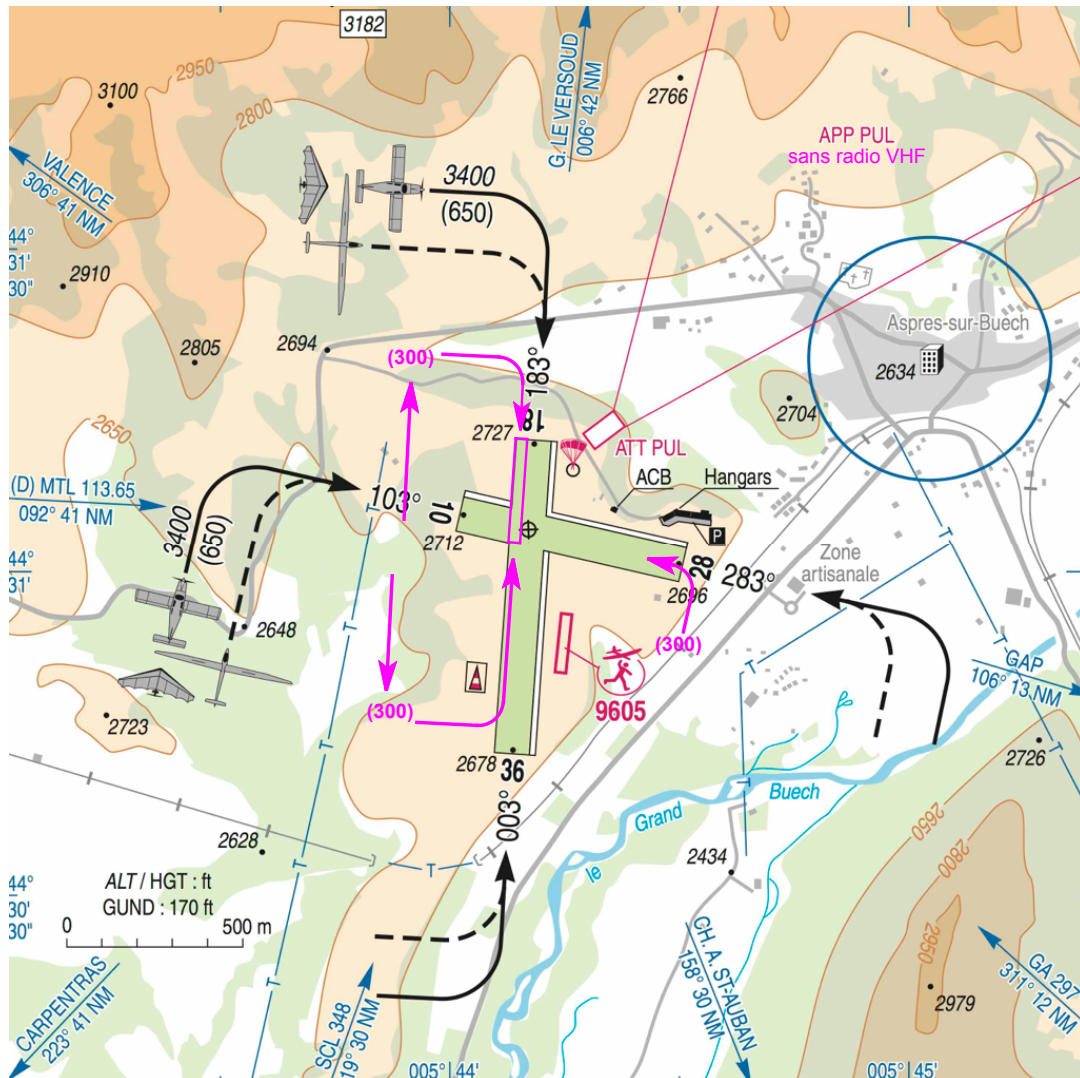


Aspres sur Buech Airfield

Special approach pattern for the competitors flying a task of the 2016 FAI class 2 Preworld

Airfield ref. altitude: 2727ft = 830m
 (300) = 100m above ground

valid from 2 till 9/08/2016



Disregard the **ATT PUL** & **APP PUL** sector, there is an exemption for the competitors flying a task.

During the approach, make the **radio traffic** on 123,500MHz air band radio. If you don't have such a radio, the goal marshal will do it for you: as he will be monitoring the 2m FM channel assigned to the competition, report your arrival on this frequency whenever possible, this will help him to locate you visually; if you don't have any radio, he will use your livetracking to make your radio traffic.

Enter the **goal cylinder** higher than 1030m QNH (altimeter set at take off time)

Descend circling into the **Loosing Altitude Sector** until you reach a reasonable height to join the **downwind leg**

Keep your **final approach** track aligned with the side part of the runway where you plan to land: normal gliders have a faster approach speed than yours, this will allow them to make a safe approach parallel to yours.

Should you encounter a strong lift during the final approach, make, in order to loose altitude, one or more doglegs or 360° to the **safe side**, that means keeping the main width of the runway free for less maneuverable and faster aircrafts.

In order to minimize the disturbance for other aircrafts, land on the **side of the runway**, but on the runway; watch the runway side markers and other aircraft who may have landed just before you.

Once landing is completed, get quickly out off your glider and push it to the side, to **clear the runway** as soon as possible.

Keep in mind that in an **emergency**, you are allowed not to follow the above prescribed tracks; should this happen, and would you have time to do it, try to say on the radio what you are doing and going to do.