



Briefing for Newcomers

Part 1 : Club organization and AD Procedures

WELCOME

The purpose of this Diaporama is to present :

- 1. The basic organization of the airfield and the club***
- 2. The main operation procedures***

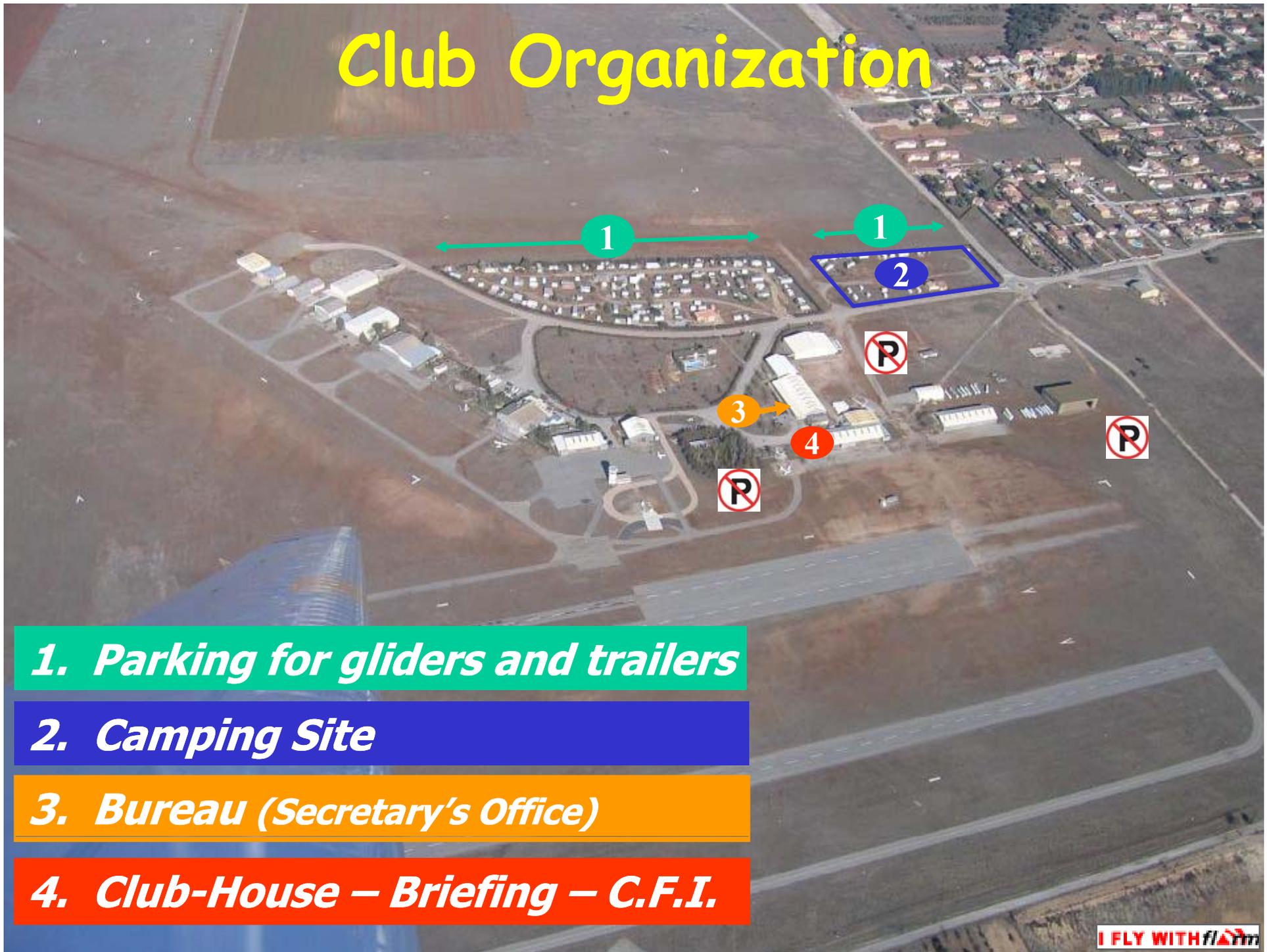
It will not replace the reading and knowledge of :

- The "AAVA welcome and instructions" booklet***
- The "FFVV Safe Mountain Gliding" booklet***
- The "FFVV Good Gliding" Charter***

that you will have to sign when you register

TO VINON

Club Organization



1. Parking for gliders and trailers

2. Camping Site

3. Bureau (Secretary's Office)

4. Club-House – Briefing – C.F.I.

Daily Schedule

- **Bureau (Secretary's Office)**

Open : 9h00 to 12h00 and 14h00 to 18h00

- Administration (reception desk, registration, camping site)

- **Flight Organization (Briefing Room – C.F.I.)**

9h00 - 10h00 : Give glider request to CFI (if flying club gliders)

10h00 : Daily Briefing (mandatory for all pilots)

- Weather forecast

- Airspace and Safety Briefing

- Allocation of gliders

*Before take-off : Give your name and glider registration
to the launch control point (Starter)*

*After Landing : Come to the Starter (if closed, CFI office)
and report /check your landing time*

- **Miscellaneous**

AVGAS for motorgliders : 9h00 to 10h00

Oxygen : Available, ask at the office (9h00 to 10h00)

ATTERRISSAGE A VUE
Visual landing

Ouvert à la CAP
Public air traffic
05 JUN 08

VINON
AD2 LFNF ATT 01



ALT AD : 903 (32 hPa)
LAT : 43 44 11 N
LONG : 005 46 59 E
LFNF
VAR : 0° (05)

APP : NIL
TWR : NIL
A/A : 118.15



Vinon is open to Public Air Traffic !
= We are not Alone
= We share the Airfield with Light Aircraft and Ultralights
= Most of them are not familiar with gliding activities and procedures
Aerodrome reserved for Radio Equipped Aircraft !
>>> No radio (reception and transmission) = NO TAKE-OFF

VINON
AD2 LFNF TXT 01

05 JUN 08

RWY	QFU	Dimensions/Dimension	Nature/Surface	Résistance/Strength	TODA	ASDA	LDA
02	022	1250 x 100 m	Non revêtue Unpaved	-	1250	1250	1105
20	202				1250	1250	1110

Aides lumineuses : NIL Lighting aids: NIL

Consignes particulières / Special instructions

Conditions générales d'utilisation de l'AD
AD réservé aux ACFT munis de radio. **General AD operating conditions**
AD reserved for radio-equipped ACFT.

Dangers à la navigation aérienne
Risques de forts rabattants en approche finale QFU 161. **Air navigation hazards**
Risk of severe down draughts on final approach QFU 161.

Procédures et consignes particulières
Roulage interdit hors pistes et TWY. **Procedures and special instructions**
Taxiing prohibited except on RWY and TWY.
Pistes revêtues incluses dans les pistes non revêtues. Paved RWY included within unpaved RWY.

is, sauf pour des raisons de viter le survol de Vinon sur lors de l'utilisation du circuit itterissage dégager impérati- our de piste avion. Les utilis- on sont autorisés à franchir la sans pénétrer dans la ZIT de besoins du TKOF et du LDG. ont pas franchir les limites du entre et de même hauteur que rais de 3 km de rayon.

est exclusivement réservée à neurs au QFU 282. **Auxiliary RWY 28 reserved for glider landing only**
QFU 282.
lité avec le tour de piste pla- neur, à l'arrivée sur l'aérodrome, le tour de re- connaissance s'effectue à une altitude de 2500 ft. To adjust with the glider circling, on arrival on the aerodrome, the reconnaissance circling is per- formed at an altitude of 2500 ft.

5900 ft AMSL,
pilot in com-

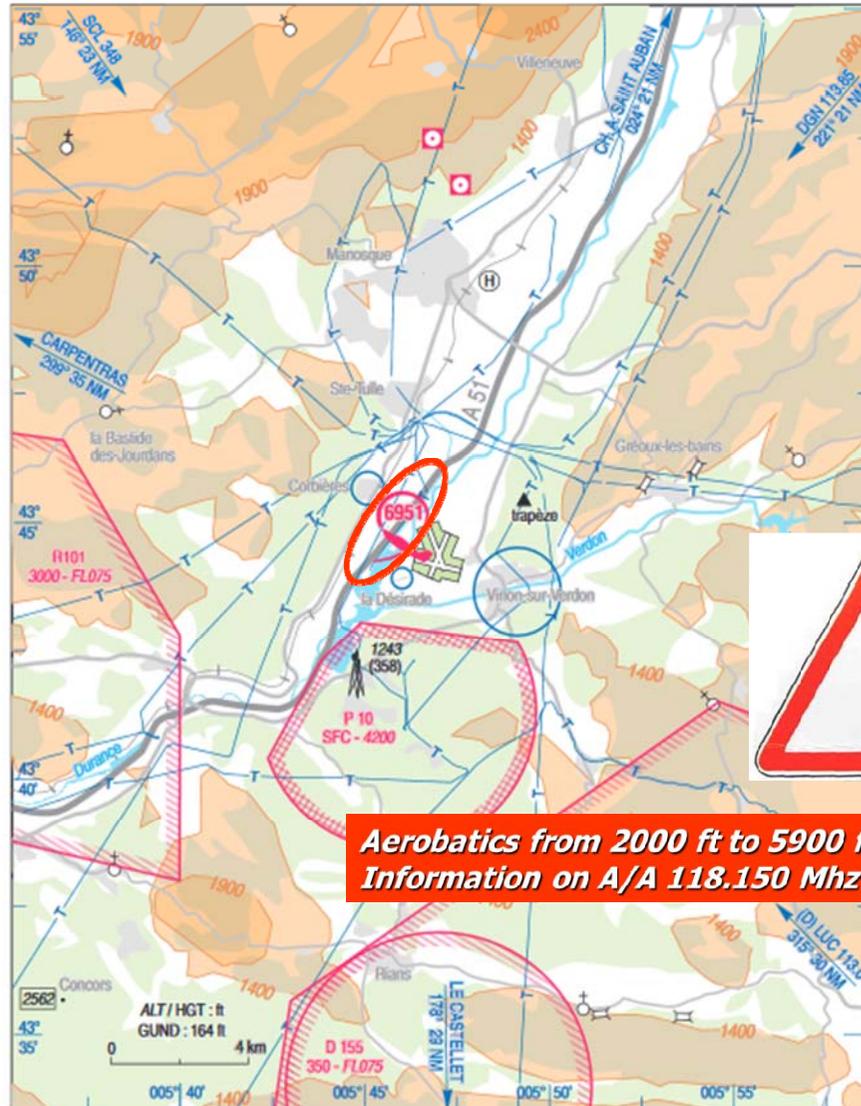
APPROCHE A VUE
Visual landing

Ouvert à la CAP
Public air traffic
20 JUL 17

VINON
AD 2 LFNF APP 01

		ALT AD : 903 (32 hPa) LAT : 43 44 11 N LONG : 005 46 59 E	LFNF VAR : 1°E (15)
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APP : NIL
TWR : NIL
A/A : 118.150



**Aerobatics from 2000 ft to 5900 ft AMSL !
Information on A/A 118.150 Mhz**

Start Procedures (Common Rules)

1. Before take-off :

- *Preflight check + radio check (130.125 with starter when active)*
- *Come to the Starter and write down your name and glider registration on the start list*

2. Lining up Glider to take-off :

- *Always positioned abeam the starter*
- *Line gliders with wingspan superior to 20 m on South (28) or West (16) mini strip*

3. Motorgliders :

- *Be careful of your propeller blast (gravel, dust)*
- *Never start up your engine if another glider is just ahead*
- *Never start up your engine without a pilot on board*
- *Ask starter before starting engine and before taking of*

4. During take-off time :

- *Always push gliders forward to abeam the starter*
- *Thank you for helping us in hooking the tow ropes*
- *Here we hook the tow rope on to the glider before the tug arrives*

5. Thermaling in local :

- *Left turns are recommended in thermals within a 10 km radius of Vinon. However, you must turn the same way as any glider already in the thermal*
- *No thermaling attempt below 600m allowed in the airfield vicinity*

Action and Responsibilities of « Wing Holder »

1. Attaching the Cable

- .Check that the cable is in a good state and free of knots
- .Chose the ring
 - Tost hook > Small ring
 - Aérazur hook > Large ring
- .Use the words (Open! > Close!) to attached the cable to the glider
- .Check that the cable is properly attached by pulling firmly

2. At the wing tip : Glider security check

- .Rear check : Trolley,, Pennon, Covers, Ruder immobilizer
- .Front check : Canopy locked and secured, Cable attached
- .Pilot check : Hat, Sunglasses, Parachute

3. Before lifting the wing (signal for the tug pilot to launch take of)

check that :

- . Cable is tight
- . Air brakes are locked in
- . Runway and final clear

At the (left) wing tip : Glider security check

Rear check : Trolley, Covers, Pennon, Ruder immobilizer.



At the (left) wing tip : Glider safety check

Front check : Canopy locked and secured



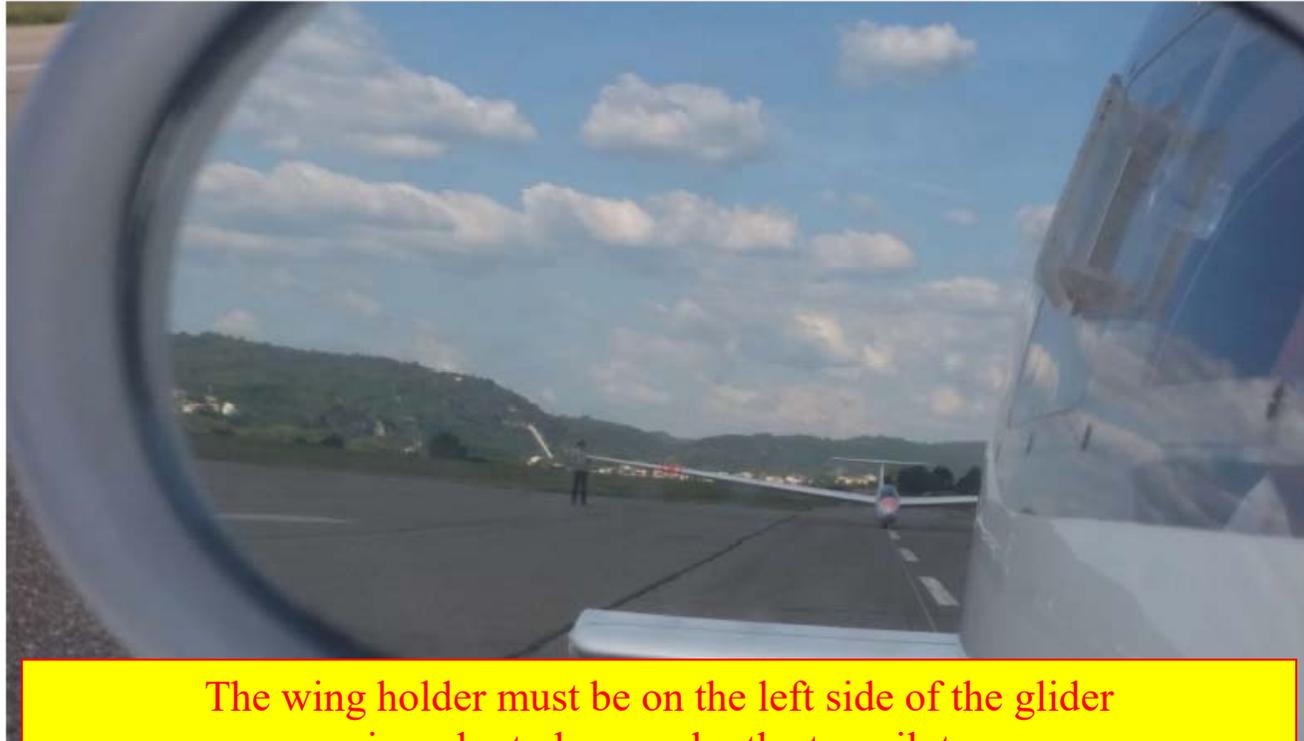
At the (left) wing tip : Glider safety check

Front check : Canopy locked and secured



OK

Holding left wing = Being seen by the tug pilot



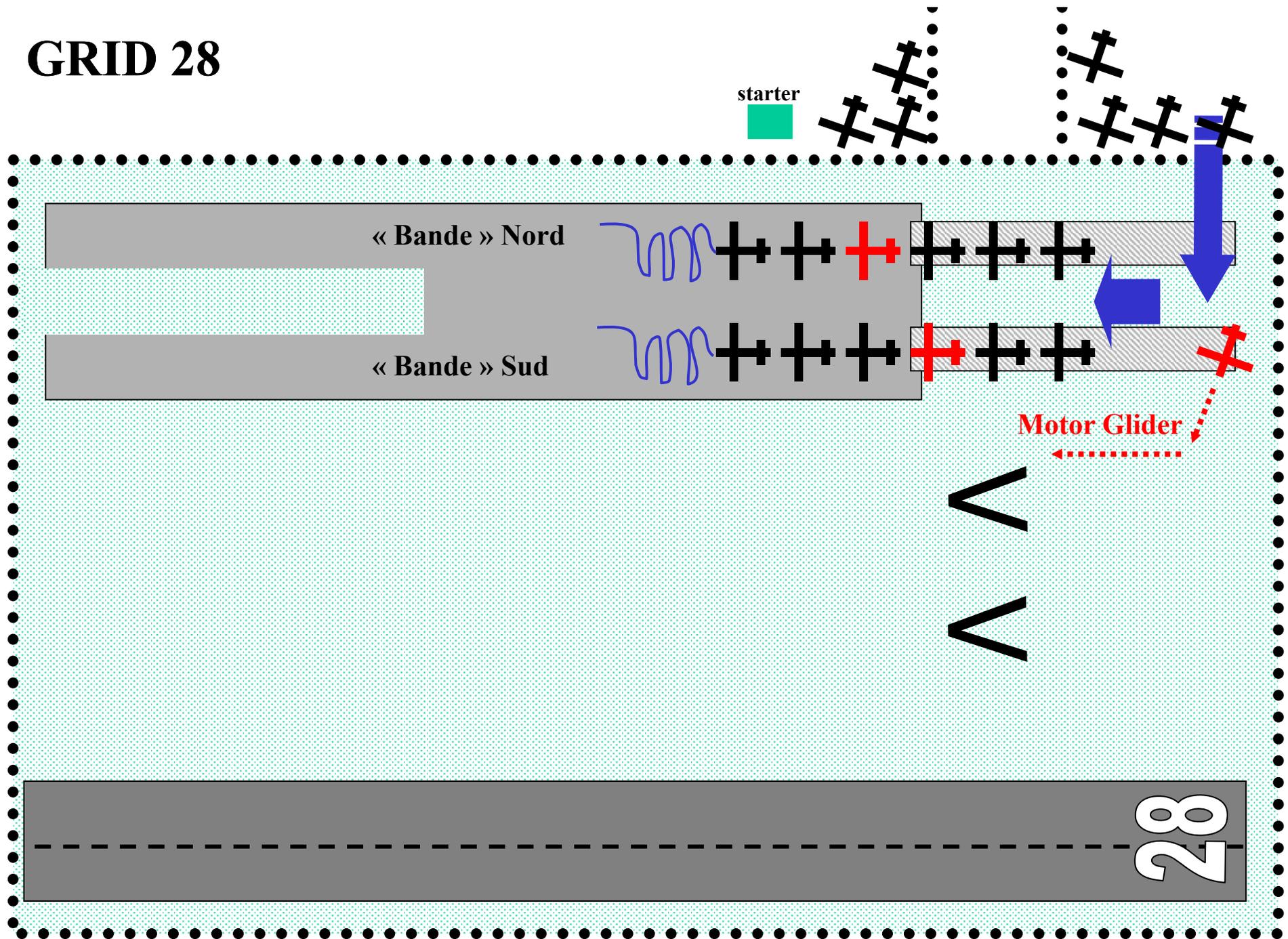
The wing holder must be on the left side of the glider in order to be seen by the tug pilot.
Obstacles on the right side are difficult spotted by the tug pilot once aligned.

Procedures RWY 28

Parking for gliders

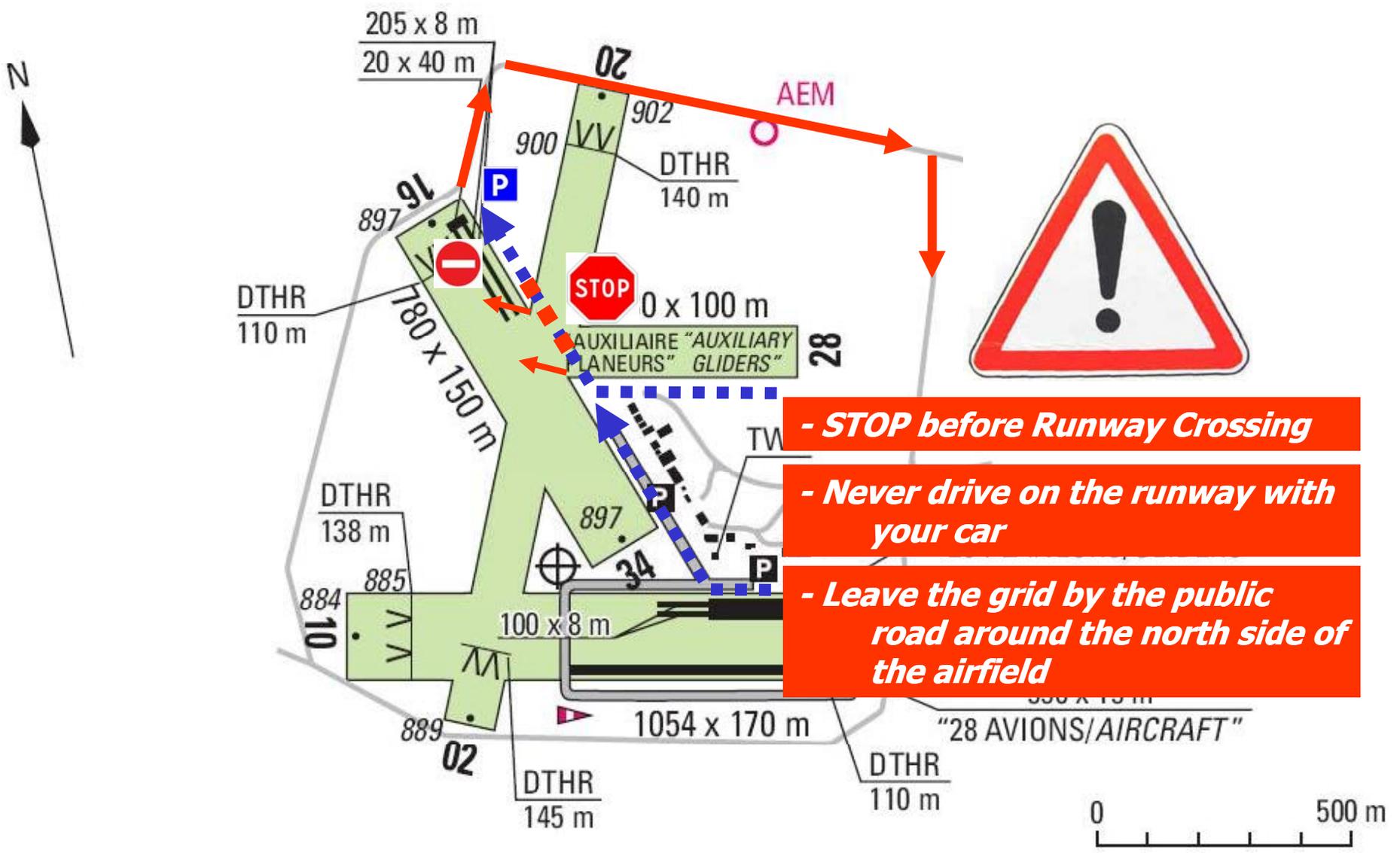
Launch grid

GRID 28



Procedure RWY 16

(Towing your glider to the Grid)



- STOP before Runway Crossing
- Never drive on the runway with your car
- Leave the grid by the public road around the north side of the airfield

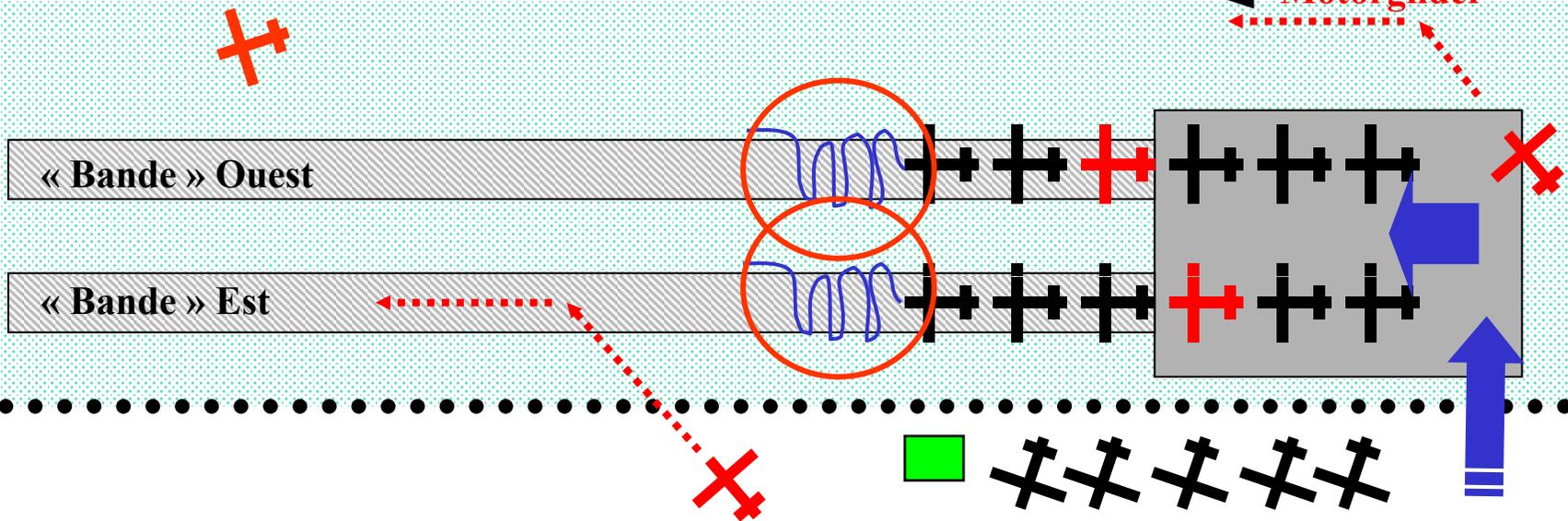
GRID 16



Tow rope must be hooked to the glider BEFORE towplane arrival

No cars allowed on the runway or the grid during launching

16



In-Flight Procedures (Common Rules)

1. Position Report/Ops Normal calls :

- **Every half hour on 130.125 Mhz (position, altitude, route or intentions)**
- **After 18h00, if you are out of direct radio range, please try to contact us :**
 - > **by radio : by relay with another Vinon glider in your area**
 - > **by cell-phone : your crew or the starter (without detriment to good look out).**

2. In case of radio failure :

- **Check radio volume, frequency selection, accessible switches**
- **Local flight : land immediately at Vinon (report vertical Airfield first)**
- **Cross-country flight : You must interrupt your task and return to the field, and, when possible, try to be identified by another glider from the A.A.V.A**
- **Report radio failure by cell-phone : to your crew or to the starter (without detriment to good look out).**

3. In case of outlanding :

- **Inform without delay : 1) your crew 2) the starter (to avoid useless alert)**
- **Be polite and courteous with the owner/farmer of the field**
- **Avoid driving into any field under cultivation with cars and trailers**
- **In case of damage to the cultivation, make a report for your insurance**



In-Flight Procedures (Self launchers or turbo)

1. Running your flight :

- *Run your flight as if you were without an engine, (strictly local of a known out-landing field).*

2. Engine restart :

- *If you wish to restart your engine, do it vertical of a proper out landing field.*
- *A glider with the engine out has its glide ratio severely amputated.*
- *Respect All procedures, (Flight Manual).*

Arrival Procedures (Common Rules)



- 1. Competition speed finish strictly prohibited***
- 2. Flying over the Airfield not below 600 m AMSL***

1. Coming back to Vinon :

- Monitor the airfield frequency (118.150) within a 10 km radius***
- Reduce your speed < 150 km/h (Airfield traffic – Collision avoidance)***
- Send a radio call when landing expected in 5 minutes***
- Fly to the appropriate altitude loss area***

2. Landing Circuit :

- Look out for other traffic (glider, motor-aircraft, ultralight)***
- Check-List before landing (gear, flaps, ballast, speed, belts, radio)***
- Final approach with appropriate glide path (half airbrake preferred)***

3. If you get back low :

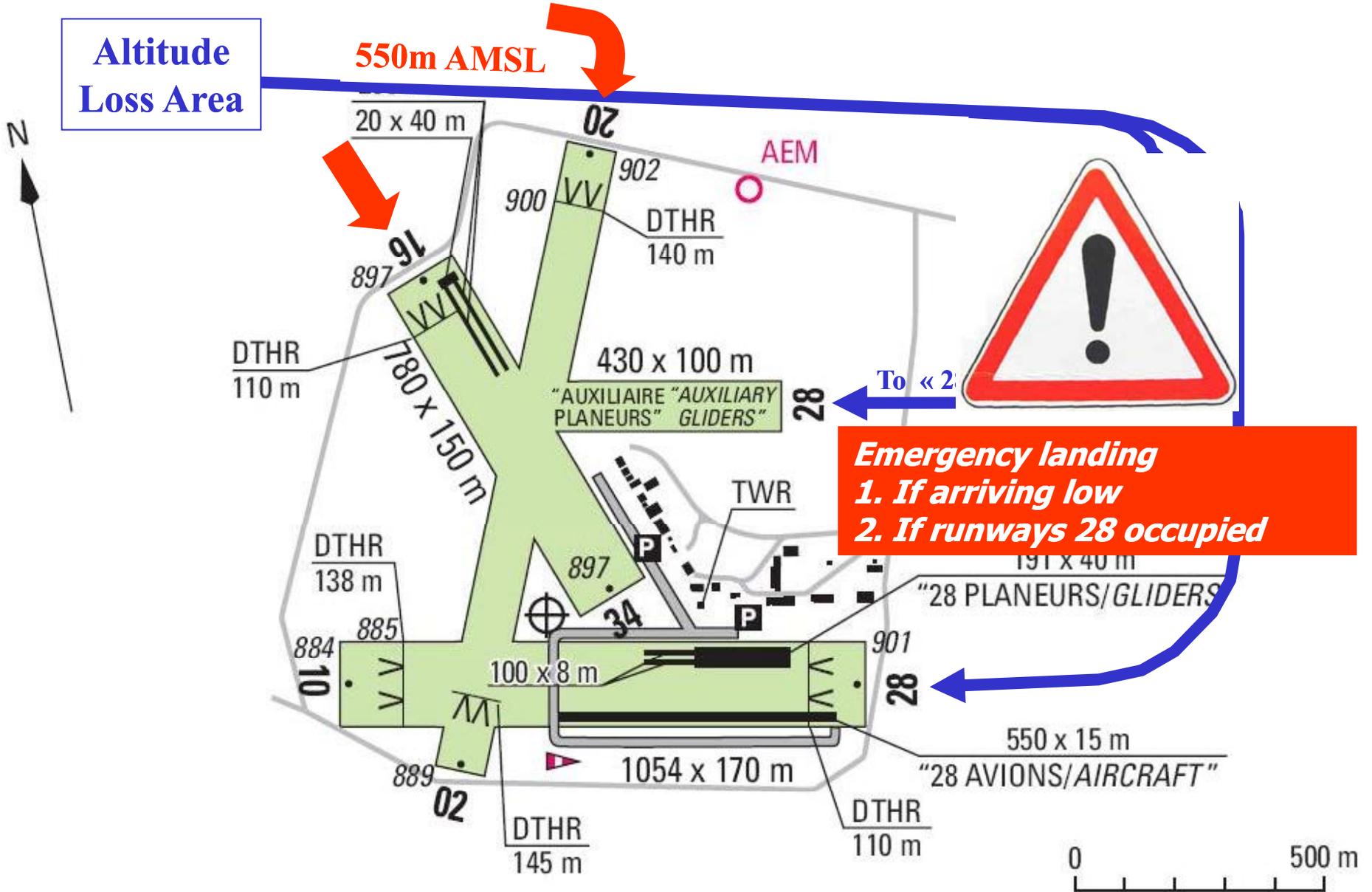
- There are 4 runways available for a safe landing***
- Don't fool around at low height !***

4. After landing :

- Monitor airfield frequency until runway vacated***
- Vacate the runway as soon as possible***
- Come to the starter and report / check your landing time***

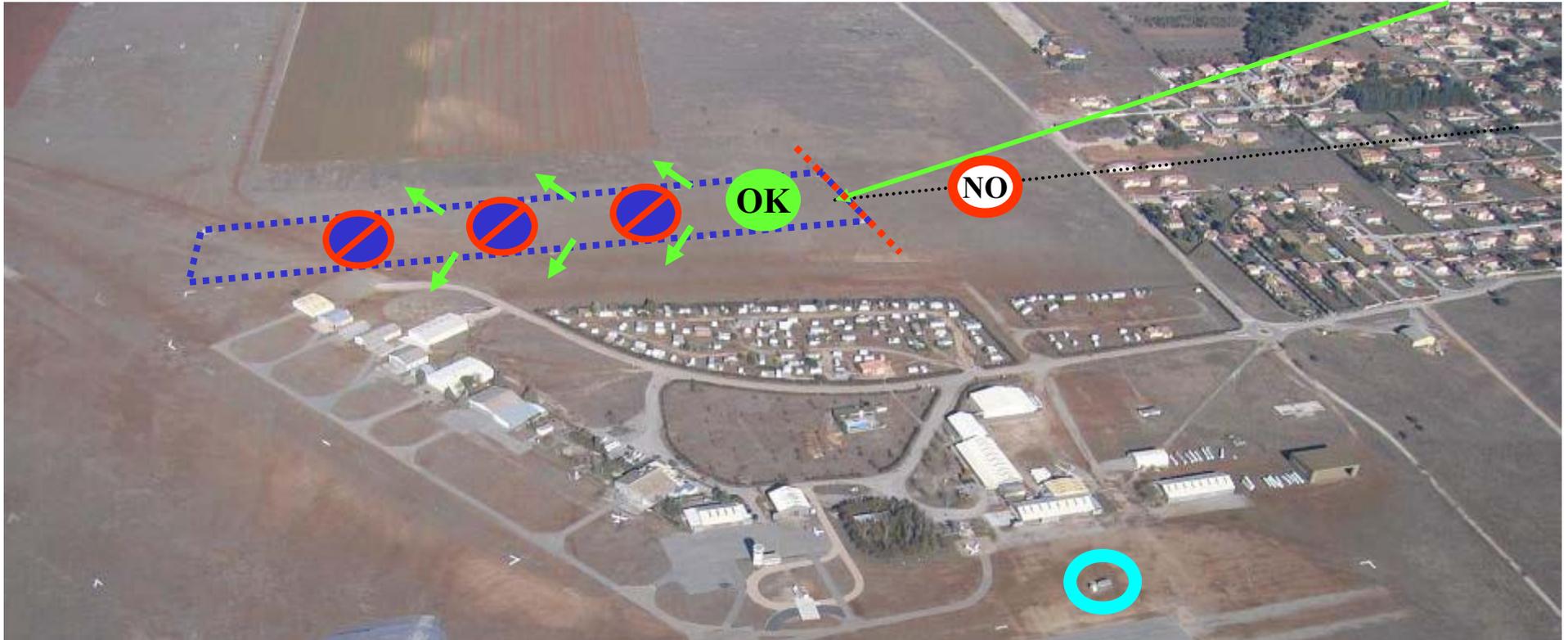
Procedure RWY 28

(Standard Landing Circuit)



Procedure RWY 28

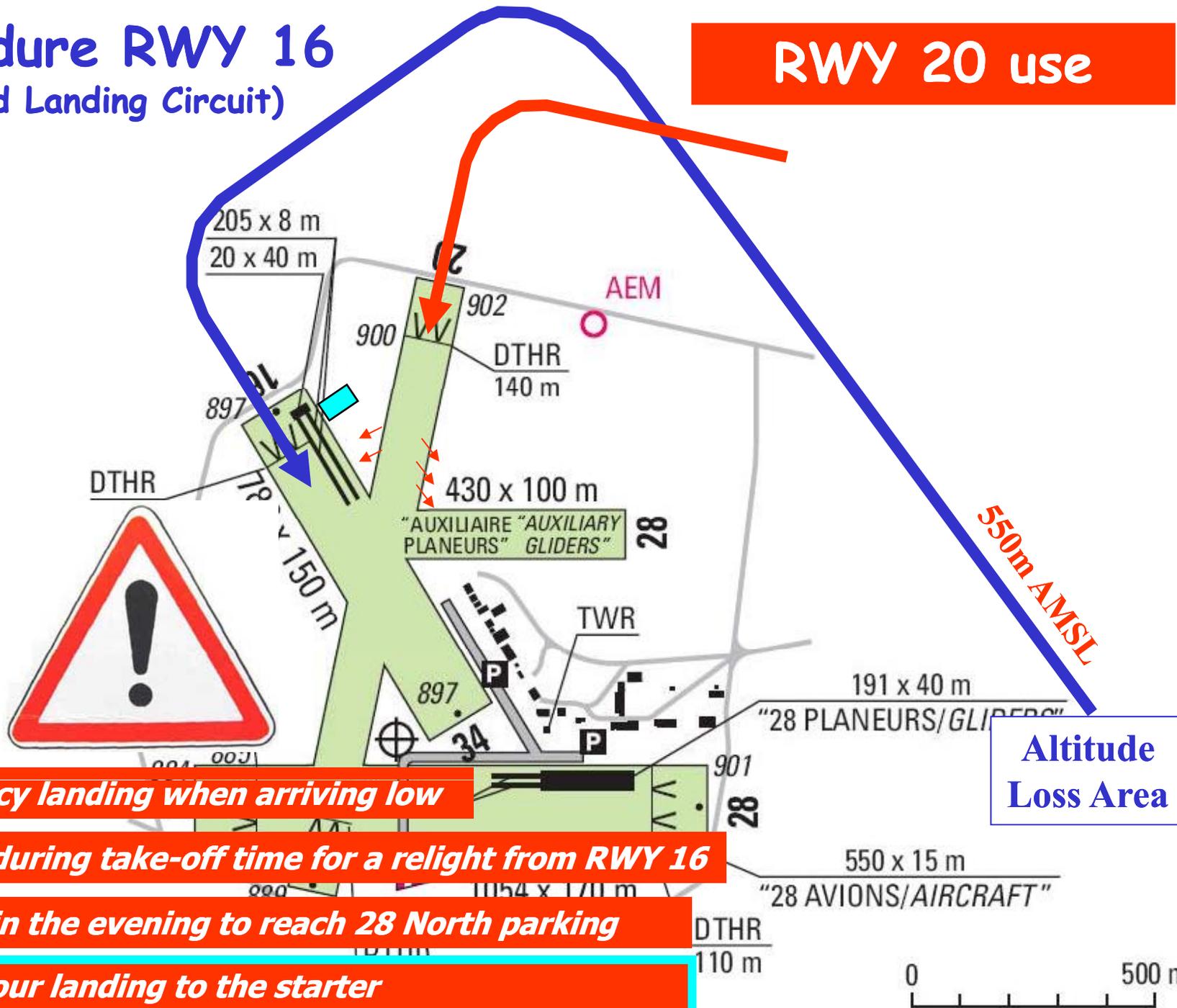
(Landing 28 North)



- 1. Final Approach with correct Glide-Path***
- 2. Do not land before displaced threshold***
- 3. Vacate the runway as soon as possible***
- 4. Report your landing to the starter***

Procedure RWY 16 (Standard Landing Circuit)

RWY 20 use



Emergency landing when arriving low

Landing during take-off time for a relight from RWY 16

Landing in the evening to reach 28 North parking

Report your landing to the starter

**Altitude
Loss Area**





Briefing for Newcomers

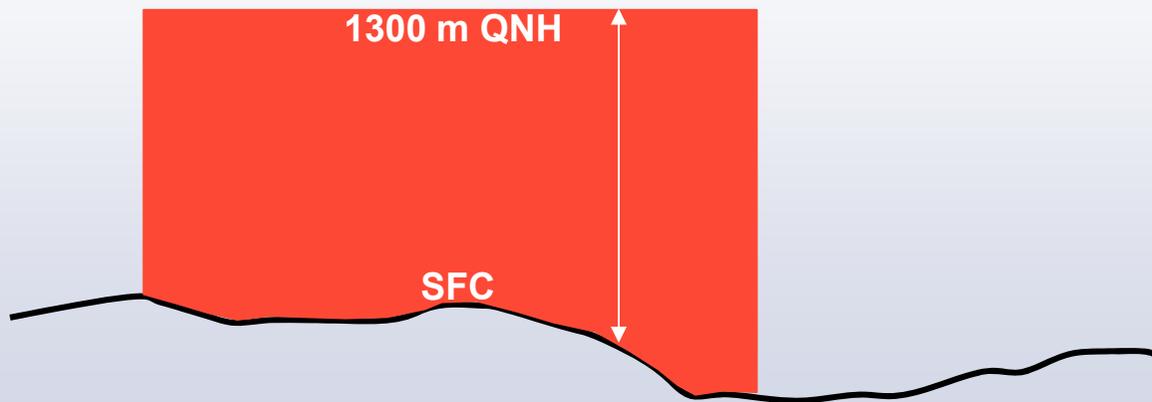
Part 2 : Local Air Spaces

Air Spaces around Vinon

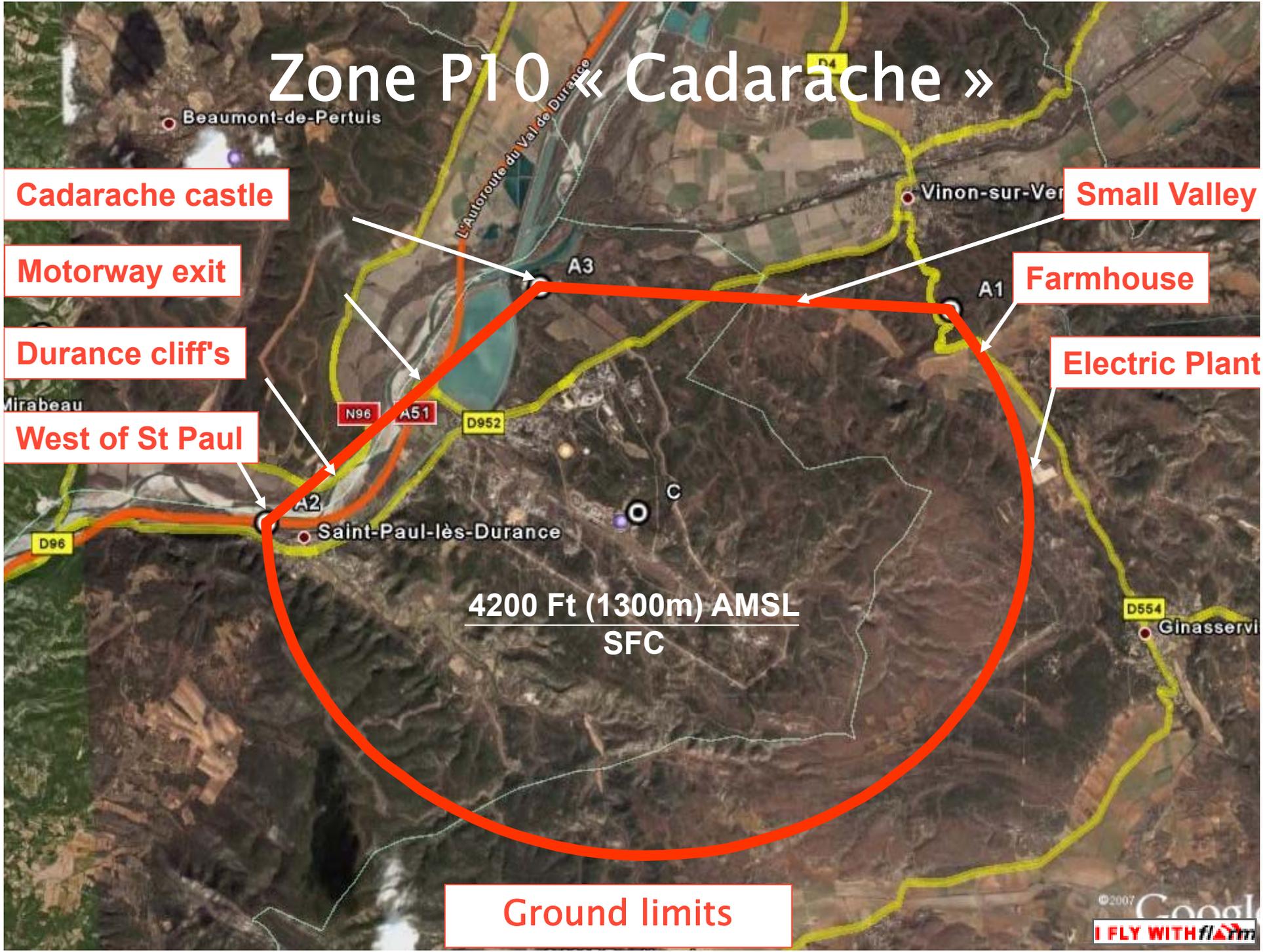
1st Part : Ground to FL 075

Zone P10 « Cadarache »

Reference :	AIP France ENR 5.1-2
Status :	Prohibited Zone (P)
Upper level :	4200 Ft AMSL (1300 m QNH)
Lower level :	SFC (Le sol)
Penetration :	Prohibited 24/24



Zone P10 « Cadarache »



Cadarache castle

Motorway exit

Durance cliff's

West of St Paul

Small Valley

Farmhouse

Electric Plant

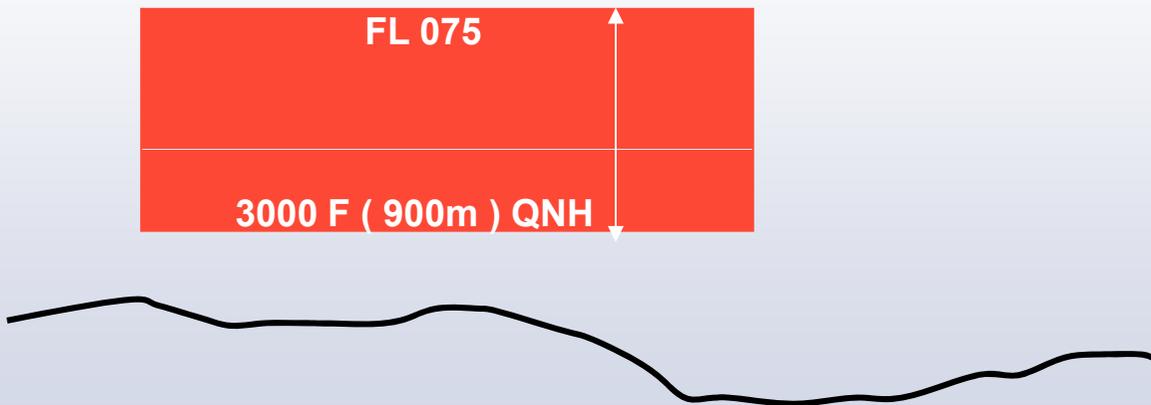
4200 Ft (1300m) AMSL
SFC

Ground limits

LF-R 101 Zone

« Salon »

Reference :	AIP France
Status :	Restricted Zone (R)
Upper Level :	FL 075 (2285 m au QNH 1013)
Lower Level :	3000 Ft (900 m QNH)
Penetration :	Possible Clearance SALON APP 135.15 Mhz



Restricted Zone LF-R 101 SALON

La Bastide

Grambois

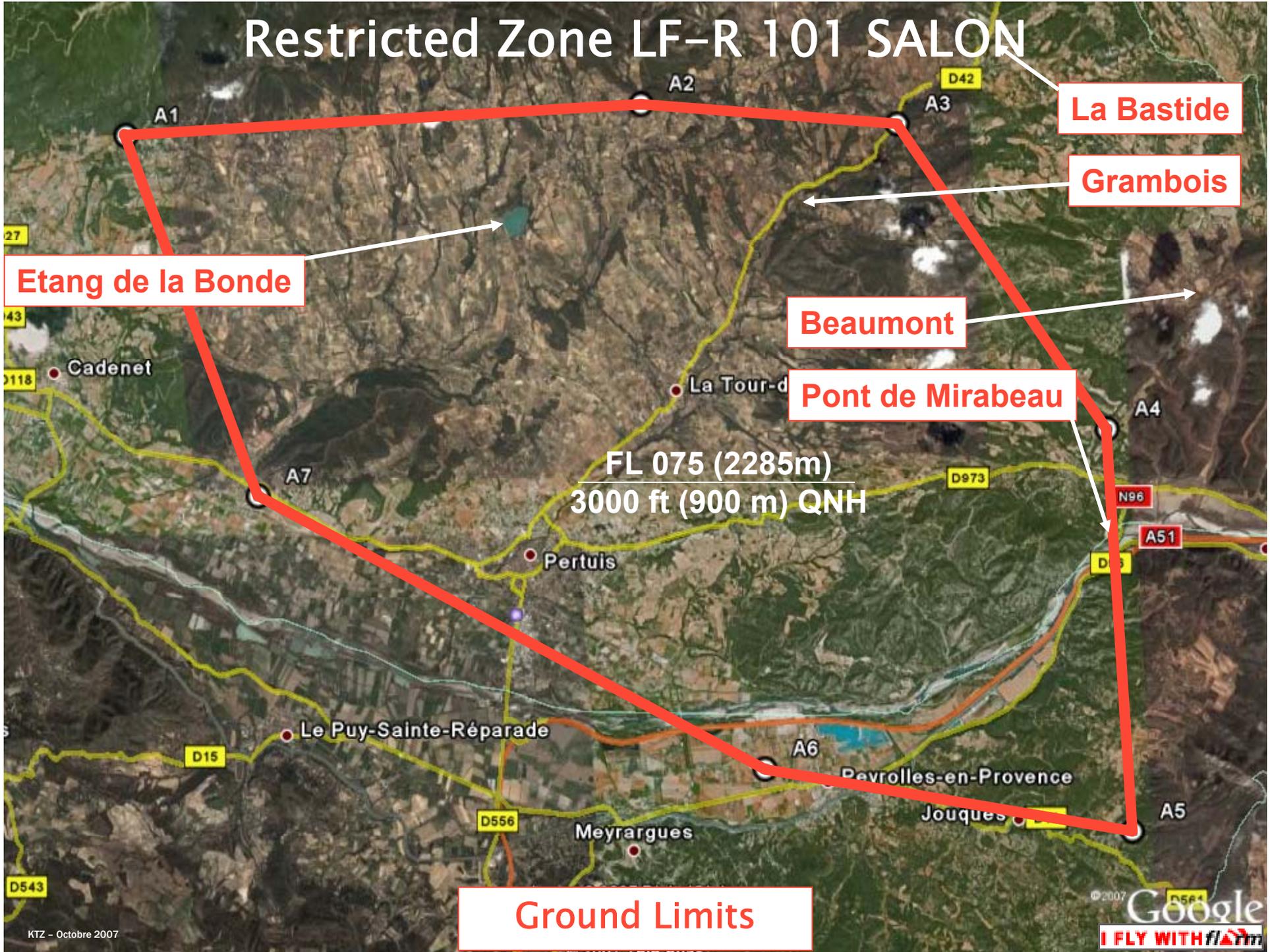
Etang de la Bonde

Beaumont

Pont de Mirabeau

FL 075 (2285m)
3000 ft (900 m) QNH

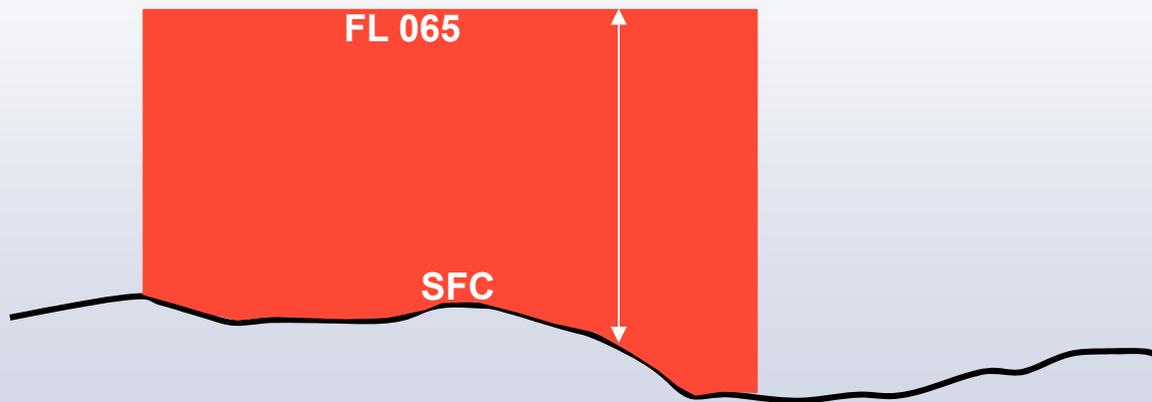
Ground Limits



LF-R 95 Zone

« Le Luc »

Reference : AIP France ENR 5.1-24
Status : Restricted Zone (R)
Upper Level : FL 065 (1980 m QNH 1013)
Lower Level : SFC
Penetration : Possible Clearance LE LUC APP 122.2 Mhz



Restricted Zone LF-R 95

« Le Luc »

Ginasservis

St Julien

Rians

FL 055
SFC

Ground Limits



To resume :

Local Air Spaces around Vinon, between surface to FL 075 are :

P10 Cadarache :	4200 Ft / SFC	Penetration Prohibited H 24
LF-R101 Salon :	FL 075 / 900m AMSL	Clearance SALON 135.15
LF-R95 A Le Luc :	FL 065 / SFC	Clearance LE LUC 122.2

Pilot In Command!

Conforming to Air Rules you should be flying with proper and up to date documents and charts.

Air Spaces around Vinon

2nd Part : From FL 075 to FL 195

LF-R 71 Zone

« Salon »

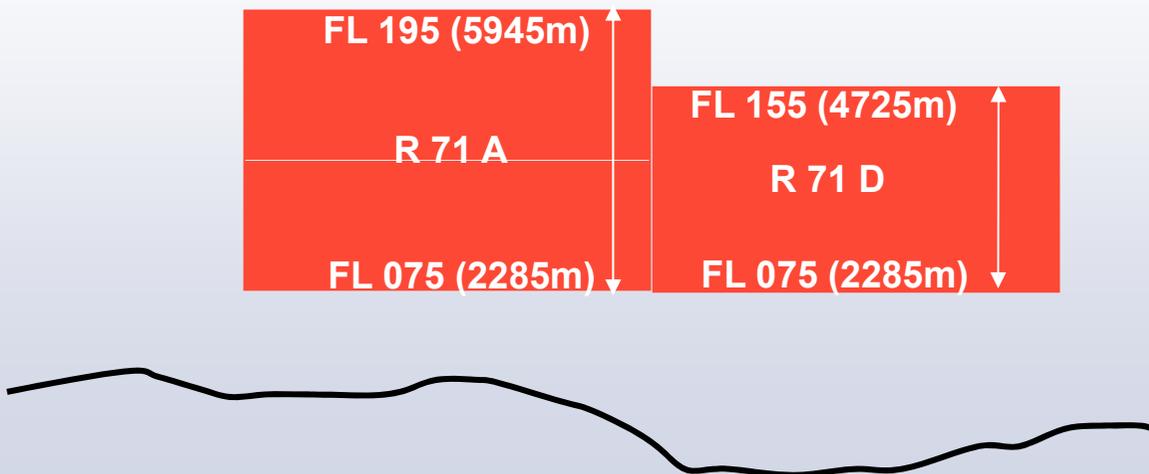
Reference : AIP France ENR 5.1-21

Status : Restricted Zone (R)

Upper Level : R71A : FL 195 (5945m QNH 1013)
R71D : FL 155 (4725m QNH 1013)

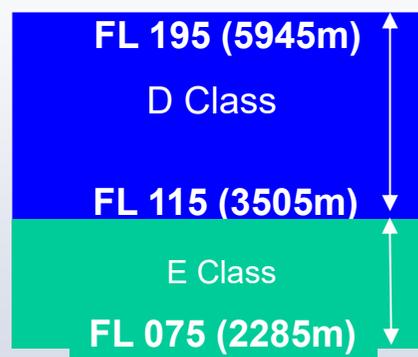
Lower Level : FL 075 (2285 m QNH 1013)

Penetration : Possible Clearance SALON APP 135.15 Mhz



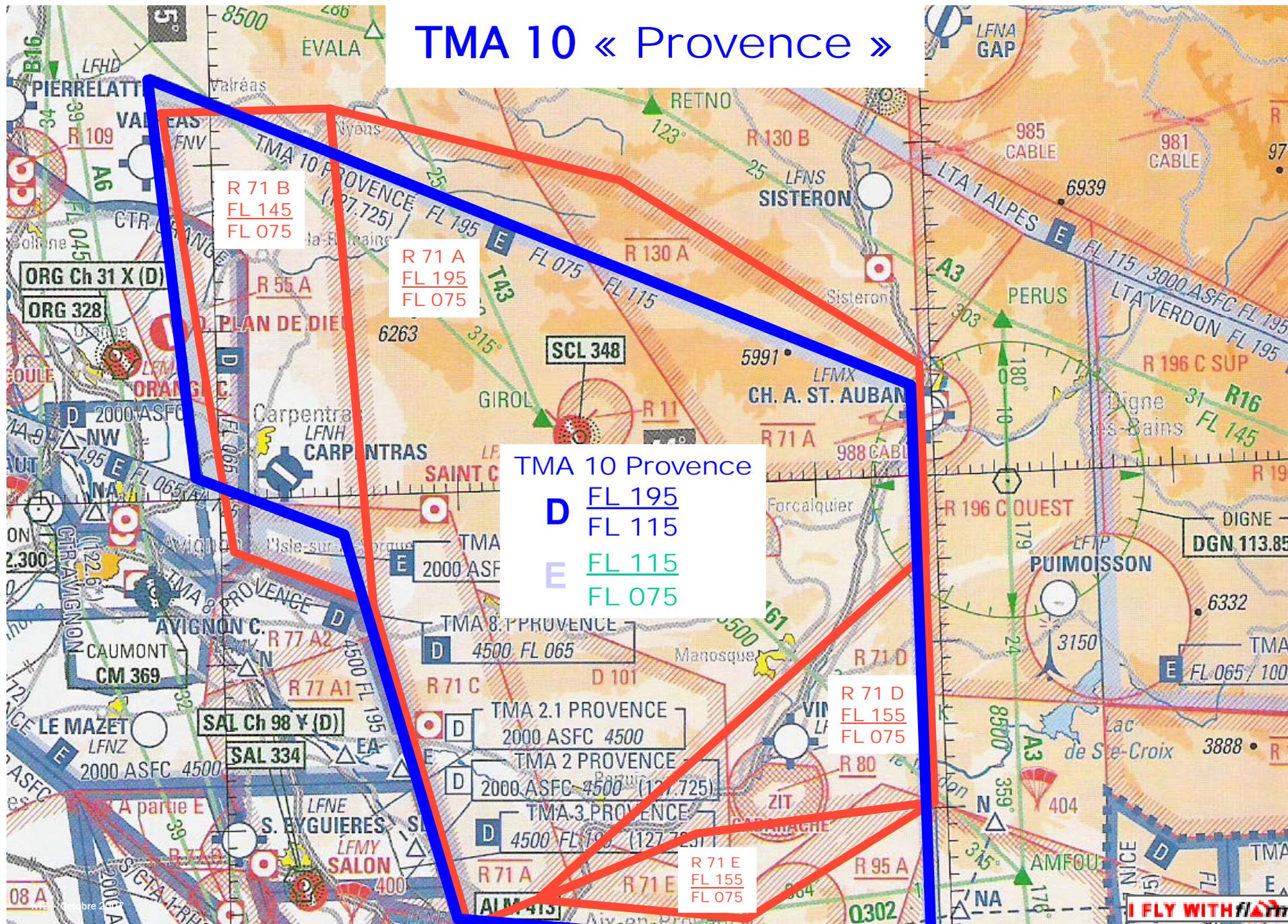
TMA 10 « Provence »

Reference :		AIP France ENR 2.3-34
Status :		Controlled Air Space
Upper Level :		FL 195 (5945m QNH 1013)
Lower Level :	D Class :	FL 115 (3505 m QNH 1013)
	E Class :	FL 075 (2285 m QNH 1013)
Penetration :	D Class :	Possible Clearance Marseille Info 120.55
	E Class :	Open without Radio contact



Radio navigation Chart VFR 1.000.000

TMA 10 « Provence »



To resume :

Air Spaces around Vinon, above FL 075, are :

LF-R 71 A Salon : FL 075 / FL 195 Clearance SALON 135.15

LF-R 71 D Salon : FL 075 / FL 155 Clearance SALON 135.15

TMA 10 Provence :

D Class : FL 115 / FL 195 Clearance MRS Info 120.55

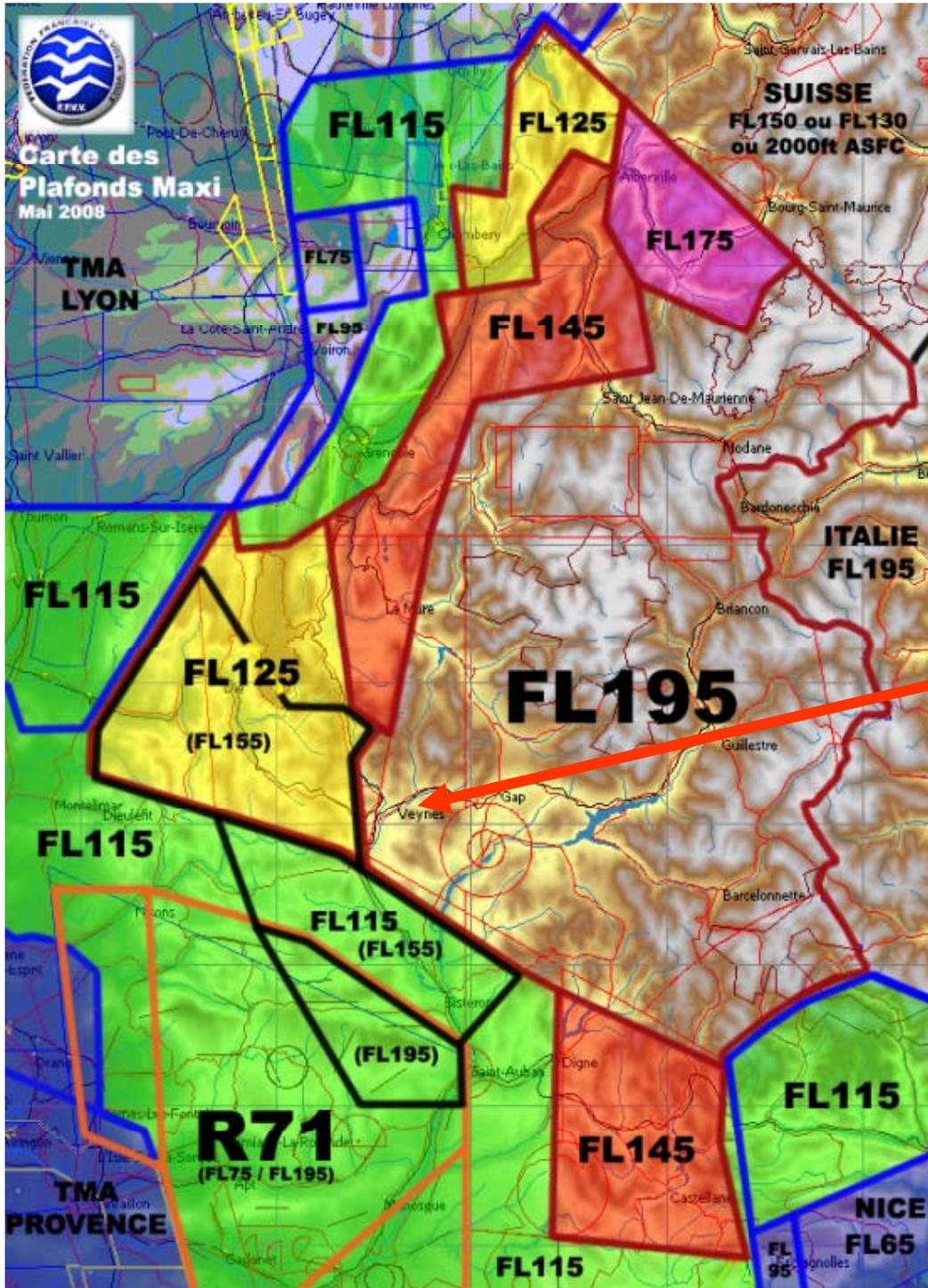
E Class : FL 075 / FL 115 Authorize without radio contact

You are approaching FL 075 and climbing :

1. **Salon is active :** you are going to penetrate R 71
2. **Salon is not active :** you may climb until FL 115

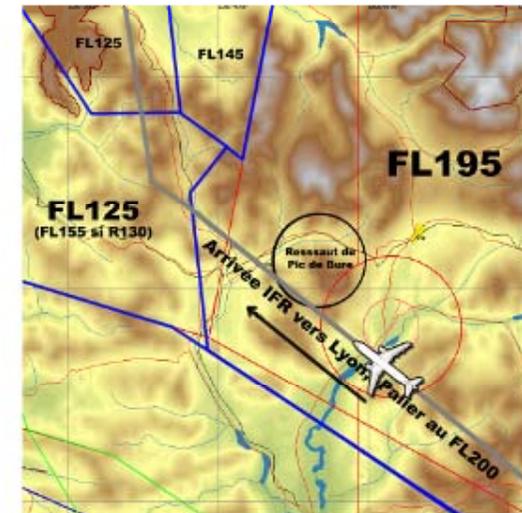
Air Spaces around Vinon

3rd Part : The Alpes



SECURITY FLASH

Pic de Bure
5800 m QNH Maximum



Air Spaces around Vinon

4th Part : National Parks

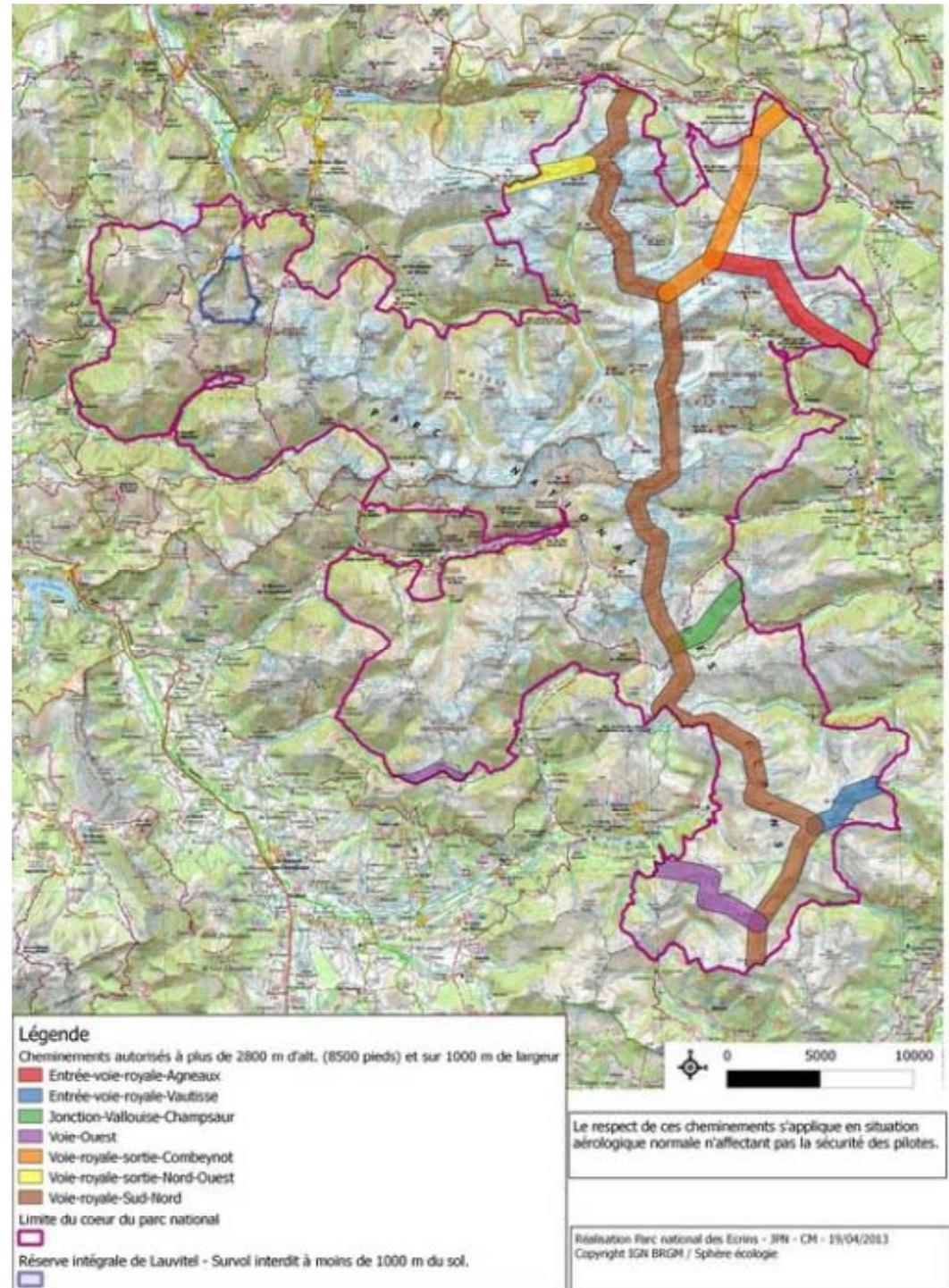
The « ECRINS »

Out of the authorized routes
Over flying is prohibited
under 1000 m above surface

Authorized routes are
1000 m large

And you must be over
8500 ft (2800 m)

For all the other National parks
Over flying is prohibited
Under 1000 m above ground



**Have fun.....
..... and fly safely**

