



Temora Aerodrome Briefing Points

Issue date: December 2021

Recent changes at Temora ...

- *Class E airspace at Temora above FL125*
 - *Automated gate onto apron from Tenefts Street (Enter,2,6,6,6,Enter)*
 - *New private/club hangar development adjacent RWY 27 Grass*
 - *Airport works (parallel taxiway, apron extension and drainage)*
-

Security Close all gates to airside. Watch the new auto gate close before driving off. Contact a TGC member if it fails.

Cars Cars are not normally permitted airside on an airfield. This is a privilege, so some rules follow.

One vehicle is permitted airside per glider. Keep your vehicle near the glider, parked on the tiedowns or next to the launch point but outside the runway or taxiway strips. Do not park near the aeroclub hangar or clubhouse. At launch points, park clear of the runway strip markers leaving room for gliders to park just off the strip.

Aircraft registration must be displayed on the vehicle. This is also a help when trailer retrieves are being organised or vehicles moved around the airfield whilst you are flying. If you don't want your vehicle moved, then do not leave the keys in the ignition.

Vehicles without a glider attached are NOT permitted inside the runway markers (except when moving by the shortest and least hazardous route within the runway strip when dropping off or picking up a glider).

Cars must not drive across runways unless they are towing a glider.

When driving between the launch point and other areas of the airfield to go landside use only the track around the outside of the runway strips. Stop and look before crossing outside the end of any runway.

Vehicles with a glider attached are regarded as a taxiing aircraft. But even so, the areas inside the runway markers should be avoided as much as possible so as not to inconvenience other aircraft. In other words, use taxiways to minimise the amount of time on a runway. The airport frequency should always be monitored from the car, with a visual check before announcing your intention to move onto a runway strip. Leave time for someone else to call you to hold position if they are aware of a conflict.

Dust is a major problem, as is wear and tear on the airfield roads, and safety concerns for pedestrians (there are children around). So, DRIVE SLOWLY. Give the Museum and other hangars and occupied areas as wide a berth as possible. Avoid taxiways servicing the private hangars if you don't have a glider attached and don't live there.

Radio **CTAF 126.15**
 AWIS 134.45

The CTAF frequency must be used when the glider is in the vicinity of the airport. A good rule of thumb is within 20km. Radio calls should be made to avoid conflict between aircraft that are arriving and departing Temora.

A circuit joining call should be made. In circuit, other calls can be made on downwind, base and final if necessary, to update other traffic and improve situational awareness. Not everyone can appreciate the speed, height and position that gliders fly circuits. That said, this is a busy frequency and calls should be limited to those necessary for safety. Prepare your speech before you transmit so that the call is clear and concise.

Tie Downs All pegs should be hammered flush with the ground to prevent tyre, other damage and trip hazards. Mark the pegs so they can be found afterwards. If for some reason they cannot be hammered flush they **MUST** be clearly marked and protected.

Recreational and General Aviation operations Flying training generally occurs in the early morning or late afternoon. But the schools may operate at any time. While gliders in flight generally have right of way over power aircraft*, some of the pilots flying locally may be very early solo. So please be considerate of their needs when managing your own flying. Many residents own recreational aircraft, mostly 2-seat Light Sport aircraft such as Jabiru, Gazelle/Kitfox, LightWing and Tecnam. They are all well trained in local procedures and radio use; and expect us all to be the same.

Do not block access to hangars, fuel facilities and gates to airside. This is most likely when taking on water ballast. Plan your parking position and time at the tap to be a minimal inconvenience to others. Move the glider back to the tie down immediately after watering.

*Any aircraft in emergency has absolute priority. Also, if safe to do so, give way to larger aircraft like corporate jets and large or high-performance museum aircraft. The dual runways make this easy but please note that the grass runways are available to any aircraft that can use them. As well as gliders, tail-dragger aircraft including some Museum aircraft prefer to use the grass. Gliders that are trying to scratch away within the live side of the circuit must give way to all circuit traffic – move away if below about 1500' agl.

“Bank” Plane Currently not operating routinely.

Operating areas

Gliding strips are the grass areas on the western side of RWY 18/36 and the northern side of RWY 09/27. See the map. We refer to them as “(number) Grass” to distinguish them from the sealed/gravel runways. They are marked with orange gable markers on the outside edge and flush to the ground markers (half orange/half white) on the delineation of the two runways. The entire width of grass from the orange gable markers to the seal or gravel can be landed on if necessary. You may also land on the bitumen or gravel itself. However, on the other side of the sealed runways from the grass runways the ground is not all useable due to surface irregularities at taxiways and drainage. There are also lights along the northern two-thirds of RWY 18/36 and along the full length of RWY 05/23 (including visual approach guidance lights or PAPIs).

If using RWY 05/23 only use the sealed bitumen surface. Do not land on the grass within the runway strip either side of the seal, it is unsuitable for landing and even rolling off. If using this runway roll to a stop near taxiway A or B and push clear of the runway immediately after landing.

Do not land for convenience to your vehicle, always land with your safety and that of others front of mind.

If you have a heavily ballasted glider you may wish to launch on the sealed surface. This may be done if the operation is planned so that the glider spends the minimum possible time lined up on the runway. That is, it should be held at the side until ready then pushed out by a crew and launched immediately. Self-launching gliders may also do this and may wait outside the runway strip on a taxiway opposite the glider launch point.

When you land on the gravel or sealed runways, get out and move the glider off clear of the runway and the associated runway strip without delay. Then consider how to get the glider back to the tie-down point and do so only when you will not interfere with other aircraft landing or departing. Push off to the side away from the grass runway so that you minimise the distance you need to push.

Before towing back switch on your handheld radio and monitor the CTAF for several minutes to gain situational awareness. Before towing across a runway make a good lookout from outside the vehicle and in all directions. When safe to cross make a radio call and listen for any response before proceeding.

When landing, it is permissible to taxi in a controlled and predictable way to the edge of the grass runways. Do not taxi and exit the runway at speed as the surface becomes less suitable along and outside the runway strip edge.

During competitions the preferred arrivals will be via straight-in approach to a nominated runway, usually the one aligned with the final leg of the task. Contest officials will monitor the CTAF during glider finishes and advise preferred runway and options for those who need to fly a circuit. It is usual in a contest environment with multiple close arrivals to land as long as possible leaving plenty of runway behind for those following. If for any reason you must land shorter than the full

available length, you should push off to the side of the runway immediately after landing.

In the event of several gliders landing simultaneously, the pilot in command is responsible to make the safest choice of landing areas and to let others know by radio so they can plan a safe arrival. A late change of plan can have knock-on effects that increase risk to others. After landing please do not deviate from a straight line unless you are certain you can stop safely and will not cross the line of someone else landing behind you – do not move towards a parallel landing area under any circumstances, and plan your landing for safety ahead of any convenience factor.

Flying cross country Monitor appropriate frequencies for alerted see and avoid. In the general task area, there are several CTAF aerodromes including Cootamundra, Wagga Wagga, Narrandera, Griffith, West Wyalong and Cowra. Use the CTAF in the vicinity of aerodromes and monitor the area frequency and glider chat frequency at other times. Our default chat frequency is 122.7 but it can become congested. Note Class E airspace has lowered to FL125 above and generally south, west and north of Temora and we must monitor the Class E frequency which varies across our general tasking area. Check current charts.

Note regular passenger transport by Regional Express into Wagga Wagga, Narrandera and Griffith. Qantaslink operate into Wagga Wagga. The airlines may monitor 122.7 and if they call please communicate if relevant to their track and intentions.

The Australian Airline Pilot Academy (AAPA) operate single engine Warriors and twin Seminoles from Wagga Wagga and occasionally satellite operations from Narrandera and even Temora. They certainly use these locations for nav exercises. They are aware of the glider chat frequency 122.7 and may communicate that way in addition to the CTAF and area frequency.

