



[www.mondialulm.fr](http://www.mondialulm.fr)

# ***PILOT BOOK***

## *MULM 2023*

# ***IN FLIGHT VISITING PILOTS***

*MICROLIGHTS ALL CATEGORIES*

*AIRPLANE & HELICOPTER*

*BLOIS-LE BREUIL (LFOQ) AIRPORT*

*AUGUST 31<sup>TH</sup>, SEPTEMBER 1<sup>ST</sup>, 2<sup>ND</sup>, 3<sup>RD</sup>*

*FLIGHT ARRIVALS ARE POSSIBLE  
FROM THURSDAY AUGUST 31<sup>TH</sup>.*



[www.mondialulm.fr](http://www.mondialulm.fr)

## Coming safe to MULM 2023

This new edition of the MULM should make it possible to see even more micro-lights in all classes and of all types, on the ground and in flight, with exhibitor flights, animation flights and of course many visitors coming in flight (MLA, plane, helicopter) over the three days but possibly as early as Thursday. Flight safety is one of the keys to its success and is based on everyone's responsibility. These flight instructions for visiting pilots describe the mandatory registration procedures on the [www.mondialulm.fr](http://www.mondialulm.fr) website before flying and the three possible integration procedures:

**SOUTH PATTERN INSTRUCTIONS** for microlights who want to go to the ULM car park by landing on the 12-30 grass (650m x 50m), radio in French only.

**NORTH PATTERN INSTRUCTIONS** for planes, helicopters and microlights who want to go to the aircraft parking on the 12-30 paved (1250m x 30m), radio in French or English.

**SPECIAL INSTRUCTIONS PARAMOTOR** that can come in flight on the Show or fly from the paramotor area with a free flight radio;

And for even more safety, in any case, we recommend the use on your smartphone of the SAFESKY application (MULM partner) for all aircraft (including paramotor) which offers one month of free use with your registration to the MULM. If you activate it, even with your phone in your pocket, you will greatly facilitate the perception of your aircraft by other aircraft and also the visibility of all traffic by the flight direction.

Come in large numbers and let us know!  
Good flights with caution to the MULM.

**Sébastien PERROT**  
FFPLUM President

**Éric BELLINGHERY**  
Air Boss

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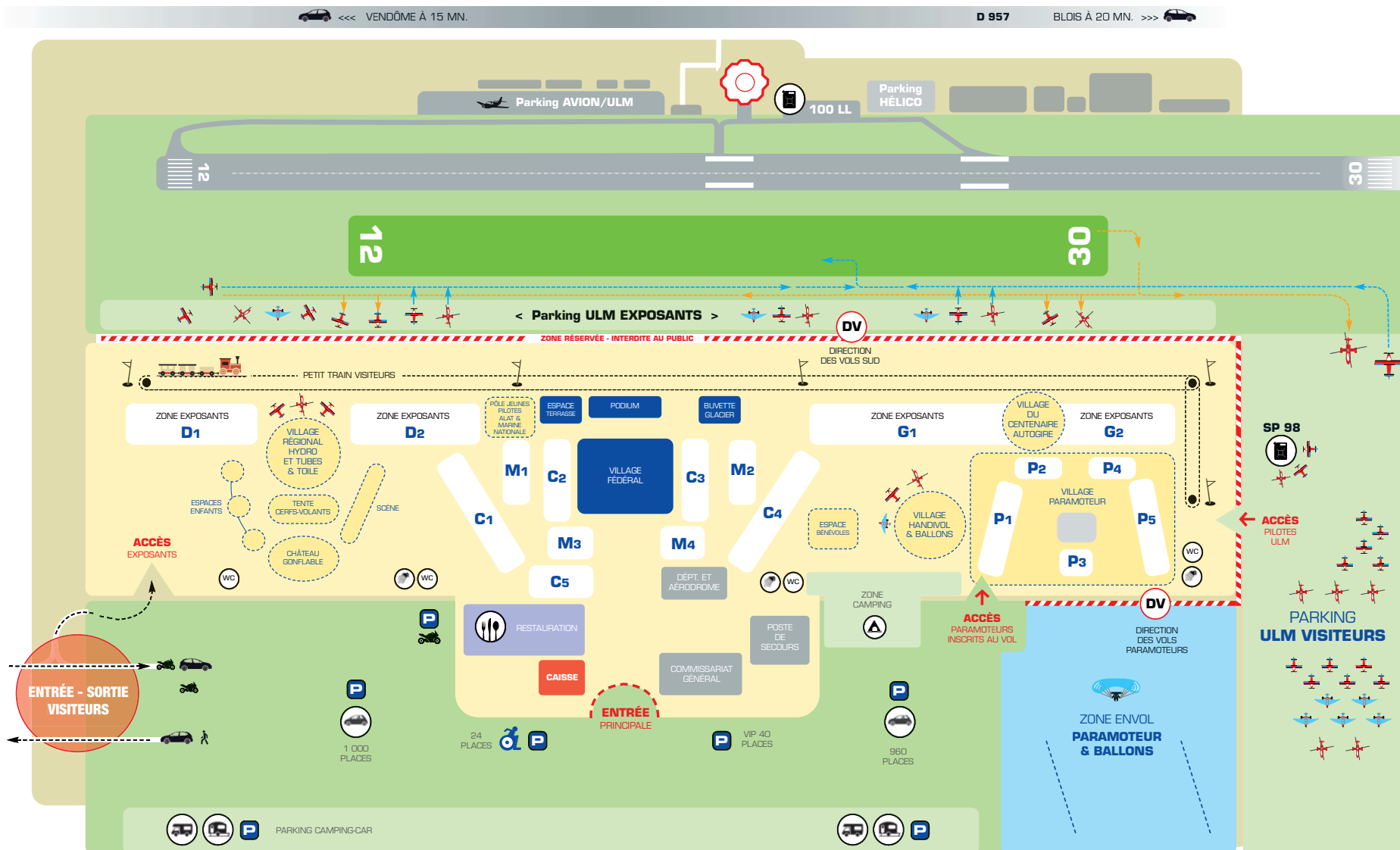
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## ***GENERAL MAP OF THE EXHIBITION***



# MICROLIGHTS FLIGHT PROGRAM AND DETAILS

## MULM 2023 - FLIGHT PROGRAM : PLANNING OF FLIGHT SLOTS

<b>THURSDAY 31/08</b>	08:00	17:00	VISITORS & EXHIBITORS LOCAL FLIGHT
	17:00	19:30	REHEARSAL FLIGHT
	19:30	20:00	VISITORS & EXHIBITORS LOCAL FLIGHT
<b>FRIDAY 01/09</b>	07:00	12:00	LOCAL FLIGHT & PARAMOTORS
	08:00	12:00	VISITORS & EXHIBITORS LOCAL FLIGHT
	12:00	14:00	UNVEILING - EXHIBITORS LOCAL FLIGHT
	14:00	20:00	VISITORS & EXHIBITORS LOCAL FLIGHT
	14:00	21:00	LOCAL FLIGHT & PARAMOTORS
<b>SATURDAY 02/09</b>	07:00	11:00	LOCAL FLIGHT AEROSTATS & PARAMOTORS
	08:00	11:00	VISITORS & EXHIBITORS LOCAL FLIGHT
	11:00	13:00	EXHIBITORS LOCAL FLIGHT
	13:00	14:30	VISITORS & EXHIBITORS LOCAL FLIGHT
	14:30	16:30	EXHIBITORS LOCAL FLIGHT
	16:30	18:00	VISITORS & EXHIBITORS LOCAL FLIGHT
	16:30	18:00	LOCAL FLIGHT & PARAMOTORS
	18:00	19:30	EXHIBITORS LOCAL FLIGHT
	19:30	21:00	LOCAL FLIGHT & PARAMOTORS
<b>SUNDAY 03/09</b>	07:00	11:00	LOCAL FLIGHT AEROSTATS & PARAMOTORS
	08:00	11:00	VISITORS & EXHIBITORS LOCAL FLIGHT
	11:00	13:00	EXHIBITORS LOCAL FLIGHT & CLOSING AIRSPACE
	13:00	20:00	VISITORS LOCAL FLIGHT

Vistors flights are possible from 8h00 am on Thursday 31 August 2023.

Public opening hours :

Friday  
1 september  
07:00 am - 21:00 pm

Saturday  
2 september  
07:00 am - 21:00 pm

Sunday  
3 september  
07:00 am - 20:00 pm

## PARAMOTORS PROGRAM

AVAILABLE  
ON PAGE 21

### VISITORS FLIGHTS

- MULM will be accessible by Air
- Departures and arrival are possible from thursday.
- Residents will be able to fly on Thursday and Friday depending program.

### EXHIBITORS LOCAL FLIGHTS

- Exhibitors will have the opportunity to carry out promotional flights throughout the show under the conditions of the program.
- These flights will not be allowed during the animation flights of the main event area.

### PARAMOTORS AND AEROSTATS FLIGHTS

- Paramotors can flights locally.
- Paramotors manufacturer will have opportunity to show in flights their equipments.
- Aerostats will be able to evolve on Saturday morning and Sunday Morning from paramoteors area.

### EXHIBITIONS FLIGHTS

**AIRSPACE CLOSED, RESERVED FOR FLIGHTS EXHIBITIONS**

- MULM offers to public exhibition flights along 3 days.
- The objective is to show the diversity of microlights.
- This flights will be commented by speaker.
- Exhibitors wishing to participate in the exhibitions flights will have to register with the Air Boss and communicate the exhibition program to him and participate in the briefings. A rehearsal flight can be requested on Thursday between 17:00 and 19:00.

# GENERAL FLIGHT INFORMATION FOR PILOTS ACCESSING BY AIR

PARAMOTOR  
INSTRUCTIONS  
ARE DETAILED  
FROM  
PAGE 20  
OF THIS  
DOCUMENT

- All pilots must be registered and must have received an authorization number with a call sign, and an entry point N (**NORTH**) or S (**SOUTH**)
- All pilots will have to validate reading of the flight information, to validate their registration
- Each pilot will receive one label per computer file that he must print and affix visibly for the parkers
- Lost flight slots must be reapplied online at <https://mondialulm.fr>  
In case of diversion it will remain possible before leaving for flight to contact the Air Boss by phone at 06 45 47 39 30, which can allocate a new slot according to the available slots
- The TRZ has a radius of 7NM centered on the Blois-Le Breuil airport, ceiling at 4000' AMSL
- Pay attention: entry points of the TRZ, frequencies, patterns, and informations are different according to the pilot lands on the paved runway 12/30, (**NORTH** pattern) or on the MULM grass runway MLA (**SOUTH** pattern)
- Trikes and 3-axis pilots must imperatively provide ground anchoring devices for their aircraft and put them in place as soon as they arrive at the park to prevent any risk in case of deterioration of weather conditions.
- Before starting his flight, the pilot must read before departure the latest updates of the « pilots book » information's published by the organization and available online
- The pilot will have to provide a sufficient margin of fuel (>30 minutes of flight) and prepare alternative airfield diversion (weather, congestion,...): closer airport suggestions : AMBOISE DIERRE / LFEF; VIERZON / LFFV; TOURS LE LOUROY / LFJT; ORLEANS SAINT DENIS / LFOZ; LA FLECHE / LFAL; SAUMUR SAINT FLORENT / LFOD; LOUDUN / LFDL
- A "ZOOM" webinar will be offered by the flight management to allow pilots who wish to have additional information and answer their questions
- SAFESKY : to prevent the risk of rapprochement between aircraft and increase safety, the use of the SAFESKY smartphone application by all crews and throughout the flight is strongly recommended

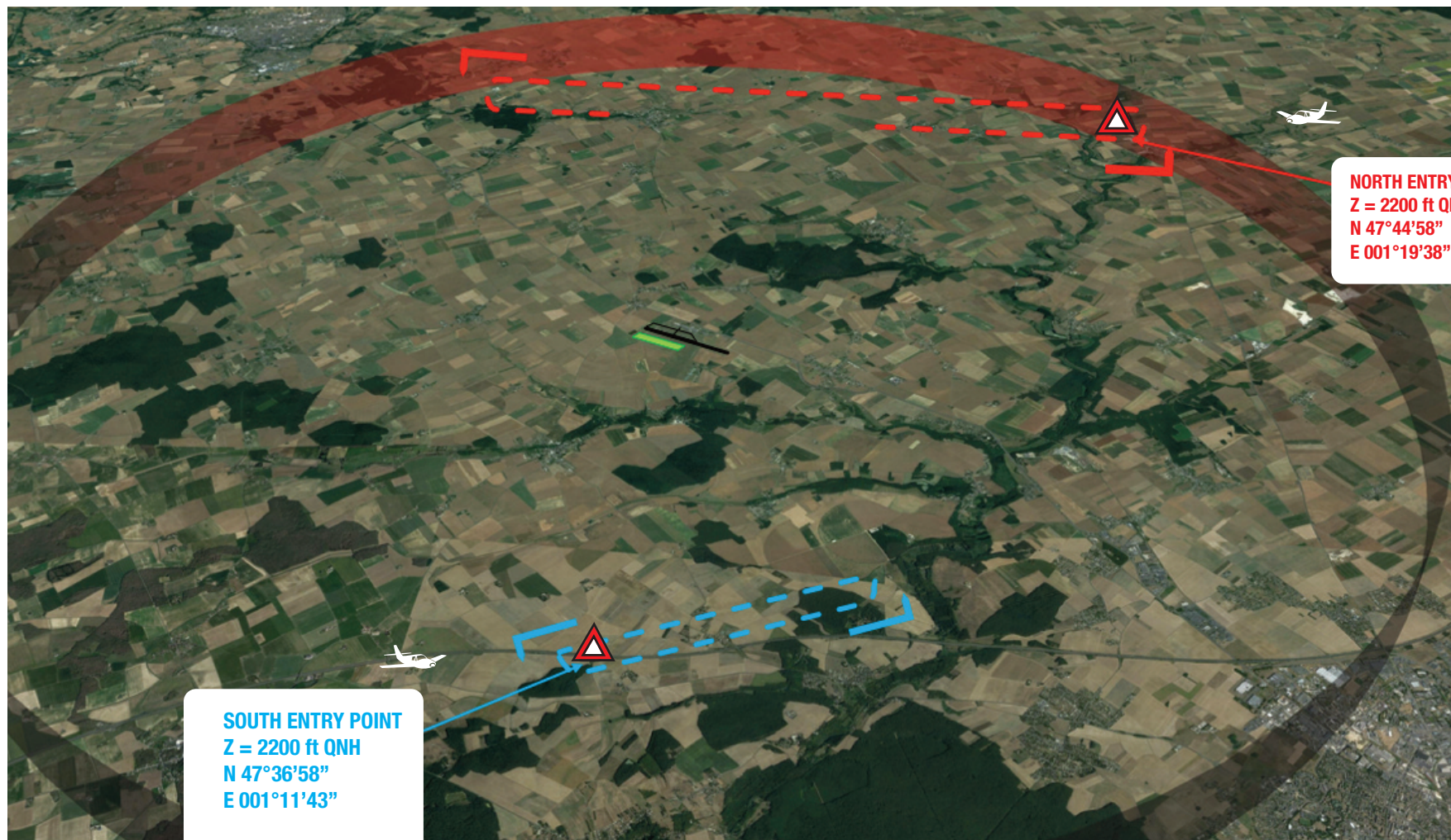


# TRZ GENERAL INFORMATION

## **NORTH** AND **SOUTH** ENTRY POINTS

BEFORE  
ENTERING TRZ  
LISTEN THE ATIS ON  
FRÉQUENCY  
127.350 MHZ

COMPLYING WITH  
INSTRUCTIONS IS  
MANDATORY



# ARRIVAL FLIGHT INFORMATION

## SOUTH PATTERN RUNWAY

### 12/30 GRASS MLA

- Arrivals by the SOUTH / SOUTH-EAST / SOUTH-WEST, recommended between 121° and 300°
- If arrived by the NORTH, mandatory bypass of the TRZ
- Respect time slot

#### THE PILOT:

- Mandatory listening and taking information on ATIS frequency 127.350 MHz, before entering in the TRZ, (runway in use, arrival information and parameters).
- Then before entering the TRZ the pilot switches to the MULM OPERATION Frequency 130.200 Mhz (only in French).

Coordinates point « SOUTH » : N 47°36'58" / E 001°11'43" :  
Bridge on the A10 3.8 nautical south of the airport at the end of the characteristic forest.

- The pilot continues on his way to point SOUTH(SIERRA), reporting point at 2200 ft/QNH by taking an approach speed of 90-100 km/h while ensuring visual separation from previous aircraft and increased visual surveillance, without ever exceeding the aircraft in front.
- Passing south point (SIERRA) the pilot announces himself (necessarily in French) with his authorization number: « S (SUD) + M (multiax) / G (giroplane) / P (pendulum) / H (Helico)) + authorisation number... »

- In case of traffic jam in the pattern, or on radio operator instructions, the pilot delays his integration into the pattern by putting on hold at 2200 ft QNH in the suggested waiting pattern, by left turns.
- Then following the instructions of the radio operator, descends to 1,400 ft QNH and depending on the QFU in use.
- QFU 12: performs a right hand downwind leg via the BRAVO 12 point.
- QFU 30: performs a direct base leg in left hand by the BRAVO 30 point.

Coordinates B 12 : N 47°39'21" - E 001°08'43"

(small rectangular wood) for a right hand pattern track 12 in service.

Coordinates B 30 : N 47°38'05" - E 001°12'45"

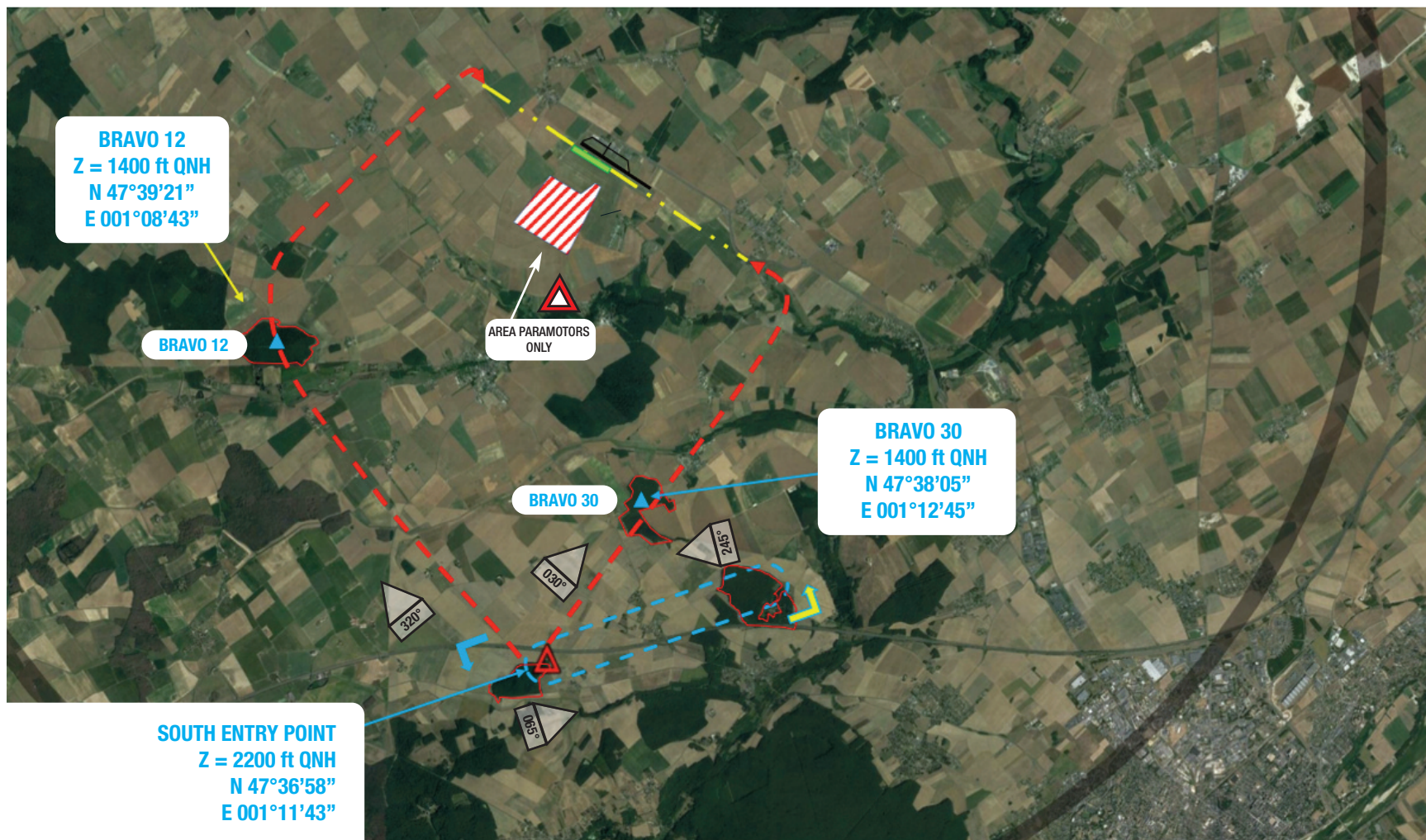
(small wood in C) for a left hand pattern track 30 in service.

- At point BRAVO 12 or 30, the pilot announces himself again, then radio silence listening by continuing his integration until landing according to radio operator instruction.
- After landing, and the runway cleared by the end, the pilot switches to the MULM GROUND frequency 123.250 MHz and takes orders from the parkers.
- MANDATORY closure of the flight plan by the pilot (transborder flights) phone: +33 1 56 301 301  
Report to the parkers for a guide to their exhibition stand.



# ARRIVAL FLIGHT INFORMATION

## SOUTH PATTERN RUNWAY 12/30 GRASS MLA





# ***PILOTS INFORMATIONS***

## ***SOUTH ARRIVAL RUNWAY 12/30 GRASS MLA***

### **SAFETY IN THE PATTERN**

**TAKE CARE WITH THE DENSITY OF THE TRAFFIC, AND INCREASE VISUAL MONITORING**

**ADOPT A SPEED BETWEEN 90 AND 100 KM / H TO FLOW THE TRAFFIC, DO NOT EXCEED THE AIRCRAFT IN FRONT OF YOU**

**PROHIBITION TO OVERFLOW TO THE NORTH FROM THE AXIS 12/30 GRASS TRACK**

**SIZE OF THE RUNWAY : 650 M X 50 M**

**RADIO INTEGRATIONS IN ENGLISH ARE MADE EXCLUSIVELY BY THE NORTH PATTERN 12/30 CONCRETE**

**DETERIORATION OF WEATHER CONDITIONS: NO LONGER ALLOWING TO RESPECT GOOD SAFETY CONDITION FOR VISUAL FLIGHT (RESPECT VMC) PILOTS ARE REQUIRED TO DIVERT BEFORE ENTERING THE TRZ**

### **DETERIORATION OF WEATHER CONDITIONS**

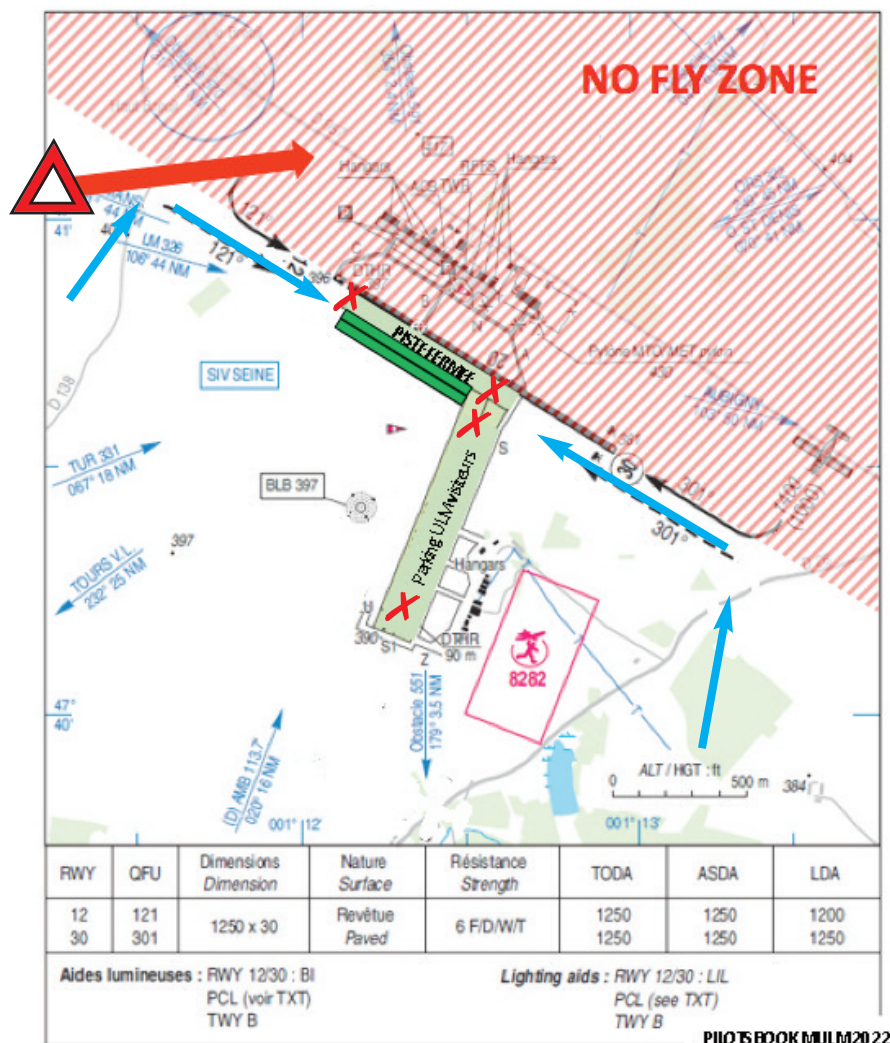
- **NO LONGER ALLOWING TO RESPECT GOOD SAFETY CONDITION FOR VISUAL FLIGHT (RESPECT VMC CONDITION) PILOTS ARE REQUIRED TO DIVERT BEFORE ENTERING THE TRZ.**

### **RADIO FAILURE**

- **BEFORE ENTERING THE TRZ >> MANDATORY DIVERSION ON ANOTHER AIRPORT**
- **AFTER ENTERING THE TRZ AND BEFORE POINT S EXITING THE TRZ AND DIVERSION ON ANOTHER AIRPORT**
- **AFTER PASSING THE S POINT AND 1ST RADIO CONTACT: CONTINUE THE PATTERN RESPECTING THE FLIGHT INSTRUCTIONS UNTIL LANDING.**

# PILOTS INFORMATIONS

## SOUTH ARRIVAL RUNWAY 12/30 GRASS MLA



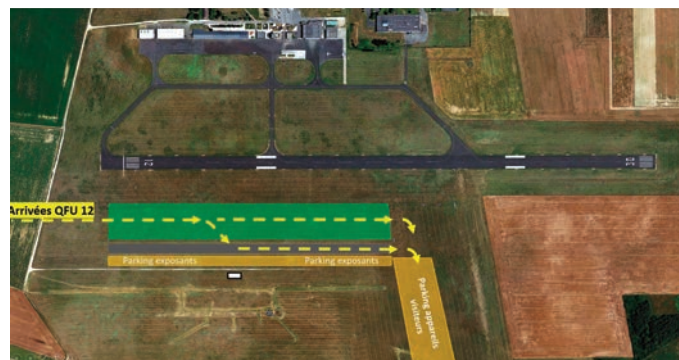
- Arrivals by the **SOUTH** and on the frequency MULM OPERATIONS (130.200 MHz)  
Must respect the No fly ZONE Defined opposite !
- The sector **NORTH** of the terrain being reserved the users of the track 12/30 Coated !

## ***PILOTS INFORMATIONS***

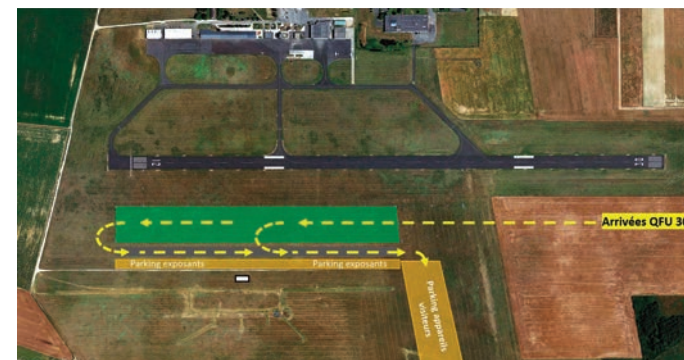
# ***SOUTH ARRIVAL RUNWAY 12/30 GRASS MLA***

- Use of the 12/30 grass strip.
- Track 12 Right Hand Pattern / Track 30 Left Hand Pattern.
- No simultaneous landing and take-off.
- After landing and runway cleared, the pilot follow himself the orders of the parkers and switches to the frequency **MULM SOL 123.250 MHz.**
- Once in the aircraft park secure your machine to the ground (mandatory for trikes & 3axes).
- MANDATORY closure of flight plan by pilot (Tel. +33 1 56 301 301).

## ARRIVAL QFU 12



## ARRIVAL QFU 30



## DEPARTURE QFU 12



## DEPARTURE QFU 30





FROM BRAVO 12

NO FLY ZONE

PISTE FERMÉE

ZONE EXPOSANTS

PARKING AUTO VISITEURS

VOLUME RÉSERVÉ POUR PARAMOTORS

Parking ULM visiteurs

8282

FROM BRAVO 30



# ***PILOTS INFORMATIONS***

## ***SOUTH ARRIVAL RUNWAY 12/30 GRASS MLA***

- At start-up, frequency **MULM SOL 123.250 MHz**, comply with parkers orders
- At the runway holding point the pilot switches to **MULM OPERATION, 130.200 MHz**
- Departures are carried out in self-information, ensuring separation with the previous take-off to an altitude of 1700 ft QNH to ensure vertical separation with SOUTH arrivals (1400 ft QNH from points B12 or B30)
- QFU 12/ Route 130 recommended to be maintained until the exit of the TRZ (7 Nm)
- QFU 30: Route 290 recommended to be maintained until the exit of the TRZ (7 Nm)
- **After takeoff avoid to over fly entry points (B12 and B30)**
- Pilots maintain listening on the **MULM OPERATION** frequency **130.200 MHz** until living out TRZ
- Departures are made by the SOUTH of the grass runway 12/30
- The activation of FPL is under the responsibility of the aircraft Captain > **phone: +33 1 56 301 301**

# PILOTS INFORMATIONS

## NORTH PATTERN RUNWAY 12/30 CONCRETE (1250MX30M)

Arrivals by the NORTH / NORTH-WEST / NORTH-EAST, recommended between 301 ° and 120°.

If arrived by the SOUTH, mandatory bypass of the TRZ.

Respect of the allocated time slot.

### The PILOT:

- Mandatory listening and taking information on frequency ATIS 127.350 MHz before entering the TRZ, (runway in use, parameters, instructions,...)
- Then, switches to the frequency 118.455MHz BLOIS INFORMATION in French or English
- And joint the NORTH reporting point at an altitude of 2200 ft / QNH, with suggested waiting pattern to compensate for a possible congestion of the patterns

North reporting point (November): N 47°44'58" / E 001°19'38"

- At the passage of the North reporting point, mandatory radio contact with AFIS, the pilot announces himself with his authorization number:  
**« N (NORTH) ) + (A (aeroplane)/ M (multiax) / G (gyroplane) / P (Ttrikes)/ H (Helico)) + authorisation number... »**
- With the usual regulatory phraseology, the pilot continues his standard pattern at 1400 ft QNH (1000ft AGL) towards the downwind leg of the QFU in use, following the instructions transmitted by the AFIS, while ensuring its separation from the surrounding traffic
  - Paved track 12: usual left hand pattern
  - Paved track 30: usual right hand pattern
- On the ground: driving follow the instructions of the AFIS, to the NORTH park and then at the orders of the parkers
- **MANDATORY** closure of the flight plan by the pilot (transborder flights) **Phone: +33 1 56 301 301**

# ***PILOTS INFORMATIONS***

## ***NORTH ARRIVAL RUNWAY 12/30 CONCRETE***



# ***PILOTS INFORMATIONS***

## ***NORTH PATTERN TRACK 12/30 CONCRETE***

### **SAFETY IN THE PATTERN**

**ADAPT YOUR SPEED TO THE DENSITY OF THE TRAFIC**

**PROHIBITION TO OVERFLOW AT SOUTH FROM THE AXIS 12/30 TRACK COATED 1250M X 30M**

**RADIO INTEGRATIONS IN ENGLISH ARE EXCLUSIVELY BY THE NORTH PATTERN**

**DEGRADATION OF WEATHER CONDITIONS NO LONGER ALLOWING TO RESPECT GOOD SAFETY CONDITION FOR VISUAL FLIGHT (RESPECT VMC CONDITION) PILOTS ARE REQUIRED TO DIVERSION ANOTHER AIRPORT BEFORE ENTERING THE TRZ.**

### **RADIO FAILURE**

- Before entering the TRZ >> mandatory diversion on another airport
- After entering the TRZ and before point S exiting the TRZ and diversion on another airport
- After passing the N point and 1st contact with AFIS continue the pattern respecting the flight instructions until landing.



# ***NORTH PATTERN TRACK 12/30 CONCRETE***

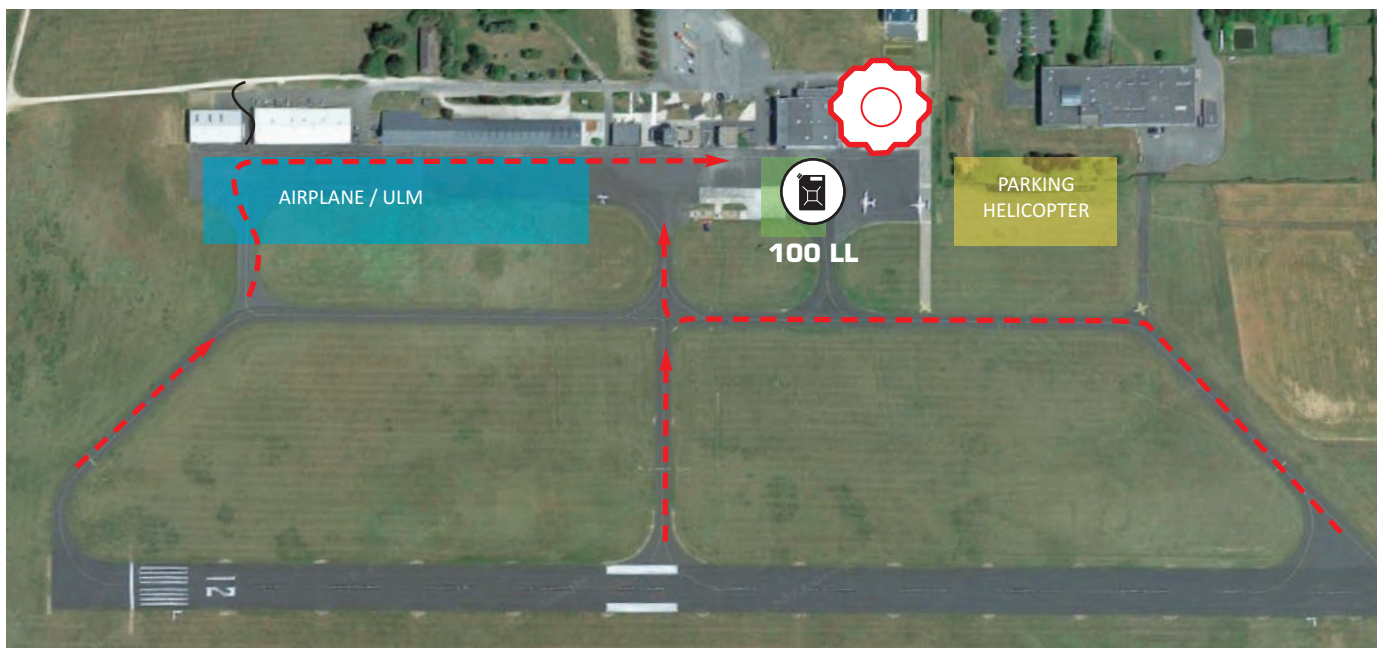
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# ***PILOTS INFORMATIONS***

## ***NORTH ARRIVAL RUNWAY 12/30 CONCRETE GROUND DRIVING / PARKING / REFUELING***

- Mandatory parking in the NORTH zone at the orders of the parkers
- AVGAS and JET A1 refuelling with BP card or bank card
- Landing and parking fees offered by Blois-Le-Breuil Aerodrome
- Once in the park it is recommended to secure your machine to the ground (Trikes and Multiaxes)
- A shuttle will be put in place to transport crew from the North area to the South Exhibition area



# ***PILOTS INFORMATIONS***

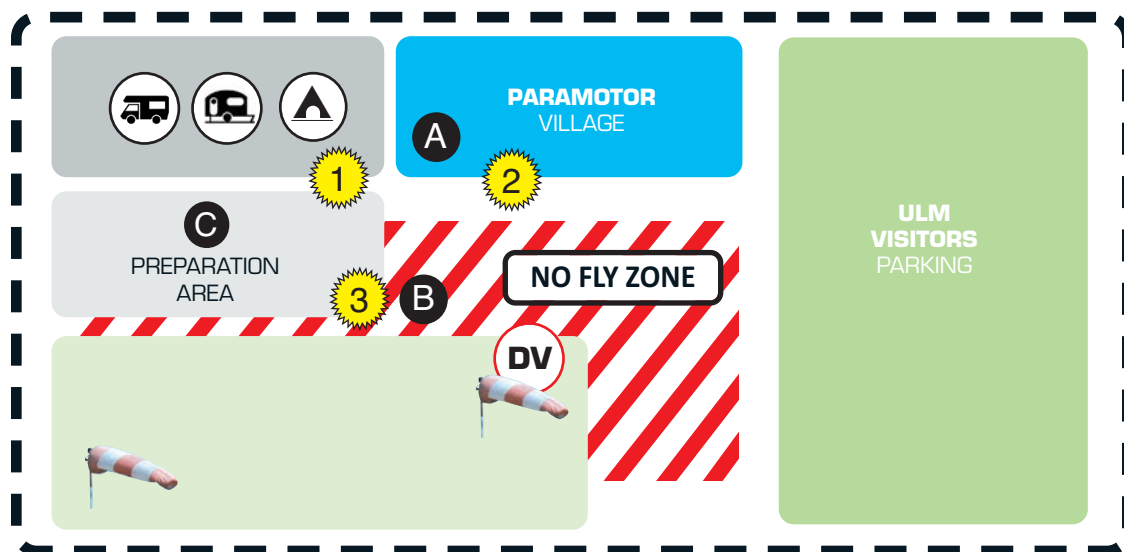
## ***NORTH PATTERN DEPARTURE***

### ***RUNWAY 12/30 CONCRETE***

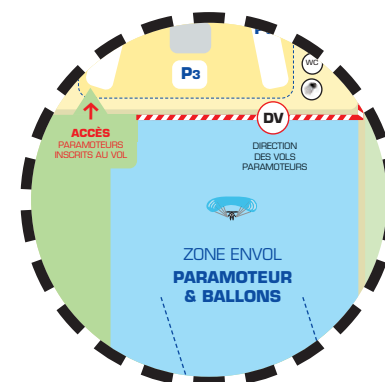
- Mandatory radio contact with **BLOIS INFORMATION** before take-off on **118.455 MHz** at start-up
  - The pilot announces himself in auto-info with his authorization number:  
**« N (NORTH) + (A (aeroplane) / M (multiax) / G (gyroplane) / P (trikes) / H (class 6)) + n°... »**
  - Respect of the time slot
- The departure exit are carried out by the North-East of the aerodrome, between 301 ° and 120 °
- Aircraft under flight plan will have to activate their flight plan with the SIV
- The activation of flight plans is the responsibility of the aircraft Captain
- Maintain listening BLOIS INFORMATION until the exit of TRZ

# SPECIALE PARAMOTORS INFORMATION

## MAP OF THE VILLAGE



- A** Flight Management (registration of pilots, control of documents, insurance, licenses).
  - B** Track marshal (control of machines and authorization access to the track).
  - 1** Access for camper pilots to the Paramotor preparation area.
  - 2** Access for village pilots to the paramotor preparation .
  - 3** Area and tracks.
  - DV** Flight Director .
- NO FLY ZONE**  
Strip of 50 m.





# PARAMOTORS VILLAGE PROGRAM

## PRACTICAL INFORMATION

### FRIDAY PROGRAM

07:00 - 12:00 am	Free flights for visitors
10:00 - 12:00 am	Exhibitor presentation
12:00 - 14:00 pm	Lunch break (no flight)
14:00 - 17:00 pm	Rehearsal flight
17:00 - 20:30 pm	Free flights for visitors
	Paramotor Patrol
20:30 pm	End of flights

### SATURDAY PROGRAM

07:00 - 10:00 am	Aerostats flights
10:00 - 11:00 am	Free flights for visitors
10:00 - 11:00 am	Lunch break (no flight)
11:30 - 13:00 am	Exhibitor presentation
13:00 - 14:30 pm	Free flights for visitors
14:30 - 16:30 pm	Paramotors Patrol
16:30 - 18:00 pm	Free flights for visitors
18:00 - 19:30 pm	Paramotor Patrol & Exhibitor presentation
19:30 - 20:30 pm	Free flights for visitors
20:30 pm	End of flights

### SUNDAY PROGRAM

07:00 - 10:00 am	Aerostats flights
07:00 - 11:00 am	Free flights for visitors
09:30 - 11:00 am	Exhibitor presentation
11:00 - 13:00 am	Closing flights
11:00 - 13:00 am	Lunch break (no flight)
13:00 - 17:00 pm	Free flights for visitors
17:00 pm	End of flights

# ***PARAMOTORS PILOTS FLIGHT INFORMATION***

## ***ACVISITORS COMING BY FLIGHT***



- **BEFORE COMING TO MULM**

Register on the [www.mondialulm.fr](http://www.mondialulm.fr) website to obtain a radio identification.

**The arrival on the World ULM Show without authorization will be systematically refused by the air traffic controllers**

- Safety will be the watchword of the MULM 2022 . After a 2021 edition that went perfectly, our goal is to keep the same course for this year 2022.
- Assignment of a specific radio callsign for microlights according to the class of the machine (speed management), **this is the only callsign that should be used for radio contacts.**

### **MANDATORY MATERIAL**



- **RADIO THEFT FREE  
OBLIGATORY  
147,00 Mhz**



- **ALTIMETER  
AT LEAST**

# PARAMOTORS PILOTS FLIGHT INFORMATION

## VISITORS COMING BY FLIGHT

- ARRIVALS FROM THE SOUTH / SOUTH-EAST / SOUTH-WEST, RECOMMENDED BETWEEN 121 ° AND 300 °.

 **IF ARRIVED FROM THE NORTH, MANDATORY BYPASS OF THE TRZ.**

- The integration of the paramotors into the TRZ will be done from the west on the radio frequency 147,000 Mhz (free flight radio).
- The point of integration will be OBLIGATORY by the crossing point of the "Château d'eau de Landes-le-Gaulois".



Latitude  
N 47° 39'41  
Longitude  
E 1°10'14



# ***PARAMOTORS PILOTS FLIGHT INFORMATION***

## ***INTEGRATION PATTERN BY PILOTS***

- Arrivals from the South/ South-East/ South-West, recommended between 121° and 300°



- If arrived from the north, mandatory bypass of the TRZ

- Integration into the TRZ, on the paramotor frequency, radio frequency 147,000 Mhz (free flight) at the orders of the Paramotor's Flight Director.
- The integration of the paramotors in the TRZ will be done from the west at 150m AGL / 500 ft AGL by a MANDATORY passage to the vertical "Water tower of Landes-le-Gaulois".

**47°39'41" N - 001°10'14"E, radial 231°**

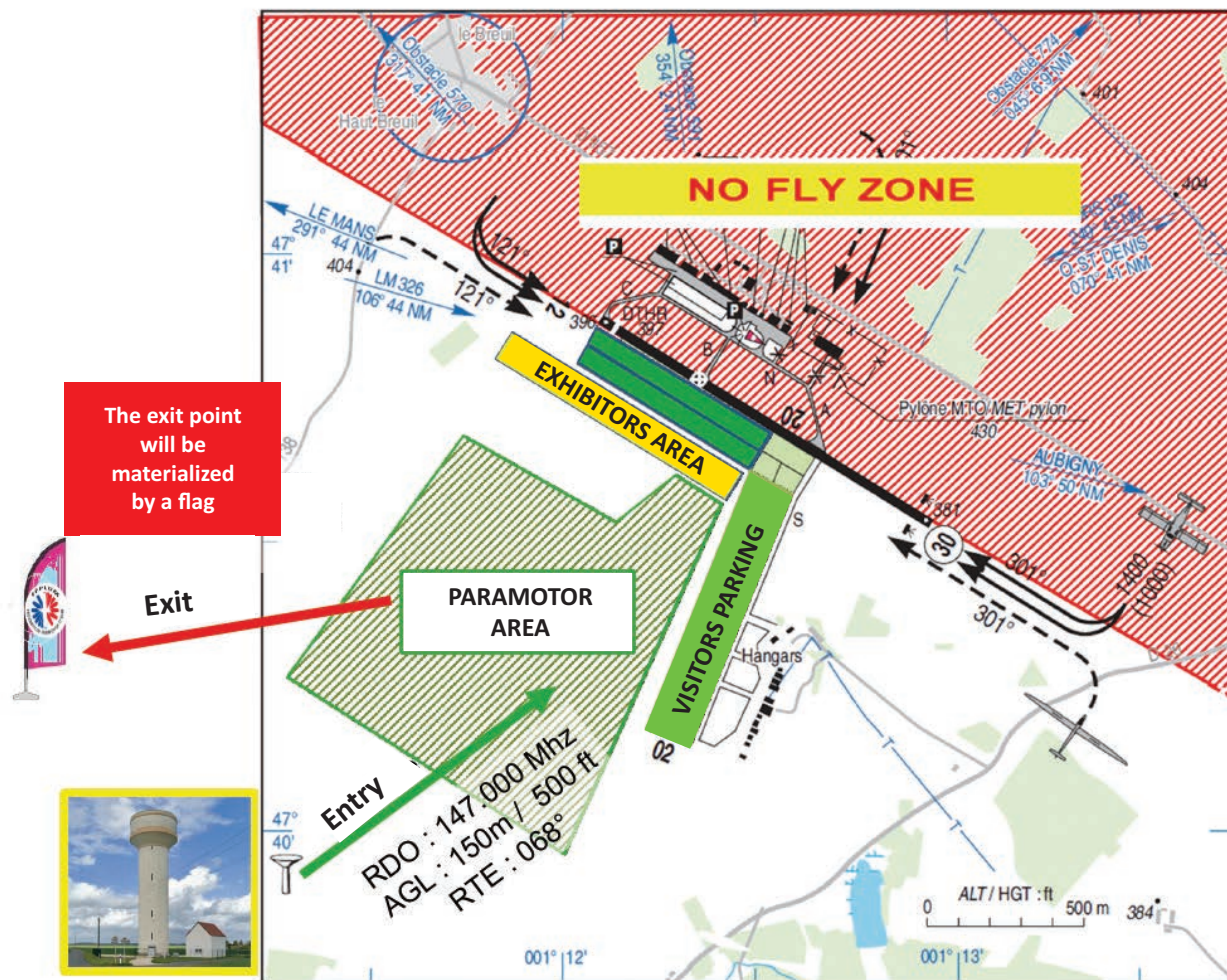
**3,4KM FROM BLOIS AIRPORT**

- Pilots will have to announce themselves by their radio identifiers: « *Paramotor + n°...* », **then radio silence**
- The Paramotor's Flight Director or runway Officer will remind the pilot(s) of the approach instructions and then give permission to enter the landing zone.
- Follow road at 068 ° from vertical Water tower.
- Arrivals from the South / South-East / South-West, recommended between 121° and 300°



[illegible]

# PARAMOTORS PILOTS FLIGHT INFORMATION INTEGRATION PATTERN BY PILOTS



# ***PARAMOTORS FLIGHT INFORMATION***

## ***DEPARTURE / RETURN FROM THE MULM***

### ***BY FLIGHT***



#### **• CHECK FORMALITIES**

Pre-registration on the [www.mondialulm.fr](http://www.mondialulm.fr) website in order to obtain a radio identification.

- At the federal tent of the paramotor village > present your documents:
  - Paramotor licence,
  - Insurance
  - Identification card
  - Declaration of conformity for M Flight



#### **• MANDATORY MATERIAL**



- **RADIO FREE  
FLIGHT MANDATORY**  
147,00 Mhz





- **ALTIVARIO  
AT LEAST**

- The runway officer will remind the pilot(s) of the take-off and approach instructions for the return.



# ***GENERAL INSTRUCTIONS FOR FLIGHTS EXHIBITION***

- In-flight exhibition are subject to the Aerial Events Regulation of November 10, 2021, the MULM is classified as a non-simple Aerial event SAP (Public Air Show), classified MAP (Air Event subject to prefectural authorization)
- Exhibition Pilots have possibility to execute training flights. Depending on the recent experience in flight Air Show or patrol flight the Air Boss can impose a training flight Thursday 17:00-19:30 pm
- All presentation pilots must imperatively physically participate in the briefings set by the flight director, a roll call with an attendance will be made, any absence from the briefing of the day will result in the prohibition of the presentation flight
- Exhibitors who want to participate to the air show have beforehand contact the General Air Boss (or Paramotors Air boss for paramotors) to communicate presentation elements with original documents for pilots and presentation aircraft
- Exhibition pilot will have to fill and submit to the Air Boss official document CERFA 16179 participation form in an Air Show [https://www.ecologie.gouv.fr/sites/default/files/CERFA\\_16179\\_Participation\\_SAP\\_v1.pdf](https://www.ecologie.gouv.fr/sites/default/files/CERFA_16179_Participation_SAP_v1.pdf)    
Please to send by email this document before MULM to Air Boss > [eric@bellinghery.fr](mailto:eric@bellinghery.fr)
- Air Boss will assign a precise slot for each exhibition flight. The aircrafts must be ready at the take-off waiting point, hot engine, at least 5 minutes before the scheduled time slot



# ***GENERAL INSTRUCTIONS FOR FLIGHTS EXHIBITION***

- Presentations are made under the responsibility of the exhibitor. The latter will ensure that the designated pilot has the necessary qualifications and skills.
- The overflight of the Paramotor village and the public is strictly PROHIBITED, the **NO FLY ZONE** must be strictly respected.
- The presence of a passenger on board an aircraft which does not have a technical function necessary for the execution of the in-flight presentation is prohibited.
- These exhibition flights can be supported with commentary by speaker

# GENERAL INSTRUCTIONS FOR FLIGHTS EXHIBITIONS

- Pilots performing in-flight presentations must meet specific rules:

N°	REGULATION REFERENCES	ALTERNATIVE RULE	CONDITIONS
2	SAP.OPS.205 II 1°	<b>Evolutions under 500 ft</b> Extension of the period of validity of the experiment recent of a pilot from 36 to 60 months plus 16 days	The safety study provided by the applicant shall contain at least the following means of risk reduction: <ul style="list-style-type: none"> <li>- Compensate for the impairment of piloting abilities in the presence of an audience by an obligation of 3 trainings and / or rehearsals of the flight presentation program in the last month in a representative environment and</li> <li>- Maintaining the minimum distance to the public at 100m (or more depending on the speed and type of evolution cf. Sap. PAHO.305)</li> </ul>
3	SAP.OPS.205 II 1°	<b>Evolutions under 500 ft</b> For a pilot who does not check the experience conditions at the SAP point. OPS.205 II 1°	The safety study provided by the applicant shall contain at least the following means of risk reduction: <ul style="list-style-type: none"> <li>- No acrobatic or unusual maneuvers under 500 ft</li> <li>- No authorization to evolve excluding take-off(s) / landing(s) under 300 ft</li> <li>- Compensate for the impairment of piloting abilities in the presence of an audience by an obligation of 3 trainings and / or rehearsals of the flight presentation program in the last month in a representative environment and</li> <li>- Maintaining the minimum distance to the public at 100m (or more depending on the speed and type of evolution cf. Sap. PAHO.305)</li> </ul>



## • FORMALITÉS D'INSCRIPTION POUR LES PRÉSENTATIONS

Pre-registration on the [www.mondialulm.fr](http://www.mondialulm.fr) website or at the Air Boss bungalow or at the federal tent of the village Paramotors for paramotorists.

• Name of exhibitor / manufacturer >

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• Nationality >

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• MLA Material presented, category, type, model

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• Aircraft registration number >

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• Names of pilot(s) > Licence, insurance, identification card >

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• Presentation time slot and >

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• Speaker manufacturer/builder : Yes ☐ No ☐ Names >

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• Other information >

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# FAQ - FREQUENTLY ASKED QUESTIONS

## **CAN WE COME BY FLY ON THE MULM?**

Yes, in microlight (all classes), by plane, by helicopter. This implies registering beforehand on the creneaux available on the site [www.mondialulm.fr](http://www.mondialulm.fr)

## **FROM WHEN CAN I COME IN FLIGHT?**

The show opens on Friday morning at 8am but flight arrivals are possible on Thursday provided you register online before. There will be catering opportunities from Thursday noon, showers and sanitary facilities on Thursday evening.

## **WHAT ARE THE MULM'S IN-FLIGHT INTEGRATION PATTERNS?**

The SOUTH PATTERN on grass track (dimensions 300m x 20m) which leads to the microlights park (see flight instructions Pattern SUD/ SOUTH)

The NORTH PATTERN on the hard runway that leads to the plane parking with the 100LL.

Paramotors can integrate in flight on their reserved flying zone, or take off from the Paramotor areas of the show.

## **CAN I FLY BY PARAMOTOR ON THE MULM?**

YES! Either directly in flight by registering on the [www.mondialulm.fr](http://www.mondialulm.fr) site or by returning to the show and going to the Paramotor village with a registration on site which is also possible online.

## **WHAT ARE THE RADIO FREQUENCIES ?**

NORTH and SOUTH pattern: before entering the TRZ mandatory listening of the ATIS: 127.350

Entering the TRZ:

- SOUTH pattern: MULM OPERATION on 130.200 in auto-info
- NORTH Pattern : BLOIS INFORMATION on 118.455 in auto-info

South ground frequency: 123.250 (taxiing will also be at the flags).

Radio frequency free flight for paramotors: 147,000 (radio required)

## **WHEN IS THE TRZ SET UP?**

TRZ is active from Thursday 4h00 SR+30 UTC (6h00 am LT) to Sunday 19h04SR +30 UTC ( 21h04 pm LT)

## **WHAT IS SAFESKY PARTNER OF THE FEDERATION ON MULM?**

SAFESKY is a free smartphone application system, (with this partnership you can benefit from a free coupon in premium version when you register for MULM) which is recommended to use, to improve the safety of collision avoidance allows you to see other aircraft using Safesky that are within a defined radius and user-defined altitude of 0.1NM-03NM or 1NM-2NM or 3NM-6NM or 12-24 NM.

But this does not avoid the SEE and AVOID which is the aeronautic rule. You absolutely have to look outside. This system can be paired with the radio headset to have an audible alert.



Each pilot when registering on the MULM will receive his radio call sign and he will receive an email with a SafeSky code valid for 1 month.

This system is also convenient for Paramotorists. It will even allow in your pocket to visualize you by the FD.

### ***I COME FROM ABROAD WHAT SHOULD I DO?***

If you come from a Shengen space country, you must submit a flight plan, comply with the regulations in force and register on the website [www.mondialulm.fr](http://www.mondialulm.fr)

If you come from a country outside Shengen, you must submit a flight plan, comply with the regulations in force, register on the [www.mondialulm.fr](http://www.mondialulm.fr) website and "clear customs" at a customs aerodrome (this is not the case in Blois).

Radio integration in English is done exclusively by the NORD pattern.

#### **EUROPEAN MICROLIGHTS EXEMPTION :**

A DGAC / FFPLUM agreement allows European Microlights according to BR 2018/1139 of 600 kg of MTOM and 105 kW max power to benefit an exemption from requesting a temporary permit to fly over France to go to MULM 2022.

You only have to be registered online on:

<https://mondialulm.fr/>

### ***WHAT TYPES OF IN-FLIGHT ANIMATION CAN BE SEEN ON THE MULM ?***

On the three days, there are "animation flights" small meeting (paramotor patrol, electric aviation, STOL) on Friday morning, Saturday evening and Sunday in closing.

There are also exhibiting demonstration flights on Saturday morning, Saturday afternoon, Sunday morning.

### ***I LAND ON THE NORTH ZONE, HOW TO GET BACK TO THE SHOW?***

There is some shuttle between Nord and South.

### ***WHAT PETROL WILL I HAVE AVAILABLE ?***

For microlights the SP98 will be available in the microlight park (SOUTH Zone) and the 100LL in the plane park (NORTH Zone).

For the SP98 reservation and payment are mandatory on the web site. SP98 petrol will no longer be delivered after 3pm on Sundays.

It is strongly advised to refuel as soon as you arrive.

### ***DO I HAVE TO PAY A LANDING TAX?***

The Federation and the aerodrome of Blois-Le Breuil offer you the landing tax.

### ***WHAT ARE THE ENTRANCE RATES FOR CREWS ARRIVING IN FLIGHT?***

If you arrive in flight by microlight ULM (only on the SUD pattern) and you are licensed microlights organisation, admission is free.

For Paramotorists arriving "by car " on the Show, it is necessary to register on the web site to benefit from free admission.

### ***CAN WE CAMP ON THE MULM?***

Directly under the machines in the microlight park.

### ***CAN WE SEE CLASSES 5 MOTORIZED BALLOONS FLYING?***

Demonstration flights are planned Sunday morning\* at daybreak, subject to favourable weather conditions and availability.

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