



AAPCA - Aérodrome - F-83440 Fayence-Tourrettes

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www.aapca.net

Self briefing for visiting pilots

1 – Airfield and General procedures

Season 2024



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- Avertissement -

L'adhésion à l'A.A.P.C.A. vaut acceptation :

- Des Statuts de l'AAPCA
- Du règlement intérieur de l'AAPCA
- Des consignes Locales de l'AAPCA
- De la Charte de Bonne Conduite FFVV
- Des exigences et recommandations de Sécurité FFVV

ÊTRE EN REGLE ET ÊTRE COMPETENT

Avant chaque vol, le Commandant de Bord doit se poser deux questions :

- 1. Suis en règle ?**
- 2. Si oui, suis-je réellement **compétent** et **entraîné** , à l'instant donné, pour réaliser le vol que j'envisage ?**

C'est-à-dire, suis-je capable de le mener à bien dans des conditions normales de sécurité, en intégrant tous les paramètres : compétence générale, entraînement récent et suffisant, connaissance de la machine, connaissance de la zone des vols et des dégagements, état physique et psychologique.

**Appliquer le Règlementation, c'est Obligatoire
Être Responsable, c'est Indispensable**

GOOD GLIDING CHARTER

In order to fully participate in the development of our outdoor sporting activity, and to maximise the importance of intelligent and safe gliding, I hereby agree :

- To follow courses, and to have flown recently
- to be present at daily briefings in order to be aware of the weather conditions and security instructions;
- never to take off without all the required aeronautical and gliding documentation on board, this including all recent updates;
- only ever to fly in a good moral and physical condition (and I always take a break after several days consecutive gliding),
- to stick orange fluorescent strips or paint on the wing tips and nose of my glider (A FLARM IS OBLIGATORY);
- to respect air space rules and regulations;
- to remain vigilant, and be aware of the position and trajectory of gliders around me, and to avoid collisions;
- to prioritise safety over performance, never creating conflicting trajectories (on entering thermals, respecting sufficient distance between gliders, respect of priority in ridge gliding, landing circuits...);
- never to overstep my gliding capacities and not allow myself to venture into the unknown;
- announce my position and my intentions regularly over the radio;
- not to underestimate the difficulties that might occur in certain zones (Briançonnais, Queyras, Haut-Verdon);
- always to allow time for visualization and preparation of a landing circuit.

VOIR, ÊTRE VU, EVITER ***TO SEE, TO BE SEEN, TO AVOID***

Je vole avec des Marquages haute visibilité
I use to fly with High visibility markings
et un
and a



General

- This document is a self briefing for visiting glider pilots at the A.A.P.C.A. Gliding Club in Fayence, France.
- It's purpose is to give the pilot a general view of the flying conditions, airfield procedures and facilities of our club.
- The A.A.P.C.A. Gliding Club has its airfield in a populated area so special operational procedures apply.

General

- The Fayence airfield is a non controlled airfield, open to Public Air Traffic.
- Respect the standard procedures and standard landing pattern and avoid low or direct landings when possible.
- **Speed Finish are not authorized**
- Contacts :
 - Regis Kuntz : **Chief Flight Instructor**
 - Email: chef-pilote@aapca.net
 - Cell phone: +33 (0)7 66 32 76 44

Safety Requirements

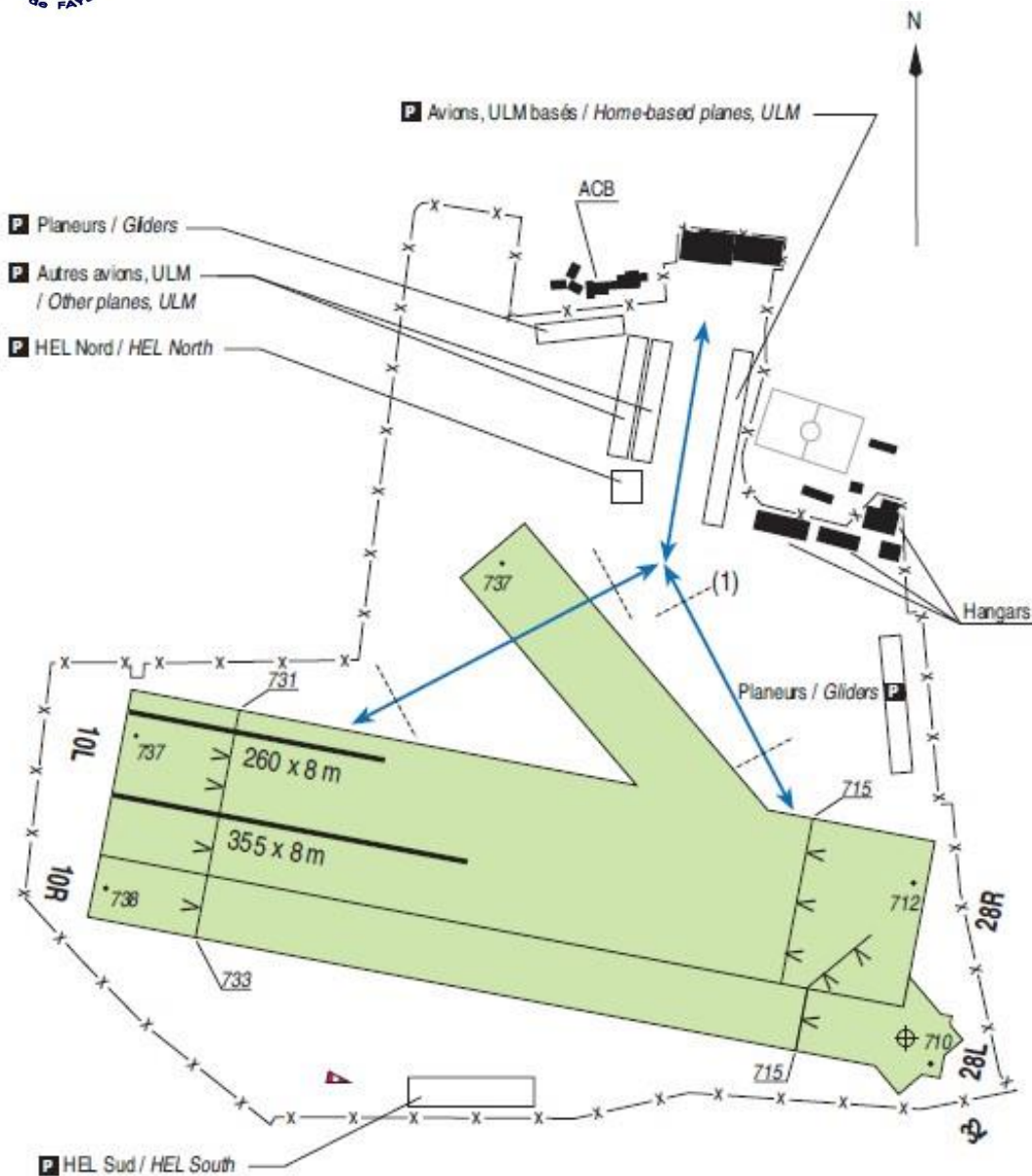
- **FLARM (or any compatible device)**
- **High Visibility Markings (nose, wing tips and tail)**



Lima Charly 2013 ©



Airfield Display



(1) Point d'arrêt si décollage sur axe non matérialisé 269°
Holding point in case of TKOF along non delimited 269° axe

- Main Runway : 10L/28R, 800m grass, 225m elev.
- Additional 260m concrete (**petite dure**) and 365m concrete (**grande dure**) for take-off RWY 10
- Landing : grass and long concrete (**grande dure**)
- Landing on short concrete (**petite dure**) only with Starter approval

Daily Organization

(every pilots)

- **The day before** : Registration of intent to fly in Nestor. Please mention in comments need for Oxygene supply.
- **Glider Request** : please, ask to the Chief Pilot between 9h00 and 9h20
- **Briefing** (Meteo, Airspace, Safety matters) : 9 h 30 Local time
- **Before take-off** : come to the starter and give your name, pilot code and glider registration
- **After Landing** : come to the starter and check your landing time (please, sign the start list)

Your Signature is required on the start list. Without your signature, no complaint will be admitted

Daily Organization

(using glider of the club)

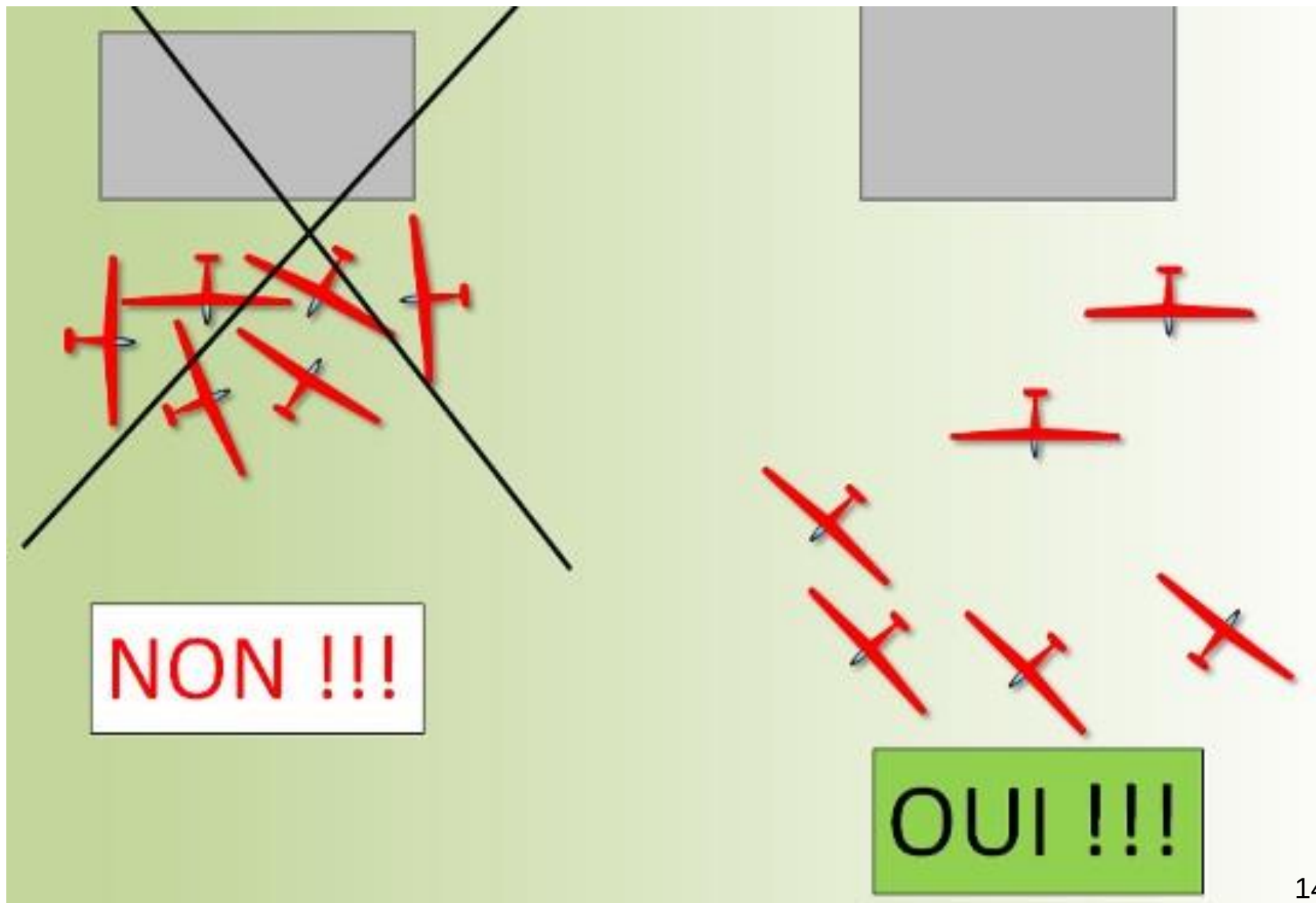
- **After the Briefing :**
 - Cross country pilot : Fill and sign the Xcountry flight form, including person responsible of plane and pilot recovery in case of Outlanding
 - Put your parachute and your battery in the starter
 - Go to hangar and help to move gliders to the grid
- **Glider prepare :**
 - Wash the wings (bug wipping) and clean the canopy
 - Install the parachute, the battery
 - Perform Radio check and Preflight check
- **On the grid :**
 - Remove the Tail Dolly and Put the canopy cover

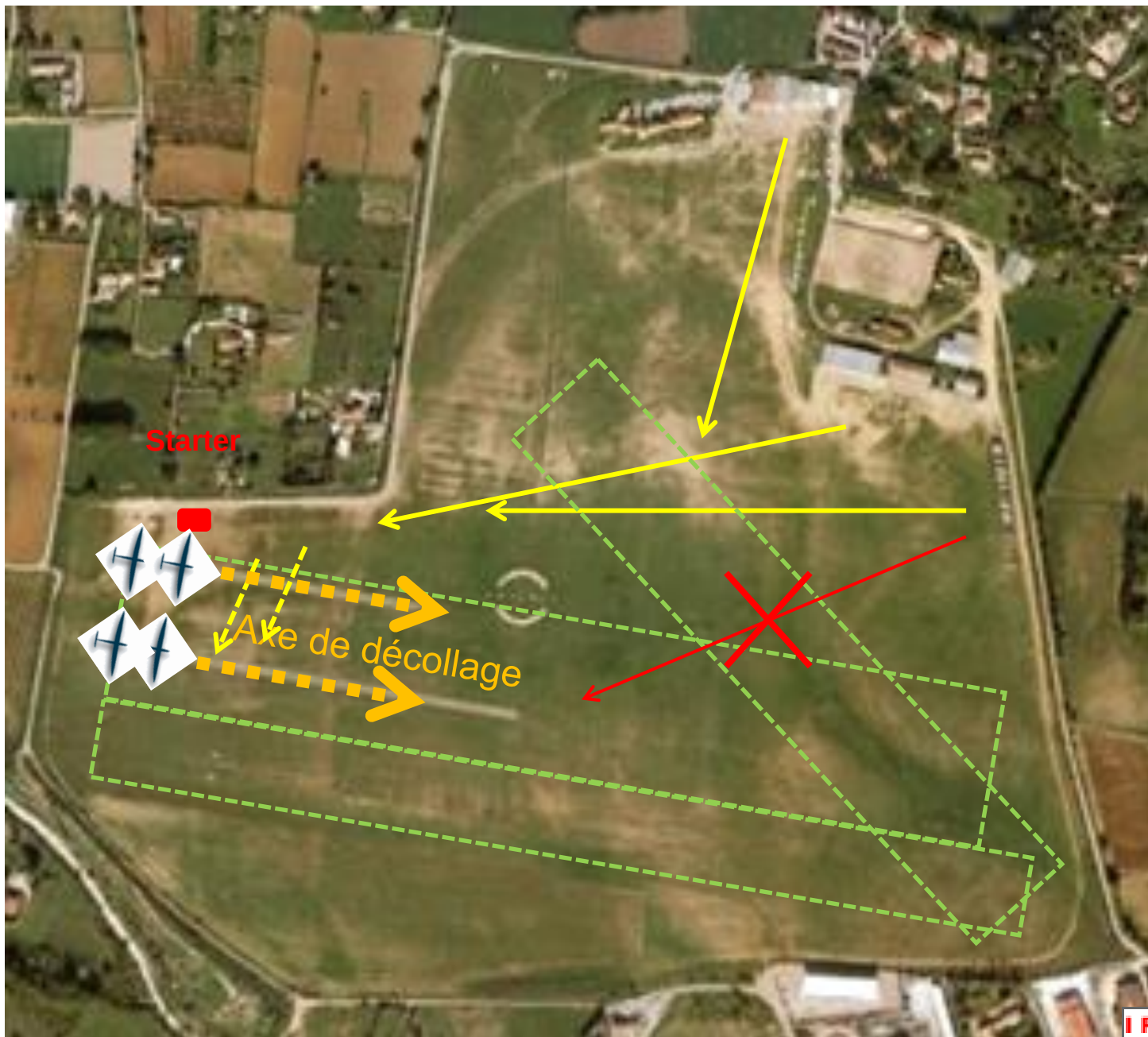
Daily Organization

(using private glider)

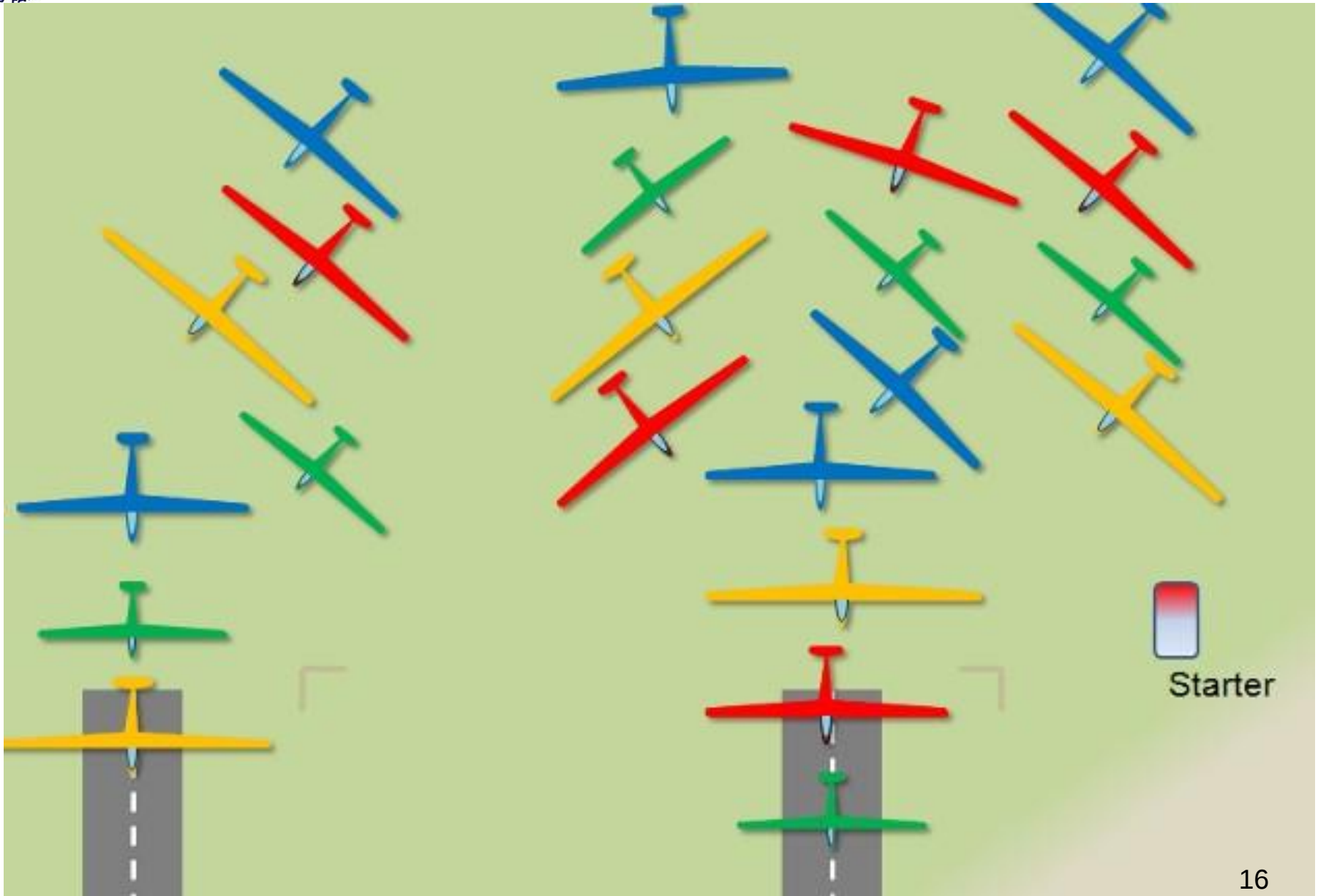
- **Glider prepare :**
 - Be sure of the good Radio transmission range of your Flarm (we can check it on request)
 - Cross country pilot : Fill and sign the Xcountry flight form, including person responsible of plane and pilot recovery in case of Outlanding
- **Before take-off :**
 - Come to the Chief Flight Instructor (or Instructor on duty) and get the daily instructions
 - Come to the starter and give your name, pilot code and glider registration
- **Self-launched Gliders :**
 - NO Take-Off RWY 32 for self-launched two-seaters
 - Prefere use a Tow Plane

3 personnes pour sortir ou rentrer un Planeur





Mise en Piste 10

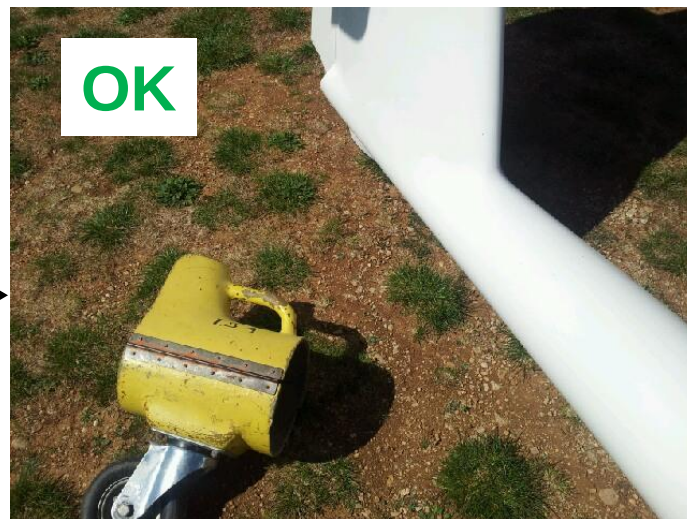




merci de nous aider
à préserver le matériel
en évitant
les situations à risque !



Le Trolley



La verrière



Le Parachute



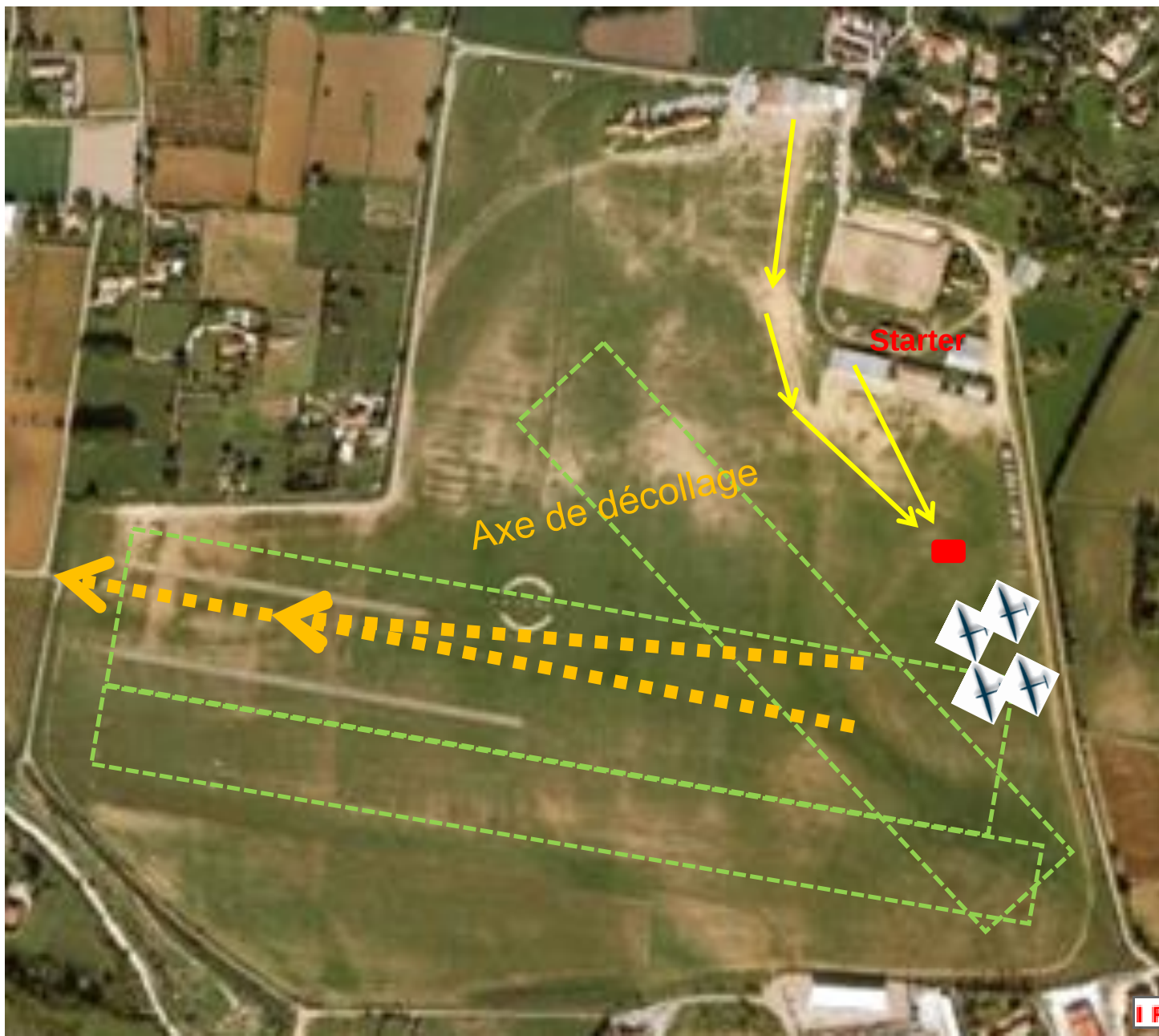
**Parachute sur le manche
= Émission radio
permanente**

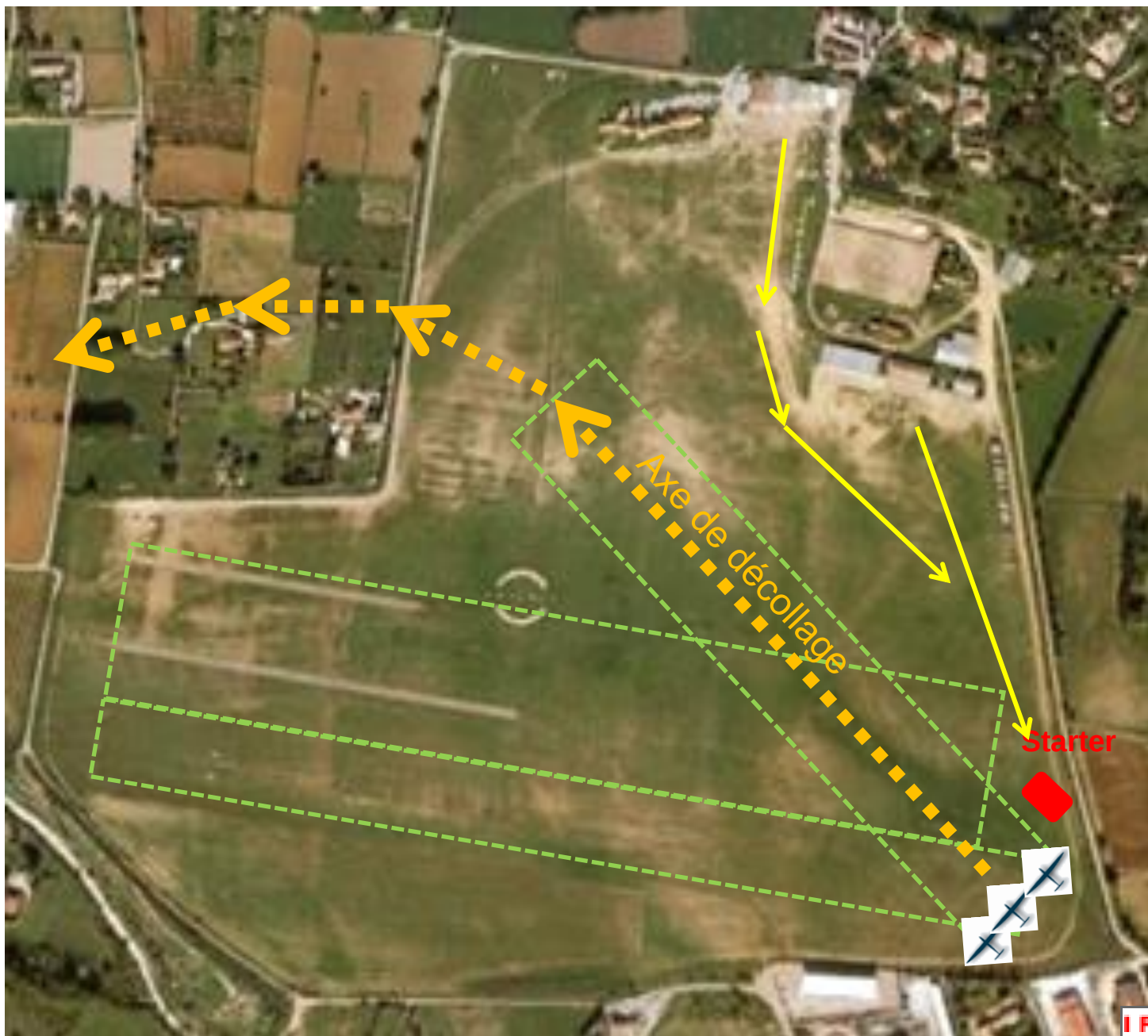
Inspection « Prévol » du Parachute



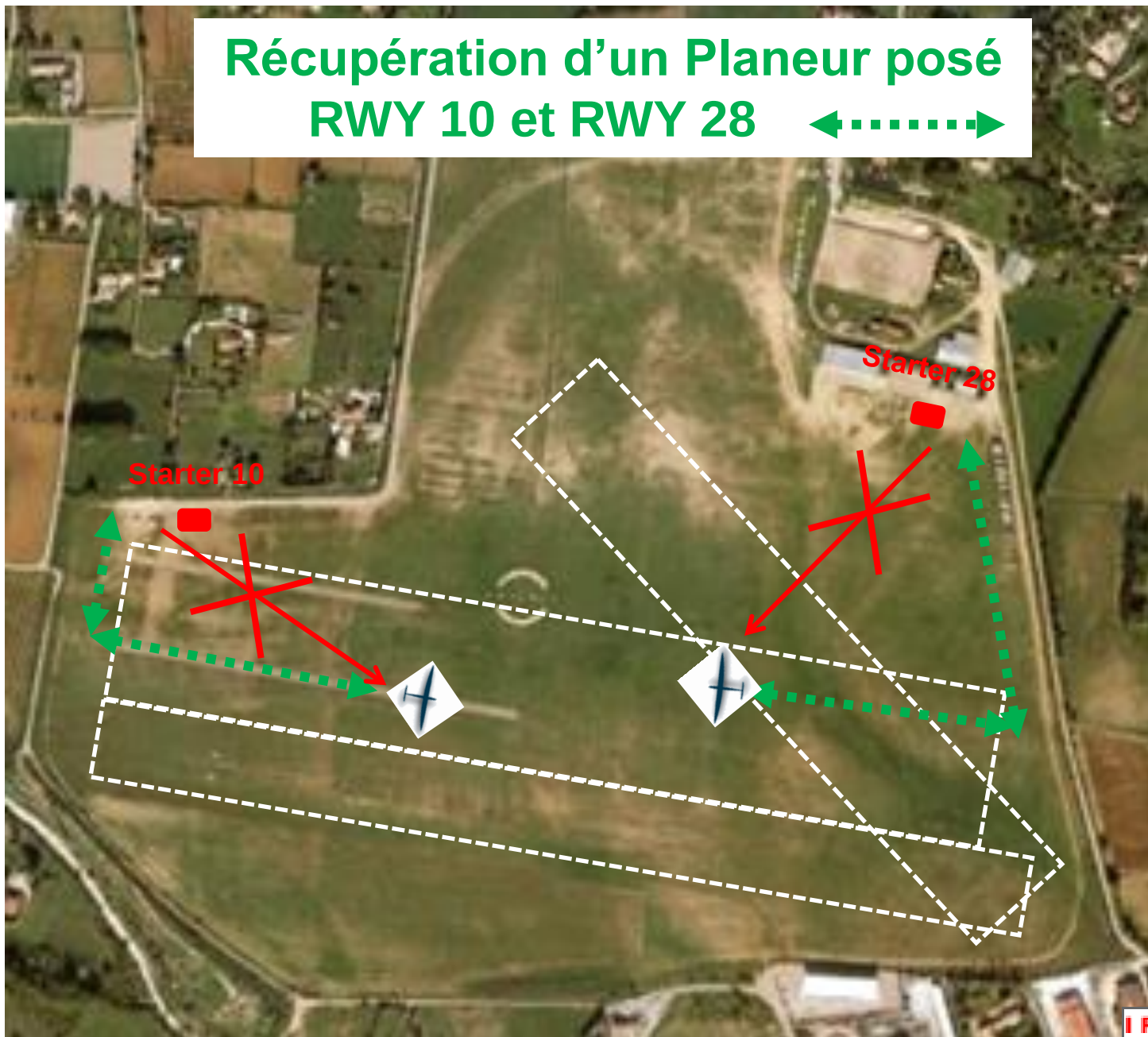
Planeur aligné = Trolley enlevé !







Récupération d'un Planeur posé RWY 10 et RWY 28 ←.....→





Fayence Visual Approach Chart



Fayence Departure Radio Procedure

When and and

- 1) Check-List before take-off completed
- 2) Tow Rope tightened
- 3) Airbrakes In and locked

Then

- You : Thumb UP (= OK to level the wings)
- Wing runner : Level the wings
- You : **Fayence, "CALL SIGN",**
Aérofreins rentrés (airbrakes In)
Prêt au décollage (Ready to take-off)

Trajectoire de montée pour
tour de piste (Piste 10)

Eviter de pénétrer dans la
zone de perte d'altitude.

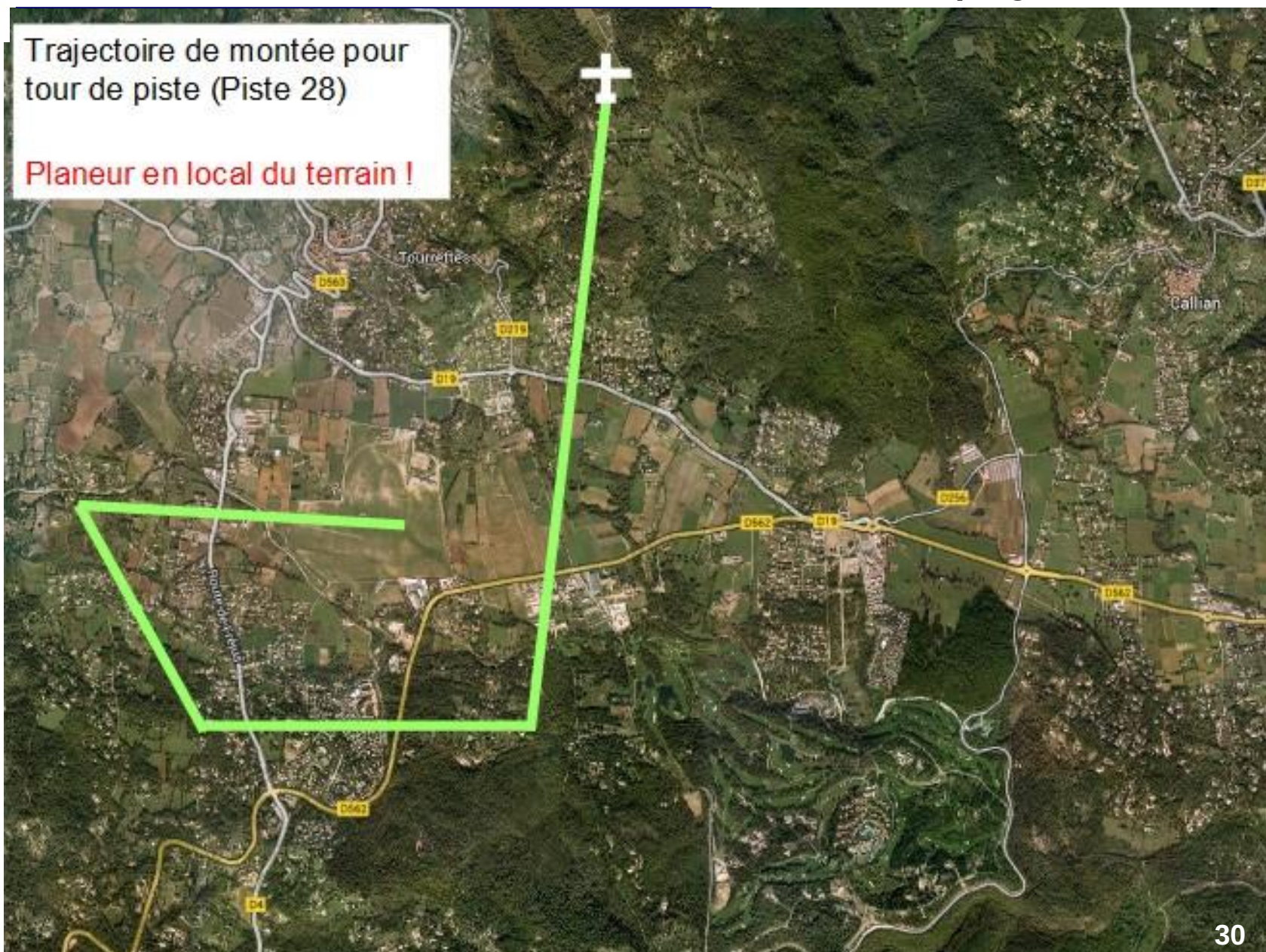


Trajectoire de montée pour
la Carrière ou la Goranne
(Piste 10)

Eviter de pénétrer dans la
zone de perte d'altitude.

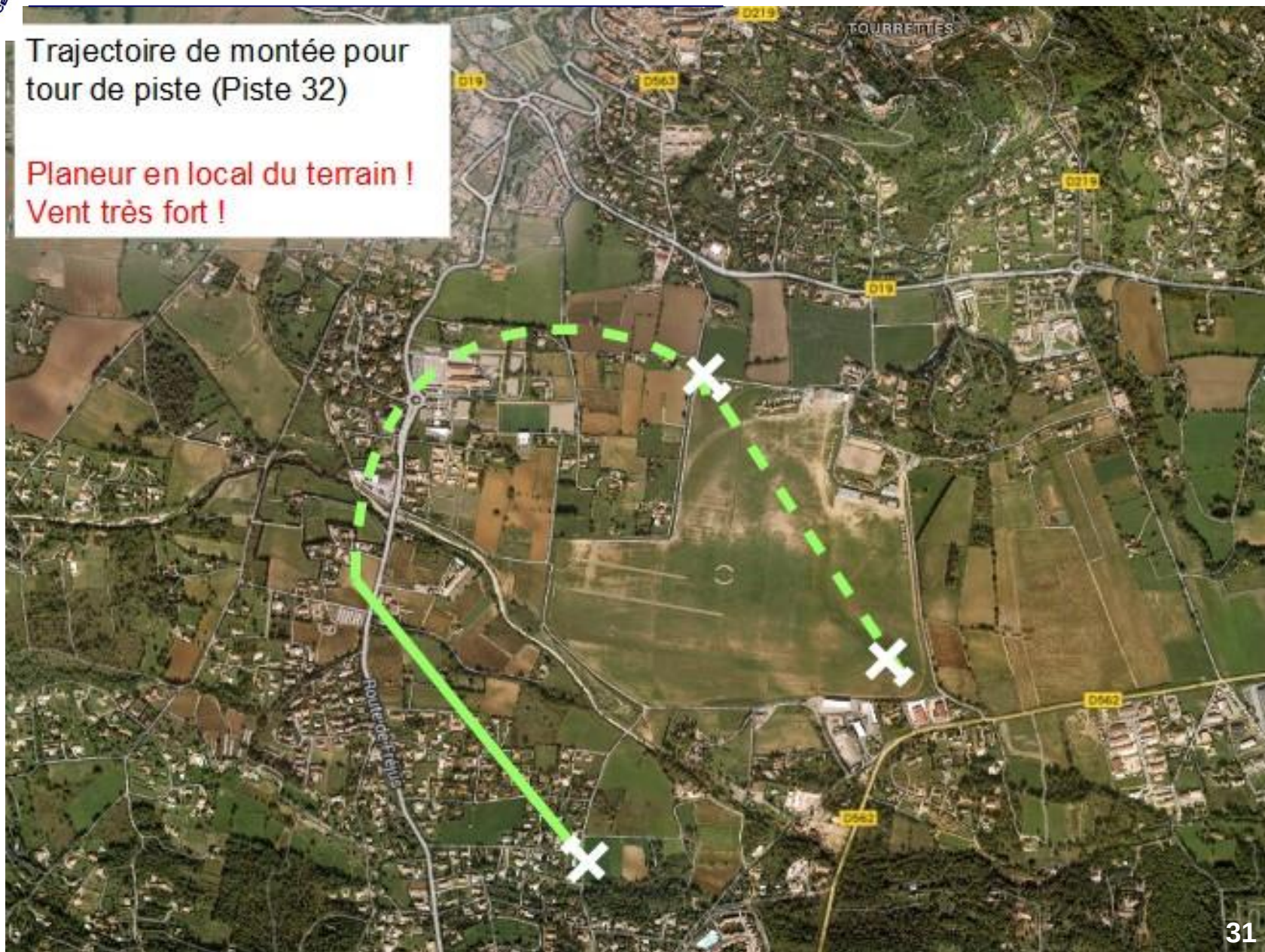






Trajectoire de montée pour
tour de piste (Piste 32)

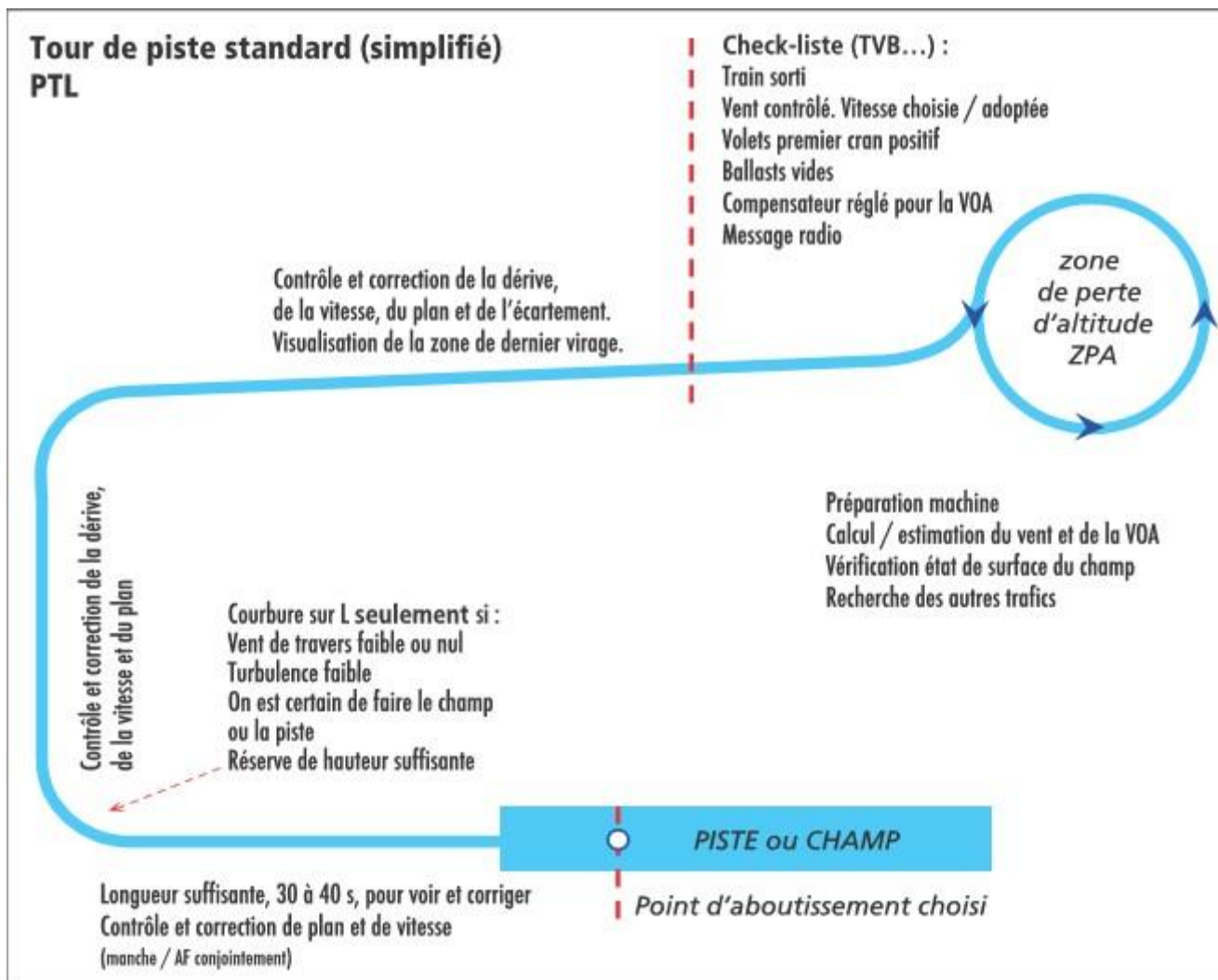
Planeur en local du terrain !
Vent très fort !



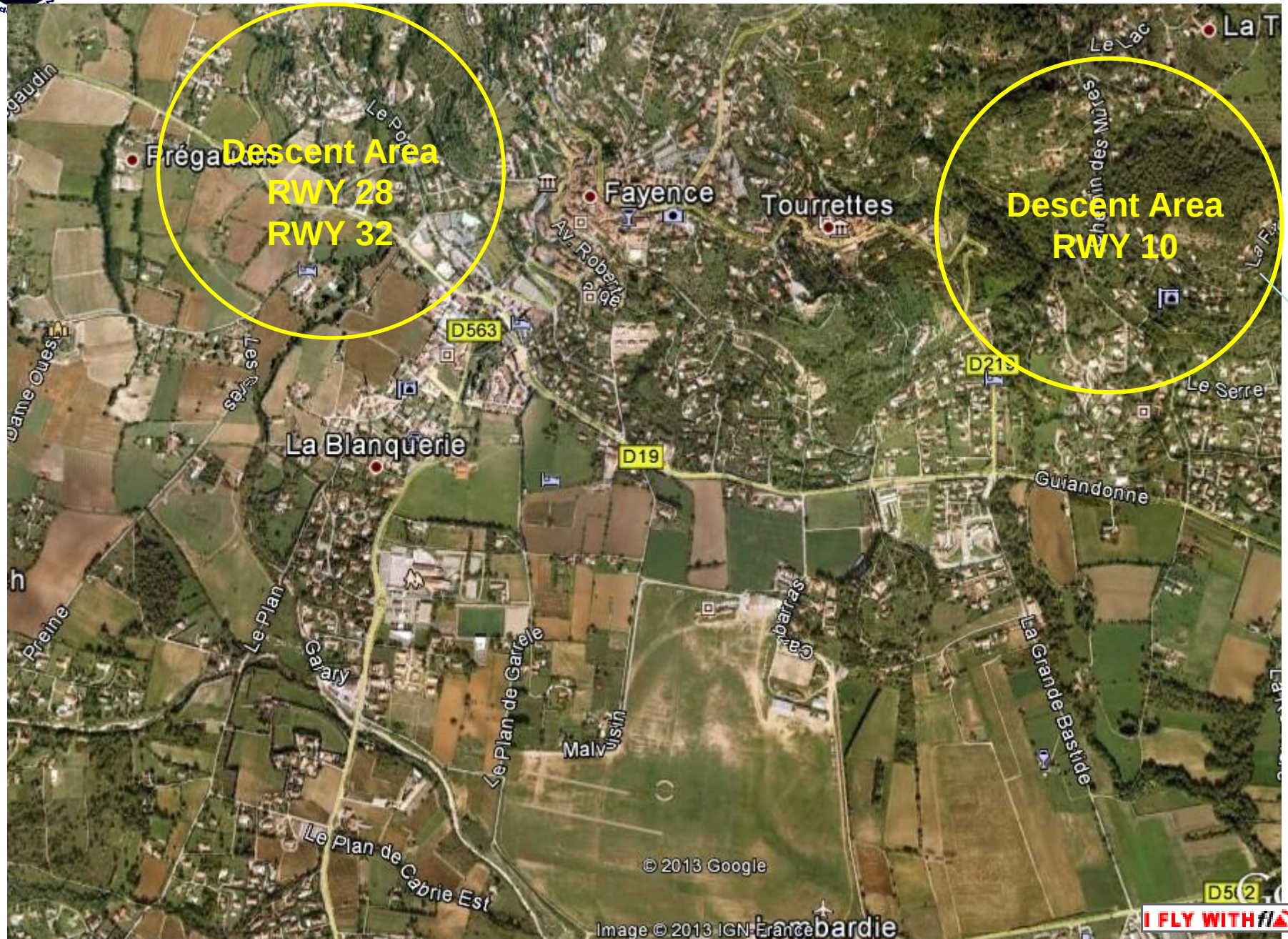
Procédure Radio « En vol »

- **Sortie du Local** (au Nord du Lachens ou à l'Ouest de Bargemon) :
 - Fayence, “Indicatif” > je passe sur la fréquence circuit
- **En vol** (local ou circuit) – Vacation toutes les 30 mn
 - “Indicatif” > “Position”, “Altitude”, “Vario ou Direction”
- **Retour de Circuit** (Niveau Lachens ou Bargemon) :
 - Fayence, “Indicatif” > Retour en local Fayence
- **Transit avec Contact d'un Organisme de la Circulation Aérienne :**
 - Se conformer à la Phraséologie “Vol à Voile” réglementaire
 - Spirale,
 - Plané Direct,
 - Transit en Cheminement
 - Altitude/Hauteur Mini et Maxi

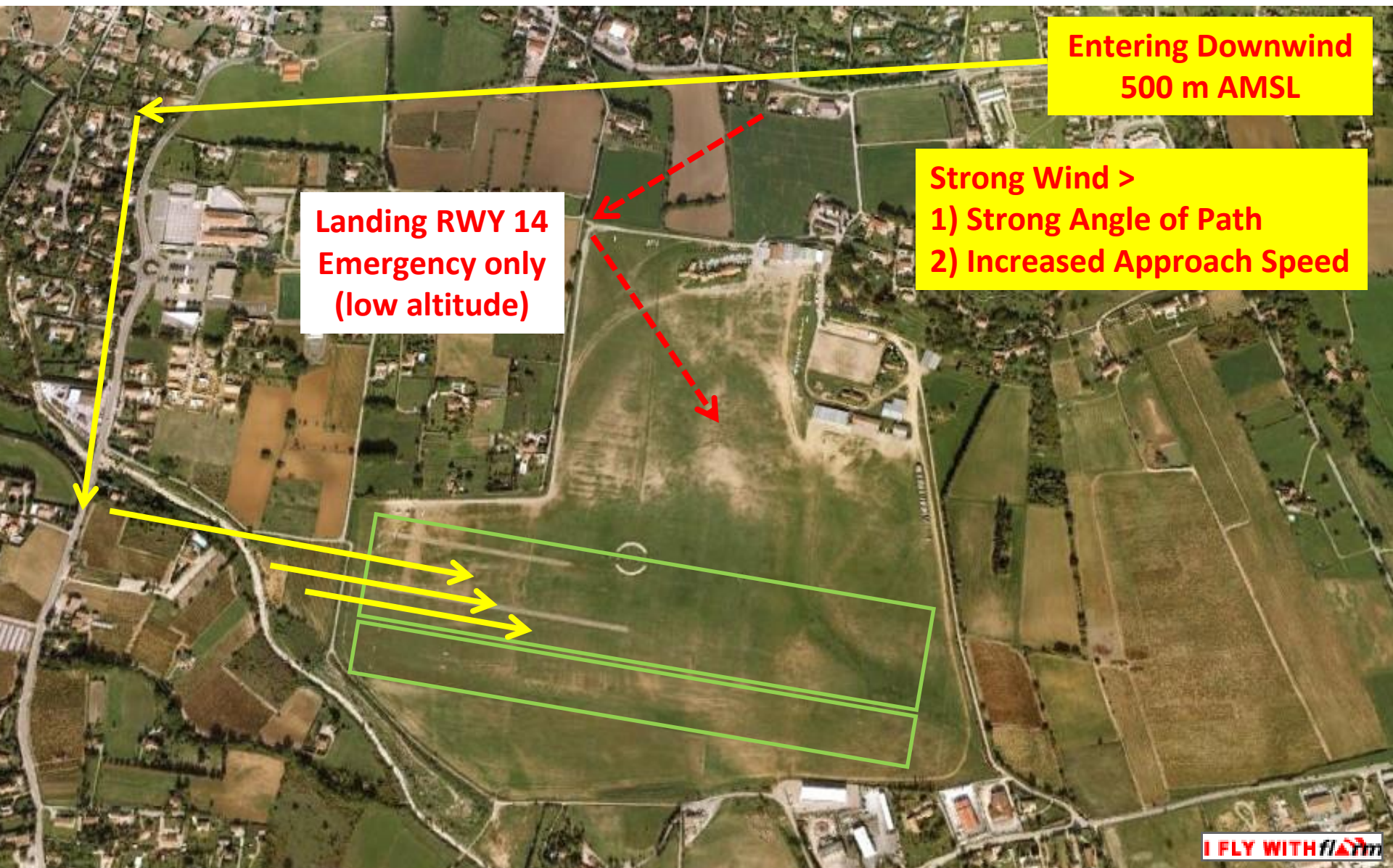
Rappel Schéma PTL (standard FFVV – Livre bleu)



**Ne JAMAIS passer d'une courbure positive à une courbure négative en finale !
La conséquence en est une chute brutale avant de récupérer vitesse et finesse !**



Fayence Standard Landing Pattern RWY 10

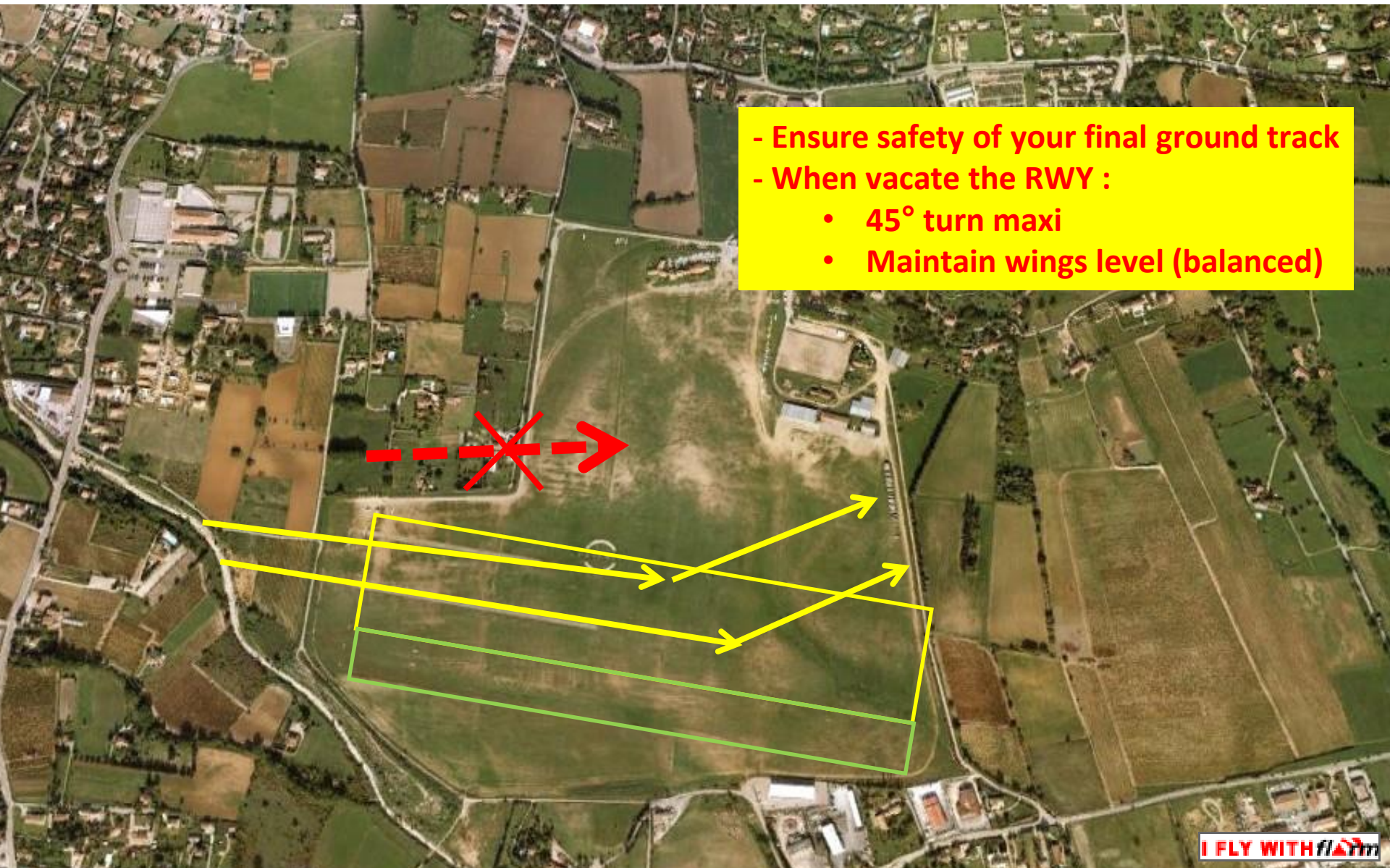


**Entering Downwind
500 m AMSL**

**Landing RWY 14
Emergency only
(low altitude)**

Strong Wind >
1) Strong Angle of Path
2) Increased Approach Speed

Fayence Long Landing RWY 10

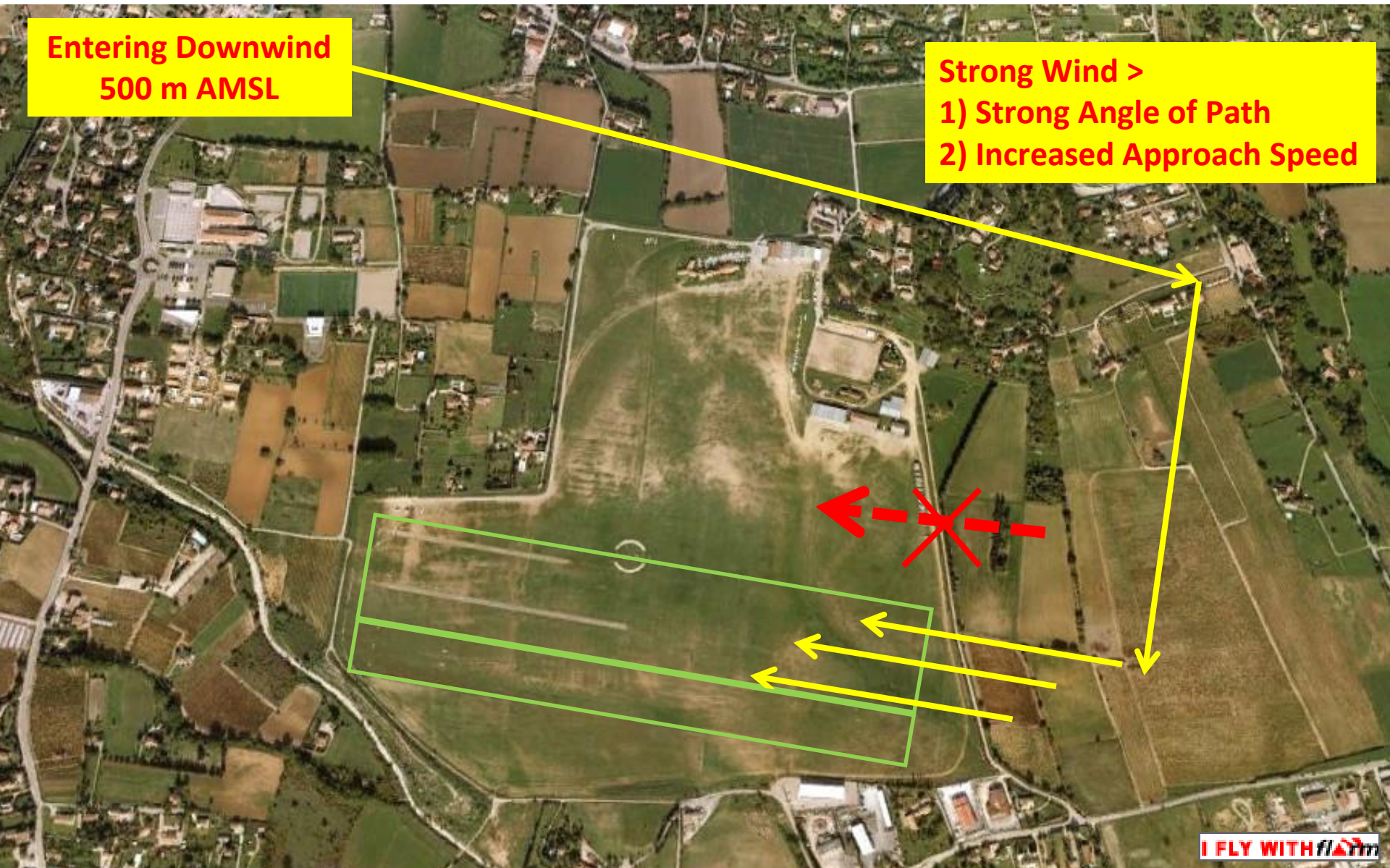


- Ensure safety of your final ground track
- When vacate the RWY :
 - 45° turn maxi
 - Maintain wings level (balanced)

Fayence Standard Landing Pattern RWY 28

**Entering Downwind
500 m AMSL**

Strong Wind >
1) Strong Angle of Path
2) Increased Approach Speed



Fayence Standard Landing Pattern RWY 32 (Strong Wind)

**Entering Downwind
500/550 m AMSL**

Strong Wind >
1) Strong Angle of Path
2) Increased Approach Speed

**Last Turn
100/150m AAL mini**

Image © 2013 IGN-France

Fayence Arrival Radio Procedure

- Radio on entering Loss altitude Area (> 600 m AMSL):
 - Fayence, “CALL SIGN”, Zone de perte d’altitude piste “XX”
- Radio on down wind point (+275m AAL, 500m AMSL):
 - “CALL SIGN” Vent Arrière piste “XX”, train sorti et verrouillé
- Radio on Base Leg :
 - “CALL SIGN” Etape de Base
- Radio when turning final :
 - “CALL SIGN” Finale piste “XX”
- Après atterrissage :
 - ***La Radio reste allumée jusqu’à “Piste dégagée”***
- Avoid dropping of water ballast on landing pattern (specially over the houses) when possible.

Communications

Fayence Info : 119.055 MHz

- Use for launching and aerotow
- Local Flights (south of Lachens Mountain)
- Landing on Fayence Airfield

Fayence Circuit : **Main** 129,975 MHz **Secondary** 130,975 Mhz

- Use for Cross-country (north of Lachens Mountain)

French Federation other frequenties (Mhz)

122,50 (Common frequency) - 123,050 – 130,125 – 122,650

Marseille Information ACC/FIC : 120,550 Mhz

Nice Approach : 124,420 Mhz

Emergency : 121,500 Mhz

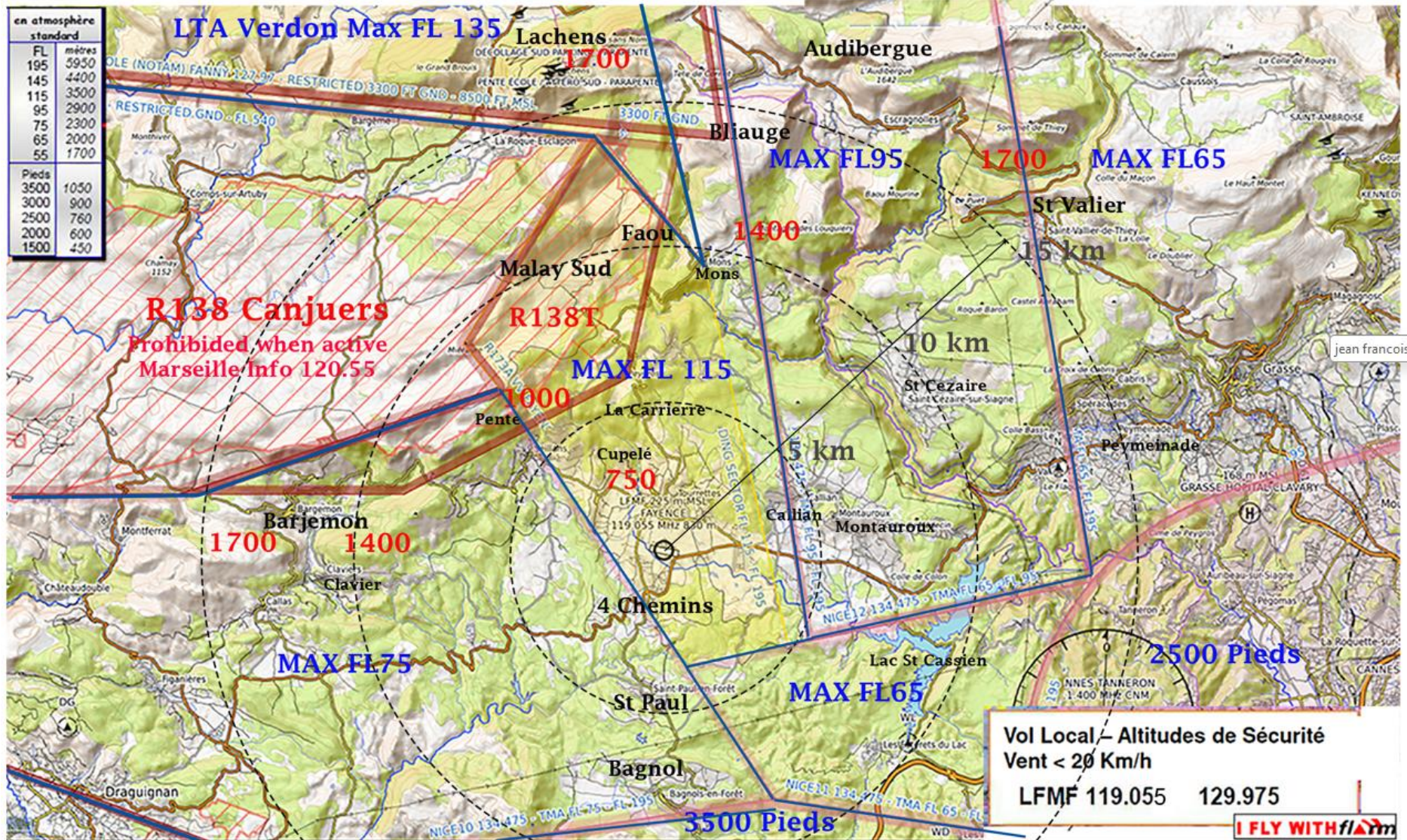
Radar Flarm

Le dispositif « Flarm-Radar», Installé sur de nombreux sites des Alpes, a pour but d'accroître la sécurité (recherche et sauvetage en cas d'accident) et de rendre plus conviviale notre activité en permettant à tous de suivre les vols.

L'AAPCA (et par conséquent ses adhérents) adhère au dispositif FlarmNet. En conséquence :

- Tous les aéronefs de l'AAPCA sont déclarés sur www.flarmnet.org
- Les vols sont visibles sur live.glidernet.org et sur www.flightradar24.com
- Les membres de l'AAPCA ont obligation de laisser leur Flarm en mode «normal»
- Les pilotes propriétaires sont fortement invités à s'enregistrer sur www.flarmnet.org , l'AAPCA peut amener son aide pour réaliser cette inscription.

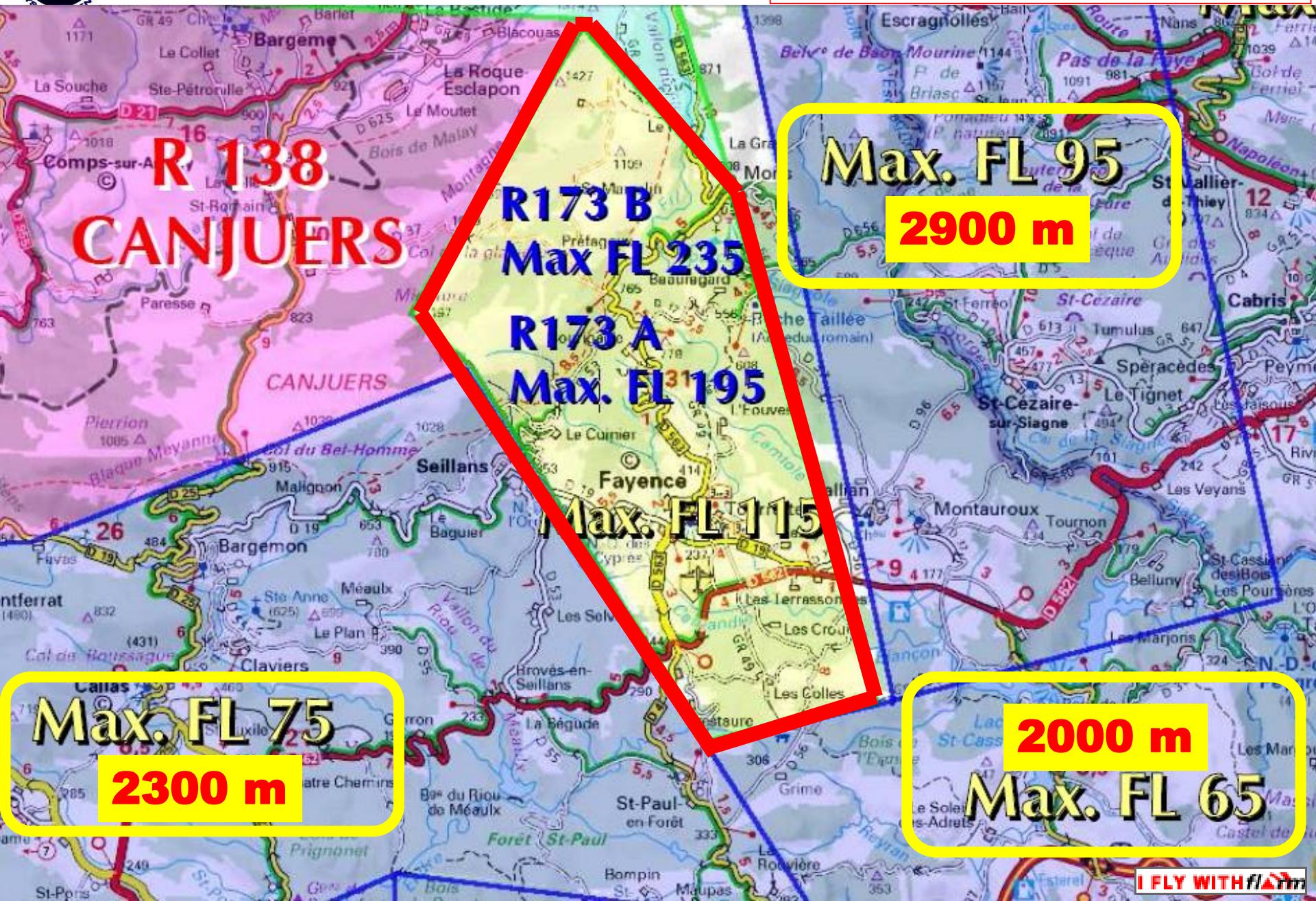




1400 : Altitudes de sécurité recommandées en local (vent<20km/h)

R138 Canjuers : A considérer active H24-7J/7

R138T : Activation partielle ou totale annoncée en briefing



Fenêtre d'Onde - Repères Visuels



Carte Vol à Voile
1:250.000

Nord Malay

Mons

Col de la Glacière

Miéraure

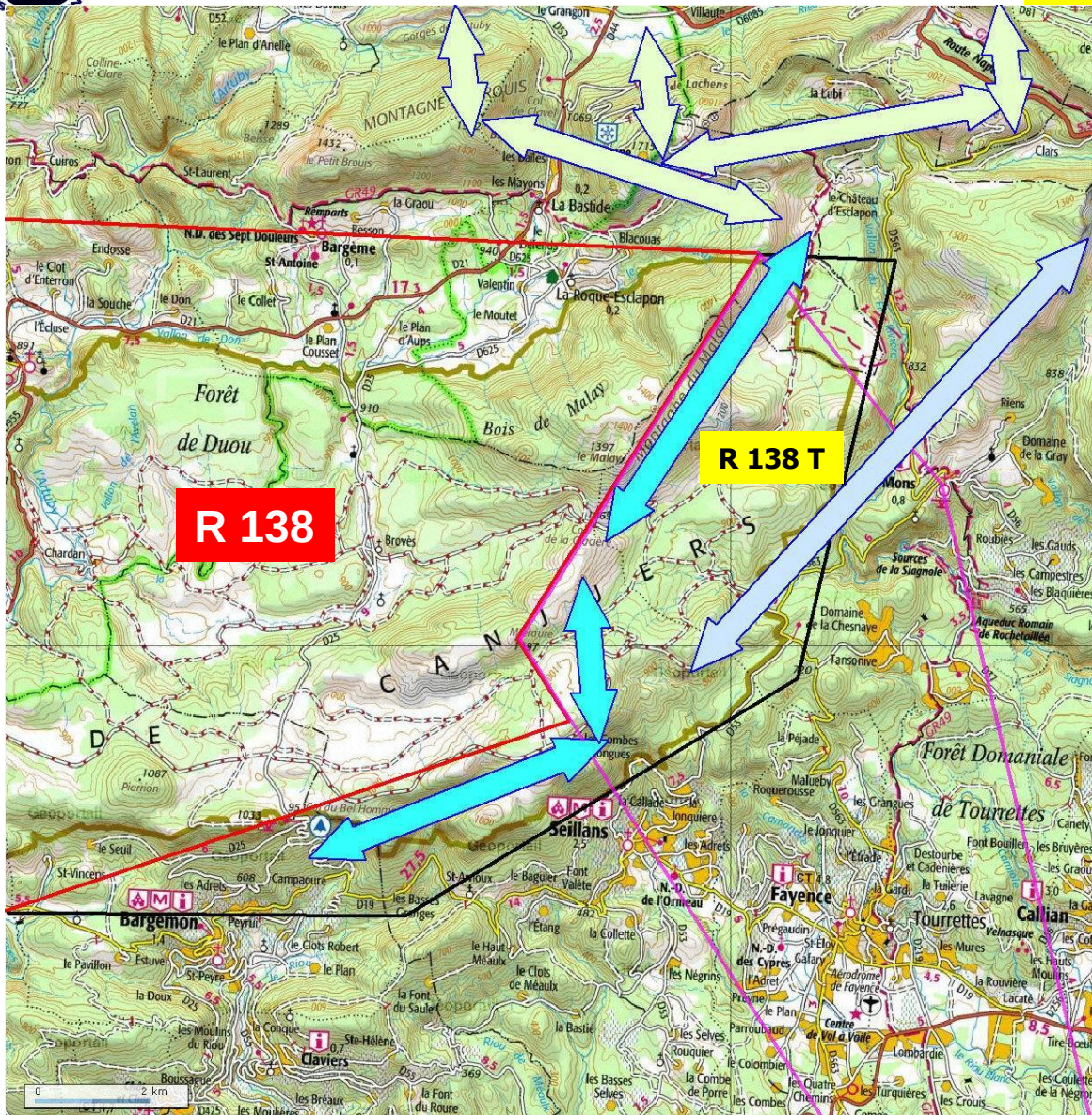
Seillans

Ruine de Callian

Les 4 Chemins

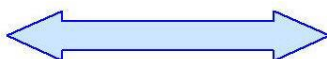
Bordure Est Golf

Nord St Paul



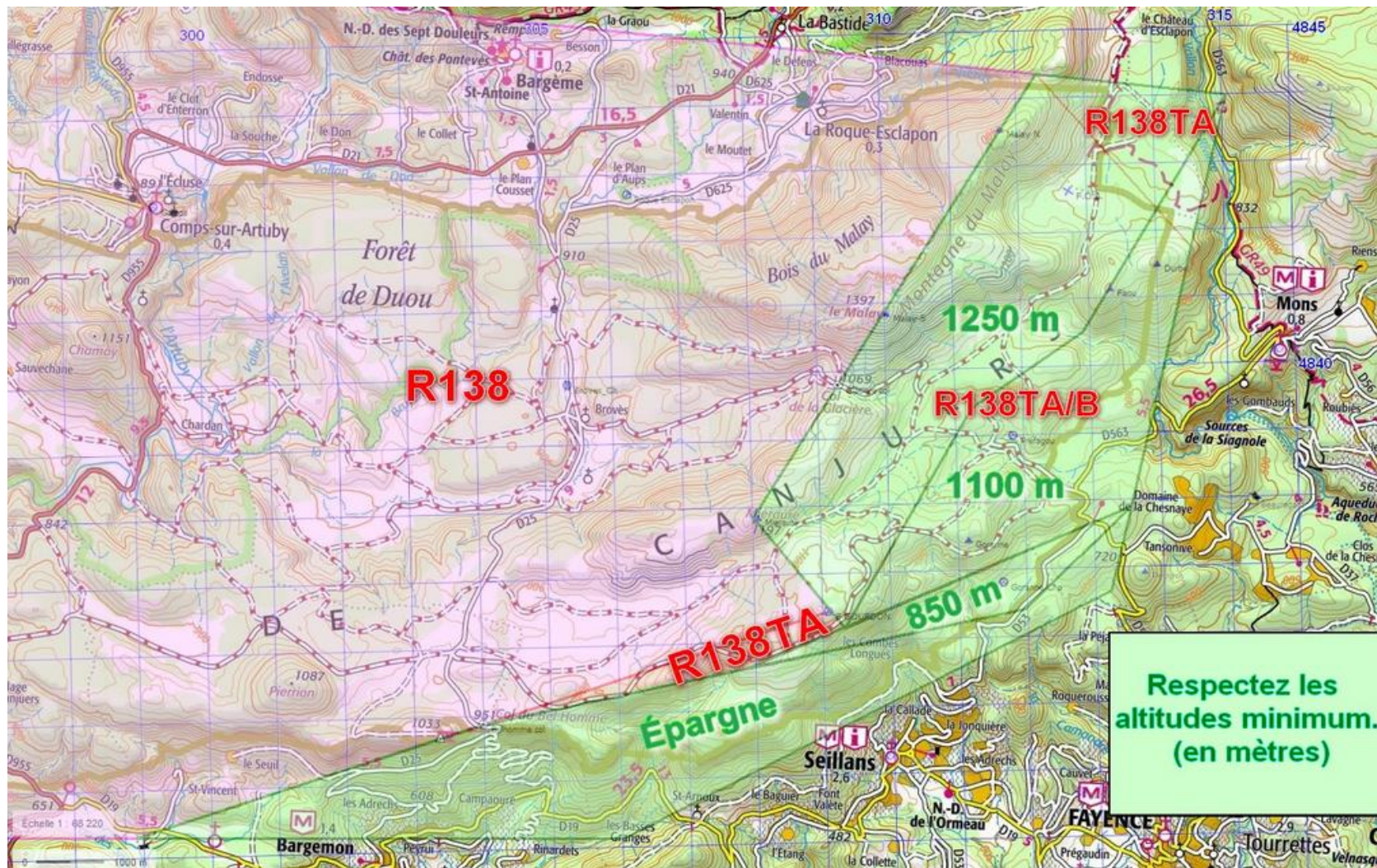
1) R 138 T non active

- Col du Belhomme : OK
- Pente Sud : OK
- Pente Nord : OK
- Col de la Glacière : OK
- Malay Sud : OK
- Malay Nord : OK



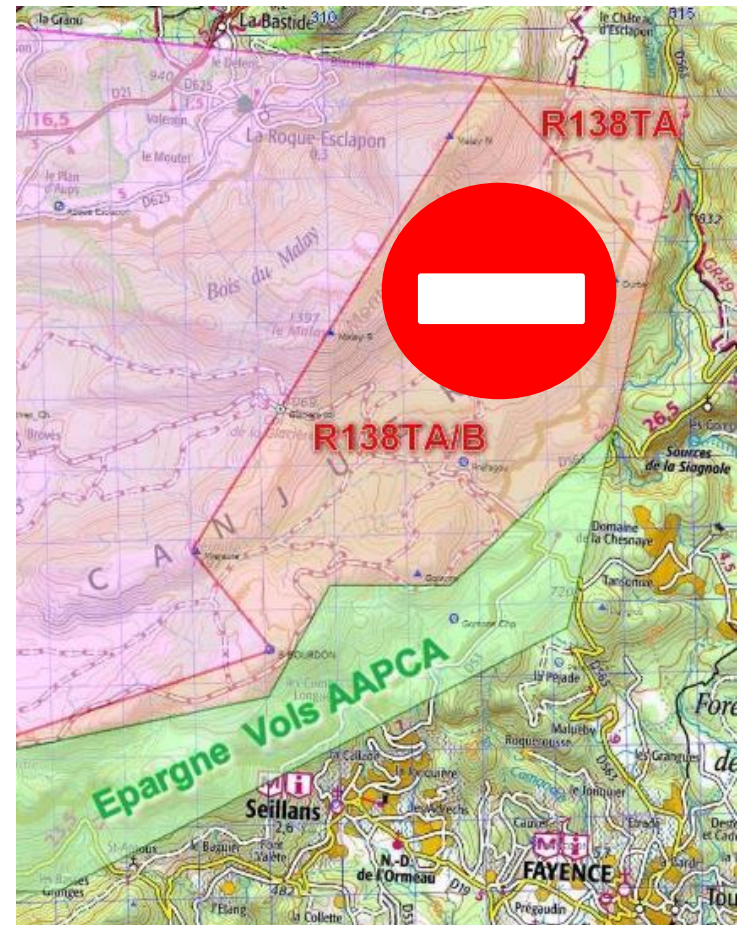
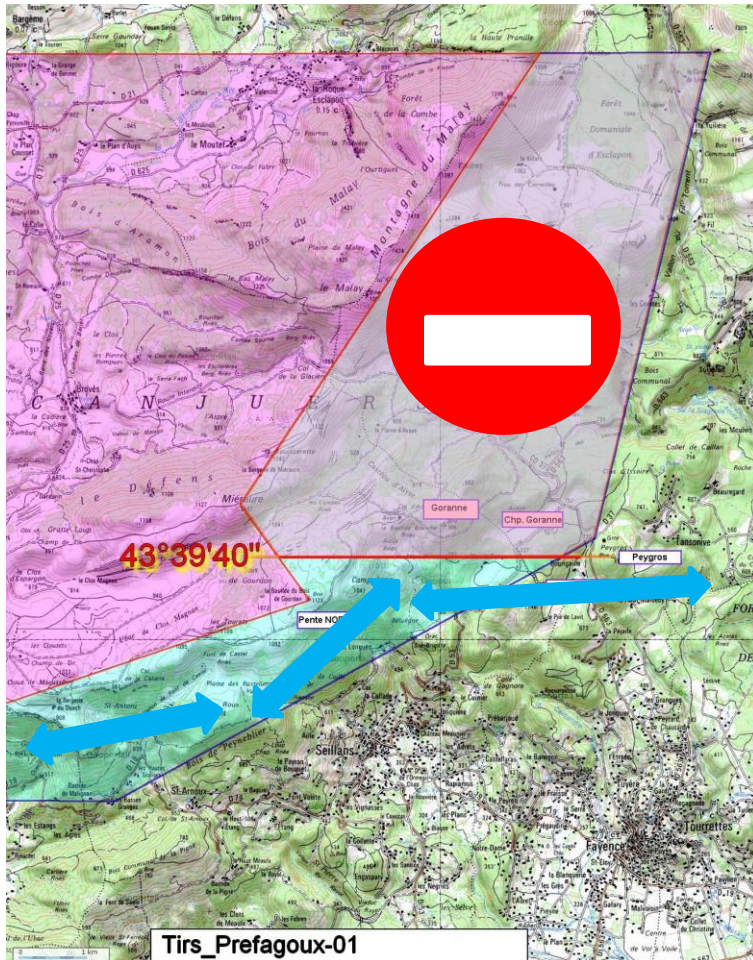
2) Protocole Activation Vols de drones : Informations communiquées en briefing

Altitudes minimales de vol à respecter impérativement



2) Protocole d'activation partielle ou totale : Informations communiquées en briefing, interdiction de vol à respecter impérativement .

Exemples de Configuration R 138 T (présentée en briefing)



Outlandings

Know the listed fields: Most of the listed fields are described in the Guide des Aires de Sécurité dans les Alpes published by the FFVP (available for purchase at the club) and in the Fayence Self-Briefing. They must be studied and familiarized with before setting off on any circuit.

A reconnaissance by car and/or at the Fayence flight simulator is recommended for pilots with no experience of the areas north of Fayence towards the Ubaye and west towards the Durance.

Durance/Ubaye/Buech valleys: Numerous airfields. Virtually every valley has at least one airfield.

Aerotow assistance is available on request from each airfield (at an adapted rate).

Flight preparation: Refer to Self-briefings Part 2 (50 km) and Part 3 (tour de Canjuers) and ad-hoc documents.