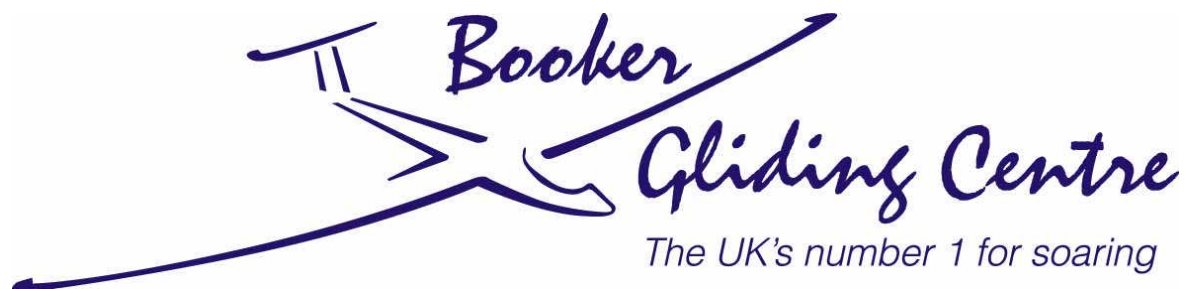


# **Booker Regionals 2010**

**29<sup>th</sup> May – 6<sup>th</sup> June 2010**

**to be flown at**

**Booker Gliding Club  
Wycombe Air Park  
Marlow  
Bucks SL7 3DP**



## Introduction to Booker

Wycombe Air Park is a small grass airfield with a single hard runway 24/06. It is the home of Booker Gliding Club, Booker Air Services, Wycombe Air Centre, British Airways Flying Club, and HeliAir along with numerous other aviation related businesses.

Apart from the aircraft being operated by the above flying organisations there are also many privately owned light aircraft and up to 70 privately owned gliders operating out of Booker which makes this airfield the busiest light aviation airfield in the country. This, compounded by the surrounding controlled airspace and its closeness to London make skies around Booker substantially more congested than around most gliding fields - for this reason we expect pilots who fly in the area to exercise the highest standard of airmanship at all times.

With so much activity at Wycombe Air Park, competitors are urged to take particular care for their safety and to brief all crews and guests on the layout, operations and procedures on the airfield.

## Dates

The competition will be flown between 29<sup>th</sup> May and 6<sup>th</sup> June at Booker Gliding Club located at Wycombe Air Park. Visiting pilots are welcome to arrive anytime in the prior week and take practice launches at club rates.

## Entry

The organiser will accept entries on a first come first served basis up to a maximum of 40 entries from any pilot that meets the BGA requirement for entry into such competitions:

**Current FAI Competition Licence**

**Current Medical Declaration to at least DVLA I**

**Third Party Insurance certificate**

**Calibration certificates for loggers to be used in the competition**

## Pilot Registration

Pilots must register with the competition secretary prior to briefing on Day 1. The office will be open till 18:00 on 28<sup>th</sup> May and from 08:30 on the 29<sup>th</sup> May for this purpose. Pilots must fully complete the BGA registration form. Forms can also be downloaded from the website and submitted by email to [office@bookergliding.co.uk](mailto:office@bookergliding.co.uk)

All loggers must be handed in to scoring prior to the competition with calibration charts and evidence of insurance and FAI licence must be presented.

Pilots must pay the balance of the £100 entry fee and BGA levy (£12) at registration. Visiting pilots must sign temporary membership applications and leave credit card details with authority for the club to debit their card for launches taken at the end of the week.

## Glider Parking, Camping, and Security

All pilots wishing to keep their glider on site for the competition should park their trailer in the glider park keeping away from the threshold of runway 35. If there is insufficient room pilots should contact the Director for guidance.

Facilities on site are limited. Tents and caravans may be parked on the grass to the East of the glider park. On the airfield there is a bar and restaurant although it may not be open at all times. Pilots may use the showers and toilet facilities at the Squash Club (Shown in appendix C) during opening hours but should consider staying in B&B or an hotel.

Please make sure that you clear all of your rubbish and place it in the bins near the BAS workshop. Please keep the airfield tidy.

The airfield itself, camping area, and glider park areas are all behind card operated security barriers. Cards are available from control upon payment of a returnable deposit. Parking is limited so please be considerate. Please do not park on double yellow lines or in front of the BAS hanger at any time.

Booker Gliding Club cannot take responsibility for articles lost or stolen. The clubhouse and airfield can be entered by the public and it is in everyone's interest to keep valuables secured and unattended vehicles and caravans locked. However, competitors are reminded that cars left on the airfield itself must be left unlocked and the keys accessible. Such cars and their contents are left entirely at the owners' risk.

## **Airside**

"Airside" is defined as any part of the airfield beyond the line of the electrically operated barriers. We have a small number of entry cards for visitors available from the office.

No liability or insurance is given or implied by Airways Aero Associations Limited or Booker Gliding Club to any person or vehicle found airside.

Anyone who drives or causes a vehicle to be airside should take steps to ensure that they are adequately insured for theft of or from that vehicle and for any damage, which that vehicle might cause or suffer.

There are many and varied motor vehicle insurance policies. Some policies cover and some specifically exclude "airside" claims. It is incumbent upon each individual to ascertain his / her own position with regard to liability.

Please drive carefully (there is a speed limit of 10 mph in force all over the airfield - please stick to it). Please keep all children under control and pets on a lead - aircraft propellers kill.

## **Loggers & Media**

The organisers are able to accept flight evidence from the following approved loggers or as secure IGC files delivered on the following media(except Cambridge loggers where .cai file will need to be supplied):

EW B Type, EW D Type, EW Microrecorder, Cambridge, Colibri, Volkslogger, IGC Flarm, SD Card, Compact Flash Card, and Floppy Disk. Other approved loggers may be used if the pilot provides the means to download.

Winpilot, non IGC approved Flarm, Garmin, and other files derived from unapproved (by the FAI) loggers will not be accepted in any circumstances.

The organisation will not be publishing any competitors traces. Competitors are encouraged to upload their own traces to the BGA Ladder for others to view. Batteries may be charged in the club hangar or the BAS workshop which will be locked overnight.

## **Briefings**

There will be a daily briefing in the BAS workshop (Appendix C) each day at 10:00. This briefing will cover met, tasks, airspace, starts, and finishes, as well as important safety information. All pilots are expected to attend. Pilots not able to attend must contact the Director for one to one briefing prior to launching or they will not be scored for the day.

Further briefings may be held either in the BAS workshop or on the airfield as appropriate.

## **Airmanship**

We wish to avoid accidents during the competition so all pilots are expected to demonstrate the highest standard of airmanship. The Director(s) will investigate and deal with all incidents of poor airmanship around the airfield that he witnesses or that are reported. The Pilot Safety Committee will attend to issues reported on task.

In particular pilots are reminded to operate within the requirements of Section 2 Rule 5 (low flying) and Section 1 Part 5 Article 74 (reckless flying) of the ANO (extracts attached). If pilots are not sure of their responsibility in relation to their conduct in the air they should contact the Director for advice prior to flying.

## **Airspace and Infringement**

Booker operates in an area of complicated airspace close to the London TMA. There may be additional airspace opened from time to time by arrangement with NATS / LATCC as detailed in appendix 2. This airspace may be reclaimed at short notice by London control and therefore it is essential that competitors continually monitor the start line frequency from take off until well clear of the area. If returning for a restart or if unsure of the status of the airspace call the start line before entering.

Competitors should monitor the start / finish frequency (130.1) until they are on task and clear of the local area.

The fixed wing / helicopter circuit will be briefed each day. You may not penetrate the ATZ on the power side below 1400' QFE except on grounds of flight safety after contacting Wycombe Tower on 126.55Mhz. Enroute ATZs may be entered with permission from ATC but any unauthorised infringement or ATC complaint will be taken very seriously by the Director.

The following parachute zones are prohibited at all times: Weston on the Green, Hinton in the Hedges, Sibson, and Langar. Parachute Zones for Lewknor, Chalgrove, Abingdon, South Cerney, and Keevil will be briefed each day if they affect the task.

Please make sure you fully understand the airspace on task and in the vicinity of the airfield. Avoiding the infringement of prohibited airspace is critical for the future of gliding in the UK and will not be tolerated. Pilots must operate with a sufficient safety margin OUTSIDE prohibited airspace to ensure that they do not inadvertently infringe airspace.

NB: Infringements prior to starting or after a GNSS land out will be penalised as will lack of evidence. Pilots are reminded that all of the days flying must be logged and produced.

## **Airfield Boundary**

For the purposes of the competition the airfield is defined as the area bounded by the perimeter track and the edge of the active power runway margin extended to the track. To qualify for a relight pilots must land and come to rest within this area.

## Start Procedures

Starts will be centred on one of the following BGA turn points:

BOB	N51°37.617'	W000°51.550', or
SOS	N51°38.817'	W000°53.433', or
WTN	N51°38.600'	W001°00.383'

The start time and start height (above the airfield elevation of 520ft amsl) will be announced on the competition start frequency 130.1Mhz at 10 minutes, 5 minutes, and 1 minute prior to the start. No further information or clarification will be provided on the start frequency. Please make sure that you fully understand the start procedures before you fly.

## Finish Lines

PLEASE NOTE: The airfield is not large and is shared with a great deal of GA fixed wing and helicopter traffic. It is essential that pilots demonstrate the highest level of airmanship at all times, particularly when finishing.

In all wind directions except Southerlies and South Easterlies the finish line will be positioned along the SW boundary of the airfield and pilots will be controlled around Hambldon Church (BGA turn point BO1 N51°34.381' W000°52.208')

The finish line will be 1000M in length along the SW boundary centred on local turn point BF1 (N51°36.372' W000°48.534') so that pilots with limited energy may land ahead North of the windsock or cross the line S of the windsock then land on 35. Shown in appendix D.

In Southerlies (and sometimes in Northerlies) the finish line will be 750M long centred at local turn point BF2 (N51°36.678' W000°48.762') near the NW boundary of the airfield as shown in the attached briefing. If we use this finish line an extended briefing will be held as the approach is over or near to the village of Lane End. Shown in appendix E

## Finishing Procedures

Because of the limited landing areas it is important that pilots fully consider their landing options well in advance of finishing. Pilots are required to make a call on the start frequency 130.1Mhz 5 minutes prior to arrival and at 1 minute indicating their intended pattern. 1 minute calls may not be acknowledged.

All pilots should follow the guidelines laid down by the BGA for final glide approaches repeated below:

- i) Regardless of the position of any finish line, glider approaches towards the airfield should prescribe a descending flight profile (other than to go-around where necessary), and;
- ii) during the approach the landing area should be in the pilots sight, and;
- iii) the approach should cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures.

Notwithstanding this guidance, a pilot's primary consideration at all times should be the safety of the crew, the aircraft and third parties.

The finish procedures require that you should not fly below a safe height at any time except immediately prior to touchdown. The organisation also wishes to point out that, in its view, it is not possible to comply with Rule 5 of the ANO whilst doing a low pass prior to a go around unless the go around becomes necessary due to energy mismanagement, blocked landing area or other considerations that would mean a direct landing would be unsafe

in that instance. In this case, pilots would be expected to use their energy and height wisely in preparation for the chosen alternative circuit pattern from the moment that a go around has been decided upon.

### **1) Procedure when operating on runway 24 (wind from SW or W):**

You will be controlled around BO1 to the SW finish line. If you have low energy you are expected to:

a) Call 'Callsign 1 Minute North Ahead' and cross the boundary North of the windsock at a height in excess of 30ft and land downwind ahead. If you are to the south side of this landing area you may taxi towards the glider park. If you are more to the North, roll towards the edge of the power runway, or

b) Call 'Callsign 1 Minute South Ahead' and cross South of the windsock at a safe height (this means higher than 30ft!) to turn and land crosswind on 35 then roll towards the SW boundary.

If you have too much energy to safely land ahead you are expected to call 'Callsign 1 Minute Go Around' and cross the finish line South of the windsock at a safe height before commencing a normal circuit.

Except in an emergency, DO NOT DO A HIGH ENERGY LANDING AHEAD. Coming to rest within 100M of the 24 launch point, airfield apron, buildings or public areas, or the glider park would be hazardous to members at the launch point and to the public on the East side of the airfield, this could be considered hazardous flying .

Always clear the landing area promptly and tow your glider around the perimeter of the landing area. DO NOT CROSS the landing area until all finishers have returned.

### **2) Procedure when operating on runway 06 (wind from the East or NE)**

You will be controlled around BO1 to the SW finish line. If you have low energy you are expected to call 'Callsign 1 Minute North Ahead' and cross the boundary North of the windsock at a height in excess of 30ft and land ahead. If you are on the south side of the landing area you may taxi towards the glider park. If you are more to the North, roll towards the edge of the power runway.

If you have too much energy to safely land ahead you are expected to call 'Callsign 1 Minute Go Around' and cross the finish line toward the South end at a safe height, then perform a circuit to the right being careful to avoid a conflict with pilots landing ahead.

Except in an emergency DO NOT DO A HIGH ENERGY LANDING AHEAD. Coming to rest within 100M of the airfield apron, buildings or public areas, or the glider park could be hazardous to members and the public on the East side of the airfield and may be considered hazardous flying.

Always clear the landing area promptly and tow your glider around the perimeter of the landing area. DO NOT CROSS the landing area until all finishers have returned.

### **3) Procedure when operating on Runway 35 (wind from the N)**

You will be controlled around BO1 to the SW finish line. If you have low energy you are expected to either

a) 'Callsign 1 Minute North Ahead' and cross the boundary North of the windsock and land ahead and roll towards the edge of the hard 24/06 runway. As the power pilots will be operating on the grass 35 runway there is very limited space to do this (be aware that the North side of the 24/06 runway is an area of 'long grass' shown in appendix E), or

b) Call 'Callsign 1 Minute South Ahead' and cross the finish line South of the windsock at a safe height and turn and land on 35 then roll towards the SW boundary. This is a much better pattern than above.

If you have too much energy to safely land ahead, you are expected to call 'Callsign 1 Minute Go Around' and cross the finish line at the Northern end at a safe height and perform a left hand circuit being careful to avoid a conflict with pilots landing ahead and the power operation.

**DO NOT TURN RIGHT OR DO A HIGH ENERGY LANDING AHEAD.** This would bring you into conflict with the power operation and could be considered hazardous flying. If you have misjudged your approach, there is an option to turn left and land North of the hard runway which is much preferred to crossing the active runway or ground looping to avoid doing so!

Always clear the landing area promptly and tow your glider around the perimeter of the landing area. **DO NOT CROSS** the landing area until all finishers have returned. Whilst the 35 runway is in use you must wait at the 17/35 runway crossing point until ATC give permission to cross the active runway.

## Appendix A – Extracts from ANO 2010

### Low flying prohibitions

5. (1) Subject to paragraph (2), an aircraft shall comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6.
- (2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions apply, it shall fly at the greatest height required by any of the applicable prohibitions.
- (3) The low flying prohibitions are as follows—
- (a) Failure of power unit. An aircraft shall not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of a power unit failure.
  - (b) The 500 feet rule. Except with the written permission of the CAA, an aircraft shall not be flown closer than 500 feet to any person, vessel, vehicle or structure.
  - (c) The 1,000 feet rule. Except with the written permission of the CAA, an aircraft flying over a congested area of a city town or settlement shall not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft.
  - (d) The land clear rule. An aircraft flying over a congested area of a city, town or settlement shall not fly below such height as would permit the aircraft to land clear of the congested area in the event of a power unit failure.
  - (e) Flying over open air assemblies. Except with the written permission of the CAA, an aircraft shall not fly over an organized open-air assembly of more than 1,000 persons below the higher of the following heights—
    - i) 1,000 feet; or
    - ii) such height as would permit the aircraft to land clear of the assembly in the event of a power unit failure.
  - (f) Landing and taking off near open air assemblies. An aircraft shall not land or take-off within 1,000 metres of an organised, open-air assembly of more than 1,000 persons except—
    - (i) at an aerodrome, in accordance with procedures notified by the CAA; or
    - (ii) at a landing site which is not an aerodrome, in accordance with procedures notified by the CAA and with the written permission of the organiser of the assembly.

### Exemptions from the low flying prohibitions

6. The exemptions from the low flying prohibitions are as follows—
- (a) Landing and taking off
    - (i) Any aircraft shall be exempt from the low flying prohibitions in so far as it is flying in accordance with normal aviation practice for the purpose of—
      - (aa) taking off from, landing at or practising approaches to landing at; or
      - (bb) checking navigational aids or procedures at, a Government or licensed aerodrome.
    - (ii) Any aircraft shall be exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or air-taxiing.
  - (g) Glider hill-soaring. A glider shall be exempt from the 500 feet rule if it is hill-soaring.

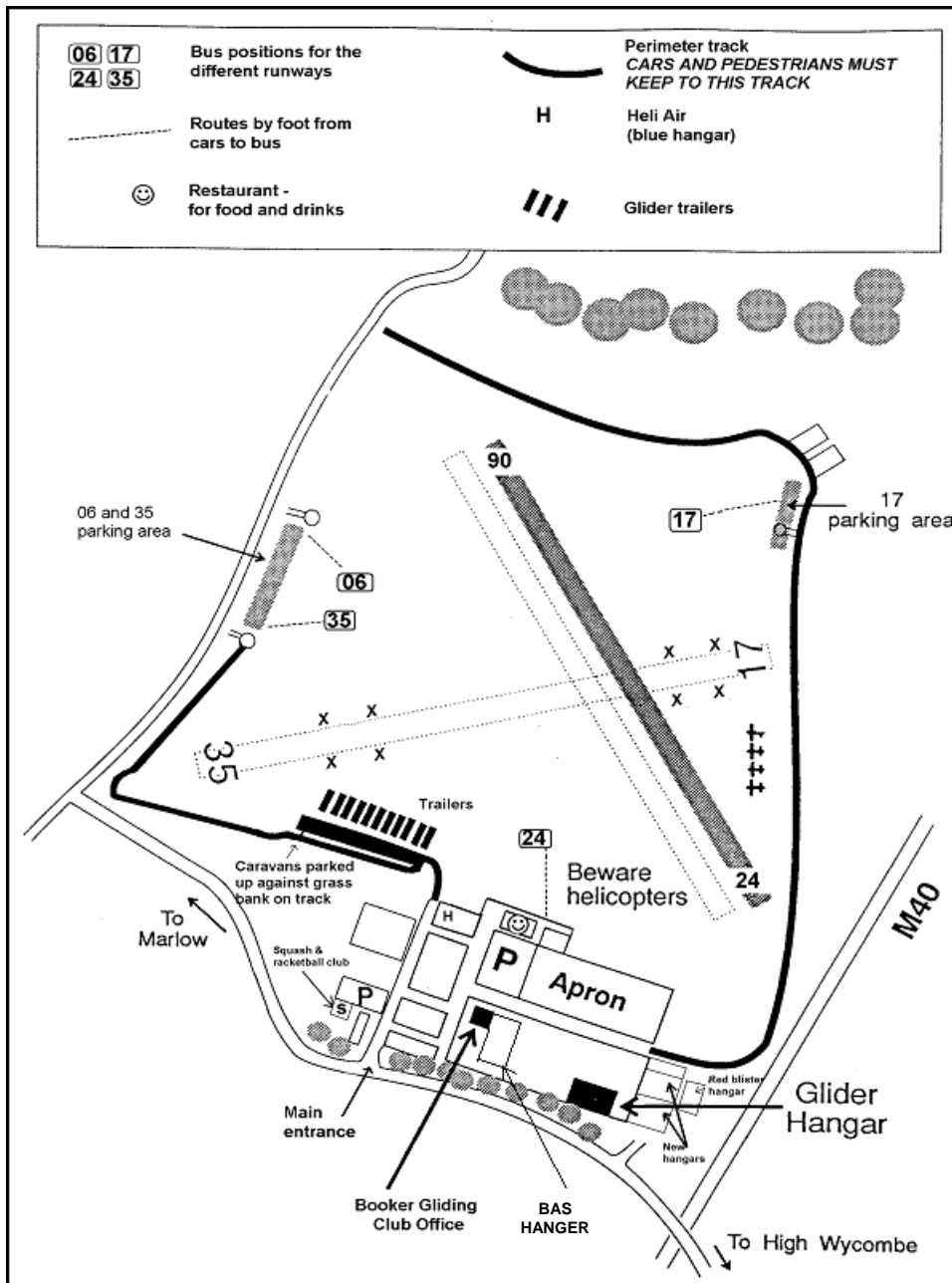
### Endangering safety of any person or property

- 74 A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.

## Appendix B – Airspace Exemption

- 1) The Civil Aviation Authority in exercise of its powers under Article 153 of the Air Navigation Order 2005 ("the Order"), hereby exempts the aircraft specified in paragraph 2 hereof when flying within the airspace specified at paragraph 3 hereof ("the specified airspace") from the requirement to comply with Rule 18 of the Rules of the Air Regulations 2008 ("the Rules") subject to the conditions set out in paragraph 4 hereof.
- 2) Any glider practising for or participating in the Booker Gliding Club regional competition and in either case flying from Wycombe Air Park and any aeroplane on a flight during any part of which it has towed such a glider.
- 3)
  - (1) Area A: The airspace forming that part of the London Terminal Control Area bounded by:  
514542N 0005550W  
514647N 0004936W  
514021N 0004916W  
514542N 0005550W  
from 3500 ft amsl to 4500 ft amsl
  - (2) Area B: The airspace forming that part of the London Terminal Control Area bounded by:  
513433N 0010000W  
513451N 0005516W  
513238N 0005516W  
513233N 0010000W  
513433N 0010000W  
from 3500ft amsl to 4500ft amsl
  - (3) Area C: The airspace forming that part of the London Terminal Control Area bounded by:  
513451N 0005516W  
513238N 0005516W  
513512N 0004942W  
513451N 0005516W  
from 2500ft amsl to 4500ft amsl
4.
  - (1) An aircraft shall not fly pursuant to this exemption unless the commander of the aircraft has received from the competition organiser a full briefing on the airspace limits including in particular the need to contain the flights within the vertical and lateral limits of the specified airspace.
  - (2) An aircraft shall not fly pursuant to this exemption unless –
    - (a) before entering the specified airspace the commander of the aircraft shall have obtained the permission of the Air Traffic Control Unit at the London Terminal Control Centre in respect of the flight; and
    - (b) whilst flying within the specified airspace the commander of the aircraft complies with any conditions subject to which that permission may have been granted.
  - (3) On any flight pursuant to this exemption the aircraft shall remain at least 1500 metres horizontally and 1000ft vertically away from any cloud and in a flight visibility of at least 5km.
  - (4) On any flight pursuant to this exemption the commander of the aircraft shall maintain a listening watch on the appropriate frequency specified by the competition organiser and comply promptly with any instructions given by or on behalf of the competition organiser to vacate the specified airspace.
  - (5) On any flight pursuant to this exemption the commander of the aircraft is responsible for the avoidance of collisions and for maintaining separation from other gliders and towing aircraft.
5. This exemption shall have effect from 29th May 2010 until 6<sup>th</sup> June (both dates inclusive) between 1000 hours and 1800 hours UTC unless previously revoked, varied or suspended.

# Appendix C- Airfield Map



**Appendix D -BF1**



**Appendix E-BF2**

