

Air Sailing Gliderport Operating Rules and Policies

2012

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Date	Change Description
1/1/2008	Document reformatted, minor additions, Emergency Response, Glider-towpilot communications, Reno Airspace Operations, Appendix A Overview Briefing added
1/1/2009	Added Appendix B – Current wave window procedures
1/1/2010	Tow operations with weak link added
11/1/2010	Terminology referring to Reno approach replaced with NorCal Tracon, wave window procedures and phone numbers changed

1. Welcome

Welcome to the Air Sailing Gliderport (ASG) !!

This airport is operated by Air Sailing, Inc. for the enjoyment and education of soaring by members and visitors. Air Sailing, Inc offers use of the airport, tie down, hangar, campground, clubhouse facilities and a tow plane. The Nevada Soaring Association (NSA) is a club based at ASG that operates gliders, provides instruction for its members and operates a tow plane. Please see the brochure in the clubhouse for contacts and more information about NSA. The gliderport is a volunteer operation. Your understanding of these rules and policies and your active participation in daily operations is vital to ensure a safe airport. You are required to read and certify your understanding of this document each year prior to flying at the airport. This document is also posted on our website (www.airsailing.org). Please sign and date the log maintained in the clubhouse after reading this document. An overview briefing of ASG operations with aerial views is available on our website (www.airsailing.org) and is attached in Appendix A of this document. Camping is permitted on the airport as part of your soaring activity. Please see our Camp Ground Regulations posted in the Clubhouse and available at our website (www.airsailing.org). Please be aware that the airport has hazards associated with aircraft operations. There are also hazards associated with any remote desert location, including rattlesnakes and other wildlife, and exposure to the elements. You are responsible for your safety and the safety of your guests during your stay.

2. Basic Field Rules

Please familiarize your group with these Operating Rules and Policies. This is an active airport. Children, animals and others unfamiliar with aircraft operations must be supervised. Please check in with our Caretaker or an Air Sailing member for assistance when you arrive. Contact information is posted on our welcome kiosk and in the clubhouse.

2.1 Insurance Requirements

All pilots and all owners of aircraft operating at the Air Sailing Gliderport are required to provide proof of acceptable aircraft insurance. Acceptable aircraft insurance is current and valid owned-aircraft insurance and/or current and valid non-owned aircraft insurance with coverage in the amounts of \$100,000 minimum per person or per passenger bodily injury liability, \$1 Million minimum property damage liability, and \$1 Million minimum each accident or occurrence, or otherwise mutually acceptable aircraft insurance. Proof of acceptable aircraft insurance is a policy coverage summary page and pilot(s) endorsement(s) showing the named insured(s) or a certificate of insurance showing the named insured(s), or otherwise mutually acceptable proof of insurance, in the pilot's physical possession or readily accessible in the aircraft.

2.2 Speed Limits

Driving speed on the airport is limited to 5 miles per hour (walking speed). Please help minimize dust on freshly washed sailplanes and in the camping areas. Please stay within designed roads and parking areas.

2.3 Parking

Vehicle parking, camping, glider assembly and tie down areas, and trailer parking areas are identified on the attached map. Please do not obstruct taxiways. See Section 3, Ground Procedures for vehicle operating rules.

2.4 Glider & Trailer Tie Down

Sailplane trailers must be securely tied down. Desert thermals and winds have damaged many unattended gliders and trailers. Lightweight equipment such as awnings should be tied down to avoid damage and hazard to other visitors and property. Glider tail dollies must be removed and the glider secured when not attended.

2.5 ASG Facilities & Equipment

Operation of Air Sailing generators, tractor, oxygen, windmill, irrigation system and other equipment must be by qualified personnel only. Ask a qualified Air Sailing member for assistance.

2.6 Emergencies & First Aid

Emergency contact information is posted by the phone in the clubhouse. A very limited general first aid kit is also in the clubhouse, you should provide your own first aid kit for normal cuts and scrapes. An emergency response kit is maintained in the hangar office in a marked cabinet. This response kit is for serious accidents to stabilize a patient while waiting for medical assistance. **PLEASE DO NOT** use these supplies for normal cuts and bruises. Please only open the cabinet for serious accidents. Emergency response actions are posted in the cabinet to aid your decision processes should you need to help respond to an accident. Fire extinguishers are available in the hangar office, clubhouse, bathhouse and tow planes.

2.7 General Rules

Please exercise good citizenship while camping and visiting the airport. Among other normal courtesies, this involves:

- a. Observe quiet hours. Personal generators should **not** be operated between 10:00 PM and 9:00 AM. Air Sailing generators should be operated with discretion.
- b. Keep the airport clean; sort trash and recyclable materials in the marked containers. Consider taking trash home with you to reduce disposal costs to ASI.
- c. Pets must always be under control to insure safe flight operations. Clean up pet waste.
- d. Avoid raising dust near sailplanes and camping areas.
- e. Refrain from activities inappropriate for an active airport. Discharge of fireworks, firearms, undisciplined use of vehicles, wasting resources, and activities that infringe on others' enjoyment of Air Sailing are unwelcome.

3. Flight Operations - Ground Procedures

Please familiarize yourself with the attached airport layout to understand the tie downs, active taxiways and runways. It is an excellent idea to walk the entire airport before flying, note runway over run and emergency options. We routinely land on a different runway than we takeoff, so please recognize that you may be crossing an active landing area while on your way to the flight line. Visually clear all areas before entering the runway environment.

3.1 Golf Carts

Golf carts are intended for transportation of gliders to and from tie-down areas and staging areas, on taxiways only. Golf carts are not permitted on runways. The only exception to this is an extension of the staging area to the flight line of runway 17. Golf carts may be used to move gliders to the flight line of runway 17, but must be expeditiously cleared to the staging area after glider disconnect. These areas are indicated on the attached map. See Section 4, Paragraph 4.8 for proper recovery of sailplanes. Golf cart operators must possess a valid driver's license or be at least 13 years old and under immediate adult supervision. Please tow gliders at a safe walking speed, be aware of fences, other gliders and visually clear all active areas before entering. Return golf carts to a safe location after use (e.g. flight line gazebo, clubhouse).

3.2 Hangar

Hangar door operation requires a checkout by an Air Sailing member familiar with hangar door operation. Hangar doors may only be open on one end at a time. Hangar door operation can (and has) injured fingers. Movement of aircraft within the hangar requires great care. Whenever possible, apprise owners of aircraft to be moved and invite their participation.

3.3 Flight Line Operations

Only pilots and qualified ground crew are permitted on the flight line. Pilots must brief ground crew on staging and launch procedures and hazards. We use standard SSA signals and procedures on the flight line. Your glider must be fully rigged, critical assembly checked and control checked before reaching the launch staging area.

3.4 Glider Staging

Stage gliders for launch as shown on the attached map and described below:

- a) Runway 17: Several gliders may be staged on the flight line, either on the asphalt or alongside the asphalt, immediately to the west (towards the hangar). Up to three gliders may be staged on the dirt, on runway centerline, north of the asphalt. Note that staged gliders must not intrude onto the runway 21 approach, since 03/21 is likely to be the active landing runway during 17 departures.
- b) Runway 21: Two gliders may be staged on the asphalt or alongside the asphalt, immediately to the north (opposite side from the hangar). One to three gliders may be staged on the dirt, if they are staged offset from runway centerline, north of runway centerline. All other staged gliders should be in the staging area. Keep in mind that if you are staging on runway 21, runway 21 is also most likely the active landing runway...all staging and taxi movements must be conducted so as not to interfere with landing aircraft. Do not obstruct tow plane turnouts as shown on the attached map.

4. Flight Operations - Flight Procedures

All flight operations at Air Sailing Gliderport must be in accordance with Federal Aviation Regulations. Standard SSA glider operating signals are in use.

4.1 Tow Services

Towing operations are conducted only by approval of the Trustees of Air Sailing, Inc. There are two authorized tow planes at Air Sailing Gliderport, one operated by Air Sailing and one operated by the Nevada Soaring Association. Service is equally provided between the two tow planes and is managed by the tow pilots on duty for the day. You are required to have signed the operating rules and policies log indicating understanding of the procedures and certifying proof of insurance prior to your first tow of the New Year. Tow pilots are authorized to refuse service if they are uncertain about your eligibility.

Tow ropes are typically set up with a Schweizer rings because of our training program with Schweizer aircraft. Weak links with tost rings are available or can be provided by the glider owner. It is recommended that a spare weak link be carried by all gliders in case an aero retrieve is required.

4.2 Tow Pilot Authority

The tow pilot on site has final authority for safe field operations. Tow pilots may refuse tow service for any safety condition such as weather or ground conditions, aircraft or pilot airworthiness, etc. Once a tow has been accepted, by verbal or visual communication, or by connecting a towrope, a different tow plane should not be chosen, except by mutual agreement between both tow pilots and the glider pilot.

4.3 Glider Pilot Responsibility

Pilots must be familiar with and comply with Air Sailing ground and flight procedures, traffic patterns and restrictions. Briefing on airport operations may be obtained from qualified Air Sailing members, but the tow pilots retain final discretion on tow operations. Glider pilots retain PIC responsibilities for their glider and should refuse tow or release from the towline if they are not ready and comfortable to execute the takeoff.

4.4 Runway Selection

The direction of takeoff is determined by agreement between glider pilot and tow pilot. Be aware that wind is only one of several determining factors, including terrain clearance, emergency landing access, turbulence across runways shed by nearby structures, slope, and others. In particular, careful consideration should be given to when towing should be conducted on runway 21 rather than runway 17. Even with moderate westerly winds, experience at the airport suggests that takeoff on runway 17 may be preferred. When considering upon which runway to takeoff, take every opportunity to discuss the choice with other pilots more familiar with Air Sailing.

4.5 Flight Line Operations

Pilots should be in their cockpits, strapped in and ready to go with checklists complete, early enough to never put themselves in a position to be rushed for takeoff; likewise, all pilots should spend just a moment before each takeoff reviewing the various abort or rope-break scenarios that might apply under the existing conditions. You must provide your own weak link if required. The general sequence of events for takeoff is as follows:

- a) Gliders should be positioned with left wing down to avoid interaction with the tow plane as it approaches from behind.
- b) Glider and tow pilot must complete a satisfactory radio check on 122.9 MHz .
- c) When glider pilot is fully strapped in, canopy closed, spoilers closed, towline hooked up and ready to go he/she gives thumbs up to wing runner. (If you plan spoilers open at takeoff coordinate with tow pilot and wing runner in advance).
- d) Wing runner visually clears the area and landing patterns, lifts wing and begins slack out signal to tow pilot.
- e) When rope is tight glider pilot should announce "Rope tight, spoilers & canopy locked, ready for takeoff" on the radio. Glider pilot should waggle rudder.
- f) Wing runner will give take off signal upon seeing glider rudder waggle.
- g) Tow pilot will waggle rudder and announce take off intentions on radio.

4.6 Pattern Operations

Traffic patterns are displayed on a map in the clubhouse, on the tetrahedron's segmented circle, and on the attached map. All aircraft normally fly left-hand patterns for all runways; however, published patterns should not supplant sound judgment. Pilots of aircraft arriving or departing Air Sailing Gliderport, or conducting other than arriving or departing operations below 7000' MSL, should monitor and communicate as appropriate on CTAF MULTICOM frequency 122.90 MHz within 10 miles of the Gliderport unless required to do otherwise by the CFR's. Pilots of aircraft arriving or departing Air Sailing Gliderport should obtain the current information from Reno ATIS frequency 135.8 MHz for local NOTAMs and the active runways at Reno/Tahoe International Airport. High-speed finishes are generally not encouraged and must not intersect established traffic patterns. Finishes should be planned no lower than 500ft AGL above the airport.

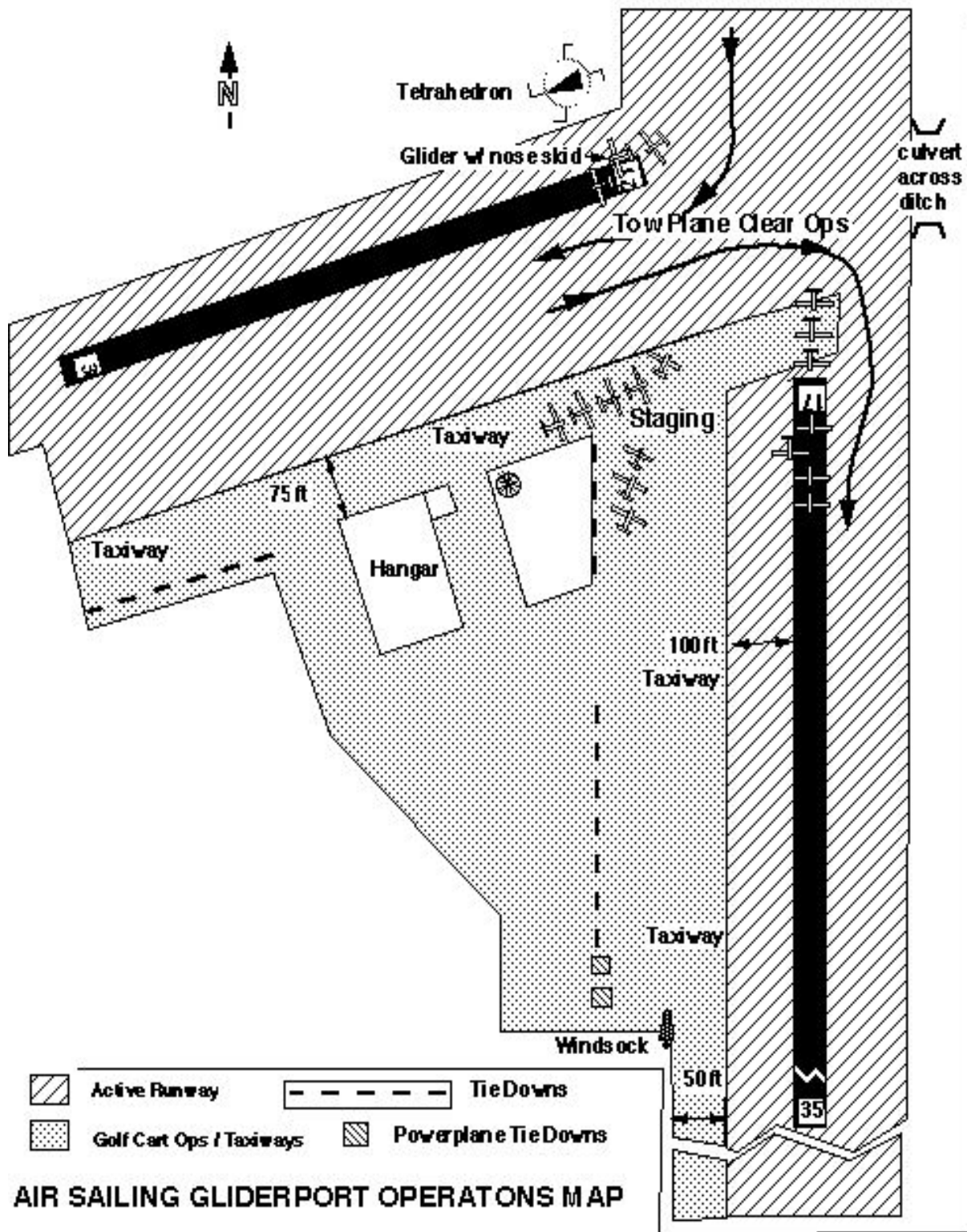
4.7 Local Area Flight Operations

Pilots should recognize that Air Sailing is located in proximity to Reno Airport approach paths and become familiar with normal airline traffic patterns in the vicinity. Airliner approach patterns include straight-in 11000 to 9000 ft descents directly over the Dogskins in a line with Reno runway 16 and left hand base entries from Pyramid Lake over the valley to Reno runway 16. Pilots should be on the alert for airliners at all times above 7000ft. It is highly recommended that gliders be equipped and use transponders when operating in the ASG/Minden/Truckee region. You can identify yourself as a glider to ATC by squawking 0440. Pilots should also monitor NorCal Tracon frequency (126.3 MHz) for traffic when possible. The Dogskins ridge is in direct alignment with Reno runway 16. This is the primary instrument approach path for airliners on most days. Above 9000 ft in this area you are advised to contact NorCal Tracon on 126.3 MHz and provide a position report with or without a transponder. Further, at the top of your climb you are advised to vacate this area.

4.8 Post Landing Operations

You are generally expected to land straight ahead in order to provide maximum options to traffic landing behind you. Exit your glider and clear runways expeditiously after landing. No pedestrians other than pilots and crew

and no vehicles other than aircraft are permitted beyond the taxiways. Gliders are to be moved from the runway to the taxiway by hand only. Golf cart hookup should be made on the taxiways. Experience has shown that golf cart hookup on the runway delays runway clearance, as well as posing additional hazards.



Appendix A - Overview Briefing of ASG Operations

See Briefing at: www.airsailing.org

Wave Window Procedures

Phone Numbers to activate window

NorCal Tracon

916-366-4019 Primary

916-366-4045 Secondary

