

Air Sailing Gliderport Operating Rules and Policies

2010

Table of Contents

1. Welcome3

2. Basic Field Rules.....3

 2.1 Insurance Requirements.....3

 2.2 Speed Limits3

 2.3 Parking.....4

 2.4 Glider & Trailer Tiedown.....4

 2.5 ASG Facilities & Equipment.....4

 2.6 Emergencies & First Aide.....4

 2.7 General Rules.....4

3. Flight Operations - Ground Procedures4

 3.1 Golf Carts.....5

 3.2 Hangar.....5

 3.3 Flight Line Operations5

 3.4 Glider Staging5

4. Flight Operations - Flight Procedures.....5

 4.1 Tow Services.....5

 4.2 Tow Pilot Authority.....6

 4.3 Glider Pilot Responsibility.....6

 4.4 Runway Selection6

 4.5 Flight Line Operations6

 4.6 Pattern Operations.....7

 4.7 Local Area Flight Operations.....7

 4.8 Post Landing Operations.....7

 Gliderport Operations Map.....8

Appendix A - Overview Briefing of ASG Operations9

Appendix B – Letter of Agreement for Wave Window Operations10

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

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, tiedown, 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 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 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 Tiedown

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 Aide

Emergency contact information is posted by the phone in the clubhouse. A very limited general first aide kit is also in the clubhouse, you should provide your own first aide 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) injure fingers. Movement of aircraft within the hangar requires great care. Whenever possible, apprise owners of aircraft to be moved and invite their participation.

3.3 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 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.

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 towplane 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 conduct a 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

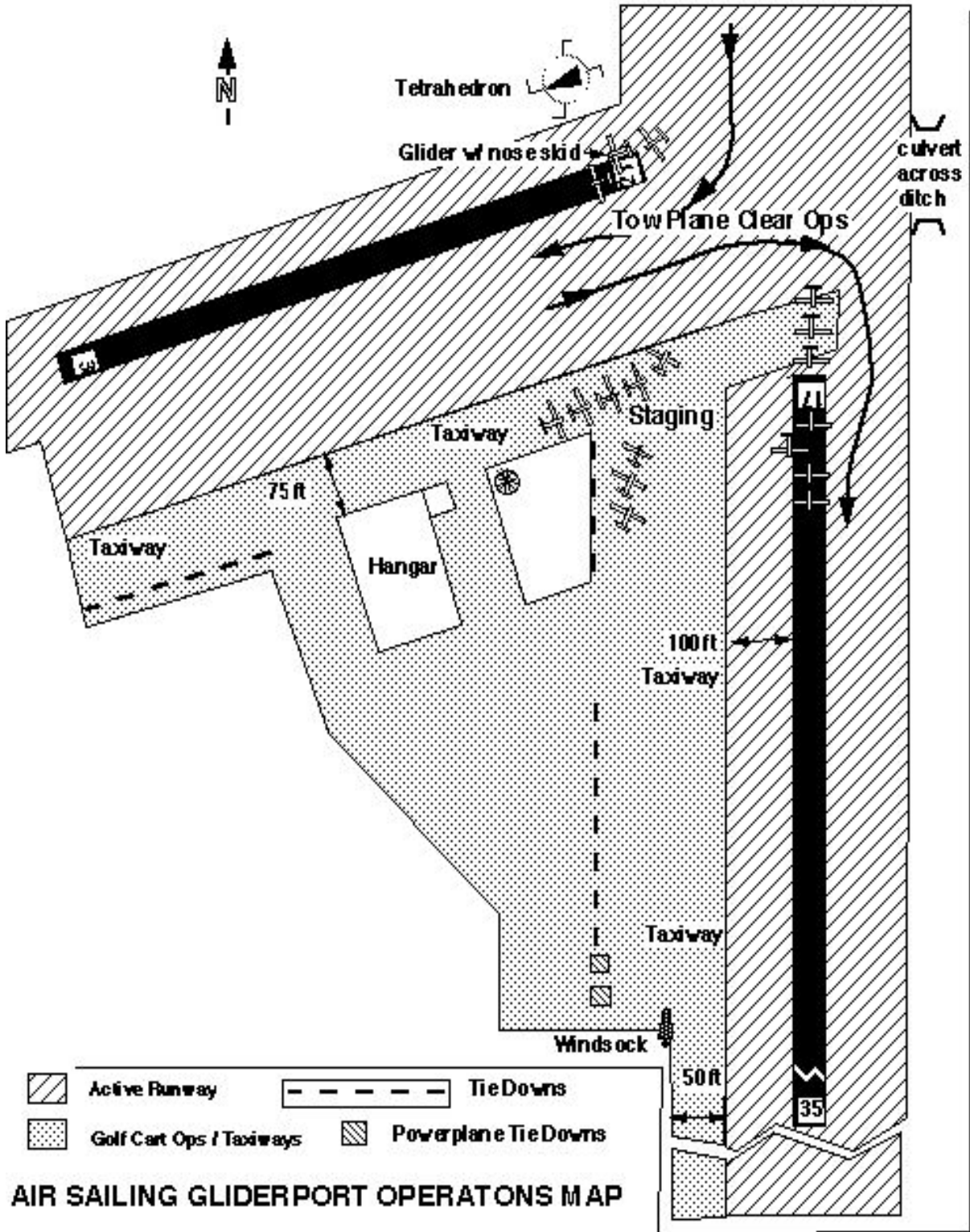
Traffic patterns are displayed on a map in the clubhouse, on the tetrahedron's segmented circle, and on the attached map. All aircraft normally fly left-hand patterns for all runways; however, published patterns should not supplant sound judgment. Pilots of aircraft arriving or departing Air Sailing 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 with ATC by squawking 0440. Pilots should also monitor Reno approach 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 Reno approach 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

Oakland Air Route Traffic Control Center, Reno Terminal Radar Approach Control, and Pacific Soaring Council

LETTER OF AGREEMENT

EFFECTIVE: July 31, 2008

SUBJECT: Pyramid and Minden Glider Area Operations

1. PURPOSE: To establish an area and procedures for glider operations within positive controlled airspace under the joint jurisdiction of Oakland Center and Reno TRACON. The areas will be known as the "Pyramid Glider East and West Areas" and the "Minden Glider East, Central and West Areas."

2. CANCELLATION: The following Oakland Center and Pacific Soaring Council letters of agreement are canceled: Pyramid Glider Area Operations, dated April 7, 2003, and Minden Glider Area Operations, dated April 7, 2003.

3. AUTHORIZATION: Under the authority of 14 CFR 91.135(d) Oakland Center and Reno TRACON authorize the Pacific Soaring Council (PASCO) to deviate from the requirements of FAR 91.135(a) and (b) when operating in the area specified in paragraph 4 and in accordance with the conditions specified in paragraphs 5 and 6 of this agreement. Operational requests for altitudes above FL280 require a waiver from the FAA Administrator as directed by 14 CFR 91.706. Therefore, altitude requests above FL280 shall not be approved unless a Certificate of Waiver (FAA Form 7711-1) has been obtained by the user.

4. SCOPE: The procedures outlined in this letter apply to flights conducted at FL180 and above within the area described below and referred to as the "Pyramid Glider Area" and the "Minden Glider Area" and as defined in Attachment 1, Airspace Definitions, and depicted in Attachment 2, Airspace Graphics.

5. RESPONSIBILITIES:

a. Except for deviations specified in paragraph 3 of this letter, pilots will comply with applicable Federal Aviation Regulations (FARs).

b. Pilots are authorized to operate in the glider area above FL180 only during those time periods approved by Oakland Center and Reno TRACON for use of this area.

c. Neither Oakland Center nor Reno TRACON is responsible for separation between or amongst gliders operating within the assigned area or areas.

d. Pilots must be sufficiently familiar with local terrain features so that flight(s) will be contained within the glider area by visual reference to the ground; accordingly night operations are not authorized.

e. Pilots will not fly in designated glider areas within Class A airspace less than 1,000 feet vertically and one mile horizontally from a cloud formation.

f. Pilots will not fly in designated glider areas within Class A airspace when flight visibility is less than 5 miles. Weather conditions will be such that visual reference to the ground can be maintained at all times.

Oakland ARTCC, Reno TRACON and PASCO LOA
Subject: Pyramid and Minden Glider Area Operations

Page 2
Effective: 7/31/08

g. The authorization specified in paragraph 3 of this agreement will extend to the Pacific Soaring Council and to all other persons who, by their execution of this agreement, do agree to abide by the terms and conditions thereof.

h. Pilots will obtain advance non-control airport/terminal area and meteorological information from the Reno ATIS prior to Pyramid or Minden Glider Area ingress/egress.

i. Gliders must activate their transponders prior to contacting Reno TRACON. Gliders shall squawk beacon code 0440 and altitude to facilitate radar identification.

j. Pilots operating in Reno TRACON Class E airspace below the Pyramid and Minden Glider Areas shall contact Reno TRACON prior to entering the overlying Pyramid or Minden Glider Areas.

k. Pilots exiting the Pyramid or Minden Glider Areas into underlying Reno TRACON Class E airspace shall contact Reno TRACON prior to descending below FL180.

l. If a glider is unable to remain in the designated glider area due to developing weather conditions at or above FL180, the pilot of that aircraft must contact Oakland Center on frequency 128.800 *immediately*.

NOTE: *Air safety demands strict adherence to approved times, altitudes, and airspace boundaries.*

6. PROCEDURES:

a. When high-altitude soaring conditions prevail, the Wave Window Operations Manager (WWOM) or other persons authorized under paragraph 5g will notify the Reno TRACON frontline manager (FLM)/controller-in-charge (CIC) at (775) 348-8840 that a request for glider airspace will be made to Oakland Center. The WWOM shall call the Oakland Center East Area FLM/CIC at (510) 745-3442 for request/approval.

b. The PASCO WWOM or other persons authorized under paragraph 5g will provide, to the maximum extent practicable, the following information to the Oakland Center East Area FLM/CIC when the paragraph 6a request is made:

- (1) Call sign;
- (2) Requested designated glider area;
- (3) Time period; and
- (4) A contact number for the WWOM in the event the operation must be amended or terminated.

c. The Oakland Center East Area FLM/CIC shall coordinate the call sign, equipment suffix, altitudes and release of Pyramid or Minden Glider Area(s) airspace from the Reno TRACON FLM/CIC, as well as the time for the return of the airspace.

d. When the requested area is not available, the Oakland Center East Area FLM/CIC may suggest alternate times and/or altitudes.

e. Oakland Center approval for use of the glider area will specify time periods and flight levels and will be coordinated on a daily basis.

f. If for any reason glider operations are suspended for any significant period of time, or if the operation terminates earlier than the coordinated end time, the person requesting airspace under paragraph 6a must release the airspace back to the Oakland Center East Area FLM/CIC by telephone notification.

Oakland ARTCC, Reno TRACON and PASCO LOA
Subject: Pyramid and Minden Glider Area Operations

Page 3
Effective: 7/31/08

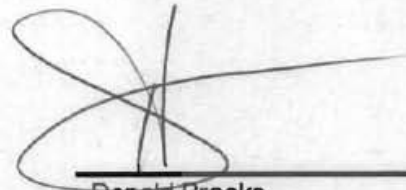
g. The Oakland Center East Area FLM/CIC must inform the Reno TRACON FLM/CIC of the time of release of airspace or of any changes to coordination requirements specified in this agreement.

7. ATTACHMENTS:

- a.** Attachment 1. Airspace Definitions.
- b.** Attachment 2. Airspace Graphics.



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Air Traffic Manager
Oakland ARTCC



Donald Brooks
Acting Air Traffic Manager
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Oakland ARTCC, Reno TRACON and PASCO LOA
 Subject: Pyramid and Minden Glider Area Operations

Attachment 1
 Page 1
 Effective: 7/31/08

ATTACHMENT 1. AIRSPACE DEFINITIONS

1. Pyramid Glider Area.

- a. **Pyramid East.** The Class A airspace bounded by the following:

	Latitude/Longitude									
Point	1	40	07	00	N	-	119	27	00	W
	2	39	49	00	N	-	119	22	00	W
	3	39	45	00	N	-	119	28	00	W
	4	39	41	00	N	-	119	44	00	W
	8	39	46	12	N	-	119	41	06	W
	7	40	08	38	N	-	119	41	00	W

Thence back to Point 1.

- b. **Pyramid West.** The Class A airspace bounded by the following:

	Latitude/Longitude									
Point	4	39	41	00	N	-	119	44	00	W
	5	40	02	00	N	-	120	00	00	W
	6	40	10	00	N	-	119	53	00	W
	7	40	08	38	N	-	119	41	00	W
	8	39	46	12	N	-	119	41	06	W

Thence back to Point 4.

2. Minden Glider Area.

- a. **Minden West.** The Class A airspace bounded by the following:

	Latitude/Longitude									
Point	7	39	04	00	N	-	119	41	00	W
	4	38	42	00	N	-	119	38	00	W
	5	38	42	00	N	-	119	57	00	W
	6	39	04	00	N	-	119	57	00	W

Thence back to Point 7.

- b. **Minden Central.** The Class A airspace bounded by the following:

	Latitude/Longitude									
Point	8	39	04	00	N	-	119	29	00	W
	3	38	42	00	N	-	119	26	00	W
	4	38	42	00	N	-	119	38	00	W
	7	39	04	00	N	-	119	41	00	W

Oakland ARTCC, Reno TRACON and PASCO LOA
Subject: Pyramid and Minden Glider Area Operations

Attachment 1
Page 2
Effective: 7/31/08

Thence back to Point 8.

c. **Minden East.** The Class A airspace bounded by the following:

	Latitude/Longitude								
Point	1	39	04	00	N	119	10	00	W
	2	38	42	00	N	119	08	00	W
	3	38	42	00	N	119	26	00	W
	8	39	04	00	N	119	29	00	W

Thence back to Point 1.

2. Minden Glider Area Graphic.

