



Gliding Procedures at Temora

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Temora aerodrome is a registered aerodrome owned and operated by Temora Shire Council (TSC). All visitors and club members are expected to operate in accordance with:

- *GFA Manual of Standard Procedures and Operations Regulations*
- *Civil Aviation Regulations and Orders, and instructions issued under these rules*
- *Temora Gliding Club - Gliding Procedures at Temora (this document)*

General:

1. Pilots are expected to be current and familiar with the aerodrome layout. The local NOTAM should be checked for relevant information. Seek a briefing if in doubt.
2. The CTAF frequency is 126.15 MHz.
The AWIS frequency is 134.45 MHz and telephone 02 9353 6453.
3. Temora is a mixed user environment (from parachutes to business jets) – consider the variety of threats this can produce in different conditions and plan to minimise impacts on other users.
4. Non-pilot visitors must be accompanied by a GFA member whilst airside.
5. Tiedown areas vary according to numbers and circumstances. Seek directions.
6. Local procedures may be varied by the Duty Instructor under some circumstances.



Vehicles:

7. Vehicles may access the aerodrome for gliding activity. Ideally only one vehicle per glider, with the glider registration displayed on a rear/side window. Vehicles airside must monitor the CTAF and be able to communicate when necessary. Minimise the use of vehicles airside and limit movements on taxiways and aprons to only what is necessary.
8. When airside, vehicles must display a rotating or flashing yellow light in accordance with TSC instructions. We recommend use of vehicle hazard flashers to further aid visibility.
9. Only vehicles towing a glider may drive within a runway strip (i.e. the area within the white or orange gable markers which includes the grass on either side of a sealed runway). Vehicles going to retrieve a glider must remain outside the runway strip markers.
10. Vehicles towing gliders are considered as taxiing aircraft and must monitor and communicate by the CTAF using the glider call sign.
11. Vehicles must be parked well clear of runway strips and aircraft parking areas.
12. Vehicles not towing gliders must give way to aircraft. Vacate taxiways if confronted by a taxiing aircraft, then stop and wait until any conflict is resolved. Communicate by radio (CTAF) as appropriate.
13. If the grass runways are closed due soft wet surface keep vehicles off other grassed areas.

Flying operations:

14. Before entering a runway strip, ensure a good lookout for all possible threats and announce intentions by radio (CTAF).
15. Gliders must monitor the CTAF within 10NM. Call when entering the CTAF; returning to the circuit area when flying locally; upon entering the circuit area; and to give position reports to assist other pilots' situational awareness.
16. Left hand circuits are standard on all runways. If you need a right-hand circuit, announce this at an appropriate time (but remember Aviate-Navigate-Communicate).
17. As first preference use the grass strips (orange gable markers) west side of RWY 18/36 and north side RWY 09/27. Sealed runways are also available but should be vacated at a taxiway as soon as possible after landing. On runway 05/23 only the sealed surface should be used as the grass areas within the runway strip contain approach lighting obstacles and may be rough. NOTE 1: Confirm runway availability by checking the local NOTAM – the grass runways are occasionally closed (e.g. soft wet surface). NOTE 2: Local real-time wind direction and strength is repeated on a continuous broadcast on 134.45 MHz triggered by a 1-second transmission.
18. When landing on the sealed runways remain on the centreline, stop at a taxiway and push off to avoid runway lights.
19. On the grass runways, taxiing on the landing roll is an acceptable practice if it is predictable, not across the path of others and at slow speed to the dead side of the runway (i.e. runway 18 /36 Grass taxi to the west side and runway 09 /27 Grass taxi to the north side).
20. Runway designations are simply the numbers or the numbers plus "grass". Do not use "east", "west", "left" or "right".
 - 05 / 23
 - 09 / 27
 - 18 / 36
 - 09 Grass / 27 Grass
 - 18 Grass / 36 Grass

Threat and error management:

21. When moving around the airfield develop situational awareness beforehand (e.g. lookout and listen to the CTAF) and plan.
22. The "parallel taxiway" on the east side of runway 18/36 enables access to the runway thresholds without having to enter and backtrack the runway. Access to 18/36 Grass is via the parallel taxiway

- and crossing 18/36 at or near the threshold. Stop before entering and crossing the runway strip and conduct a good lookout. Aircraft on long and low finals can be difficult to see.
23. The use of the parallel taxiway results in crossing runway 09/27. Stop at the hold points on the taxiway before crossing. Apply judicious use of the radio when taxiing to aid situational awareness of other users but avoid cluttering the CTAF.
 24. Landing on runway 27 or 27 Grass results in flying, holding off or rolling across the parallel taxiway and probably runway 18/36. Communicate landing intentions and maintain situational awareness of others using the parallel taxiway and crossing runway.
 25. Landing long on runway 09 or runway 09 Grass results in rolling across runway 18/36 and the parallel taxiway. Communicate landing intentions and maintain situational awareness of others using the crossing runway and parallel taxiway.
 26. Development on Spitfire Drive impedes vision of aircraft on final approach to runway 18 or aircraft taxiing south on the parallel taxiway. Develop and maintain situational awareness ahead of launching on runways 27 or 27 Grass.
 27. When landing on runways 18/36, 18/36 Grass, 09/27 and 09/27 Grass roll through the runway intersections so as not to block multiple runways whilst retrieving the glider.
 28. Other threat and error management as determined by the pilot and applicable circumstances.

Diagram in support of items 24 and 25:

