

ACIS ARRIVAL AND FLIGHT INSTRUCTIONS. *February 2016 edition*

Welcome to **Aéroclub International Sisteron (ACIS)**, your soaring paradise !

The following instructions are supplied with the intention of helping you to make your stay and flying at Sisteron Vaumeilh Airfield as safe and enjoyable as possible.

Please note: All pilots flying from Sisteron Airfield are reputed to have read these instructions, *and* the rules and regulations sheets, to have understood them, and to adhere fully-to and respect them. In these documents you will find the most essential information to permit you to familiarize yourself with your Club and the airfield operations environment. No-one may invoke ignorance of these instructions as an excuse.

EXTRACTS OF ACIS RULES AND REGULATIONS

BEFORE FLYING, FORMALITIES:

Upon arrival at the airfield, pilots must register at the Club office, and receive their personal registration number. Pilots must be members of FFVV, and subscribe to FFVV personal liability insurance coverage. (FFA for airplanes). The pilots' FFVV and/or FFA membership card indicating coverage must be available for official verification at all times. Pilots' license (glider and/or airplane) must be current and available for official verification at all time.

Member accounts must always show a positive balance of 100euro minimum. Before each flight period members are required to make an advanced payment , in accordance with current ACIS policy.

DEPARTURE FORMALITIES

Before departure, club members must inform the Club of their departure and settle all outstanding amounts –due.

If departure occurs outside of Club office hours, inform the Club of your departure by writing a message to this effect on the board provided in the briefing room.

Member accounts showing a positive balance at departure, will be refunded within 15 days of departure upon request.

ACCOUNTS - "ZERO BALANCE"

Members are reminded of the following point concerning accounts reputed to be at "zero" level.

Modifications to the "zero" balance may occur even after settling the balance. The following are examples of some situations (non exhaustive) which can result in incomplete balance at remittance time:

Missing or erroneous flights, and tows

Flights/tows attributed in error to another member, then re-integrated to the correct account

Air-towed recovery from another airfield where the invoice has not yet been received by ACIS

Purchases of supplies etc. which have not been added to the account

Elements such as the above can affect account balance in one way or the other. Thus a “zero” account balance is only valid once all expenses incurred have been accounted for.

Member account balance is always available on the ACIS website.

REST:

In the event your trip to Sisteron was a long one you are advised to take an appropriate rest before your first flight. With the intention of minimizing accidents caused by excess fatigue due to the accumulation of too many consecutive flights, flights lasting too long, the effects of aging, it is strongly recommended that pilots take a day of rest every 6 days of flight. ACIS instructors may ground pilots flying club gliders who do not respect these indications.

The Flying Day

EXTRACTS OF ACIS RULES AND REGULATIONS

BRIEFING:

The daily briefing is held each morning by the flight coordinator at the specified hour in the designated room. All pilots wishing to fly during the day must attend unless otherwise decided in common with the flight coordinator. The briefing will cover the days’ soaring possibilities and weather forecast, flight safety, airspace restrictions, airfield traffic rules, allocation of club gliders, outlanding field conditions, QFU, time of expected first launch, time of expected last landing, sunset time, etc.

BEFORE LAUNCHING, IN FLIGHT:

- *Maneuver gliders to runway following the directions of the flight coordinator*
- *Each pilot must individually and conscientiously prepare his flight*
- *Each pilot must be duly authorized by the flight coordinator for flying the Club glider on which he/she is to fly*
- *Fill out the gliders’ T-card at the launch hut*
- *Place the T-card onto the “in-flight” board before takeoff*
- *Monitor the appropriate radio frequency while in flight and make a situation report every 30 minutes*
- *Fly within your personal limits and those set by the instructor/flight coordinator*
- *Respect all applicable, current Official Flight Rules*
- *Immediately inform ACIS in the event of an outlanding or landing on another airfield*

Never hesitate to call for help when in difficulty

Low level passes are strictly prohibited

CURRENTLY, DAILY PILOT BRIEFING IS SCHEDULED AT 1000 HOURS LOCAL TIME.

If you are a solitary pilot, not a member of a group of pilots, make this fact known at the end of the briefing. Depending upon possibility and time constraints, an instructor pilot will answer your specific questions.

Flight Management System – SAR –

The T-card-board flight management system requires you to fill out your T-card before flight with the **date, your name and pilot number, glider registration number, function on board, and landing time once you have landed.**

2 T-card board are available at the “Starter” trailer. Place this T-card in a slot in the appropriate T-card board (“planeurs en-vol” - gliders in flight or “planeurs au sol”-

Please use the appropriate size and color of T-card –small for single seat gliders, and large for two seat gliders. Colors are indicated on the T-card board to distinguish between self-launch, towed, etc;

In the event a gliders T-card is still on the glider in-flight T-card-board one half hour after the expected last landing time announced at the briefing, with no radio contact, **the emergency SAR search protocol will be implemented immediately to initiate the search for the missing pilot.**

Maneuvering gliders to the runway (please refer to ground movement charts 35 and 17)

ACIS is your “club away from home”. All glider pilots flying at Sisteron are fellow club-members, even if you don’t know them. Please lend a hand for ground operations as you would in your “home” club in the interest of safety, and time saving to get everyone launched and recovered in the most efficient way possible. When you are ready for immediate launch on QFU 35, line up your glider on the threshold of the blacktop launching strip.

NOTE: When the airfield is wet and soaked, do not use vehicles to tow gliders and/or move about on the runway. Rutting will result, causing dangerous conditions for gliders and powered aircraft when the ruts dry.

IMPORTANT:

Read the Specific Instructions LFNS available on the official Sisteron-Vaumeilh Airfield website.

Take notice of the ground movement charts dependant on QFU and TOWING or WINCHING launches in progress

QFU 35:

Lining up and launching on QFU 35 presents no particular problems.

QFU 17:

- Gliders shall be maneuvered to the QFU 17 runway threshold on the **West** side of the runway when **towing launch** is in progress, and on the **East** side of the runway when **winching launch** is in progress
- Before crossing the runway, visually check for no traffic, take-off and landings: gliders and powered aircraft.
- Cross briskly to east side of runway perpendicularly to minimize runway obstruction time.
- Park your glider north of the launching point or hut.
- If you have used your vehicle for towing, drive it back to the club parking area, using the county road to the east of the airfield. Otherwise, park your vehicle 200meters to the North of the launching point or hut.

Before launching:

- Fill-out the T-card corresponding to your glider with the date, your name and pilot number, and glider registration number
- Place the T-card into a slot of the in-flight T-card board. Take-off time, tow-time and pilot number are recorded by the tug pilot.

- Store your tail or wing dolly bearing your gliders' registration number in full view on the dedicated trailer.

- **ATTENTION: New airfield safety rule - Simultaneous multiple aircraft take-off and landings are not authorized**

Launching

Attaching the launch cable to the tug:

- Ensure there are no knots in the cable before attaching it to the tug.
- After attaching the launch cable pull on it smartly to verify attachment.
- **DO NOT** move the rudder and/or elevator of the tug.

Before takeoff:

- The glider pilot must make a radio check with the tug pilot on 120.050Mhz

- **SAFETY RULE:NO RADIO AND/ORNO FLARMEQUALS NO FLYING**

- During taking up slack and tensioning of the launch cable, the gliders' wingtip must remain grounded and the glider pilot must maintain the wheel brake locked to keep the glider from rolling.
- When the glider is deemed ready, and the runway is clear of other traffic, the glider pilot retracts airbrakes and releases wheel brake, gives the thumbs-up signal to the wingtip assistant to signify that the wingtip may now be raised. **The wingtip assistant makes a final visual check of the glider for: no wing covers, no control surface clips, no dollies; and no aircraft on final, and the runway clear for takeoff, before lifting the wing.**
- The wings' being level constitutes the signal for the tug pilot to start the takeoff roll.
- **Ballasted gliders** may be maintained with wings level instead of wingtip grounded for water balance. In this case the tug pilot will be informed by radio by the glider pilot when it is time to start the takeoff roll.

During the tow

- **Keep undercarriage down** until after you have released from the tug. (In the event of a cable break or release during tow, this means less work-load getting back on the ground safely).
- If tug wags its rudder, **check to see** that your airbrakes are retracted.
- If the tug rocks its wings, **RELEASE IMMEDIATELY**. The tug pilot has a problem, and/or the tug-glider tow is in jeopardy.

Release

Never confirm your release on the self-information frequency. All other tug pilots will hear this message, and could think it concerns them. If a tug pilot initiates rapid decent with a glider still attached, it could lead to a disaster.

In Flight (rules and tips)

- Work with glide ratio 20 when flying Standard Class Gliders (Pegase, LS4, Twin Astir)
- Work with glide ratio 25 when flying higher performance gliders (Duo-Discus, Janus, LS6, LS8)
- Pilot in command must have outlanding field book on board.
- Pilot in command must have appropriate, current aeronautical chart on board for flight including current airspace information.

Radio

Frequencies: After climbing above tow altitude, switch from self-information frequency 120.050 MHz, to flight frequency 122.650 MHz for your flight. If you descend to tow altitude and/or approach tow trajectories, switch back to airfield self-information frequency and state your position on 120.05.

EMERGENCY FREQUENCY:

Emergency use only. 121.500 MHz

If you have an ELT or PLB, remember to check it each morning and at the end of the day to ensure it is not transmitting unintentionally.

Make an obligatory radio position report every 30 minutes both in cross country and circuit flight.

Attention! Extended radio reception-silence means you may have a defective radio. Make a radio check to verify operation, volume, transmitting, receiving. If radio is inoperative, return to airfield immediately and land.

FOREST FIRES:

If you witness a forest fire, please raise the alert by radio on the gliding or self-information frequency, and give the position of the fire. Then leave the area to allow free access to water bombers and helicopters.

Airfield circuits (see current VAC)

Each radio transmission shall be preceded by the word “glider.....” followed by the message. This makes clear the right of way rules to be applied by other traffic.

Altitude-loss zone (ALZ):

- Each QFU has its' associated glider **altitude-loss zone (ALZ)** for descending before engaging downwind leg. For **QFU 35** the ALZ is vertical **Sigoyer**. For **QFU 17**, **ALZ** is vertical **Valernes**.
- **Radio traffic is done in French language only.** Be brief and maintain VFR security (see and avoid) during radio transmissions.
- Prepare your machine and yourself for your landing. (Suggested checklist: *traffic-observed, undercarriage-down, flaps- set, ballasts-empty, radio-announced, trim- set, harness- tight.*)
- Your decision to depart from the ALZ and start your downwind leg shall be accomplished at 1000m (3300ft) QNH. **Time your decision to respect the simultaneous landing prohibition rule.**
- **The runway must be clear for the following landing. Think of your club mate behind you, and clear quickly.**
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Downwind and base legs:

- Glider circuits are East of the airfield. Powered aircraft circuits are West of the airfield.
- **When starting your downwind leg** at 850 m QNH you shall announce in French on the 120.050Mhz frequency **“Glider xxx, downwind 35 (or 17), gear down locked and checked”**.
- Announce base and final in the same manner.
- Touchdown whenever possible on the grass strip facing the wind, unless the flight coordinator gives you different instructions.

- **After touchdown and before the end of your roll-out, gently steer the glider (40° max angle from roll-out axis) to the West safety area.** In the event you have not cleared the runway before stopping, disembark ASAP, and pull the glider to the West safety area as **quickly as possible to clear the runway**. Then with help from other pilots, bring your glider back to the launch area, or parking area without delay.
- **IMPORTANT NOTE: No subsequent landing can occur until the runway is cleared.**

QFU 35:

- **Do not touch down before the white “V” mark on the runway indicating the displaced threshold (100m)**
- Low approach prohibited due to possible traffic on road south of runway.
- Approach will remain high, with a short steep final.
- In Mistral conditions (strong Northwesterly wind) turn onto base leg close to runway threshold.
- **After touchdown you must clear the runway to the appropriate safety area immediately.**

QFU 17:

- **Do not touch down before the white “V” mark on the runway indicating the displaced threshold (100m)**
- Long landing is authorized if the glider is not to be flown again. (remember to adjust your base leg and culmination point)
- **After touchdown you must clear the runway to the appropriate safety area immediately.**
- **If you request and obtain authorization to land on the blacktop acceleration strip, you must then clear the runway to the East safety area.**
- **It is prohibited to roll-out at high speed into the apron and the ZA31 zone. These zones may only be entered by pushing or towing gliders.**
- In strong South wind conditions **do not** make a low approach. There will be downdrafts and turbulence caused by the cliff at the North end of the airfield plateau.

Outlandings:

In the event of an outlanding, advise the airfield ASAP by VHF radio, or by telephone at one of the following numbers in the following order of priority:

- **Chef Pilot: 06 72 84 53 93**
- **ACIS office: 04 92 62 17 45**
- **ACIS GSM: 06 67 73 73 29**
- Communicate your position as accurately as possible (IGN map 1/250.000)
- **Note:** In the event you must execute an outlanding, immediately make radio contact with an instructor who will accompany you with precious advice to help you succeed your outlanding. It remains nonetheless that the outcome of the outlanding is the sole responsibility of the pilot in command of the outlanding glider. If you hear radio communication of this type, maintain radio silence if possible until the end of the landing.
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Landing time (Important, Safety):

After landing, immediately **proceed** to the launch hut, remove your gliders' T-card from the in-flight T-card board, enter your landing time, and place the T-card into the landed gliders T-card board.

Note: Last landing is to be 30 minutes before aeronautical sunset unless otherwise authorized by the flight coordinator. All pilots still in flight 30 minutes before this last-landing time shall switch to 120.050 MHz unless in contact with another airfield for landing

EXTRACTS OF ACIS RULES AND REGULATIONS

AFTER FLIGHT:

- Go to the launch hut and enter landing time onto the gliders' T-card
- Place the T-card onto the "landed" board
- Wash the glider/airplane
- Lend a hand in maneuvering gliders back into the hangar at the end of the day. Hangaring gliders must be done under the supervision of an instructor/coordinator or a designated clubmember.
- Indicate any and all incidents malfunctions and damage (even minor) by filling out the "fiche d'anomalie "
- Store the parachute with the harness side down and put battery on charge in the appropriate indicated area

Fly carefully and safely within your own level of competency and capacity. Know yourself. Never hesitate to request advice from instructors. They are at your service to help you make many safe and enjoyable flights.

SPECIAL INSTRUCTIONS FOR PILOTS FLYING SELF-LAUNCHED AND TURBO GLIDERS

Flight Management flying/landed T-card board

- Pilots flying self-launched and turbo gliders shall use only the red T-cards for the flight management slotboard.
- Approximate take-off time must be entered on the T-card shortly before takeoff.

Engine start

- Pilot must be seated in the cockpit ***at all times*** when engine is in operation.
- Be aware of prop-wash when your engine is running. Do not blast people and other aircraft with your prop-wash. Injury and FOD can result from projection of dust and stones.

Dolly

- As for unpowered gliders, store your tail or wing dolly bearing your gliders' registration number in full view on the dedicated trailer.

Radio communication

- Considering the oftentimes poor-quality of powered glider radio communications with the engine running, extreme vigilance is mandatory for powered glider pilots to maintain ground and air separation during engine operation.
- Pilots shall accomplish a radio check on the self-information frequency 120.050Mhz, then announce line-up and imminent takeoff before engine start.

Climbing under power

- In the event that towed glider launching is in progress, pilots shall observe tow trajectories, and tug landing routes, in order to see and avoid this traffic during their takeoff and climb-out. Traffic density can be high generating a high pilot workload for all. Clear radio communications are indispensable.
- **It is prohibited to spiral in the airfield circuit**
- **Respect prescribed noise reduction trajectories under power.**

Towing

Pilots of self-launched gliders may have limited experience of towed launching. If you need to resort to towed launching, make sure your level of competence is sufficient to ensure your safety.

ACIS GOOD CONDUCT CHARTER

With the expressed intention of actively participating in the development of our nature sport within a safe and high quality framework, I hereby agree to:

- Be in good physical shape and well-practiced in mountain flying
- Attend mandatory morning briefings for current weather situation , safety information, and instructions
- Fly only having on board mandatory and necessary documents (including all latest updates)
- Fly only in good physical and mental condition. (I will take a day off to rest after multiple successive days of flight)
- Apply fluorescent collision-avoidance tapes to my wingtips, and use the FLARM (obligatory)
- Respect all applicable rules and regulations, and classified and restricted airspace (including National Park airspace restrictions)
- Maintain vigilance to see and avoid other traffic around me for collision avoidance
- Keep safety my foremost priority (above performance) by respecting : rules of right of way, separation distances, right of way when ridge soaring, and by not creating conflicting trajectories while entering ascendancies and in the landing circuit
- Fly within my personal level of competency, and not venture into the unknown
- Make regular radio position reports and statements of intent
- Never underestimate zones which are known to become difficult under certain conditions (Briançonnais, Queyras, Haut Verdon) and varying pilot level of experience
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- Always manage my flight to allow time for adequate preparation of a safe approach and landing (including outlandings).

Happy Flying at Sisteron-Vaumeilh