

GLIDER OPERATIONS : PARAPARAUMU AIRPORT : WGC

March 2014

1. The following operating requirements are to be observed by all Members and Pilots.
2. Pilots and Members assisting operations are to be familiar with and observe the requirements of, the Memorandum of Understanding between WGC, KCAL & AFIS. This is available on the WGC website and in the Clubhouse.
3. **Airfield Security**
 - a) WGC has access rights into the “Airside” or “Operational” areas as follows;
 - i) Personnel Gate, keypad controlled, at the Clubhouse. The Gate is to be kept locked to avoid unauthorised access Airside at all times when there are no club members in the clubhouse or WGC Apron area.
 - ii) Vehicle Gate, which has a key lock. The key is in the Clubhouse and must be returned there immediately after use. Vehicles entering through the Gate must have and display their Airside Vehicle Permit.
 - iii) The WGC Airside Apron area is displayed on a map in the Clubhouse, and generally includes the Hangers and area to within 5 metres of Grass 34 and 30 runways and paved Taxiway G (Golf)
 - iv) All persons, members or visitors, moving outside the Apron area require “Hi Vis” jackets.
 - v) Visitors must be escorted by a club member if they move outside the WGC Apron.
 - vi) Vehicles moving into the manoeuvring area must advise AFIS of intentions on 118.30 and shall operate an Orange light or the vehicle hazard lights. Vehicles may not be left unattended in any Operational area. A vehicle is not deemed to be “unattended” while club members are positioning, retrieving or launching gliders in the vicinity.
4. **Landing Grass 34;**
 - a) Gliders & Towplane are to touchdown North of sealed taxiway G (Golf) .
 - b) Glider approaches over Taxiway H (Hotel) – south of 34 launch-point are prohibited when “Protection Zone” is active.
 - c) Approaches over Taxiway H (Hotel) to employ steeper approaches using appropriate (half) airbrake.
 - d) Pilots are to plan approaches and landing to avoid interfering with Code 3 Aircraft operations.

- e) When multiple gliders are landing, first glider to land on the west side of Grass 34 (or the Protection Zone limit when Active). Second or subsequent gliders land right of the first, into the balked approach area if necessary.
- f) Pilots cleared to turn off into Centre Grass should do so at their discretion.

5. Landing Grass 16;

- a) Gliders & Towplane are to touch down South of sealed taxiway F (Foxtrot) .
- b) Approaches to generally employ steeper approaches using appropriate (half) airbrake. In particular, no low approaches over Kapiti Road.
- c) When multiple gliders are landing, first glider to land on the west side of the runway (or Protection Zone limit when active). Second or subsequent gliders land left of first glider, into the balked approach area if necessary.
- d) Pilots cleared to turn off into Centre Grass should do so at their discretion.

6. 34/16 Protection Zone & Code 3 Aircraft.

- a) The Protection Zone (PZ) is “Active” when Code 3 Aircraft (B1900 / Q300 etc) are operating. Operating includes on approach, landing, taxiing, and taking off.
- b) When PZ “Active” Approaches & Landing by Gliders or Towplane are to be East of the arrowheads delineating the Protection Zone.
- c) Glider pilots must check arrival and departure times for Code 3 operations prior to launch of each flight and schedule information to assist this is to be carried in each aircraft. AFIS prompts will advise any variations on 118.3.
- d) When operating in the vicinity of PP and a Code 3 operation is imminent Glider pilots must decide whether they are able to maintain clear of the airfield until the Code 3 operation is complete or else expedite an approach and landing, clear of the Protection Zone so they are clear before the Code 3 operation.
- e) AFIS will give a 10 minute warning call about the impending touchdown of a Code 3 aircraft (mainly the Q300). The pilot of a glider operating within 3 NM (5 KM) of the airfield and at or below 2000ft is expected to return and complete a landing at the airfield within 5 minutes of the warning call. Any decision, outside these parameters, to stay airborne until the Code 3 landing is complete requires certain and sustainable lift conditions to ensure safe flight and to remain well clear of the airfield and Q300 approach path.
- f) Decisions are to be made early, so interference with a Code 3 operation is avoided and clear and concise radio calls on glider intentions are to be made
- g) When “Active” Launches are to be avoided or held to the following time limits;
 - No aerotow launches within 10 minutes of notified Code 3 arrival time
 - No self launches within 5 minutes of notified Code 3 arrival time

- Aerotows between 10 & 20 minutes prior to notified code 3 arrival only if Towplane able to land before Code 3 on Finals.
- No Launches once departing Code 3 is moving until 5 minutes after departure
- Aerotows within 20 minutes of notified Code 3 departure only if towplane able to land before Code 3 is lined up for departure.

7. Take-offs & Departures

- Take-offs shall follow published departure tracks, i.e Right hand off 34 & 30, Left hand off 16.
- Non-Standard departures are to be avoided

8. Approaches & Landings

- Approaches & landings are to follow published circuit patterns, i.e Right hand for 34 or 30, Left hand for 16.
- Practice of “balked approaches” , simulated tow rope break or simulated paddock landings are permitted onto the Centre Grass or Grass 30 (subject to traffic) . Clear radio broadcasts of intentions should be made.
- Such practice b) should plan touchdowns north of Taxiway G (Golf) .

9. Grass 30.

- The Duty Instructor should decide when operations should be on Grass 30. Generally a constant 12 knot Westerly should be the trigger but a higher gust factor may reduce this.
- AFIS is to be advised of intentions to use 30 before commencing such operations.
- PIC may choose to land on Grass 30 (when 34 generally in use) where conditions or situation dictates but must advise clear intentions to AFIS before commencing or early in Circuit.

10. Airspace

- All pilots are to be aware of current Airspace requirements , especially those in the vicinity of PP. Compliance is a must.
- Pilots are to avoid operating Gliders to the west of Sealed 34 /16 below 2000 ft to avoid the sealed traffic circuit area.
- In designated Transponder Mandatory (TM) airspace transponders are to be operated in Mode C. (Transponders are to be activated in sufficient time to allow Encoder warm-up).

11. Aerobatics – Club Gliders

- a) Aerobatic Maneouvers are not to be performed in Club Gliders, except for Spin Training and Consolidation (CAR 91.701(f)).

13 . Care – Club Gliders

- a) Avoid or limit use of wheelbrakes. Final approach and round-out should be at half airbrake so wheel-brake is not “applied ” at touchdown.
- b) Cushions in rear seat of DG1000’s are to be removed prior to solo flight.

WGC Member acknowledgement these requirements have been read and are understood.

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