

Airspace Briefing

INCLUDING SITE RULES AND AIRSPACE BOUNDARIES

CAA Airspace Chart 1.500,000 - Class D Airspace

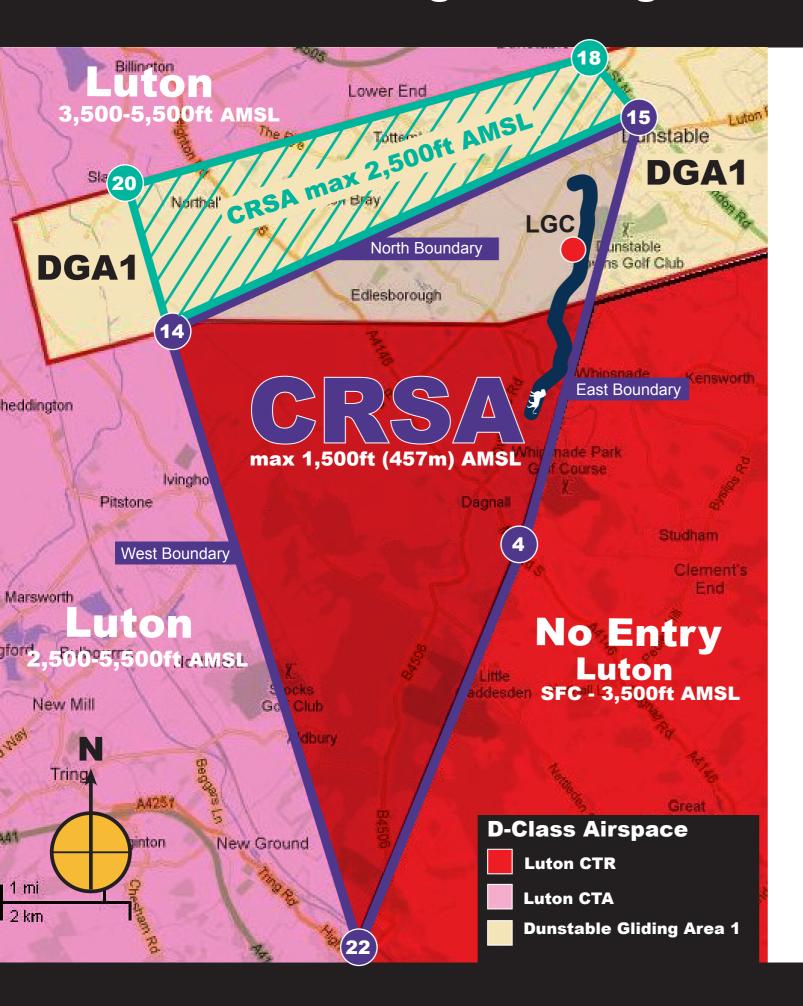


The part of Luton CTR Dashed Line shows the X/C Route out of Dunstable. shown in Yellow is **Circled in white is the Airspace point near** normally notified as **Deacon Hill where Luton CTR MUST be avoided!** being restricted from Surface to 3,500 ft AMSL, and should normally be Clare shown in Red (No Entry) However, our Club's **Letter of Agreement** allows us to fly within this usually restricted zone under the rules set out in that document. STANSTED **Luton/Stansted CTR** 2500'-3500' (SFC-3500' AMSL) 120.625 **Letter of Agreement Zone for Luton CTR Luton/Stansted CTA** LTMA A 2500'+ BOREHAM

TMA- A 5500

The Chiltern Ridge Soaring Area & Extension





CRSA Extension 2023

The CRSA has been extended on the Northern boundary. This amendment is detailed in our newly issued Letter of Agreement (LOA) that allows us to fly at Dunstable within Class D airspace.

This new CRSA area alone has a revised ceiling of 2500ft AMSL, the original CRSA area remains with a 1500ft AMSL ceiling. This extension was primarily sought by the LGC to aid late returning sailplanes from needing DGA1 airspace to be open to get into the LGC airfield. DHPC have supported the application as we too benefit from its existence when DGA1 airspace is closed.

DGA1 AIRSPACE ACTIVATION

- Dunstable Gliding Area 1 is activated with Luton Control by the London Gliding Club (LGC) every morning and closed every evening by the LGC.
- The LGC will post a 'AIRSPACE OPEN' notice on the Club Telegram Group (DHPC Site Reports & Conditions).
 DGA1 is now open up to 3,500ft AMSL.
- At the end of the day or when the LGC have ceased operations, then the LGC will post 'AIRSPACE CLOSED' on the above Telegram Group and pilots must not fly above 1,500ft AMSL into DGA1 airspace (even if you have already signed in).

The Chiltern Ridge Soaring Area & Extension





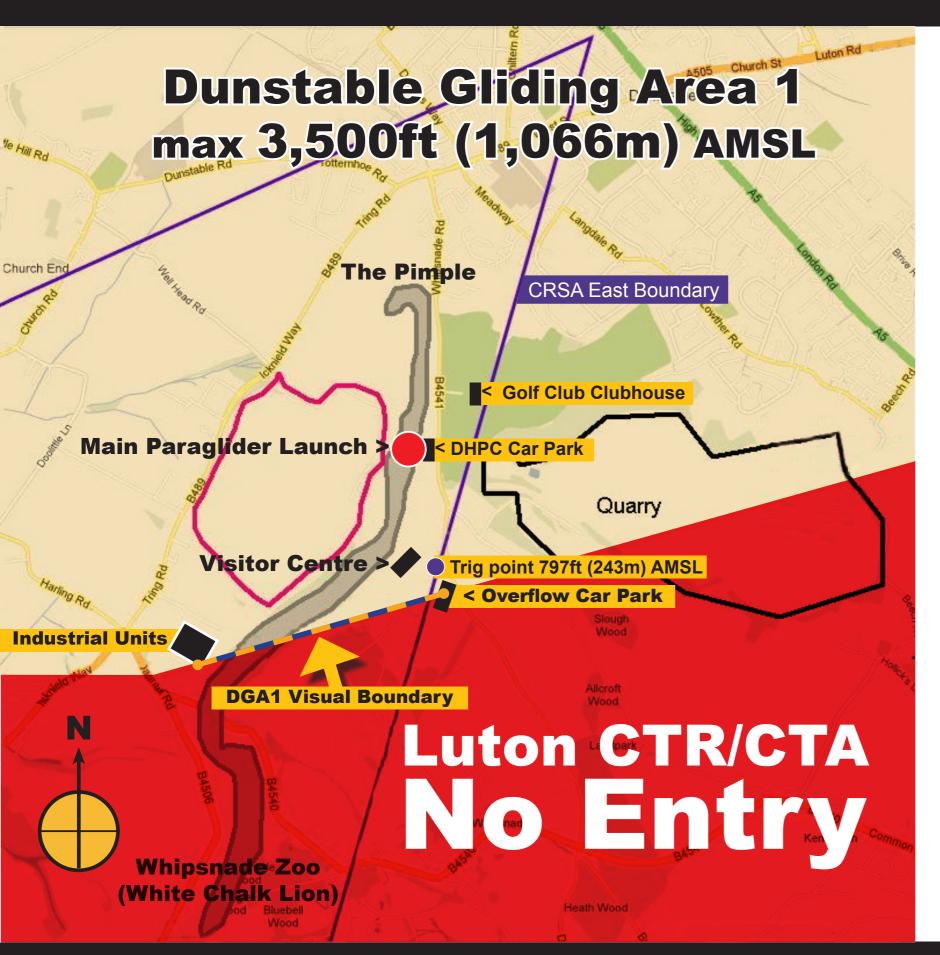
The CRSA is active for Ridge Flying only, subject to the following rules and regulations.

- The CRSA triangle has a maximum ceiling of 1,500ft
 (457m) AMSL, 703ft (214m) above the Downs Trigpoint.

 The Dunstable Downs Trigpoint is 797ft (243m) AMSL.
- Pilots flying within the CRSA must remain within the boundaries of the CRSA triangle at all times. Thermalling or flying downwind must stop at the East Boundary of the CRSA. DO NOT CROSS THE EAST BOUNDARY IF YOU HAVE NOT SIGNED IN!
- Within the CRSA pilots may fly the entire ridge length all the way to the White Chalk Lion at Whipsnade Zoo and back to 'The Pimple' at the Bowl, north of the main paraglider launch.
- The CRSA is deemed as being always active by Luton Control from half an hour before sunrise to half an hour past sunset.
- The CRSA is active even if the London Gliding Club are NOT operating.
- Permission to operate within the CRSA is granted by the CAA issuing an Exemption to Rule 27 (Rules of the Air Regulations) under the following VMC rules: Clear of Cloud, in sight of the surface and in a flight visibility of <u>5km</u>

Dunstable Gliding Area 1: SFC-3,500ft (1,066m) AMSL





Signing-in on the DHPC website IS MANDATORY for flying within Dunstable Gliding Area 1.

- Pilots must sign-in individually on the DHPC website by clicking the 'AIRSPACE SIGN-IN' button at the top of the homepage. This must be done on the actual day of flight.
- After signing-in pilots can now crossover the CRSA boundaries and enter **Dunstable Gliding Area 1** (when activated on Telegram by the LGC), above the CRSA up to a max altitude of **3,500ft** (1,066m) AMSL.
- If for any reason the LGC do not open the Airspace via
 Telegram then pilots must assume the LGC are <u>NOT</u>
 active, possibly due to weather constraints etc, that means
 Dunstable Gliding Area 1 (above the CRSA) has <u>NOT</u>
 BEEN ACTIVATED!
- When flying ABOVE 1,500ft (457m) AMSL pilots are <u>NOT</u> allowed to fly into Luton CTR/CTA beyond the DGA1 Visual Boundary (as shown).
- Once you have signed-in you can ignore the CRSA boundaries and pilots may only cross the CRSA East & North Boundaries for X/C flights away from the site.

CRSA Airspace Extension - 2023





Green Area, Yellow Area and Orange Zone





IMPORTANT NOTE!

The Bottom Landing fields are <u>always</u> available for pilots to land in. There are no restrictions for any pilot who wishes to land in the Bottom Landing Area. We repeat, as long as you are bottom landing you may fly into the 'Yellow Area' at any time, but try to land in the striped zone close to the hill as shown above.

Airspace restrictions on over-flying the LGC Boundary and the Bottom Landing Field boundaries.

• GREEN AREA

Pilots must not fly over the London Gliding Club marked Green boundary area below **2,500ft** (762m) AMSL.

YELLOW AREA

Pilots must not fly over the Bottom Landing field boundary area below 1,300ft (396m) AMSL - **EXCEPT** when actually landing in the agreed Bottom Landing field.

- Pilots getting low in altitude after flying over the villages out the front of the hill, and now wanting to return to the ridge, are <u>allowed</u> to transit back through the 'Yellow Area' below 1,300ft (396m) AMSL when flying **downwind ONLY**.
- However, once inside the boundary of this 'Yellow Area' you are <u>not</u> allowed to then start thermalling under 1,300ft (396m) AMSL. You also cannot turn back into wind UNLESS you are actually going to land in the Bottom Landing field.
- A constant lookout for DHPC gliders, sailplanes and other LGC aircraft landing should be maintained when returning to the ridge through this 'Yellow Area' under 1,300ft (396m) AMSL.

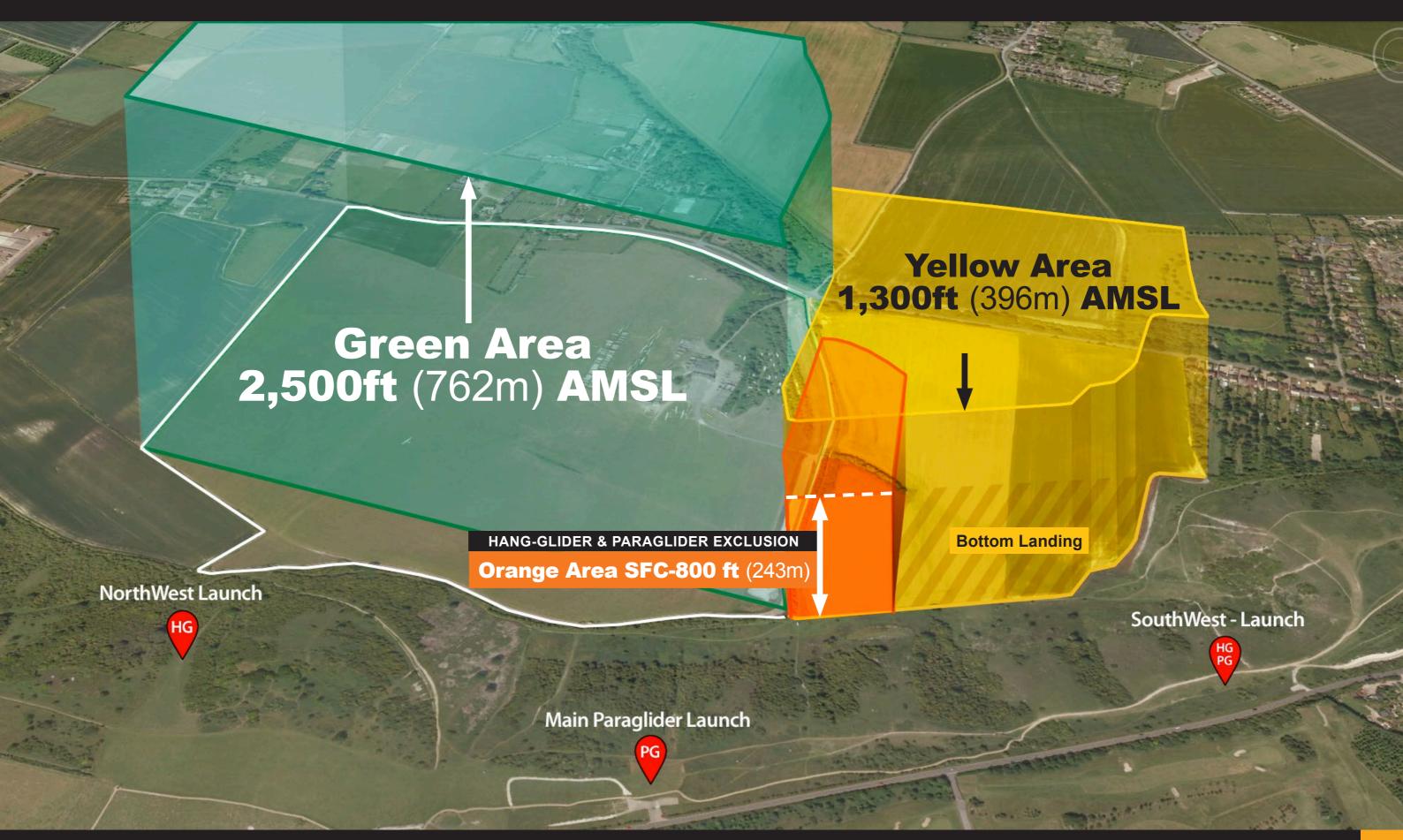
ORANGE AREA

The Hang-glider and Paraglider Exclusion Zone
Pilots may NOT enter this HG/PG Exclusion Zone, at any time
from the surface of the field up to **800ft** (243m) AMSL, which
is approximately level with the Trigpoint on the hill. This is to
protect LGC Sailplanes and Tugs on the lowest part of their
final approach across the bottom landing fields.

Do not bottom land or fly inside this Orange area at any time!

Green Area, Yellow Area and Orange Zone





LGC landings / Low airtime pilots



Landing inside the London Gliding Club field is FORBIDDEN AT ALL TIMES - UNLESS you have a real in-flight emergency and you have to land safely!

- In the event of an emergency landing in the London Gliding Club, pilots should try to land as close as possible to the edge of the field and move as quickly as possible to an area not hazardous to, or at risk from LGC sailplanes, tugs or their towlines (preferably the peritrack).
- Landing pilots should be aware of aircraft on approach or preparing to take off and effect a landing away from these operations if at all possible. Try not to land across the sailplane approach path.
- You are NOT allowed to drive your car onto the LGC field.

Pilots landing in the LGC MUST:

- a) Report the incident to the DHPC Safety Officer or Lead Coach and LGC controller IMMEDIATELY
- b) File an official BHPA Incident Report and copy to the DHPC Safety Officer.
- c) Apologies in writing to LGC for any inconvenience caused within 24 hours (copy to DHPC Safety Officer).

THIS PROCEDURE IS MANDATORY!

Low Airtime Pilots under 10 hours

- DHPC members with CP under 10 hours and having completed the Airspace Briefing, can fly under the rules of the CRSA, as detailed in this document, ONLY after first discussing their flight plan with a Club Coach actually present on site.
- Additionally, pilots under 10 hours must also stay north (the launch side) of The Visitor Centre. This rule is mainly for your safety as Club Coaches cannot easily monitor your flight from the main launch if you have flown too far south along the ridge. Also, there is no safe bottom landing on that part of the ridge.
- DHPC members with a Club Pilot rating under 10 hours must remain within the CRSA boundary and are forbidden to fly X/C!

Top landing within the Main Paraglider Launch Area:

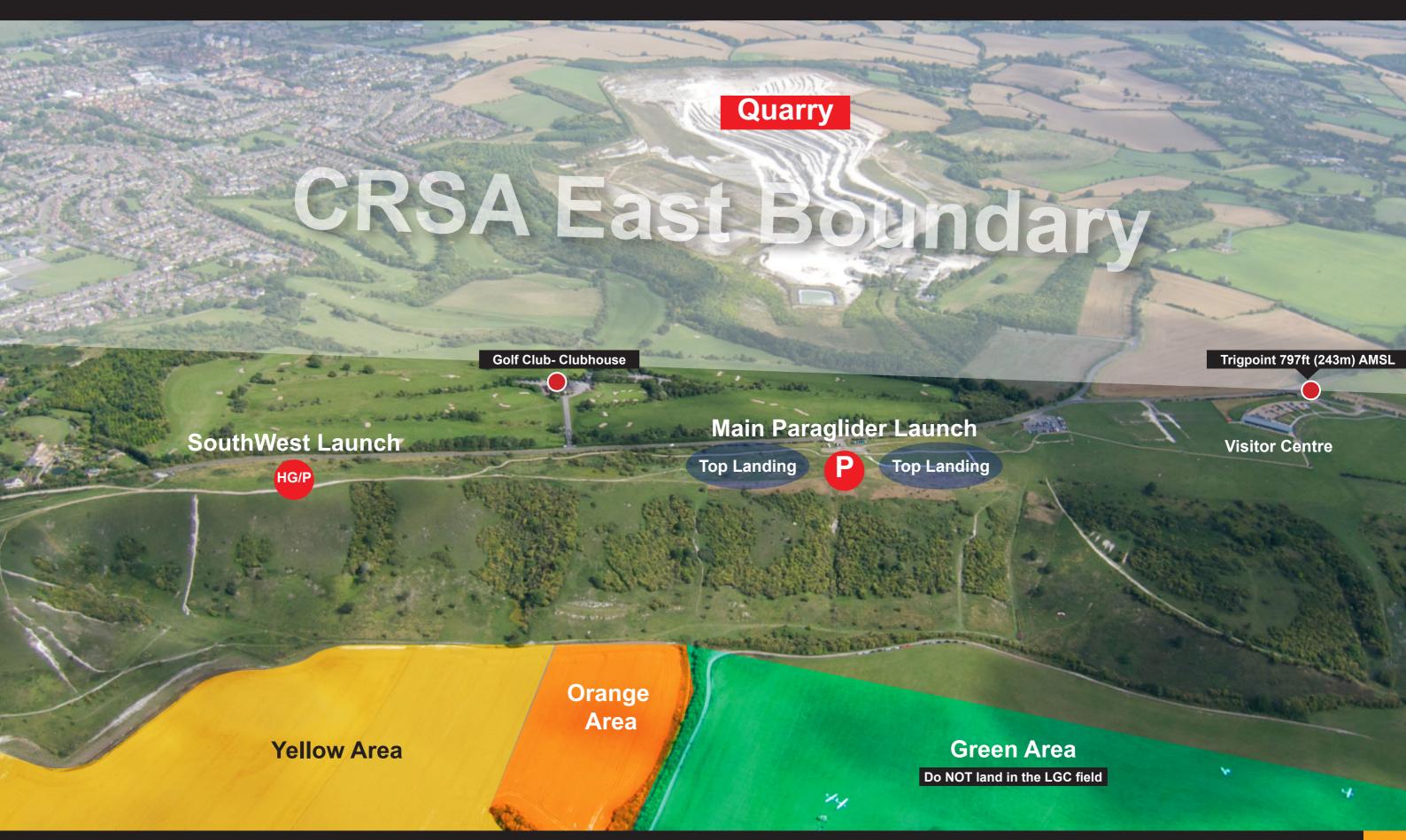
Pilots must **NOT top land** inside the Main Paraglider Launch Area in front of the club car park, or fly over this launch area at a height that could cause a collision with any launching paragliders.

This area is for launching ONLY!

The official top landing areas are located either side of the main launch area. Should you wish to fly over the launch area, in order to top land in either of the two official top landing areas, please make sure you are at least 100ft (30m) ATO launch before doing so.

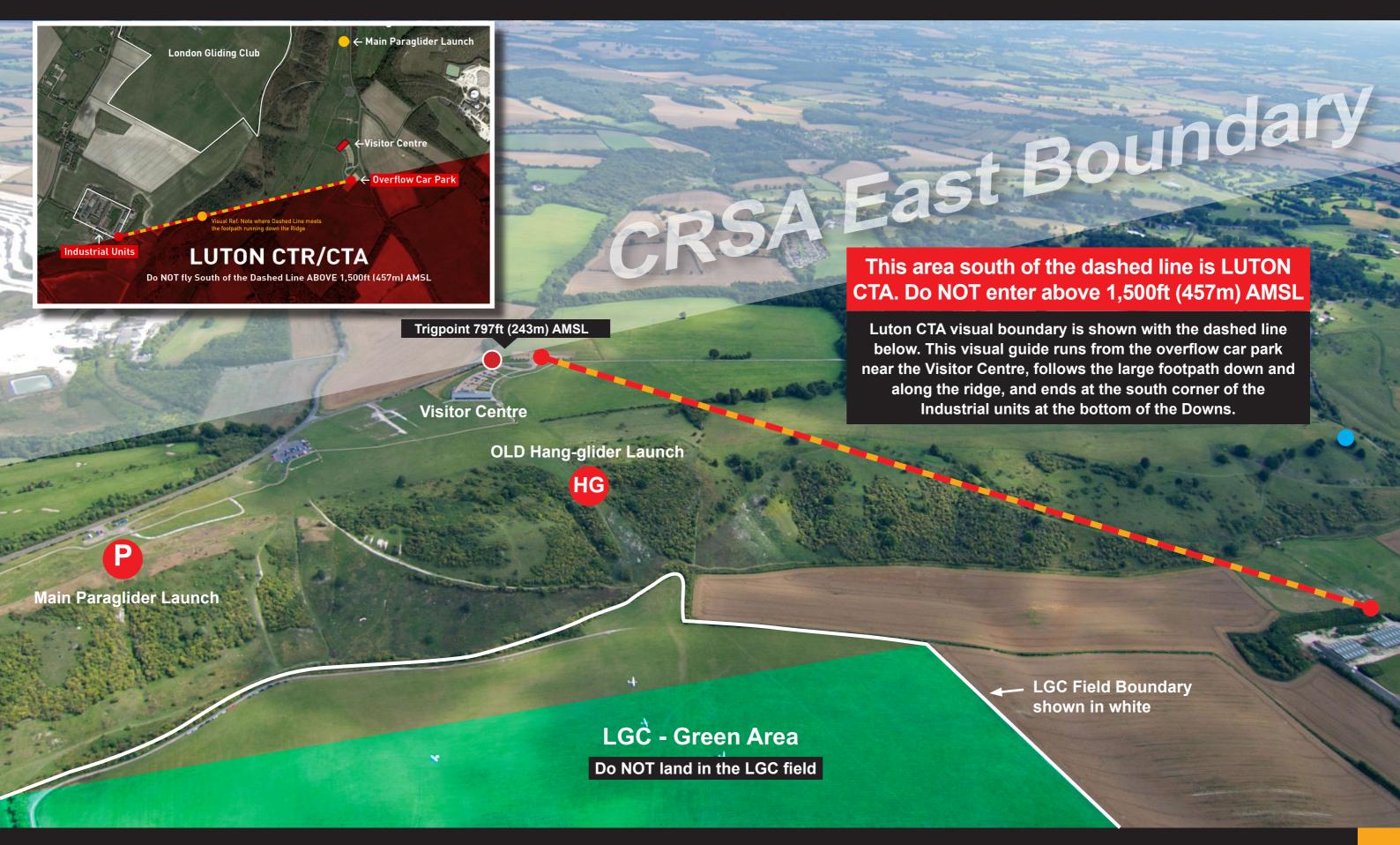
Main PG Launch & CRSA East Boundary (Looking East)





CRSA & DGA1 Luton CTR/CTA visual reference





Flying over Whipsnade Zoo (Looking South)



