

CAMBRIDGE AERO CLUB LTD
FLYING ORDER BOOK

AMENDMENT RECORD

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13	Section 8 Annexes G added	14May09
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ORDER 1 – TERMS AND CONDITIONS AND HEALTH AND SAFETY

All members are to read the Cambridge Aero Club (CAC) Regulations. A copy of the regulations is at Annex A to these Orders, and is attached to all membership application forms. Members must also be aware of the relevant provisions of the Marshall Aerospace Health and Safety protocol, a copy of which is at Annex B to these Orders, and is also part of each Member’s personal training file.

CFI 1 Jul 05

ORDER 2 - AIR NAVIGATION ORDER (ANO) AND RULES OF THE AIR

All flying members are to read the ANO and Rules of the Air as they apply to the student pilot and private licence holder, particularly Parts IV – VIII and Schedules 8 and 11.

CFI 1 Jul 05

ORDER 3 - AUTHORISATION BOOK

Actions Before Flight

All flights in a CAC aircraft are to be authorised by a CAC instructor. Before flying solo in CAC aircraft, student pilots and PPL holders must ensure that they understand and comply with the duties as Commander of an Aircraft in accordance with the ANO (Art. 43&44 mainly refer). Pilots are then

to carry out the Cambridge Aero Club OUT BRIEF (A copy of the Cambridge Aero Club OUT BRIEF is at Annex C to these Orders)

They must also ensure that authorisation for the flight or flights has been correctly entered in the Authorisation Book. This will include:

- Aircraft to be flown
- Pilot's name
- Exercises or nature of detail intended
- Expected flying time
- Initial of CAC instructor
- Pilot's own initials

- NOTES:
1. Verbal authorisation is not sufficient except in the case of a first solo. A CAC instructor must initial before flight.
 2. Change of aircraft is permitted on the word of a CAC member of staff, as is a change in the nature of a detail for PPL holders. However, change of detail for a student pilot may only be authorised by a CAC instructor.
 3. The pilot's initials signify that he understands the expected duration and nature of the detail and any limitations, such as height to be flown, flying area and weather.
 4. In the case of a student pilot on a solo cross country, two full signatures are required - one from the instructor showing that a full briefing has been given, and one from the student that he has received and understood that briefing.

Actions After Flight

The pilot is responsible for checking that his flying times are accurately entered in the Authorisation Book, and is to sign in the column provided that his flight has been carried out as authorised.

In the event that the detail could not be completed as briefed (e.g. weather unsuitable, or flight below authorised height due to weather) the pilot is to enter details in the remarks column and report them to a CAC instructor.

ORDER 4 - COMPLETION OF TECHNICAL LOG & NOTIFICATION OF DEFECTS

Actions Before Flight

All pilots must satisfy themselves that their aircraft is serviceable, regardless of the fact that an instructor has authorised the flight.

The pilot's initials signify that he has examined the Technical Log to this effect.

Information included in Technical Log:

- Aircraft registration
- Date
- Date Certificate of Maintenance Review expires
- Hours remaining on Certificate of Maintenance to next scheduled maintenance
- Any defects reported by pilots
- Action taken on defects
- Fuel and oil record
- Certificate of Maintenance attached in front of log and showing details of last check completed

Before flight the pilot should check that hours flown previously do not exceed hours remaining on the Certificate of Maintenance Review. By checking hours flown since last refuelling a rough check of endurance remaining can be calculated using a maximum endurance of four hours. Any defects written should have been cleared and signed up by an engineer, or transferred to the ADD log, which may include a limitation (eg Dual only, VFR only, etc...).

When satisfied as to serviceability the pilot should transfer the flight serial number from the Authorisation Book into the next available space in the Technical Log and initial in the column provided.

Actions After Flight

Any defect should be reported to a flying instructor and a suitable description of the defect agreed before entering it in the Technical Log. Pilots should enter 'NIL' if there were no defects and initial in the appropriate column.

CFI

1 Jul 05

ORDER 5 - REQUIREMENTS FOR SOLO FLYING

Legal Requirements

In order to fly solo, student pilots must be at least 16 years old, hold a valid Medical Certificate, and present it on request to a CAC flying instructor for inspection. The Medical Certificate can only be obtained from a CAA approved doctor.

Holders of Private Pilot Licences (PPLs) are responsible for checking that their licences are valid in all respects and that their log books are kept up-to-date. It should be clearly understood that once the validity requirements have lapsed, a PPL may not be used to fly solo until a skill test has been carried out with an authorised examiner. If passengers are to be carried, recency requirements must also be satisfied.

Club Requirement

- Student pilots may not fly solo unless they have previously that day had a dual check with a CAC instructor.
- PPL holders may fly solo without a previous dual check if not more than 21 days have elapsed since their last flight (dual or solo). This may be extended to one calendar month for experienced pilots if their records are so endorsed by the CFI.
- PPL holders must produce evidence of a current, valid medical certificate, license and suitable rating before solo authorisation will be granted
- PPL holders must complete differences training with a CAC instructor prior to first flying the Cessna 172 solo.

PPL holders who do not meet the above currency requirements will be required to have a dual check. Currency is not type specific e.g. if the pilot is current C152 there is no requirement to complete a C172 check prior to hiring the aircraft.

The checks flights will consist of the following, depending on the length of time since last flight:

- Check 'A'.....21days - 1 Calendar Month
At least one circuit and landing to an instructors satisfaction
- Check 'B' - 1 - 2 Calendar Months
At least three circuits and landings including one successful glide approach
- Check 'C' -Over 2 Calendar Months

At least leaving and rejoining the circuit, one successful practice FLWOP, EFATO and three circuits and landings including a successful glide approach.

CFI

14 May 09

ORDER 6 - MUTUAL FLYING

Student Pilots.

No mutual flying permitted.

PPL Holders.

When two PPL holders are flying together, the aircraft must be flown from the seat nominated as P1 in the Flight Manual. Changing seats may only take place on the ground with the engine shut down and the parking brake applied, and only when such a change has been authorised by a CAC instructor.

CFI

1 Jul 05

ORDER 7 - POSSESSION OF CURRENT LICENCE

PPL holders are only permitted to fly as Aircraft Captain if their licence is valid. A summary of the requirement is as follows:

- **JAR or UK National Licence**

All JAR licences are issued for five years. UK NPPL are issued for an indefinite period. However the validity of both depends on the ratings they contain and the requirement for a current medical certificate. A JAR SEP(L) rating will normally be valid for 2 years and a NPPL SSEA rating for 12 months. Either may be revalidated by:

- Within 3 months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner, or
- within 12 months preceding the expiry of the rating:

complete 12 hours of flight time including 6 hours as pilot-in-command time, 12 take-offs and 12 landings, and complete a training flight of at least one hour with a flying instructor.

CFI

1 Jul 05

ORDER 8 - CARRIAGE OF PASSENGERS

Passengers must sign Club Membership forms and be fully briefed by the pilot on their conduct in and out of the aircraft, with particular emphasis on airside hazards and safety procedures, aircraft safety aspects, health and safety issues, and FOD prevention.

The pilot in command must fly from the seat nominated as P1 in the Flight Manual. Flying instruction may only be given by CAC instructors.

Recency Requirements. PPL(A) holders may not carry passengers unless within the preceding 90 days they have made 3 take-offs and landings as pilot in an aircraft of the same class. In the case of a night flight, one of the take-offs and landings must have been completed at night.

CFI

1 Jul 05

ORDER 9 - COMPILATION OF PILOT'S LOG BOOKS

A record of pilots' flying times is to be made in an approved Pilot's Log Book. Student Pilots are required to complete their entries in accordance with the specimen displayed in the Flight Planning room. It is recommended that log book entries should be made as soon as possible after completion of the flight.

A Cambridge Aero Club member, who wishes flying at another club to count towards his currency, should have his log book signed by an instructor at the other club.

Properly completed log books are required for the biennial licence revalidation.

CFI

1 Jul 05

ORDER 10 - DISCIPLINARY ACTION FOR BREACH OF LOCAL ORDERS

Anyone committing a breach of the CAC Orders or Regulations will render themselves liable to suspension from the club, either temporarily or permanently, depending on the severity of the offence.

The current CAC regulations, as printed on the membership application form and displayed on the CAC notice board, apply in conjunction with these orders.

Club members, including instructors, are to sign as having read these orders and regulations at least once every 12 months and whenever a new order is published.

Students should sign before their first solo flight, every 12 months thereafter, and also when a new order is published.

CFI

1 Jul 05

ORDER 11 - INDEMNITY FOR PERSONAL INJURY

Club members are advised that the CAC Indemnity insurance covers only the club aircraft and third parties. Members are not covered for personal injury and should arrange their own insurance.

CFI

1 Jul 05

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ORDER 1 - MINIMUM ALTITUDE FOR TRAINING (STALLING AND SPINNING)

Stalling and spinning training is only to be carried out when specifically authorised and briefed. Such training is only to be carried out clear of cloud and away from built-up areas, airfields, controlled airspace, restricted and danger areas.

Solo spinning is not permitted, except as detailed in FOB Section 3 Order 5. All manoeuvres are to be entered at an altitude which will permit recovery not below 2000 ft agl dual, and 3000 ft agl solo.

CFI

1 Jul 05

ORDER 2 - WEATHER MINIMA FOR LOCAL AND CROSS COUNTRY FLIGHTS

The following weather limitations are to be observed for all VFR flying in the Cessna 172; instructors may relax only the wind limitations in respect of the more agile CAC aircraft types or, with agreement with the DI, for individual sorties for which the FI will carry out the takeoff and landing.

	DUAL	SOLO (PPL)	SOLO (STUDENT)
Circuit	700 ft AAL/2 km	1000ft AAL/5 km	1200ft AAL/5 km
Local Area	1000 ftAAL/2 km	1500 ftAAL/5 km	2000ft AAL/8 km
Cross Country	1500 ftAMSL/5 km	2000 ftAMSL/8 km	2000ft AMSL/8 km
Max Winds	30 kts	25 kts	20 kts
Crosswind	20 kts	15 kts	10 kts

For IFR flights, pilots with a valid Instrument or IMC rating may be authorised to lower limits than those above, but never to limits below those approved for their rating, and only if a diversion airfield is available within 30 nautical miles offering actual and forecast conditions at least as listed above.

Instructor's discretion is to be used in the consideration of a pilot's progress and capability in applying these limits (or a more restrictive limit).

When weather deteriorates to 1000 ft, 5 km or less, close liaison and co-operation is to be maintained by the senior instructor with ATC and other Cambridge based flying units in order to limit the number of aircraft flying.

CFI

1 Jul 05

ORDER 3 - PREPARATION FOR CROSS-COUNTRY & NAVIGATION FLIGHTS

Before sending a student pilot on a solo cross-country or navigation exercise, an instructor must fully brief the student in all aspects of the flight and emergency procedures, as set out below. Both instructor and student are to sign to that effect in the appropriate columns of the authorisation book. For qualifying cross-country flight, instructors are to sign, and ensure the student takes with him/her, a PPL Cross Country Qualifying Certificate.

WEATHER

Route forecast and TAFs

ROUTE

Altitude to fly and safety altitude

Necessity for maintaining VMC

Procedure for penetrating military/civil air traffic zones (MATZ/ATZ)

Avoidance of danger areas, gliding and parachuting sites

NOTAMS

Nav warnings/Royal Flights

Radio frequencies

Special Requirements for overseas flights

DESTINATION AIRFIELDS

Joining procedure

Airfield lay-out

Taxying etc

Refuelling

Landing and other fees

Departure procedures / Start point for navigation

ABNORMAL AND EMERGENCY PROCEDURES

Controlled airspace, dimensions and altitudes
Action in the event of violating controlled airspace
Action if lost or uncertain of position
Use of R/T and Radar/Radio Aids/GPS
Action in event of radio failure
Action in event of unscheduled landing

AIRCRAFT

Weight and balance
Use of Technical Log
Documents to be carried, including personal documents
Fuel requirements
Special Requirements for overseas flights

PPL holders are reminded that safe conduct of cross country flying is the pilot's responsibility and they should take due note of the above aspects. If in doubt, they should seek advice from a CAC instructor.

CFI

1 Jul 05

ORDER 4 - SAFETY ALTITUDE

When under IFR the aircraft must not be flown less than 1000 ft above the highest obstacle within 5nm of planned track. For VFR navigation flights, the recommended minimum height is to be 500 ft above the highest obstacle within 5nm of the planned track.

CFI

1 Jul 05

ORDER 5 - ACTION WHEN UNCERTAIN OF POSITION

As soon as pilot becomes uncertain of his position he should:

1. Continue to fly the aircraft at a safe height, and check fuel
2. Look around , particularly below the aircraft
3. Check heading against navigation log
4. Check DI/compass heading synchronisation
5. Note time since last known position, and assess a ‘circle of uncertainty’
6. If radio serviceable, call nearest suitable airfield with radar/VDF to obtain fix/QDM
7. If radio inoperative or in very austere area look for a line feature and follow it to a ‘fix’: only then circle if necessary until location positively identified.

CFI

28 Feb 07

ORDER 6 - ACTION WHEN LOST

If, after carrying out the procedure in Order 5 with no success or if more than 30 minutes or so from your last known position, the pilot must:

- Check fuel state
- Remain as high as practicable
- Make a PAN call on emergency frequency 121.5 stating predicament.
- If the radio is unserviceable or no reply received, consider a forced landing with power either to an airfield or in the open country.

CFI

1 Jul 05

ORDER 7 - LANDING AT UNAUTHORISED OR UNINTENDED DESTINATION

Pilots may decide to land at a destination other than that planned or authorised for a number of reasons (e.g. deteriorating weather, low fuel state, lost, or impending nightfall). Whatever the reason, the decision should be made with ample time to allow for unexpected occurrences. At all times good airmanship should dictate the most sensible course of action. Regardless of the reason for such a landing, the pilot is not to take-off again until permission to do so has been given by the CFI of CAC or his appointed deputy.

If the landing is at an airfield:- Report to Air Traffic control and request that they ring Cambridge Aero Club on 01223 373717

If the landing is not at an airfield:- Obtain the assistance of a competent person to guard the aircraft

Telephone CAC on 01223 373717 giving the following details:-

- a) Location of aircraft.
- b) Any injuries
- c) Any damage to aircraft or property
- d) Amount of fuel remaining
- e) The size of the field, the nature of the surface, and whether it is considered that the aircraft can be flown out by an instructor.
- f) The nearest telephone number at which the pilot can be

contacted. The pilot is to remain near the telephone, or arrange to be contactable.

On no account should the pilot attempt to fly the aircraft out of the area where it has been landed. Await instructions from CAC and do not make any statements to the Press or unauthorised persons

CFI

1 Jul 05

ORDER 8 - CARE OF AIRCRAFT AWAY FROM CAMBRIDGE

Pilots are responsible for the care and safety of CAC aircraft when away from Cambridge. If remaining overnight the aircraft must be tied-down in a safe area. If severe weather is forecast every effort must be made to have the aircraft hangared.

CFI

1 Jul 05

ORDER 9 - WEIGHT & CENTRE OF GRAVITY LIMITATIONS

The Cessna 172s and Slingsby T67 of the CAC are difficult to load outside the permitted CG range unless an unusual load is carried in the baggage area. However it is possible to exceed the maximum allowable All-up Weight with full fuel and passengers. Pilots must be familiar with how to calculate weight and balance, and must check for compliance with the limitations before every flight.

The Extra 200 has a generous mass and GG range but some configurations can easily exceed appropriate mass and balance limitations, particularly for aerobatic flight. Therefore, a weight and balance calculation should be carried out before all dual flights.

Pilots are reminded that not only is it dangerous to fly an overweight or out-of-balance aircraft, but the aircraft insurance and C of A may be invalidated by such actions.

CFI

1 Jul 05

ORDER 10 - FLYING OVER WATER

When authorisation is given to fly over large bodies of water all occupants of the aircraft must wear life jackets and the CAC dinghy should be carried if possible in the aircraft.

CFI

1 Jul 05

ORDER 11 - CONSUMPTION OF ALCOHOL AND DRUGS

It is illegal to fly under the influence of alcohol or drugs. At least eight hours should be allowed after the consumption of alcohol in small amounts and 12 hours after moderate amounts, before attempting to fly. The legal limit for breath/blood alcohol is a quarter of the level that would allow pilots to drive and the police have the right to test pilots before or after flight whether or not there has been any incident.

Pilots must not fly when taking drugs or medication unless specifically cleared to do so by a qualified AME.

CFI

1 Jul 05

ORDER 12 - STATE OF HEALTH

Pilots must not exercise the privileges of their licence or ratings if they know or suspect that their current physical or mental condition renders them temporarily or permanently unfit to perform pilot functions. They must seek advice from an AME without delay if:

- being admitted to hospital or clinic for more than 12 hours;
- undergoing an operation or invasive procedure;
- using medication on a regular basis;
- needing corrective lenses on a regular basis.

It is also a pilot's responsibility to inform the CAA before 21 days have elapsed in the case of:

- any significant personal injury or illness involving incapacity to function as a member of a flight crew;
- confirmed pregnant.

CFI

1 Jul 05

ORDER 13 - NIGHT FLYING

Night flying at Cambridge will normally be carried out during the winter months when flying can be conducted within the normal opening times of the airfield. No flying will be carried out unless an instructor is present, and Air Traffic facilities are available.

Night flying briefing will be given by the instructor authorising the flight and will include the following:

- Runway in use and taxiing routes;
- Any extra lights;
- Diversion airfields;
- Emergency actions; Details of night Emergency Procedures as agreed with Cambridge ATC are at Annex E to these Orders
- Weather - Minima for circuit flying - 5 km & 1200 ft AAL
Minima for off-circuit - 8 km & 2000 ft AMSL

CFI

1 Jul 05

ORDER 14 - WAKE TURBULENCE

Wake turbulence is generated by all aircraft and becomes more significant as aircraft weight increases. In general it is not a problem for light aircraft if the aircraft producing the wake is no larger than a Cessna Citation. However many large aircraft operate into and out of Cambridge and their wake turbulence can be extremely dangerous, particularly in light wind conditions.

Pilots must familiarise themselves with the contents of the latest AIC detailing the dangers of wake turbulence and recommended avoidance strategies

CFI

1 Jul 05

ORDER 15 - CHARITY FLIGHTS

Charity flights are subject to strict limitations covering the pilot, aircraft, aerodrome, weather, and permitted operations. No charity flights are to be carried out without permission from the Director Flight Operations, or the CFI. The rules governing such flights are laid out in an AIC, and pilots undertaking charity flights must refer to the current AIC and ensure they satisfy all the legal requirements.

CFI

1 Jul 05

ORDER 16 – FOD AWARENESS AND PREVENTION

FOD – Foreign Object Damage – originally related to damage to turbojet engines caused by ingress of various hard objects that should not have been anywhere near aircraft. ‘FOD’ has grown to encompass a wide range of hazards to aircraft, internally as well as externally, caused by unintentional interaction with ‘foreign objects’ – stones, bolts, plastic, lost tools and equipment, and so on. Pilots must maintain a high level of awareness of possible FOD, to avoid obvious FOD hazard areas, and be meticulous in preventing articles from becoming FOD through lack of care or discipline. The Company policy on FOD Awareness and Prevention is attached at Annex F to these Orders, and pilots, in following the ethos described in the Annex should be continually vigilant, and should report any possible FOD hazard to Operations or ATC without delay

CFI

1 Jul 05

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ORDER 1 – SMOKING

Smoking is not permitted in any club aircraft, within 50 ft of any aircraft or fuel installation, nor in any Airport building.

CFI

1 Jul 05

ORDER 2 – CARE OF EQUIPMENT

Student pilots are expected to purchase and provide their own headset as soon as possible following the commencement of their flight training. Aircraft headsets may be provided on an occasional basis and may be subject to a hire fee. Limited loan headsets are available subject to demand for additional passengers subject to a fee. Headsets are to be treated as delicate pieces of equipment and placed in a safe position out of direct sunlight. Headsets must not be placed on the aircraft panel glare shield.

All aircraft seats, equipment, fixtures and fittings should be treated with care and respect. Pilots **MUST** brief their passengers carefully regarding proper adjustment of seats and how to operate the door locking/latching mechanisms.

CFI

14 May 09

ORDER 3 - PRE - START CHECKS (NOT INCLUDED IN THE CHECK LIST)

Before starting engines, pilots in charge will ensure there is no risk of inconvenience or damage to human beings, other aircraft or buildings, and that brakes are applied or the wheels chocked.

Student pilots who have not completed their first solo flight are not permitted to start engines without the presence of their instructor.

Under no circumstances are engines to be started in a hangar.

Should an engine fail to start using the electric starter, the engine must **not** be hand swung.

CFI

1 Jul 05

ORDER 4 - PRECAUTIONS WHEN STARTING ENGINES

When starting engines pilots are to monitor the brakes to ensure that there is no aircraft movement. Engines should not be started if there are persons close to the aircraft. Such persons should have their attention drawn by a “Clear Prop” call.

CFI

1 Jul 05

ORDER 5 - TAXYING AND RUNNING UP PROCEDURES

As soon as safely possible after release of the parking brake, pilots are to check the brakes for correct functioning. Brakes should also be checked prior to entering a confined or crowded area. Taxying speed should be kept to a sensible minimum, having due regard to surface and surroundings, and power should be kept to a minimum.

Pilots, when taxying, must be aware of the effects of slipstream from aircraft with engines running. This applies particularly when aircraft are on the engine-running base where engines may be running up to take-off power.

A power check must be made before every flight (except when the engine has not been shut down since the last landing). The check must be made into wind whenever possible, and the aircraft must be positioned so as to avoid damage to other aircraft, persons or property.

CFI

1 Jul 05

ORDER 6 - AFTER TAKE OFF

Pilots will not commence a turn after take-off before reaching a height of 500 ft, or before the airfield boundary, whichever comes later, without permission from ATC. The angle of bank in this first turn should not exceed 20 degrees. Turns must be in the direction of the circuit unless expressly cleared by ATC.

Attention is drawn to the dangers of wake vortex from large aircraft, and pilots should make themselves conversant with the latest AIC and its recommendations to avoid wake vortices.

CFI

1 Jul 05

ORDER 7 - AEROBATICS, SPINNING AND OTHER UNUSUAL MANOEUVRES

Formation flying and aerobatics practices are to be authorised by instructors approved by the CAC Chief Flying Instructor. Spinning may be authorised by any CAC instructor. When practising aerobatics, spinning or stalling, aircraft must be well clear of large built-up areas and active airfields and not in the approach paths of 05/23 runways at Cambridge. Manoeuvres must be completed at a height of not less than 3000 ft agl solo, or 2000 ft agl dual. Any further reduction of recovery altitude will be entirely at the discretion of the CFI.

Formation flying, aerobatics and spinning are not to be practised solo, except as part of, or after the completion of an approved CAC course.

CFI

1 Jul 05

ORDER 8 - PRACTICE FORCED LANDINGS

Practice forced landings away from the airfield will not be continued to less than 500 ft msd and only in an area well away from persons, vehicles, vessels, structures or animals. If carrying out practice forced landings on the airfield at Cambridge, they may be carried out to their conclusion provided due regard is given to circuit traffic, all turns are made to conform to the prevailing circuit pattern, and permission is obtained from ATC.

CFI

1 Jul 05

ORDER 9 -LOW FLYING REGULATIONS

Pilots must comply with the ANO requirements for minimum heights to fly. Any flying below 500 ft msd away from the airfield circuit will be considered low flying, and must be reported to an instructor after landing. If considered necessary, a written report is to be made.

Attention of all pilots is drawn to the 2000 ft minimum height in the region of Newmarket and Cambridge city.

CFI

1 Jul 05

ORDER 10 - INSTRUMENT FLYING - ACTUAL AND SIMULATED

Student pilots may only practise instrument flying when accompanied by an instructor. PPL holders may practise simulated instrument flying provided they have a suitably equipped aircraft and a suitably qualified pilot in the right hand seat. Flying through, or into cloud, will only be permitted when the pilot is properly qualified, in a suitably equipped aircraft and under the control of an ATC unit.

CFI

1 Jul 05

ORDER 11 - GO-AROUND ACTION

When going-around from an approach to land the pilot will apply full power, retract drag flap and initially climb straight ahead. When safely established in the climb retract flap as required and turn on to the dead side to parallel the runway (except on 05/23 grass where the climb should be continued straight ahead). Keep a good lookout for other traffic and re-establish in the circuit, giving way to other aircraft as necessary.

CFI

1 Jul 05

ORDER 12 - REFUELLING PROCEDURE

Unless otherwise briefed, pilots returning from flight with fuel half full or less should position the aircraft at the refuelling point with the aircraft fuselage parallel to the hangar doors. The aircraft is to be unoccupied, and master electric switch must be OFF, and chocks should be used in preference to the parking brake.

A Cambridge airport refuelling will only be carried out by employees of Marshall of Cambridge Aerospace Ltd.

Once refuelled, it is good practice to remove the aircraft from the refuelling point to a parking slot.

CFI

1 Jul 05

ORDER 13 - PRACTICE ASYMMETRIC FLIGHTS

Solo practice asymmetric flying is not permitted.

Minimum height for simulated engine failure is 500 ft agl

Minimum height for practice engine shutdown is 3000 ft agl.

CFI

1 Jul 05

SECTION IV –Extra 200, Tailwheel & Aerobatic Orders

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ORDER 1 – AUTHORISATION

Dual Extra 200 flights with an aerobatic training content must be authorised and carried out by an aerobatics qualified instructor. Before being authorised for aerobatics, the pilot will have to have read and understood these Orders. Extra 200 Tailwheel training flights must be authorised and carried out by suitably experienced instructors. Solo flight on either aircraft may be authorised by any instructor, subject to the pilot’s logbook containing proof of qualification for the planned flight. The limitations on the flight and the use, or not, of parachutes are to be noted in the “nature of flight” column.

No pilot may perform aerobatic manoeuvres unless they have been suitably trained and authorised to do so. PPL holders may NOT perform aerobatic manoeuvres when carrying passengers without explicit authorisation from the CFI (or his nominated agent) pertaining to that particular flight. In the case where authorisation is granted, flight load factors must not exceed +4g – 1.5g. Pilots are responsible for the comfort of their passengers at all times and must take all steps necessary to prevent passenger air & motion sickness.

CFI

14 May 09

ORDER 2 - PARACHUTES

Extra 200 Aerobatic Flights. The Irvin parachutes possessed by the CAC are compatible with the rear seat of the Extra 200 for most pilots, but are not suitable for tall (over 175cm) pilots in the front seat (nor would any other available parachutes). As the aircraft has no history of unusual or complex spin modes, the need for abandonment is much reduced, structural failure being the next most likely cause. On that basis, parachutes are not required for 2-pilot sorties, though they are available and may be used at any time. Solo pilots, extending their repertoire into more aggressive and challenging manoeuvres may wish to take the precaution of wearing a parachute for such sorties.

Before commencing aerobatic training, all pilots are to be briefed on, and familiarize themselves with the harness, donning and doffing the pack, location of ripcord, and the recommended

procedures for abandoning the aircraft, parachute control in the descent, and impact with the ground. An illustrated briefing guide is at Annex D to these Orders.

Pilots may decide for themselves whether to don the parachute before entering the cockpit or to place the pack in the seat and strap it on after boarding. However, the pack will always leave the cockpit still harnessed to the wearer to avoid the possibility of a cognitive failure in the heat of an emergency.

It is in everyone's interest that the parachutes remain in a completely serviceable condition. Pilots are to inspect them (externally) very carefully and avoid allowing them to become damaged or contaminated. Any possible unserviceability or contamination (even water) must be reported so that the parachute can be serviced.

CFI

14 May 09

ORDER 3 – INTRODUCTORY AND TRIAL FLIGHTS

'Introductions to aerobatics' and trial flights for non-PPL holders may contain a limited repertoire of manoeuvres avoiding flicks and negative g, but can include loops, barrel rolls, aileron rolls, horizontal and Cuban 8s, tail slides and steep chandelles. Load factors during these manoeuvres must not exceed +4g or -1.5g unless the student is a current and experienced aerobatic pilot.

CFI

1 Jul 05

ORDER 4 – HI-VISIBILITY CLOTHING FOR EXTRA 200 CREW

Hi-visibility clothing must be worn by all crew walking on any active part of the airfield. There is no provision for storage of such clothing in the Extra 200 but lightweight hi-visibility tabards may be folded and safely stored in a flying suit leg pocket. Lightweight tabards may be available on loan from the Aero Club.

CFI

14 May 09

ORDER 5 – EXTRA 200 PILOT CURRENCY REQUIREMENTS

Club Extra pilots may be allowed to fly the Extra without a pre-flight dual check at the CFI's discretion. There are four levels of authorisation listed below. Note that the number of days equates to the number of days that are allowed between solo flights without a dual check. Note also that the experience required is the minimum required and is stated for guidance only; the level of non-dual check solo flight authorisation is at the sole discretion of the CFI.

0 days - for student pilots on the taildragger course.

7 days - For pilots with less than 10 hours on Extra and no previous tailwheel experience

14 Days - For pilots with between 10-20 hours on Extra and no previous tailwheel experience, or for pilots with less than 10 hours on Extra but who have a reasonable level of previous tailwheel experience

21 Days - For pilots with 20 or more hours on Extra

30 Days – For pilots with an extensive background in high performance and taildragger aircraft.

The above requirements are specific to the Extra 200 or 300. Therefore, your currency requirements must be met in either an Extra 200 or 300. Flying other types or class of aircraft other than the Extra 200 or 300 will not count towards your currency quota.

All pilots will be required to undergo a brief 6 monthly proficiency check with a suitably qualified instructor regardless of currency levels. However, the 6 month period stated is for guidance only and may vary at the discretion of the CFI according to individual pilot's circumstances.

Cambridge Aero Club Instructors may be considered current within a period not exceeding two calendar months, or as individually agreed by the CFI.

CFI

22 Oct 08

ORDER 6 – EXTRA 200 MINIMUM TRAINING REQUIREMENTS

Minimum requirements for unsupervised solo flight in the Extra 200 for all pilots including instructors are as follows:

- CAC Differences training course complete
- Appropriate tailwheel training course complete
- Emergency Spin Recovery dual check
- Aircraft essential knowledge test complete and de-briefed
- Operational supplement read
- Complied with all other CAC administrative tasks

Student pilots must have completed a suitable course of tailwheel training prior to completion of the differences training course, although both may be undertaken simultaneously if required. A student may fly solo under supervision of an Instructor as part of a course of tailwheel, aerobatics and /or differences training following a dual stall and spin avoidance sortie. However, all supervised flight will be entirely at the discretion of the supervising Instructor who will exercise discretion according to the ability and training needs of the pilot. No pilot may carry passengers until both tailwheel and differences courses have been completed.

Pilots with previous Extra 200/300 experience gained at a training school other than Cambridge Aero Club must demonstrate an ability to complete all syllabus items within the differences training course to a satisfactory standard before they will be granted unsupervised solo flight authorisation. The first flight of any new student or qualified pilot will always be dual with the instructor flying

from the rear cockpit. Therefore, all pilots must have completed a front seat sortie followed by a rear seat check.

CFI

22 Oct 08

ORDER 7 – AEROBATIC TRAINING AREAS

3 local designated aerobatic manoeuvring areas have been created to minimise the impact of noisy operations near populated areas and to assist local Air Traffic Controllers in avoiding potential conflicts with ‘other’ traffic. Details and locations of these areas can be found in Annex G. Pilots should not exceed or reduce the stated altitude constraints quoted for each area.

Wherever possible, pilots should restrict aerobatic flying for both practice and training purposes to these areas. Pilots must enter details of which area is to be used during the flight in the Aero Club Authorisation book. Pilots should also inform local Air Traffic Control via the normal booking out procedure.

To minimise local noise impact, use of these areas should be on a rotational basis and pilots should review the authorisation book flight history for the day to determine which area is appropriate for their flight. During longer aerobatic sorties, pilots should consider relocating to another designated area to avoid causing a prolonged noise footprint in one area alone. Of course, pilots should inform local Air Traffic Control if they intend to relocate.

CFI

14 May
09

SECTION V – CHECKLISTS AND EMERGENCY PROCEDURES

All pilots must be familiar with the aircraft Flight Manuals and check-lists as used by the Cambridge Aero Club, and must abide by them. The checklists are updated at regular intervals and club members should ensure that they use a current issue. The ‘aircraft’ checklist will always be the latest version. Emergency procedures will be taken directly from the manufacturer’s approved checklist. Each aircraft is equipped with an appropriate reference.

Regardless of the nature of an emergency the pilot’s primary action must be to retain control of the aircraft.

In addition to the emergency drills contained in the emergency checklists, there may be other situations requiring a emergency procedures too protracted to incorporate into a checklist. Some of these are discussed below in order that pilots may consider their possible course of action under such circumstance

Precautionary Landing.

If by reason of becoming lost, or deteriorating weather, a pilot decides to carry out a precautionary landing away from an airfield, he must do so whilst adequate fuel remains to carry out the correct procedure. Namely:-

- a. Pick a landing area of sufficient size, with a suitable surface and free of obstructions
- b. Check wind direction and plan to land into-wind.
- c. Carry out a low pass at a safe height to check the surface condition.
- d. Carry out a precision landing, touching down at minimum safe speed.
- e. Attempt to park the aircraft in a safe, sheltered area and secure it.
- f. Report back to Cambridge Aero Club by telephone.

Ditching

Although high-wing, fixed-undercarriage aircraft have poor ditching characteristics their slow landing speed makes a successful ditching possible provided the water is reasonably calm. Touch

down should be into-wind and along the swell. If the sea -state makes this impossible then it is best to land along any significant swell, as near into wind as possible.

When committed to ditching carry out the following checks:-

- a. MAYDAY call.
- b. Ensure lifejacket secure - but do not inflate until clear of the aircraft.
- c. Ensure safety straps very tight.
- d. Unfasten doors.
- e. Loosen neck-ties and other tight clothing.
- f. Brace immediately before touchdown.
- g. When aircraft comes to rest escape by any available means. Assist other occupants if possible.
- h. Inflate lifejackets when clear of aircraft.
- i. Inflate and board the liferaft (if carried).

NOTE: It is strongly recommended that pilots who intend to make long over-water flights receive professional survival training. If sufficient numbers are interested the CAC is prepared to arrange such training. Pilots should refer to the CAC manager for details.

Radio Failure at Cambridge Airport

Check the following:-

- Correct frequency set, reselect, check position of ‘.5 switch’.
- Volume to maximum and squelch to minimum.
- Microphone and headset plugs secure.
- Try another frequency
- COMS circuit breaker.
- Hand microphone and speaker.

If no “click” heard when Tx button pressed it is possible that your transmit button is stuck on. To avoid jamming other users, transmit “blind” that you suspect this problem, then switch off your radio and proceed as for complete radio failure

For complete radio failure:

- Outside circuit - Set transponder to 7600.

Cambridge Aero Club Ltd - Flying Order Book
Section 5 – Checklists and Emergency Procedures
Overfly airfield at 2000 ft or 200 ft below cloud base, keeping a good
lookout for other traffic. Establish runway in use.

Let down to 400 ft on dead side. Attract ATC attention by use of throttle
and rocking wings. At end of runway climb to 1000 ft and carry out a
normal circuit. Observe ATC tower or caravan for green light to approve
landing.

Within circuit - Carry out normal circuit with a go-around at 400 ft. Rock wings and
proceed as above.

After Landing - Proceed with caution. If in doubt vacate active runways,
shutdown and wait for assistance.

CFI

1 Jul 05

SECTION VI - RULES OF THE AIR AND AIR TRAFFIC CONTROL (ATC)

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These orders are issued in amplification of those contained in "Aerodrome Rules and Regulations" and when at variance with the "Aerodrome Rules", the following are to be taken as the overriding instruction.

ORDER 1 - AERODROME OPENING HOURS

The aerodrome is open from 0900 to 1800 local time seven days a week. Club flying will normally be restricted to these times. Under special circumstances, and only with the approval of the CFI, flying may take place outside normal hours. However, ATC and fire cover must be available and willing to accept the aircraft movement. No circuit flying is to take place outside normal operating hours.

CFI

1 Jul 05

ORDER 2 - TAXYING PROCEDURES

Taxyng is restricted to the concrete and mown grass taxyways. Aircraft are not to be taxied across the rough grass areas, as they are not inspected by ATC and may contain hazards, nor on the mown vehicle strip on the north side of, and parallel to, the main runway.

R/T clearance must be obtained from ATC before crossing the main runway. Even when light aircraft are using the grass runways the main runway is used by large aircraft.

CFI

1 Jul 05

ORDER 3 - SIGNALS AND INSTRUCTIONS FROM ATC

Cambridge is a radio controlled airport with no signals square. Non-radio operations are not permitted.

In the event of a radio failure whilst airborne pilots may return to the airfield in VMC and carry out the standard R/T failure procedure, as listed in Section 5 of these Orders. ATC will give standard light signals from the control tower.

CFI

1 Jul 05

ORDER 4 - CIRCUIT PROCEDURES

Variable circuit directions are in force at Cambridge. Normally, runways 05 and 10 will be right-hand, and 23 and 28 will be left-hand.

For FW light aircraft the circuit height is 1000ft QFE, for helicopters 700ft QFE, and all other aircraft 1500ft. Low level circuits (nominally 600ft QFE) and high circuits for PFLs (up to 1500ft QFE) require prior approval from ATC. The normal rejoining procedure is overhead at 2000ft for a descent on the dead side to circuit height. Other types of rejoin are subject to approval from ATC. If cloud base prevents a rejoin at 2000ft, pilots are to advise ATC.

Simultaneous parallel operations are permitted for light aircraft on the main runway and grass runway 05/23. However, due to wake vortex considerations parallel operations will not be permitted when aircraft larger than Citation size are using the main runway.

There is no dead-side for grass runway 05/23, and when taking off or going-round pilots should climb straight ahead and avoid the main runway centreline.

CFI

1 Jul 05

ORDER 5 - LOCAL FLYING AREA

A map showing the local flying area is displayed in the Flight Planning Room. When pilots are authorised for local flying they are to remain within that area. Within the Local Flying Area there are several active airfields, controlled airspace, private flying strips and areas where other aerial activities take place. It is the aircraft captain's responsibility to remain clear of these areas

Special care should be exercised in the vicinity of Cambridge airfield approach lanes, there may well be aircraft involved in flying instrument approach procedures in both VMC and IMC to runways 05 or 23. The locations of the approach lanes are 020 deg M to 080 deg M, and 200 to 260 deg M from Cambridge airfield to a distance of 12 miles and up to indefinite height

Other areas of significant aerial activity within the local area are:

1. Duxford - Frequent displays and practises by high performance aircraft takes place and aircraft should avoid flying within 2 nm of the airfield
2. Bourn - An active airfield with flying club. A normal ATZ exists.
3. Little Gransden - An active airfield with ATZ. Aerobatics often take place.
4. Gransden Lodge - very active gliding site up to 3000 ft AAL
5. RAF Wyton - Very active military flying training ATZ radius 2 1/2 miles
6. RAF Lakenheath - Very active MATZ to 3000 ft AAL, combined with, and controls Mildenhall.
7. Chatteris - Freefall paracute site to 15000ft, very active
8. Sutton Meadows - Microlight airfield
9. Old Buckenham – Parachuting to 15,000ft

CFI

1 Jul 05

ORDER 6 - PROHIBITED, DANGER, AND SENSITIVE AREAS

- CAMBRIDGE Except when taking-off or landing pilots are to keep clear of Cambridge City unless they are flying above 2000 ft.
- NEWMARKET Pilots are not to fly at a height below 2000 ft in an area enclosed by a circle of 3nm radius centred on 52.15 N - 000.24 E .This restriction does not apply to aircraft carrying out an instrument approach to runway 23 at Cambridge .
- WICKEN FEN Pilots are not to fly at a height below 2000 ft in an area enclosed by a circle of 2 nm radius centred on 52.18 N - 00.17 E.
- MULLARD RADIO TELESCOPE Avoid over-flight of the radio telescopes situated to the south-west of Cambridge.
- DANGER AREA D208 (Stanford PTA) D208 is situated north of Thetford and is active continuously up to 2500ft and by NOTAM up to 7500 ft. The state of the area may be obtained from Lakenheath on the CMATZ frequency.

CFI

1 Jul 05

ORDER 7 - LOOK-OUT NEAR AND WITHIN THE CIRCUIT

The area in and around the Cambridge circuit is often extremely busy. There may be fixed-wing and helicopter activity in the visual circuit, on instrument approaches and in transit. Although all traffic should be in contact with ATC there is no area radar cover available and exact location of traffic is not always known. Pilots are to maintain a sharp lookout at all times and should consider carrying a dedicated lookout/safety pilot if involved in activities likely to require high work-loads. (Note: there is a legal requirement to carry a suitably qualified safety pilot /lookout when practising instrument flying)

CFI

1 Jul 05

ORDER 8 - ACTION AFTER LANDING

After landing pilots are to vacate the runway without undue delay. Normally they should vacate onto a taxiway or runway. However, they should not enter another runway without permission from ATC. If landing on grass runway 05/23 they should vacate and hold clear of the main runway until instructed to cross by ATC.

CFI

1 Jul 05

ORDER 9 - USE OF RT

Use of RT is mandatory at Cambridge airport. Pilots are reminded that they must be in possession of a valid RT Licence or be a student pilot under the supervision of a flying instructor.

The RT can become very congested at busy times. Pilots must keep a continuous listening watch, listen out before transmitting, use correct phraseology and be as brief as possible consistent with safety.

CFI

1 Jul 05

ORDER 10 - LOCAL NOISE ABATEMENT

All pilots should read and, and be familiar with the noise abatement procedures stated in the AIP. Compliance with these procedures is mandatory. The city of Cambridge, together with its environs is a particularly noise sensitive area, and pilots violating noise abatement procedures will be reported to the Airport Director. Consistent offenders will be banned from using Cambridge airport.

CFI

1 Jul 05

ORDER 11 - OUT OF HOURS OPERATION

Club members may operate club aircraft, in daylight hours only, when ATC is closed, provided they have agreement to do so from the Airport Director. They must re-read this order and read, complete and sign the Pro-forma titled Conditions Of Use - Cambridge Aerodrome Out of Published Hours.

Out of Hours Flying :

1. "Solo" only. Passengers can be carried, but no instructional flying.
2. The Pilot must be a PPL holder, and be current (both legally and by the Club Rules.)
3. Flights must be authorised by the Club in the normal way.
4. Radio calls must be made in the usual way.
5. After the flight:
 - 5.1 Lock the aircraft.
 - 5.2 Complete the Technical Log as normal and leave a separate sheet with the Chock to Chock times recorded.
 - 5.3 Leave the Key with the Technical Log in the main Security Office.
6. Arrange payment method with CAC operations.

CFI

1 Jul 05

ORDER 12 - REQUIREMENT TO ABIDE BY CONDITIONS OF AERODROME LICENCE

It is a legal requirement of the ANO for all pilots and users to abide by the conditions of the Aerodrome Licence. Breaches of these conditions could result in the licence being withdrawn, and will be regarded as grounds for banning the offender from Cambridge Airport.

CFI

1 Jul 05

ORDER 13 - INFRINGEMENTS OF CONTROLLED AIRSPACE

Although Cambridge Airport is situated in Class G airspace there is both Class A and D airspace close by laterally and vertically. Particular care must be taken not to enter such airspace without permission from the appropriate controlling authority. If any pilot knows or believes that such an infringement has taken place he is to report the fact to Cambridge ATC or a CAC instructor, or if neither is available, to the ATC unit controlling the airspace where the infringement took place.

CFI

1 Jul 05

SECTION VII – ACCIDENT, INCIDENT AND AIRPROX

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ORDER 1 - ACTION IN THE EVENT OF AN AIRCRAFT CRASH

If an aircraft is seen to crash every attempt should be made to obtain assistance, and if possible provide help. If possible advise ATC by whatever means available, giving location, aircraft type and any other relevant information.. If unable to contact ATC, inform the police.

Should an aircraft be seen to crash from the air, transmit a MAYDAY call on the frequency in use with all available information.

CFI

1 Jul 05

ORDER 2 - REPORTING OF NOTIFIABLE ACCIDENTS

The law requires that any notifiable accident is reported by the captain, or the operator of the aircraft if the captain is killed or incapacitated.

A notifiable accident is one which occurs between the time when any person boards an aircraft with the intention of flight and such time as all persons have disembarked, and in consequence of the accident:

Any person suffers death or serious injury while in or upon the aircraft or by direct contact with the aircraft or anything attached thereto; or

the aircraft receives substantial damage.

Full details of how to report an accident are in the AIRFIELD INCIDENT folder at the GA Operations Desk. If the office is closed contact Air Traffic Control.

CFI

1 Jul 05

ORDER 3 - REPORTING OF OCCURRENCES

In addition to accidents, there is a requirement to report lesser occurrences, namely:

Airprox. If a pilot considers his aircraft has been endangered by the proximity of another aircraft to the extent that a risk of collision existed, he should submit an Airprox report. The details should be passed by R/T or telephone to the Air Traffic Unit being used at the time, or if no service was being received, to the nearest unit after landing.

The report should be confirmed within 7 days in writing on the appropriate form, copies of which are available from the GA office or ATC.

Bird Strike Bird strikes should be reported, regardless of whether or not damage is caused, in order that statistics be gathered. In addition to submitting the Report (obtainable from GA or ATC), whenever possible the bird remains should be handed to ATC.

CFI

1 Jul 05

SECTION VIII – LIST OF ANNEXES

- Annex A – Terms and Conditions (Club Regulations)
- Annex B - Health and Safety (Marshall Aerospace Regulations)
- Annex C – CAC Authorisation OUT BRIEF
- Annex D – Parachute Briefing Card
- Annex E – Night Emergency Procedures
- Annex F – FOD Awareness and Prevention
- Annex G – Aerobatic Training Areas

ANNEX E TO CAC FLYING ORDER BOOK

NIGHT FLYING EMERGENCY PROCEDURES

Navigation/External Light Failure

Inform ATC, return to Cambridge, fly a normal circuit making R/T calls in correct positions, make a normal landing and vacate.

Internal Lights Failure

All pilots must carry a suitable torch that can be directed at the instrument panel, particularly the ASI, without interfering with their ability to control the aircraft. Instrument lights and cabin dome lights are on different switches and circuits so manipulation of the switches may provide some internal lighting.

R/T Failure

Make all normal R/T calls, join to fly level along the dead side at not less than 500 ft agl flashing landing/taxi lights. Climb to normal circuit height, carry out normal approach and expect green lamp signal from ATC on finals. If no light repeat 500 ft flyby. ATC will advise any other circuit traffic and will make 'blind' calls to subject aircraft.

Total Electrics Failure

Total electrics failures is a very rare event but, should it occur, presents the pilot with a series of issues. Not only have the external and internal lights failed, but the radio and nav systems are inoperative, the fuel gauges and warnings are inoperative and the flaps are stuck in the position they were in at the moment of failure. Approach the airfield to join level on the dead side at not less than 500 ft agl and attempt to attract the attention of ATC using the engine note. Complete a normal circuit and hope for a green lamp signal from the tower. If none is apparent the pilot will have to decide the relative dangers of landing without authority, or continuing to fly in a probably busy area, unseen by other aircraft and reliant upon a single torch.

ATC Lights Failure

The approach lights and PAPI's are useful but not essential. Runway lights will always have a back-up power system so their loss will be temporary. Even at a very late stage in the approach do not be tempted to continue to an unlit runway. By the time a further circuit has been completed the runway lights - maybe a limited array - will be operating.

Engine Failure

Most engine failures are the result of mismanagement. Adopt the glide and check fuel and ignition systems and attempt a restart. Transmit a short MAYDAY call, aim for a dark area, switch on all external lights and hope for the best.

ANNEX G TO CAC FLYING ORDER BOOK

AEROBATIC DESIGNATED TRAINING & PRACTICE AREAS

(Refer to chart diagram)

Whisky 1 / Bar Hill

Altitude block 2000' agl – 6000' agl

Location: Situated immediately north of Bar Hill and NNE of the A14. Bounded on the eastern side by the single carriageway road to Longstanton and Willingham.

Considerations: Avoid 'breaking out' during manoeuvres over local villages Longstanton, Bar Hill and Swavesey. Be aware of traffic on route to or departing from EGSC from the west or east following A14. Be aware of occasional aerobatic traffic from nearby Wyton. Be aware of low level traffic to and from Bourn airfield.

Echo 1 / Six Mile Bottom

Altitude block 1000' agl – 4000' agl

Location: Situated SSW of the A14/A11 interchange. Bounded on the western side by tall high voltage power lines running north/south and on the eastern side by the A11. The southern boundary is marked by the Six Mile Bottom/Little Wilbraham minor road.

Considerations: Avoid straying west during manoeuvres toward local villages of Little Wilbraham and Great Wilbraham. Be aware of IFR traffic on route to or departing from EGSC from the east. Also, procedural traffic descending from the CAM NDB on an easterly track through 2000' QNH. Be aware of lower level VFR traffic heading east or west to and from EGSC including helicopter training flights and the possibility of light jet traffic on a very wide circuit at EGSC.

Echo 2 / West Wrattling

Altitude block 1000' agl – 4000' agl

Location: Situated SE of the A11 north of Little Abington. Bounded on the south, south western side by a prominent hedge line and disused railway track and on the north, north eastern side by the minor road to West Wrattling which joins the A11 at the northern corner of the practice area.

Considerations: Avoid straying south during manoeuvres toward local village of Little Abington or west towards West Wrattling. Be aware of controlled airspace above – LTMA class A @ 5500' + Avoid loitering over local inhabited farm houses.