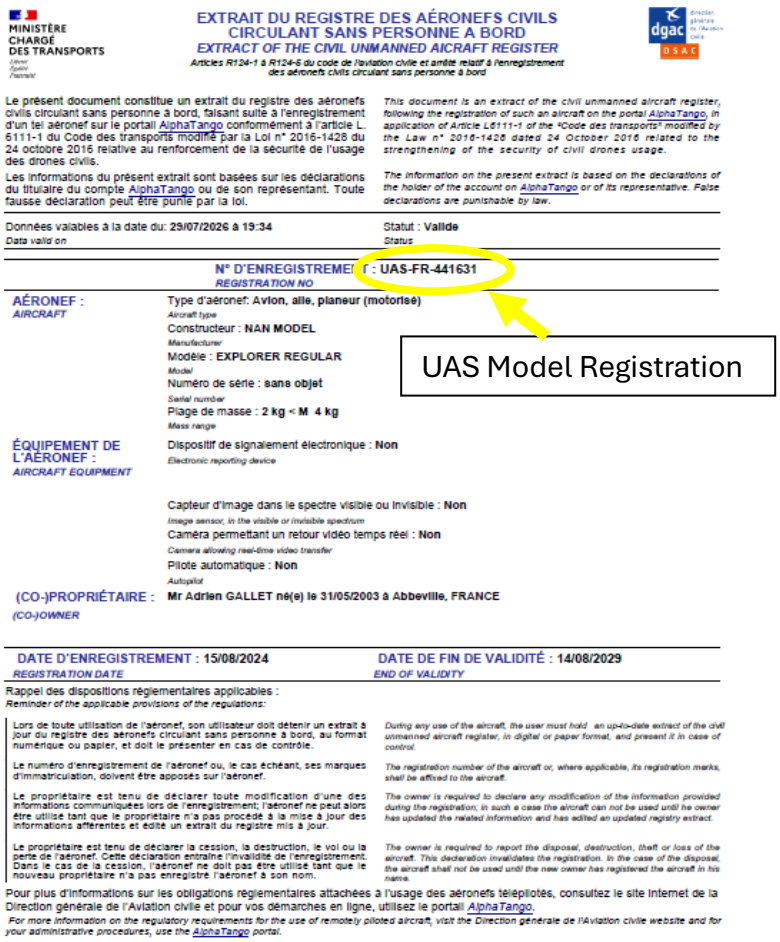
Figure 8 : Parking for Closing ceremony and Gala Diner

- Banquet Menu : Please find the detailed menu attached

UAV REGULATION

UAV regulations must be respected for the Hans KRAUSE Trophy and the European Championship.

- UAS Operator Number (sometimes called Operator ID)
  - Must be visibly applied on all UAV models.
  - Number issued to you when you register as a UAS operator with the civil aviation authority of your country of residence (EU Regulation 2019/947, Art. 14). It is not the same as your A1/A3 remote pilot training certificate.
  - It is not mandatory to add this number on the AlphaTango website, many competitors received an error message when entering it.
  - For juniors, apply the number of their referent or ask the organisers to provide a UAS Operator Number.
- UAS Model Registration Number
  - Under French national rules, every model aircraft weighing more than 800 grams must be registered by its owner on the AlphaTango website (http://alphatango.aviation-civile.gouv.fr/login.jsp).
  - The UAS model registration number must be applied visibly on the models. (We will check it during model processing)
  - For Juniors, their referent must declare their model if they are younger than 14 years old.



MINISTÈRE CHARGÉ DES TRANSPORTS

EXTRAIT DU REGISTRE DES AÉRONEFS CIVILS CIRCULANT SANS PERSONNE A BORD
EXTRACT OF THE CIVIL UNMANNED AICRAFT REGISTER
Articles R124-1 à R124-6 du code de l'aviation civile et arrêté relatif à l'enregistrement des aéronefs civils circulant sans personne à bord

dgac DSAC

Le présent document constitue un extrait du registre des aéronefs civils circulant sans personne à bord, faisant suite à l'enregistrement d'un tel aéronef sur le portail AlphaTango conformément à l'article L. 6111-1 du Code des transports modifié par la Loi n° 2016-1428 du 24 octobre 2016 relative au renforcement de la sécurité de l'usage des drones civils.
Les informations du présent extrait sont basées sur les déclarations du titulaire du compte AlphaTango ou de son représentant. Toute fausse déclaration peut être punie par la loi.

This document is an extract of the civil unmanned aircraft register, following the registration of such an aircraft on the portal AlphaTango, in application of Article L6111-1 of the "Code des transports" modified by the Law n° 2016-1428 dated 24 October 2016 related to the strengthening of the security of civil drones usage.
The information on the present extract is based on the declarations of the holder of the account on AlphaTango or of its representative. False declarations are punishable by law.

Données valables à la date du: 29/07/2026 à 19:34
Data valid on

Statut : Valide
Status

N° D'ENREGISTREMENT : UAS-FR-441631
REGISTRATION NO

UAS Model Registration

AÉRONEF :
AIRCRAFT

Type d'aéronef: Avion, aile, planeur (motorisé)
Aircraft type
Constructeur : NAN MODEL
Manufacturer
Modèle : EXPLORER REGULAR
Model
Numéro de série : sans objet
Serial number
Plage de masse : 2 kg < M 4 kg
Mass range

ÉQUIPEMENT DE L'AÉRONEF :
AIRCRAFT EQUIPMENT

Dispositif de signalement électronique : Non
Electronic reporting device
Capteur d'image dans le spectre visible ou invisible : Non
Image sensor, in the visible or invisible spectrum
Caméra permettant un retour vidéo temps réel : Non
Camera allowing real-time video transfer
Pilote automatique : Non
Autopilot

(CO-)PROPRIÉTAIRE :
(CO-)OWNER

Mr Adrien GALLET né(e) le 31/05/2003 à Abbeville, FRANCE

DATE D'ENREGISTREMENT : 15/08/2024
REGISTRATION DATE

DATE DE FIN DE VALIDITÉ : 14/08/2029
END OF VALIDITY

Rappel des dispositions réglementaires applicables :
Reminder of the applicable provisions of the regulations:

Lors de toute utilisation de l'aéronef, son utilisateur doit détenir un extrait à jour du registre des aéronefs circulant sans personne à bord, au format numérique ou papier, et doit le présenter en cas de contrôle.

During any use of the aircraft, the user must hold an up-to-date extract of the civil unmanned aircraft register, in digital or paper format, and present it in case of control.

Le numéro d'enregistrement de l'aéronef ou, le cas échéant, ses marques d'immatriculation, doivent être apposés sur l'aéronef.

The registration number of the aircraft or, where applicable, its registration marks, shall be affixed to the aircraft.

Le propriétaire est tenu de déclarer toute modification d'une des informations communiquées lors de l'enregistrement; l'aéronef ne peut alors être utilisé tant que le propriétaire n'a pas procédé à la mise à jour des informations afférentes et édité un extrait du registre mis à jour.

The owner is required to declare any modification of the information provided during the registration; in such a case the aircraft can not be used until he owner has updated the related information and has edited an updated registry extract.

Le propriétaire est tenu de déclarer la cession, la destruction, le vol ou la perte de l'aéronef. Cette déclaration entraîne l'invalidité de l'enregistrement. Dans le cas de la cession, l'aéronef ne doit pas être utilisé tant que le nouveau propriétaire n'a pas enregistré l'aéronef à son nom.

The owner is required to report the disposal, destruction, theft or loss of the aircraft. This declaration invalidates the registration. In the case of the disposal, the aircraft shall not be used until the new owner has registered the aircraft in his name.

Pour plus d'informations sur les obligations réglementaires attachées à l'usage des aéronefs télépilotés, consultez le site Internet de la Direction générale de l'Aviation civile et pour vos démarches en ligne, utilisez le portail AlphaTango.
For more information on the regulatory requirements for the use of remotely piloted aircraft, visit the Direction générale de l'Aviation civile website and for your administrative procedures, use the AlphaTango portal.

Figure 9 : Extract of the civil Unmaned Aircraft Register

- You must be able to show at any moment the ***« EXTRACT OF THE CIVIL UNMANNED AIRCRAFT REGISTER ».*** We advise all competitors to print it.
- Please find the link to the video introduction to "How to get registered on AlphaTango" : https://youtu.be/2toronXbbvQ

Models over 800 g:

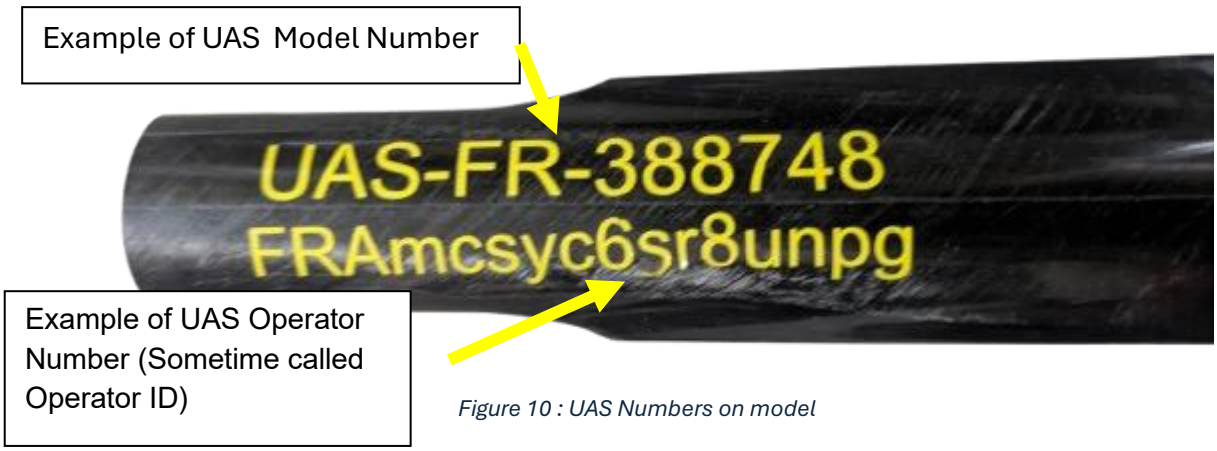


Figure 10 : UAS Numbers on model

Models under 800 g:

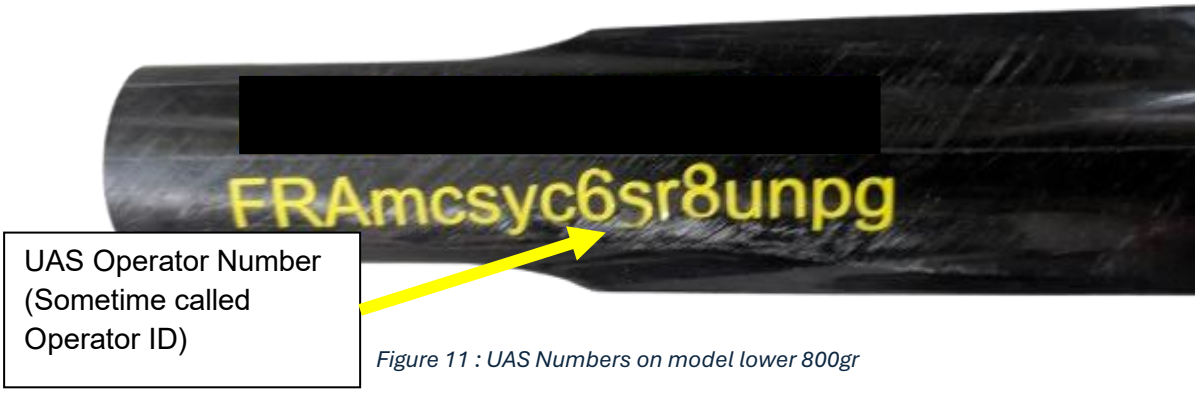


Figure 11 : UAS Numbers on model lower 800gr

- Alcohol Restriction
  - Maximum blood alcohol concentration : 0.20 g/L
  - OR maximum alcohol concentration in exhaled air : 0.10 mg/L

As the organiser, we reserve the right to deny any pilot or helper access to the flight corridor or permission to fly if the person exceeds the maximum blood alcohol concentration.

- For further information regarding UAV regulation, please refer to the enclosed attachment.

INSURANCE

The organiser will provide third party insurance for all participants during the competition for accidents involving injury to others and damage to property according to the host country's legislation.

Participants are recommended to organise their own individual health and travel insurance before travelling.

IMAGE RIGHTS & MEDIA CONSENT

By registering for the European Championships or the Hans KRAUSE Trophy, all competitors explicitly acknowledge and grant permission for their image, likeness, and voice to be captured and used by the organisers across platforms such as social media, newspapers, and television. **For minor participants**: In the absence of any written objection notification at the time of registration, it is strictly understood that both legal guardians have given their full consent for the use of the child's image as described above. Participation constitutes a formal agreement by the legal representatives to these terms.

VISA

Visitor visas are generally not required in France, but please inquire with the embassy or consular office in your country for application. The organiser will be able to help with recommendation letters should they be required.

ADDITIONAL INFORMATION

- On Wednesday, 12th August, there will be a solar eclipse; we recommend that everyone pay attention to it.

ORGANISER CONTACT DETAILS

Adrien GALLET

Email : echf5jfrance2026@gmail.com

Phone/WhatsApp : +33 7 81 86 39 09

ATTACHMENT

Fédération Française d'AéroModélisme
FFAM
INFORMATIONS FOR GUEST PILOTS participating to a competition in France
Edition 1 : may 2023
Welcome in France
FFAM
108 rue Saint-Maur - 75011 PARIS
Tél : 01 43 55 82 03 - Fax : 01 43 55 79 93 - ffam@ffam.asso.fr - www.ffam.asso.fr

French regulations apply to all aeromodellers and is therefore also applicable to competition organized on the French national territory.

As a foreign pilot, if you come and fly for leisure, please refer to guides available on FFAM website (https://contenu-informatif.ffam.asso.fr/reglementation/) for guest pilots.

The following information only applies for competition where FFAM will deliver to every pilot a competition passport that allow them to fly under the rules described below only during the time of the competition.

When you come to compete in France, you have obligations

- Be registered as UAS Operator
- Register each model over 800g on French National Aviation Authority website
- Follow briefing of the organizer that replace UAS training certificate
- Have an FFAM competition passport

1 - Being registered as UAS Operator

Whatever the weight of the model you are using and whatever the discipline you practiced is (radio, control line flying, free flight), according to UE regulation 947 article 16 authorization that FFAM had, you MUST be register as UAS Operator when you participate to a competition in France.

Some solution exists depending from which country you are coming from.

- If you belong to an European Union country, you can / must register directly on your country national system in order to obtain your UAS Operator number
- If you belong to a non-European Union country, you can register on the French Aviation Authority website (https://alphatango.aviation-civile.gouv.fr) to perform your registration for free and obtain your UAS Operator number
- If you only plan to fly during the competition, you will be entitled by the organizer to use FFAM UAS operator number.

ALPHATANGO

https://alphatango.aviation-civile.gouv.fr

Once you have an UAS Operation registration number, you must stick it on every of your model and being able to present in case of control the extract of UAS Operator register.

N° D'ENREGISTREMENT D'EXPLOITANT D'UAS : FRAeqvtmyiqrz3kl
UAS OPERATOR REGISTRATION NO

2 - Register each model over 800g on French National Aviation Authority website

French regulation requires that any model over 800g has to be registered on the French Aviation Authority website (https://alphatango.aviation-civile.gouv.fr)

- Once registered, you will received a registration number and an registration extract in pdf format.
  - You must tag your model with the registration number that should be readable at 30cm.
  - You have to be able to present the registration extract in case of control.

Registration is free of charge.

3 - Follow briefing of organizer that replace UAS training certificate

As per the French regulation, all pilots over the age of 14 must have completed the training and be able to present a training certificate.

This does not apply during competition, where a briefing will be conducted which replaces the training.

During the briefing it will be specified exactly what you are allowed to do on the airfield.

If you want to fly in France before or after the competition or for leisure, you must have followed a official training either in your country for EU pilots or on the French Aviation Authority website (https://alphatango.aviation-civile.gouv.fr).

4 - Have an FFAM competition passport

All foreign pilots attending a competition organized by an affiliated club will get a FFAM competition passport which is valid only during the time of the competition event.

For pilots which do not have such a passport, it is mandatory to onboard an remote ID device on their model.

FFAM delivers the competition passport for free.

Pilots have to provide following information:

- gender
- last name
- first name
- address (street, city, country)
- date of birth
- email address

Pilots are invited to provide information as soon as possible in order that passport order being done by competition's organizer to FFAM before the competition.

Register your model on the DGAC web site Alphatango (free of charge) and apply registration number on to the model

- Create an account on Alphatango
- Register all your models over 800g you expect to use in France
- You receive a registration number for each one
- Put the registration number on each model clearly readable at 30cm
- Download a registration certificate

ALPHATANGO

https://alphatango.aviation-civile.gouv.fr

Safety Notice – Airspace Restrictions and Flying Schedule

2026 FAI F5J European Championship for Electric Powered Thermal Duration Gliders – ABBEVILLE

1. Airspace Restrictions

The 2026 FAI F5J European Championship will be held at the Abbeville Aeroclub under a Temporary Segregated Area (TSA) established by the French Civil Aviation Authorities (DGAC) and coordinated by Lille Air Traffic Control.

The following restrictions apply throughout the competition, including the World Cup and training periods:

Daily Activation periods:

- Thursday 13th August from 14:00 to 18:30
- Friday 14th and Saturday 15th August from 08:30 to 18:30
- Sunday 16th August from 08:30 to 11:00
- Monday 17th to Friday 21st August from 08:30 to 18:30
- Saturday 22nd August from 8:30 to 13:00

When the TSA will be activated, the organizer will announce it, with audio and visual signal, to all competitors. No flights will be permitted before this announcement. Before deactivation organizer will ask all pilots to land and deactivation will be announced too, again with visual and audio signal.

Airspace:

A cylindrical area with a diameter of 3 km, centered on the flying site and extending from the surface up to 2,500 ft.

Restriction:

Manned aircraft are prohibited from entering this airspace while the TSA is active.

These restrictions have been implemented to ensure the safe coexistence of model aircraft operations and manned aviation.

The restrictions do not apply to the designated training fields.

2. Flying Schedule

All model aircraft operations must take place only during the authorized flying periods defined above.

No model aircraft may be flown before or after the daily activation periods under any circumstances, including practice flights, trimming, testing, or demonstration flights. Please note that the restrictions apply from the surface; therefore, even hand-launched test flights are prohibited.

Strict compliance with these operating hours is mandatory for all competitors, helpers, team members, officials, and World Cup participants.

Failure to comply may result in serious consequences, including:

- Investigation and legal action by the French Air Police.
- Immediate withdrawal of the airspace authorization by the French Civil Aviation Authorities, potentially leading to the suspension or cancellation of the championship.
- Creation of a significant safety hazard through potential conflict with manned aircraft operating outside the protected airspace.

3. Safety Responsibility

Safety is the responsibility of every participant.

Respecting the published flying schedule is essential to:

- protect manned aviation;
- protect all participants and spectators;
- maintain the authorization granted by the French Civil Aviation Authorities; and
- ensure the successful completion of the European Championship.

Given the critical importance of complying with the airspace restrictions, Team Managers and competitors will receive a comprehensive safety briefing before the start of the championship.

In accordance with the provisions of the FAI Sporting Code, the Contest Director and/or the Jury may impose penalties, up to and including the disqualification of an individual competitor or even an entire National Team from the event.

This Safety Notice is intended as a preventive and educational measure rather than a punitive one. Its purpose is to ensure that every participant fully understands the importance of complying with the airspace restrictions, thereby protecting the safety of all airspace users while safeguarding the successful completion of the championship.

The Organizer thanks all competitors, Team Managers, helpers, officials, Jury members, and volunteers for their cooperation and commitment to maintaining the highest standards of safety.

ECH LUNCH

French and local food

FRIDAY 14TH AUGUST

Chicken Fillet with Boursin cream
Filet de Poulet crème de Boursin

Spaghetti

Chocolate mousse
Mousse au chocolat

SATURDAY 15TH AUGUST

Beef Lasagna
Lasagne de Bœuf

Salad
Salade

Lemon Meringue Pie
Tarte au citron meringuée

SUNDAY 16TH AUGUST

Sea Bass Fillet
Dos de Loup de Mer

Pilaf Rice
Riz pilaf

Fruit salad
Salade de fruits

MONDAY 17TH AUGUST

Shepherd's Pie
Hachis Parmentier

Salad
Salade

Tiramisu

TUESDAY 18TH AUGUST

Roasted Chicken with Forestiere Sauce
Poulet rôti Sauce Forestière

Green beans
Haricots verts

Yogurt
Yaourt

WEDNESDAY 19TH AUGUST

Grilled Meats
Grillades de viandes

Salad
Salade

Tart
Tarte

THURSDAY 20TH AUGUST

Slow-cooked Beef Chuck
Paleron confit

Parsley Carrots
Carottes persillées

Fruits

FRIDAY 21ST AUGUST

Chicken
Sauté de Poulet

Zucchini and tomatoes
Sautée de courgette et tomate

Normandy Apple Tart
Tarte Normande

Please note that our weekly menu is subject to change according to daily deliveries.

2026 FAI F5J European Championship for Electric Powered Thermal Duration Gliders

Nation Party
19th August from 7 pm
On European Champ's Airfield
Chill Vibes : Music,
Fun and Games
Diner : 14€ *
• Mussels and French fries
• Dessert
*without beverage

Gala diner

European Championship F5J 2026

Blackberry Kir

A classic French sparkling cocktail with blackberry liqueur

Amuse-bouche

A duo of appetizers per guest

Land & Sea Starter

Duck Foie Gras Terrine & Fine Smoked Salmon

Palate Cleanser "Trou Antillais"

A refreshing Exotic Punch Sorbet & Saint-Valery Rum

Main Course

Duck Breast with Neufchâtel Cheese Sauce

Roasted Tomato, Potato Galette and a light cream sauce

Dessert

Honey Iced Nougat

Coffee

2026 FAI F5J European Championship for Electric Powered Thermal Duration Gliders