By-Law 7

GAWLER AIRFIELD OPERATIONAL GUIDELINES

Applicability

This document replaces all other documents relating to flying operations at the Gawler Airfield. It takes effect from 26/04/2016.

These guidelines apply to all pilots operating into and out of Gawler Airfield irrespective of whether they are ASC members or otherwise.

Background

The Adelaide Soaring Club Inc (ASC) manages the Gawler Airfield on behalf of the Light Regional Council. Aircraft based at and flying from the airfield include gliders, glider tug aircraft, Light Sports Aircraft (LSA), trikes, homebuilt sports aircraft and General Aviation aircraft. Visiting aircraft of many different types also operate at the airfield.

Airfield infrastructure includes runways, taxiways, hangars (both club-owned and private) and extensive other facilities such as fuel installations, clubhouse etc.

Given the mixed nature of the Gawler operation it is possible for departing and arriving aircraft of many different types and performance characteristics potentially to conflict with each other. Pilots must maintain situational awareness and good airmanship. In particular, timely radio calls at accurately-stated locations is required to ensure appropriate separation during arrival and departure.

The Gawler airfield is not a certified or registered aerodrome. It is classified as an Aeroplane Landing Area (ALA), however the airfield is audited every year to the RFDS standards.

Operational Authority and Responsibility

Operational authority and responsibility for the Gawler Airfield falls under the jurisdiction of the ASC Committee and is delegated to the two ASC Chief Flying Instructors (CFI's), one for gliding operations and one for LSA operations.

Airspace

The airspace in the vicinity of the Gawler airfield is complex. It consists of a number of military Restricted Areas and has an overlay of the Adelaide CTA steps. Operational clearances are negotiated directly with the RAAF by a person (Airspace Officer) appointed by the Adelaide Soaring Club Committee. These clearances are notified in the usual way via NOTAM. It is a condition of use of the Gawler airfield that users have a full understanding of the airspace surrounding the airfield and that they have availed themselves with current NOTAM information.

Airfield Description

The runways are constructed as an offset cross They are designated in the standard fashion as 05, 13, 23 and 31. Each runway is constructed of compacted limestone/clay covered with gravel, and each has a bitumen takeoff strip to reduce risk of canopy, airframe and propeller damage. These takeoff strips are NOT on the runway centre line but are displaced to the edge of the gravel.

The runway lengths are as follows:

- Runway 05 -23 is 980 metres between marked thresholds. TODA (Take Off Distance Available) for Runway 23 is 1,245 metres.
- Runway 13 -31 is 843 metres between marked thresholds. TODA for Runway 13 is 1,034 metres,

Taxiways connect the hangar/apron area to the ends of all four runways, as can be seen from the image below.

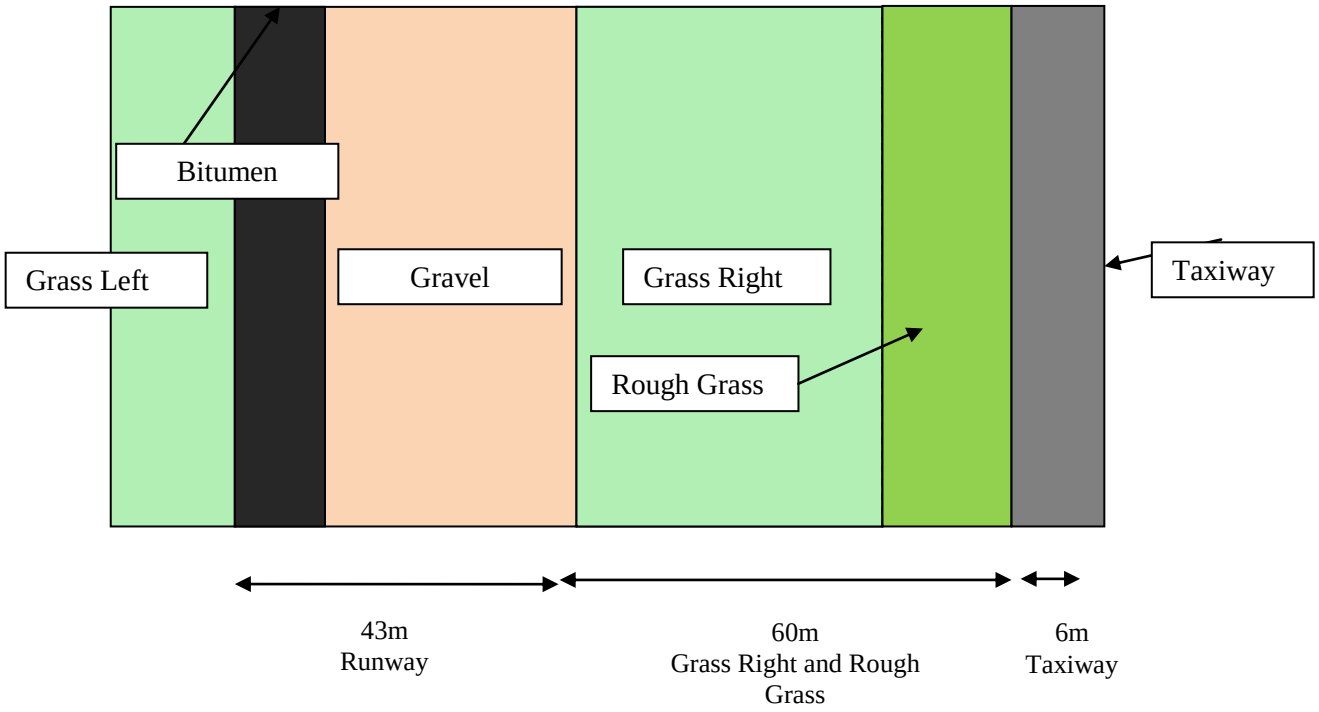
Also refer to ERSA - YGAW.

Guidelines

Nomenclature

In these guidelines the following terminology relating to runways is used:

Terminology	Description	Runways
Bitumen	The bitumen applied to the packed gravel runways	05 13 23 31
Gravel	The remainder of the packed gravel runways without bitumen.	05 13 23 31
Grass Left	The grass to the left of the bitumen	13 23
Grass Left	The landable grass to the left of the Gravel	05 31
Grass Right	The grass to the right of the bitumen	05 31
Grass Right	The landable grass to the right of the Gravel	13 23
Rough Grass	That part of Grass Right or Left to be avoided on landing.	05 13 23 31



Note: The above diagram describes Runways 23 and 13. The sequence left to right of the components for Runways 05 and 31 is the reverse of the above diagram.

Observations

- These guidelines take particular note of the flight envelope in the case of a takeoff / launch failure, and the risk of undershoot.
- The close proximity to the extreme end of the runways of vehicular traffic on the Northern Expressway presents significant challenges for all aircraft, whether arriving or departing.
- Powered gliders, under power[1], are considered in these guidelines to be powered aircraft.

[1] This will generally, although not always, involve the glider self launching.

- In these guidelines the word “aircraft” means both powered aircraft and gliders unless indicated otherwise.

Essential Principles

- No tail wind take-off or landings except in the case of specific training manoeuvres or launch failures.
- Landing aircraft have priority over aircraft taking off or launching.
- Gliders landing have priority over powered aircraft landing.
- Runways 05 and 13 should not be used for taking off in nil or very light wind conditions.

Standard Circuit Directions

The Gawler airfield circuit directions are as follows:

Runway	Circuit Direction
05	Left hand
13	Right hand
23	Right hand
31	Left hand

These circuit directions are published in ERSA.

Aircraft are permitted to fly contra circuits for training purposes or safety reasons. Any deviation from normal circuit procedures / directions must be advised through clear and timely radio communication. Deviations must not result in conflicting / head-on situations.

Runway Operations

Normal aviation procedures apply at the Gawler airfield, however on most days a mixed operation is conducted which can consist of sailplanes, tow aircraft, light sports aircraft, general aviation including historic aircraft and micro-light aircraft. Such a mixed operation comprises aircraft that have different levels of performance.

Furthermore, during gliding competitions or because of weather conditions, substantial numbers of glider landings may become necessary at the one time.

These factors require airfield users to be considerate of other aircraft, use standard circuit procedures, maintain vigilant lookout and use appropriate radio calls in accordance with “be heard to be seen” philosophy.

During normal operations the ASC will have a gliding duty instructor (DI) at the airfield. Whilst the primary role of this position is to run the gliding operation the person in this position is the delegate of the ASC Committee for general operational matters such as determining the preferred runway and circuit direction. It is expected that the interests of all airfield users will be considered by the DI when making such decisions and he/she will confer with the available LSA instructor on operational matters.

<u>Takeoffs and departures</u>

- The bitumen strips were specifically installed to facilitate glider take-off operations to assist in minimising stone damage to gliders. Other users should be aware that the bitumen strip is at the extreme edge of the runway.
- The grass is generally not to be used for takeoff or launching but can be used for training purposes or other reasons with permission from the DI.

- Prior to entering any runway all aircraft must stop at the designated hold point and ensure the runway is clear before proceeding. If there is a powered aircraft on the runway contact must be made with the pilot to ensure it is safe to cross the runway before proceeding. The runway ahead must be clear before any takeoff or launch.
- It is the pilot's responsibility to ensure that aircraft weight and performance along with prevailing weather conditions can enable a safe takeoff from the chosen launch point.
- If an arriving aircraft is on final approach or may otherwise interfere with an intended takeoff or launch the takeoff or launch must be delayed until the arriving aircraft has landed and cleared the departure runway.
- All aircraft must give a rolling call when about to takeoff or launch. In the case of a glider/tug combination the call will be given by the tug pilot.
- Parked gliders and powered aircraft (including any tug) should be positioned so they do not pose a risk to aircraft using the gravel.
- An unattended glider or other aircraft should not be left on a runway or takeoff strip unless being prepared for imminent launch.
- Powered aircraft departing the airfield from runway 05 should veer left as soon as practicable above 500 feet AGL to track left of the Sturt Highway to ensure separation from incoming powered aircraft that may be approaching from the Gawler Dam.

Arrivals and landings

- All LSA and GA arrivals from the north and east should track to the airfield via the Gawler Dam and make an inbound call with intentions at that point.
- All aircraft must listen on the Gawler CTAF frequency when within the vicinity of the Gawler airfield. When approaching the airfield with the intention to land pilots must listen to ascertain aircraft movements in the area and then broadcast their intentions.
- Over flying the active runway is not allowed below 1,000 feet AGL except in the cases of a glider on a low level approach, and any aircraft for safety reasons. This is to ensure proper separation between approaching and departing aircraft.
- All arrivals should plan to use approved circuit patterns and communicate intentions with appropriate radio calls. Any variation to standard patterns must be advised by radio calls.
- If a gliding operation is in progress, powered aircraft must land on the gravel when conducting both full stop and go around arrivals. The bitumen may be used if there is no gliding operation.
- If the gravel is blocked a powered aircraft should overfly the obstructing aircraft and then land if sufficient distance is still available, otherwise do a go around.
- Pilots of powered aircraft conducting straight in approaches must give way to other aircraft established in the circuit. Straight-in approaches are discouraged.
- Gliders should land on grass right (runways 23 and 13) or grass left (runways 05 and 31) unless operational circumstances indicate otherwise.
- Gliders landing on the grass are permitted to taxi towards the appropriate taxi way in order to clear the landing area for others.
- Should the intended grass be blocked by other aircraft, the landing glider should overfly and land on the grass ahead, or else use the gravel.
- On the landing roll, taxying off the gravel is not permitted except onto designated taxy ways. The only exception is for gliders where another glider has landed on the grass and is stationary. In this case a glider may taxy off the gravel ahead of the stationary glider.
- Under no circumstances should an aircraft land behind another stationary aircraft unless there is sufficient room to stop behind the stationary aircraft, without reliance on use of the wheel brake.
- Should both the grass and the gravel be blocked by other aircraft subsequent gliders will land on the grass or gravel as before but will overfly the obstructing aircraft.
- A landing pilot must clear his/her aircraft from the runway as soon as practical. This includes gliders.

- Arriving aircraft must land beyond aircraft lined up waiting to take off and not fly directly over the waiting aircraft.
- Glider pilots may undertake a “low level finish” approach and landing if appropriately endorsed and only if safe to do so. An appropriate radio call must be made well before commencement of low level high speed flying.
- Tug aircraft may utilise a cross runway if appropriate. In such cases the tug must stop or take a taxiway prior to the active runway and judicious use of radio is required to ensure a conflict with other traffic is avoided. Circuits must be flown to avoid conflict.
- Taxying aircraft, gliders under tow and tugs should utilise taxiways as a preference. Back-tracking is permitted if safe to do so, providing there are no aircraft lined up waiting to take off and no aircraft established in the circuit. A back tracking call should be given.

Parking

- The bitumen areas in front of the ASC-owned hangars are designated for parking club-owned aircraft. LSA aircraft should be parked with brakes on and facing into wind. The nose-wheel should be on the white parking line to ensure safe spacing.
- All parked aircraft (including gliders) must be clear of the yellow parking area/boundary line to ensure the taxiway in front of the hangars remains clear for aircraft and gliders proceeding to launch points or moving to the fuel bowser.
- No motor vehicles are to be parked in front of the ASC hangars.
- Parking for visiting aircraft is on the grass area between the club buildings and first row of private hangars. Overnight or longer-term parking must be arranged with the office staff.

Fly Neighbourly Policy

- The Adelaide Soaring Club management places a high priority on maintaining good relations with its neighbours – refer ASC By-Law 2.
- The standard circuit directions referred to earlier in this document are advised to assist in keeping airborne traffic as far as is practical away from more highly populated areas in the immediate vicinity of the airfield.
- There is to be **no flying prior to 8.00am**.
- There is to be **no circuit flying prior to 9.00am** although immediate departures are permitted.
- In both the above cases CFI approval to fly outside these restrictions may be obtained in special circumstances.

Special Circumstances at Gawler airfield

The surrounds to the Gawler airfield pose risks which must be managed. The approaches to runways 05, 31 and 23 are across a busy expressway. In addition, the expressway at the 23 end is raised and has a large road sign on approach. Motor vehicles use this road at high speeds and it is essential that aircraft on final approach do not cross the expressway at a low height and create distractions or potential hazards for motorists.

Tug aircraft approaches must make provision for trailing rope clearance.

Communication

The ASC will ensure that

- Copies of the guidelines are made available at the ASC office and the ASC briefing room.
- The guidelines are posted on the ASC website
- Relevant information is posted in ERSA.

Training in the guidelines will be provided[2] for all existing ASC flying members and new flying members will be provided with a copy of the guidelines on joining the club. It is mandatory for all flying members to acknowledge having read and understood the guidelines.

Disclaimer

These guidelines are intended to encourage a safe and efficient airfield operation. They are not intended to, nor do they, replace legal and other official requirements or guidelines imposed by aviation or other authorities including (but not limited to) CASA[3], the GFA, RA Aus or the Light Regional Council.

In particular, pilots should be aware of the contents of the current edition of ERSA when using Gawler airfield.

Any person utilising the airfield and operating under these guidelines does so at their own risk and that of any accompanying person or persons.

Approval record

Version 1.0
These guidelines replaced a previous set of aerodrome guidelines, as well as various other paper and electronic publications and pieces of advice. They were adopted by the ASC Committee at its meeting on 25 May 2010.

Version 2.0
Revised in 2016 to update wording (e.g. to recognise ASC has two CFI's) and to reflect operational experience. This version was approved by ASC Committee on 24/05/2016.

Version 3.0
Revised to include additional operational requirements and inclusion of previously omitted procedures. Approved in ASC Committee 26 April 2017.

[2] Training of club members is a joint responsibility of the club CFI's supported by the club committee.
[3] CASA CAAP 166 in regard to non-towered aerodromes applies to the airfield and takes precedence in the event of any conflict with these guidelines.