



CGC Operating Notes for Visiting Private Glider Pilots

Contacts

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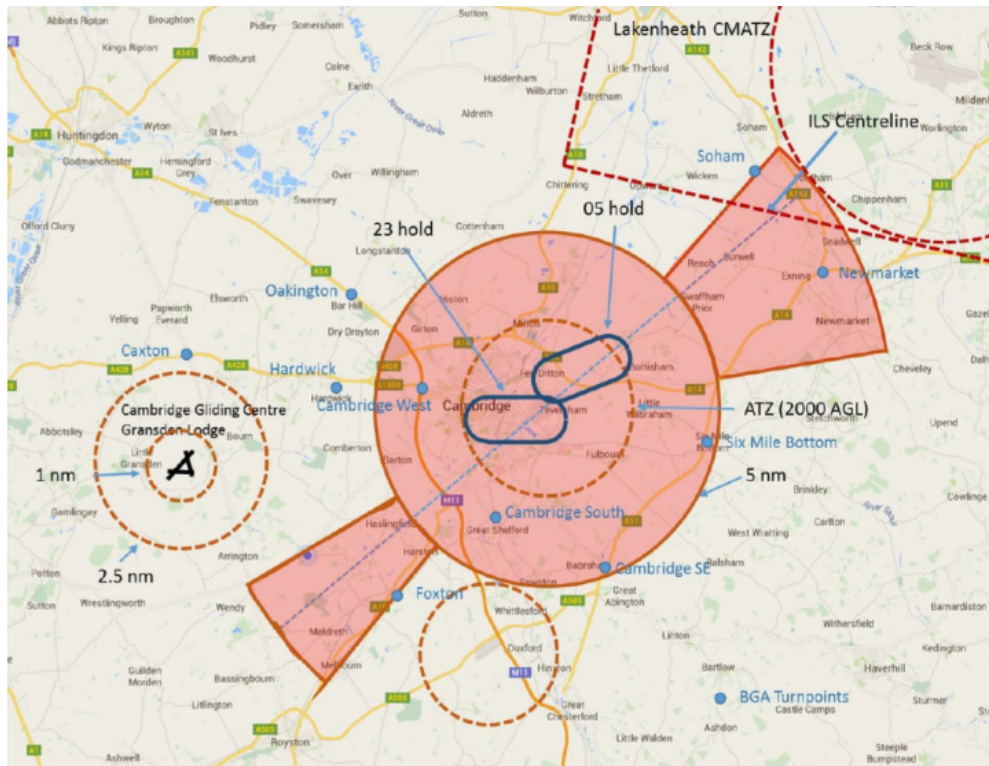
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Flying Authorisation & Daily Briefing

- a) The Team Leader is the Duty Instructor who holds overall authority for the session's flying operations and may insist a visiting pilot undertakes a site familiarisation and/or check flight(s) before authorising them to fly solo. Visiting pilots must be prepared to produce an up-to-date logbook for inspection whenever they wish to fly.
- b) Visiting qualified pilots are ultimately responsible for ensuring their intended flight is legal, safe and adequately planned. Nevertheless, they should attend the Daily Briefing (9:30am in the clubhouse), or receive an equivalent briefing, from the Team Leader or another Duty Instructor whenever they wish to fly.

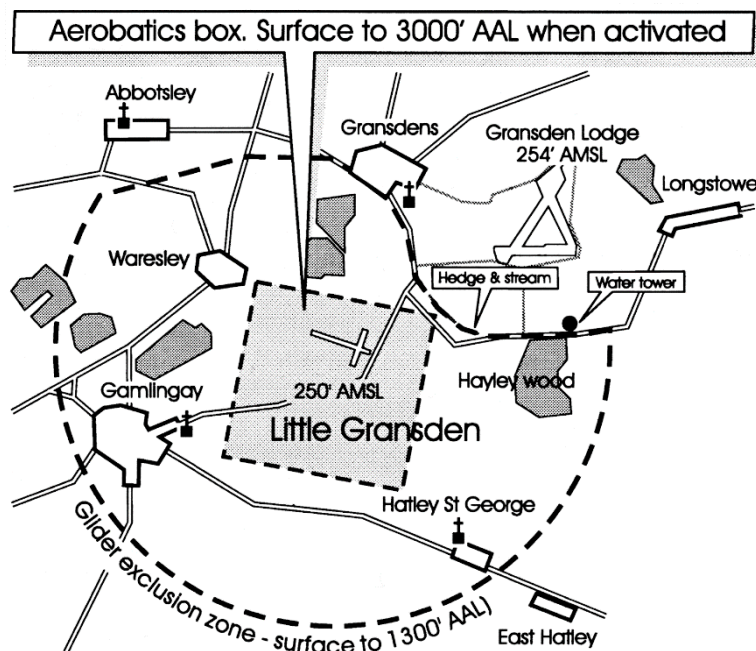
Little Gransden & Cambridge Airport

- a) Memorandums of Understanding exist between CGC, Cambridge Airport and Little Gransden Airfield. The pertinent points are summarised below. More comprehensive documents are available upon request.
- b) Cambridge Airport: Pilots should contact Cambridge Approach on VHF channel 120.965 when operating within 5NM of Cambridge Airport and the approach and climb out areas (red), and endeavour to avoid the instrument holding patterns (blue), as illustrated below.



Cambridge Airport Radio Advisory Zone

- c) Little Gransden: Pilots should remain outside the 'Glider Exclusion Zone' below 1,300ft AAL as illustrated below. If this is not possible pilots should state their intentions on VHF channel 130.850. Note that powered aircraft performing aerobatics in the vicinity of Little Gransden aerodrome are not always confined to the Aerobatics Box.



Little Gransden Glider Exclusion Zone & Aerobatics Box

Launchpoints

- Two parallel queues of sailplanes waiting for the same launch method are only permitted when RW04 or RW22 is in use, and a single launch method is being utilised. In all other circumstances the winch and aerotow launch queues must be single lines of sailplanes, however fuselages may be offset to allow nose/tail overlap.
- The tail of a winch-launching sailplane must be a minimum of two Hilux-lengths in front of the bus.

- c) The area ahead of the bus is 'safety-critical'. Within this area, non-operationally important conversation must be minimised to reduce distractions for pilots and launchpoint helpers. Those not involved in operational tasks should remain on/abeam/behind the bus.
- d) If the rear of the winch or aerotow queue encroaches upon a runway not being used for launching, the queue must 'bend' along that runway to ensure it remains available for landing.
- e) The aerotow trailer marks the rearmost position a sailplane may be aerotowed from. Sailplanes queuing behind the trailer must be pulled forward until they are at least abeam it to launch.

Aerotowing

- a) Under normal circumstances a sailplane pilot should pass their own launch signals ("take up slack" and "all out") to the tug pilot on VHF channel 131.280.
- b) PICs must receive confirmation of "all clear above and behind" from their wingtip holder before initiating "take up slack" via one of the following exchanges:
 - 1) Pilot initiated:
 - i) Pilot: Point towards the sky and wave finger in a circular motion.
 - ii) Wingtip holder: Thumbs-up/down (as appropriate).
 - 2) Wingtip holder initiated: Point towards the sky and wave finger in a circular motion, followed by thumbs-up/down (as appropriate).
- c) Authorisation for aerotow retrieves from fields will only be given in exceptional circumstances and must come from the CFI or a DCFI, in consultation with the CTP.
- d) Sailplane pilots with fewer than 5 aerotow retrieves must obtain permission from a Full Instructor before requesting one.

Circuits

- a) Left- or right-hand circuits may be flown. Pilots must anticipate encountering traffic flying an opposing circuit pattern to their own.
- b) Pilots must be aware of the possibility that other traffic may intend to land on another runway.
- c) Unless experiencing an emergency, pilots must not conduct a final approach/landing in a manner which conflicts with the final approach to the primary runway in use, or crosses between the winch and winch launchpoint.
- d) Pilots flying in the vicinity of the circuit should monitor VHF Channel 131.280 and make a pre-landing call to 'Gransden Lodge Traffic' announcing their:
 - a. Callsign,
 - b. Position (downwind left-hand, straight-in approach, etc.),
 - c. Intended landing runway, and
 - d. Undercarriage is down,
 then continue their approach pattern while monitoring the radio.
- e) Pilots may make additional calls to aid co-ordination or enhance flight safety.

Final Glides & Competition Finishes

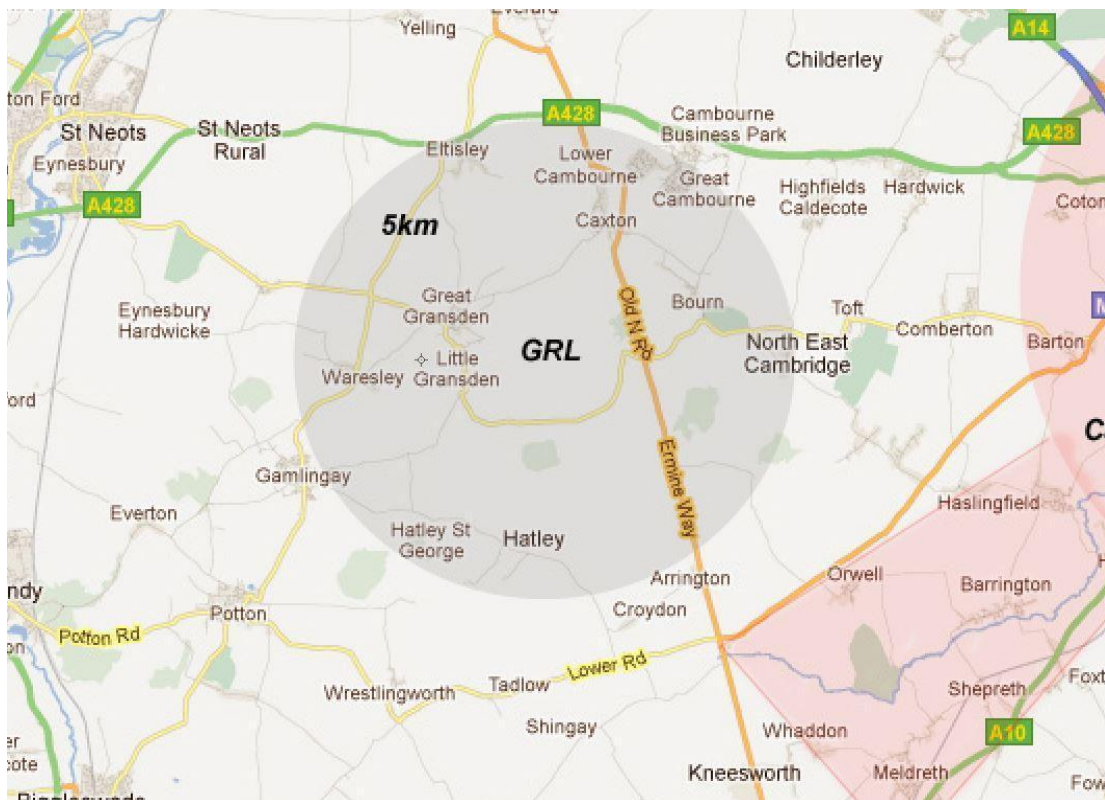
- a) The choice of finish point (GRL or GR1) should aim to minimise the risk of conflict with local traffic, with consideration given to the active runway and finish direction.
- b) All final glides/competition finishes must put safety before all other considerations, be legal, flown well within the pilot's abilities, not disrupt or conflict with traffic conducting standard BGA circuits and

approaches or the launch operation (in the event of conflict, the pilot conducting the final glide/finish will automatically be deemed to be at fault),

- c) Pilots should make a 10km and 5km call on VHF Channel 131.280. The 5km call should include the pilot's intentions e.g. "will be joining downwind left hand RW04", "straight in R22", etc.
- d) Final glides must comply with the conditions stipulated within the Little Gransden Memorandum of Understanding if applicable.

Self-Sustainers

- a) Electric sustainer motors may be used at any height and distance from GRL.
- b) Internal combustion and jet-powered self-sustaining engines must not be used below 2,000ft AAL within 5km of GRL except for safety reasons, but may be run above 2,000ft AAL for one engine test of less than 30 seconds duration per flight.

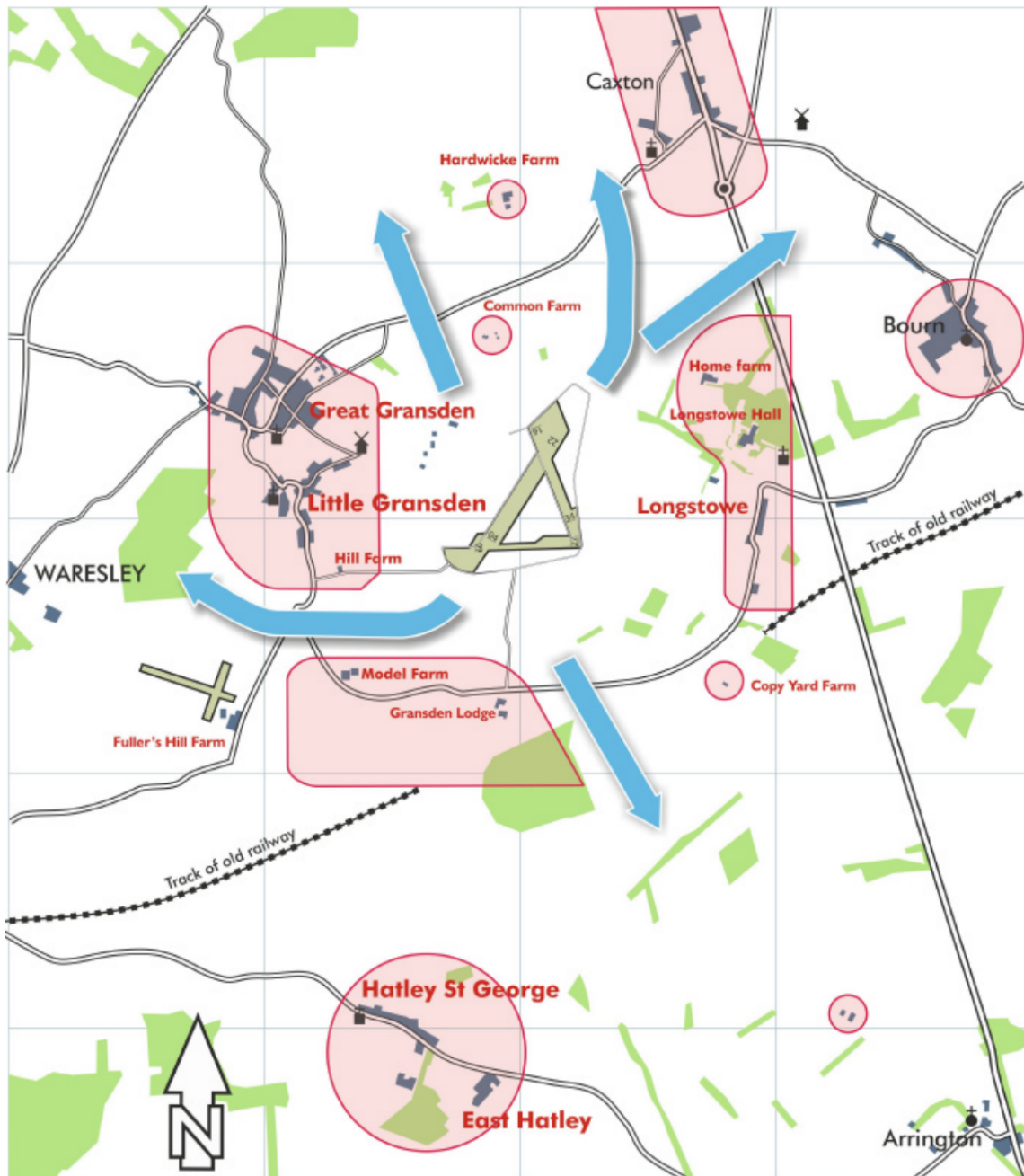


Non-Electric Self-Sustainer Restriction Zone

Self-Launching

- a) Sailplanes may only self-launch from Gransden Lodge if they have a maximum noise measurement of 68 dB(A) in accordance with ICAO Annex 16 Chapter 10 and must not self-launch prior to 9am or after 6pm.
- b) If winch launching is being conducted, self-launching sailplanes should begin their take-off roll from the vicinity of the applicable aerotow launch point, unless departing from a different runway, in which case the PIC must ensure their departure does not conflict with any other launching taking place.
- c) Prior to departure pilots must ensure that no one is on final approach to the runway they intend to take off from, a winch or aerotow launch is not in progress or about to commence, and the take-off run is clear of winch cables, retrieve vehicles, and other dangers.
- d) The pilot should broadcast "<Reg> Rolling Runway <XX>" on VHF Channel 131.280 when about to commence the take-off run.
- e) Unless safety would be compromised by doing so, departing self-launching sailplanes must, with respect to the diagram below, follow the blue arrows and avoid overflight of red areas. Subsequently

pilots should fly away from the airfield avoiding built up areas. This applies to all self-launchers (internal combustion and electric) and until the pilot shuts down their engine/motor. Further use of engines/motors is subject to 'Self-Sustainers'.



Noise Abatement Departure Routings and Noise-Sensitive Areas

Airfield Routing

The procedures contained within the 'Airfield Routing' document must be always complied with.

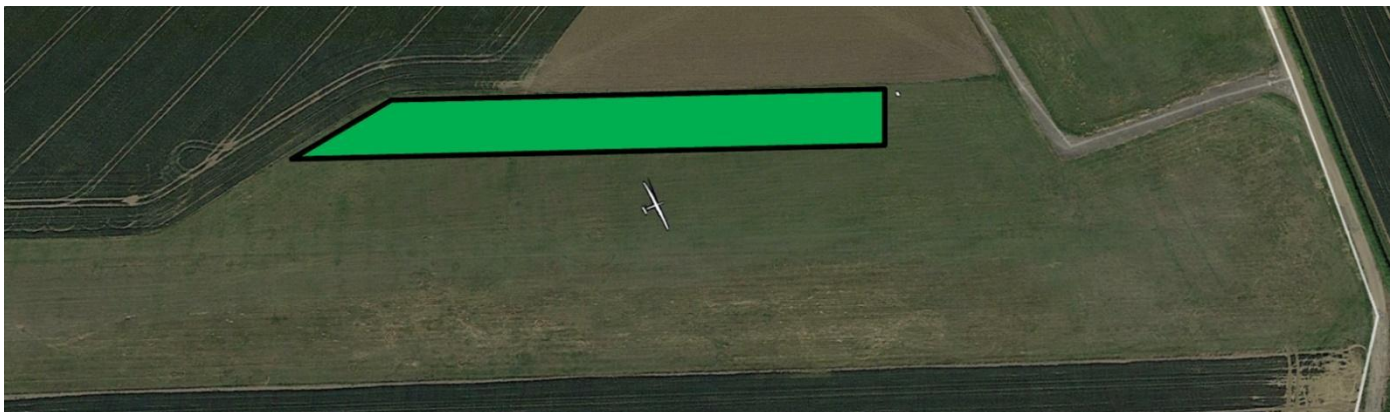
Picketing

- Picketed aircraft must not hinder conduct of safe operations on any runway, nor impede access to trailers, trailer parks, or water ballast tanks. Team Leaders are authorised to move picketed aircraft at the owner's risk if deemed to be in violation of this.
- Aircraft may be picketed in accordance with the diagrams below. Green areas indicate where aircraft may be picketed indefinitely. The orange area (between the west edge of the 'diamond' and windsock) indicates where aircraft may be picketed overnight but must be removed for the duration of flying operations.

- c) Trailers must be parked within designated trailer parks or in the green arc between RW04 and RW09 thresholds



Picketing and trailer parking between thresholds of runways 04 & 09



Picketing at RW27 'cutout'



Picketing in the 'Diamond'