

SPECIFIC INSTRUCTIONS FOR USERS OF THE SISTERON-VAUMEILH AIRFIELD

AERO SISTERON-VAUMEILH
A C I S - E X P L O I T A N T

*Thank you for reading, and adhering-to these instructions in the interest of
safety and flying pleasure for all users*

References :

- Arrêté préfectoral N° 2023-150-004 dated 30 may 2023
- Arrêté ministériel
- SIA (French Service de l'Information Aéronautique)
- LFNS VAC
- Current applicable NOTAM
- French DGAC note dated June 16, 2010 « Soaring airfield infrastructures »
- Application of Decrees TAC "Aerodrome" and CHEA

For the attention of :

- SIAG
- DSAC SE
- Based users, Aeroclubs ACIS, AC3R, private users
- Users of the services of based and neighbouring businesses
- Authorized users and visiting users

Background

The instructions hereafter are supplied to define specific usage conditions for the Sisteron-Vaumeilh airfield, as a complement to the official French SIA (Service de l'Information Aéronautique). They are available on the official Sisteron-Vaumeilh Airfield website.

These instructions have been developed by ACIS, acting as the Public Service Agent currently in charge of managing the airfield.

These instructions aim at clearly defining the basis of an equitable, safe and efficient, management and use of our restricted, NOTAM adjusted, airfield, by all user categories, e.g., airplanes, ultra-light aircraft, visitors of local business, and specifically *gliders* which constitute the airfield's principle category of users during the soaring season from 1 March to 30 September.

The soaring activity, which peaks between March and September, currently amounts to 10 000 movements. Sisteron-Vaumeilh is the leading French airfield hosting non-French glider pilots from all over the world.

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- Chapter 1 : General instructions
- Chapter 2 : General organization with towing and glider activity in progress QFU35
- Chapter 3 : General organization with towing and glider activity in progress QFU17
- Chapter 4 : Ground movements and particularities of the apron area and the non-airfield private area, ZA31 (ACIS owned)

1 - GENERAL INSTRUCTIONS

Three main configurations of airfield activity serve to define the general organization of ground traffic movement.

1st Configuration: **“no glider activity in progress”**

2nd Configuration: **“Towing and glider activity in progress”**

Definition of soaring activity

- The daily soaring activity commences at the moment the first glider is positioned in the glider line-up zone for the active QFU. Daily soaring activity closes when the last glider has landed.
- The radio message **“Remorquage et activité planeur en cours”**(« **Towing and glider activity in progress** ») will be announced on the self-information frequency upon request, by either the tug pilot or the gliding flight coordinator (starter).
- **Simultaneous tow-launching is not-authorized.**

No simultaneous movements are authorized on runway, runway width (80m) does not allow for simultaneous use by more than one aircraft.

- On no account shall the runway be occupied by two aircraft at the same time

Determination of active QFU

The active QFU is defined to be 17 or 35:

- By the position of gliders in the corresponding lineup area.
- By the take-off orientation of the tug-plane/glider units (unless specified otherwise).
Note: in the event of thermal soaring conditions in late afternoon, if wind is weak or nil, landing roll-outs are often prolonged in QFU17.

Change of active QFU

Take-offs early in the day often lead to gliders being lined-up on QFU 35 (down-slope breeze conditions). When the breeze happens to change direction whereas a large number of gliders are already lined-up, QFU must be switched despite the inconvenience:

- QFU switching is implemented upon decision by the gliding flight coordinator (or possibly the tug-pilot), with a clear radio message to this effect being broadcast on the self-information frequency.
- When QFU switching is decided, all take-off procedures are interrupted. Gliders are then relocated on QFU17, using the West ground-tow/safety area for transit of gliders. (see appropriate chart)
Note: QFU switching relocation will not employ paved glider take-off/acceleration strip.
- According to strength of eventual tailwind, each tug-pilot responsible for his/her tug-glider unit (or each glider pilot in command) is ultimately responsible for the take-off QFU of his/her glider. It is entirely up to his/her personal judgement to decide whether to refuse to take-off, and request a change of QFU.

Particularities of radio procedures

- **All radio usage and procedures shall be in French or in english.**
- All self-information radio calls on the airfield circuit must initiate with the type of aircraft (glider, airplane, ultra-light). This will make it easier for everyone to respect the right-of-way rules, and better materialize position of different aircraft in the circuit (circuit is East for gliders and West for planes and all other powered aircraft. except for tugs which can also use east circuit.

Example:

« **Glider TD** downwind 17 », or « **tug GH...** », or « **Ultra-light** (airplane) XS... ».

- During base leg, be sure to repeat your intentions (full stop landing, touch-and-go, go-around) in order to facilitate the movements of tugs.
- Listen carefully to, and take into account, all radio calls from tugs and gliders (position, altitude), on the self-information frequency.

Aircraft in transit

The major part of glider flights and activity being East of the airfield, it is advise that aircraft transit West of the Durance river.

Overflight of the airfield is not authorized below 4000ft amsl during observed and/or announced (on airfield frequency) launching operations.

Training circuits

Based aircraft: do not fly circuits while glider launching activity is in progress

Visiting aircraft: training circuits are forbidden.

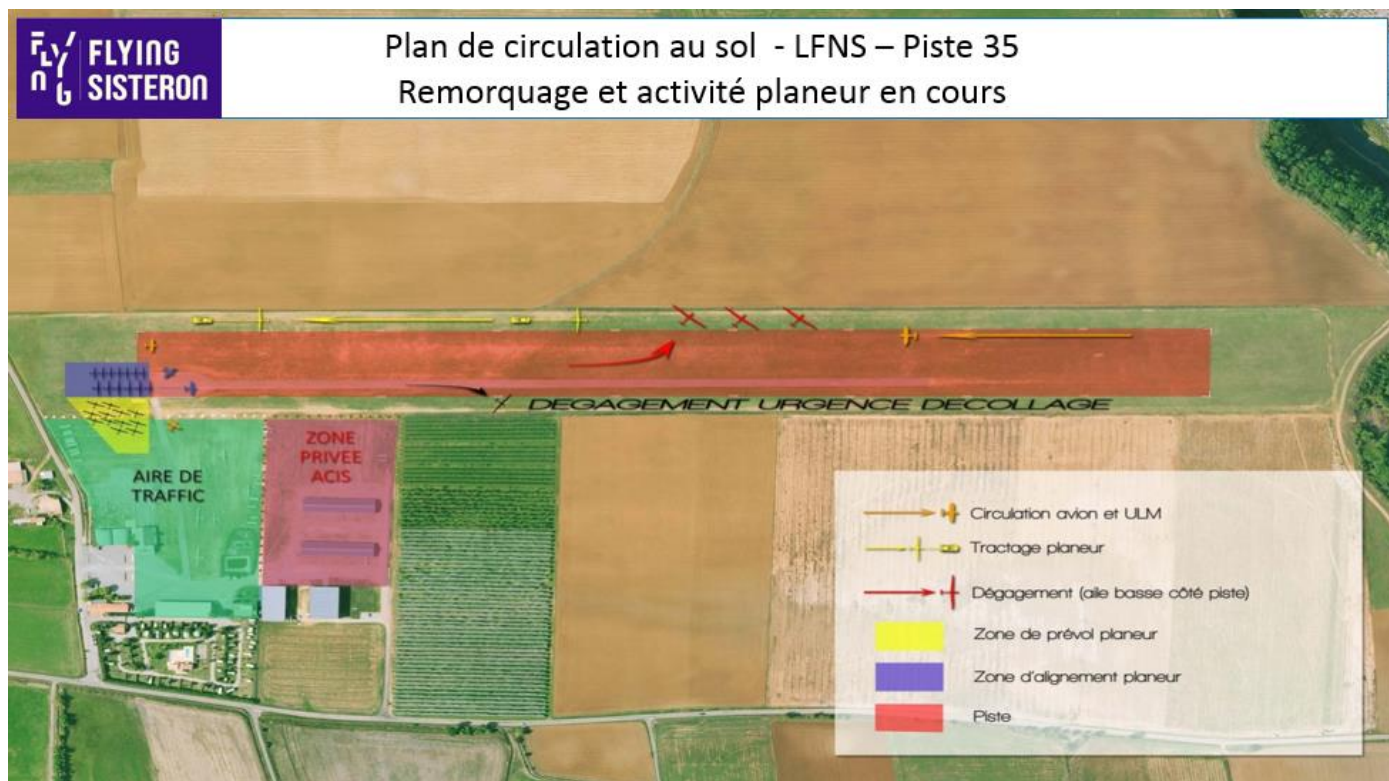
All aircraft on final: do not overfly lined-up gliders.

Observance of Right-of-Way rules: sky watch

Diversity of flights demands that special attention be paid to the observance of the VFR right-of-way rules.

In spite of all gliders and tugs being equipped with anti-collision FLARM devices, sky watch see-and-avoid is essential.

During base-legs, gliders on converging trajectories may not see one another and/or powered aircraft traffic in the circuit.



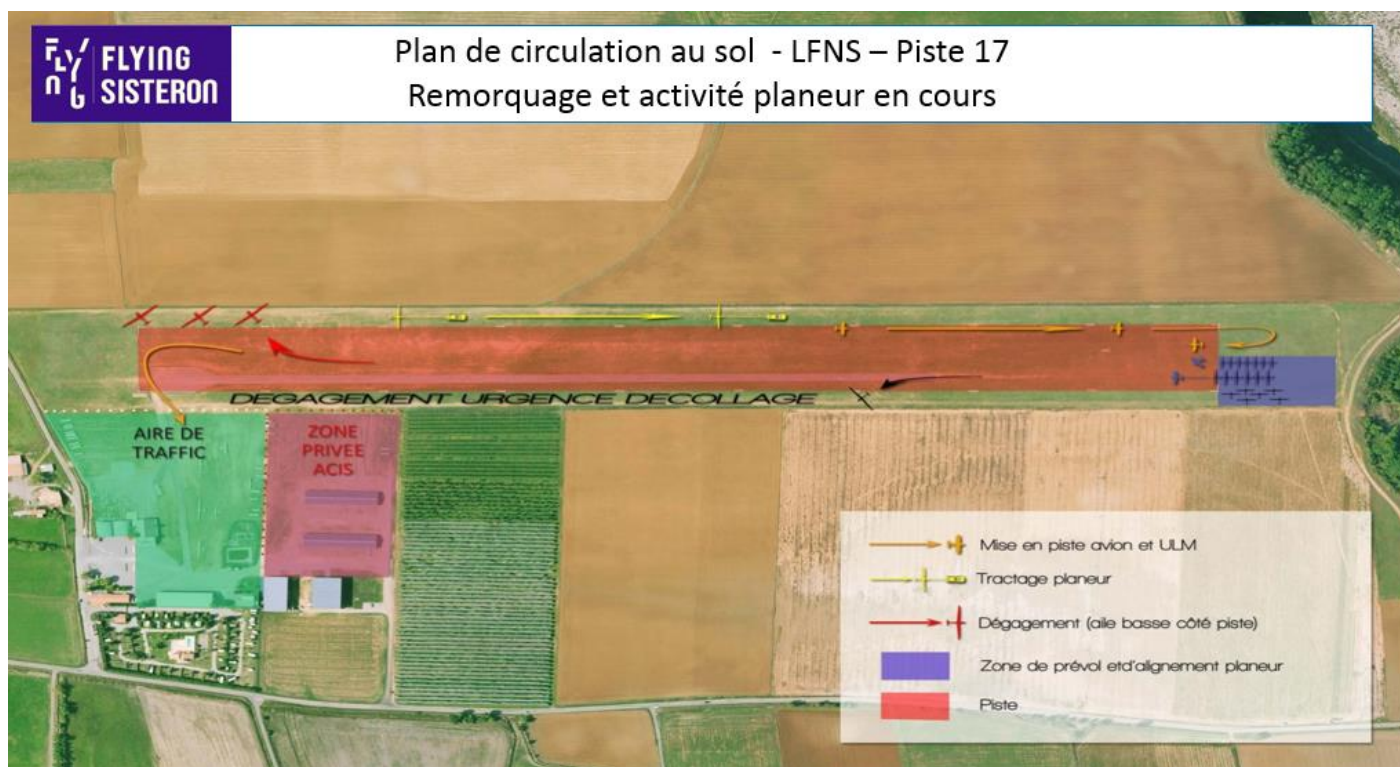
Gliders

- **Line-up:** owing to the proximity of the non-regulated-traffic apron area to the runway, gliders must use the specified pre-flight zone, then the line-up zone for their preparations for flight (see attached chart).
- Only the first glider in the line-up may position itself on the take-off/acceleration strip turning pad.
- In the event of a **rejected/aborted take-off**, maintain take-off axis or use East safety area in priority.
- No take-off on the paved strip will be allowed as long as the East safety area remains occupied.
- **Landing:** gliders land on the grass runway, and clear the runway as soon as possible to the West to allow for subsequent take-offs and landings.

Ultra-light and other aircraft

- **Holding point:** Holding point is materialized by white dotted line on the ground. Pre-flight preparation must be completed before crossing this line and entering the maneuvering area.
- **Take-off:** access to line-up and take-off on runway (QFU35) is accomplished by taxiing South-and Westward around the glider line-up area as indicated on runway chart.
- Usage of the paved take-off/acceleration strip is reserved for gliders, motor gliders and tugs during glider launching e.g., as long as there remain lined-up gliders waiting for tow.
- **Landing:** after landing, clear the runway to the West runway safety area. Taxi back southwards to the apron on the runway if there is no take-off or landing in progress.
- While taxiing back to the apron, **clear the runway onto the West runway safety area if necessary** to yield right-of-way for take-offs and landings in progress.
- Complete taxiing and exit to the apron crossing the dotted white line. Park on the areas specified on the detailed apron area chart.

3 - GENERAL ORGANIZATION WITH TOWING AND GLIDER ACTIVITY IN PROGRESS QFU17



Gliders

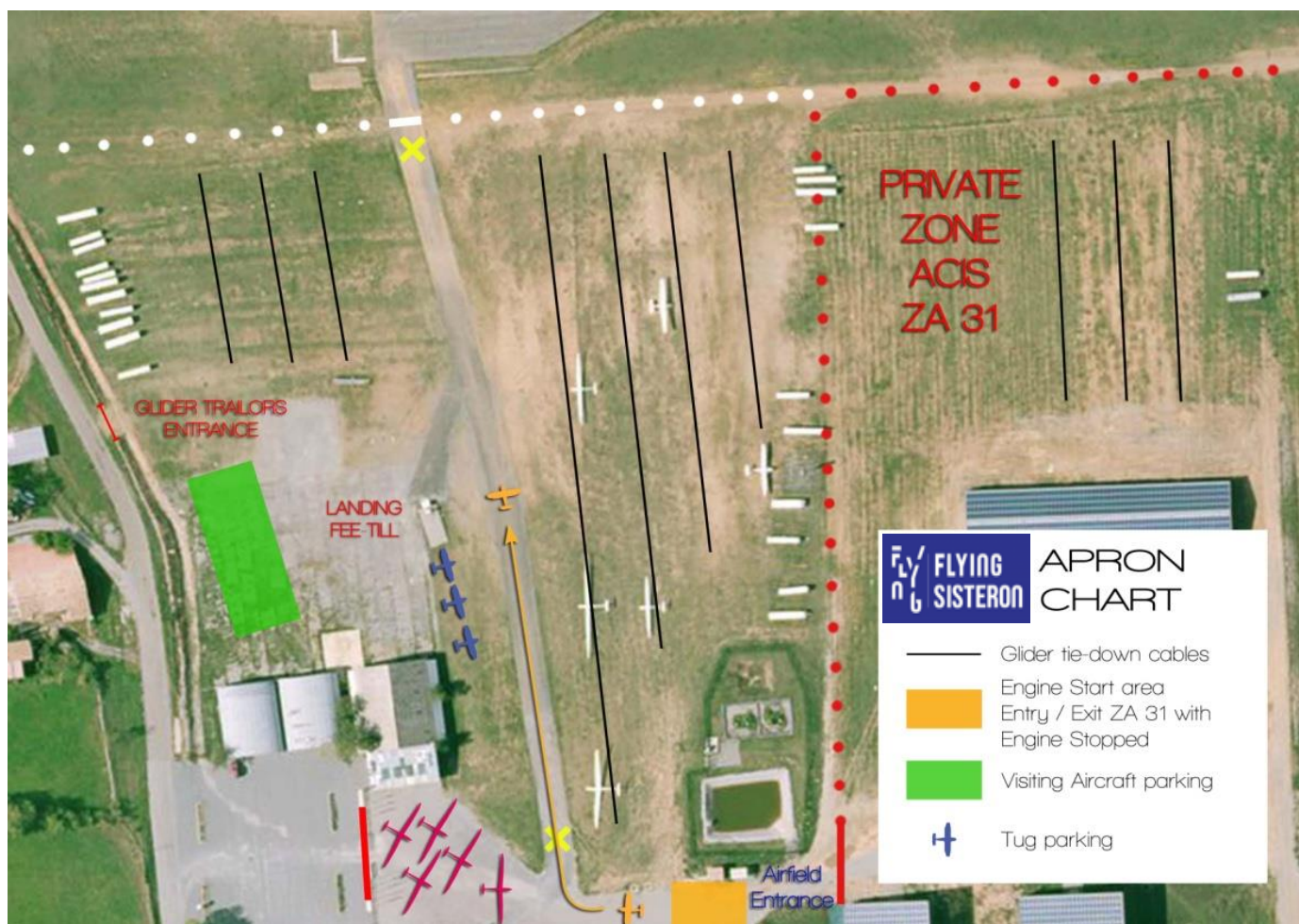
- **Staging and line-up:** gliders are towed on the ground using the airfield service vehicles (golf-carts) or authorized private vehicles.
- These vehicles are equipped with yellow rotating warning lights and two-way VHF radios.
- Ground tow- and service vehicles will drive between the end of the maneuvering area and the end of the runway, and on the West ground tow area as described on attached circulation charts, without entering the runway perimeter.
- Gliders will position themselves on the common pre-flight and line-up areas on QFU 17 as defined on the attached chart.
- **Take-off:** the first glider places itself at the very entrance of the runway, the following gliders will be outside the runway perimeter.
- In the event of a **rejected/aborted take-off**, maintain take-off axis or clear glider out onto the East safety area. All further glider take-offs will be stopped until the glider has been cleared back to the line-up area.
- No take-off on the paved strip will be allowed as long as the East safety area remains occupied.
- **Landing:** gliders land on the grass runway, and clear the runway as soon as possible to the West to allow for subsequent take-offs and landings.
- Exceptionally, at the end of the gliding operations, with authorization of the flight coordinator, on condition that no glider remains on the line-up area, the paved acceleration strip 17 may be allowed for landing and clearing of the runway to the East without entering ZA31 in ground roll (see appropriate chart).

Note: ACIS' club gliders are not authorized to land on the paved acceleration strip.

Planes, ultra-light aircraft

- **Taxiing for takeoff QFU 17** is effectuated on the western side of the runway with obligation to clear the runway to the west safety area when the runway is required for priority take-offs and landings.
- **Landing** is completed by exiting at the southern end of the runway and taxiing to the apron. Park only in the specified areas.

4 - PARTICULARITIES OF THE APRON AREA AND THE PRIVATE SECTION ZA31



The paved strip marked with painted yellow crosses is not a standard taxiway. It does not include required lateral margins. Movement under power is authorized on the entire apron. Special attention is necessary for aircraft taxiing on the apron to avoid foreign object damage from prop-wash to parked and moving aircraft, gliders, vehicles and personnel.

Beware of the presence of mooring cables for gliders over the whole apron area.

Taxi slowly and carefully on the apron to designated parking areas or airfield entry/exit point (see chart).

Dotted white line

The dotted white line delineates the apron area from the maneuvering area.

This line materializes holding point for QFU 35, and entry point for taxiing to threshold QFU 17.

Radio transmission of identity, position and intention is obligatory before crossing this line.

Dotted red line and red marking plates on ground

These markings delineate the airfield boundary relative to the privately-owned ZA31 section which is not included in the LFNS airfield perimeter.

No powered aircraft shall cross this limit in either direction with or without engine in operation. All motorized aircraft (planes, ultra-light and motorgliders) must be towed or manually displaced between ZA31 and the airfield apron area, and from the apron area to ZA31, at the official airfield entrance at the northeast corner of the apron.

All motorized aircraft (planes, ultra-light and motorgliders) must only be towed or maneuvered manually on ZA31. No taxiing under power is authorized on ZA31.

Engines are authorized to be started for taxiing only when on or passed the orange-marked space the airfield apron area.

Thanking you for your cooperation, and wishing you many safe and happy flights from Sisteron-Vaumeilh airfield!