

Glider Pilots 'Bay Approach' Radio Procedure

- When launching from Tga and when passing 800ft change to 119.5 and listen for the tow plane's call. Once the tow planes call is acknowledged call Bay Approach and say "*call sign* monitoring 119 decimal 5". You may or may not get a response.
- On descent into Tga and getting to 2,300ft at the Mount Sector call Bay Approach with "*call sign* 2,300 feet requesting Glider Arrival Tga".
- Bay Approach will respond with "*call sign* cleared for Glider Arrival" or the controller may say "*call sign* cleared for Glider Arrival, call Tga on 118.30".
***Note** – Remain on 119.50 until over the Mount Sector - all Bay Sector are telling you is that they understand that you will shortly be leaving their airspace when you get to over the Mount Sector, whether they state that or not.
- *Glider Arrival only happens over the Mt Sector.*
- At 2,000ft or above call Tga and request Mount Sector.
- You cannot make a Glider Arrival over the Racecourse area so if you are getting low and therefore not able to confidently make a Glider Arrival you call Bay Approach at about 2,500ft with "*call sign* cannot maintain height, request clearance into Tga Airspace over the Hospital (or whatever landmark you want to use)".

- *Bay Approach will then advise Tga that a glider is about to drop through 2000 feet into their airspace over the Hospital. Tga will then clear any conflicting traffic.*
- Bay Approach will then call you with "*call sign* cleared entry into Tga over the Hospital (or whatever)".
- At 2,000ft call Tga with "*call sign* 2,000ft over the Hospital" and follow their instructions to the circuit area.
- At any time you can state "*call sign* cannot comply" and negotiate a safer option.

Remember Do not change to Tga above 2,000 feet unless over the Mount Sector. You are the responsibility of Bay Approach until they have cleared you for a Glider Arrival or an unusual entry into Tga.