



Local Procedures

Issue 1

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1 Competition Information

1.1 Introduction

Welcome to the Junior National Championships 2022.

This document contains important information relevant to competitors, crews and visitors. Please take the time to read and digest this information before the competition, and feel free to get in touch with the organising team if you have any questions.

1.2 Dates

The competition will be held over nine days with the first possible contest day on Saturday 20th August and the last possible contest day on Sunday 28th August.

There is no official practice period, however the airfield will be available to competitors from Wednesday 17th August and during the preceding weekend on 13th and 14th August. Please advise the competition organisation if you intend to fly from Keevil before the competition. Pilots and visitors should obtain appropriate briefings and/or check flights from the duty instructor.

1.3 Contact Information

You can contact the organisers before and during the competition by email at comp_admin@bannerdown.co.uk.

Useful links:

Competition website: juniors.bannerdown.co.uk

Robocontrol: control.bannerdown.co.uk

Soaringspot: soaringspot.com/uk-junior-nationals-2022

Telephone numbers:

Control: 07958 570587

Director: 07756 550370

Please note that routine landouts should be reported through Robocontrol as described in [2.3.5.4 Notification of Landouts](#).

1.4 Radio Channels

The following radio channels will be used in this competition unless otherwise briefed.

Start: 130.405 (prefix calls with “Keevil Start”)
Finish: 130.405 (prefix calls with “Keevil Finish”)
Safety: 130.405 (competition situational awareness)
Airfield: 129.980 (launching and relights)

1.5 Communications

The primary method of communication with pilots will be via the WhatsApp announcement group. The joining link for the WhatsApp group is available on Robocontrol, and will also be sent to all competitors via text message and email a few days before the competition starts.

We will endeavour to inform competitors of important competition information via WhatsApp, Robocontrol, and Twitter [@keevilcomps](https://twitter.com/keevilcomps).

1.6 Registration

Registration will be completed online through Robocontrol, where pilots will be asked to confirm all of the data they have supplied is correct, and that they have read and understood both the BGA and local rules associated with the competition. This online declaration must be completed before 19:00 on Friday 19th August 2022.

Pilots and visitors under the age of 18 must have parental consent to attend the competition whether they are attending as a pilot, crew or visitor. Additionally, children under the age of 16 must be accompanied by a nominated responsible adult who is over the age of 18. The signed consent form must be provided to the competition organisation on arrival.

1.7 Competition Officials

Director:	Matt Page
Deputy Director:	Ben Hughes
Airspace:	Alex Tilling
Safety:	Andy Miller
Control:	Ali Arnold
Scoring:	Sam Arnold, Benedict Smith
Tug master:	Mark Critchlow
Launch master:	Sam Lazenby

Competition staff approved by the director, who are not already official observers, have the status of BGA official observers for the period of the event for the activity of their speciality in the competition organisation.

1.8 Fees & Payments

The competition launch fees are listed below.

Entry fee:	£130 (sponsored by the BGA and Skylaunch)
Aerotow:	£45
Self-launch:	£10
Camping:	Free (electricity hookups not available)

Pilots are required to supply their payment card details as part of registration which will be used to recover the flying charges at the end of the competition. Competitors can review their account charges on Robocontrol.

2 Rules & Procedures

2.1 Competition Rules

The competition will be conducted in accordance with the BGA competition rules for 2022, except where amended by the local rules and procedures in this document.

Please take the time to familiarise yourself with the BGA competition rules, particularly any changes introduced in 2021 and 2022.

The current version of the BGA Rules for Rated Competitions 2022 can be downloaded here: <https://members.glidering.co.uk/library/competition-rules/bga-competition-rules>

2.2 First Briefing

The first competition briefing will be at 09:30 on Saturday 20th August. If gliders are required on the grid before briefing, an announcement will be made at approximately 08:00 via WhatsApp.

2.3 Welcome Briefing

There will be a welcome briefing at 19:00 on Friday 19th August. This briefing is primarily for pilots who are new to competition flying, but it may also be a useful refresher for others. If this is your first rated competition, you are expected to attend this briefing.

2.4 Daily Procedures

2.4.1 Briefing

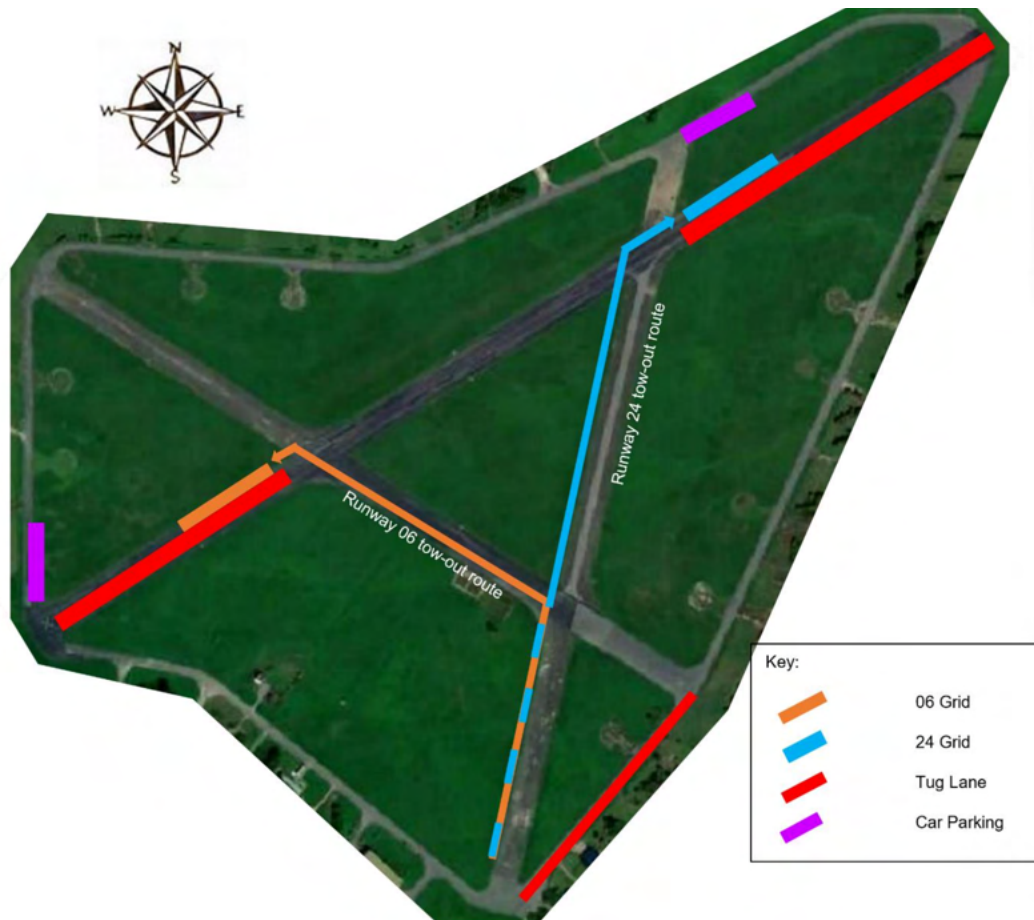
Briefing will be held in the first Nissen hut behind the clubhouse, usually at 10:00 daily. A morning announcement will be made containing the time of briefing and information about the grid setup if gliders are expected on the grid before briefing.

2.4.2 Launching

2.4.2.1 Towing to the Grid

If gliders are expected on the grid before briefing (as detailed in the morning announcement), the grid will close and the airfield will be considered active from the end of briefing. If gliders are due on the grid after briefing, an announcement about the grid closing time and the airfield becoming active will be made through the normal communication channels.

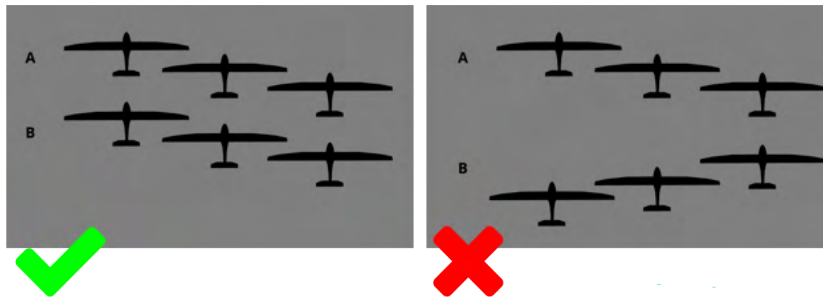
When the airfield is active, vehicles are not permitted to drive on the main runway and must only drive to the grid via the perimeter road. If for any reason a glider is to be towed to the grid whilst the airfield is active, the driver must stop short of the main runway and seek permission to enter the runway. The tug lane must be kept clear of obstructions to enable tugs to taxi to the grid.



2.4.2.2 Launch Grid

The launch grid will be positioned on the main runway either 06 (West) or 24 (East).

Each glider will be allocated a grid number, the daily position of which will be identified by a marked traffic cone. The grid will be assembled under the supervision of the competition's grid team. To make the best use of space on the runway, the first glider to arrive on each row should be positioned with its wingtip next to the grid marker, with the others behind it, as shown below.



2.4.2.3 Vehicles on the Grid

Competitors must ensure that crews have been briefed on the towing out and retrieving instructions before driving on the airfield. Gliders should only be moved across the airfield landing areas if it is safe to do so and a good lookout must be maintained at all times.

Vehicles must be removed from the grid prior to launching and should be parked in the clubhouse car park, the trailer parking area, or the campsite. Pilots without crews may alternatively park at the designated parking areas near the grid as shown on the airfield map.

2.4.2.4 Radio Checks

Radio checks are not required but may be completed at the discretion of the pilot. Radio checks should be completed prior to the start of grid launching to minimise radio traffic during the launch and start phases.

Radio checks should be addressed to 'Keevil Start' on the start channel (130.405).

2.4.2.5 Aerotow Release Checks

In order to avoid delays between competition launches, pilots wishing to perform a release check must do so prior to being offered a launch. There will be a separate release check rope available on the grid.

2.4.2.6 Relight Procedure

The areas for landing gliders wishing to relight will be briefed daily. Pilots should call on the airfield channel (129.980) so that other aircraft are aware of their intentions.

2.4.2.7 Release Zones

The release zone will be briefed daily, and these must be observed by self-launching gliders. The competition director may change the release zone at any time before or during launching in the interests of safety and sporting fairness. Any changes to the designated release zones after briefing will be announced through the normal communication channels.

2.4.3 Starting

The start opening time and maximum start height will be announced on the start channel (130.405). Start calls must be addressed to 'Keevil Start' on the start channel.

2.4.3.1 Cloud Flying

Cloud flying is prohibited for all competitors within 10km (5.4NM) of:

- the centre of the start zone, and
- the centre of Keevil airfield.

Note that the cloud flying channel is now 130.535.

2.4.4 Finishing

This competition uses finish lines. Pilots unfamiliar with competition finishing procedures are strongly encouraged to attend the Welcome Briefing on Friday evening, where this topic will be covered in detail and there will be an opportunity to ask questions.

2.4.4.1 Finish Heights & Airmanship

Pilots must maintain appropriate safety margins throughout their approach to the finish, and should ensure that they are familiar with the instruments used to calculate their final glide.

Pilots must fly within the requirements of the law, namely the UK implementation of the Standardised European Rules of the Air (SERA) and its associated UK exceptions regarding low flying and reckless or negligent endangerment of any person or property.

To meet this requirement, regardless of the position of the finish line, all approaches towards the airfield must have a descending profile (other than to go-around where necessary), the landing area should be in the pilot's sight, and the airfield boundary must be crossed at a height which cannot endanger persons, vehicles, vessels, or property (seen or unseen).

2.4.4.2 Finish Lines

There are two finish lines which are centred on the main runway. The finish lines are defined in the table below and will be included in the competition waypoint file. Pilots may choose to use the KEE waypoint as the finish point which will result in slightly more margin on final glide.

Finish line	Code	Centre Point	Length	Angle ¹²
East	K01	N51°19.133' W002°06.033'	1km (0.5km radius)	58.5°
West	K02	N51°18.633' W002°07.333'	1km (0.5km radius)	238.5°

2.4.4.3 Landing

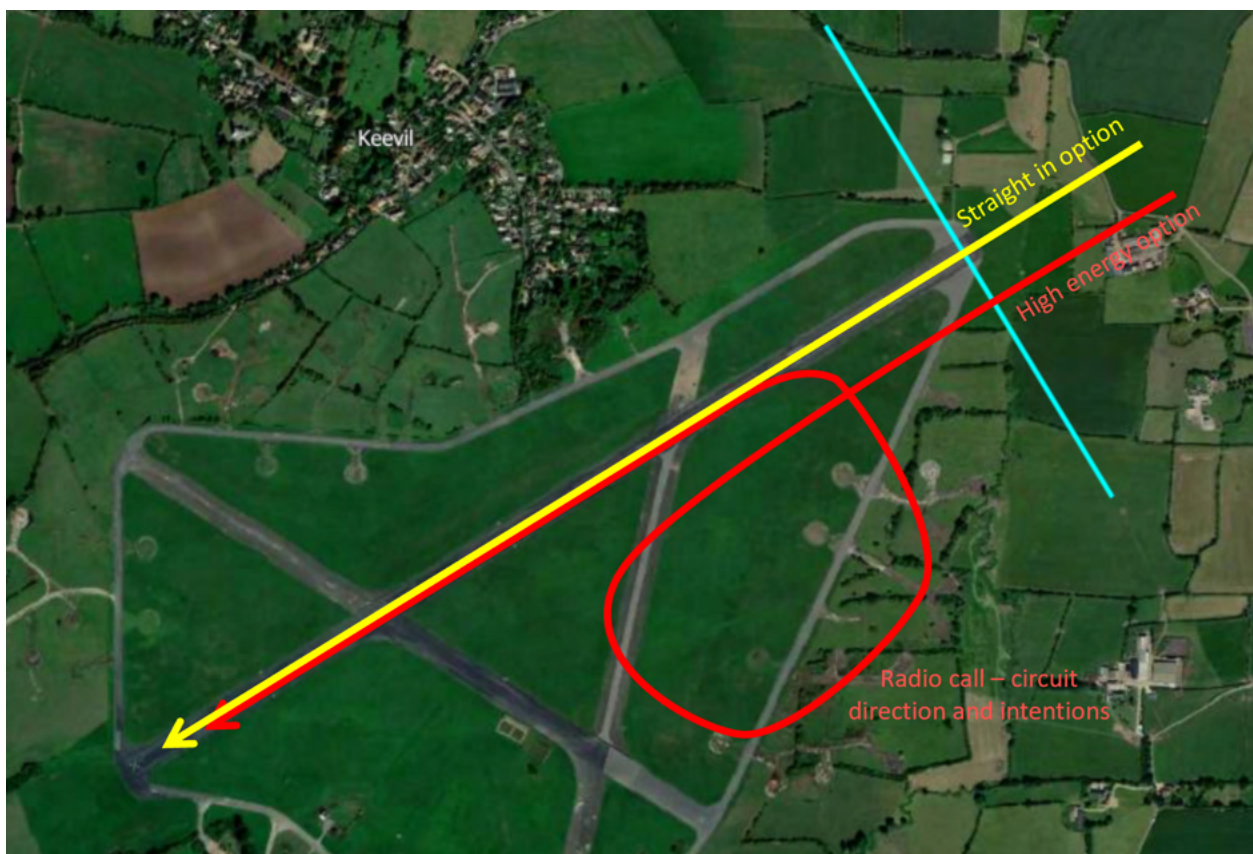
Landings should be made on the main runway (24/06) whenever possible.

The airfield is frequently used as a drop zone for military equipment and the grass areas are therefore not suitable for landing. Landing on the grass is therefore **not recommended**. Taxiing from the runway onto the grass or other runways is also not recommended.

The designated landing areas, preferred circuit direction, and retrieve routes will be briefed daily.

2.4.4.4 Approaching from the East

The diagram below shows the recommended finish patterns when finishing from the east.



The straight-ahead landing option for gliders finishing with low and moderate energy is shown in yellow. This is the preferred landing option. Pilots should land long to leave space for gliders to land behind. If rolling to the end of the runway is not possible, pilots are requested to stop near a runway intersection so that they can easily pull the glider off the active runway.

Pilots returning with high energy may choose to fly a circuit as shown in red. Appropriate circuit calls should be made on the finish channel to aid situational awareness. The preferred circuit direction will be briefed daily.

To recover to the glider parking area, follow the nearest grid tow-out route and vacate the runway as soon as possible. If in doubt, stop and request guidance on the finish channel.

2.4.4.5 Approaching from the West

The diagram below shows the recommended finish patterns when finishing from the west.



The straight-ahead landing option for gliders finishing with low and moderate energy is shown in yellow. This is the preferred landing option. Pilots should land long to leave space for gliders to land behind. If rolling to the end of the runway is not possible, pilots are requested to stop near a runway intersection so that they can easily pull the glider off the active runway.

Pilots returning with high energy may choose to fly a circuit as shown in red. Appropriate circuit calls should be made on the finish channel to aid situational awareness. The preferred circuit direction will be briefed daily.

Runway 13 may be a useful landing option in some wind directions. This runway can be used for landing as indicated by the orange line, but pilots must stop short of the main runway (i.e. not past the white line) to avoid creating a conflict with gliders landing on the main runway. Note that whilst this runway is landable, the surface is not as good as the main runway. The main runway is therefore the recommended landing option.

To recover to the glider parking area, follow the nearest grid tow-out route and vacate the runway as soon as possible. If in doubt, stop and request guidance on the finish channel.

2.4.4.6 Radio Calls

Pilots are requested to follow the radio call procedure below, and are encouraged to use their discretion in making additional calls to aid the situational awareness of other finishers.

- Calls must be addressed to 'Keevil Finish'
- Calls must be made to the finish channel (130.405)
- All pilots should call '10K' when 10 kilometres away from the airfield
- Pilots are requested to make a '2 minutes' call if possible

In the event of a radio failure, please assume there may be conflicting traffic taking off or landing and fly accordingly to avoid it.

Note that local traffic may be using the airfield channel (129.980).

2.4.4.7 Airfield Boundary

For the purposes of this competition, the Keevil airfield boundary is defined as the paved perimeter road encompassing the airfield.

2.4.5 Control

2.4.5.1 Notification of P2 and Team Pilots

Pilots must inform the organisation each day of the pilots flying in a team entry or multi-seater. The preferred method for notification is through Robocontrol. If the nominated pilot changes before launch, control and the log keeper must be notified before the glider is launched.

All competing pilots in a team entry must register their pilot details in Robocontrol in advance as part of the registration process. P2 pilots in multi-seaters must ensure that their details are registered in Robocontrol before their first flight.

2.4.5.2 Notification of Withdrawal

If any competitor decides to withdraw from the competition for any reason, they must inform control before leaving the airfield. This can be done in person or by email.

2.4.5.3 Notification of Early Return

If an early return to the airfield is made (e.g. airborne decision not to start/complete the task) the competitor must notify control as soon as possible after landing (and in any case before leaving the airfield) via Robocontrol. Note that competitors must still submit flight recorder evidence for analysis once a launch is accepted, even if a start was not made.

2.4.5.4 Notification of Landouts

Competitors with an uncomplicated landout should report their landout details using Robocontrol. Using this method will speed up the generation of scores and allows us to focus our attention where support is needed.

Once the landout has been reported, pilots are free to contact their crews directly. Pilots should update their status on Robocontrol when their crew has linked up, and again when they are safely back on the airfield.

There is no requirement to telephone control for routine landouts unless additional assistance is required. However, note that in the event of damage or injury, pilots must telephone control.

2.4.6 Scoring

2.4.6.1 Submission of Flight Recorder Evidence

Pilots are responsible for downloading their own flight recorder data and uploading the files to Robocontrol. Flight recorder evidence must be submitted within 60 minutes of landing and must include a record of all flying, including all launches prior to start and aerotow retrieve flights.

Only valid and secure IGC files will be accepted as flight recorder evidence, except in the case of legacy Cambridge flight recorders where both files should be submitted.

2.4.6.2 Flight Recorder Time Intervals

The BGA competition rules (section 5.5.6) now require the time interval of flight recorders to be set at no more than 2 seconds, unless a longer interval has been agreed with the competition organisation in advance.

2.4.6.3 Flight Recorder Calibration

Pilots are reminded that the organisation may request a calibration chart from a test carried out within the preceding 5 years in the event of an airspace or scoring query.

2.4.6.4 Publication of Flight Recordings

Tasks and results, including flight recorder data, will be published on the competition website and Soaringspot. Flight recorder data will be published unless the competitor explicitly requests in writing, before the start of the competition, that their flight recorder data should not be published.

2.4.6.5 Waypoint Files

The competition waypoint files will be published 2 weeks before the competition on Soaringspot, Robocontrol, and the competition website. Note that the standard 2022 BGA waypoint file cannot be used, as additional waypoints will be defined for this competition.

2.5 Glider Technical Compliance

2.5.1 Technical Inspection

Random checks of the competitors' glider may be made at any time during the competition. These checks may include:

- Verifying the declared configuration of the glider (e.g. winglets).
- Verifying compliance with the BGA competition rules (e.g. MTOW).

It is the pilot's responsibility to ensure that gliders are flown within the manufacturer's certified limits and, if applicable, BGA competition MTOW limits. Random weight checks may be made on the grid to ensure that gliders are flying within the prescribed limits.

2.5.2 Engine Operation Verification

Competitors flying gliders with self-launching or self-sustaining engines must have a flight recorder installation that is IGC-approved for detecting engine operation. It is the pilot's responsibility to ensure that the flight recorder is installed in such a position that use of the engine, even at low power settings, is clearly recorded. This is particularly relevant to electric and jet engines.

To verify detection of engine operation by the flight recorder installation, the competitor shall run the engine after launching and prior to starting on the first competition task. If it is not possible to achieve this in the anticipated 'as launched condition' within the bounds of the flight manual, the director must be informed ahead of the competition so alternative compliance can be agreed.

If competitors intend to fly with the engine disabled (but not removed), then they must submit at registration a statement of the means to be used for disabling the engine for approval by the director.

2.5.3 FLARM

The use of FLARM is strongly encouraged, primarily to aid collision avoidance and situational awareness, but also to enhance the spectator experience.

Pilots are requested to configure their FLARM units as follows:

- Static FLARM ID (either the default ID or ICAO address, but not a daily randomised ID)
- FLARM ID declared on the registration form
- Stealth mode OFF
- No-track mode OFF

3 Airspace

3.1 Airspace Files

The competition airspace file will be published 2 weeks before the competition on Soaringspot, Robocontrol, and the competition website. This will be a single airspace file containing all relevant airspace including any temporary airspace restrictions.

The competition airspace file will be updated in the event of any major airspace changes that are relevant to the task area. The airspace file will be version controlled and the version applicable to each day will be stated on the task sheets. Note that earlier versions of the airspace file may be used on subsequent days.

Pilots will be notified through the normal communication channels in the event of an update. The competition airspace file will be published on the competition website and Soaringspot.

3.2 Permanent Penalty Zones

The following parachute zones are prohibited airspace for the duration of the competition:

- Weston-on-the-Green
- Hinton-in-the-Hedges
- Langar
- Sibson
- Chatteris

The status of other parachute zones will be given at the relevant briefing.

3.3 Aldermaston & Burghfield

An exemption from the Air Navigation Order (Restriction of Flying) (Nuclear Installations) Regulations 2016 has been granted for the duration of the competition. This exemption permits gliders to fly in the Aldermaston (R101) and Burghfield (R104) restricted areas subject to the conditions summarised below:

- The glider's glide angle must be at least 30:1.
- The glider must not fly within the boundary fence or fly in such a manner that in the event of an accident the glider would fall or be forced to land within the boundary fence.
- The glider must not fly in the exemption area at night.
- No photographs shall be taken of the nuclear installations.

A penalty will be applied only if the installation boundary is crossed below the usual height/altitude restrictions for the restricted area as shown on the CAA chart.

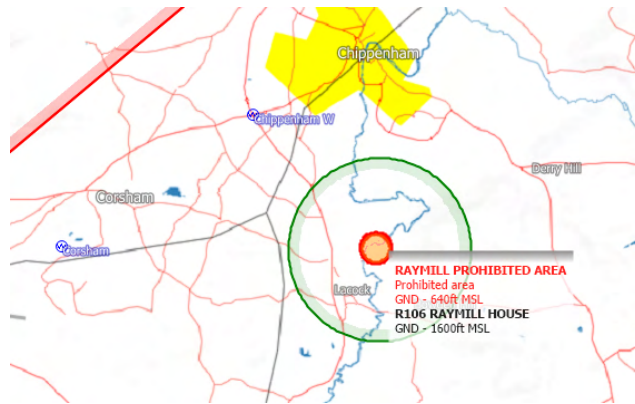
The installation boundaries will be defined in the competition airspace file.

3.4 Aerodrome Traffic Zones (ATZs)

ATZs are not penalty airspace for this competition except where specifically briefed in the daily briefing. Pilots are reminded that they must comply with the Rules of the Air and demonstrate good airmanship at all times; permission must be obtained from ATC (or two-way radio communication established for AFIS/AGCS) before entering an ATZ.

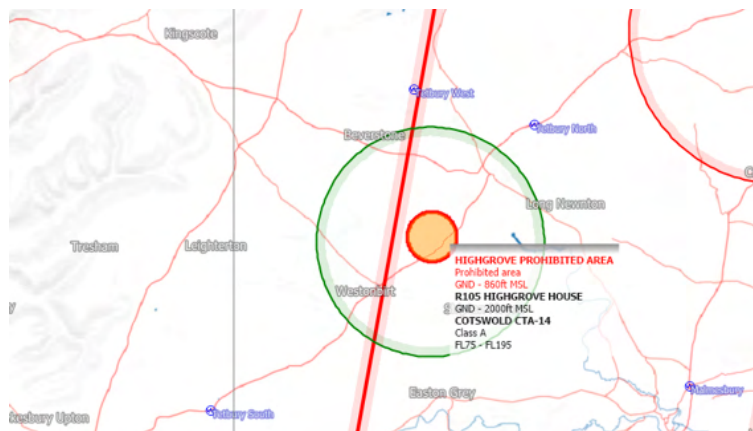
3.5 Raymill House (R106)

The competition has an exemption granting access to the Raymill House (R106) restricted area outside of the household boundary. The inner 'Raymill Prohibited Area' is a penalty zone for the duration of the competition. The outer area will not incur any penalty. Both the inner and outer areas are included in the competition airspace file.



3.6 Highgrove House (R105)

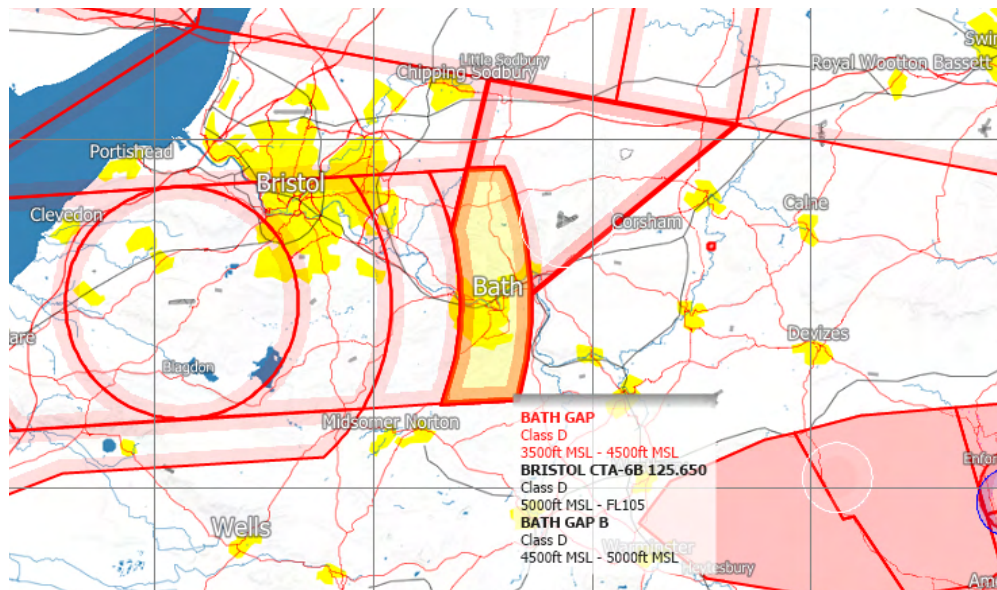
The competition has an exemption granting access to the Highgrove House (R105) restricted area outside of the household boundary. The inner 'Highgrove Prohibited Area' is a penalty zone for the duration of the competition. The outer area will not incur any penalty. Both the inner and outer areas are included in the competition airspace file.



3.7 Bath Gap

The Bath Gap can be activated as part of the competition, which raises the base of the outer elements of the Bristol CTA. Pilots will be notified in the daily task briefing if the Bath Gap is open.

The figure below shows in yellow highlighting the airspace defined as the Bath Gap. Should this be activated, then the effective lower limit of Bristol CTR in this region will be raised from 3500ft Bristol QNH to 4500ft Bristol QNH. Gliders must remain VFR when flying in the Bath Gap which is Class D airspace.



The Bath Gap is defined as the boundaries of CTA-6 but excluding that portion of CTA-6 (called the Doynton Fillet), which lies to the west of the line from 51° 28' 42"N 002° 23' 38"W to 51° 26' 05"N 002° 24' 40"W. Glider pilots must remain east of the western boundary of the Bath Gap at all times when operating in CTA-6 under the terms of the LOA.

Bath Gap B will not be activated during this competition. Bath Gap B is defined as the extents of the Bath Gap as described above and CTA-8 which is the controlled airspace above Colerne Airfield with a base of 4500ft.

The full LOA is available from the BGA website: members.glidering.co.uk/library/loas/bath-gap

4 Domestic Information

4.1 Airfield Access

Entry to Keevil is through the main entrance gate on the south side of the airfield. There will be a separate message for competitors containing the code for the gate. All users must ensure that the gate is closed and locked after entering or exiting the airfield.

4.2 Speed Limit

Competitors and crews must observe the airfield speed limit of **30mph** and domestic site speed limit of **10mph**.

4.3 Trailer Parking

Glider trailers are to be parked on the south end of runway 01 as indicated in [5.2 Domestic Facilities Map](#). Runway 31 (north of the trailer line) remains active during the competition and must not be used for parking gliders, cars or trailers.

During the competition period, competitors' gliders must not be parked in the club hangar or workshop without specific permission from the competition director.

4.4 Water Ballast

Rapid flow tanks for water ballast are located on the perimeter track near the club hangar. Pilots should use this system to fill their water barrels and should not use the drinking water taps for water ballast.

4.5 Battery Charging

A number of 13A sockets are available in the briefing area.

4.6 Camping

The camping area is located on the grass to the north of the clubhouse. Toilets and showers are available in and outside the Nissen huts, with additional portable toilets placed in the campsite. Note that there are no electric hook-ups available in the campsite. All campsite users are asked to keep noise to a minimum after 22:00.

4.7 Catering & Bar

The kitchen will be open for breakfast every day from 08:00 to 10:00. Sandwiches can be ordered from the kitchen during breakfast serving times for collection after the morning briefing. Snacks and drinks will also be available throughout the day from the on-site shop.

Evening meals will be provided by a variety of local catering vans each evening from 18:00; a list of vans can be found on the competition website. The club bar will be open every evening and will accept cash and card payments.

4.8 Internet Access

Limited wireless internet is available in the clubhouse. We ask that visitors minimise their bandwidth use as much as possible, particularly during busy times. Mobile 4G coverage is very good on the airfield.

4.9 Sanitation

Plastic bags for rubbish and dog poo bags will be available from competition control. Full bags should be disposed of in the skips provided.

4.10 Security

Bannerdown Gliding Club and the RAFGSA cannot take responsibility for articles lost or stolen. The clubhouse and airfield can be entered by pilots, crews and visitors, and it is in everyone's interest to keep valuables secure and unattended vehicles and caravans locked.

5 Appendices

5.1 Airfield Map



5.2 Domestic Facilities Map

