



Welcome to Truckee-Tahoe Soaring Association

Truckee-Tahoe Soaring (TTSA) is a unique organization. We are a federally chartered, 501c3 non-profit California Corporation whose goals are providing soaring services to the general public, and private soaring pilots. We place particular emphasis on aviation education, and especially youth aviation education. (Note: TTSA and its predecessor Soar Truckee, Inc. should be viewed as interchangeable, i.e. same operation, different corporate structure).

We support our goals through a combination of private glider launches, glider flight instruction, and by introducing the general public to soaring flight via commercial rides. Operationally, however, TTSA should really be thought of as a "club" where all participants need to get involved with making the operation work most effectively, and everyone is safety-conscious.

Our mission statement is: *"To provide safe, efficient, and friendly soaring services, equipment and facilities for our pilots, their families and our guests"*. We are glad you have chosen to fly with us and we look forward to a long, mutually rewarding relationship.

Thousands of operations, both glider and power, take place at Truckee each year, and deviations from accepted procedures can have serious consequences. These SOP's have evolved from the input of many capable people, FAA and airport regulations, years of experience, and common sense. The area around Truckee offers some of the best soaring in the country, and some of the most challenging. We hope that you have a thoroughly enjoyable, safe experience while you are here.

After reading these SOP's your signature will be required stating that you both understand the SOP's and will abide by them. We encourage you to ask questions and clarify any issues that you don't fully understand *before* signing your name. Failure to abide by any part of these SOP's may result in revocation of your flying privileges at Soar Truckee. **Items new for the 2018 season are highlighted in yellow.**

1. Control tower. Last year the major addition to the SOP's concerned the Control Tower. This year the Tower returns, but now is classified as a Class D control tower. **Controlled airspace is from the ground to 2,400 feet AGL, and within a circular boundary 4.2 nautical miles from the Airport center.** There is no change, operationally, from the way we interacted with it last year. We can expect the Tower to be in effect during our entire soaring season from mid-May through the end of September, and **from 7:00 am through 9:00 pm local. All aircraft must have an operable radio to fly within the Class D boundary. *If you do not have a radio, or if yours becomes inoperable, let us know and we'll see if we can loan you one. We will not tow you without a radio.***

Frequencies are: Tower/CTAF (120.575); Ground (118.3); AWOS (118.0); Unicom/FBO services (122.95); Oakland Center (127.95). The control tower concept was initiated to enhance aviation safety, and all pilots need to embrace the new procedures. Our staff will work with you, at no charge, to help you become comfortable with the procedures.



Please see the new section beginning on page 11 for a detailed discussion of required procedures under the control tower process.

2. Skydive Operation. Truckee Skydiving will be back again in 2018. See page 10 for details of how we interact with the operation. Due to their landing placement you **MUST** be knowledgeable about their operations.

3. Website. TTSA maintains its own website – www.soartruckee.org - for both general and specific news. We're also on Facebook and we hope that you follow us and post pictures and commentary. There is another informal communication outreach you should follow: soartruckee@Yahoogroups.com. There's no cost to join and the site contains great information about flying at TRK. There are also two RASP links for Truckee area flying: <http://sierra.raspmaps.com/index.php> and <http://sierra.raspmaps.com/index.php>.

Our primary goal is safety!

A. FLIGHT OPERATIONS

1. GENERAL

SAFETY MUST COME FIRST! You are expected to understand and abide by our SOP's, all applicable FAR's, and airport regulations. Failure to do so may result in our refusal to tow or allow sailplane operation from our facility. *These SOPs are part of our lease.* We won't allow our lease with the Airport District to be jeopardized by irresponsible acts of commission or omission by any individual.

- a) Private/Club aircraft Liability Insurance – Proof of liability insurance must be submitted (annually) to TTSA for tow-launch privileges. Uninsured aircraft pose a residual risk to our operation in the event of a lawsuit.
- b) Initial checkout. If you are new to soaring operation here, [you must obtain an area familiarization session and a logbook endorsement from either a TTSA instructor or a TTSA Associate instructor](#). The orientation will consist, at a minimum, of a ground orientation, and, at the sole discretion of the TTSA instructor, an area check out. There will be no charge for the ground orientation. Should an area checkout be required, standard TTSA charges for the instructor's time, aircraft rental (if applicable), and towing will apply.
- c) Safe flying begins with a thorough preflight and a positive control check. Please do these before you get to the staging area. Please don't leave your glider unattended. Do your errands before you line up!
 - a. When you move your glider across the double yellow lines, you are on an active runway. You must be in your glider.
- d) TTSA posts NOTAMs and the weather every day on the flight office window. As a pilot you are required to understand all conditions that could pertain to your flight before launch. If you don't understand a certain notation, ask.
- e) Effective last year, and continuing this year,



- f) **the minimum release altitude is 8,000 ft MSL...and this will be the minimum charged for your flight.** Even with strong lift encountered below this altitude you must stay on tow until 8,000. This change is required to effectively and safely work under the Tower operation. We cannot have a low release and an immediate set-up for landing because it could interfere with other Tower landing instructions and incoming aircraft. The 8,000 floor will also be the new Pattern altitude.
- g) When landing, plan your approach while you have plenty of altitude. Manage your energy so that you can get your glider off the runway at the second (angled turn-off) or third turnoff, "P", (Papa - right 90 degree alley-way off runway 20). **Do not turn off at the first turnoff** (the one where the tow planes and gliders stage).

After landing, you must clear the runway immediately. Consider this: often times all traffic, both glider and power, uses runway 20. Under those circumstances, a glider sitting on runway 20 effectively closes the airport until the runway is cleared. You should manage your landing energy to roll past the hold-short line on the angled turnoff. If you stop short of the hold short line, immediately exit the aircraft and pull the glider past the hold short line...then advise the Tower that you are clear of the runway. As soon as practical, pull your glider off the angled taxiway and onto the taxiway back to the launch area. This is important because there may be gliders landing right behind you who might need the entire angled turnoff.

Be mindful of the fact that if and when you stop on the runway you are effectively closing the runway to all traffic. The ground retrieve crew cannot enter the runway until specifically cleared by the Tower.

- h) Be mindful of the implications of circling at pattern altitude at or near the "I.P." This is a potentially dangerous flight maneuver to you and other gliders, and may hold up launch operations. Use your radio to advise your intentions, but do not count on anyone hearing your call.
- i) Under certain conditions (downwind takeoffs and high density altitude days are examples), we may ask that you tow from the far end of runway 20.
- j) Ballasted and powered gliders must operate from the far end of the runway without exception.
- k) The Tower will assume that you will stop short of Runway 29/11. If you cannot stop before that intersection, communicate to the Tower that you intend to roll through. At your option, you may advise the Tower on your approach that you intend to stop short of 29/11.
- l) **Safety is our primary concern at TTSA. If, for whatever reason, you believe that the Tower is asking you to do something you consider unsafe, say UNABLE, and then state what you intend to do. You may be asked to subsequently discuss the situation with the Tower via landline or in person, but the intent on their part as well as ours is operational safety. Bottom line, as PIC, you are responsible for your person(s) and aircraft and may deviate from any ATC command for a safe outcome of the flight.**



- m) TTSA now monitors 123.3 (inter-glider communications) as well as the Tower frequency. Please note, however, that while good, there is a limit to our reception range.

2. OPERATIONS

- a) **Pre-flight your sailplane, including radio checks, in the tie-down area.** It is suggested that you also do your positive control check at this time. Only then should you move your sailplane into the lineup for takeoff. Make sure you have a completed, *legible* tow ticket with all the necessary information. Tow tickets are available in the office or from line personnel. Pilots must remain with their sailplane once it has been placed into the takeoff lineup! Please do not leave your glider unattended with the tail wheel dolly on at any time anyplace on the airport. Dust devils and/or wind can damage your glider and other gliders in the blink of an eye.
- b) **You must have a working radio to fly at TTSA.** No launches will commence without direct radio communication between the **Tower**, tow pilot and the glider pilot. This will be strictly enforced! NEW SIGNAL: while in the pre-launch position, if you see the tow plane lower its flaps and/or rock its ailerons, or you get a “thumbs down” hand signal from the tow pilot, radio communication has not been established and you must immediately establish communication or you will be pulled from the launch position by staff. Please be aware the signal may also indicate an impending conflict and you will have to immediately release the towrope from your end so you can be moved off the runway. Monitor the **Tower frequency 120.575 within ten miles of the airport per FAR 91.127 (c).** We *may* be able to loan you a radio if necessary.
- c) **New take-off procedure.** The FAA has installed new mandates to reduce runway incursions and accidents resulting from bad landings. You will notice that the sagebrush between runway 20 and our packed ramp has been excavated and leveled. This is to reduce damage to any aircraft that exits the runway due to a bad landing. TTAD's goal is to re-seed this area to reduce the dust that may be present this season.
- i. To reduce runway incursions, we can no longer set up for launch at the main departure area with our wingtip just off the runway. You **MUST** be behind the **runway boundary sign, commonly called** the hold short line!
 - ii. Impact: Both the tow plane and the glider must be behind the **runway boundary** line until both aircraft are cleared by the tower to **lineup and wait** for the launch. When the **tower clears the tow plane to lineup and wait**, the tow plane will take the runway and the line crew will maneuver the glider to the centerline for an immediate departure. Everyone needs to be alert for radio calls from **the Tower**.
 - iii. Once the glider has been moved over the runway boundary line in the launch area, the pilot must be ready for takeoff. Our line staff will help you push out for launch. **You need to be in your glider and ready for immediate launch.** Have your cockpit secured and complete your pre-launch checklist *before* towline hookup. Is your oxygen on?
 - Our line staff will help you move your glider into position, but *you are responsible* for correct positioning and tail dolly removal. You assume full responsibility for help offered by your crew or TTSA personnel.



- Establish radio contact with the tow plane *before* it starts to move into position. We ask that you do your radio check *before* getting in the takeoff lineup using the glider frequency 123.3 or Unicom-FBO 122.95. Doing a radio check while on the launch pad is not acceptable.
- Your crew may run your wing only if they have read and are thoroughly familiar with the Soar Truckee SOP's regarding Line Person procedures. On occasion it may be necessary to help each other by running a wing if TTSA staff isn't available. When the tow plane has taken the slack out of the line, call on the tower frequency 120.575 "Rope tight, glider _____ ready for takeoff. Call "Stop takeoff" if not ready. **The tow plane will be in radio contact with the Tower and will make all calls.**

Relay any instructions to the tow pilot via line personnel when you give them your tow ticket. This will keep radio traffic to a minimum. The tow pilot will make every effort to comply with your wishes subject to safety and traffic considerations. You will no longer be allowed to direct the pilot to your preferred heading or area once airborne. When practicing tow maneuvers, inform your tow pilot of your intentions on your tow ticket before launching.

Upon tow release, turn right (after clearing your turn, of course), and immediately advise the tow plane "Tow plane _____ (identify your tow plane), glider _____ (identify your glider), off tow at _____ (say altitude). Be sure to identify your tow plane and your glider call sign, as there may be more than one tow in progress at any given time.

d) MOTORGLIDER TAKEOFF: Motor gliders must have operating radios and are expected to utilize the same general procedures as the tow plane during their takeoff and climb out (this means being aware of, and following, noise-sensitive takeoff procedures). This includes contacting the Ground Control for permission to cross-runway 20 to be towed by a golf cart to the warm-up area. When ready for takeoff contact the tower for takeoff clearance. You CANNOT take the runway without clearance. A motor glider will always stage and conduct its checkout and engine run-up in the run-up area, not on the runway. In the case of runway 20, this area is on the west side of the runway threshold. A properly working radio is critical for safe motor glider operation. Prior to entering the runway environment, the motor glider will ensure that its radio is functioning, and that the pilot can properly monitor transmissions from the control tower despite engine noise. The motor glider is responsible for radio communication with ground control and the tower while in the class E 3airspace of the Truckee Tahoe airport.

Prior to entering the runway environment, the motor glider pilot shall contact ground control 118.3, saying position and intention. "Truckee Ground, motor glider (identify your motor glider) east side of Rwy 20, request permission to taxi to the run up area at the threshold of runway 20". Only when given permission by ground control may the motor glider cross to the run up area.

When the motor glider is ready for takeoff, the pilot shall then call the tower on 120.575 and announce they are ready for takeoff. "Motor glider (identify your motor glider) is ready for takeoff" the tower will respond with either stand by, motor glider xxx lineup and wait and/or motor glider xxx cleared for takeoff.



If the motor glider takeoff must be aborted for any reason, the motor glider pilot is expected to be able to safely execute this maneuver (see emergency procedures section above).

Motor Glider pilots must contact the Tower prior to entering the Class D airspace controlled by the tower.

If the motor glider pilot has any questions regarding procedures, the pilot will receive satisfactory clarification from Soar Truckee personnel prior to operating.

3. LANDING PROCEDURES

Before entering the controlled airspace for landing, obtain weather information on 118.0 (AWOS) and Contact the tower 120.575 (CT) and pace yourself so you can enter into a safe pattern sequence. Don't force your right-of-way over powered aircraft unless necessary. Gliders use a left hand pattern for runway 20 while power aircraft make right traffic for 20. Expect the unexpected!

Before entering the controlled air space, you must contact the tower and state your intentions, i.e. that you intend to land forthwith, or that you intend to stay aloft and will relay landing intentions when appropriate. Make sure that you begin and end your call to the Tower with the description "Glider".

On passing over the "lone pine tree" (initial pattern entry point for runway 20 at 7000 feet MSL, radio "Truckee Tower, glider _____ (identify your glider) entering left downwind for runway 20 at Truckee". This may seem a bit premature but is safe and reasonable considering our short landing pattern. The approach end of runway 20 may have downwash and/or turbulence, and there isn't a good alternative landing site if you come up short. Because of these conditions, it is **Highly Recommended** that you make your turn to base leg opposite the runway 20 threshold. **Landing short can be fatal.**

- a) With the Control Tower in effect, you do not have to report turning Base or Final. The Tower will provide clearance to land, i.e. "Glider XYZ, cleared to land". They will assume that you will land short of runway 29 (if this is an issue, advise the tower immediately). If the Tower doesn't respond with the "Cleared", call again, but concentrate on a safe landing (Aviate, Navigate, Communicate!)
- b) Plan your touchdown **BEYOND** the runway numbers. There is plenty of runway, and coming up even a little short on runway 20 can have serious consequences. After landing, **immediately clear the runway**. Manage your energy so that you can make one of the turnoffs. If for some reason you miss the turnoffs, push your glider off the edge of the runway between the runway lights and wait for help to retrieve your aircraft.
- c) Do not dump any water over the airport below 8,500 feet MSL unless there is an emergency.

4. CROSS COUNTRY

Soar Truckee guards 123.3 at the airport for any messages. **Please relay messages for other gliders if they are out of the area and can't reach Soar Truckee by radio. If you are going cross-country, please radio the TTSA office on 123.3 or a landline by 1630 letting us know your status. If you plan to arrive back at Truckee after 1730 hrs. (somewhat later on**



Saturdays), please make prior arrangements to have someone available to help you with your glider. For your safety, please be aware that TTSA may, at its sole discretion, contact the proper authorities (FAA, Sheriff, Civil Air Patrol) for any overdue aircraft not reporting its status by dusk of each day. This may result in a formal search and rescue operation. Failure to follow the reporting procedure may result in loss of flying privileges at Soar Truckee.

TTSA encourages cross-country flight, and we will make every effort to provide an aero retrieve, consistent with safety and our operational requirements. We cannot, however, perform or participate in "land" retrieves. Please make personal arrangements with your fellow glider pilots for land retrieves. Please also make every effort to advise the office of your land-out status. You should also carry a cell phone with the personal number of someone who will be at the airport base.

There can be no TTSA aero retrieves from Topaz or Herlong due to hazardous conditions. We might be able to aero retrieve from Sweetwater, but this is not guaranteed. There are also practical endurance limits to our retrieve abilities. Please check with the General Manager about potential retrieve locations.

CROSS COUNTRY AND TRANSPONDERS: TTSA STRONGLY encourages all pilots flying outside of Truckee Valley to have and USE transponders, and to maintain radio contact with Reno Approach when flying in the Reno aero environment. The FAA has assigned transponder code 1202 for use by gliders not in contact with an air traffic control (ATC) facility, with an effective date of March 7, 2012.

- a) If you fly a glider, private or club, that doesn't have a tail dolly, please obtain and mark a small cone (similar to the kind kids use for soccer) with the tail dolly's number on it and place it near the launch pad. This will give us a redundant method (along with our spread sheet) for seeing who is still out.
- b) Please review PASCO's *RECOMMENDED COMMUNICATIONS PROCEDURES FOR FLYING GLIDERS IN THE VICINITY OF RENO, NV. : 11/12/2010* (Obtain from PASCO)

5. EMERGENCY PROCEDURES

Anticipate emergency situations and your response ahead of time. Your reactions should be virtually automatic.

- a) **ALL EMERGENCY COMMUNICATIONS** are on **120.575** (CT). You must have an operating radio to fly at TTSA.
- b) **ABORT TAKEOFF:** Tow plane calls "Emergency... tow plane (identify) aborting takeoff, runway_____." If sailplane does not immediately get off tow, tow plane will release the towrope and stay clear to the left of the overtaking sailplane.
- c) **AIRBORNE:** Tow plane calls "Emergency... tow plane (identify) releasing tow, Truckee".
- d) **ROPE BREAK:** Sailplane calls "Truckee traffic, emergency, glider rope break, must land immediately, all traffic stand clear.
- e) **TOW RELEASE FAILURE:** Sailplane calls "Tow release failed, tow plane release rope". The tow plane will position the sailplane in the airport pattern with extra altitude and will release the rope from the tow plane. The sailplane should land long to avoid catching the towrope on objects at the approach end of the runway. If neither can release, follow the next procedure below.
- f) **LANDING WITH TOW PLANE:** Tow plane calls "Emergency... tow plane (identify) is landing runway_____ at Truckee with glider in tow". The approach to the runway will be made straight into the wind if possible. A long runway is preferable, and the landing



will be made long. The tow plane will continue down the runway and guide left to stay clear of the overtaking sailplane that will guide right during the landing rollout.

- g) **OFF AIRPORT LANDING:** Identify your aircraft and state the location of intended landing. Pick a field and plan your approach early while you have time to think. Maintain control at all times. Stay calm and touch down with minimum airspeed, uphill, and into the wind in that order of priority. After landing, attempt to establish radio contact with Soar Truckee. It may be necessary to have someone relay your messages.
- h) **MOTORGLIDER ABORT TAKEOFF:** Motor glider calls "Motor glider (identify) aborting takeoff, runway _____." TTSA expects all motor glider pilots to be able to safely abort their takeoff at any point during their ground roll due to engine problems, conflicting traffic, or any other emergency situation that may develop.
- i) **HAZARDOUS SPILLS:** A "hazardous spill" is defined as an unauthorized or unintended release of a chemical or substance that may be injurious to the environment. In our case, a potential spill could include AVGAS, battery acid, oil(s), solvents, resins or similar materials. In the event of a hazardous spill, contact the airport manager. Also call airport maintenance at 587-8992, as they may be able to help contain the spill.

6. ADDITIONAL INFORMATION OF IMPORTANCE:

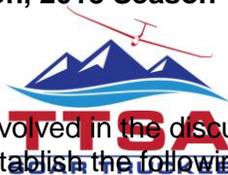
- a) **ASSISTANCE IN GLIDER OPERATIONS:** Line assistance is critical to safety and a smoothly functioning launch and recovery operation. TTSA line personal have all taken the SSA Wing Runner Course. You are encouraged to have anyone helping you take this on-line course.
- b) **INSTRUCTION:** TTSA encourages club-based flight instruction. To ensure safety consistency at the site, all club CFG's providing instruction must become an "Associate TTSA Instructor." Associate Instructor status will be given at the discretion of the TTSA General Manager. Associate Instructors must sign the appropriate (annual) written document prior to commencing any on-site flight instruction. Associate Instructors may have the opportunity to perform compensated TTSA flight instruction upon mutual agreement between the individual instructor and TTSA. Non-TTSA personnel without TTSA's prior approval may not use TTSA aircraft for instructional or commercial usage.
- c) **FLIGHT AREAS:** Your family and friends are welcome in the tie-down area. Please make sure they understand aircraft movements. Only well-briefed assistance should be allowed near or in the flight line.
- d) **OXYGEN:** Please notify a staff member if you want oxygen, and we will bring the oxygen cart to your glider. Only approved Soar Truckee staff are allowed to fill O2 bottles, no self-filling.
- e) **BILLS:** Please pay your bill in the office at the end of each day.
- f) **CAMPGROUND:** This is a private campground and is only available to pilots and their families. Please check with the office before choosing a campsite to see which ones are available. Please keep your campsite in a "good neighbor" manner (free of unsightly items or junk). If you use a generator, please observe quiet hours between 9 pm and 7am.
- g) **Please check in and out at the office when arriving/departing with your RV or glider**
- h) **SPARE KEYS.** We have a board in the office where you can leave a spare set of keys to your trailer, camper, or car. Please check with office personnel before storing.



- i) **Please keep your vehicle speed down in and around the campground to minimize dust and noise.**
- j) **SMOKING AND CAMPFIRES:** Be extremely careful if you smoke. **Please put cigarette butts in an appropriate trash receptacle, not on the ground.** The fire hazard in this area is usually very high. Campfires are not allowed in the campgrounds. There is a fire ring near the glider shack for recreational fires. The last person leaving the fire must make sure it is "dead out".
- k) **DOGS:** Common sense dictates that dogs be under **direct control and on a leash** at all times... dogs may not roam unattended. Please don't allow your dog in the BBQ and/or lawn areas while people are eating, and please pick up after your pet.
- l) **TOOLS: *The tool shed is off limits to all but Soar Truckee staff.*** Some simple hand tools *may* be borrowed, but *please* ask first!
- m) **GLIDER TRAILER PARKING:** Please check with the office before parking your glider trailer. Trailers must be parked as close together as is reasonably possible to assure room for everyone. All glider trailers must be identified with pilot name and/or glider number. TTSA may be able to provide tie down ropes for your glider. Use at your own risk.
- n) **BUNKHOUSE:** The bunkhouse is available on a first-come, first served basis for a fee.
- o) **OFFICE:** Office computer and telephone are for the exclusive use of Soar Truckee staff. Pilots are asked to limit their time in the office due to its close quarters. The office may be periodically "off-limits" to pilots as office staff performs their duties and/or due to guest congestion.
- p) **INTERNET ACCESS:** We have added (free) wireless Internet to the premises. If you are interested in connecting to the internet, please contact a member of the Soar Truckee administrative staff.
- q) **Golf carts are to be used primarily for moving gliders to/from the launch/landing areas.** Golf carts can only be driven by adults and TTSA line personnel. Cart's are not to be taken into the campground without express permission from TTSA staff. Please manage your use of the carts so they aren't tied up any longer than necessary. Golf carts should not ordinarily be taken across runway 29, and then only with a working radio and in direct communication with Truckee UNICOM.
- r) Children must be under the supervision of an adult at all times.
- s) Aircraft renters **MUST** provide proof of non-owner insurance for hull, liability, and loss of revenue (\$30,000 minimum coverage) or an equivalent bond – before receiving solo privileges.
- t) By signing this SOP, you agree to hold TTSA harmless for any damage to gliders and/or RV's while on TTSA property. TTSA also cannot be responsible for the security of you glider and/or RV.

7. PARACHUTE OPERATIONS

Beginning with the 2016 soaring season, Truckee Skydive, Inc. (Skydive) began parachute operations at TRK. This activity can/will have potentially significant implications for both glider and power traffic. Please note that the Truckee-Tahoe Airport District (TTAD) has approved the



skydiving program. We have been involved in the discussions with the parachute operator and TTAD, and have met with them to establish the following SOPs. Pilots should understand that while skydiving at TRK will place additional “see and avoid” procedures on all traffic at TRK, skydiving is an approved aeronautical use at publicly funded airports.

- a) Skydive will operate from a leasehold directly south of ours and east of runway 20. They will have offices and repacking facilities there. Their entry to that area will be via the same entry we use off Martis Creek Road. See Appendix for diagram
- b) Skydive will be providing commercial jumps using commercially rated parachutists for paying customers (similar to our commercial ride business). They may also allow experienced parachutists to jump.
- c) They will load their clients in the “angled turn-off” area (see below) and proceed to the threshold of runway 20 for launch. Most times they will cross the runway to the taxiway for the departure, but they might (like we do occasionally) back taxi if they are assured that there is no conflict. Their jump plane pilots will be made aware of our landing and runway exiting procedures, but stay alert for their positioning.
- d) They will typically climb to 17,500 MSL for their jump release, which will typically be over the Airport (location depending on the wind and velocity). They will typically climb over the reservoir immediately north of highway 80 (Boca).
- e) The jump plane will have aircraft radios and transponder. Immediately prior to jumper release they will announce on both the Tower/CTAF 120.575, and then on the glider frequency 123.3: “Five minutes to skydiving operations over Truckee Airport”. and then “Two minutes...”, and then “One (or Two) parachutists away over Truckee Airport”. We are told that the time from the initial jump until they are on the ground is approximately five minutes. The drop zone is an area 300 X 300 feet immediately to the east of runway 20.
- f) Implications for soaring at TRK:
 - i. Parachute loading – they will load the skydivers in the area next to the fuel truck. Be alert for the jump plane when you are exiting the runway via the 90-degree turnoff or the angled turnoff.
 - ii. Take-off – none. The jump plane will operate identically like any other powered aircraft
 - iii. Climb out – They will climb over Boca Reservoir to their release point, which will most likely be somewhere over the Airport. They will report their climb area. Be alert and report your location if you are in that area.
 - iv. Parachutist release - Most likely they will release their jumper(s) at 17,500 ft MSL. It is their obligation to clear the area and assure that no aircraft are below them in the drop/landing area. If you are over the Airport and believe it is unsafe for you to temporarily leave the area, you need to advise the jump plane of this and it is their obligation to hold their jump until they have clear air below them. Please try to accommodate the jump operation but it is each pilot’s prerogative to declare that he/she cannot safety comply with the request to vacate the area. If you are circling in the area, please advise the jump plane of your position and intentions.
 - v. Landing – Parachute landings, like sailplanes, entails a choreographed routine that requires fine-tuned adjustments. It is a fact that the parachute landing zone is contained within our downwind approach to left traffic for runway 20, and this



mandates particular attention to established procedures. It is the parachutist intent to not interfere with glider landings.

- vi. We understand that the intended parachute landing approach will be from the south and west of the landing zone. In theory, they won't cross over into our downwind leg but "stuff" happens and you need to keep alert.
- vii. If you can safely hold your landing until the parachutists are on the ground – and they will advise they are on the ground via the CTAF – please do so. If you cannot safely hold and you know that jumpers have released and are in the air, advise your position and state that you are in the entry pattern. You are under no obligation to compromise your safety. We advise that you perform your standard landing pattern. However, if you can safely adjust your landing pattern for the safety of all, please do so. See Appendix
- viii. Once you have landed and are turning into the angled turnoff, be aware that the jump plane may be in that same location.

8. TRK Class D airspace Control Tower

We recognize that operating under Control Tower conditions may be different from most glider pilot's experience, but once you are familiar with the concepts and procedures, you will see that it can be easily accommodated into flying at Truckee. The reason for the Tower is safety, as TRK is a high-use airport with many different types and classes of aircraft using a relatively small operating space.

TTSA management has spent considerable time with TTAD management and the Tower personnel to work out procedures that are peculiar to gliders, and gliders at Truckee. The main issue for glider pilots is situational awareness approaching and within the controlled airspace. TTSA personnel are willing to work with individual glider pilots to develop the necessary radio communication skills you will need, so please reach out to them. There will be no charge for this instruction. There really isn't that much to know, it's just that communication has to be performed 100% of the time.

- a) On take off your tow pilot will handle all radio communications with the Tower on 120.575.
- b) If you have a transponder (HIGHLY recommended), set it to 1202
- c) If you release within the control area, say: "Glider XXXX circling (east, etc.) of the Airport"
- d) You do not have to report leaving the controlled area, i.e. within 4.2 NM of Airport center and 8400 ft. AGL
- e) If you're within the Truckee Valley with the intention to land forthwith, announce your intentions, i.e. "Truckee Tower, Glider XXXX 10 miles to the east, intention to land". Once you enter the control area you must announce your intentions, i.e. "Truckee Tower, glider XXX will be circling for altitude", or "intend to land". ALWAYS start and end your communication with the word Glider. Remember, gliders have the right-of way over all other powered traffic.



- a. If you're within the control area and can maintain altitude to allow for landing power traffic, so advise the Tower. 
- f) Once you've landed and have cleared the runway, advise the Tower of this fact. If you need to stop on the runway, advise the Tower: "Truckee Tower, glider XXX is on the runway and will move to clear immediately".

Aircraft Operating Procedures are put into place for collective safety. Your cooperation will ensure a safer flying environment for you, your family, and friends. We're glad you've chosen to fly at Truckee.