

Coastal Soaring Association
STANDARD OPERATING PROCEDURES
Revised October 12, 2019

A. GENERAL

1. All operations shall be conducted in accordance with applicable Federal Aviation Regulations (FAR).
2. All operations shall be conducted in accordance with aircraft operating handbook, placarded limitations, and approved weight and balance.
3. All members acting as Pilot-in-Command (PIC) shall be current and qualified in the category and class of aircraft they are operating, and for carrying passengers in accordance with FAR 61.57.
4. All operations shall monitor and use 122.9 MHz for airport operations.
5. Aerobatic maneuvers in association aircraft are prohibited.
6. The PIC shall have final determination for the airworthiness of association aircraft.
7. The Operations/Safety Officer (OSO) shall have final determination for the safety of operations of association aircraft.
8. Any association member may stop operations at any time for safety concerns. Upon stopping operations, the member must immediately report the situation to the OSO for resolution.
9. Association members must accomplish a checkout with a member Certified Flight Instructor–Glider (CFI-G) prior to acting as PIC of association gliders. Backseat checkout shall be at the discretion of the CFI-G.

B. GROUND OPERATIONS

1. Association glider canopies shall remain closed whenever the glider is unoccupied and members are not actively engaged in cockpit-related activities.

2. Only designated tow vehicles are allowed on the runways. Assume any runway is active and exercise extreme caution. Carefully check for traffic prior to approaching or crossing any runway.
3. Personnel towing a glider shall be in possession of a radio and monitor 122.9 MHz at all times during towing operations.
4. Non-members shall be escorted by an association member at all times while on the airport. All members share the responsibility for greeting and escorting visitors with an emphasis on remaining clear of operational areas.
5. Personal vehicles shall only cross Runway 18/36 on the airport driveway.

C. TOW-PILOT DUTIES

1. The tow pilot shall preflight the tow plane in accordance with the appropriate checklist.
2. The tow pilot shall preflight the tow rope for condition and any knots, plus ensure the tow-plane release is operational.
3. The tow pilot shall ensure that gliders are towed for an upwind release unless otherwise requested by the glider PIC.
4. A tow pilot must be current and qualified in Airplane Single-Engine Land (ASEL) operations (three takeoffs and landings in the past 90 days and a current FAA Third-Class Medical or higher).
5. The tow pilot must contact Pensacola Approach Control prior to the first launch to inform them of the day's planned operations.
6. The tow pilot must contact the Whiting ODO before any weekday operations.
7. The tow pilot is responsible for securing the tow plane at the end of daily operations.
8. The tow pilot shall be current in tailwheel operations in accordance with FAR 61.57 and towing operations in accordance with FAR 61.69.

D. OPERATIONS SAFETY OFFICER (OSO)

1. During all operations, a club member shall oversee operations and act as OSO. This member shall be any member designated by the President as competent to safely oversee operations for the day.
 - a. For weekday single-glider operations, the CFI-G or tow pilot may act as OSO.
 - b. Weekend and multiple-glider operations require a dedicated OSO.
2. The OSO has the authority to stop, correct, modify, or cease all operations should the situation arise. The safety-related decisions of the OSO are final.
3. The OSO shall actively manage flight operations.
4. The OSO is responsible for keeping the runway clear of any person or object that might interfere with safe flight operations.
5. The OSO shall monitor 122.9 MHz at all times.
6. The OSO is the point of contact in the event of any abnormal operation or occurrence.
7. The OSO is responsible for ensuring that association gliders and equipment are properly secured at the end of operations.

E. WEATHER

1. Flight operations shall not be conducted on any runway where the crosswind component exceeds 10 knots.
2. Operations in the vicinity of thunderstorms shall be avoided.
3. Operations shall cease with visible lightning within five (5) miles of the airport.

F. LAUNCH

1. The glider PIC has sole responsibility for the final determination of the airworthiness of the aircraft, integrity of the towrope, and competence of the launch crew.
2. Standard Soaring Society of America (SSA) hand signals shall be used where appropriate.

3. Non-rated pilots shall conduct solo operations under the direct supervision of an association CFI-G who shall be present for the preparation and launch of the non-rated members.

4. The glider pilot shall ensure two-way communications with the towplane have been established before each launch of that glider.

5. The glider pilot shall inform the towpilot of desired release altitude and any planned activities, such as, but not limited to, boxing the wake or slack-line training in accordance with FAR 91.309.

6. The tow plane shall not "take-up-slack" until directed to do so by the appropriate ground personnel.

7. The wing runner shall confirm glider configuration is correct, to include, but not be limited to, tail and wing dollies removed, canopy and spoilers closed, and rope attached.

8. Launch Procedure

a. As part of the pre-takeoff checklist, the glider PIC shall review an emergency plan of action to include, but not be limited to, Premature Termination of the Tow (PT3) scenarios, Runway 27 and Runway 18 obstacle avoidance, and any other pertinent information.

b. A "thumbs up" from the PIC or student indicates the glider pilot is ready for the wing runner to level the wings.

c. On receipt of the "thumbs up" from the glider PIC, the wing runner shall ensure the pattern is clear, the rope is taut, and the glider appears properly configured before leveling the glider's wings.

d. A "rudder waggle" from the towplane indicates the towplane pilot is ready to launch.

e. A "rudder waggle" from the glider indicates the glider pilot is ready to launch.

f. A circular arm motion from the wing runner is the signal for the tow pilot to begin the launch.

G. AEROTOW

1. Standard SSA airborne signals apply.
2. High tow is the preferred tow position.
3. Accelerated, slingshot, or soft releases are prohibited.
4. No tow maneuvers shall be conducted below 1500 ft AGL.
5. Normal glider release shall be immediately followed by a climbing right turn upon visual confirmation of tow release.
6. Normal tow direction shall maximize the ability of the glider to return to the field in the event of a premature release, with a 30-degree left turn initiated once airborne on Runway 09 launches.

H. CRUISE FLIGHT and THERMALING

1. Members flying association gliders shall remain within safe gliding distance to return to the field as conditions and pilot experience warrant.
2. **Thermaling below 1000 ft AGL in association gliders is STRICTLY prohibited.**
3. Normal safety rules apply when thermaling with other gliders.

I. PATTERN and LANDING

1. Landing checklist and radio calls shall be made prior to entering the landing pattern.
2. Avoid low-energy landings to help prevent tail-boom strikes.
3. Normal operations shall be left-hand patterns.
4. Glider pilots shall clear the runway as conditions and safety allow. If stopped on the runway, push the glider clear as soon as practical.

J. CROSS-COUNTRY OPERATIONS

1. Members engaging in cross-country operations shall have adequate retrieval options available.
2. Retrieval using the association towplane shall be at \$125/hr.
3. Aerotow retrieval shall only be accomplished from designated landing facilities. Retrieval from agricultural or open fields shall be by trailer.

K. RADIO and TRANSPONDER USAGE

1. Transponders in association aircraft shall be on ALT for all launch, tow, and post-release operations. Gliders shall squawk 0200, and the towplane shall squawk 1200.
2. The tow pilot shall announce on 122.9 MHz the start of any launch operation. Any airborne gliders are encouraged to respond with their position and altitude.
3. All aircraft shall announce their entry into the airport traffic pattern on 122.9 MHz.
4. Each aircraft shall have an operable radio prior to launch.

L. MISCELLANEOUS

1. Members may schedule association gliders (normally in non-consecutive 1 ½ hour blocks) on the association Website. The scheduled time is the **launch** time. Members shall take appropriate measures to ensure they are ready to launch at the scheduled time. Accommodations for mechanical or unforeseen circumstances shall be made as directed by the OSO.
2. Members shall have association gliders on the ground at the end of their scheduled times unless approved by the OSO. Members who routinely disregard this courtesy shall be subject to sanction at the discretion of the Board.
3. All mechanical discrepancies shall be reported to the OSO immediately upon discovery, and an immediate determination of the airworthiness of the aircraft shall be accomplished.

4. Members who assemble privately-owned gliders shall ensure that a Post Assembly and Critical Assembly checklist is accomplished prior to staging in the launch area.

5. The OSO or an association CFI-G may ground any individual as they deem necessary. Such action shall be immediately reported to the association President for action.