



WELCOME PACK

Dear pilots,

Welcome among us !

We wish you an excellent stay !

The FlySerres Team !

SPECIAL INSTRUCTIONS FOR THE USE OF THE SERRES-LA BATIE AIRFIELD

For most of us, flying in a glider is achieving a dream.
Practising this activity at the airfield must remain a pleasure for everyone.

The purpose of this document is to set certain operating and safety rules as well as on the ground and in flight, to enable everyone to fully share the airfield and its facilities.

These instructions apply to all pilots.

1. ARRIVAL AND REGISTRATION

Any pilot wishing to fly from the Serres-La Bâtie (LFTM) airfield must :

- fill in a registration form ;
- have a valid glider pilot's licence ;
- have a valid medical certificate ;
- have an up-to-date logbook ;
- have an insurance covering his civil liability.

Upon arrival, each pilot must go to the office to check that all the administrative formalities for registration are complete.

You can also obtain all the flight necessities : maps, documentation, etc.

Finally, you must be in good physical and psychological condition when you fly.

If your trip has been long, please consider reserving an appropriate rest period before taking your first flight.

It is also recommended to all pilots to take a rest day every 6 days of flying to minimize accidents due to fatigue, following too many flights which were too long flights or to age issues.

2. FACILITIES

All pilots can use the equipment and premises provided in a respectable manner (platform, hangars, buildings for various uses, various accessories etc.), and will keep them in good working order and cleanliness.

In the case of proven liability in the degradation of a property, a financial contribution may be requested for its restoration of the latter.

2.1. FIRE INCIDENTS

The Serres-La Bâtie airfield is in the heart of the Regional Natural Park of the Baronnies Provençales. It is absolutely forbidden to light fires, or to use equipment that could light a fire. In case of fire, call the fire department immediately by dialing 112.

2.2. PARKING

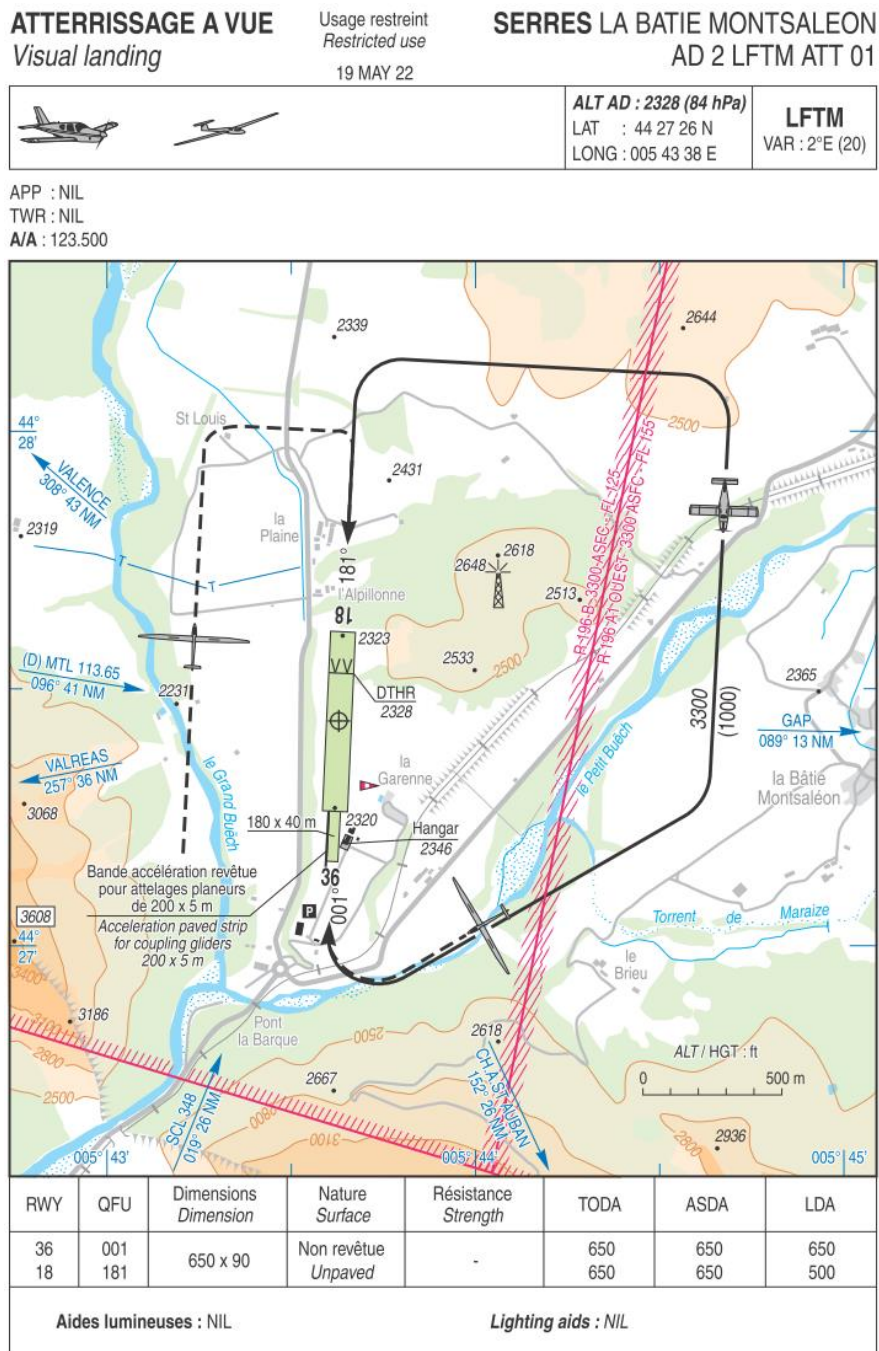
The airfield is not fenced. Any incident or accident that occurs during the movement and parking of trailers, vehicles or aircraft is the sole responsibility of the third party causing the disorder.

The owner of an aircraft, vehicle or trailer is obliged to take out insurance for any damage of any kind that he or she or a user of its equipment may cause on the airfield. It is the owner's responsibility to check with his insurance that it covers the above risks.

2.3. SEVERE WEATHER

The airfield can be the center of quite violent weather phenomena. It is important to remain vigilant to strong wind and gusts, to the passage of thermals, heavy rain, storms even snowfall and hail.

2.4. THE RUNWAY : VAC CHART LFTM



SERRES LA BATIE MONTSALEON

Consignes particulières / *Special instructions*

Conditions d'utilisation de l'AD

- AD réservé aux ACFT basés.
- Utilisable sans restriction au vol à voile, avions de servitude, HEL et avions pilotés par les pilotes titulaires d'une qualification montagne.

AD operating conditions

- AD reserved for home-based ACFT.
- Usable without restrictions for gliders, servitude ACFT, HEL and ACFT flown by pilots holding mountain flight licence.

Procédures et consignes particulières

- Piste bombée longitudinalement.
- En complément de la TODA, au sud de la piste :
 - Tiroir de 180 m x 40 m au Sud du terrain, utilisable uniquement pour les décollages RWY 36.
 - Bande d'accélération revêtue pour attelages planeurs de 200 x 5 m.
 - RWY 36 bande d'accélération de décollage revêtue : dégagement latéral côté droit hangar hauteur 8 m, dépassement du toit dans le plancher de la trouée Sud.

Procedures and special instructions

- RWY curved lengthwise.
- In addition to the TODA, in the south of the RWY :
 - Strip 180 m x 40 m in the South of RWY, usable only for TKOF RWY 36.
 - Acceleration paved strip for coupling gliders 200 x 5 m.
 - RWY 36 acceleration paved take off strip : lateral pitch-out right side of hangar 8 m height, roof above South funnel lower limit.

Informations diverses / *Miscellaneous*

Horaires sauf indication contraire / *Timetables unless otherwise specified*
UTC HIV ; HOR ETE : -1HR / UTC WIN ; SKED SUM : -1HR

- Situation / Location** : 1,8 km W La Batie Montsaleon (05 - Hautes-Alpes).
- ATS** : NIL.
- VFR de nuit / Night VFR** : Non agréé / *Not approved*.
- Exploitant d'aérodrome / AD operator** : Michel Huici
TEL : 06 75 78 17 42
- CAA** : DSAC SE (voir / *see* GEN).
- BRIA** : BORDEAUX (voir / *see* GEN).
- Préparation du vol / Flight preparation** : Acheminement FPL VFR / *Addressing VFR FPL* : voir / *see* GEN 12.
- MET** : VFR : voir / *see* GEN VAC ; IFR : voir / *see* AIP GEN 3.5 ; Station : NIL.
- Douanes, Police / Customs, Police** : NIL.
- AVT** : Carburant / *Fuel* : NIL.
- RFFS** : Niveau 1 / *Level 1*.
- Péril animalier / Wildlife strike hazard** : NIL.
- Hangars pour aéronefs de passage / Transient aircraft hangars** : NIL.
- Réparations / Repairs** : NIL.
- ACB** : NIL.

3. ACTIVITIES, AIRFIELD INSTRUCTIONS

3.1. DAILY BRIEFING

Your presence at the daily briefing is strongly recommended.

3.2. USE OF THE RADIO ON THE GROUND

The radio procedure is done in French or English.

Listen carefully to the radio transmissions of the towing aircraft and other users.

Take care not to overload the airfield frequency with personal discussions.

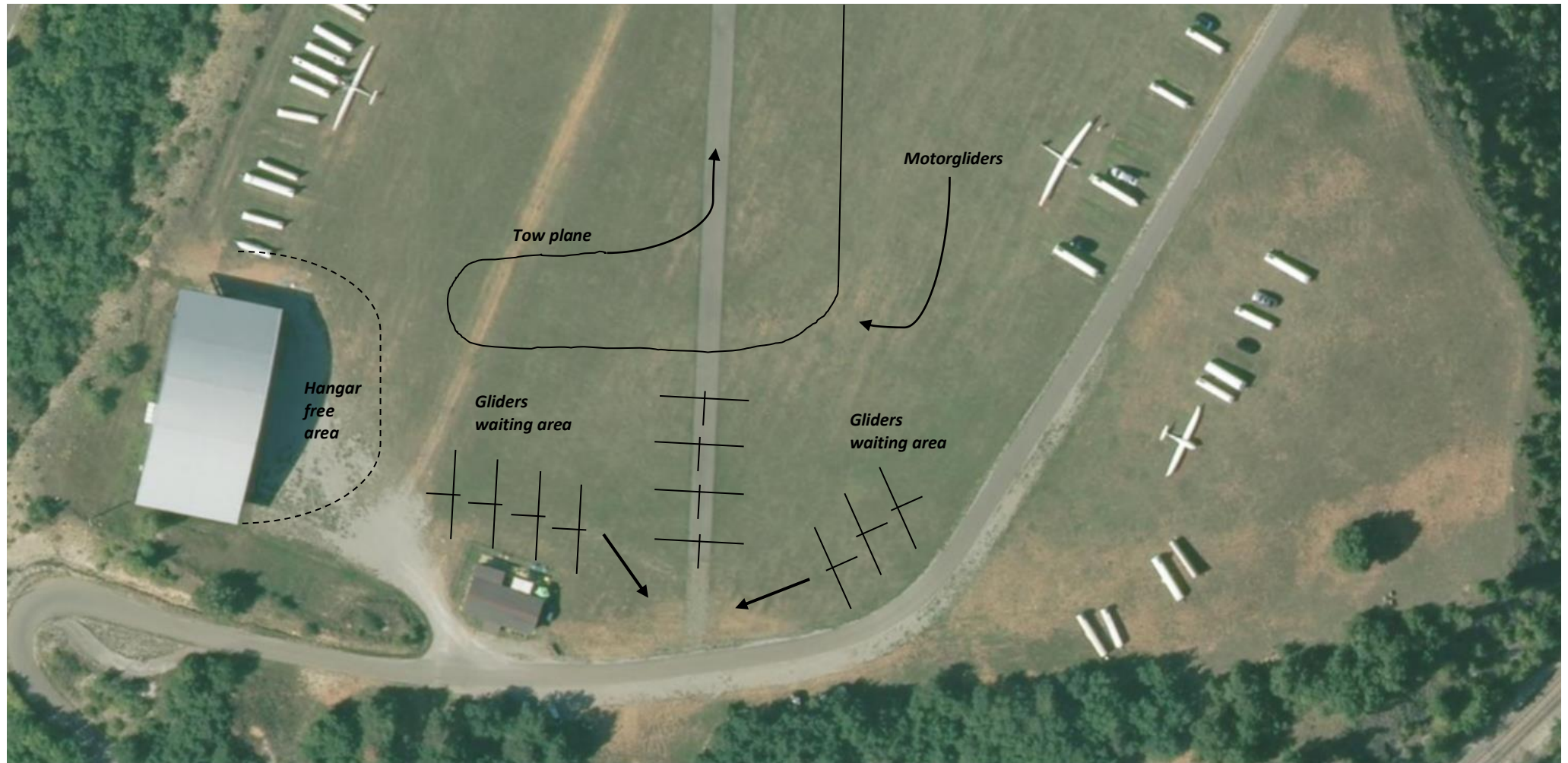
The radio should be used primarily for ordinary take-off and landing messages, as well as for the transmission of safety information.

3.3. LINE UP

All gliders and motorgliders must take off in line with the runway using the glider acceleration strip.

Each pilot must keep in mind : it is useless to leave any runway behind !

Thus, a maximum of 4 gliders must be lined up on the acceleration paved strip, ready for take-off.



3.4. TAKE-OFFS

Depending on the strength of the wind, every tow pilot is responsible for the plane-glider hitch as well as piloting his own aircraft. This allows him to refuse to take-off if he esteems it is too risky.

The hooking up of the cable is done by a pilot and not by a novice.

Before hooking up the cable, you must make sure the cable doesn't have a knot.

The person holding the wing (upwind and away from an obstacle) must ensure that :

- the cable is correctly attached ;
- the take-off axis and its surroundings are free ;
- and there are no approaching aircraft.

While the towline is being tightened, the glider wing must remain on the ground and the pilot must keep the brakes on.

The wing is lifted when the PIC gives the OK signal, once the cable is tightened, the tow plane will depart.

During the tow :

- Stay in line with the tow plane, avoid high positions !! ;
- If the tow plane flaps the rudder = glider anomaly (check the position of your airbrakes etc.) ;
- If the tow plane flaps its wings = immediately cast off, it means the tug has a problem or the security of the hitch is no longer guaranteed.

3.5. SPECIAL INSTRUCTIONS FOR MOTORGLIDER PILOTS

Before starting the engine, please be aware of the people and gliders around, to avoid hurting a person or damaging a glider nearby with dust and pebbles.

A radio check on 123.5 is strongly recommended.

When you are ready, taxi to the acceleration paved strip, line up between two glider tows, then announce your imminent take-off on the radio.

If the tows have already started, you must observe the tug-plane's trajectories and bypass them. The traffic can be heavy, and the pilots work can also be overloaded.

It is forbidden to spiral in the tug-plane circuit at low altitude.

3.6. LANDINGS

The landings are handled with « self-information ».

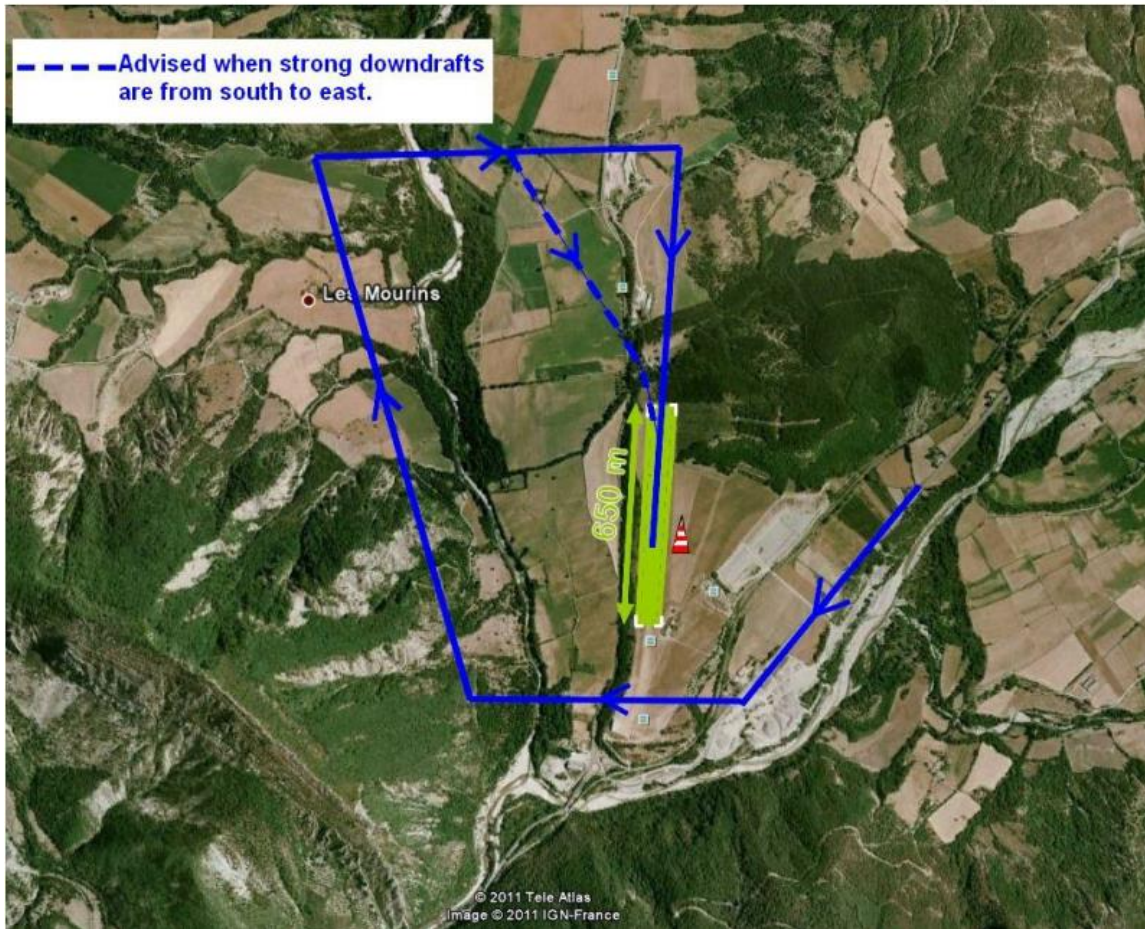
The phrase to announce a glider in downwind is :

« glider X-XXXX, downwind for runway 36 or 18, gear pulled out and locked ».

SERRES/LA BÂTIE-MONTSALÉON (LFTM)

A/A : 123.50 ALT : 710 m LAT : 44 27 26 N LONG : 005 43 38 E

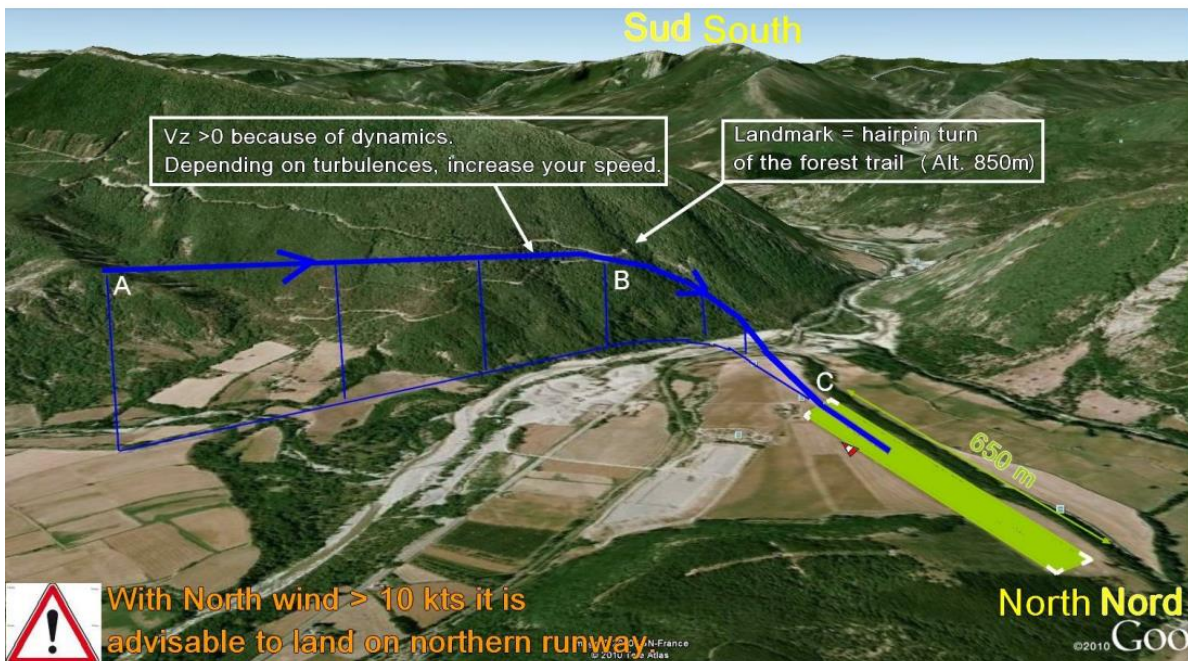
TIPS FOR A LANDING ON THE SOUTHERN RUNWAY (18)



SERRES/LA BÂTIE-MONTSALÉON (LFTM)

A/A : 123.50 ALT : 710 m LAT : 44 27 26 N LONG : 005 43 38 E

TIPS FOR A LANDING ON THE NORTHERN RUNWAY 36 (GLIDER)



4. SAFETY AND SEARCHES

In case you land on another airfield, you can either contact our tow pilot to come fetch you or ask for a tow on that airfield.

In case of a field outlanding, please inform also the tow pilot.

In case you need to contact the aeronautical emergency service, please dial 191.

You will be connected to someone speaking English and they will send the adequate services to help you.

If your glider is equipped with an emergency beacon, remember to check in the morning and in the evening that it does not emit an abusive signal on the distress frequency 121.5.

The control of your return is checked at the end of the day thanks to your Flarm.

Every pilot must be aware and scrupulously respect the safety procedure established to trigger a search in case a glider doesn't return at the end of the day. The motorglider pilots must be particularly careful not to forget this.

5. RESPONSIBILITIES

Every licensed pilot is responsible for his flight, his actions and decisions and they personally bind him.

CHARTER OF GOOD CONDUCT

To enable everyone to enjoy our little gliding paradise for as long as possible, we are all responsible for the smooth running of the airfield.

Aside the rules, what we need is a team spirit, common sense, rigour and good humour !

Our sport is open to all, but safety is our raison d'être, because without it, there wouldn't be any flying sports.

I commit myself to :

- ❖ Have read the written instructions or those on-line ;
- ❖ Be informed and trained ;
- ❖ Be informed of the weather forecast and the safety reminders and special instructions of the day (Notam, Sup AIP) ;
- ❖ Fly with the necessary aeronautical and gliding documentation, including the latest updates ;
- ❖ To only undertake a flight in good physical and mental conditions (I impose upon myself a rest day after several consecutive days of flights) ;
- ❖ Use the fluorescent anti-collision tape on the glider tips (flarm is mandatory) ;
- ❖ Respect the aeronautical rules and the classified and regulated air spaces ;
- ❖ Look out for the position and trajectory of gliders around me and ensure anti-collision ;
- ❖ Give priority to safety over performance by not creating conflicting trajectories (integration in the ascents, respecting the security distances, priority in ridge flight, landing circuit, etc) ;
- ❖ To fly within the limits of my skills and not let myself be dragged into the unknown ;
- ❖ Not to underestimate the areas that can become difficult (Briançonnais, Queyras, Haut-Verdon) ;
- ❖ Always take the time to visualise and to build a land take.

ENJOY YOUR FLIGHTS !