

# **Air Sailing Gliderport Operating Rules and Policies -2006**

## **Contents**

I. Welcome

II. Basic Field Rules

III. Flight Operations - Ground Procedures

IV. Flight Operations - Flight Procedures

## **I. Welcome**

Welcome to the Air Sailing Gliderport! This airport is operated by Air Sailing, Inc. for the enjoyment and education of soaring by members and visitors. Camping is permitted on the airport as part of soaring activity. The following field rules are intended to insure safe and enjoyable use of this facility for all.

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.

## **II. Basic Field Rules**

1. 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.
2. 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 III, Ground Procedures for vehicle operating rules.
3. 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.
4. Please familiarize your group with these Operating Rules and Policies. This is an active airport. Children and others unfamiliar with aircraft operations must be supervised.
5. Operation of Air Sailing generators and other equipment must be by qualified personnel only. Ask a qualified Air Sailing member for assistance.

6. 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.

### **III. Flight Operations - Ground Procedures**

1. 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 IV, Paragraph 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.
2. 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 injure fingers. Movement of aircraft within the hangar requires great care. Whenever possible, apprise owners of aircraft to be moved and invite their participation.
3. Only pilots and qualified ground crew are permitted on the flight line. Pilots must brief ground crew on staging and launch procedures and hazards.
4. Stage gliders for launch as shown on the attached map.
  - a. Runway 17: Several gliders may be staged on the flight line, either on the asphalt or along side 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 along side 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 towplane turnouts as shown on the attached map.

#### **IV. Flight Operations - Flight Procedures**

1. 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.
2. All pilots and all 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.
3. All pilots must certify they have read the current Air Sailing Gliderport Operating Rules and Policies (this document). Pilots may certify they have read the current rules and procedures by signing a certification log located in the Clubhouse.
4. 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 towplane should not be chosen, except by mutual agreement between both tow pilots and the glider pilot.
5. 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 flight readiness.
6. All flight operations at Air Sailing Gliderport must be in accordance with Federal Aviation Regulations. Standard SSA glider operating signals are in use.
7. 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.
8. 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.
9. 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.

10. 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.
11. 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 by squawking 0440, below 15000ft within 50NM of Reno. Pilots should also monitor Reno approach frequency (126.3Mhz) for traffic when possible.
12. High-speed finishes must not intersect established traffic patterns. Finishes should be planned no lower than 500ft AGL above the airport.
13. 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.

