

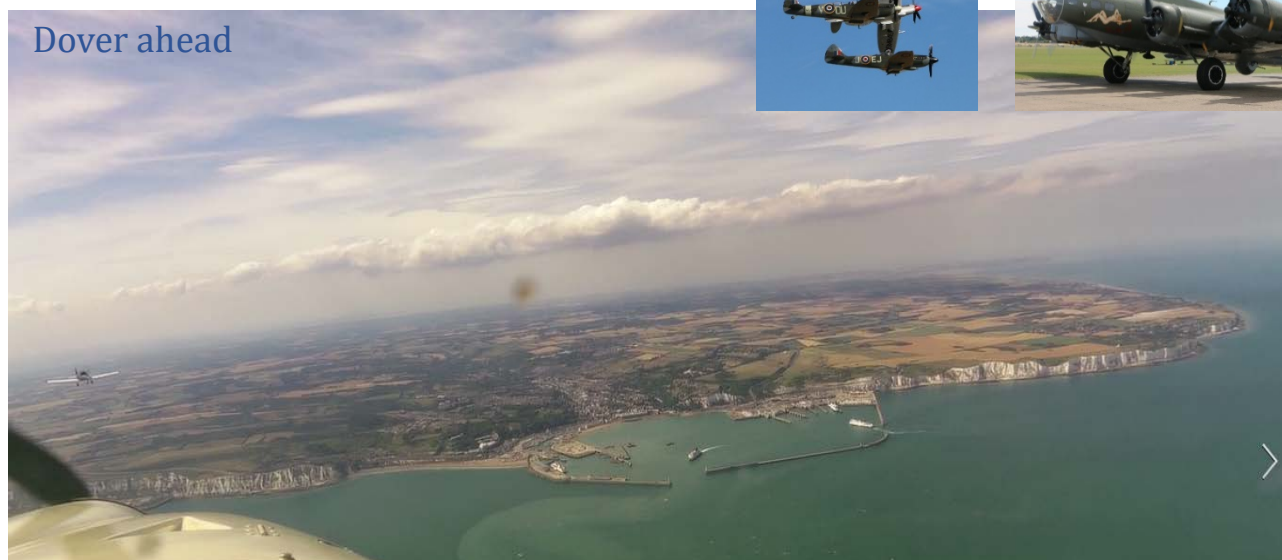
# NAVIGATION BULMF **OLD WARDEN**

19 – 21 July 2024

Estimated total distance 670 km.

[EB??-LFCA-EGKH-EGTH / EGTH-EGKH-LFCA]

1. Objective
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# 1. OBJECTIVE

Pleasant navigation to England organized by the Belgian ULM Federation and attendance to one of the legendary Old Warden meetings.

# 2. GENERAL PRESENTATION

Navigation from EB??<sup>1</sup> to LFAC (Calais, customs) and EGKH (Lashenden/Headcorn customs again!), followed by the flight to EGTH (Old Warden).



<sup>1</sup> The pre-departure concentration platform will in principle be the base with the most registered participants.

### 3. EXECUTION – AIR TRIP

#### NAVIGATION

The navigation is described in the PLOG in the appendix, with the detailed route, radio frequencies, etc. (from Skydemon). The electronic version of this PLOG will be available to all participants. This route is informative and it is up to each group of crews to prepare their own navigation and to correctly respect NOTAMs and different airspace (restricted, prohibited, etc.).

#### PLANNING

The timing below (after confirmation) will be binding, and it will be up to all crew groups to try to comply.

**! However, priority is given to safety!**

#### **19 July: ? (EB??) - Calais (LFAC) - Lashenden/Headcorn (EGKH) - Old Warden (EGTH)**

**430 km**

##### **Navigation**

EB?? <sup>1</sup> – LFAC Calais :	190 km (estimated)
LFAC Calais – EGKH Headcorn :	110 km
EGKH Headcorn – EGTH Old Warden:	130 km

*Constraints : Customs clearance at Calais (exit from Schengen) **AND** at Lashenden/Headcorn (entry to UK)*

##### **Provisional timing**

- Reception of participants at EB??: 09:00 LT (UTC+2)
- Concentration at EB??: 10:00 LT
- Briefing: 10:30 LT
- First departures from EB?? to Calais (LFAC): 11:15 LT
- Gathering in Calais (LFAC): 13:30 LT, customs, refuelling, sandwich at bar/brasserie of the airport at everyone's convenience.
- Departures to Headcorn (EGKH): 15:00 LT
- Gathering at Headcorn (EGKH): 15:30 LT, douane, refuelling (UTC+1)
- First take-offs to Old Warden (EGTH): 16:00 LT
- Arrival at Old Warden (EGTH): 17:30 LT
- Bus departure to the hotel: 18:30 LT
- Dinner at the hotel

#### **20 July: Old Warden / Shuttleworth**

##### **Activities**

Entrance to the airshow and visit of various museums on site:

<https://www.shuttleworth.org/product/summer-evening-2024/>

Lunch: at everyone's convenience on the Old Warden base (*Food Court* in accordance with the organisers of the airshow).

Dinner: @Milton Keynes (all participants)

*Exact schedule to be determined.*

#### **21 July: Old Warden (EGTH) – Lashenden/Headcorn (EGKH) – Calais (LFAC)**

**240 km**

##### **Navigation**

EGTH Old Warden – EGKH Headcorn:	130 km
EGKH Headcorn – LFAC Calais:	110 km
LFAC Calais – Homebase	

## Customs constraints: idem day 1

Return individually to home bases from Calais. **Pay attention to July 21 and its restrictive notams due to the national holiday.**

### Provisional timing

- Gathering at the Old Warden airfield (EGTH) : 09:30 LT (UTC+1)
- First take-off to Headcorn (EGKH): 10:30 LT
- Gathering at Headcorn : 12:00 LT, douane, refueling
- First take-off to Calais (LFAC): 13:00 LT
- Gathering in Calais: 13:30 LT, customs, lunch, refueling (UTC+2)
- Lunch at everyone's convenience.
- Departure to the respective airfields: p.m.

### EXECUTION OF THE FLIGHT

The navigation details will be refined according to the requirements of the different national authorities of the zones through which we transit (BE, FR, UK).

**Preliminary Leg** : Initial concentration EB?? is at the initiative of each crew.

**Leg 1, EBxx – LFAC**: Flights departing from EB?? to Calais will be done **individually** after the general briefing which all participants are required to attend.

**Leg 2, LFAC – EGKH**: the cross-channel flight to Headcorn will be carried out in **groups of 8 aircraft**. This is a specific request from the CAA (Civil Aviation Authority – UK). A leader will be designated and will be the group's "responsible" for flight information services. Specific management of the transponder and radio will be communicated later.

**Leg 3, EGKH – EGTH**: the flight to Old Warden will also be done in groups of 8 aircraft in the same way as leg 2.

Return flights will most likely be done in the same way.

Group flights are not easy. They are restrictive and require discipline from all crews. Groups and leaders will be designated based on the characteristics of the aircraft and the English language licenses of the participating pilots.

## 4. EXECUTION – GROUND TRIP

If a sufficient number of participants is registered, a bus ride for accompanying persons will be organized. The organization will be put in place as soon as a precise idea of the number of potential participants is known.

### **19 July: departure from XX to Calais – Folkestone – Old Warden**

#### Route

Bus journey, via the Channel crossing by EuroTunnel shuttle.  
Support for participants at XX and/or YY (to be determined).

#### Provisional timing

- Concentration at XX: 09:00 LT (UTC+2)
- First departures to YY: 09:15 LT
- Concentration at YY: 10:00 LT



- Second departure to Calais: 10:30 LT
- Shuttle Calais-Folkestone: xx:xx LT
- Arrival at Old Warden: 17:30 LT (UTC+1)
- Dinner: at the hotel with the group of pilots

### **20 July: Old Warden / Shuttleworth**

Entrance to the airshow and visit to the museums at Old Warden with the pilots.

### **21 July: Old Warden – Folkestone – Calais – XX / YY**

#### **Route**

Return journey, reverse of the outward journey.  
Stop at Calais airport for lunch with the pilots.

#### **Provisional Timing**

- Departure from the hotel: 08:30 LT (UTC+1)
- Departure towards dispersal locations YY and/or XX:
- Estimated arrival YY:
- Estimated arrival XX:

## 5. LOGISTICS

### ACCOMODATION

The booking at the hotel is done by the organizers of the BULMF.

Two nights are planned, in the Milton Keynes region, probably at the Mercure Hotel. Details later.

**All rooms booked** are double rooms. The budget takes this into account. For pilots alone on board, the organization is responsible for regrouping in pairs at the hotel.

### FUEL

A priori and with the information currently available (airfield website, available VAC cards, national AIP, telephone contact), there would be:

- MOGAS: @ EGKH and EGTH
- 100LL: @ LFAC

### TRANSMISSION & COMMUNICATION IN FLIGHT

The 8.33 kHz radio and transponder are in principle mandatory.

In Belgium and the United Kingdom, the aeronautical language in use is English.

In France, the French language is in principle used for the type of flight concerned by this navigation.

The complete table with codes and frequencies is given in the PLOG in the appendix (PLOG Skydemon)

### NAVIGATION MAPS and VAC OF AIRFIELDS

Various electronic maps (via the Nav App) are available.

It is prudent to also have “hard-copy” . Each crew is responsible for having up-to-date flight maps.

The VAC cards in electronic version of the airports visited (LFAC, EGKH, EGTH) will be made available to crews by the BULMF organizers.

## 6. ADMINISTRATION

### CUSTOMS ADMINISTRATION

- England is not Schengen and is no longer EU. You must go through customs or at least “customs-authorized” airports. See the definition of Certificate of Agreement Airport in the General Aviation Report Guidance. Old Warden Air Force Base (EGTH) does not have this certificate. Consequently, before arriving at Old Warden, there is an obligation to stop at an airport with the Certificate of Agreement, hence the need to pass through Lanshenden/Headcorn (EGKH).
- Each crew must submit their GAR (General Aviation Report) to the British customs authorities, both for entry and exit from the United Kingdom.

This administrative act is the responsibility of each crew.

- Although belonging to the Schengen area, France also places air restrictions on the Belgium-France border passage<sup>2</sup>, but we should not have any problem stopping in Calais, both on the outward and return journeys.
- The Belgian identity card is not enough. You need a passport to enter the UK!

### PERMIT TO FLY

ULMs identified (registered) in France are exempt from administrative procedures for flying in British airspace. See Air Navigation Order 2016, General Exemption E 5628 of 21 January 2022.

ULM registered in Belgium must obtain a permit to fly over the territory from the British authorities. The BULMF is currently in negotiations with the CAA (UK) to obtain a general authorization for the group of Belgian registrations. It could therefore be that there is no individual administration to be done. If these negotiations are not successful, this paperwork will be the responsibility of each crew individually.

Please note: aircrafts registered under a “600 kg legislation” (German for example) also require authorization to fly over France. If applicable, this administrative burden is the responsibility of the crew concerned.

### FLIGHT PLAN (FPL)

FPLs will need to be established for almost every leg.

Sending FPLs: via your Navigation App (Skydemon, AirNavPro, or others). The eurofpl site can also be useful for this purpose <https://www.eurofpl.eu>, etc...

Please note: OLD WARDEN (EGTH) does not have the ability to manage your flight plans. It will take a stand-alone online technique to do this.

Closing FPL:

- o Belgium: +32 (0)2 206 25 30
- o France, BRIA Bordeaux: +33 (0)5 57 92 60 84
- o United Kingdom: +44 (0)845 601 0483

Prepare your electronic flight plans in advance! It will make it easier.

The preparation of the flight plans, their submission and closing are the responsibility of each crew individually.

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<sup>2</sup> See [https://home-affairs.ec.europa.eu/policies/schengen-borders-and-visa/schengen-area/temporary-reintroduction-border-control\\_en](https://home-affairs.ec.europa.eu/policies/schengen-borders-and-visa/schengen-area/temporary-reintroduction-border-control_en)

## ONBOARD DOCUMENTS

In addition to the usual documents to carry (navigation documents, insurance, technical file, license, flight documents, updated charts, etc.), it may be useful to carry a hard copy of your GAR. The British are sometimes surprising!

Reminder: take your passport and not the identity card!

## 7. RESPONSIBILITY

The pilot in command is at all times solely responsible for his flight and for all decisions concerning the conduct and continuation of his flight. He is required to strictly respect the aeronautical rules of visual flight and the regulations of the various airspaces crossed.

By registering, all pilots acknowledge (without being exhaustive):

- hold a valid piloting license on the date of navigation, or be in training accompanied by an instructor,
- if applicable, hold a passenger transport license,
- be covered by aviation insurance covering the legal minimum and valid on the date of navigation,
- that the aircraft is covered by a valid registration/identification certificate and by the airworthiness certificate provided for by the legislation of the state in which the aircraft is registered,
- have a valid aircraft (radio) station license.

## 8. SAFETY

### MARITIME OVERFLIGHT

The maritime overflight must always be prepared and carried out with particular care. Life jacket is mandatory. For the proposed navigation, the beacon is a good additional option but not obligatory. Consult the BULMF website for the latest advice on this subject.

## 9. BUDGET

### PILOTS – CREW

The contribution to the costs amounts to:

- 640 euros per crew (pilot + co-pilot/participants), or 320 euros per person.
- 350 euros per single pilot.

**This amount includes:** reception at the departure base, landing taxes (Calais, Headcorn, Old Warden), evening meal on July 19 and July 20, entry to the airshow, travel (bus) on site, hotel in double room for 2 nights with breakfast.

**This amount does not include:** fuel, snacks/sandwiches in Calais (July 19 and July 21 midday) and in Old Warden (lunch July 20).

### PARTICIPANTS by BUS

For the participants by bus:

- ?? euros per participant

Further details later when the trip is organized.

## PAYMENT

Payment must be made by bank transfer to the BULMF account BE70 7510 0406 2825 with the mention "Old Warden registration deposit + name".

50% deposit upon registration, the remaining 50% before June 30, 2024.

Effective registration is only final after receipt of payment of the deposit.

## CANCELATION

Reimbursement in the event of cancellation: in negotiation with the various parties involved.

## 10. REGISTRATION

Registrations are made on the BULMF website [www.bulmf.be](http://www.bulmf.be) and must be received by January 31.

Based on registrations, the program will be specified and finalized. Additional specific personal or aircraft-related data may be requested as necessary.

The first payment (50% deposit) is due upon registration. The balance will be due by June 30, 2024.

Constrained by the English authorities, we will only be able to accept a maximum of 40 participating aircraft.

Registrations will therefore be made based on the "first-registered-complete-file" (full data submitted, including receipt of the first payment) "first-participants".

## 11. MISCELANEOUS AND REMINNDERS

- It is obvious that the weather conditions can disrupt the entire schedule and the entire expedition.
- Each crew is responsible for managing their fuel.
- Cash (€ and £) useful for on-site expenses (fuel and probably for expenses in aeroclubs).
- Do not forget to bring life jackets.
- Do not forget your passport (no ID card!).
- It is important to have an aircraft in perfect flying condition.
  
- **GAR, FPL, and permit to fly are the responsibility of each crew.** The organizers are ready to help "managing" these administrative constraints, but their execution is the responsibility of the crews.
  
- **Each pilot in command is responsible for understanding and applying** NOTAM, Sup AIP, AIP, etc. likely to influence the parameters of his flight.
  
- Each pilot in command is **systematically** and **individually responsible** for all flight decisions taken during all phases of his flight.
  
- The project **may be cancelled at any time** by BULMF for any reason of force majeure.

PoC

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ou

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Michel LEFEBVRE, [michel.lefebvre@cecoc.eu](mailto:michel.lefebvre@cecoc.eu)





PILOT: Michel Lefebvre

Startup		Brakes Off	
Takeoff		Landing	
Brakes On		Shutdown	

Elevation 41 ft (2 hPa)  
SR 06:45 Z, MCT 06:10 Z

	MSA	Level	IAS	TrkT	Wind	HdgM	GS	Dist	Time
<b>EBAM Amougies</b> ● <b>Abbaye Sainte-Marie du Mont des Cats</b>	2300	<b>3000</b>	108	275	244/22	<b>267</b>	87	58 (58)	22 (22)
Abbaye Sainte-Marie du Mont des Cats LFAC Calais Marck	1500	<b>3000</b>	108	292	253/21	<b>283</b>	95	54 (112)	18 (40)
LFAC Calais Marck ● <b>Les Hemmes de Marck (polder naturel)</b>	900	<b>3000</b>	108	339	252/21	<b>327</b>	110	2.9 (115)	1 (41)
Les Hemmes de Marck (polder naturel) ● <b>Cap Blanc Nez</b>	1800	<b>3000</b>	108	248	258/19	<b>248</b>	94	17 (132)	6 (47)
Cap Blanc Nez ● <b>Dover Castle</b>	1800	<b>3000</b>	108	310	256/21	<b>300</b>	99	35 (167)	11 (58)
Dover Castle ● <b>Abbot's Cliff</b>	2300	<b>3000</b>	108	241	261/22	<b>243</b>	92	6.1 (173)	2 (60)
Abbot's Cliff EGKH Lashenden/Headcorn	2300	<b>3000</b>	108	278	263/22	<b>274</b>	92	43 (216)	15 (75)
EGKH Lashenden/Headcorn ● <b>Leeds Castle</b>	1500	<b>3000</b>	108	354	263/22	<b>342</b>	111	10 (226)	3 (78)
Leeds Castle ● <b>Cliffle Fort</b>	1500	<b>3000</b>	108	333	263/22	<b>321</b>	103	27 (253)	8 (87)
Cliffle Fort EGTH Old Warden	2000	<b>3000</b>	108	323	270/22	<b>313</b>	97	88 (340)	29 (116)

Elevation 127 ft (5 hPa)  
SS 16:24 Z, ECT 17:00 Z

**340 1:56**

<b>EBAM Amougies</b>	LILLE	120.275	Squawk	5050
Amougies Radio	LILLE	126.480	<b>LARS</b>	
<b>EBKT KORTRIJK / Wevelgem</b>	LILLE	134.825	Farnborough Radar (E)	123.225
Kortrijk Information (Spare freq 8.33)	<b>LFAC Calais Marck</b>		<b>EGTO Rochester</b>	
Kortrijk Information	Calais	128.925	Rochester Information	122.255
<b>Flight Information Service</b>	CALAIS Information	128.925	<b>LARS</b>	
Lille Info	<b>LFIS Saint Inglevert Les Deux Caps</b>		Farnborough Radar (N)	132.800
<b>EBMO Moorsele</b>	Saint Inglevert Les Deux Caps	123.500	<b>Stansted Frequency Monitoring Code</b>	
Moorsele radio	<b>Flight Information Service</b>		Stansted Radar	120.625
<b>Flight Information Service</b>	London Information	124.600	Squawk	7013
Belga Radar	<b>EGKH Lashenden/Headcorn</b>		<b>EGSS London Stansted</b>	
Brussels Information	Headcorn Radio	122.210	Stansted Radar	120.625
Paris Info	<b>LARS</b>		Stansted Director	136.200
Lille Info	Southend Radar	130.780	ATIS	127.180
<b>Lille 13 TMA</b>	<b>Southend Frequency Monitoring Code</b>		<b>London Luton CTA</b>	
	Southend Approach	130.780	Luton Radar	129.550

**Luton Frequency Monitoring Code**

Luton Radar	129.550
Squawk	0013

**EGGW London Luton**

<input checked="" type="checkbox"/> DVR (Dover)	... ..	114.950
<input checked="" type="checkbox"/> LYD (Lydd)	... ..	114.050
<input checked="" type="checkbox"/> HLS (Lashenden Headcorn)	... ..	115.950

Luton Radar (As directed by ATC)	128.750
Luton Radar	129.550
Luton Director	128.750
ATIS	120.580

<input checked="" type="checkbox"/> LSH (Lashenden Headcorn)	.... ..	340.0
<input checked="" type="checkbox"/> DET (Detling)	... ..	117.300
<input checked="" type="checkbox"/> LAM (Lambourne)	... ..	115.600

**EGTH Old Warden**

Old Warden Information	130.705
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**Sandy**

Sandy	129.830
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<input checked="" type="checkbox"/> BPK (Brookmans Park)	.... ..	117.500
<input checked="" type="checkbox"/> BKY (Barkway)	... ..	116.250

DRAFT