

Letter of Agreement Between the Operator of Little Gransden Airfield and Cambridge Gliding Club Ltd at Gransden Lodge.

1. Purpose

To provide procedures which will minimise the risk of conflict whilst allowing maximum freedom of operation and enjoyment to all pilots.

This agreement assumes that either airfield may become active at any time without the need for prior notice to the other.

It should be noted that gliders flying cross country from other gliding sites are unlikely to be aware of this agreement.

2. Circuit Patterns

Little Gransden: 10, 12, 21 Right hand. 03, 28, 30 Left hand

Gransden Lodge 04, 09, 16, 22, 27, 34. Variable circuit directions. Gliders can be expected to approach the landing runway from any height or direction.

3. Little Gransden Glider Exclusion Zone

Appendix A delineates the area which CGC gliders must arrange their flights to remain clear of below 1300' above airfield elevation.

CGC gliders can call Gransden Radio on 130.850 MHz if required.

Gliders which inadvertently have insufficient height to return to Gransden Lodge remaining clear of the zone may penetrate in order to avoid an off airfield landing subject to the following:-

1. Density of Little Gransden traffic does not prevent safe transit.
2. Gliders so capable will advise Little Gransden traffic by radio of their intentions.
3. Little Gransden circuit traffic has right of way over gliders.
4. If good airmanship dictates, it is acceptable for gliders to land at Little Gransden by joining the active circuit in the normal way.
5. On return to Gransden Lodge the glider pilot will promptly notify the duty instructor of the circumstances.

4. Aerotowing

CGC Tugs will observe the glider exclusion zone, except for the 2 sectors shown on the map.

CGC Tugs planning to transit either of the 2 sectors will give a blind call on departure to Gransden Radio as follows:-

Eastern Sector. Once airborne but before sector entry.
E.g. "Gransden Radio, Glider Tug TL climbing through the Eastern Sector"

Northern Sector. Once airborne but before sector entry.
E.g. "Gransden Radio, Glider Tug TL climbing through the Dead Side"

N.B. Tug aircraft (where fitted) are to display strobes and landing lights when operating in either Sector.

5. Little Gransden Aerobatic Flights

To provide additional protection for the frequent aerobatic flights carried out at Little Gransden, a box is established up to a height of 3000' QFE.

CGC gliders are advised to remain clear but can operate in there whilst maintaining a listening watch on 131.275 MHz. Should the box be required by aerobatic aircraft then a 2 minute warning will be given on 131.275 MHz to allow gliders to clear the area.

CGC Gliders without radio will remain clear of it at all times.

The Deadside Aerotowing sector is close to but outside the aerobatic box. Once the tug has stated it is routing via the Deadside, it may not be able to change its routing if it subsequently becomes aware that aerobatics are in progress.

6. Little Gransden Traffic in the Vicinity of Gransden Lodge

Good airmanship decrees that Little Gransden traffic will remain clear of the CGC circuit area, and self preservation dictates that they avoid the winch cable up to 3000' QFE.

Aircraft needing to penetrate Gransden Lodge airspace should at least make a blind call to Gransden Lodge Radio on 131.275 MHz. Most gliders and tugs will maintain a listening watch on that frequency whilst in the vicinity of Gransden Lodge.

7. Education of Pilots Operating from Either Airfield

Each airfield will endeavour to ensure that all pilots operating from their airfield are aware of the contents of this agreement and abide by it.

8. Amendment

This is an open ended agreement; however either party may propose changes or termination at any time.

Signed for and on behalf of Little Gransden Airfield

Mark Jefferies

Dated: April 2009

Signed for and on behalf of Cambridge Gliding Club Ltd

Robert Bryce-Smith

(Chief Tug Pilot, CGC) Dated: April 2009

Addendum:

Pilots of each airfield to make themselves familiar with this document.