



 **Beaufort Gliding Club**



Co-ordination of Runway Changes at Bacchus Marsh

When the wind shows signs of favouring a different runway (it is rarely instantaneous) duty instructors from all three gliding clubs start to consult and monitor the wind direction more closely. A decision to change runways is made when the “majority” direction of the wind favours a different runway. The duty instructors managing the operation are responsible for both defining the duty runway and changing it. The duty instructors may consult with others, but ultimately they make the decision and are accountable for their decisions.

Keep Doing:

- When the decision to change runways is announced by the duty instructor – stop all launches.
- Make an announcement on the CTAF that the gliding operation is moving to runway XX and no further launches are being done from Runway YY
- This CTAF announcement establishes runway XX as the duty runway, for all aircraft on frequency. That does not preclude traffic from choosing to use a different runway, so stay vigilant when towing equipment to the new runway.
- Pack up all the equipment – move all buses and gliders to the new runway
- Don't start launching on the new runway until all three pie carts have moved.

Pre-empting the runway change, while it is well meaning and convenient, causes confusion to airborne and taxiing aircraft as to which is the duty runway and can cause them to believe the non-duty runway is the duty runway, therefore:

Stop Doing:

- Don't start towing equipment to the new runway before the runway change is announced and all launches have stopped.
- Tugs don't do landings of convenience onto the anticipated new runway before the runway change is announced (as always “operationally required” use of any runway is up to P1 this bullet point is talking about landings of convenience).
- Don't make well-meaning radio calls from pie carts asking tugs/ gliders to “land on XX because we are changing runways soon” This is one of greatest causes of confusion.

Managing an Emerging Situation:

If for any reason the gliding clubs (or anyone else) has caused confusion as to what is the duty runway, (often by doing some of the “Stop Doing” items above) and traffic has started operating on the non-duty runway, Glider launches on the duty runway must be stopped and may only start again when the confused situation has been resolved and it is safe to begin launching again.

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