

[REDACTED]

From: [REDACTED]
Sent: 30 June 2020 14:31
To: SYE-LR-ACP (MULTIUSER)
Subject: RE: RAF Little Rissington ACP-2019-045

Dear [REDACTED],

Many thanks for your detailed reply. What a pity that ENR 5.5 is limited in the manner you describe. It would have been useful if the UK Airprox board had included information about NOTAM restrictions in the Viking / BE58 report 2019079, as the Brize SATCO stated the following:

Class G airspace, by its very nature, can be unpredictable and it was the SATCO's opinion that the NOTAM issued by Little Rissington did not provide an accurate reflection of activity. Whilst it is accepted that gliding activity is somewhat fluid in terms of operating profile, if the NOTAM stated that glider ops were being conducted up to 2700ft and it was known that activity would exceed this vertical limit, why was the altitude not given as the maximum anticipated operating altitude or alternatively why did handling pilots not cap their altitude to that stated in the NOTAM. Had the maximum altitude been stated as being higher, then better SA would have been available to all concerned and more accurate warnings could have been issued.

It's good to hear that you're looking to improve electronic conspicuity through the adoption of ADS-B out. Hopefully there won't be a need for full TEMPEST clearance for something as benign as SkyEcho2 in military gliders.

It's a pity that ACPs have to be assessed on their own merit rather than in concert with known neighbouring ACPs. We've worked closely with both RAF Brize Norton and London Oxford during their ACP work and particularly in the case of LOX, that has been of mutual benefit.

For your interest, I've now written the following short article for the August edition of our magazine:

AIR CADET GLIDING

In 2014, due to issues with the Vigilant SLMG, Air Cadet flying was 'paused' until a future solution was identified. Most sites ceased flying for several years, but since Spring 2017 ATC gliding has made a very welcome return, we are glad to report. But with one very significant difference. Rather than SLMGs, the Air Cadets now use winch launched Grob G103A Twin II Acro 'Viking' gliders. Unlike the aged wooden wonders such as the T-31 Tandem Tutor (or Timber Terror, if you prefer) on which I learned to glide, which were often hauled aloft by piano wire dragged behind an ageing Mk VII Jaguar or the like up to a launch height of about 8-900 ft, today's high performance Vikings are launched on cables up to around 2000 ft a.a.l. by very powerful winches.

It is absolutely essential that aircraft must on no account fly over a notified gliding site below the promulgated altitude to which cable launches might be expected, which are clearly marked on CAA charts. The effect of a collision with a winch cable both to the glider under launch and to a light aircraft is obvious; although the glider will probably be able to release and make a safe landing, the cable will slice through light aircraft structure like a hot knife through butter and the occupants will be very unlikely to survive.

It must also be remembered that gliding activity will not necessarily be contained within the promulgated launch site, particularly if good soaring conditions are available. For example, although RAF Little Rissington is a notified gliding site with a 2nm radius and a cable hazard of 2800 ft a.m.s.l., according to the UK Mil AIP gliders may be encountered within a 5nm radius of the site at up to 8000 ft. Incidentally, this information isn't included in the ENR 5.5 section of the UK AIP; although AOPA has recommended that it should be included, it seems that it may only be included in the aerodrome section of the AIP but, as RAF Little Rissington is a military aerodrome, it isn't listed in the UK AIP. However, nowadays the UK Mil AIP is freely available at <https://www.aidu.mod.uk/aip>, so

if you intend to fly in the vicinity of military aerodromes, we recommend that you check the relevant aerodrome entry.

Note also that if a NOTAM is raised for an event such as an intensive training week at an Air Cadet gliding site, unfortunately the rules governing NOTAM submission only permit the RAF to notify activation of the site within the promulgated dimensions of the gliding site itself rather than including the maximum altitude to which gliding activity might be taking place. So if you plan to fly in the vicinity, a courtesy phone call to the number included in the NOTAM may well prove mutually beneficial.

Although Air Cadet gliders are equipped with FLARM, few GA aircraft use this electronic conspicuity system. So we have recommended to HQ 2FTS that the feasibility of fitting self-contained low power ADS-B devices such as SkyEcho2 to Viking gliders should be considered, in order to improve conspicuity and to reduce the risk of collision.

We are very pleased to see the return of Air Cadet gliders to our skies, but GA pilots must ensure that they give promulgated glider launch sites a wide berth. Most sites monitor promulgated VHF frequencies, in the case of RAF Little Rissington 120.775MHz, so if you really need to fly close to the site then a quick radio call may well be of benefit. It might even save lives.

Hopefully this will mean that at least AOPA members won't cause any grief to Air Cadet operations at Little Rissington.

Regards,



IAOPA (Europe) FCL Representative



From: SYE-LR-ACP (MULTIUSER) <SYE-LR-ACP@mod.gov.uk>

Sent: 30 June 2020 12:43

To: [Redacted]

Subject: RE: RAF Little Rissington ACP-2019-045

Dear [Redacted],

Thank you so much for taking the time to respond. I apologise you weren't included in the email; I was trying to target the members of the Oxford RAUWG, in addition to publishing on the ACP portal.

If I could address your recommendations:

Notwithstanding the ACP-2019-045 proposal, Section 5.5 of the UK AIP should include the additional information promulgated in the UK Mil AIP with immediate effect.

Whilst I agree with you, ENR 5.5 only details the vertical and lateral limits of the glider site itself and that for which winch launching is permitted. For example, LR has SFC to 2000ft which means winch launching is permitted by the CAA up to 2000ft AAL. We are not allowed by ICAO standards to put any further detail in this area and any other detail has to be entered into the AIP entry for the airfield itself. If you look at all the other glider sites in ENR 5.5 (inc Civil) there is no additional information over and above the winch launch heights. Saltby is a good example as they regularly complete aerobatic courses up to 5000ft, but there is nothing in the ENR. We are also not allowed to NOTAM activity outside the glider site dimensions, as it all Class G airspace. NOTAMs for Class G can only be raised by AROps.

To enhance electronic conspicuity, HQ 2FTS should investigate the cost of equipping Viking gliders with 'ADS-B out' devices.

Absolutely; we are investigating the use of Sky Echo's but military regulations are a little more stringent and as these are classed Portable Electronic Devices (PED), that are subject to our Glider Delivery Team and Release to Service Authority approval and clearance. Nonetheless, it is on our capability improvement list as an enhancement we (in 2 FTS) want in the aircraft.

ACP-2019-045 should be amended to show clearly relevant details of the potential impact of the RAF Brize Norton ACP.

We were told as part of our pre-submission discussion, that our ACP would have to be submitted on its own merits and not include elements of other ACPs.

I hope that helps to address some of your comments and recommendations, but please let me know if I can add anything further.

I will add your comments into my ACP submission to the CAA in Sep.

Regards

[REDACTED]

[REDACTED]



Wing Commander [REDACTED] 2 FTS OC Ops Wg (Senior Operator, Aerodrome Operator & Regulation)|
2 Flying Training School, RAF Syerston, Newark NG23 5NN|

From: [REDACTED]
Sent: 27 June 2020 17:14
To: SYE-LR-ACP (MULTIUSER) <SYE-LR-ACP@mod.gov.uk>
Cc: [REDACTED]
Subject: RAF Little Rissington ACP-2019-045

Dear Wg Cdr [REDACTED],

On behalf of AOPA UK, I attach our response to your ACP at Ref.

We are delighted that Air Cadet gliding has resumed after the pause necessitated by the withdrawal of the Vigilant SLMG from RAF service. However, it is a regrettable fact of life that the resumption of activity at Little Rissington in recent times hasn't been noted by many GA pilots who have caused you considerable safety concerns.

When I was CFI at the RAF Brize Norton Flying Club, we would always attempt to ensure that at least our pilots gave the site a wide berth; however, it is of even more importance now that GA pilots understand the dangers of infringing a cable-launched gliding site. Hence we will be including a short article in our magazine reminding readers of the fact - and also that gliders will not necessarily remain within the 2nm / 2800' amsl site, particularly if good soaring opportunities exist. The UK Mil AIP suggests at EGVL AD 2.17 ATS AIRSPACE that gliding activity may be expected within 5 nm of the site and up to 8000' amsl(?) / FL80, but this information is lacking from the UK AIP ENR 5.5 entry. May I ask you to confirm that the UK Mil AIP entry is extant and if so, take the relevant staff action to include it in the UK AIP? Forewarned is forearmed!

Increasing use of electronic conspicuity is being made by many GA pilots. The CAA's preferred option is ADS-B and small, self-contained units which require no external power or antenna connections are now

available at around £500 inc. VAT. These radiate the GPS position of the aircraft by ADS-B to others and can also receive ADS-B and FLARM signals which may be linked for display on tablet computer systems with the relevant software via Bluetooth While I appreciate that the RAF budget is always under considerable strain, at least a feasibility project to investigate equipping Viking gliders with such a system would surely be of benefit?

Lastly we recommend that your ACP-2019-045 charts should include CTA 7 of the RAF Brize Norton ACP to give stakeholders a more complete understanding of the potential impact of future airspace changes in the area.

Regards,

