ASSOCIATION AÉRONAUTIQUE VERDON ALPILLES (A.A.V.A.)

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WELCOME AND INSTRUCTION BOOKLET

These instructions does not substitute to the interior regulation which is given to you after registering to the air-club

This booklet purpose is to ease integration of new members joining A.A.V.A., whether student or experienced pilots and to help trainee pilots using Club's gliders or their own. It should also allow old hands to remember certain elementary principles of ground handling, flying and equipment maintenance that are too often neglected. Rules section is not official, however we ask you to read it carefully and reflect and act upon it.

A.A.V.A. is a means for us all to discover, learn and practice gliding in safety, but is also a place where you can enjoy your holiday or week-end, thanks to the individual efforts of everyone to make it pleasant.

This Club is yours and it is up to you to ensure it progresses in the direction which you wish.

1. GENERAL

1.1: ORGANISATION OF THE A.A.V.A. :

Club is regulated by the 1901 law, making it a no profit making Association. It is not a business enterprise and you are not its customers but associated members. It is directed by a Board of Directors elected by an Annual General Meeting. The Directors elect the President and the Executive.

1.2. THE LIFE OF THE CLUB :

It is up to everyone to participate for the club benefit, whether it is in workshop, events, cleaning, parking of gliders or by carrying out various other tasks.

Whatever your position in the club, it's important to remember that your financial contribution is far less than real cost of facilities available to you. These are only possible thanks to dedication and initiative of everyone : the key word here is VOLUNTEERS.

In helping club you are not only helping to keep costs down, your voluntary work will also improve quality of equipment the club can offer.

1.3. PERMANENT STAFF :

It receives salary from the Association. it ensures running of the Club 365 days a year, whatever the weather. It receives his instructions from President and Executive Officers. permanent staff as a rule consists of :

An airfield manager, in charge of flight organization and safety : Jonathan WITHERS

One engineer, responsible for the aircraft airworthiness : Stéphane EHRHARDT

Second engineer and second airfield manager : **Jean Pierre ROOS**

Two secretaries :

Nathalie PERRON
Kelly SACREZ

Three seasonal Instructors :

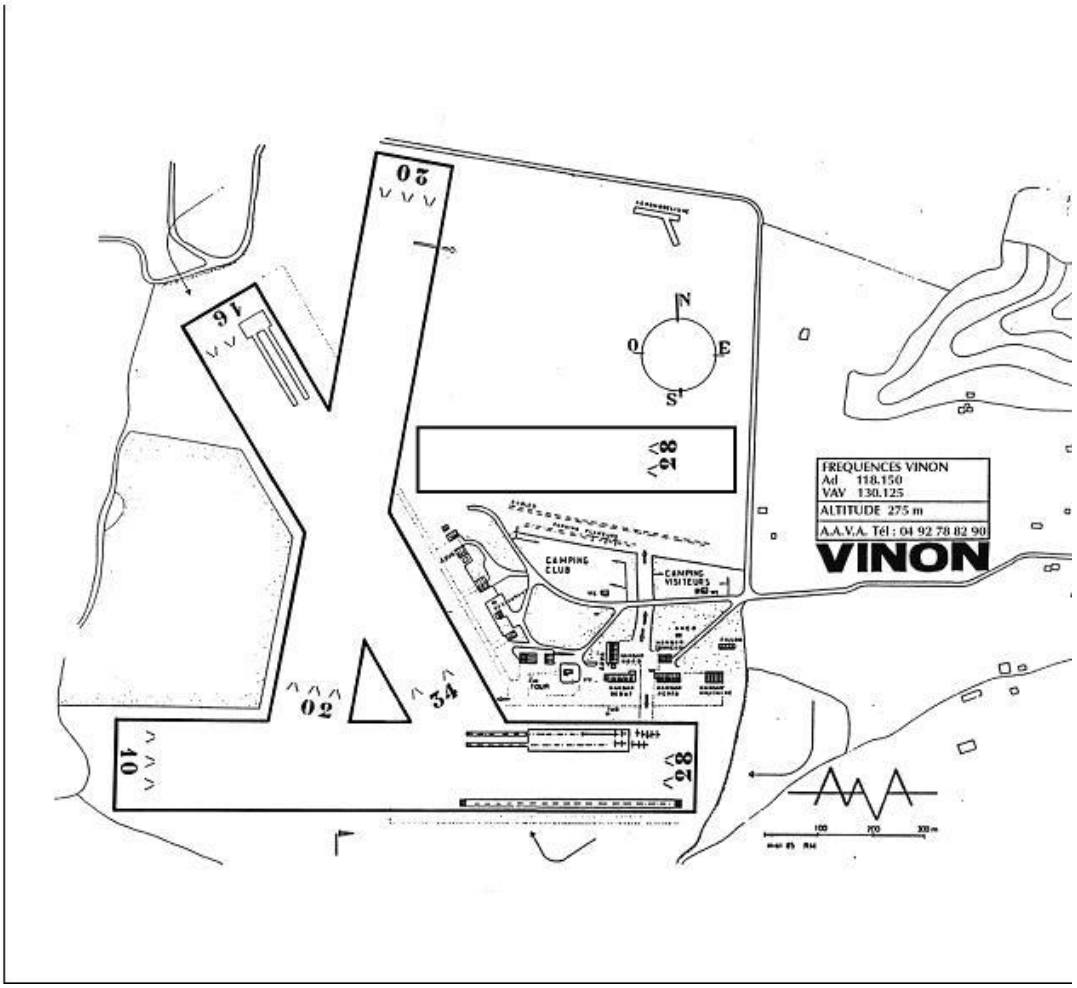
The cleaning of facilities is under the responsibility of an independent structure.

1.4. DESCRIPTION OF THE AIRFIELD AND FACILITIES:

Vinon airfield has three grass runways for normal use (28-10; 16-34; 02-20) and an extra strip to the North of camp sites, parallel to runway 28 and called 28 North, which permits temporarily based gliders to land close to the cables where they can be tied down.

There are mini strips for take-off purposes at rwy 28 and 16 threshold. An other strip for airplanes is located on south part of the 28 runway. A taxiway links the aircraft runway with fuel station and hangars. (see LFNF VAC)

A.A.V.A. uses 6 hangars : “début," “perfo”, “tonneau” (for tugs), “Nord”, “Marcy” plus the new hangar which is meant for private owners. Also offices, a workshop, a briefing room, and two reception areas having each shower block. There is also a simulator to be used only with instructor.



1.5. STAYING ON THE AIRFIELD:

A campsite and some rooms are available to pilots at a small charge that covers cost of electricity and water. You can ask office to see if caravans are available to rent. If you rent a caravan to a private owner, you may have to pay daily fee for maintaining and managing the campsite.

Communal dining room is available to all to prepare food, but please remember that it is your property, therefore leave it in condition you would like to find it.

Buildings are under video surveillance to avoid stealing and break-in. However, we recommend you not to leave any valuable object visible in your car such as mobile phones, cameras, GPS, etc…

1.6. ADMINISTRATION AND RULES :

Our staff in office is there to help you. It's role is to manage administrative problem and to settle your account.

Early in the year or when they arrive on site, pilots must go to the office to check their account and documents validity. They must also show valid license to the Chief Pilot or his representative.

Note : Pilots from EEC countries plus Liechtenstein, Norway, Switzerland can fly without further formalities provided the license they hold conforms with ICAO norms. This is not the case for the British! See separate information at the club. (In principle for a UK BGA certified glider a validation is needed for the non-ICAO standard C of A to permit flying in France and for a British pilot a validation of his FAI certificate because he does not have an ICAO glider pilot license).

1.7. Finances :

A.A.V.A cannot afford to give permanent credit. You are asked to keep your account positive. It can be done at secretary or directly on the net.

On the net, you will use SmartGlide application from your computer or smartphone. A computer is also available in the briefing room. Online payments are secured.

The office will give you the procedure to use SmartGlide if you don't know it.

Debitor pilot can be refused to take off.

2. daily activity organisation

General rules before and after flights

- dispatch of club gliders is done by giving priority to pilots logged on click&glide. Pilots who are not logged in for the day will get remaining gliders.
- Tug pilots are responsible for getting out tow planes
- preparing of starter vehicle is under responsibility of the chief of the day.
- pulling out gliders: every year, gliders are damaged because of lack of vigilance and/or common sense. We ask you to have the most extreme vigilance during ground maneuvers for the benefits of everyone.

Gliders from "debut" hangar have to be pulled out under supervision of an instructor.

Gliders ready to fly have to be parked in front of hangar “début” or “perfo” with wing covers and tail dolly removed. Parachute and instruments are protected by putting back the canopy cover
Non flying gliders are putted back into the hangar.
Gliders out of hangar “perfo” have to be parked in such way that the strip coming from runway 30 is available for other gliders.
Only the training gliders are allowed to stay in the area between “début” hangar and the starter, to facilitate training gliders movements.

- Gliders coming from rwy 30 have to be parked taking into account directions given during the briefing, and in such a way that they don’t block access to different club hangars.

- When there is a strong wind like mistral or south east wind, particular care has to be taken during ground movement of gliders and about canopies. Staff to pull out gliders have to be sufficient. Gliders are pulled out under permanence instructor responsibility. At the end of the maneuver, doors are closed.

- About launches, glider alignment on the runway must be done accordingly to given order.

- After landing, gliders have to be pulled out of runway as quickly as possible. Every pilot on the area must participate because too often, there is only young students waiting for they turn to fly.
A part for bringing gliders on the runway, cars are not allowed on runway and close to starter truck.
If the wind is very strong, pilot have to stay inside the glider until someone come to help him. (no canopy are let open in the wind on the runway) airbrakes open and flaps negative.

- After the last flight of the day, gliders are cleaned, covered and put back into the hangar by the pilot who flew the glider. All the pilots have to participate to ground work.

- Every problem noticed on a glider (before, during or after the flight) have to be written on the workshop logbook in the briefing room and be told to an instructor or technical staff.

Daily Briefing (10h or 10h30 depending on season)

The instructor in charge for the day present forcast and daily spec accordint to the AAVA canevas. After briefing pilots flying on AAVA club gliders wright down theire flight intention on the purpused booklet and insure themeselves that they have a designated crew and material to dirig in case of an outlanding.

School activity or long distance flight may start before briefing in accordance with the instructor in charge.

Flying times and tow.

Tow time records are kept by the tug pilot; cable tight = take off : on the return passing in front of, or stopping before, the launch control van (“starter”) = end of the tow.

Glider flying times are recorded by the “starter” in the control van

All pilots flying club gliders must sign the start list after their flight AND REPORT ANY TECHNICAL ANOMALY IN THE “SHUTTLE” NOTEBOOK AT THE STARTER VAN.

Very important : pilots who land on runway 28 North (also called runway 30) must come to the starter (control van) to ensure that their landing has been seen and recorded, to avoid useless searches.

Use of Radio at the starter

118,15 frequency is only used for air trafic regulation and emergency actions.
Radio check ar done on 130.12 during preflight check.

Attaching the Tow Rope

Attaching the tow rope is only done by fellow glider pilots. The orders are :
"Larguez!" to command the opening of the hook, and "Verrouillez!" to command closure.
The gliders and tugs of the A.A.V.A. all have TOST hooks so the small ring is always used.

Before take off check

It takes about one minute to be completed : C.R.I.S. is used in France :- Commandes- *controls*, Réglages- *settings*, Instruments, Security. Do not wait until the tug is lined up and ready in front of you before starting C.R.I.S. Do not forget that to fly at Vinon you must take maps both for navigation and aerobatic axes of R71 (see flying instructions section) as well as a hat and sunglasses. An incident forces us to add do not fly in bare feet!

Lifting the wing tip

Raising tip on glider is take-off signal for the tug pilot. Therefore it is tip holder responsibility to ensure that short final is clear, that glider pilot has not forgotten his airbrakes, that rope is not slack, that tail dolly is removed, that canopy is closed and locked and that take-off path is clear. If he/she is satisfied with the above, tip holder will raise wing tip on pilot signal.

3. FLIGHT PROCEDURES :

These are intended to avoid collisions between aircraft, to define and facilitate movements around the airfield, but they do not pretend to cover every situation.

They are not a substitute for knowledge and application of the Rules of the Air, they merely add to them.

3.1. AERO-TOWING :

Here in France the glider flies just above the wake of the tug, the position taught in basic training and as shown in Phase 3 of the Blue Book.

Standard signals, which must be known thoroughly :

1. TUG : Wags Rudder from side to side.
This means : "Check your machine" (i.e. for open airbrakes or tail parachute).

2. TUG : Rocks wings : This means “You, the glider pilot, must release immediately”.

3. GLIDER : Rocks wings. Means: “I cannot release”.
Response from Tug : Wags rudder, meaning is : “Understood, I am starting descent, extend your airbrakes and go to Low Tow position".

Please, abide the orders of the Instructor in charge of take-off.

3.2. RELEASE FROM TOW :

At Vinon, unless there is a safety problem (as above), the decision to release is made by the glider pilot :

- Before releasing, he ensures that he is in gliding range (see below, para 3.3) of the airfield. (Even though the tug pilots are briefed to keep gliders releasing in gliding range, the pilot of the glider is responsible for his release as this is at the time and position he chooses).

- After release, he checks the cable has actually detached from his glider, then he turns away from the tug. The tug pilot will be able to see this and then commence his descent.

3.3. LOCAL FLYING :

Unless he is authorized for cross country, the pilot must ensure that throughout his flight he is in gliding range of the airfield using the following definition :

- Student pilots (solo in 2 seater or in Astir) : glide angle 1:10 + 500m (1650ft) QNH.
- Others : glide angle 1:20 + 500m (1650ft) QNH.

This applies only to wind less than 20km/hour (10kt). The pilot must also comply with the rules of air traffic (overflight, right of way, etc...), see the Blue Book.

Within a radius of 10km (6Nm) of the site, LEFT circling in thermals is recommended, especially during the main grid launch as the local airspace is then very busy.

**VISITORS, DON’T FORGET THAT WE SET QNH ON OUR ALTIMETERS!
OTHERWISE, YOU WILL FIND YOURSELF 275 METRES TOO LOW!**

3.4. DESCENT TO CIRCUIT HEIGHT, POSITION OF CIRCUIT :

This is done upwind of the beginning of the downwind leg. The glider must arrive in this area well above the level of the downwind leg (600m/2000ft QNH minimum). Whatever runway is in use, the circuit is always on the hangar and buildings side of the runway in use. The other side is reserved for powered aircraft (See visual approach chart).

3.5. THE DOWNWIND LEG :

It starts at 550m/1800ft QNH (500m minimum). A downwind call is made on 118.15, consisting of call sign, runway being used and landing gear position, e.g. : Tango Echo, **vent arrière piste Vingt Huit côté planeur, train fixe/(or train sorti if retractable and it is down!!)**

3.6. FINAL APPROACH :

Whatever the runway, the first glider lands as close to the edge as possible. Next gliders land beside it, keeping a margin of safety between them of about 10 meters. Except for safety reasons, landing on mini strip used for take-off is subject to permission by radio from the "starter" in the launch control van.

If the runway is occupied when you need to land, don't hesitate to take the entire available length of the runway in use, or another runway if necessary.

3.7. IMPORTANT NOTE FOR LANDING :

Never allow the glider to touch the ground before the white threshold marks. The area between these marks and the roads and tracks around the airfield is not landable and is also dangerous in places.

3.8. RADIO :

The Vinon club uses two frequencies :

- 118.15 : Circuit frequency; as well as gliders, all club arriving and departing aircraft use it. It is not our private property!

- 130.12 : Cross country frequency; once you clear off the circuit, you should change to this frequency. It is for gliding messages : - Position/ops normal calls, reporting special weather, problems, etc… Radio messages must be concise and reduced to the essential. Every 30mn please inform the starter of your altitude and position (when flying club gliders). If you wish you may be supervised by an Instructor.

3.9. POSITION REPORTS/OPS NORMAL CALLS :

These messages are essential for pilot safety. They are passed every half hour when local flying, every hour when flying cross country before 6 pm, and every half hour afterwards. On 130.12 you announce your position, altitude and variometer trend, at the instigation of the starter or an Instructor (you can be out of range if you are far away, low, or behind a mountain). Do not expect to always get a reply from the starter at the launch point. An Instructor will have noticed your message. These messages have in the past allowed considerable reduction of search areas after accidents and in consequence have helped to speed up pilots rescue.

3.10. RADIO FAILURE :

- If flying locally, pilot must land back at the airfield immediately, after checking that the volume is not turned down, that he has the correct frequency selected, and that accessible switches are in the correct position.

- If flying cross country : the pilot must interrupt his task and return to the field, meanwhile if possible trying to be identified by another glider from the A.A.V.A.

3.11. CONTROLLED AND REGULATED AIRSPACE:

Compliance with the Rules of the Air is pilot's sole responsibility.

General Information:- In France, unrestricted VFR flights (that is all glider flights) are **not allowed** above FL115, except in the different parts of LTA Alpes (See Annex 3), where VFR flights are permitted up to FL125, FL145, FL165 or FL195. One can only climb above FL195 in the "Fenêtre de Lure" (the Lure wave window near St Auban), if it is active. When active, the level available varies as cleared on the day. Information from the A.A.V.A. starter.
Outside the Alps North zone, VFR flights above FL115 are only allowed with clearance from the controlling ATC unit. In practice this is difficult to obtain.

Specifics on certain Restricted and Dangerous areas :

-R71 Salon (directly over Vinon) contains aerobatic axes and IMC flight sectors for military aircrafts from FL 075 upwards. When active, entry clearance is requested. Before climbing through FL 075, you must contact Salon-Approach on 135.15 and give your position relative to the R71 aerobatic axes nearest to you (see annexes 4, 5 and 6). If the zone is active, Salon Approach will tell you which axes to avoid.

For Example : - Salon App. from Tango Echo, good morning (good afternoon)
- Tango Echo good morning (good afternoon).
- Fox Charlie Hotel Tango Echo, glider from Vinon, approaching Flight Level 75,2 Nautical Miles. West of axe 14, request clearance to climb up to FL XX…

Having received this information, and avoiding these axes, you may climb in the active R71 to FL XXX. Note : until you call leaving the zone R71, you must remain on 135.15 unless cleared to leave the frequency by Salon. If the zone is not active, there may be an "auto-answer" on the frequency, which only talks if you transmit. If you establish that R71 is not active, you may fly in, but only up to FL115. Below FL115 it is Class E airspace, above FL115 it is Class D, and you need a clearance from the ATC unit now controlling it, which is **not** Salon.
Note that if you are above FL115 in R71 (cleared by Salon), and wish to fly north to the

Zone Alpes du Nord, you must descend below FL115 to cross the airway R16/A3 that lies

between the two. This is because the airway is Class D controlled airspace above FL115.

NB: The aerobatic axes are still published though no longer in use, but it's more precise to say you're near axe 14 than some village between Gréoux and St Martin that controllers do not know.

- R 101 SALON : Just west of Vinon, for Military basic training of Salon de Provence VFR aircrafts, from **900m AMSL** up to **FL 075**: SALON APP 135.15. Clairance requested to enter (see map).

- R 80 CADARACHE : Prohibited Area. Just south of Vinon. Overflight not allowed below 1000m above ground for a radius of 1.6Nm (Marked on 1:500,000 Aero. Chart).

- Temporary Prohibited Area (ZIT) CADARACHE : Overflight not allowed below 4200 Ft (1260m) AMSL within a 5km radius, except to the North and North-West (see annex 2).

- R 138 CANJUERS : East South East of Vinon. Surface to FL 540. Overflight not allowed when active. In practice this area is almost always active, and information on its activity is very difficult to obtain (Marseille ACC/FIC 120.55).

- R 95 LE LUC: French Army Helicopter Academy from ground to FL55. Clearance requested to enter the area.

- R11 ST CRISTOL : Special Military activities. Overflight not allowed below 1000m above ground for a radius of 1.6Nm.

There are other unregulated areas that nonetheless do present potential dangers, for example two aerobatics axes over St Auban and west from Vinon and parachuting area at Gap-Tallard where there was a collision in 1995. Familiarize yourself before you fly.

NATIONAL PARKS :

Over flight of these areas by "aircraft" is forbidden below 1000m/3300ft above ground level. This restriction must be observed. There is nevertheless a tolerance in the Parc des Ecrins (North of Gap), but pilots have been fined in Vanoise area. Even if it is odd that gliders, paragliders, Mirages and 747's are put together in the same group, one can imagine that our presence could disturb certain species, for example during breeding. We therefore ask you do not approach or disturb them. On their behalf : Thank you!

Also, if you are thermal climbing with eagles or other prey birds, turn in the same direction. They prefer this and normally they know best!

Note that it is normal for IFR traffic to fly in the Class E airspace below FL115. So a good look out is essential, as always.

3.12. FLYING AT HIGH ALTITUDE:

Flights in wave are interesting and spectacular, but can also present dangers, including cold, tiredness, lower oxygen level and turbulence.

- Cold: In standard atmosphere, temperature drops 6.5°C per 1000m (2°C/1000ft). Towards 6000m/FL200 temperature is often -25°C even though the surface temperature might be

+15°C. It is evident that effective and appropriate protection is essential (plenty of layers, down jacket, boots, gloves, hat, etc...).

- **Tiredness** : Cold, difference of pressure and lack of oxygen are the mains factors which tend to reduce physical stamina of the pilot flying at high altitude. Lack of sleep, abuse of alcohol and tobacco, as well as food too rich in fat, contribute to this state of affairs. Sparkling/fizzy drinks are not advised.
- **Oxygen** : Flying above 3800m/12500ft QNH is forbidden unless you have oxygen available. Lack of oxygen can have serious and irreversible consequences (see pp. 190-192 of the Blue Book, Manuel du Pilote de Vol à Voile).
- **Turbulence** : At high altitude, no problem. But near the ground, it can make field landings impossible because the wind near the ground is unknown. There is a risk of landing with strong tailwind and this can cause loss of control. So if Mistral is blowing, stay in gliding range of airfields.

3.13. Oxygen Equipment :

Refilling oxygen bottle can only be performed by a club member having the chairman's permission and identified on a limited list available at the office.
Payment will be done according to the prices displayed in the oxygen station or in the office.
Fill-in bottle will be done up to 100% for new bottles or older ones within their validity period.

4. CROSS COUNTRY FLYING :

4.1. THE "CROSS COUNTRY" BRIEFING :

Pilots flying A.A.V.A. club gliders must attend it if they hope to fly tasks. A dedicated briefing will be given covering, for example, soaring conditions and weather, state of the listed fields available for landing out, etc... Pilots must bring their Progress Card "Fiche de progression montagne", see below.

Tasks ("circuits") will be selected appropriate to ability and level of everyone, and Coupe Federal declaration forms will be signed by duty instructor. At this stage, pilots must know how to dismantle their glider, and must check the availability of its trailer and their retrieve crew. In practice, groups are set up according to the tasks envisaged.

4.2. TASK AREAS AND EXPERIENCE :

Pilots flying A.A.V.A. club gliders must follow a progression in mountain flying, taking account of difficulty and distance of the different flying areas. A written guide details this, allowing pilots to keep their mountain flying progress card up to date. A map of defined areas is displayed in the briefing room. These documents are the fruit of accumulated experience at Vinon in this matter, we strongly recommend that they are used even if you are flying your own glider. Anyway,

A.A.V.A. Instructors will give useful advice.

4.3. MINIMUM EXPERIENCE FOR CROSS COUNTRY FLYING :

3 accurate landings on type of glider to be used. One hour local flight at Vinon (within 30 km radius). (These are A.A.V.A rules).

4.4. AVAILABLE AREAS FOR FIELD LANDINGS :

In mountains there are few available landing areas. Only listed ones are usable with a minimum risk of damage for the glider. Outside these checked areas, risks of accident are greatly increased. A booklet containing briefing notes and photos of the useable fields is available at club office.

4.5. RETRIEVING FROM OUTLANDINGS :

Fields landing : After landing, pilot must promptly telephone Vinon on 04 92 78 82 90 or alternate 06 51 25 12 03/06 13 42 39 58. He must give details of : position, landing time, access to the field, any damage and a contact telephone number. It goes without saying (but it's still best to say) that courtesy is the rule in relations with those we unexpectedly join from the sky, sometimes causing nuisance and sometimes slight crop damage. Club insurance holds for its gliders covers this risk.

On an airfield : Once on the ground, pilot should call Vinon to advise either that he will deal with the retrieve himself or that he would like an aero-tow retrieve using Vinon tug. To save time a radio call can be made before landing using a relay via another glider, to advise the starter at Vinon of the same information.

N.B. : A.A.V.A. and nearby clubs all offer good rates for aero-tow retrieves, to encourage pilots to land at airfields.

4.6. LANDING FIELD CHECK:

A.A.V.A. requires it to be done. It can be carried out either on foot or by air, and must be done with another glider pilot who has detailed knowledge of landable areas. During subsequent successful flights pilot must always keep current his ability to locate and identify listed fields. During summer, morning briefing will include information on harvest progress, which happens at various quite different dates depending on the fields altitude.

4.7. Ridge Flying Safety - Obstacles :

Ridge flying implies pilot's vigilance should be maximum at any moment, for aircraft avoidance, of course and to detect in time any natural and/or man-built obstacles which are a true danger when flying in close vicinity of a relief (cable railway, high voltage cables, ski lifts, Catex, etc.).

Some of these obstacles are neither beaconed, especially Catex, nor reported on aeronautical charts and are hardly visible. Most of the time, they will be found close to ski-resorts.

It's everyone's duty to know exactly and to spot on flight documents position of hazardous obstacles situated in the flight area.

Club supports use of any system able to warn pilot of any artificial obstacle standing in his flightpath. (PDA, FLARM, etc…)

4.8. anticollision safety :

In order to increase Safety and more particularly to reduce collision risk between aircrafts, A.A.V.A. club has decided that any glider taking-off from Vinon must imperatively :

- Be covered with anti collision strips in accordance with FFVV recommendation ;
- Be equiped with anti collision warning system like Flarm or compatible.

* * *

AN INFORMATION NOTICEBOARD IS AVAILABLE IN THE BRIEFING ROOM, PLEASE READ THE INFORMATION PRESENTED THERE. IF YOU NEED ANY FURTHER INFORMATION DON'T HESITATE TO ASK THE INSTRUCTORS OR EXPERIENCED PILOTS.

We hope you enjoy good flying at Vinon!

A.A.V.A. Office

FRENCH TO ENGLISH MEMO

Vinon auto-information A/A air to air 118,15 One one height decimal one five

Vent arrière = Down wind Train sorti verrouillé = Gear down and locked

Piste deux huit [28] Runway two height Unité six [16] One six

Unité zéro [10] One zero Trois Quatre [34] Three four

Zéro deux [02] Zero two Deux huit nord (planeurs) [28 N]Two heigth north (gliders)

Deux zéro [20] Two zero Right (/left) hand circuit = Circuit main droite (/gauche)

Remorqueur = Tow plane Largage = Release Aérofreins = Air brakes

Etape de base = Base leg Finale = Final Touch and go
Atterrissage = landing

Point d'attente = Holding point Décollage = Take-off

Virage à gaughe = Left turn Virage à droite = Right turn

Je traverse la piste [ ] au sol = Crossing runway [ ] on the ground

Piste libérée = Runway vaccated

ASSOCIATION AÉRONAUTIQUE VERDON ALPILLES

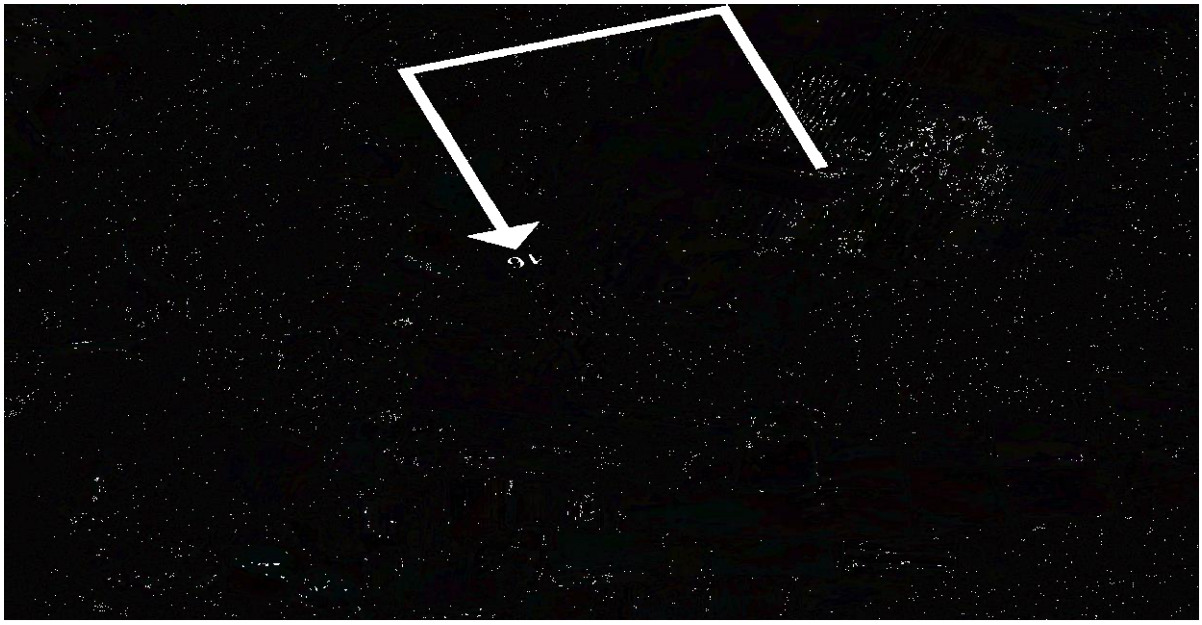
LANDING PATERN - RWY 28

- Permanent watch on the Airfield air-to-air frequency (118.150 Mhz) within a 10 km radius from Vinon and below 900 m AMSL (Airfield Traffic). Radio call 5 minutes before landing.
- Biginning of downwind leg at 550m AMSL (minimum 500m). CAUTION ! Watch out for model airplanes in their area.
- Watch out for gliders using 28 auxiliary airstrip.
- Landing on the « mini-bandes » (prepared strip before the concrete rectangle) possible under authorization of starter if no glider is preparing for take-off.
- After landing, vacating the runway on the right side if no traffic on take-off and authorized by starter (speed and breaking under control, 45° maximum turn, keeping wings, levelled, stopping on the immediate outside of the runway after the mobil control tower).
- Check with the person on charge of the start list that the landing time has been properly recorded.
- Keep the radio ON as long as the glider has not been pushed away from the runway (safety of traffic, control tower).

SAFETY

- **Arriving to low :** Land on runway 16, 20 or 28 auxiliary, whichever seems to be the safest.
- **Strong wind (270° à 300) :** Choose to conduct a steeper approach. Avoid to fly beyond the edge of the "plateau", **as there is a risk to encounter severe down draughts !**
- **28 auxiliary :** No low approach above the built-up area. Fly past the road at 10m minimum. Never touch-down before the threshold marks. Vacating the runway is recommended. Watch out the gliders parked alongside the runway. Be careful when the grass is high!

LANDING PATERN - RWY 16



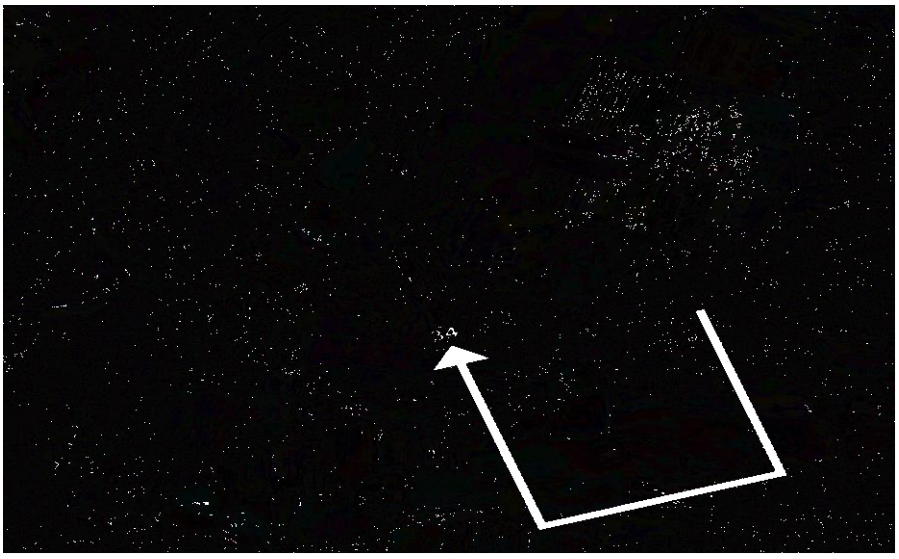
- Permanent watch on the Airfield air-to-air frequency (118.150 Mhz) within a 10 km radius from Vinon and below 900 m AMSL (Airfield Traffic). Radio call 5 minutes before landing.
- Biginning of downwind leg at 550m AMSL (minimum 500m). CAUTION ! watch out for model airplanes in their area.
- Watch out for gliders using runway 20.
- Landing on the « mini-bandes » (prepared strip before the concrete rectangle) allowed if no glider is preparing for take-off.
- After landing, vacating the runway on the left side if no traffic on take-off (speed and breaking under control, 45° maximum turn, keeping wings, levelled, stopping on the immediate outside of runway after the mobil control tower).
- Check with the person on charge of the start list that the landing time has been properly recorded.
- Keep the radio ON as long as the glider has not been pushed away from the runway (safety of traffic, control tower).

SAFETY

- **Arriving to low :** Land on runway 20.
- **Strong wind :** Choose to conduct a steeper approach. Avoid to fly beyond the edge of the "plateau", **as there is a risk to encounter severe down draughts !**
- **Long landing** : Vacate the runway before the end of runway 16 Do not roll on direction to the mobile control tower of runway 28 and hangars.

ASSOCIATION AÉRONAUTIQUE VERDON ALPILLES

LANDING PATERN - RWY 34

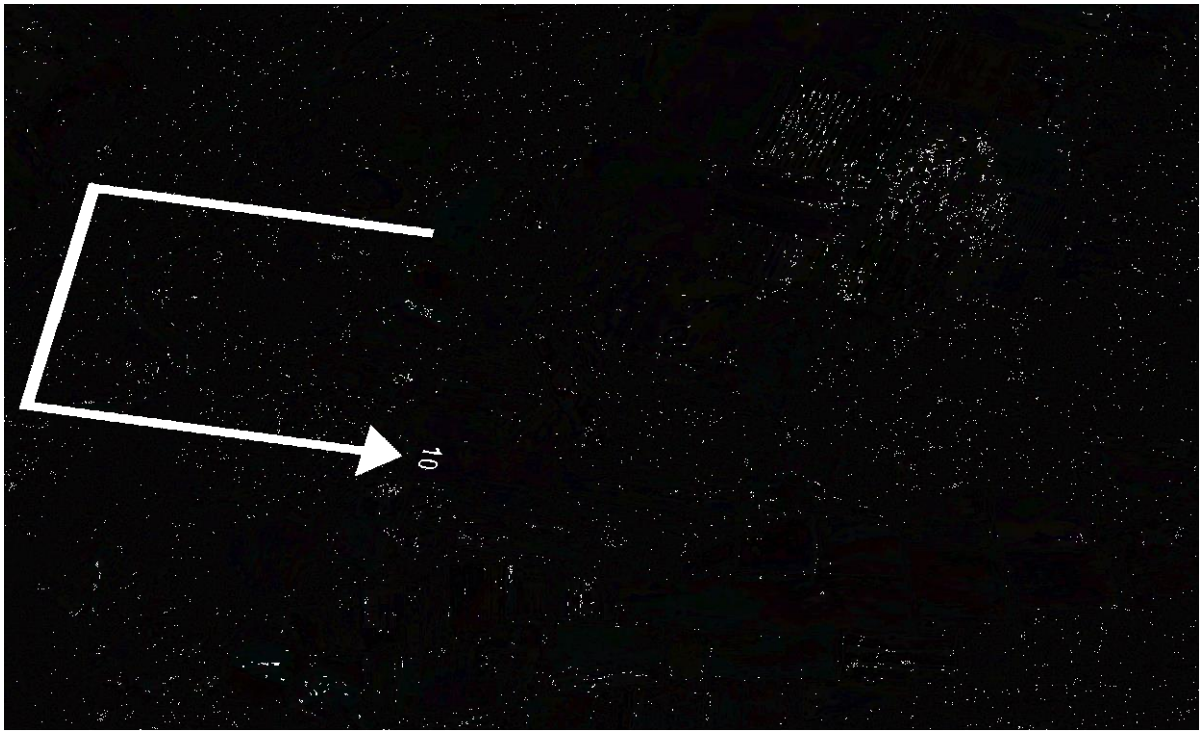


- Permanent watch on the Airfield air-to-air frequency (118.150 Mhz) within a 10 km radius from Vinon and below 900 m AMSL (Airfield Traffic). Radio call 5 minutes before landing.
- Biginning of downwind leg at 550m AMSL (minimum 500m). CAUTION ! watch out for model airplanes in their area.
- No landing before the threshold of the runway 34.
- After landing, vacating the runway on the right side if no traffic on take-off (speed and breaking under control, 45° maximum turn, keeping wings, levelled, stopping on the immediate outside of runway).
- Check with the person on charge of the start list that the landing time has been properly recorded.
- Keep the radio ON as long as the glider has not been pushed away from the runway (safety of traffic, control tower).

SAFETY

- **Arriving to low :** Land on runway 28 or 28 auxiliary, whichever seems to be the safest.
- **Strong wind (Mistral) :** Choose to conduct a steeper approach. Avoid to fly beyond the edge of the "plateau", **as there is a risk to encounter severe down draughts !**

LANDING PATERN - RWY 10



- Permanent watch on the Airfield air-to-air frequency (118.150 Mhz) within a 10 km radius from Vinon and below 900 m AMSL (Airfield Traffic). Radio call 5 minutes before landing.
- Biginning of downwind leg at 550m AMSL (minimum 500m). CAUTION ! watch out for model airplanes in their area.
- Watch out for gliders using runway 20 and runway 16.
- **No long landing RWY 10 when RWY 16 in use with effective aircraft traffic**
- **Long landing :** The touch-down point is the west extremity of the « mini-bande » runway 28.
- After landing, vacating the runway on the left side (speed and breaking under control, 45° maximum turn, keeping wings, levelled, stopping on the immediate outside of the runway. **Rolling to the hangar is strictly forbidden.**
- Check with the person on charge of the start list that the landing time has been properly recorded.
- Keep the radio ON as long as the glider has not been pushed away from the runway (safety of traffic, control tower).

SAFETY

- **Arriving to low :** Land on runway 20 or 16, whichever seems to be the safest.
- **Strong wind :** Choose to conduct a steeper approach. Avoid to fly beyond the edge of the "plateau", **as there is a risk to encounter severe down draughts !**

ASSOCIATION AÉRONAUTIQUE VERDON ALPILLES

LANDING PATERN - RWY 02

- Permanent watch on the Airfield air-to-air frequency (118.150 Mhz) within a 10 km radius from Vinon and below 900 m AMSL (Airfield Traffic). Radio call 5 minutes before landing.
- Biginning of downwind leg at 550m AMSL (minimum 500m). CAUTION ! watch out for model airplanes in their area.
- After landing, vacating the runway on the right side (speed and breaking under control, 45° maximum turn, keeping wings, levelled, stopping on the immediate outside of the runway
- Check with the person on charge of the start list that the landing time has been properly recorded.
- Keep the radio ON as long as the glider has not been pushed away from the runway (safety of traffic, control tower).

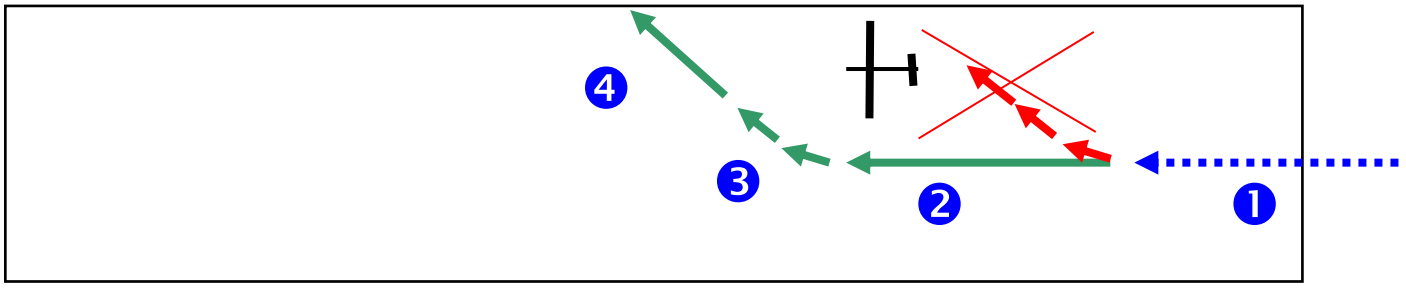
SAFETY

- **Arriving to low :** Land on runway 28 or 34, whichever seems to be the safest.
- **Strong wind :** Choose to conduct a steeper approach. Avoid to fly beyond the edge of the "plateau", **as there is a risk to encounter severe down draughts !**

ASSOCIATION AÉRONAUTIQUE VERDON ALPILLES

GROUND TRAFFIC

Controlled Manoeuvres to vacate runway



AIM :
Clearing quickly the runway by a prepared and totally controlled manoeuvre during the rolling phase to leave the landing axis free for other traffic on landing or take-off.

PROCEDURE :

1. Standard approach and landing until touch-down point
2. Control of the heading and breaking action – slow down phase.

Caution !!! if the brakes are inoperative ➔ No runway vacation manoeuvre

3. 45° controlled turn (use rudder action while maintaining wings level).
4. Moderate breaking action to allow the glider to stop on the immediate outside of the runway.

SEFETY :

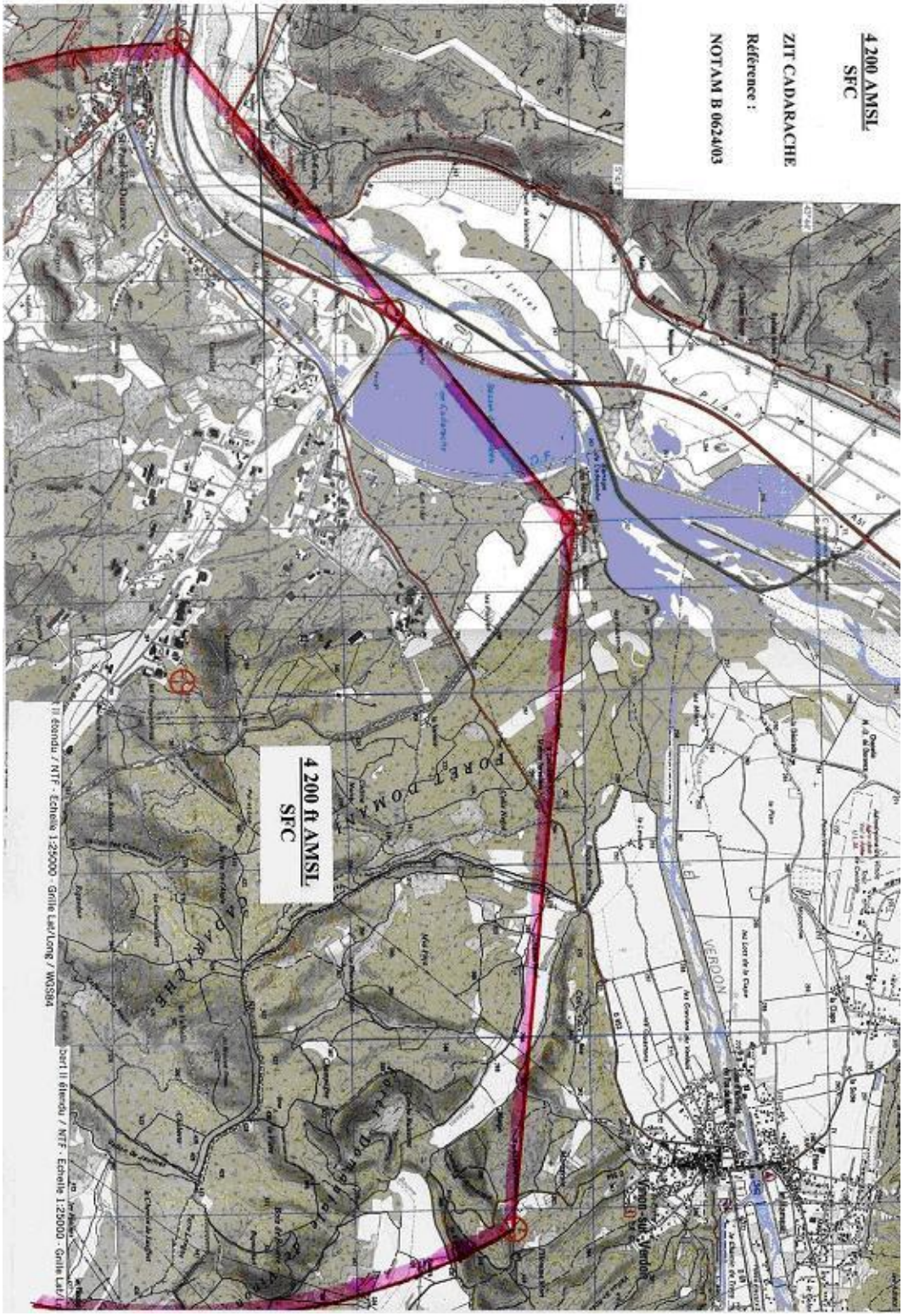
- **All clear in front of the glider vacating the runway :** No clearing manoeuvre may be initiated if not sure that a traffic is approaching on the side where the clearing manoeuvre is foreseen ;
- **Obstacle on Runway :** The clearing manoeuvre can be initiated only after rolling past the obstacle (glider just landed, tow plane preparing to take-off, mobile tower, etc.) It is strictly forbidden to vacate the runway behind lined-up sailplanes or facing the mobile tower **as the risk is great in case of break failure !!!**
- **Aircraft on take-off :** Clearing the runway in front of an aircraft ready for take-off may be done only after radio contact with the pilot of the aircraft ready to take-off or with the mobile tower ;
- **Runway vacated :** The clearing manoeuvre stops on the immediate outside of the runway.
    - **Landing runway 10 :** Rolling towards the hangars is strictly forbidden,
    - **Landing runway 16 et 20 :** Rolling towards the parking along the runway 28 auxiliary is strictly forbidden,
    - **Long landing 16 :** No rolling to runway 28 starting point.

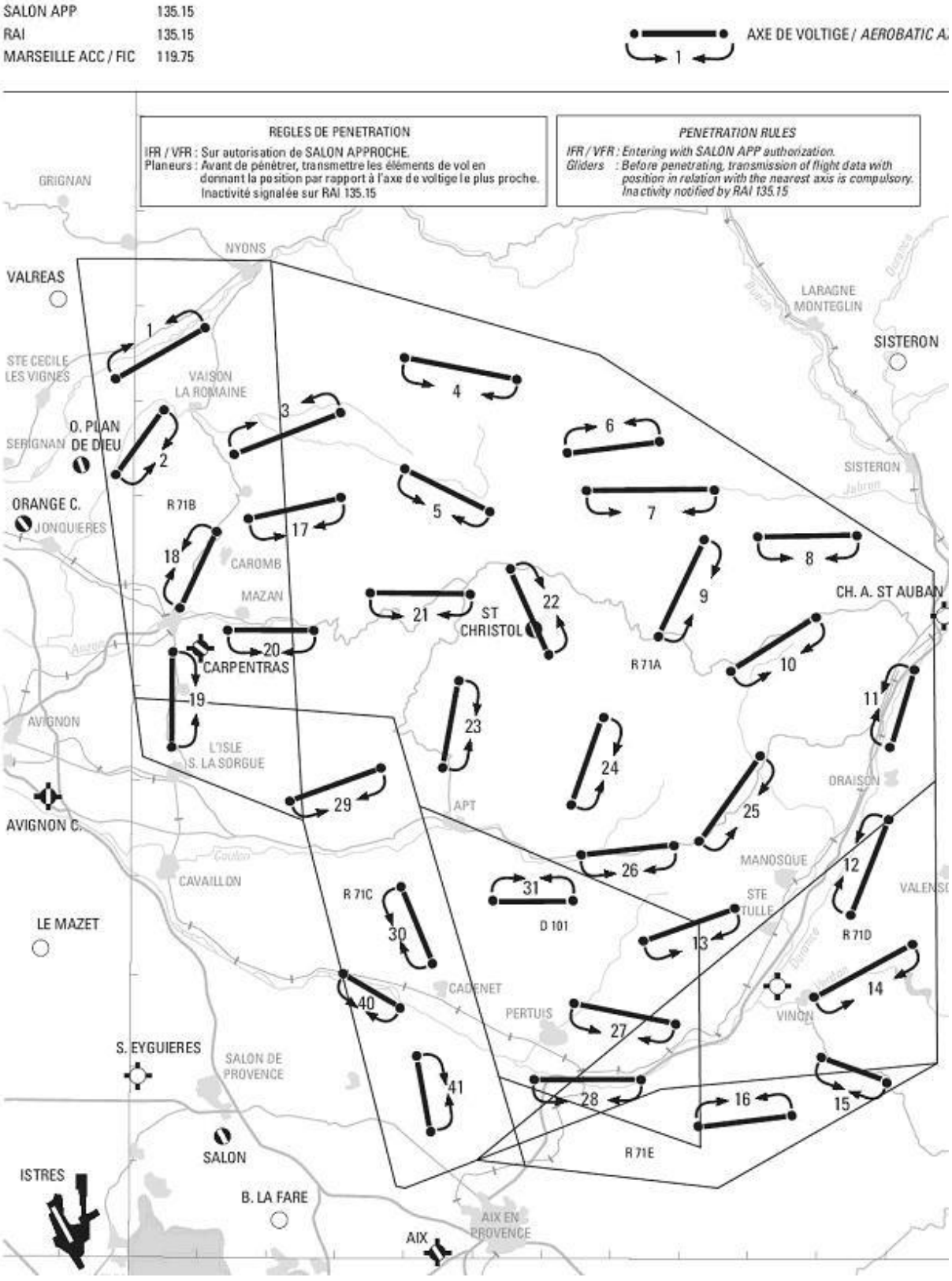
GROUND TRAFFIC

RUNWAY 16

- Vehicles of visitors and non glider towing vehicles (with the exception of mobile control tower) shall use the peripheral road when going to and return from Runway 16.
- Vehicles on glider towing to runway 16 shall permanently ensure safety :
    - When taxing on all taxiways especially in front of the hangars,
    - When crossing runway 02/20,
    - Monitoring if possible airfield traffic on 118.150 Mhz and switching on the vehicle traffic light.

P11 CADARACHE




SALON APP 135.15
RAI 135.15
MARSEILLE ACC / FIC 119.75
AXE DE VOLTIGE / AEROBATIC A
REGLES DE PENETRATION
IFR / VFR : Sur autorisation de SALON APPROCHE.
Planeurs : Avant de pénétrer, transmettre les éléments de vol en donnant la position par rapport à l'axe de voltige le plus proche. Inactivité signalée sur RAI 135.15
PENETRATION RULES
IFR / VFR : Entering with SALON APP authorization.
Gliders : Before penetrating, transmission of flight data with position in relation with the nearest axis is compulsory. Inactivity notified by RAI 135.15
GRIGNAN
NYONS
VALREAS
LARAGNE MONTEGLIN
SISTERON
STE CECILE LES VIGNES
VAISON LA ROMAINE
O. PLAN DE DIEU
SERIGNAN
ORANGE C.
JONQUIERES
R 71B
CAROMB
MAZAN
ST CHRISTOL
CH. A. ST AUBAN
CARPENTRAS
R 71A
AVIGNON
L'ISLE S. LA SORGUE
AVIGNON C.
APT
DRAISON
MANOSQUE
CAVAILLON
R 71C
D 101
LE MAZET
CADENET
PERTUIS
VINON
S. EYGUIERES
SALON DE PROVENCE
SALON
R 71E
ISTRES
B. LA FARE
AIX EN PROVENCE
AIX

Flying in R71 with "Salon Information"

R71	A regulated zone between FL75 (2200m) and FL195 (5800m) Used by aircraft from the Salon Air Force Academy and other military aircraft for aerobatic and instrument flying sorties. Entry requires authorization from Salon Information on frequency 135.15

Caution : This is not an official document. Before flying in R71, be sure you know the Air Rules (RCA 1).

Aim: always be as effective and concise as possible.
Keep radio communications short and the frequency clear.

Controller's job: grant or refuse permission to fly in R71. Provide information on active sectors and aerobatic axes.

Contacting the controller

When I arrive at 2000m before entering R71,
I will not pass 2200m without the controller's permission. If necessary I will use the airbrakes.

I will monitor frequency 135.15 for 30 seconds before speaking.
I will wait for any controller/pilot dialogue to finish. I will not interrupt any message

I will be brief and clear
- **«Salon Information, good day, glider Tango Echo»**
- Salon: «Tango Echo, Salon, good day»
- **«Fox Charlie Fox Tango Echo, a glider from Vinon, axis Oscar, FL 75, request climb»**

Callsign: complete
From: glider from (airfield name)
Position: (Axis or area nearest my position)
Level: FL 75
Intention: to enter R71 and head north, or south, ...

I will always state altitude in terms of flight level, never in meters.
The altitude mentioned below may change everyday depending on the QNH. Check it before take off !

FL75 = 2200 m FL115 = 3400 m FL150 = 4500 m FL195 = 5800 m

Permission granted:	Permission refused:	Zone is inactive:
- Unrestricted: « F-TE, clear, climb to FL195, axes X, Y, Z are active » **« TE, roger »** - Restricted: « F-TE, clear, climb to FLXX or below, because of... » **« TE, roger, climbing to FLXX maximum »**	**I will stay below 2200m (FL75).** **- « TE roger, signing off the frequency ».** I will try to climb in a different area.	(**recorded annoucement** or information from the controller) **I can climb unrestricted to FL 115 (3400m).** While in (and below FL115), I will contact "Salon Information" every 15 min in case the zone is activated.

Flying in the zone

I will remain attentive to communications from the controller updating activity in the different sectors of the zone. (You must have a R71 map with you).
- **«Salon, from TE, I am heading towards axes X and Y»**

I will control my navigation to stay clear of active sectors and axes.
I will stay below the altitude I have been authorised
If my flight was unrestricted, FL195 is the maximum altitude I may reach (about 5800m depending on the QNH).

Leaving the frequency temporarily

While I am in R71, I will monitor frequency 135.15.
If the controller loses radio contact, he will start a search and rescue procedure.

If I want to leave the frequency temporarily, I will ask permission from "Salon Information".
- **« Salon, from TE, request permission to leave frequency for one minute.**

I will ensure that I am back on 135.35 after one minute.
- **« TE, back on frequency »**

Exiting the zone

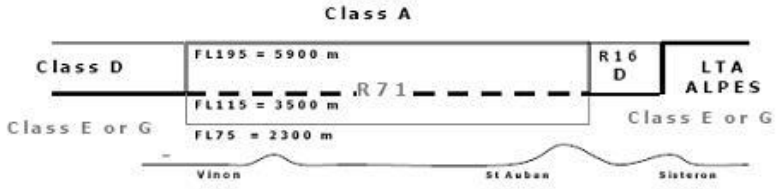
When I exit R71, I will inform Salon Information.

- **« Salon, from TE, exiting the zone (to the north / to the south / below FL75), and leaving frequency »**

I will wait for a reply from «Salon Information». If there is no reply I will repeat the message.

All radio communications must be properly terminated.

Warning: I have to be under 3400m to exit the zone from the side. If not, I will be in class D airspace.
To fly in class D airspace, I need to have a transponder and obtain clearance from Marseille Control. (123.9 to the west, and 126.15 to the east of the Lure)



For example: to cross airway « Red 16 » between R71 and the LTA « Alpes »

Radio failure

In case of radio failure, I will exit the zone as quickly possible, but make sure that I complete my flight safely to my airfield. I will not forget to have Salon informed by phone.

Inactivation of the zone

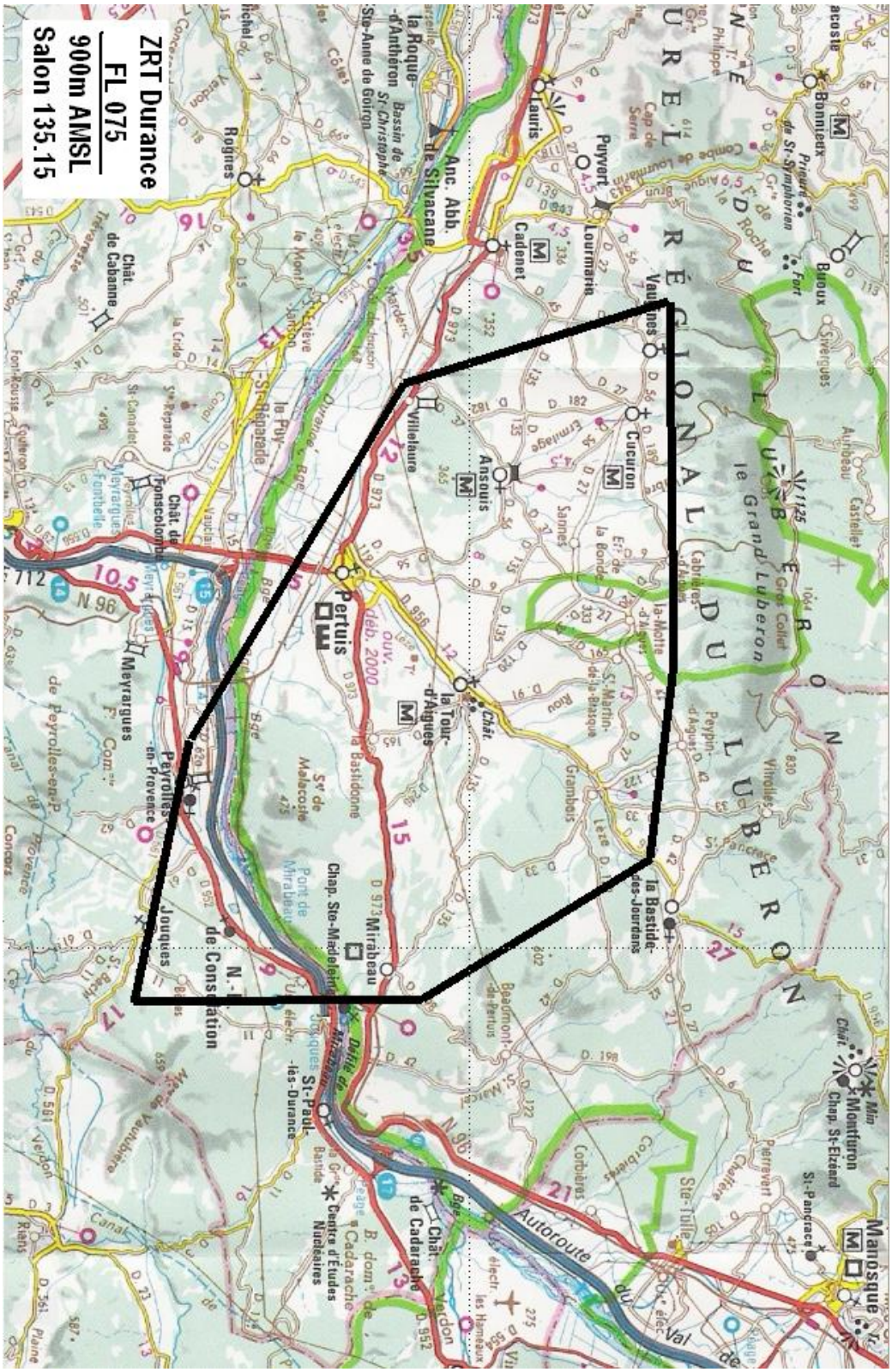
If the controller announces **« To all gliders R71 is no longer active »**

I will respond («TE, Roger») and immediately descend below 3400m.

Airspace is now controlled by Marseille Control and is class E from FL75 to FL115, and class D from FL115 to FL195.

If I have a transponder, I can ask Marseille for clearance to operate in class D.

RESTRICTED AREA LF-R 101 SALON

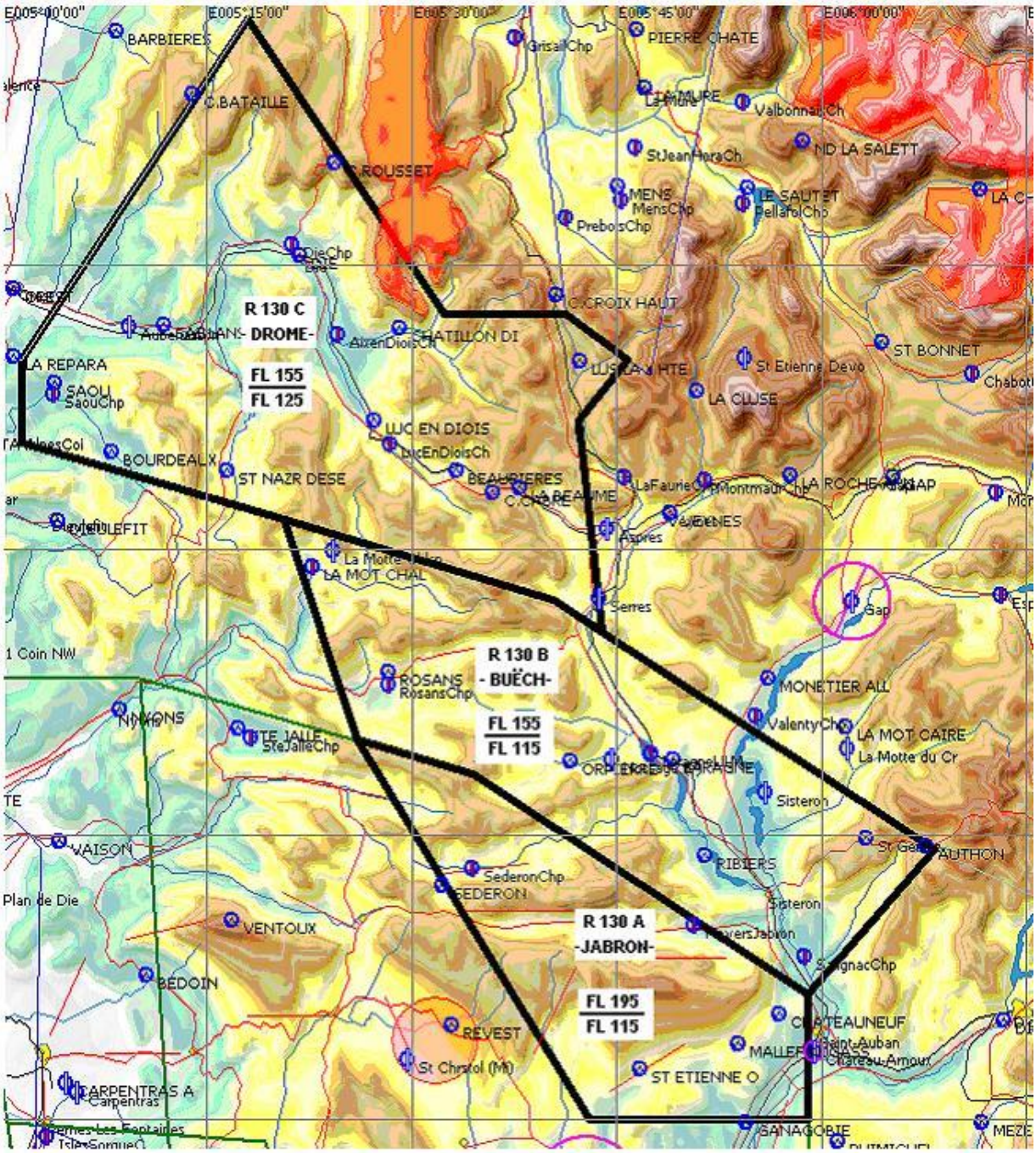


Zones Règlementées « Vols d'Onde » LF-R 130

ASSOCIATION AÉRONAUTIQUE VERDON ALPILLES

Restricted Areas « Wave Flying » LF-R 130
R 130 A « JABRON » – R 130 B « BUËCH » – R 130 C « DRÔME »

To be used only in accordance with the letter of Agreement (LoA)



ASSOCIATION AÉRONAUTIQUE VERDON ALPILLES

Restricted Areas « Wave Flying » LF-R 130
R 130 A « JABRON » – R 130 B « BUËCH » – R 130 C « DRÔME »

REGULATIONS

- The R 130 areas may be used only from sunrise to (sunset - 30 mn) and by gliders from Vinon, CNVV St Auban or FFVV.
- These areas may be used only in accordance with the current letter of agreement.
- The R 130A « JABRON », R 130B « BUECH » and R 130C « DRÔME » are not activated on a permanent basis.
- To fly legaly in these areas, they must mandatory be activated by the CNVV ST AUBAN, or by the AAVA VINON if ST AUBAN is not active.
- The R 130A « JABRON » shall not be activated when the R 71 SALON is active. It's each pilot responsibility to make sure that the R 71 is active or not.
- Infos about activation of the R 130s can be obtained from :
  - ST AUBAN : VHF 122,15 – 123,65 – 122,3 Tel : 04 92 64 94 32
  - VINON : VHF 122,15 – 130,12 – 118,15 Tel : 04 92 78 82 90
- **Radio contact :** no radio clearance to enter R130 areas "JABRON", "BUËCH", "DRÔME" is requested when the areas are actived for any aircraft concerned by the agreements, pilots should stay on 122.15 when inside the zone.
- **Traffic :** no air traffic information will be supplied to gliders or powered gliders in the LF-R130 "JABRON", "BUËCH" and "DRÔME"

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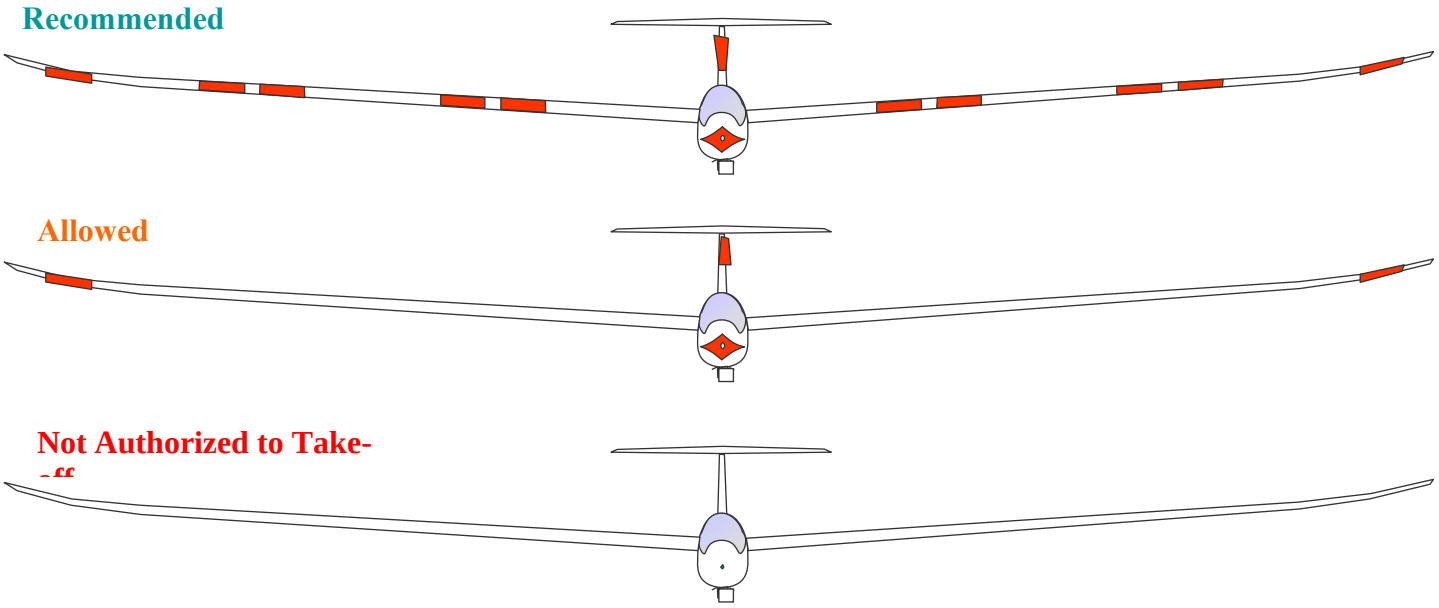
SAFETY REQUIREMENTS TO FLY IN VINON

1) Anticollision Marks



2) Collision-warning system