

Alpine Soaring Mount Beauty Inc.

OPERATIONS MANUAL
At Mount Beauty Aerodrome

Version 1.7
May 2023

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REVISION HISTORY

Version	Date	Detail
1	September 2020	Initial Issue.
1.1	July 2021	Review by C Collings - Operations Manager
1.2	August 2021	More detail of Launch Operations added – C Collings
1.3	August 2021	Minor syntax changes – Phil O’Brien
1.4	September 2021	Removal of references to Auto Tow operations – C Collings
1.5	September 2021	Minor procedural change on VHF CTAF calls during winching – C Collings
1.6	October 2021	Minor corrections noted at 3 Oct Safety Committee Meeting
1.7	May 2023	Minor corrections to launch radio calls as approved in May SC meeting

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1 OPERATIONAL REGULATIONS

Gliding operations are subject to the following Acts, Regulations, Orders and Standard Procedures:

- Civil Aviation Act 1988
- Civil Aviation Regulations 1988
- Civil Aviation Safety Regulation 1998
- (Part 91 and Part 103 of CASR will apply to the operation of sport and recreation aircraft from 2021.)
- Civil Aviation Orders 95.4 (CAO 95.4) and 95.4.1 (CAO 95.4.1) as in force from time to time
- Gliding Federation of Australia, Manual of Standard Procedures Part 2, Operations.

The conduct of operations at Mount Beauty Aerodrome is subject to approval by the Aerodrome Operator, Alpine Shire Council through their designated representative.

Airfield users are obliged to be familiar with the above regulations as they apply to any operations they conduct.

Nothing in this document overrides the regulations above unless by explicitly granted exemption.

This document will not repeat operational requirements defined by the above regulations except where necessary for clarity or emphasis.

This document should be prescribed reading for glider pilots who are not currently familiar with operations at Mount Beauty Aerodrome.

2 DOCUMENTATION

2.1. Documents relevant to flying operations at the Mount Beauty Aerodrome include:

- Aeronautical Information Publication ([AIP](#)), including
- En Route Supplement Australia (ERSA) FAC entry for Mount Beauty Aerodrome (YMBT)
- Relevant Charts – Melbourne VNC, Deniliquin VNC and WAC 3470
- Civil Aviation Advisory Publications CAAP 166-1 and CAAP 166-2
- Visual Flight Rules Guide (VFG)
- YMBT Airport Operations Manual

2.2. Where there is a difference or conflict in procedure between this document and the YMBT Airport Operations Manual, the YMBT Airport Operations Manual will preside.

3 MOTOR VEHICLE USAGE

3.1. Motor vehicles of people engaged in gliding must be parked clear of all aircraft movement and overshoot areas.

3.2. Motor vehicles shall not exceed 40 km/h on the Aerodrome. Near to model aircraft activities, the Terminal building, trailer parks, hangar apron and parked aircraft the speed limit is 20 km/h.

- 3.3. Motor vehicles are not to be driven on the model aircraft runway.
- 3.4. Motor vehicles shall be driven under the effective control of a licensed driver. A motor vehicle may operate on aircraft movement areas, ie. on the Rwy Strip within the gable marker and in the vicinity of taxiways, whilst:
 - Engaged in retrieving winch wires or ropes,
 - towing a glider, glider control van, or winch.
 - Vehicles operating within the movement areas must be equipped with an operating flashing beacon or operating hazard lights and drivers must monitor the CTAF.
- 3.5. Drivers must give way to all aircraft and vacate the movement area at the earliest opportunity.

4 GLIDING OPERATIONS – GENERAL

- 4.1. It is the responsibility of the ASMB Operations Manager to liaise with the aerodrome operator and other aerodrome users to achieve a harmonious working relationship.
- 4.2. Duty Pilot. A designated Duty Pilot shall supervise club operations. The club may operate under the supervision of a Duty Instructor of another club who is present and in agreement. No Duty Pilot need be present for operations by Independent Operators (GFA MOSP2, Section 13 refers).
- 4.3. Duty Rwy. The duty Rwy for gliding take-off is usually Rwy 32; Glider landing is usually made on Rwy 14.
- 4.4. Launch Point. During any gliding operations there will be only one launch point for all. For operations on Rwy 32, the launch point is located at the southeast end of the aerodrome, adjacent to the Embankment Drive fence. In the unusual situation where it is necessary to use Rwy 14 for take-off, the launch point will be chosen by agreement between Duty Instructor/Pilots.
- 4.5. Partially Unserviceable Aerodrome. For practical reasons (eg. due to rain affected ground) the Duty Pilot may introduce additional restrictions on use of vehicles, roads, parking places and Rwy Strip.
- 4.6. If more than one winch is available there will be an agreement between the Duty Pilots about the winch launch and cable retrieval procedures to be used.
- 4.7. Parked gliders. Gliders not in immediate use shall be removed to a place off, or as far to the side of, the Rwy Strip as is practicable and shall not be left unattended unless securely anchored appropriate to the prevailing or expected weather conditions.
- 4.8. Parked Tugs. Tug planes not in use shall be parked as far to the side of the Rwy Strip as is practical
- 4.9. Visiting Gliders & Glider Pilots. Visiting glider pilots shall operate under the auspices of local gliding club, if possible, alternatively as Independent Operators.
- 4.10. Visitors. There will be a common safe area for visitors at the launch point, appropriately delineated from operational areas for the safety of those visitors. Gliding club members shall give advice and direction to their visitors on safety requirements. Visitors on the airfield may only leave the safe area in the company and under the supervision of a qualified gliding club member.
- 4.11. Fire suppression equipment. It is recommended that each club provides a serviceable fire suppression extinguisher to be carried in the cable retrieve vehicle.

5 FLIGHT OPERATIONS

- 5.1. Glider operations can be conducted from the Rwy and adjacent grass areas. Gliders can be launched using a variety of methods including winch launch, aero tow, self-propulsion, vehicle tow. In all cases, vehicles and people may be operating on, or in the vicinity of, the Rwy in use.
- 5.2. When winching is conducted, aerotow and winch operations shall use the same launch point.
- 5.3. Glider Launching. Each club shall operate launches in compliance with its Operations Manual and shall be responsible for supervising the launching of its own gliders. Procedures and signals will be selected from the methods in MOSP2 as agreed by the clubs and documented in their Operations Manuals.
- 5.4. Any person may give the signal to stop the launch, if proceeding could result in imminent danger.
- 5.5. Circuit Direction. In accordance with the ERSA, the normal circuit direction at YMBT is left hand for Rwy 14 and right hand for Rwy 32.
- 5.6. Landing (Gliders). Reciprocal circuits are normally flown with take-offs from Rwy 32 and landings on Rwy 14. If there is a strong northerly, landing will also be on Rwy 32.
- 5.7. Pilots may land on any Rwy and fly any circuit direction if circumstances demand. Extreme care is required when landing on Rwy 32. Be alert to traffic landing on Rwy 14, and to the proximity of rising ground to the south of the airfield.
- 5.8. Gliders are affected by changing weather conditions much more than powered aircraft are. Modified circuits are a fact of life for gliders, as their pilots have no means of counteracting the effects of lift, sink or wind-shear except by changing the shape of circuits to remain within a safe distance of the landing area. In addition, a modified circuit may also be necessary following a low wire/rope release (or break) carried out intentionally for training or occurring otherwise. Appropriate radio procedures are used.
- 5.9. Radio calls are mandatory at YMBT, and if radio is unserviceable or not available, then radio failure procedures should be used to maintain the situational awareness of other airspace users (see ERSA EMERG).
- 5.10. Ground Roll. Gliders should make a straight approach and landing run parallel to the Rwy and must not taxi clear of the Rwy unless operationally required and only if no other aircraft can land alongside in the taxi direction. Powered sailplanes may taxi under power providing it is safe to do so (GFA MOSP2, Section 8.1.6). Gliders landing on Rwy 14 shall aim to complete the ground roll at a safe distance from the launch point. Gliders shall be withdrawn from the Rwy area as quickly as possible after finishing the ground roll. Gliders shall not land directly behind other gliders.
- 5.11. Thermaling in the Circuit. A glider flying in the vicinity of the aerodrome must either join the circuit pattern or avoid the circuit pattern for the aerodrome. Thermaling may only be conducted outside of the active circuit pattern and in any case not below 1,000 feet AGL.
- 5.12. Aerobatic Operations. Gliders shall not perform aerobatics, including spin training, within 2 NM of the Aerodrome below 2,000 feet AGL.
- 5.13. Glider towing aircraft shall endeavour to avoid towing over houses in the surrounding area to minimise noise impacts.

6 LAUNCH OPERATIONS

- 6.1. Daily Inspection. Prior to the start of operations, the winch vehicle shall be inspected for serviceability in accordance with the Mount Beauty Syndicate Winch Manual.
- 6.2. Duplicate of 4.11 Fire suppression. Serviceable fire extinguishing equipment shall be carried in the winch vehicle and will also be stationed at the winch.
- 6.3. Radio Watch. The winch or launch vehicle driver, launch point controller and glider pilot will maintain a listening watch using VHF radio on the CTAF.
- 6.4. No launch shall be commenced whenever an aircraft joins circuit or taxis for take-off. Departing aircraft must be clear of the airfield before launching can be recommenced.
- 6.5. Launching shall cease as above unless separation in circuit can be arranged by radio.
- 6.6. Launching may recommence when an aircraft not associated with the gliding operation has taxied clear of the Rwy (and glider Rwy if applicable) or has departed.
- 6.7. Warning lights. The winch will display a rotating white beacon whilst launching.
- 6.8. Launch Controller. A suitably experienced person will be designated as launch point controller and will be in charge of winch operations at the launch point. Launching shall be controlled from outside the glider launch point to maintain a clear view of the circuit and Rwys. The launch point controller shall provide appropriate advice to incoming aircraft.
- 6.9. The launch wire or rope shall be located close to the Eastern side of the Rwy Strip.
- 6.10. When retrieving the launch cable, the retrieve vehicle driver is to determine if there is any possible traffic conflict before proceeding.
- 6.11. Communications between the launch point controller and winch driver shall be made using UHF channel 14.
- 6.12. Prior to entering the cockpit the pilot will verify the correct weak link has been selected for the aircraft being launched.
- 6.13. Prior to launch the winch driver, and the launch point controller will look out and listen on CTAF 126.0 VHF for approaching aircraft, bearing in mind the possible arrival of non-radio equipped aircraft.
- 6.14. Once the pilot has completed their pre-flight checks, they will signal the launch point controller to connect the cable. Prior to connecting the cable, the launch point controller must check:
 - the canopy is closed and locked,
 - the airbrakes are closed and locked,
 - the launch area is free from obstructions (people or property),
 - the surrounding airspace is clear.
- 6.15. If the circuit area is clear the pilot will broadcast on the CTAF as follows: "Mount Beauty traffic, glider (*x-ray golf echo*) commencing winch launch, Rwy 32. Caution – be aware of cable to 3,000 feet, Mount Beauty". The pilot may then signal to the launch point controller (usually a thumbs up) they are ready for launch.

- 6.16. The launch point controller communicates with the winch driver on UHF radio; “Winch, this is Launch, ASK21 on the wire, there is no circuit traffic. All out All out (or take up slack)” as appropriate.
- 6.17. The Winch driver confirm the communication from the launch controller on UHF radio; “ Launch this is winch, ASK21 on the wire, all out all out” (or “taking up slack”, as appropriate).
- 6.18. The winch driver must make a final check for aircraft in circuit or landing straight in. If the area is clear the winch driver makes a final call on CTAF as follows: “Mount Beauty Traffic. Glider winch is commencing launch from Rwy 32. Beware of cable to 3,000ft, Mount Beauty”.
- 6.19. If at any stage there is any hazard or abnormality detected, any ground crew can call out on a UHF or VHF radio “Stop Stop Stop”. On hearing this call, the glider pilot will release the cable. The Winch Driver must abort the launch.
- 6.20. Aero tow CTAF broadcasts will be made by the tug pilot as appropriate.
- 6.21. Launch cables shall not remain deployed across any taxiway for any longer than the minimum required for the actual launching of a glider.
- 6.22. In the event of a broken wire or rope obstructing the active Rwy a broadcast on the CTAF shall be made advising of the situation, a listening watch maintained, and advice provided to traffic, and subsequently an “all clear call” shall be made when the Rwy is fully available. The obstruction shall be removed as quickly as is practicable.
- 6.23. Launching cables shall be retracted if launching will not be taking place for an extended period i.e. cables are not to be left lying on the Rwy Strip or across Taxiways.
- 6.24. An aerotow launch is not to commence until the winch cable is clear of the Rwy and on the ground.
- 6.25. On days when winch operations are being conducted, whether launching is in progress or not, gliders, tugs and powered aircraft must not overfly the operational Rwy, nor fly within a 500 metre radius of the winch except in the course of taking off.

7 COMMUNICATIONS – CTAF

- 7.1. The CTAF 126.0MHz is not exclusive to Mount Beauty Aerodrome but is also used at a number of other aerodromes. Therefore, all radio calls shall be kept to recommended radio calls, calls for safety reasons and essential operational matters. The frequency is not to be used for personal chatter.
- 7.2. Gliders shall prefix their call signs with the word "glider".
- 7.3. Tugs shall prefix their call signs with the words "glider tug" and shall add at the end of the call "with glider in tow", when appropriate.
- 7.4. Approaching the CTAF Boundary Inbound. In accordance with the AIP, when approaching the aerodrome and at 10NM inbound of the CTAF boundary, all radio-equipped aircraft including gliders and motor gliders must broadcast on the CTAF:
 - aircraft type and call sign;
 - position (reported as distance with either the radial, bearing, or quadrant from the aerodrome);

- height; and
- intentions.

- 7.5 Joining the Circuit. In accordance with the AIP, all radio-equipped aircraft operating into an aerodrome within a CTAF area must broadcast on the CTAF when joining the circuit.
- 7.6 Turning onto Base and Final. Turning Base and Final calls are at the discretion of the pilot for situational awareness and avoidance information.
- 7.7 If a radio is carried and a circuit modification is required that may affect other traffic or create a conflict, a broadcast must be made to assist “see and avoid”.
- 7.8 Radio failure procedure. If a radio is not carried or is not operational the pilot is required to comply with the requirements to follow Radio Failure Procedures. The pilot should assume the aircraft cannot be seen from the ground.
- 7.9 Departing Motor gliders and Tugs. Pilots of powered sailplanes (motor gliders) are to broadcast on the CTAF a "taxying", “entering runway” and “take off” call, nominating the intended departure Rwy and intentions.

-- END OF OPERATIONS MANUAL --