

HEMET/RYAN AIRPORT A.O.M. COMPLIANCE
Refer to Hemet-Ryan Glider A.O.M for more information

GLIDER OPERATIONS PROCEDURES

Rev. 10/10/11

Taxiing

If necessary, gliders that are tied down on the south side of the airport shall be taxied across the field to the north side (glider side) for flight operations. A taxi vehicle, equipped with the proper airport safety markings may be used. The safety markings can be an FAA approved flag or rotating beacon light.

Before moving any aircraft from the tiedown or ramp area, monitor the Hemet CTAF frequency, 123.0 MHz. to determine if there is any other movement of aircraft on the ground or in the air. Make a radio announcement indicating your intention to taxi to; for example, "HEMET TRAFFIC, GLIDER 32B AT SOUTH TIEDOWN RAMP, TAXIING TO NORTH SIDE GLIDER OPERATION VIA TAXI WAY CHARLIE, HEMET".

At the runway hold short line, look in all directions for aircraft on the ground, on the runway, or on final. Listen to the CTAF frequency. If clear, announce your intentions to cross runway 5-23 and taxi to the north side. For example: "HEMET TRAFFIC, GLIDER 32B CROSSING RUNWAY 5-23 FOR NORTH SIDE GLIDER OPERATION, HEMET."

Safety Officer

A safety officer will be designated for each day of glider operations. The Safety Officer will be responsible for all movement of gliders on the ground and coordinate those with any glider in the landing pattern.

Staging Gliders

All gliders staging for launch will line up beginning at a designated launch line. Gliders will be aligned parallel and offset to the runway providing a sufficient distance from any landing aircraft, so as not to create a potential collision hazard.

The first pilot in the launch line shall be in his aircraft, prepared for hookup and launch immediately when the tow plane is staged.

Any persons not necessary for the glider launch shall be prohibited from standing near the launch area or the runway.

Movement of Gliders

Gliders shall only be moved in the "Movement Area" by hand pushing, or by towing from the vehicle designated for that purpose. No other vehicles are allowed. Clear the Movement Area as quickly as possible.

Runway 4-22 operations

All gliders shall take off and land only on the paved glider runway.

It is prohibited to stage any aircraft on the runway if there is a glider in the landing pattern.

No glider or towplane may launch on runway 4-22 simultaneously with a powered aircraft taking off on runway 5-23.

All gliders and towplanes shall comply with the radio procedures as outlined in the document HEMET RADIO PROCEDURES.

Gliders Landing

All gliders shall comply with the radio procedures as outlined in the document HEMET RADIO PROCEDURES.

It is prohibited to land in the Non-operations Area between runway 4-22 and 5-23 except in an emergency. It is also prohibited to land in the Non-operations Area to the east of runway 22 except in an emergency.

All gliders shall land on the paved runway and roll off to the north, into the Glider Rollout Area. Do not stop on the runway. The glider can then be moved via the Glider Movement Area back to the Glider Parking Area or to the Staging Area.

Emergencies

If a glider is low in the pattern, or if some other emergency exists, the glider may deviate from the A.O.M. and, if necessary, land in the field to the east of the paved runway 22, so as to avoid a collision hazard with aircraft or objects on the ground.

Simulated rope breaks and actual rope breaks at altitudes of 200-400 ft., shall be executed with a turn to the north for a landing on the pavement of runway 4 (or 22 with an easterly takeoff).

Low approaches shall be executed with a landing on the paved runway with touchdown midfield, beyond any aircraft in the Staging Area.

Towplanes may land on runway 5-23 if runway 4-22 is congested.

Aircraft Emergency Notification Procedure (AOM)

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