

MEMORANDUM OF UNDERSTANDING

between

AIRWAYS CORPORATION OF NEW ZEALAND LIMITED
acting through TAURANGA TOWER (“TG TWR”) and
CHRISTCHURCH CONTROL BAY SECTOR (“CH Control”)
jointly referred to as “Airways”

and

TAURANGA GLIDING CLUB (“TGC”)

and

TAURANGA AIRPORT AUTHORITY (“TAA”)

1 Introduction

1.1 Effective Date

10 November 2016 – 31 October 2019 - Extended until further notice as per Tower request on 20 December 2019

1.2 Objective

To define airspace and procedures to be used by the TGC and Airways.

1.3 Scope

The procedures and airspace defined in this Memorandum of Understanding (“MOU”) will apply to Airways and TGC gliders and tow aircraft in regard to:

- Use of airspace
- Use of Runway 04/22
- Transponder operations

2 Airspace

2.4 Control Zone (TG CTR/D)

The Tauranga CTR/D includes 2 sectors for the use of gliders and tow aircraft.

The sectors are:

- Mount Sector
- Omanu Sector

The lateral boundaries of these sectors are as defined in Appendix A

Both sectors have vertical limits (Surface-1500ft).

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3 Transponders

3.1 General

All gliders and glider tow aircraft shall operate transponders on Mode C (Alt selected) at all times. This is to ensure the proper operation of ACAS equipment.

3.2 Codes

The following SSR codes have been allocated by Airways for use by gliding aircraft as indicated.

Aircraft	SSR Code	Aircraft	SSR Code
GEO	3420	PNE	3406
GNN	3421	BKJ	3407
GXT	3422		
GPZ	3423		
GZX	3424		
GSU	3425		
GKM	3426		
GMC	3427		

4 Use of Grass Runway 04/22

4.1 General

Gliding operations will normally be carried out on Grass Runway 04/22. Airways will provide the TGC exclusive use of Grass Runway 04/22 during gliding operations unless otherwise advised. Airways will modify the ATIS to reflect that gliding is in progress. Tow pilots and glider pilots are responsible for obstruction avoidance including personnel, equipment and vehicles.

4.2 Competition Landing Strip

Subject to Airways' approval, a competition landing strip is available for the use of gliders and is situated midway between Grass Runways 04/22 and 16/34.

4.3 Vehicles and Personnel

During glider operations, vehicles and personnel directly associated with gliding operations are permitted to use Grass Runway 04/22 for the purpose of parking and/or retrieving vehicles, club caravans, gliders and tow planes.

4.4 Departures

Prior to each departure, the tow pilot or self launching glider pilot must request a departure clearance from TG TWR when they are ready for an immediate takeoff. The take-off instruction will be "TAKE-OFF AT YOUR DISCRETION".

TG TWR will endeavour to advise the tow pilot when there will be a significant delay for their departure (i.e. more than 5 minutes) or when an IFR arrival is due within 15 minutes.

The issuing of a take-off instruction to the tow pilot indicates that TG TWR is able to accept the tow plane and glider entering the TG CTR/D airspace and that they will be sequenced with other arriving and departing aircraft operating from the airfield.– The parties acknowledge that the issuing of this instruction **does not** indicate that the Grass Runway 04/22 is clear.

The responsibility for providing separation from other vehicles, caravans, persons and aircraft associated with gliding operations operating on Grass Runway 04/22 lies with the pilot.

4.5 Arrivals

Arriving gliders and glider tow will be given the position of other gliders in the 04/22 circuit. These aircraft will be sequenced and separated from other aircraft operating in the 07/25 and 16/34 circuits.

Gliders and tow planes shall be issued with an instruction to “LAND AT YOUR DISCRETION”.

The parties acknowledge that the issuing of this instruction **does not** indicate that the Grass Runway 04/22 is clear.

The responsibility for providing separation from other vehicles, caravans, persons and aircraft associated with gliding operations operating on Grass Runway 04/22 lies with the pilot.

Gliders and tow aircraft landing on Grass Runway 22 must touch down prior to Huka Pak cool store. The distance from the threshold of Grass Runway 22 and Huka Pak is 380m.

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Gliders intending to land long on Grass Runway 22 in anticipation of a runway change shall only do so if TG TWR has given specific approval to do so.

TG TWR shall be notified immediately of any situation where a normal landing on Grass Runway 22 cannot be assured, for example, stuck air brakes or flaps etc.

Glider pilots shall advise TG TWR when it is anticipated that they will be joining within 3 minutes.

5 Application

5.1 Commencing Operations

The TGC shall nominate a duty instructor who shall be present whenever gliding is taking place, unless individual pilots are cleared for independent operations as per Gliding New Zealand regulations. Some gliding takes place outside of normal club operating hours by experienced authorised pilots without an instructor being present.-

Prior to operations commencing, agreement shall be reached on the runway to be used and approval sought from TG TWR to ‘Commence Glider Operations’ including setting up equipment associated with the operation on Grass Runway 04/22. TG TWR will be responsible for advising CH Control of glider operations commencement.

Should any changes be required, approval shall first be obtained from TG TWR.

5.2 Departures

The tow pilot or self launching glider pilot will advise TG TWR of the preferred departure direction.

TG TWR will issue a departure clearance.

The clearance issued to the tow pilot will apply to the glider under tow without the need for the glider pilot to provide a read back.

Unless otherwise instructed by TG TWR, the glider and glider tug will contact CH Control on 119.5 MHz passing 1000ft for clearance to enter the TG CTA/D. Gliders and glider tugs must maintain 1500ft or below until a clearance for further climb has been obtained by CH Control.

The tow pilot will take the most direct route for the departure, taking into account safe towing practices.

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5.3 Operations within TG and RO CTA/D

Do not enter the TG and/or RO CTA/D without a clearance.

Unless otherwise instructed to by TG TWR, contact CH Control on 119.5 MHz for a clearance to enter the CTA/D passing 1000ft.

A VFR clearance will normally be issued by CH Control to operate either within or with reference to the lateral boundary of the TG CTR/D

e.g. “OPERATE SOUTH OF THE TG CTR 9500ft and below”

“CLEARED OVERHEAD THE TG CTR REMAINING WEST OF THE AERODROME 2000FT TO 5000FT”

Gliders and tow planes shall remain within the boundaries of the cleared area.

The tow pilot will advise Airways when the glider has released, and must continue to remain within the boundaries of the cleared area until issued arrival instructions to Tauranga.

When cleared to operate in the TG CTA/D, the glider shall remain above 2000ft and advise CH Control immediately if unable to do so.

5.4 Arrivals into TG CTR/D – Glider Arrival

Glider and Tow aircraft returning to TG for landing shall be issued with a ‘Glider Arrival’ from CH Control. Unless otherwise instructed, aircraft shall track directly to overhead the Mount Sector maintaining 2000ft or above. Unless otherwise instructed, Glider and Tow aircraft shall contact TG TWR when established overhead the Mount Sector, above 2000ft and remain outside the TG CTR/D or above 2000ft until TG TWR issues a clearance to enter the TG CTR/D.

Gliders must maintain 1500ft or above in the area south of the extended centreline for Runway 07/25 and east of Kulim Park. If a glider finds itself in a situation when they cannot maintain or expect to be unable to maintain 1500ft or above in this area, they are to advise Airways immediately and request a clearance to track directly back to the circuit area. The glider will be given priority in this circumstance.

Once the glider is established in the Mount Sector and pilot reports “joining shortly” the glider pilot shall advise TG TWR if joining is likely to exceed 3 minutes.

Glider pilots shall advise TG TWR immediately prior to entering the downwind leg.

5.5 Operations within the Mount or Omanu Sectors

Glider operations within the Mount or Omanu Sectors are subject to controller workload and any other operations within the vicinity of the aerodrome.

Gliders operating in the Mount or Omanu Sectors may be instructed to join for the gliding runway in use or vacate the Mount and Omanu Sectors at any time the operation is likely to conflict with other aerodrome traffic or parachutes.

5.6 Aerobatics

Gliders must request a clearance to conduct aerobatics within controlled airspace and any intention to conduct aerobatics after release from the glider tug must be advised prior to departure.

The preferred location for glider aerobatics is outside of the lateral boundaries of TG CTR/D. Notwithstanding, the pilot may request any other location, subject to availability and dependant on traffic. Gliders should indicate the anticipated duration of the aerobatics when making the request to Christchurch Control.

5.7 Short Approach Grass Runway 04

When requested by Airways, a short approach onto Grass Runway 04 may be required to facilitate arriving aircraft on Runway 07.

Short approach via Huka Pak cool store

This is defined as conducting the entire approach no further to the south than the Huka Pak cool store. This will give the required separation from aircraft using Runway 07. See Appendix B . If a pilot is unable to carry out a short approach or a landing on Runway 22 with a tailwind, an alternative clearance shall be requested.

5.8 Noise Abatement

Where possible the glider tow shall operate over non-built up areas while low level for the purpose of noise abatement.

6 Briefing

6.1 General

The TGC is responsible for fully briefing its members and or glider pilots from other locations, providing adequate training and ensuring that they comply with the procedures detailed in this MOU.

7 Emergencies

7.1 General

Nothing contained in this MOU shall preclude a pilot of a glider or tow plane carrying out any actions deemed necessary as a result of any emergency including significant height loss. In any case, Airways should be notified as soon as practicable as to the pilot's intentions.

7.2 Communications Failure

In the event of a glider or glider tug having a communications failure, they shall carry out the following procedure;

1. Squawk 7600
2. Proceed from present position to the mount sector, maintaining a visual look-out to avoid other aircraft
3. Let down in the mount sector
4. Land on the runway in use for gliding operations.

8 Compliance

It is understood that incident reporting processes exist with Airways, the Gliding Club and CAA however notification of these may take a period of time to be brought to the attention of the Gliding Club for corrective action.

In the interests of safety and immediate corrective action TG TWR will, as soon as practicable, advise the Gliding Club CFI of any incident, especially those involving airspace breaches or the incorrect use of the radio.

9 Cancellation

This MOU cancels any previous agreements on this subject between Airways and the TGC.


10 Acceptance

Airways Corporation of New Zealand Limited by its authorised signatories:


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James Pengelly
Chief Controller – Tauranga Tower

10/11/2016


Date


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Brian Walls
Team Leader – Christchurch Control Bay Sector

10/11/2016

Date


Tauranga Gliding Club by its authorised signatory:


.....
James Graham
Chief Flying Instructor

09/11/2016

Date

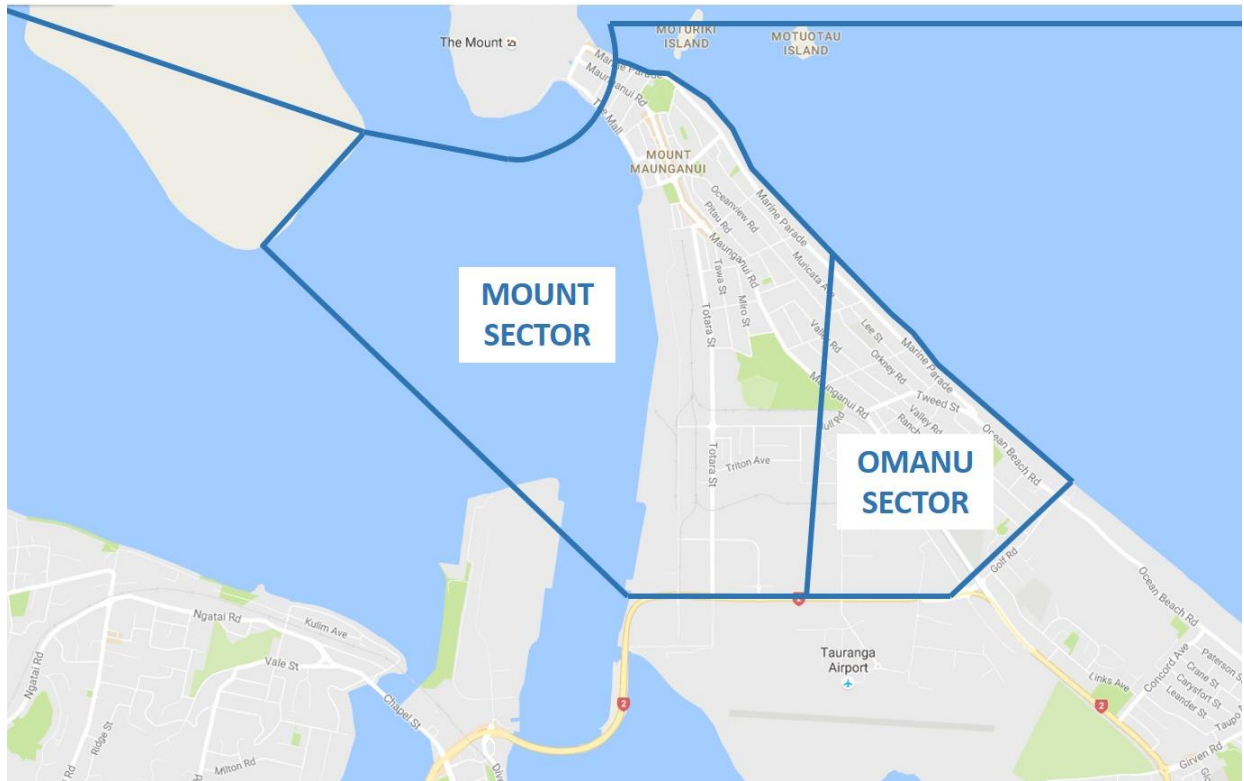
Tauranga Airport Authority by its authorised signatory:


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Ray Dumble
CEO

9 Nov 2016

Date

Appendix A – MOUNT and OMANU Sectors



Appendix B – Huka Pak Approach

