Yorkshire Gliding Club

Standard Operating Procedures

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Contents

1. Airfield Brief

1.1. Sutton Bank is a hill top airfield with grass runways approximately 600' above the valley floor and 920' above sea level. The general alignment of the landing areas is 02/20 and 24/06.

1.2. The BGA turn point code is SUT latitude N54 13.728 longitude W001 12.580 centred on the clubhouse. The airfield is strictly prior permission only for visiting powered aircraft.

1.3. A busy public footpath exists around the south and west boundary and a public road along the east boundary.

1.4. Sutton Bank is 4nm east of the town of Thirsk on the south western corner of the North Yorkshire moors. The white horse located on the southern escarpment is a distinctive navigation feature when approaching from the south.

1.5. Bagby airfield is 2nm WSW of the airfield at 160' amsl and can be contacted on 123.255 MHZ.

1.6. The Vale of York is an AREA OF INTENSE AERIAL ACTIVITY. **See Section 12.**

1.7. The land north and north-east of the airfield (immediately north of the A170 road) is used for training racehorses; pilots should be mindful of this and act accordingly. Suitable out landing fields for gliders are also available further to the north. **See Section 2, paragraph 2.5.8.**

1.8. The site is cleared for winch launching to 2000 ft agl. During winch operations, stay clear of the overhead to avoid endangering or inconveniencing others.

1.9. The entire airfield is landable. Some areas are rough and have significant slopes and during wet seasons large parts of the landing area can become very soft and boggy. If you are unfamiliar with the airfield you are advised to obtain a briefing prior to launch.

1.10. A preferred circuit direction is briefed each day. Due to local conditions, it is not uncommon for gliders and tugs to land from any circuit or on any runway and all pilots must be vigilant and prepared to take alternative action.

1.11. Sutton Bank can experience rapid changes in wind conditions and pilots should ensure that an appropriate landing area is selected in good time. A wind sock is sited on the club house roof.

1.12. The radio frequency in use at Sutton Bank is **118.665** MHz Please note that excessive chatter on this frequency is discouraged.

1.13. Pilots are reminded that it is a legal requirement to carry up to date and suitable navigational charts for all flights beyond 5nm from the club.

1.14. All power pilots should acquaint themselves with the current noise abatement recommendations (see section 5) and conduct their flying in accordance with them.

1.15. Details of local Airspace and Airways, including a letter of agreement for crossing Airway P18 to the North of the club, are held in the briefing room. Members **must** fully understand the requirements set out in any agreements before flying in this area. Please record any flights through these areas, including use of the wave box, in the book provided in the briefing room.

1.16 All club aircraft are FLARM equipped as are most gliders based here. It is strongly recommended that all aircraft flying from Sutton Bank are fitted with working FLARM equipment.

2 Flying Orders - Gliders

2.1. General

2.1.1. Flying training, first flight experiences, lessons etc will only take place under the authorisation of a Lead Instructor, who shall be an FI(S) authorised to do so.

2.1.2. Under UK Part FCL rules, All SPL licence holders and student pilots, must maintain a reliable and accurate record of all flights in accordance with AMC1 SFCL.050., to meet recency and revalidation requirements and to maintain licences and ratings. The CFI as local head of training may require a higher standard in certain circumstances. In addition, all pilots must have their logbook available on site for inspection.

2.1.3. The Club may monitor the flying activities of members and visitors using electronic and paper-based systems such as data loggers and flying log sheets. In addition, training flights and solo flights may be recorded on video cameras.

2.1.4. Members are reminded of club rules 9.4, specifically that breaking Air Law, BGA Operational Regulations, Club Rules or Standard Operating Procedures (SOPs) or disobeying instructions from an executive is a disciplinary matter.

2.1.5. Any member wishing to join an existing syndicate or intending to base a glider at Sutton Bank must first obtain the permission of the Board and CFI before proceeding.

2.1.6. The CFI will keep a list of pilots of self-launching sailplanes, which may launch outside normal club operating times at their own risk.

2.1.7. Private gliders may stay airborne beyond normal club operating times, but at their own risk. Pilots must ensure, on return, that the club log is completed correctly for their flight.

2.2. Registration

2.2.1. It is a requirement for **ALL** pilots to be a member of the club and have completed and signed an application and indemnity form (see club rule 9.2)

2.2.2. In the interests of the safety of everyone, **All** full flying members must read the Standard Operating Procedures. Renewal of membership is taken as acceptance of the SOPs annually. A copy will be emailed to all members annually. Copies will also be in the Control box, the office and the club website.

2.2.3. All visiting pilots must acquaint themselves with the notes for visiting pilots document and attend the daily briefing, or seek a briefing from an FI(S) authorised to do so.

2.2.4. **All** pilots must be in possession of a valid medical certificate *or* a CAA Pilot Medical Declaration (PMD), and are required to provide the office with copies. Visiting pilots must present or provide evidence a current medical certificate or CAA PMD at the office before flying.

2.2.5. Any change to a pilot's medical status must be notified to the CFI or his deputy before further flight.

2.2.6. Club **flying currency** requirements are specified in **Section 6.** These are in addition to Part-SFCL recency requirements.

2.3. Before flight

2.3.1. Checking NOTAMS and weather before flight is the responsibility of each pilot.

2.3.2. All gliders operating at Sutton Bank must have a valid ARC or permit to fly issued by the relevant national body, and a valid certificate of insurance to the minimum amount specified from time to time by the governing body (see BGA op reg 1.8)

2.3.3 All aircraft must be DI'd each day before first flight. This is to include a positive control check, installation of battery, cleaning and wheel brake check (if fitted). Canopies must be kept clean inside and out. Faults should be dealt with according to Section 9.

2.4. The glider flight log

2.4.1. Each glider and motor glider take-off from and landing at the site must be logged. Each pilot is responsible for seeing that his/her flight is correctly logged. *This is a serious safety issue and will avoid unnecessary **Overdue Action** being taken.* Once a pilot leaves the site it is assumed that he or she has checked the log entries and is happy to be charged accordingly. Incompletely logged flights will be charged at published rates and later corrections are at the discretion of the board.

2.4.2. There is no longer a requirement to fill in a cross-country log as long as your glider is FLARM equipped – as we will use FLARM traces online, in the event of a missing glider. Pilots intending to fly cross-country without a working FLARM should fill details of their intended flight in the cross-country log.

2.5. The circuit

2.5.1. All aircraft should normally conduct their circuit on the pre-briefed side of the airfield. Final turns should ideally be completed by the BGA recommended minimum height of 300ft.

2.5.2. The western ridge at Sutton Bank often provides exciting and challenging flying. The ridge soaring rules contained in the BGA Laws and Rules must be adhered to. In addition, when crossing the ridge on circuit a vigilant lookout is essential.

2.5.3. The section of ridge from the end of the Western Runway 24 to Gormire Lake can be very busy with launches, go-rounds, launch failures and circuits. Clearly, low-level high-speed passes, zoom climbs, and low level thermalling in this area pose an unacceptable risk and should therefore not be performed, especially at busy times. Use another part of the ridge for your enjoyment and everyone's safety.

2.5.4. Hill soaring is exempted from the 500ft rule. However, flying at very low altitude directly over the public footpaths along the ridge may well leave you open to a charge of *reckless endangerment*, should a complaint be made by a member of the public.

2.5.5. Thermalling below 700ft within the **circuit** or on the **ridge**, is generally not acceptable. S turns should be used below that height on the ridge to ensure safe separation from other gliders or tugs.

2.5.6. Manoeuvres such as straight-in approaches, hangar landings, and trailer landings should not be carried out in such a way as to disrupt other traffic, which may be launching or following the normal circuit pattern.

2.5.7 A radio call announcing intentions will be helpful, **but all landing decisions remain the responsibility of the pilot.**

2.5.8 Immediately to the north of the airfield are "The Gallops" – a large professional stable with up to 100 racehorses on site. Whilst the safety of your flight is paramount, members should avoid flying low (less than 300') over this area in gliders or tugs unless absolutely necessary. Normal YGC circuit patterns for Runway 20, and climb-outs on Runway 02, as briefed daily, help to maintain good relations with our neighbours.

2.6. Cross country flying

2.6.1. Low-level high-speed finishes must not be oriented toward people or other obstructions and must conclude with a normal approach. A radio call from 2 miles out is advisory, but does not absolve the pilot from total responsibility for avoiding conflict with all other traffic in our own and adjacent circuits. Pilots should be aware of and fly within the requirements of CAP 393 and Rules of the Air Section 2, article 5 (low flying rule) and Section 1 article 74 (reckless or negligent endangerment).

2.7 Aerobatics

2.7.1 Pilots must receive training and have their log book endorsed by an aerobatic instructor before performing solo aerobatic manoeuvres.

2.7.2 Do not perform aerobatics in the tow-out routes or in the circuit.

2.7.3 Aerobatic training must only take place in an approved glider fitted with a serviceable accelerometer.

2.7.4 Pilots must wear serviceable parachutes.

2.7.5 All aerobatics must be carried out above, and be completed by 1500' AAL (including the low point of any recovery dive), unless specifically briefed by the CFI or DCFI.

2.7.6 Only the following positive G manoeuvres are permitted in club gliders:

- Stalls
- Spins
- [Inside] Loop
- Chandelle
- Steep Turn
- Stall turn
- Humpty bump

2.7.7 Negative G, flick manoeuvres and inverted flight are specifically **banned** in club gliders unless explicitly authorised by the CFI and are only to be flown by an appropriately qualified pilot.

2.7.8 The Lead Instructor will authorise all aerobatic flights, taking into account the conditions and the pilot's abilities.

2.8 Oxygen in Club Aircraft

2.8.1 The DG1000 is fitted with 'Mountain High' oxygen systems. The masks and cannulas can be booked out from the office. When returning the masks and cannulas please inform the office if the oxygen bottle is less than 0.25 full.

2.9 Discus Ballast Weights

2.9.1 There is a ballast weight designed to fit in the fin of the Discus HVR to give a more rearward centre of gravity with heavier pilots.

2.9.2 This could obviously be very dangerous should a lighter pilot fly the glider unaware that the fin weight was installed.

2.9.3 Therefore, this weight must be booked out from the office and signed for. The pilot signing the weight out is responsible for ensuring that these procedures are followed to the letter.

2.9.4 Whenever the weight is fitted in the fin, the red wool must show out of the joint between the fin and tail plane. There must be a warning label (booked out with weight) in the cockpit, on the stick at all times the weight is fitted and the glider on the ground.

3. Flying Orders – Airfield Operations

3.1. The Launch Point and Operations

3.1.1. Every weekday the Lead Instructor will **email** RAF Leeming **LEE-OPS-ATC-SPVR@mod.gov.uk and LEE-StnOpsASOS@mod.gov.uk** with details of the flying expected to take place that day at Sutton Bank.

3.1.2. The launch point and runway for the day shall be decided by the Lead Instructor in consultation with the tug pilot or winch driver and this will normally be one of the four launch points marked on the map (see page 33, Airfield photo).

3.1.3. The runway in use and consequently the launch point may change in the course of the day for weather or other reasons.

3.1.4. The control cabin is to be sited abeam the launch point.

3.1.5. All aircraft shall normally launch from the designated launch point. Pilots taking off from other positions for operational reasons **must** co-ordinate their activities with the Launch Point Controller (LPC) or Lead Instructor.

3.1.6. Winch operations are usually conducted from Runway 24 into a westerly or south-westerly wind; Currently, procedures for winch operations on runways 20/02 are being trialled and can only be supervised by the CFI, DCFI or a Staff Instructor.

3.1.7. Private vehicles should not be parked on the active airfield.

3.1.8. Any departure from the Standard Operating Procedures for operational or safety reasons must be supervised by the Lead Instructor and communicated to the Duty Crew.

3.1.9 Two emergency accident/fire response vehicles are fitted with emergency kits (usually, the two buggies; but occasionally to a buggy plus the Land Rover Discovery) and are readily available on the airfield during all flying operations. Drivers who depart from the launch point with these vehicles must remain especially vigilant for accidents and emergencies anywhere on the airfield and, if necessary, abandon a current task to attend immediately to such emergencies.

3.1.10 During flying operations, in order to maintain our emergency cover, the emergency response vehicles should not be left parked unattended away from the

launchpoint, (Eg. outside the clubhouse, or in the trailer parking area,) for periods of more than a few minutes.
Check with the Lead Instructor/LPC, **before** removing Buggies from the launch point.

3.1.11 Tail dollies should be used where available (for K21's, only use tail dollies for moving gliders in/out of the hanger). If a dolly is unavailable, lift the rear fuselage or push down on the glider's nose when turning. Gliders are never to be lifted by the tail plane. Tail dollies should be removed when gliders are parked.

3.1.12 Never leave canopies open *or unlocked* when unattended.

3.1.13 Do not reach through the DV panel to operate the cable release, except in an emergency.

3.1.14 Do not lift canopies by the D.V. panel rails.

3.1.15 Unattended gliders should be parked/oriented appropriately for the prevailing weather conditions; and bear in mind that the weather may change suddenly.

3.1.16 After use, tyre weights should not be left on grassed areas where aircraft are likely to operate. Take tyres to the periphery of such areas.

3.2. Launching

3.2.1. The glider pilot is responsible for completing pre-flight checks so as to be ready to launch. However, **anyone** at the launch point should be prepared to stop a launch (by shouting "STOP STOP STOP" if they see any reason why it might not proceed safely; e.g., tail dolly attached**;** airbrakes or canopy appear unlocked**;** trespasser or deer on the runway ahead, etc. On hearing a STOP call, the LPC may repeat the message over the radio, as appropriate.

3.2.2. For an aerotow, the launch should proceed as follows:

a. The tug will line up in front of the glider.

b. From the airfield perspective, the launch should be performed by just <u>two</u> people – the Launch Point Controller (LPC), and a suitably trained wing runner who will also attach the tow cable.

c. The LPC is in charge of the launch until the tug-glider combination is well established in the ground run. (S)he will be a reasonably experienced post-solo pilot, recognised by the Lead Instructor as being confident and competent at using a hand-held air band radio and coordinating airfield activities.

d. The LPC will stand to one side of the glider and will have a clear all-round view, in the air and across the airfield. By listening attentively to the radio, the LPC will also gain additional situational awareness from circuit calls.

e. The wing-runner will draw-out the cable from the tug (checking the 'bullet' as they do so) and, once the glider pilot signals his/her readiness, connect it to the glider as normal. No one else should be on the ground ahead of the glider or anywhere near its cockpit at this point.

f. The wing runner then moves to a wing-tip, checks that all is clear in the air and on the ground, and confirms with the Launch Point Controller that it is

safe to launch (**'all clear above and behind'**). Then – and only then – the **wing may be lifted and held level**, ready for launch.

g. Using the radio, the LPC then asks the tug pilot to '**take up slack'.**

h. On hearing the command '**take up slack'**, the tug pilot will check in the mirror that the glider is wings level, check that it's clear ahead, and taxi forward to take up slack. Once the tug pilot feels the cable go tight, (s)he will immediately open the throttle and commence the take-off; i.e., **there is no requirement for an "all out" command).**

i. If necessary, a **"Stop, Stop, Stop"** command can be radioed in response to an emerging or previously unseen hazard; but this should only be done during the **very early stages of the ground roll**, after which the launch is controlled by the pilots. Any further communication by the LPC is simply advisory.

j. If the glider pilot has any doubts about the safety of the launch, (s)he will take responsibility for abandoning the launch by releasing the cable.

k. The LPC should monitor the launch until the tug-glider combination has safely cleared the airfield.

3.2.3. The procedure for releasing from aerotow is:

- Confirm visually that the rope has detached
- Raise the glider nose slightly to decelerate, keeping the tug in view by turning slightly if necessary. This will ensure separation from the rope and the tug.
- When tug and cable are well clear, normal glider lookout should resume.

3.3. Winch Launching procedure

The Lead Instructor and Winch driver will agree a launch setup for safe operations.

The Control box must be in line of sight to the winch and the control lights must be fully visible to the winch driver. The lights are the primary launch signal with a ground radio backup. In addition, an Airband radio will be in the winch cab as a safety aid for monitoring circuit traffic.

3.3.1. Before launching commences, perform a signal light check on the control box and the winch together with a ground radio check

3.3.2 From the airfield perspective, the launch should be performed by just **<u>two</u>** people. The Launch Point Controller (LPC) and a suitably trained wing runner who will also attach the cable. The LPC will stand to one side of the glider and will have a clear all-round view, in the air and across the airfield. By listening attentively to the radio, the LPC will also gain additional situational awareness from circuit calls.

3.3.3 The wing-runner will check that the correct strop for the glider is attached to the cable (If in doubt check with the pilot) and then pull the cable across to the glider. Once the glider pilot signals his/her readiness, connect the cable to the glider winch hook. No one else should be on the ground ahead of the glider or anywhere near its cockpit at this point.

3.3.4 The LPC will inform the winch driver of the glider type to be launched. The winch driver will not initiate a launch unless he is given the glider type and number of people on board for 2 seaters.

3.3.5 The wing runner checks that all is clear in the air and on the ground, and confirms with the Launch Point Controller that it is safe to launch (**'all clear above and behind'**). Then – and only then – the **wing may be lifted and held level**, ready for launch.

3.3.6 The LPC then checks all clear in the air and on the ground and then gives the upslack signal with the light controller. Once the cable is tight, the all-out signal is given.

3.3.7 If necessary, a **stop** command can be given in response to an emerging or previously unseen hazard; but this should only be done during the **very early stages of the ground roll**, after which the launch is controlled by the winch driver and pilots.

3.4 Landing

3.4.2 To avoid congestion, landed gliders should be quickly cleared off the runway, either by pushing with assistance from nearby club members, or (for Club gliders) by the immediate dispatch of a buggy for glider retrieval (where necessary, taking the appropriate tail dolly).

3.4.3 In the latter stages of the landing run, the glider should be turned towards the runway's periphery to maintain clear space for others to land, and so as not to obstruct glider launching. Make every effort to minimise the obstruction by moving the glider as soon as possible.

3.4.4 In order to maximise the available landing area, consideration should be given to the following:

a. When towing back to the launch point, keep to the runway's periphery.
b. Move gliders together or in line along the same route.
c. If Instructing, debrief once you have cleared the runway.

3.4.5. Vehicle & glider movements will keep to the edges of the airfield as far as possible

3.4.6. Leave a clear access to the fuel pumps for tugs and the motor glider

3.4.7. Cars must not be parked in front of the hangers and workshops during flying op's

3.4.8. The speed limit in front of the hangers and in the caravan site is 5 mph

3.4.9. The blanket speed limit on the airfield is 15 mph

3.5 Massed landing procedures

3.5.1 Pilots at Sutton Bank should remember that weather conditions may change rapidly, particularly ridge or wave conditions. If the lift stops suddenly, it is likely that many gliders will need to land in a short space of time.

Runway 24: Pilots should land normally and then turn left to stop to the south.

Runway 20: Pilots should land long and then turn left after crossing the winch track to enable others to land behind in a similar fashion.

Runway 02: Pilots should land long and then turn right off the active runway leaving room for others to land behind in a similar fashion.

3.6 Trailer parking

3.6.1 Trailers shall be parked and securely tied down in the trailer park except as specifically directed by a member of staff or club official.

3.6.2 Detailed overnight aircraft parking information is provided in Appendix A.

3.7 Car parking

3.7.1 Cars must only be parked in authorised parking areas.

3.8 Accidents & Incidents

3.8.1 Accidents involving club, private, or visiting aircraft must be reported to the Lead Instructor, who must inform the CFI, Deputy CFI, and Safety Officers.

3.8.2 All accidents shall be managed in accordance with the published action plan.

3.8.3 Pilots are required to report incidents in order to prevent future more serious accidents.

3.8.4 Glider pilots are encouraged to report Airproxes as it shows gliding in a good light by demonstrating our vigilance and concern for flight safety. Remember that most powered aircraft are not used to flying as close together as gliders habitually do, and their pilots may be more inclined to report.

3.8.6 Personal injuries should be recorded in the “Accident Book” held in the office.

3.9 Airfield safety

3.9.1 Visiting pilots should read the contents of the leaflet “Notes for Visiting Pilots”, or receive a briefing.

3.9.2 Members of the public should be supervised by a club member before entering the active airfield.

3.10 Packing up

3.10.1 At the end of the day the glider and power flying log must be checked by the Lead Instructor to ensure that all pilots and aircraft are accounted for. The cross-country log should be checked to ensure all non FLARM equipped gliders are accounted for.

3.10.2 Club gliders and powered aircraft shall be washed / debugged at the end of each day.

3.10.3 Club aircraft shall be returned to the hangars. The hangar packing shall be supervised by a suitably experienced club member

3.10.4 All parachutes shall be removed from aircraft and stored in the parachute store inside the bags provided.

3.10.5 All batteries shall be removed from club gliders and attached to the appropriate battery charger. Canopy covers shall be fitted to all gliders.

3.10.6 All tug and flying logs shall be returned to the office.

3.10.7 Each glider should have one safety cushion left in the cockpit. Spare cushions should be returned to the launch control cabin.

3.10.8 The last person to fly a club glider is responsible for ensuring that it is cleaned and put away properly.

4. Flying Orders – Powered Aircraft (including Motor Gliders)

4.1. Authority and Control

4.1.1. All operations and activities come under the control of the CFI who will normally delegate authority to the Lead Instructor on the day. Any references to 'authorisation' within these SOPs imply authorisation by the CFI unless otherwise specified.

4.1.2. Approval to fly tug aircraft will be issued by the Tug Master, in consultation with the CFI, after training and checking out.

4.2. Licences, Certificates of Experience and Medical Certificates

4.2.1. Pilots are required to ensure that they hold a current licence, medical or PMD (where applicable) and the recency required of their licence.

4.2.2. Training in powered aircraft may only be conducted by appropriately licenced and qualified instructors.

4.2.3. Pilots are responsible for the renewal of their licences and medical certificate.

4.2.4. Pilots must bring any changes in medical status to the attention of the office and CFI.

4.3. Instructors with TMG Privileges

4.3.1. Instructors with TMG privileges on their SPL may only teach gliding exercises for which they have been trained to teach and subsequently authorised to do so.

4.4. Before Flight

4.4.1. All pilots should be conversant with the applicable rules of the air, relevant articles of the Air Navigation Order, Part-FCL and Part-SFCL, as well as the relevant aircraft flight manual(s). All pilots should follow the 'IMSAFE' checklist prior to flight. The latest version of the Skyway Code provides abridged guidance on all the above.

4.4.2. Pilots should ensure that they have checked the weather forecast and NOTAMS for their intended flights.

4.5. Motor Glider Limitations and Performance

4.5.1. A maximum surface wind of 20 knots is a practical limit, but wing walkers and rudder holders may be required for taxiing in winds over 15 knots. Cross-wind and turbulence at YGC often make MG flying hazardous, and commonsense dictates that in strong winds over 20 knots the best place for a MG is in the hangar.

4.5.2. Allowance for poor MG performance must be made for every stage of flight. Go-arounds from practice approaches into fields are potentially very hazardous, where upslope and obstructions encountered during the early stages of the climb can compromise the MG's poor climb performance – see BGA website on conduct of field landing training document

4.6. Combined Powered Aircraft and Winch launch Operations are **prohibited.**

4.6.1. Winch cables must be wound in prior to take-off. However, If winching commences after launching, any go arounds should be conducted on a diverging heading relative to the winch launch heading. Consider the potential of dead cables across the runway following a winch launch failure or cable brake when returning to the airfield to land. A radio call should be made to prevent any conflict with the winching operation.

4.7. Power Aircraft Movements Log

4.7.1. All power aircraft movements involving flight away from the airfield must be logged in the Powered Aircraft Movements Log, which is to be found in the briefing room.

4.7.2. Pilots should complete this log with details of the proposed flight before leaving the airfield.

4.7.3. On return pilots should complete the log as back safely. Failure to do so may result in overdue action being taken.

4.7.4. Pilots not intending to return to the airfield should note this fact together with their intended destination and diversions on the movement's log. It is the pilot's responsibility to make arrangements with their destination or otherwise, so that any non-arrival will be realised.

4.7.5. Visiting power aircraft instruction at Appendix C.

4.8. Glider Towing

4.6.1 Refer separately to the current version of the YGC Tug Pilot Manual for glider towing SOPs. Acceptance of these Standard Operating Procedures also indicates acceptance of the Tug Pilot Manual SOPs.

5 Noise Abatement Procedures

5.1. In order to retain the goodwill of the local population it is essential to avoid flying powered aircraft over Kilburn and High Kilburn, the stables/gallops to the north and north-east of site, and Cold Kirby.

5.2. Flight paths should be routed to avoid these areas by as wide a margin as possible. Under normal circumstances a turn can be initiated, when safe, to fly well clear.

5.3. Notwithstanding the above, flight safety must take priority over noise abatement considerations. You should not compromise the safety of your aircraft, solely to comply with noise abatement procedures.

6 The Check System

6.1. Check flights may only be undertaken by instructors authorised to do so:

- Site checks.
- Post solo continuation / currency checks.
- Refresher / bi-annual checks.
- Type conversion checks.

The following check flights may be undertaken by Lead Instructors **ONLY**:

- First and subsequent 3 solo flights; (two instructors authorised as Lead Instructors should confirm that the required standard has been achieved before a first solo).
- Cross-country authorisation.

6.2. Pilots will be classified into the following stages;

6.2.1 **STAGE 1 – AB-INITIO**

6.2.1.1 Stage one pilots are pre-solo pilots under instruction for an SPL.

6.2.2 **STAGE 2 – EARLY SOLO**

6.2.2.1 Stage two pilots are student pilots working towards their SPL. They will fly their first solos in the ASK21. After a suitable number of satisfactory solos (determined by ability and by instructor discretion) they will convert to the fixed-gear Astir single-seater (FSH) or, if a small or lightweight pilot, to the retractable wheel Astir DPO (which is fitted with a cockpit weight-box).

6.2.2.2 It would be normal to have a check flight before flying solo, each day depending on experience, currency, ability, weather conditions and launch type.

6.2.2.3 Stage two pilots must stay within 5NM of the airfield and within gliding range

6.2.2.4 They must obtain an FI(S)'s authorisation to fly each day, which must include a dedicated briefing. The authorising FI(S) should record this by signing the logsheet before each flight.

6.2.3 **STAGE 3 – SOLO**

6.2.3.1 These will be student pilots working towards their SPL.

6.2.3.2 They may fly all club Astirs depending on ability and experience. They may not fly the DG1000 or DG500 Solo, or fly the Discus.

6.2.3.3 Solo flight in two-seaters is to be avoided, where possible, in favour of developing the stage three pilots experience in the Astirs.

6.2.3.4 Stage three pilots must stay within 5NM of the airfield and within gliding range

6.2.3.5 They must obtain an FI(S)'s authorisation to fly each day, which must include a dedicated briefing. The authorising FI(S) should record this by signing the logsheet before each flight.

6.2.3.6 Instructors should consider the pilot's experience, currency, ability, weather conditions and launch type when deciding what these pilots are allowed to do. They are still under training and check flights and/or ground school should be used to advance the pilot's knowledge and experience.

6.2.4 **STAGE 4 – QUALIFIED**

6.2.4.1 These pilots must hold an SPL.

6.2.4.2 They should obtain the Lead Instructor's permission before flying.

6.2.4.3 They are considered self-briefing for local flights, but must seek a briefing before flying cross country.

6.2.4.4 To fly the DG 1000 solo, the pilot must meet the insurance requirements of 150 hours PIC and hold a Silver Badge. To fly the DG 500 solo, they must hold a Silver Badge. To fly the Discus, they must hold a Silver Badge.

6.2.4.5 They may fly mutually with other suitable club pilots, with permission from the Lead Instructor and an appropriate briefing.

6.2.5 **STAGE 5 – SELF BRIEFING**

6.2.5.1 These pilots will hold a Silver Badge or higher award, together with an SPL.

6.2.5.2 Stage five pilots may fly locally and cross country and self-brief for both.

6.2.5.3 They must obtain an instructor's permission if they intend to go cross country in a Club glider.

6.2.5.4 To fly the DG 1000 solo, the pilot must meet the insurance requirements of 150 hours PIC and hold a Silver Badge. To fly the DG 500 solo, they must hold a Silver Badge. To fly the Discus they must hold a Silver Badge.

6.3. **Currency and Refresher Checks** are required as specified below:

Stage 1 and 2 Pilots:	Daily briefing required; Daily check flight* normally required.
Stage 3 Pilots:	Daily briefing required; Daily check flight* required at instructor discretion.
Stage 4 Pilots:	Self-briefing for local flights, if flown within previous 30 days. If not, instructor discretion for briefing and/or check flight*.
Stage 5 Pilots:	Self-briefing for local and cross-country flights, if flown within previous 30 days. If not, instructor discretion for briefing and/or check flight*.
Instructors:	To instruct or carry passengers, or fly mutual. Three take-offs and landings as sole manipulator of the controls in previous 90 days.

* Check flights may involve more than 1 flight or instructor

Pilots are reminded that these club rules are in addition to Part-SFCL recency rules.

6.4. Visiting Glider Pilots

6.4.1. In addition to the requirements for site checks and briefings, all visiting pilots are required to comply with the Yorkshire Gliding Club currency requirements before flying Solo. The Yorkshire Gliding Club will only let visiting pilots fly solo in YGC club gliders by arrangement with the Chief Flying Instructor.

6.4.2. Briefing and check flights for visiting pilots should pay particular attention to the following points, as appropriate:

- Launching, launch signals and launch failure procedures
- The hill and hill soaring procedures
- Circuit and approach techniques
- Field landing options near the site
- Local airfields and airspace
- Prevailing weather conditions

6.5 In order to fly as PIC in a club two-seater glider, mutually with another Club member, the pilot must meet the following criteria:

- Lead Instructor authorisation
- Current on type and launch method
- PIC is nominated and does all the flying below 1000'AGL
- PIC occupies the front seat
- Both pilots are current full members of the club
- Both pilots should be capable of landing the glider in the prevailing conditions

6.6 The Lead Instructor must authorise all mutual flying in club two-seaters.

6.7 Introductory Flight Pilot (IFP) - Gliders and Motor Glider

6.7.1 In order to act as an Introductory Flight Pilot in gliders or motor gliders the pilot must:

- Hold a valid BGA IFP endorsement for the relevant category of aircraft.
- Have CFI approval.
- Hold a medical certificate, as required by the BGA.
- Be supervised by the holder of a valid Glider Instructor rating (not BI).
- An IFP is specifically excluded from:
    - Any flying supervision.
    - The teaching of any flying exercise.
    - Conducting any site checks.
    - Conducting any check flight.

7. Driving Club Vehicles

7.1. General

7.1.1. No person shall be permitted to drive any of the YGC vehicles unless they:
   a. Are a member of the Club.
   b. Have received a comprehensive briefing on how to drive that type of vehicle from a responsible club member.
   c. Have satisfied that person that they are safe and competent to drive that vehicle.
   d. Hold a valid driving licence. Young club members without a licence (aged 14 years and over) may drive airfield buggies (but not the Land Rover Discovery or tractor) once they have received appropriate training.

7.1.2. Passengers under the age of 13 shall not be carried on our tractor.

7.1.3. Before moving off, drivers must have a good look around for hazards on the ground and in the air.

7.1.4. All vehicles must be driven at a safe and sensible speed, appropriate for the ground conditions and for the proximity of aircraft, people, structures and other vehicles.

7.1.5. The large Massey Ferguson tractor is a complex and heavy machine that is used mainly for airfield tasks such as grass cutting or moving heavy items with its hydraulic front bucket. Only a very small cadre of Club members are trained and permitted to drive this vehicle.

7.1.6. Whilst driving a tractor the driver **must remain seated at all times**.

7.1.7. When driving any vehicle, always keep a good lookout for other vehicles and aircraft – particularly when crossing the airfield. Give way to aircraft.

7.1.8. Drivers of private cars may not have a clear view across the airfield, particularly of gliders approaching to land, and should consider lowering the window to get confirmation from a nearby Club member that it is safe to move off.

7.1.9. In any Club vehicle, ensure that you understand how to stop the engine before attempting to start it!

7.1.10. Ensure that tow ropes are stored safely on the back of the vehicle before driving away – trailing tow ropes can cause injury to bystanders or damage to aircraft.

7.1.11. Whenever about to start a buggy, ensure that the main gearstick is placed into neutral, that the hand-brake is applied, and that the brake pedal is depressed.

7.1.12. If a buggy is parked with its engine still running, ensure that the parking brake is applied and that the main gearstick is placed in neutral.

7.1.13. The buggies have rather basic clutch mechanisms and insensitive accelerator pedals, which make smooth and accurate reversing difficult and – if anyone or thing is behind the buggy – potentially dangerous. If reversing to hitch a trailer (e.g., the launch point caravan), you are recommended to stop the buggy a little short of the trailer hitch, and push the trailer towards the buggy towbar (with help from others if possible).

7.1.14. Do not drive vehicles directly toward people or gliders if any loss of control would result in a collision.

7.1.15. Remember the roll over bar above and behind your head when near to parked gliders.

7.1.16. Do not operate levers and controls on any vehicle, if you are not familiar with them.

7.1.17. Keep hands and feet well clear of trailer drawbars and couplings when attaching or detaching the winch or trailers.

7.2. Retrieving winch cables

This job **must** only be performed by members who have had training on driving the vehicles used and on the technique of towing Dynema cables out of our Skylaunch winch.

Never tow out the cables down the track on our west run as this will cause severe damage to the cables. Tow them out close to and parallel to the track.

The Land Rover Discovery is the primary cable tow out vehicle and is fitted with a frame for towing two cables together to maintain cable separation. If only one cable is required then use the tow ball on the vehicle to prevent bending of the tow out frame.

If for any reason a Buggy is used to tow out the cables, it is essential that the cables are attached to the Buggy in a way which prevents cable crossover. If there is any doubt, tow one cable on the towball at a time.

8. Airfield Fire and Rescue

8.1. The two buggies (or Discovery if a buggy is unserviceable) are each fitted with a box containing emergency fire and rescue kit. These vehicles provide the Club's primary emergency response capability.

8.2. However, the vehicles will also be required for routine airfield tasks; e.g., glider retrieval or shuttling First Flight Experience (FFE) passengers to/from the launch point. Consequently, **buggy drivers must remain vigilant for accidents on the airfield**, and must be prepared to abandon a routine task to respond accordingly to an emergency.

8.3. The accident/emergency response equipment is as follows:

Larger buggy (or Discovery)	Smaller buggy (or Discovery)
• 2 x Foam extinguishers • 2 x CO^2 extinguishers • 2 x Dry Powder extinguishers • 1 x Axe • 1 x Hacksaw & 2 x Spare Blades • 1 x Guillotine cutters • 2 x Gauntlet gloves • 1 x Stanley knife • 1 x Length of rope • 1 x First aid kit • 1 x Crowbar • x Cling film • x Survival blanket • x Fire blankets	• 2 x CO^2 extinguishers • 1 x Axe • 1 x Guillotine cutters • 1 x Crowbar

8.2.1. **CO^2** extinguishers should be used for any type of fire within an enclosed space; e.g., if an aircraft's engine caught fire on the ground during starting. CO^2 extinguishers are less effective when the fire is not in an enclosed space as the CO^2 gas will quickly disperse and be replaced with a standard air mix (which includes fire-sustaining oxygen). If used on an engine fire beneath the cowling, CO^2 will not cause any damage to the component parts of the engine or airframe.

8.2.2. **Dry Powder** is very effective on all types of fires. However, because it is very corrosive to engine components (particularly aluminium), it should only be used as a last resort on engine fires.

8.2.3. **Foam** should be used on petrol and oil fires as a general rule. The objective is to smother the fire with a blanket of foam to deprive it of oxygen.

8.3. **Action to be taken in the event of a fire**

8.3.1. There is the possibility of two types of fire occurring on the airfield, the recommended action in each event is as follows.

8.4. **Fire occurring on the ground.**

8.4.1. The likely possibilities are aircraft engine fire, car fire, or undergrowth fire during protracted dry spells.

8.4.2. If practicable and safe, the buggy should be driven to a point immediately upwind of the fire and extinguishers deployed. Otherwise, the extinguishers should be removed from the buggy's box and taken to the scene of the fire. Select the appropriate extinguisher as described in Section 8.2 above.

8.4.3. Use CO^2 or dry powder on car fires. Use Foam as a last resort if it is necessary to protect life. Always approach the fire from an upwind position.

8.4.4. Unless dealt with immediately, a fire among tinder-dry undergrowth will spread very quickly and is likely to require attendance by the North Yorkshire Fire & Rescue Service (call 999). Nevertheless, if the origin of the fire can be dealt with immediately, Co2, foam or dry powder may be used.

8.5. Aircraft crash

8.5.1. A rapid response is essential. Generally, if an aircraft crashes and catches fire, the fire must be extinguished – and/or the occupants extricated – within 3 minutes (and ideally, much quicker) if they are to have a reasonable chance of surviving.

8.5.2. Buggies or Discovery – ideally carrying at least two people – should be driven as fast as is safely possible to the scene of the crash. The vehicles should be positioned upwind but as close to the fire as is safely possible, and the emergency kit deployed immediately as required.

8.5.3. All involved in the rescue should be aware of the risk of explosion and should not put themselves or others at further risk.

8.5.4. The rescue boxes will be inspected on a monthly basis and also following every incident in which the contents were used. Any defects or usage will be rectified as soon as possible.

8.5.5. It is incumbent on all members to fully understand how to use the contents of the fire and rescue boxes. Remember that someday, your diligence or prompt action and knowledge of the use of the equipment may well save someone's life.

9. Fault Reporting

9.1 Gliders should be inspected each day prior to be taken to the launch point. The daily inspection must be performed either by a licensed pilot holding an SPL, or by a solo pilot authorised to do daily inspections, and then countersigned by a licensed pilot. Daily inspections must include a **positive control check**, **release and brake check**.

9.2 Any minor faults that fall within the scope of pilot owner maintenance may be rectified by an approved person and the work recorded on a BGA form 205 together with the appropriate release to service. This form to be filed in the gliders box in the office.

9.3 A list of approved maintainers for club aircraft is kept in the office, no other members may undertake maintenance work on club aircraft.

9.4 Any fault beyond the scope of the people available should be reported to the duty instructor and a suitable entry made in the aircraft DI Book.

9.5 Gliders that are found to be unserviceable should have a prominent notice displayed in the cockpit.

9.6 All outstanding faults should be logged on the fault log white-board in the Club office.

9.7 If a Club aircraft suffers a heavy landing or ground loop, it must be checked by a BGA inspector before being returned to service.

9.8 Following a wheel-up landing, the glider should be lifted sufficiently to lower the mainwheel. This should be achieved by several people crawling beneath the main wing spar with their backs/shoulders on the wings' lower surfaces. The **glider's tail must not be lifted** in order to extend the wheel.

10. Emergency Accident Plan

10.1. An emergency accident plan is available in the club entrance & in the launch point cabin.

10.2. The plan is reviewed on an annual basis by the CFI and Safety Officers.

10.3. All club members should familiarise themselves with the contents of the plan.

11. Winch Manual

Following the change to a Skylaunch winch, a full and comprehensive training programme, provided by Skylaunch, has been put in place for operating the winch. Only members who have passed the training programme and have been signed off can drive the winch.
No exceptions will be made.

The operating and maintenance manuals, along with the training records, are kept in the club office.

12. Local Airspace

12.1. The Vale of York is an area of intense air activity (AAIA)

12.1.1. LEEMING – Fast jet activities from Leeming may be found anywhere in the Vale of York, to the west over the Pennines and over the North York moors. The airfield can be extremely busy with visiting fighters, heavy transport aircraft and helicopters in addition to the resident Hawks and Tutors. The ATZ at Leeming is regarded as active at all times. Gliders operating to the west of the main east coast railway and to the north of Boroughbridge, should contact Leeming on **133.380** MHz

12.1.2. TOPCLIFFE – Monday to Friday only, the aerodrome is closed and the MATZ deactivated. However, exercises are frequently held, which will be subject to NOTAM action. The Yorkshire Air Ambulance operates round the clock from Topcliffe. The ATZ is normally active at weekends and public holidays with Air Cadet gliding.

Leeming can be contacted on **133.380** MHz

12.1.3. BAGBY – The runway has lights which stick up about 15". Small (15m) gliders will fit between the lights if kept on the centre line. Larger gliders should exercise caution to avoid hitting lights with wing tips. Bagby often uses both RW06 and RW24 in quick succession. An early call on **123.255** MHz is highly desirable.

12.2. **Danger Areas** local to the site are, Strensall ranges (D410), and Warcop ranges near Catterick (D408and D442) to the west. Nearby RAF Fylingdales is a HIRTA and should be avoided due to the intensity of the radar transmissions.

12.3. Up to date charts must be carried for any flight more than 5 NM from the Airfield

13. Other Airspace

13.1. Sutton Bank does not have controlled airspace local to the site other than military ATZ's. However, there are CTAs at Durham Tees Valley and Newcastle to the North and Leeds/Bradford to the South West. The Leeds CTA requires particular care, as a study of the Aeronautical map will show. Airway Y150 sits on top of the CTA, and is connected to Airway P18, which then runs up the line of the Pennines. North of Barnard Castle it will be noted that the base of the Airway steps down. A letter of agreement exists for crossing the Airway in this area, and can be found in the briefing room. It is **essential** reading before flying in this area.

14. MAINTENANCE OF THE YGC GLIDER FLEET

14.1. The BGA Airworthiness & Maintenance Procedures (AMP) details how maintenance is carried out on all gliders, motor gliders and tugs within the BGA's Combined Airworthiness Organisation (CAO).

14.2. In the context of this chapter all YGC club gliders are within the BGA CAO however, the tugs and motor glider are not so, so the rest of this statement does not apply to them. For a BGA inspector to work on an aircraft it has to be within the BGA CAO.

14.3. The BGA AMP has extracted EASA regulations, as they apply to the BGA CAO and has published a large list of maintenance activities (AMP 2.1) that do not need an inspector and can be carried out and certified with a Release to Service (RTS) signature by the 'Pilot/Owner'. This regulation allows you to do this for your own glider but not on a glider belonging to someone else.

14.4. As the Club fleet is not owned by any one individual there is a special clause within this regulation where the club committee (Board) can authorise a limited number of Club Members to carry out this level of maintenance on club aircraft.

14.5. In the table below is the list of individuals who have been authorised by the Board to carry out 'Pilot/Owner' maintenance on the club fleet.

14.6. Maintenance carried out by those on the list will occasionally be supervised or audited by a BGA inspector to ensure standards of maintenance and documentation are still compliant with the required standards as laid out by the BGA CAO.

14.7. Anyone not on the list who feels they have the hand skills and engineering knowledge to assist in carrying out maintenance on the Club gliders should contact either the Club Technical Officer or a member of the Board to be put forward for consideration. This will involve an assessment by one of the Clubs inspectors before a recommendation is made to the Board and is a recognised route to gaining the experience required to become an Inspector, should you be considering it.

14.8. If you are not on the list below DO NOT carry out maintenance tasks, except a Daily Inspection if qualified on the club gliders.

15. Authorised Persons

15.1. The following individuals have been assessed and authorised by the YGC Board to carry out 'Pilot/Owner' maintenance tasks, as defined in the BGA AMP 2.1 task list, on YGC gliders.

15.2. It is vitally important when undertaking maintenance tasks on club gliders that you take full responsibility for both your technical activity, tool control and accurate documented recording (work sheets/log book entries) of that activity and if necessary, you involve another inspector whenever the task:

1. Exceeds your knowledge level
2. Expands beyond the limitations placed upon you by the AMP 2.1
3. Any potential that a duplicate inspection is required (i.e. Flying control systems)
4. Involve complex weight calculations affecting empty weight and C Of G.

Name of Individual	Inspector who carried out assessment	Date authorised	Carried out BGA Club maintainers course	Any limitations imposed
John Carter	PQ	PQ	Yes	
David Watson	PQ	PQ	Yes	
Andy Wright	PQ	PQ		
Martyn Johnson	PQ	PQ		
Tim Stanley	PQ	PQ		Avionics & electrical only
Richard Cole	PQ	PQ		
David Latimer	PQ	PQ	No	
Guy Hartland	PQ	01/10/2021		
Ian McFarlane	PQ	30/01/2025	Yes	
James Shaw	JMcL	31/03/2025	Yes	

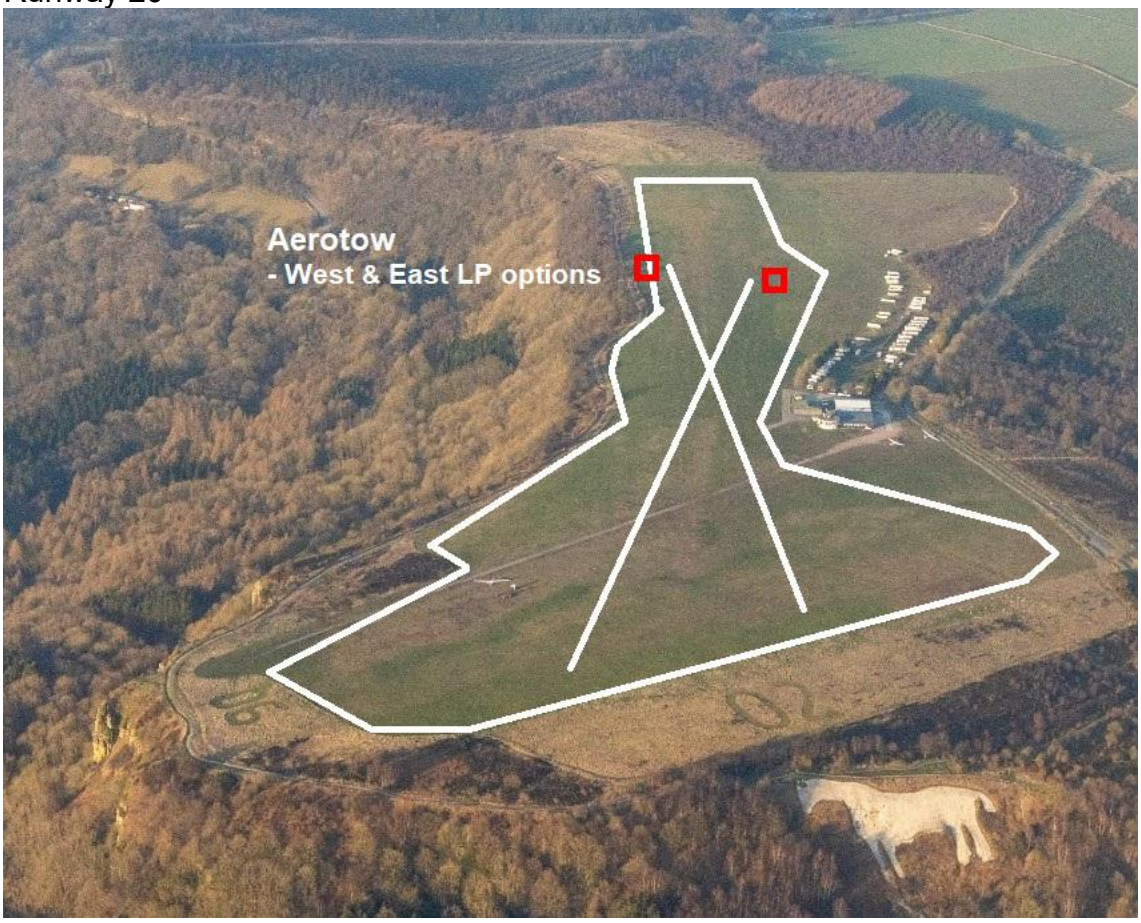
- PQ – previously qualified

14.3. The following club BGA Inspectors are able to assess your abilities and make recommendations to the board for inclusion in the above table:

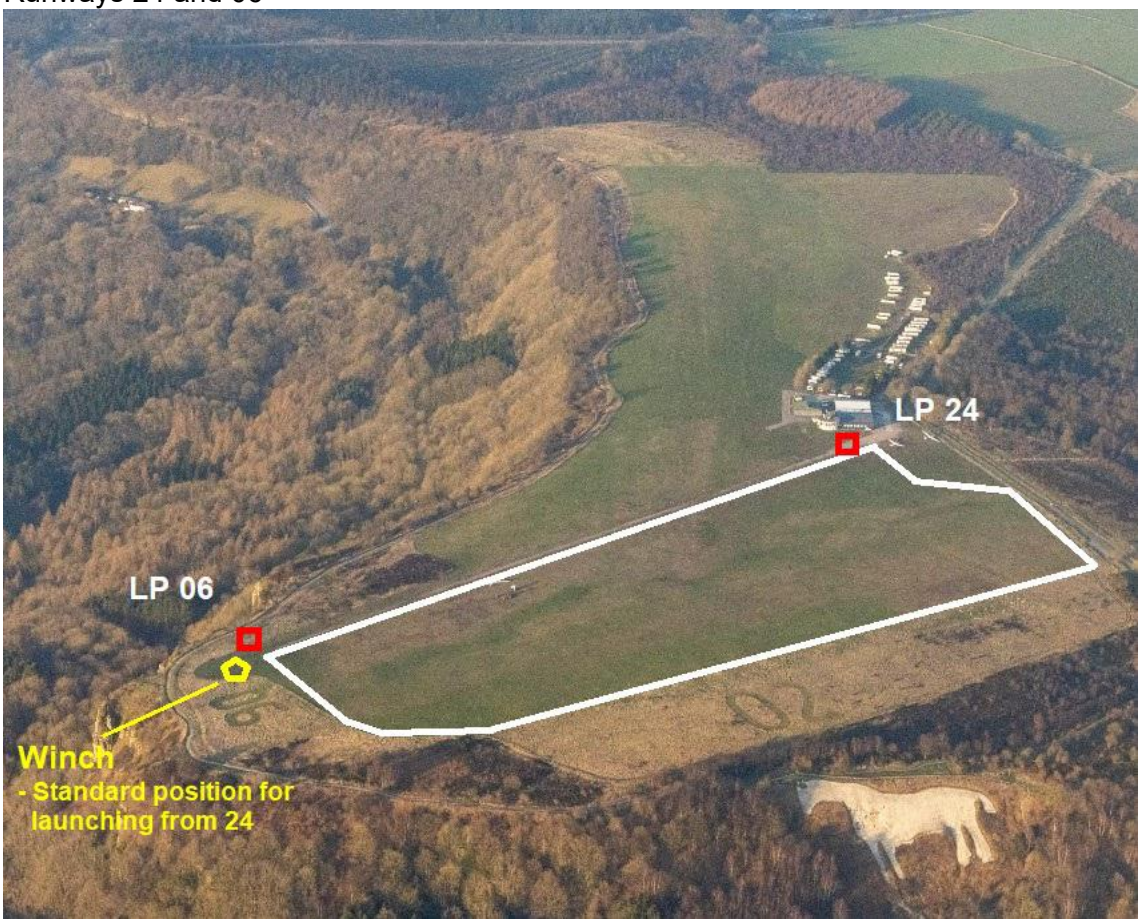
- Bob Beck
- Ian Pattingdale
- Jim McLean
- Derek Taylor

16. Airfield Photos--- Common Launchpoint positions

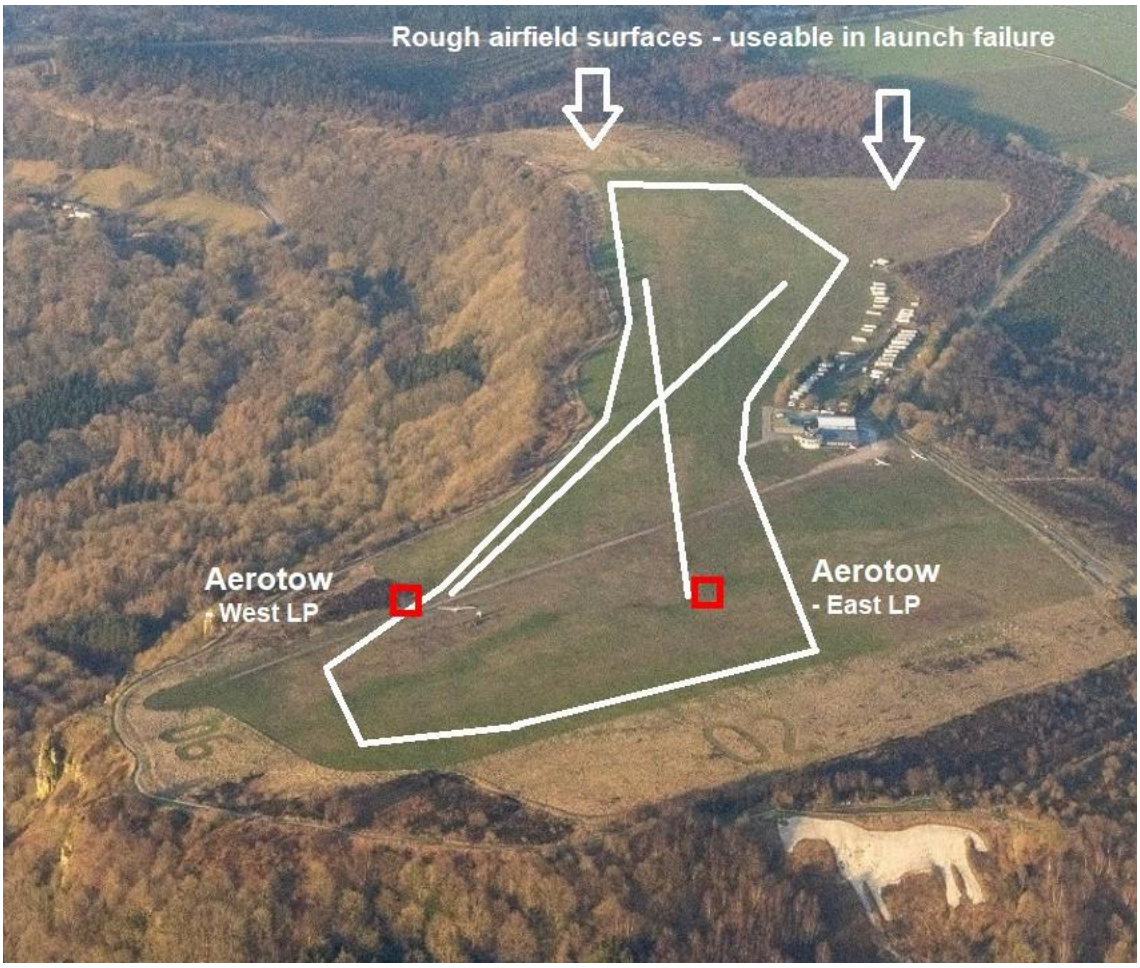
Runway 20

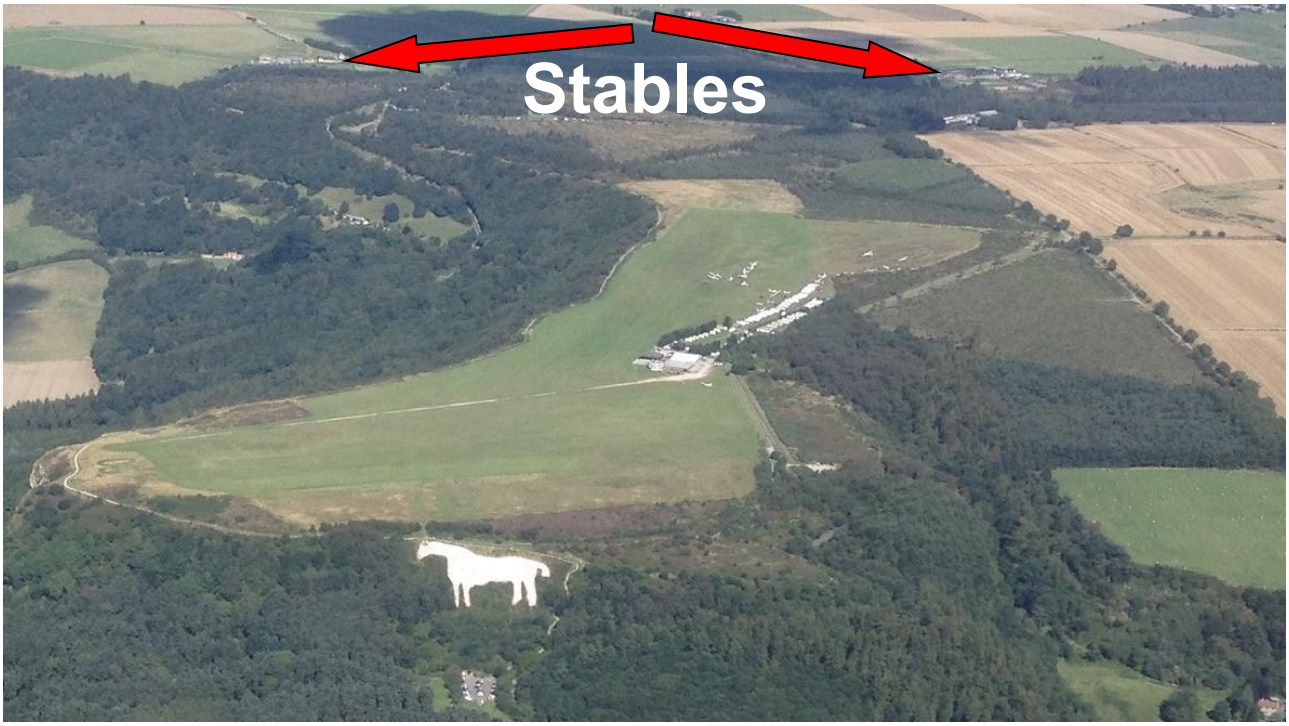


Runways 24 and 06



Runway 02


Rough airfield surfaces - useable in launch failure
Aerotow
- West LP
Aerotow
- East LP
06
02


Stables

Appendix A. Overnight Parking for Aircraft

1. There is to be no glider parking alongside the caravan site (runway 02/20), car park or tug hangers, unless specifically authorised by the CFI or Lead Instructor. All obstructions must be removed before any flying commences on runway 02/20.

2. There is to be no overnight parking in the area between the launch point and the trailer line on runway 20. This is to allow space for glider parking prior to launching when operating on Runway 20, and to prevent “gridlock” when gliders have been rigged.

3. The staff and instructors have authority to enforce these arrangements.

Appendix B Radio Procedures

1. Pilots should note that not all aircraft are fitted with radios and batteries can become flat during flight.

   Therefore, "nothing heard" on the radio **MUST NOT** be taken as "nothing there" when flying in the circuit.

   A good lookout must be maintained at all times.

2. The club frequency is **118.665** MHz

3. This is the "Common Glider Field Frequency" and is shared with other nearby gliding clubs. This has been taken into account when providing the following simple procedures.

4. The frequency shall be used for all communication with the gliding club and within 10nm of site.

5. An air band radio must be at the launch point during flying operations. A handheld air band radio is generally carried by the Launch Point Controller (LPC); a back-up air band radio is fitted to the desk in the launch point caravan.

6. During winching ops, a radio link using **ground** radios must be established between winch and launch point to facilitate safe and efficient ops. Prior to every winch launch, the LPC must communicate to the winch driver (a) the type of glider about to be launched, and (b) how many people are on board (e.g., "next glider, K21, two-up"). Additional information may be passed as appropriate; e.g., "next launch will be a simulated launch failure to land ahead", etc.

7. During aerotow ops, glider pilots will establish radio contact (on 118.665 MHz) with tug pilots prior to launch.

8. The use of radio for passing "pleasantries" and other unnecessary chatter (off tow now; thanks; have a nice life…) is **actively discouraged** as it prevents other people passing important messages.

9. Normally, announcements shall be made by all radio equipped aircraft when starting the downwind leg and in any case no later than the time the low-key area is reached (abeam the landing area on the downwind leg) using the following protocol:

   "Sutton Base[1] [aircraft call sign[2]] downwind [left / right-hand] [runway number[3]]; gear down.

   There is no need to reply EXCEPT for the purpose of avoiding a conflict (and this will usually be from another aircraft rather than the ground station).

   1 It is IMPERATIVE that the gliding site is identified at the beginning of the transmission to avoid confusion with other clubs using the same frequency.

   2 Notional runway numbers:

   20 – Long runway from north to south
   02 – Long runway from south to north
   22 – Long runway northeast to south west
   24 – Short runway from east to west
   06 – Short runway from west to east
   30 – Short runway north westerly approach

NB: The actual landing direction may vary according to the wind direction.

Pilots under training will be instructed in the correct use of radio during their training so that they have a basic level of competence before flying solo. This will be signed off on the training record card.

APPENDIX C Visiting Powered Aircraft

1. Visiting powered aircraft are subject to PPR. This may be given ONLY by the Lead Instructor on the day, after consideration of forecast wind, turbulence, grass condition and expected glider activity etc. He/she should also consider the visiting pilots experience and the aircraft being flown. Generally, tail wheel types are more suited to Sutton Bank than nose wheel aircraft. The pilot should be pre-briefed.

2. Radio clearance should not be given to any aircraft. All landings and take offs are at pilots' discretion, but general information and warnings may be given.

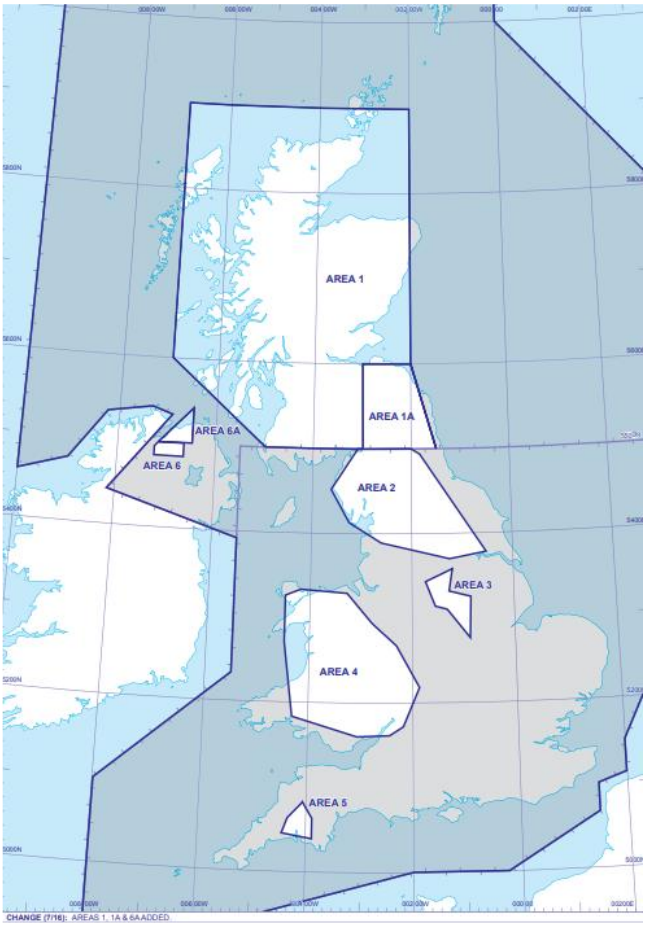
3. Visiting pilots should be directed to an appropriate parking position and then to the office to pay a landing fee. Motor gliders from other local clubs are exempt the landing fee. The pilot will need a departure brief to fit in with glider operations and where the noise abatement areas are. Pilots should book out on the YGC power log sheet.

Appendix D Wave Flying

Non-SSR Gliding Areas (NSGA) and
Temporary Reserved Areas for Gliders (TRA[G]) or "WAVE BOXES"

To facilitate wave flying at higher levels in the Yorkshire area we currently enjoy two sets of privileges:
1. NSGA: All aircraft, including gliders, are normally expected to carry and use a transponder when flying between Flight Level 100 and Flight Level 195. A transponder enables an aircraft to be visible on Secondary Surveillance Radar (SSR). However, over much of the Yorkshire area, largely West of the Yorkshire Wolds, there is a Non-SSR Gliding Area (NSGA), allowing gliders that are not equipped with a transponder to operate under Visual Flight Rules. (VFR). However, any glider equipped with a transponder (such as touring motor gliders) must use it (by squawking 7000 or as instructed by an ATC unit).

The NSGA above Sutton Bank is 'NSGA AREA 2 - GREATER YORKSHIRE' the boundary coordinates of which are:
550000N 0030555W - 550000N0020010W - 545604N 0015027W - 534637N 0003203W - 534145N0011604W - 535309N 0023714W - 540726N 0031558W - 543049N0033812W - 550000N 0030555W.
The area is shown on the diagram below. Flight outside this area between FL100 and FL195 requires a working transponder.



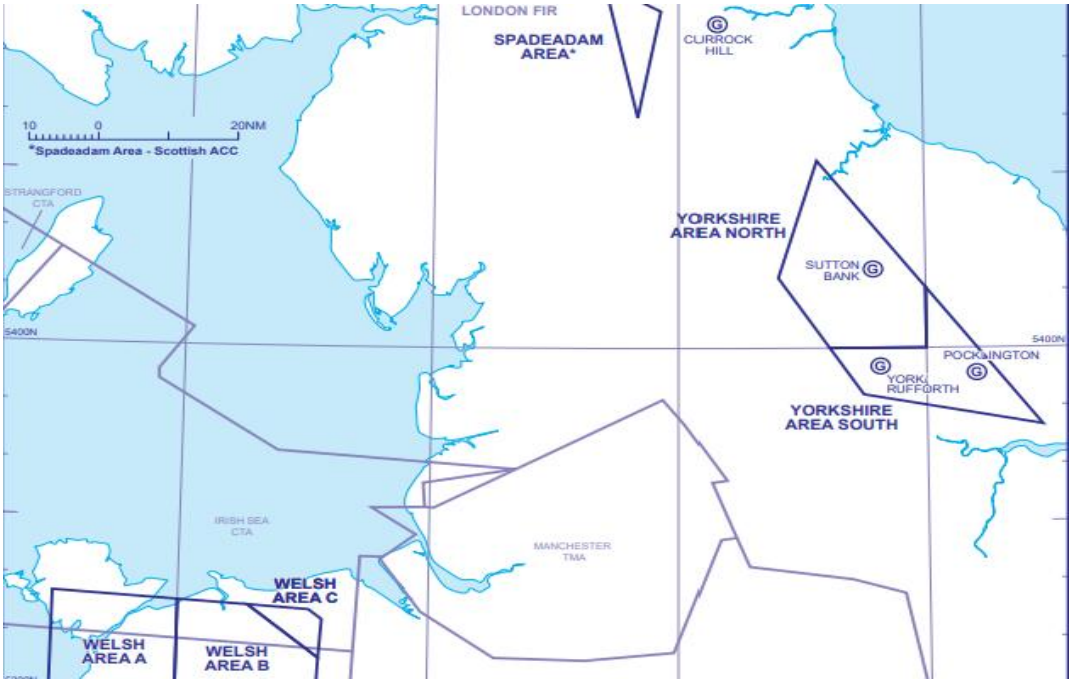
2. TRA(G): Across the UK, airspace above Flight Level 195 is controlled airspace and the permission of the appropriate air traffic control authority is required to enter it. In some areas, this airspace may be designated as Class A airspace (airways etc) and access by gliders is prohibited. In all other areas, airspace above FL195 is designated as Class C.

Above the Vale of York airfields are three areas of Class C airspace that an instructor can re-quest to be opened during WEEKENDS and PUBLIC HOLIDAYS when military aircraft are less likely to be using it. When opened, these are termed Temporary Reserved Areas for Gliders (TRA(G)). We call them 'Wave Boxes'.
The arrangements and requirements for opening the TRA (G) are recorded in a formal 'Letter of Agreement' between NATS, the BGA, the RAF and BAe Systems and are reviewed/ changed regularly.

The three TRA(G) that can be opened above Yorkshire are designated:
Yorkshire Lower Area North extending from FL195 to FL245
Yorkshire Lower Area South extending from FL195 to FL245 and
Yorkshire Upper Area North extending from FL245 upwards (unlimited ceiling)
The instructor must specify which TRA(G) s/he wishes to have opened when making the request. It is possible to ask for all three to be opened.

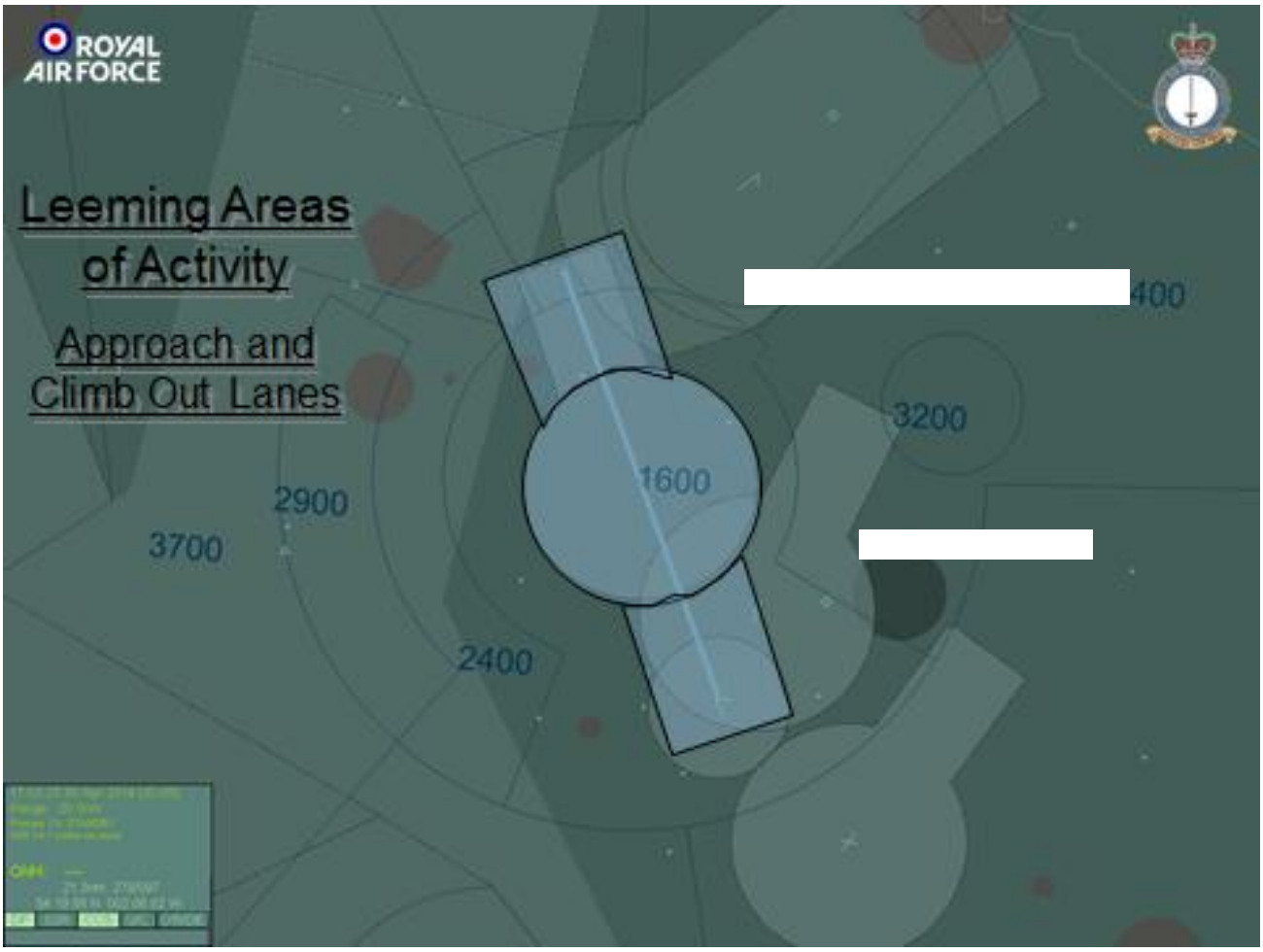
TRA(G) Yorkshire Lower Area-North and Yorkshire Lower Area-South extending from FL195 to FL245

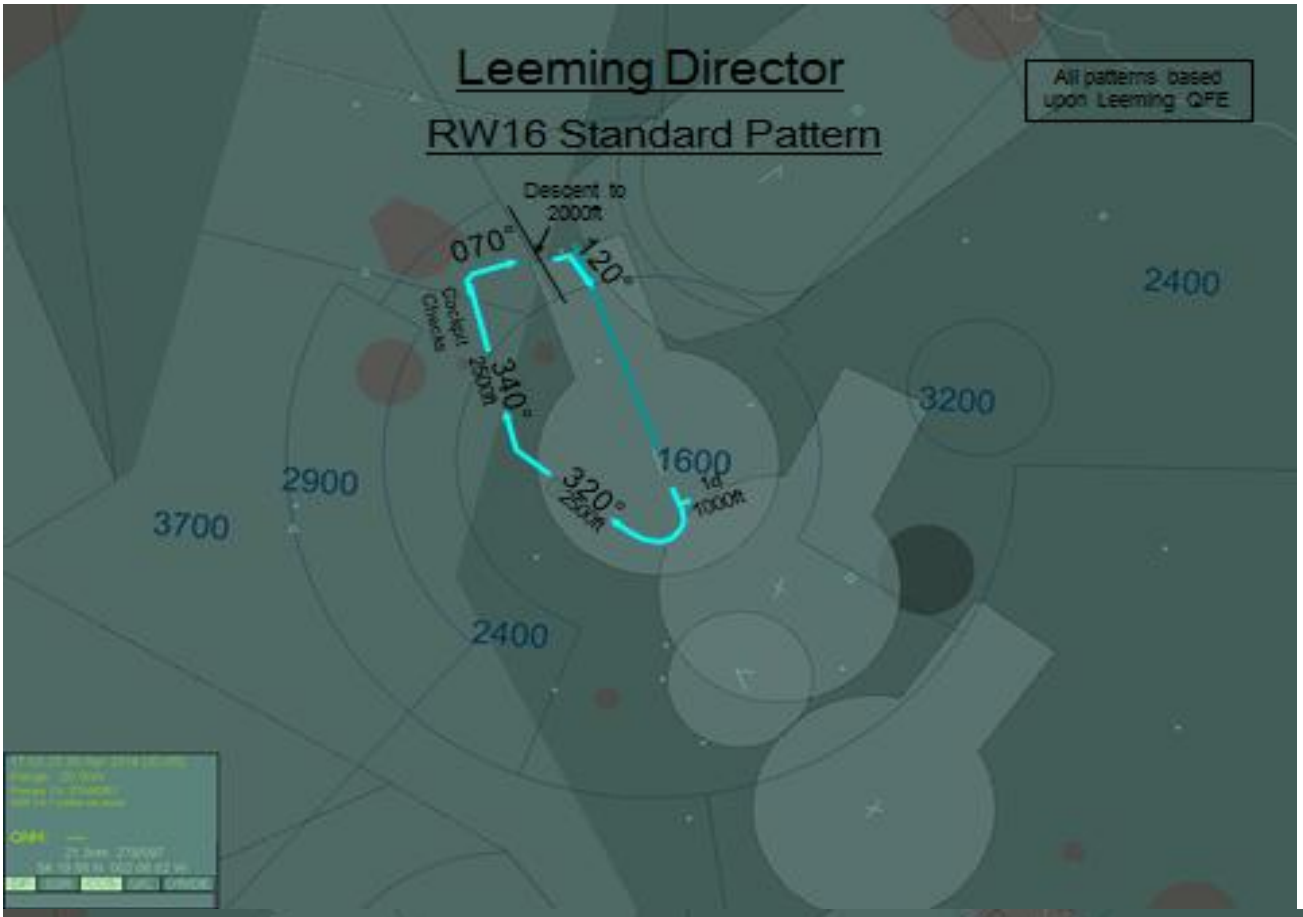
"Lower" Wave Boxes
FL195-FL245

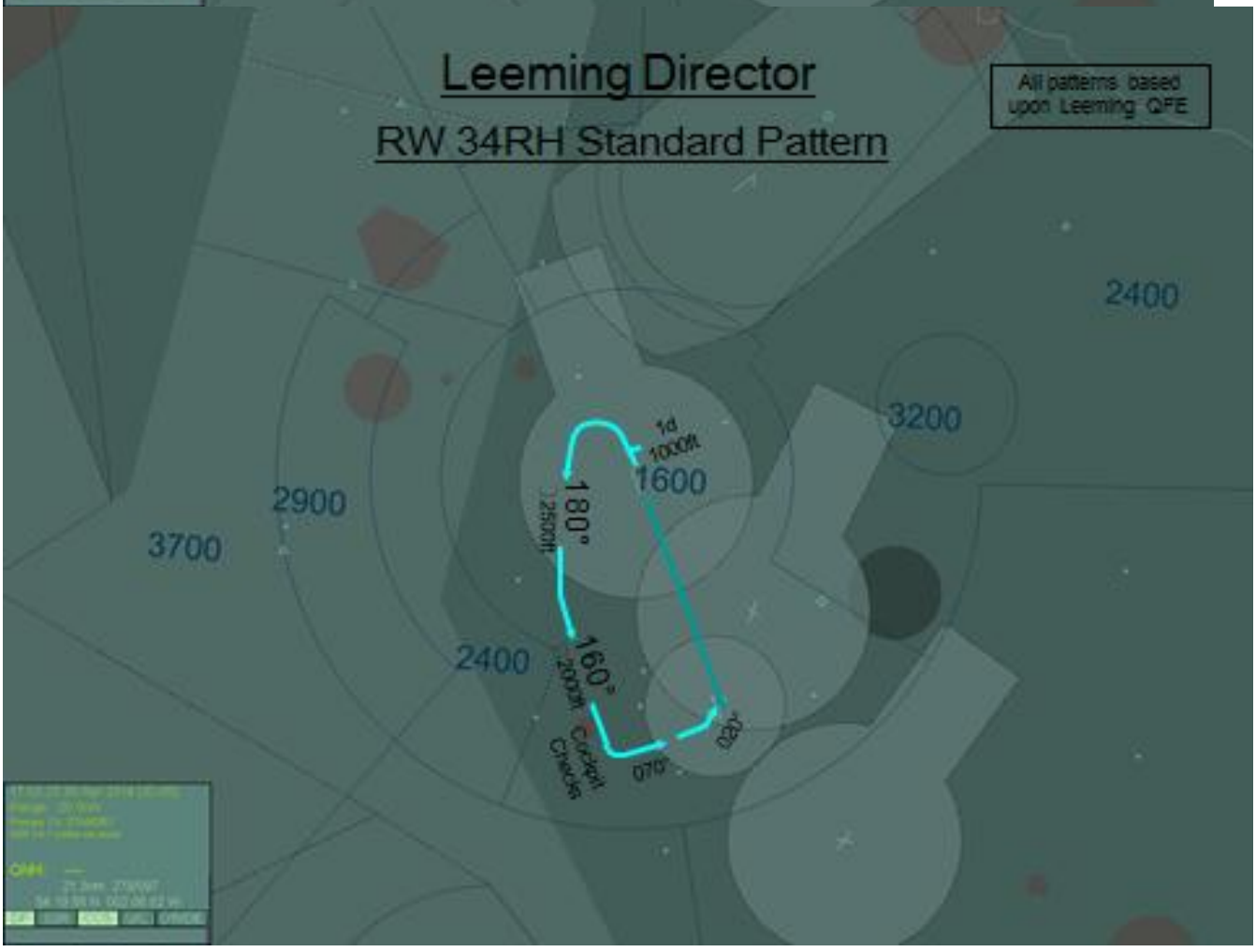


SOP Abbreviations

AAL	Above Airfield Level
AGL	Above Ground Level
ANO	Air Navigation Order
ARC	Airworthiness Review Certificate
ATZ	Aerodrome Traffic Zone
BGA MGIR	British Gliding Association - Motor Glider Instructor Rating
BGA	British Gliding Association
CAA FI SLMG	Civil Aviation Authority Flying Instructor (SLMG)
CAA	Civil Aviation Authority
CFI	Chief Flying Instructor
CRI	Class Rating Instructor
CTA	Control Area
D.V.	Direct Vision
DI	Daily Inspection or Direction Indicator
EFATO	Engine Failure After Take Off
FE	Flight Examiner
FFE	First Flight Experience (aka ‘trial flight’)
FI	Flight Instructor
FI(S)	Flight Instructor (Sailplanes)
FLARM	Flight Alarm Aircraft System
IAS	Indicated air speed
~~LAPL(S)~~	~~Light Aircraft Pilot Licence (Sailplanes)~~ Withdrawn, see SPL
LPC	Launch Point Controller
MATZ	Military Air Traffic Zone
MG	Motor Glider
NOTAM	Notices to Airman
NPPL	National Private Pilot’s Licence
PMD	Pilot Medical Declaration
PPR	Prior Permission Required
QFE	‘Q’ code – height above airfield
QNH	‘Q’ code – altitude above sea level
R/T	Radio Telephony
RW	Runway (e.g. RW20)
SEP	Single Engine Piston
SLMG	Self-Launching Motor Glider
SLS	Self-Launching Sailplane (e.g. DG800)
SPL	Sailplane Pilot’s Licence
SSEA	Simple Single Engine Aeroplane
TMG	Touring Motor Glider


ROYAL AIR FORCE
Leeming Areas of Activity
Approach and Climb Out Lanes
400
3200
1600
2900
3700
2400


Leeming Director
RW16 Standard Pattern
All patterns based upon Leeming QFE
Descent to 2000ft
070°
120°
340°
320°
1600
1d 1000ft
2400
3200
2900
3700
2400


Leeming Director
RW 34RH Standard Pattern
All patterns based upon Leeming QFE
1d 1000ft
1600
180°
160°
070°
2400
3200
2900
3700
2400