



Local Procedures

Issue 1

CONTENTS

1 Competition Information	4
1.1 Introduction	4
1.2 Dates	4
1.3 Task Groups	4
1.4 Contact Information	4
1.5 Radio Channels	5
1.6 Communications	5
1.7 Registration	5
1.8 Competition Officials	6
1.9 Stewards	6
1.10 Fees & Payments	6
2 Rules & Procedures	7
2.1 Competition Rules	7
2.2 First Briefing	7
2.3 Pilot Safety Committee	7
2.4 Daily Procedures	8
2.4.1 Briefing	8
2.4.2 Launching	8
2.4.2.1 Launch Grid	8
2.4.2.2 Towing to the Grid	9
2.4.2.3 Vehicles on the Grid	10
2.4.2.4 Radio Checks	10
2.4.2.5 Aerotow Release Checks	10
2.4.2.6 Release Zones	10
2.4.2.7 Relight Procedure	10
2.4.2.8 Self-Relight Procedure	11
2.4.2.9 Noise Abatement	11
2.4.3 Starting	12
2.4.3.1 Cloud Flying	12
2.4.4 Finishing	13
2.4.4.1 Radio Calls	13
2.4.4.2 Finish Heights & Airmanship	13
2.4.4.3 Landing	13
2.4.4.4 Approaching from the North	14
2.4.4.5 Approaching from the South	15
2.4.4.6 Recovery to Parking Areas	16
2.4.4.7 Airfield Boundary	16
2.4.5 Control	17
2.4.5.1 Notification of P2 and Team Pilots	17

2.4.5.2 Notification of Withdrawal	17
2.4.5.3 Notification of Early Return	17
2.4.5.4 Notification of Landouts	17
2.4.6 Scoring	18
2.4.6.1 Submission of Flight Recorder Evidence	18
2.4.6.2 Flight Recorder Time Intervals	18
2.4.6.3 Flight Recorder Calibration	18
2.4.6.4 Publication of Flight Recordings	18
2.4.6.5 Waypoint Files	18
2.5 Glider Technical Compliance	19
2.5.1 Technical Inspection	19
2.5.2 Engine Operation Verification	19
2.5.3 FLARM	19
3 Airspace	20
3.1 Airspace Files	20
3.2 Permanent Penalty Zones	20
3.3 Aldermaston & Burghfield	20
3.4 Aerodrome Traffic Zones (ATZs)	21
3.5 Cotswold Airport (Kemble)	21
3.6 Highgrove House	22
3.7 Raymill House	22
3.8 Bath Gap	23
4 Domestic Information	24
4.1 Airfield Access	24
4.2 Speed Limit	24
4.3 Trailer Parking	24
4.4 Water Ballast	24
4.5 Battery Charging	24
4.6 Electric Vehicles	24
4.7 Camping	25
4.8 Catering & Bar	25
4.9 Internet Access	25
4.10 Sanitation	25
4.11 Security	25
5 Appendices	26
5.1 Airfield Map	26
5.2 Domestic Facilities Map	27

1 Competition Information

1.1 Introduction

Welcome to the UK 18m & 20m Multi-Seat Nationals and Cotswold Regionals at Aston Down.

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 June and a last possible contest day on Sunday 28th June.

There is no official practice period, however the airfield will be available to competitors from Saturday 13th June 2026. Please advise the competition organisation if you intend to fly from Aston Down before the competition. Pilots and visitors should obtain appropriate briefings and/or check flights from the duty instructor before flying.

1.3 Task Groups

The competition will be made up of the following task groups:

- 18m Nationals
- 20m Multi-Seat Nationals
- Cotswold Regionals

1.4 Contact Information

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

Useful links:

Competition website: cotswoldcomps.co.uk
Robocontrol: control.cotswoldcomps.co.uk
Soaringspot: soaringspot.com/aston-down-2026

Telephone numbers:

Control: 01285 702 102
Club office: 01285 702 100

Please note that routine landouts should be reported through Robocontrol as described in [2.4.5.4 Notification of Landouts](#).

1.5 Radio Channels

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

Start: 130.405 (prefix calls with “Aston Down Start”)

Safety: 130.405 (competition situational awareness)

Finish: 118.665 (prefix calls with “Aston Down Finish”)

Airfield: 118.665 (launching and relights, prefix calls with “Aston Down Launch”)

Note that the airfield channel will be used for all landings (including finishes, landbacks and relights), in order to ensure situational awareness between competition and local traffic.

Pilots may use channels 130.105 and 130.130 for on-task situational awareness and team flying.

1.6 Communications

The primary method of communication with pilots will be via WhatsApp message. Details of the WhatsApp community will be shared with pilots by email and on arrival.

Text messages may be used as a backup and to contact individual pilots directly, so it is essential that pilots enter their mobile number into Robocontrol as part of registration. Pilots may also enter a mobile number for their crew.

We will endeavour to inform competitors of important competition information via WhatsApp, Robocontrol, and the competition website.

1.7 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 rules and the local rules associated with the competition. Online registration opens on Saturday 13th June and must be completed before 12:00 on Friday 19th June 2026.

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.

1.8 Competition Officials

Director:	Matt Page
Deputy Director:	Brian Birlison
Task Setting:	Dan Hayday
Meteorology:	Brian Birlison
Airspace:	Max Lazenby
Launch Master:	Matt Pateman
Tug Master:	Ian Lane
Scoring:	Evan Hill
Safety Officer:	David Edwards

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 specialty in the competition organisation.

1.9 Stewards

The stewards for this competition are:

Ed Foxon
John Tanner
Oliver Ramsay

1.10 Fees & Payments

The competition entry, launch and facility fees are listed below. Pilots are reminded that the deadline for entry fee payments is 17th May 2026.

Entry fee (Nationals):	£325
Entry fee (Regionals):	£130
Aerotow:	£49
Self-launch:	£15
Camping:	Free
Camping electricity:	£40 per caravan/tent

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

The team is working hard to keep the aerotow costs as low as possible. Note that aerotow fees may change (decrease or increase) if fuel prices change significantly during the competition.

2 Rules & Procedures

2.1 Competition Rules

The competition will be conducted in accordance with the BGA competition rules for 2026, 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 2025 and 2026.

The current version of the BGA Rules for Rated Competitions 2026 can be downloaded here: <https://members.gliding.co.uk/library/competition-rules/bga-competition-rules>

2.2 First Briefing

The first competition briefing will be at 09:30 on Saturday 20th June in the glider workshop. If gliders are required on the grid before briefing, an announcement will be made at approximately 08:00 via WhatsApp message and on the notice board in the entrance to the tower.

In accordance with the BGA competition rules, the first briefing will include a mandatory safety briefing. Pilots who are unable to attend the first briefing must inform the Director at the earliest opportunity so that a separate briefing can be arranged.

2.3 Pilot Safety Committee

The Pilot Safety Committee (PSC) serves an important function in the safe running of gliding competitions. The role of the PSC is described in section 5.1.1 of the BGA competition rules.

Competitors are invited to nominate themselves and other competitors to serve on the PSC. Nominations must be sent by email to comps@cotswoldgliding.co.uk by Friday 12th June, so that the nominees can be consulted and selected. The PSC members and reserve will be announced in the first briefing.

2.4 Daily Procedures

2.4.1 Briefing

Briefing will be held in the glider workshop, usually at 10:00 daily. A morning announcement will be made via WhatsApp message detailing the time of briefing plus information about the grid setup if gliders are expected on the grid before briefing.

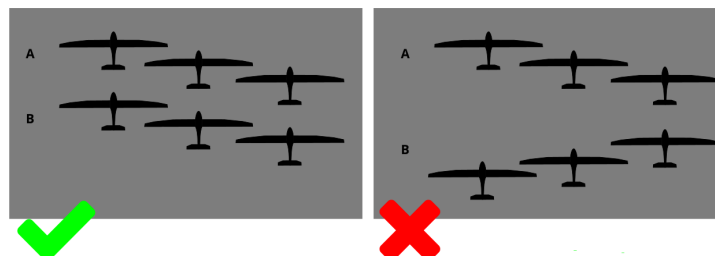
2.4.2 Launching

2.4.2.1 Launch Grid

The launch grid is expected to rotate each day, with the 18m and 20m classes alternating to occupy the first and second position. However, the Director reserves the right to vary the positions of the grids for safety or operational reasons. The grid order for each task group will be published on Robocontrol and gliders will stay on the same assigned grid row throughout the competition.



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.

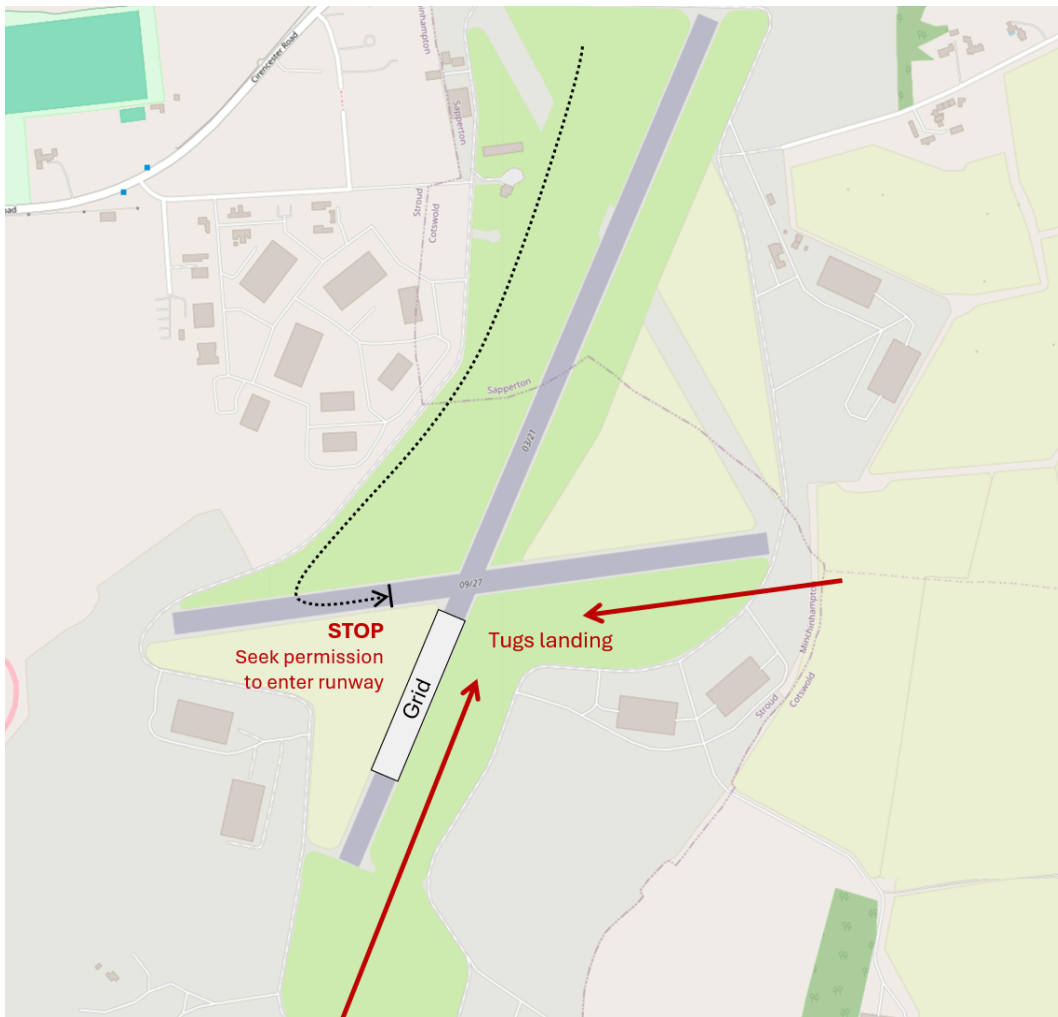


2.4.2.2 Towing to the Grid

All competing gliders must be on the grid before the grid closing time. The grid closing time is announced via WhatsApp message in the morning. In the event of force majeure delaying tow out (e.g. essential repairs to a glider or equipment), pilots must receive permission from the Director or their representative before towing to the grid.

When launching from the north end of the airfield, gliders must not be towed out during launching. This is to keep the grass landing area between the glider parking area and runway clear during launching. Late tow-outs must wait at the glider parking/rigging area until permission is granted to tow out.

When launching from the south end of the airfield, gliders may be towed out during launching via the designated tow-out route along the west side of the airfield following the boundary fence. Gliders must stop short of the main runway (holding point indicated below) and seek permission to proceed onto the main runway and primary landing areas.



2.4.2.3 Vehicles on the Grid

Competitors must ensure that crews have read the towing out and retrieving instructions before driving onto 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 tower or campsite parking areas. When flying from the south end, vehicles may alternatively be parked at the designated parking area to the west of the perimeter road.

The runway must be considered active once the grid has closed. After this time, vehicles are not permitted to drive on the main runway and must only drive to the grid via the perimeter road.

Note that the grass route along the western boundary is only for glider tow-outs and retrieves. Pilots should allow sufficient time to drive to the grid using the tarmac perimeter road.

2.4.2.4 Radio Checks

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

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.

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 Release Zones

The release zones for each task group will be notified prior to launch which must be observed by self-launching gliders. An additional airspace file containing the release zones and self-relight engine starting area is available on the competition website.

The Director may change the release zones at any time before or during launching in the interests of safety and sporting fairness. Any changes to the designated release zones will be announced through the normal communication channels.

2.4.2.7 Relight Procedure

The areas for landing gliders wishing to relight are shown in the diagrams in [2.4.2.1 Launch Grid](#). Pilots should call on the airfield channel (118.665) so that other aircraft are aware of their intentions.

2.4.2.8 Self-Relight Procedure

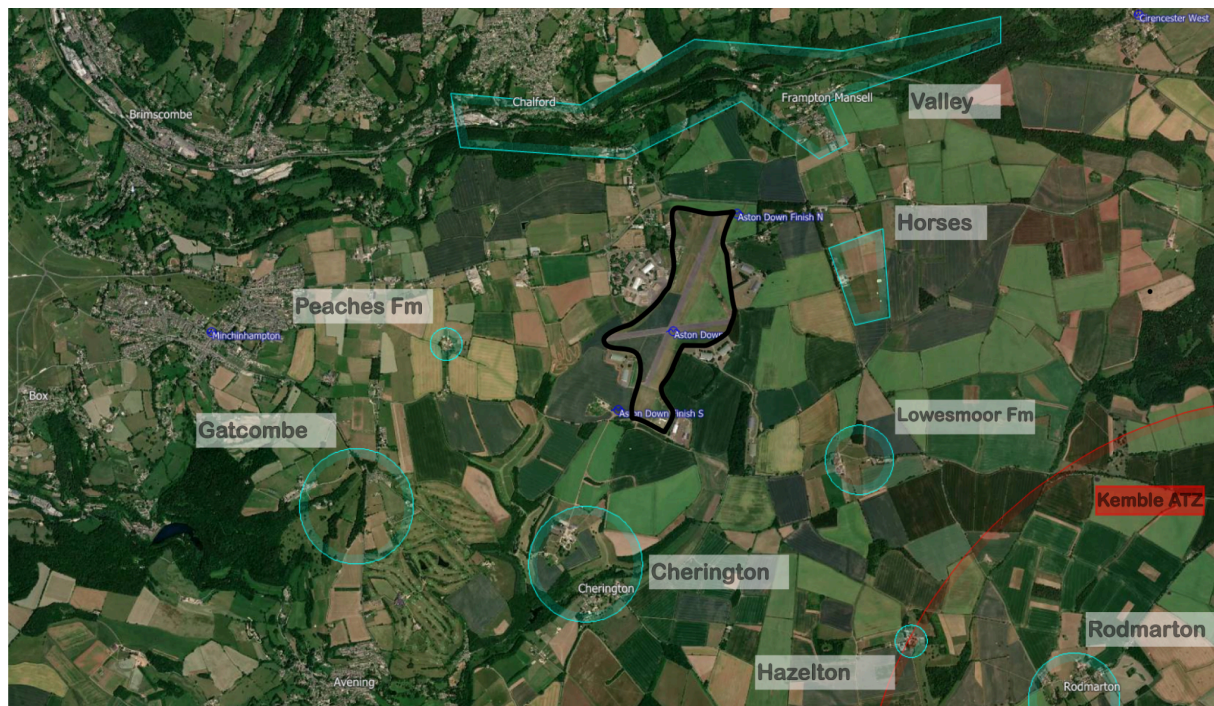
Engine equipped gliders may self-relight as described in section 5.22.4 of the BGA competition rules. Pilots of self-sustainers wishing to make use of this procedure should ensure that they are familiar with the self-launching rules which normally only apply to self-launching gliders.

The engine starting area for the purposes of this procedure is defined as a circle of 3km radius centred on the airfield (AST waypoint) below the designated release height (2600ft AMSL). The designated release zone is notified as described in [2.4.2.6 Release Zones](#). An additional airspace file containing the release zones and self-relight engine starting area is available on the competition website.

Pilots should note that the BGA rules limit the number of times the engine can be used during a single flight, which includes self-launch, engine tests, and self-relights.

2.4.2.9 Noise Abatement

Pilots of self-sustaining and self-launching gliders are asked to respect the noise sensitive areas near the airfield in order to minimise the impact on our neighbours. The noise abatement areas are shown below and are also provided in an additional airspace file which is published on the competition website.



2.4.3 Starting

The start opening time and maximum start height for each task group will be announced on the start channel (130.405).

Note that the requirement for start calls has been removed from the BGA competition rules. Pilots are therefore not required to make start calls, but may announce their start to 'Aston Down Start' on the start channel if they wish.

2.4.3.1 Cloud Flying

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

- the centre of all start zones in operation on a given day, and
- the centre of Kemble airfield (3.5NM SE of Aston Down).

Note that the cloud flying channel is 130.535.

2.4.4 Finishing

The finish ring will be centred on the AST waypoint. The radius and height will be specified on the task sheet. The landing procedure will be briefed daily, however general information about approaching the airfield is provided in this section.

2.4.4.1 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 aircraft.

- Calls must be addressed to 'Aston Down Finish'
- Calls must be made to the airfield finish channel (118.665)
- Call '10K' when 10 kilometres from the finish ring
- Call 'at the ring' when entering the finish ring

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

2.4.4.2 Finish Heights & Airmanship

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, 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).

Competitors should be particularly mindful of the A419 main road to the north of the airfield.

2.4.4.3 Landing

The runway and grass landing areas marked in green on the illustrations below are all landable. Note that crossing from one surface to another is not recommended, as the edges of the hard runways are uneven and may cause damage to gliders.

The east end of the cross runway and the adjacent grass area are also available for landing. Gliders landing in this direction must stop short of the landing area for the primary landing direction (as shown by the black line) to avoid conflicting with the primary landing direction.

2.4.4.4 Approaching from the North

The straight-ahead landing options to the runway and grass landing areas are shown below. Pilots should aim to land long to leave space for other gliders to land behind.

Gliders unable to land straight-ahead following the finish should fly a suitable circuit onto one of the approaches indicated, fitting in with other traffic already on approach. Pilots are requested to use the grass landing area on the same side of the airfield as their circuit and avoid crossing the runway centre line.



2.4.4.5 Approaching from the South

The straight-ahead landing options to the runway and grass landing areas are shown below. Pilots should land long to leave space for other gliders to land behind.

Gliders unable to land straight-ahead following the finish should fly a suitable circuit onto one of the approaches indicated below, fitting in with other traffic already on approach. Pilots are requested to use the grass landing area on the same side of the airfield as their circuit and avoid crossing the runway centre line.



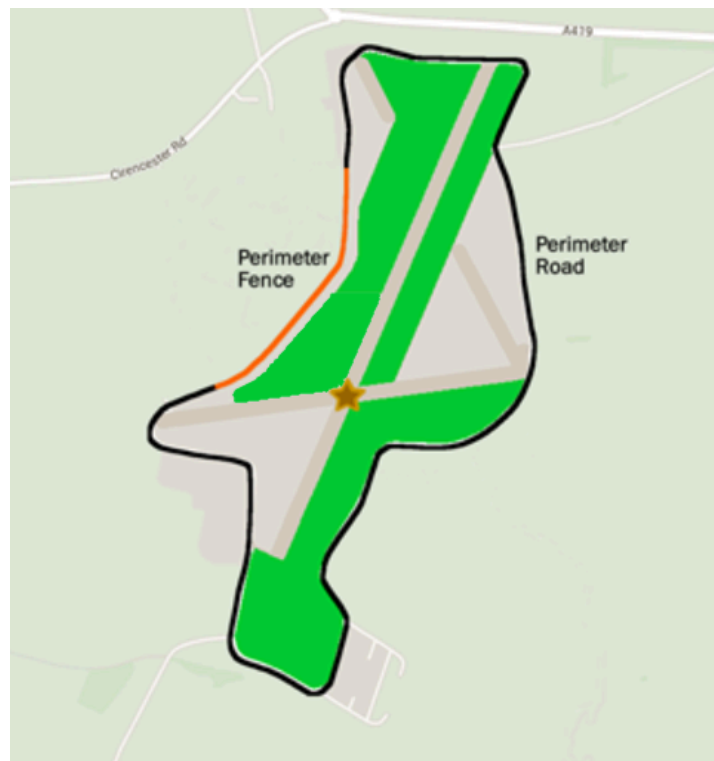
2.4.4.6 Recovery to Parking Areas

It is important that pilots and crews help to maximise the amount of airfield available to land. Gliders should be removed from the landing areas as quickly and safely as possible, particularly at the choke point around the runway intersection.

Pilots and crews should follow the retrieve routes indicated on the illustrations above when towing gliders back to the parking areas, taking extra care when crossing active landing areas.

2.4.4.7 Airfield Boundary

For the purposes of this competition, the Aston Down airfield boundary is defined as the paved perimeter road commencing at the tower then heading clockwise around the north, east, south and west boundaries as far as the threshold of runway 08. The boundary then continues as the fence line between the threshold of runway 08 and the tower.



2.4.5 Control

2.4.5.1 Notification of P2 and Team Pilots

Each day, two-seater and team entries must provide the names of the pilots who are going to fly the glider. This information should be submitted on Robocontrol. If the nominated pilots change before launch, the entry in Robocontrol must be updated accordingly.

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 two-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 Aston Down 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 finishing the task and must include a record of all flying, including all launches prior to start and aerotow retrieve flights.

2.4.6.2 Flight Recorder Time Intervals

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

Note that many loggers have a default interval of 4 seconds and may therefore require their settings to be updated before the competition.

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 specifically requests by email 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.

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

Gliders with a means of propulsion (i.e. self-launching or self-sustaining) must have a flight recorder installation that is approved for detecting its operation. It is the pilot's responsibility to ensure that the flight recorder is installed in such a position that use of the engine or motor, even at low power settings, is clearly recorded. This is particularly relevant to electric and jet engines.

On the first competition day, pilots must run their engine/motor after launching and prior to starting to verify detection of the means of propulsion. 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.

Pilots should note the updated BGA competition rules relating to flight recorders (section 5.5.2) and engine testing (section 5.22).

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 at cotswoldcomps.co.uk/airspace.

3.2 Permanent Penalty Zones

The following are designated permanent penalty zones for the duration of the competition:

- D129 / Weston-on-the-Green DZ
- Hinton-in-the-Hedges DZ
- Langar DZ
- Sibson DZ
- Chatteris DZ
- Dunkeswell DZ
- Oxford ATZ

Additional penalty zones and exemptions to the above list will be stated on the task sheets.

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)

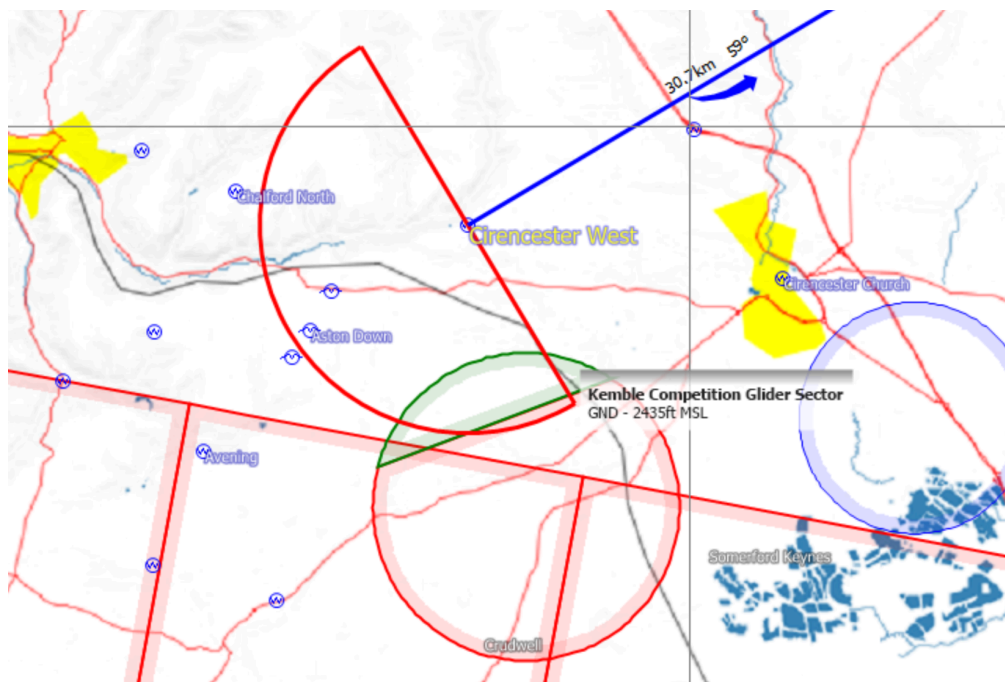
ATZs are not penalty airspace for this competition, with the exception of Oxford ATZ which is a permanent penalty zone. Pilots are reminded that they must comply with the Rules of the Air and demonstrate good airmanship at all times; permission must be obtained from ATC (or two-way radio communication established for AFIS/AGCS) before entering an ATZ.

3.5 Cotswold Airport (Kemble)

The setting of tasks through the Kemble ATZ will be avoided as far as possible. In the event of inbound or outbound routes necessitating routing through the ATZ, the organisation will liaise with Cotswold Airport to ensure that they will facilitate transit.

The competition has access to a part of the Kemble ATZ known as the Competition Glider Sector, which may be entered without reference to the AFIS unit at Kemble. The status of this sector will be briefed daily and will be included in the competition airspace file.

Pilots should note that some start sectors (such as Cirencester West as shown below) may overlap with the remaining part of the ATZ that is not covered by the Competition Glider Sector. Pilots are discouraged from entering the remainder of the Kemble ATZ before the start, as the number of gliders trying to gain access could cause an unacceptably high workload to the pilots operating inside the remainder of the ATZ.

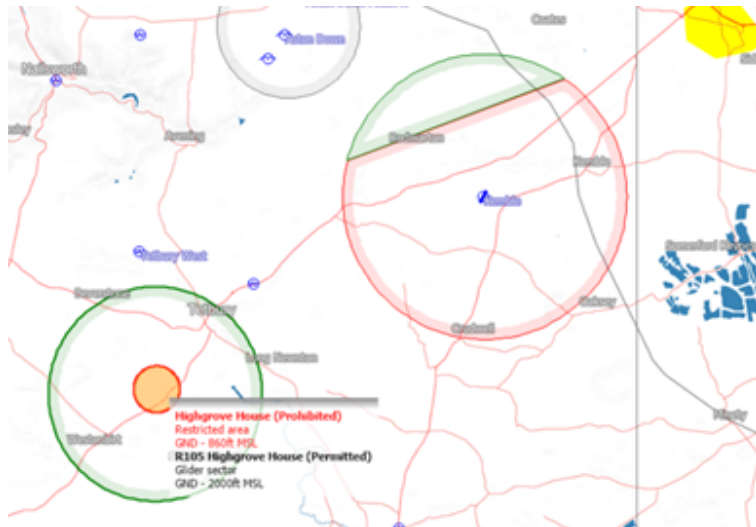


3.6 Highgrove House

Cotswold Gliding Club has a letter of agreement granting access to the Highgrove (R105) restricted area outside of the household boundary.

The inner 'Highgrove House (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.

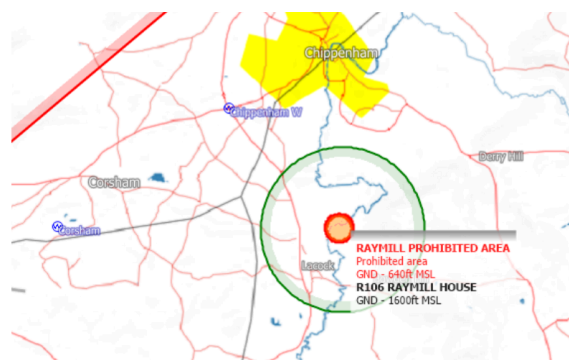
In the event of a landout inside R105, pilots must telephone Competition Control in addition to recording their landout on Robocontrol.



3.7 Raymill House

Cotswold Gliding Club has a letter of agreement granting access to the Raymill (R106) restricted area outside of the household boundary.

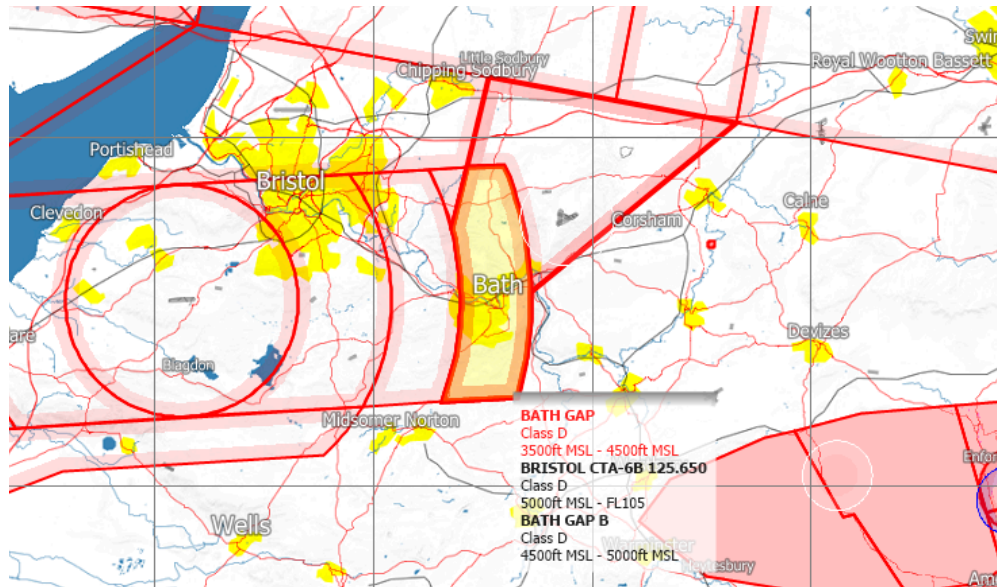
The inner 'Raymill House (Prohibited)' area is a penalty zone for the duration of the competition. The outer area will not incur any penalty. Both the inner and outer areas are included in the competition airspace file.



3.8 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 yellow highlighting in the figure below shows the Bath Gap. Should this be activated, 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 Aston Down is through the gliding club gate from the A419 at the east side of the airfield (near the Jolly Nice Cafe). There is no access to the gliding club through the west gate. The postcode for the east gate is GL6 8HX.

The airfield is fitted with security gates. There will be a separate message for competitors with instructions on the use of the security gates.

4.2 Speed Limit

Competitors and crews must observe the airfield speed limit of 20mph. This is particularly important in view of the number of children and dogs on the airfield during the competition.

4.3 Trailer Parking

Glider trailers are to be parked on the disused runway as indicated in [5.2 Domestic Facilities Map](#). Additional trailer parking is available along the western boundary fence. Trailers must not be parked beyond the designated points at either end of the trailer lines to allow access to the club hangars.

Gliders and rigging equipment must be kept clear of the airfield landing areas. During the competition period, competitors' gliders must not be parked in the club hangar or near the windsock in front of the tower and members' caravan site.

4.4 Water Ballast

Rapid flow tanks for water ballast are located on the shipping container near the briefing room (glider workshop). 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 room. Pilots are requested not to use the electricity supply in the campsites to charge glider batteries.

4.6 Electric Vehicles

Electric vehicle charging can be accommodated subject to agreement. Pilots and crews wishing to charge their vehicle must speak to Control before using the electricity supply to charge their vehicle.

4.7 Camping

The camping areas are located on the grass to the west of the disused runway and to the north of the workshops. Toilets and showers are available in the tower, with additional facilities near the workshops.

The club has a campsite electricity supply for use by competitors. There will be a small charge of £40 (around £4 per day) for all users of the electricity supply, which will apply to all caravans and tents whether connected directly to an outlet or through a splitter.

Visitors are asked to keep noise to a minimum after 22:00, particularly in the north campsite by the workshops.

4.8 Catering & Bar

The restaurant in the tower will be open every competition day from 08:00. Sandwiches, snacks and drinks will also be available throughout the day.

The club accepts credit/debit card and cash payments in the restaurant and bar. We additionally offer RoboPay payment cards to competitors and crews which attract a 10% discount on all drinks and snacks in the bar. All competitors can request RoboPay cards for themselves and their crew for £2 per card, which will be linked to the pilot's Robocontrol account. Cards from previous competitions can be reactivated free of charge.

Competitors can view and top-up their accounts at cotswoldcomps.co.uk/robopay.

4.9 Internet Access

WiFi is available in the tower and in large parts of the camping area. 4G/5G coverage is also very good on the airfield.

4.10 Sanitation

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

4.11 Security

Cotswold Gliding Club cannot take responsibility for articles lost or stolen. The tower and airfield can be entered by the public 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

