



HEMET RYAN AIRPORT

Revision 1 08/01/2011

NON-POWERED SAILPLANE/GLIDER AIRPORT OPERATIONS MANUAL (AOM)

AIRPORT MANAGER'S OFFICE

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FORWARD

Introduction

This Airport Operations Manual (AOM) has been prepared as a condition for non-powered Sailplane/glider operations at Hemet-Ryan Airport. This manual specifies the standards that are to be met and the services that must be provided by the Sailplane Fixed Base Operator (FBO), as well as compliance by all sailplane operators. The terms sailplane and glider are interchangeable when referred to herein. The terms only apply to non-powered sailplanes and gliders. This Airport Operations Manual (AOM) serves as:

- (a) a legal reference with respect to sailplane operations standards, conditions and levels of service to be maintained for continued operations;
- (b) a reference document for all sailplane operators;
- (c) a reference document for all sailplane operations and pilots; and
- (d) a legal instrument to record any approved changes to or deviations from the sailplane AOM standards, conditions, or levels of service affecting sailplane operations.

OPERATIONS: GENERAL PROCEDURES

General Operating Rules

1. All non-powered sailplane operations will be conducted from and to Runway 4-22. No landings or operations may be conducted to any surface other than a paved runway.
2. Simultaneous (i.e. independent) operations on Runways 4-22 and 5-23 are **prohibited**. Runway 5-23 aircraft traffic shall have priority for take-offs.
3. No non-powered sailplane operations may be conducted on the main Runway 5-23 (except in an emergency situation. Notification of an emergency must be made to the Airport Supervisor immediately as detailed in the emergency plan.) Tow plane landing operations will be conducted only on the main Runway 5-23 during sailplane launch operations and on Runway 4-22 at all other times.
4. All sailplanes and tow planes are required to be equipped with an operable VHF radio for communications and to make, and monitor calls on the Common Traffic Advisory Frequency (CTAF) that is currently listed in the Airport Facilities Directory (A/FD) as 123.0MHz. (A portable VHF radio will satisfy this requirement).
5. All winch launches and operations must adhere to the British Glider Association's (BGA) Winch Operator's Manual, and must provide a two-minute window clear of any other runway traffic, assuring the safe retrieval of the launch tow line without compromising the operation of the adjacent runway.
6. The separation between Runways 4-22 and 5-23 is an object-free area. There shall be no activity conducted in this area, nor shall there be any objects, such as Vehicles, personnel etc. There shall be no take-offs, no landings, no parking, and no Vehicle transport across this area.
7. The vacant area north east of Runway 4-22, as outlined in Exhibit A is a Non-Operations Area. There shall be no take-offs or landings by sailplanes or tow aircraft on this area.
8. All sailplanes must be parked in the designated Parking area when not being moved to the designated Movement/Staging Area.
9. Vehicle parking will only be allowed in designated areas as sign posted.
10. When CALFIRE is in frequent or continuous operation, sailplane operations are **restricted** so as not to interfere with or impede CALFIRE air attack operations. The Air Attack Base Officer will contact the Sailplane FBO via Unicom or telephone to establish a glider operational "stand down" and provide an estimated length of time for the suspension, and will thereafter give clearance so that sailplane operations may safely resume.

11. Non-powered sailplanes are restricted to daylight VFR operations only.
12. Towing of sailplanes/gliders by a Vehicle for the purposes of launching into the air is prohibited.

Deviations/Violations of Operating Procedures

1. Any individual, sailplane pilot and other airport user who fails to adhere to the operational procedures shall be subject to penalties and/or fines, up to and including termination of airport privileges. If at any time an operator/pilot/flight crew of a sailplane willfully violates or otherwise deviates from any of the procedures contained herein, airport management will proceed with enforcement as stated below.

First Violation:

Verbal warning confirmed in writing

Second Violation:

Warning letter

Third and Final Violation:

Expulsion from the airport and denial of airport use privileges

Sailplane Operating Procedures

1. Sailplane operations will be conducted within the Movement/Staging area north of Runway 4-22 as delineated on Exhibit A. Landing and take-off operations will be conducted from runway 4-22. There must be a designated safety/launch operations officer and sufficient ground handling crew to conduct a launch. The process for placing a sailplane for takeoff on Runway 4-22 will be as follows:
 - a. A single sailplane will be staged on the runway prior to being towed. A white bar is painted on the runway approximately 360 feet from the northeastern end. This bar marks the limit of the sailplane staging position for tows on Runway 22. Personnel in the Movement/Staging area will be limited to and consist of the sailplane pilot and passenger, and ground crew and/or safety officer.
 - b. Following a launch, the next sailplane, stationed in the Movement/Staging area, will be rolled forward and positioned for the tow. Once the tow rope is connected and preparations are complete, the sailplane pilot signals his or her readiness by **radio communication** to the tow plane pilot. After sufficient height has been reached, and the sail and tow plane have passed

beyond the adjacent mobile home park, the tow plane may make a right turn and proceed to its release height.

- c. Except in the case of an emergency, returning sailplanes may ***only*** land on the paved surface of Runway 4-22 as shown on Exhibit A. The sailplane FBO operator or safety officer will manage the ground glider movements. Once a glider launch is complete, a glider landing may occur. No sailplane may be staged on the runway once an airborne sailplane has announced its entry to the Initial Point (IP), as shown in Exhibit B.
 - d. Tow plane landing operations will be conducted to *runway 5-23 only during sailplane launch operations*, as shown on Exhibit A. Following a landing, the tow plane will taxi on taxiway C, onto Runway 4-22, making sure that the towrope has cleared Runway 5-23 and proceed to the staging position to hook up the next single sailplane. Ground crew may retrieve the towrope once it is clear of Runway 5-23. Ground crew or the sailplane pilot will connect the towrope, and another launch may proceed.
 - e. Following landing, the sailplane will be rolled out of the operational area immediately and placed in the Movement/Staging area. Thereafter, the sailplane shall either be moved to the tie-down area or queued for another takeoff.
2. Sailplane tow rope break practice will be conducted with an announcement made via R/T communications, once the rope break is underway. Practice operations will be conducted above 200ft AGL.

Aircraft Emergency Notification Procedure

1. Immediately following any incident or accident involving physical damage or injury to any person, sailplane, tow-plane, and/or other property, the FBO or involved flight/ground crew shall contact:

Dave English, Airports Supervisor
(951) 712-5995 Cell - (951) 652-3447 Office

Daryl Shippy, Airport Manager
(951) 538 5046 Cell - (951) 955-9418 Office

In the event of injury or death, such notification shall be as quickly as possible after medical attention has been obtained.

2. A written report of an incident or accident on or near the airport shall be compiled by the flight crew or FBO, and submitted to the Airport Supervisor or Manager within 3 days of the incident/accident.
3. All sailplane operations will cease on runway 4-22 until a review of the incident/accident and the operational procedures has been conducted by Airport Management, and the runway has been cleared for continued operations. Written notification for approval to continue operations and or any changes to the current operational procedures will be provided by Airport management.

VEHICLE OPERATION PROCEDURES

Guidelines for the Operation of Vehicles on Airport Movement Areas

No person shall operate a Vehicle on the Airside area unless:

1. The Airport Manager or his/her designee authorizes that person to operate a vehicle in the designated area. All Vehicle parking areas will be sign-posted.
2. That tow Vehicle (golf cart, quad, etc., no automobiles allowed.) is used to tow sailplanes within the Movement Area. All tow vehicles must be parked out of the Movement Area when not in use.

DEFINITIONS

Vehicle: An automobile, bicycle, truck, bus or any self-propelled vehicle or device in, on or by which a person or thing is or may be transported, carried, or conveyed on land.

Airside: The area of the airport intended to be used for activities related to aircraft operations and to which public access is normally restricted.

Operational Area: That part of an airport intended to be used for the taking off and landing of aircraft and the movement of aircraft associated with taking off and landing, excluding aprons.

Movement/Staging Area: That part of an airport to be used for the surface movement of aircraft and includes aprons and sailplane staging area.

Parking Area: That part of an airport that may be used for the parking and tie-down of aircraft.

Exhibit A – Sailplane Operational Configuration

Exhibit B – Sailplane Flight Patterns

Exhibit A

Approved Sailplane Operational Configuration

Runway 4-22 will be utilized for all sailplane take-off and landing operations as shown on the exhibit. Tow plane aircraft will only land on Runway 5-23 and exit across Taxiway C then back taxi onto Runway 4-22.



Non-Operational Areas



Exhibit B

Sailplane Flight Patterns

