

Port of Ephrata Glider Regulations

These regulations are applicable to all glider pilots operating at Ephrata. Persons willfully violating these rules and regulations may be deprived of the use of the airport and its facilities.

1. Glider Regulations

- a) Regulations herein stated or instructions given during any pilot briefing shall not waive the basic responsibility of any pilot to exercise reasonable and good judgement in emergency situations and/or conform to all applicable FAA and airport regulations.
- b) Except as provided below or under the special auto launch regulations, all gliders will stage in the staging area designated on the attached diagram, takeoff from runway 03-21, and land on Runway 03/21. Note the patterns to Runway 03/21 on attached diagram.
- c) Under a severe westerly crosswind condition a left hand pattern coincident with Runway 29 is permissible with the option of landing on Runway 29 or the adjacent taxiway. Advise Ephrata CTAF of your intentions on 122.8 and clear your aircraft from the runway as soon as possible after landing.
- d) Easterly component crosswinds require landing on Runway 03/21, depending on the wind component. Advise Ephrata CTAF on 122.8. and watch for power traffic on Runways 11 and 02.
- e) Pilots shall be alert for power and glider traffic at all times, recalling that there are (4) active runways on the airport for power traffic, and for glider traffic. Pilots are reminded that during aerobatic box operations, the power traffic patterns to runway 02-20 are the same as the glider patterns to 03-21.
- f) Thermalling is prohibited below 2500' MSL within one mile of the landing pattern. Note: Thermalling from auto tow is prohibited.
- g) Monitor Ephrata ASOS on 135.775. Before entering the pattern, aircraft shall advise "Ephrata Traffic" of intentions on CTAF 122.8. Unicom on 122.8 is only sporadically monitored for airport advisories.

- h) No glider shall roll out towards persons or parked aircraft or equipment at such speed or proximity so that a brake failure could produce injury or damage.
- i) No glider shall be left unattended unless it is properly tied down. Tie downs are available on a daily first come, first service basis. Each pilot is to supply adequate tie down ropes and remove them from the parking apron when no longer in use.
- j) Radio communications between a glider on tow and the tow plane will be on 122.8 unless it has been mutually agreed between the glider pilot and the tow pilot to use another frequency.
- k) Gliders will be staged in the glider staging area in a single line. Adequate overshoot capability between this tow line and the parked tow planes must be provided at all times. The mid-ramp taxiway to 02/20 from the west side of ramp must be kept clear of towropes and gliders at all times.
- l) Takeoffs will be conducted by proceeding from the staging area onto runway 03-21 after hooking up the towrope. Takeoff will be from the runway.
- m) All glider pilots and ground crews shall read and understand these rules prior to operating at the Ephrata Airport.

2. Ramp Regulations

- a) No private automobiles or motorized equipment shall be operated on the ramp, runways, or taxiways except by persons authorized by the airport administration, maintenance supervisor, or the president of the Board of Commissioners, unless by prior arrangement.
- b) Privately owned vehicles are allowed on the ramp only when towing a glider trailer to the tie-downs or to trailer parking areas, or when towing a glider to or from takeoff or landing area. The vehicle operator must be vigilant for power and glider traffic and must have a supplementary beacon light while in operation and must be monitoring CTAF 122.8.

- c) Cables and tiedown rings are provided for tiedowns, and aircraft must be secured to same. Spikes must not be driven into the parking apron. Do not leave loose ropes, chocks, or debris where they might become a hazard to persons or aircraft.
- d) Unaccompanied spectators, pets, or unattended children are prohibited from the ramp area past the terminal fence and the trailer tiedown row adjacent.
- e) Any wheel chock used by an aircraft parked on the ramp must be painted a high-visibility color. Chocks and ropes must be removed from the ramp when not in use.
- f) Cable tiedowns on the ramp from the north end of the ramp to the midramp taxiway are designated for glider tie downs and are administered by the Seattle Glider Council.
- g) Powered aircraft are to stay on marked taxiways at all times during any time of glider activity. Gliders are to keep marked taxiways clear at all times.

3. Motor Glider Regulations

- a) The same policies set forth for glider operations will be used by motorglider pilots.
- b) Motorglider and glider pilots will coordinate any activity in operation at the same time and use the same takeoff and landing patterns.
- c) Motorgliders may stage and launch from either side of runway 03-21. When launching from the glider staging area, they will line up beside the first glider waiting for a tow and take off from that point. The motorglider is not to pass alongside a waiting line of gliders during the takeoff roll.
- d) The motorglider will announce on CTAF 122.8 prior to launch that a motorglider is taking off from the glider runway and the pilot will remain on that frequency until clear of the airport pattern. At all times the pilot must visually clear the area prior to launch.

e) Prior to landing, the motorglider pilot will monitor ASOS on 135.775 and announce intentions on CTAF 122.8 prior to landing on Runway 03/21, 02/20, or 11/29. The published pattern will be used for intended runway.

f) While taxiing, the marked taxiways shall be used.

4) Towplane Regulations

a) The towplane will use basic routes that will prevent overflight of the City of Ephrata to minimize community noise.

b) The towplane landing pattern will be, at the pilots discretion, a right base entry to Runway 20 and a left base entry to Runway 02. In all cases, intentions are to be announced on CTAF 122.8 prior to entering pattern.

c) Soaring contest organizers will coordinate with the Administrator all matters regarding proposed soaring contests to be held at EPH airport. Should the organizers desire any deviations to the normal glider or towplane operating rules or regulations, coordination must be accomplished as early as possible and the operation must be coordinated with other aviation operations on the airfield.

5) Glider Auto Tow Regulations

a) The purpose of the glider auto tow operation is to provide pattern flight training only consisting of takeoff, pattern, and landing.

b) Glider auto tow operations will be conducted on Runway 11/29 and the adjacent taxiway in accordance with diagrams on-file with the Port of Ephrata.

c) Glider Flights launched by auto tow will be restricted to a maximum of 800' AGL.

d) No thermalling is allowed from launch by auto tow.

- e) Radio Comm on a frequency other than 122.8 or 123.3 will be maintained between Observer # 1 stationed at the launch site, Observer #2 stationed at a point to monitor aircraft landing or taking off on Runway 02/20 or 03/21, and Observer #3 in the tow vehicle.
- f) A senior operations manager at the launch site will also monitor CTAF 122.8 at all times during auto tow operations.
- g) The tow vehicle will display a suitable flag at all times and will be manned by at least two persons: a driver and an observer/safety person.
- h) Transit of equipment and persons to and from the launch site will be along the taxiway parallel to Runway 11/29.
- i) A NOTAM will be issued advising of glider ground/auto tow operations being conducted on Runway 11/29.

6. Civil Air Patrol and Seattle Glider Council Coordination

- a) The CAP will inform the Port and the SGC whenever Search and Rescue operations are being conducted. During any actual CAP search and rescue mission, priority must be given over glider activities.
- b) SGC and CAP activities should be coordinated so that no CAP fly in and glider competition be scheduled at the same time. These scheduled should be coordinated at the Port of Ephrata Airport Users Meeting each spring.
- c) During any glider activity, a maximum of (2) CAP aircraft may be parked in front of the CAP facility in the marked tiedown area. Additional aircraft may be parked in the transient tiedown area on the ramp south of the Terminal building. All powered aircraft tiedown areas to be marked with a yellow "T".
- d) The area east of the CAP facility is to remain clear of all parked aircraft or gliders, with the exception of (2) marked CAP parking spots, thus allowing both CAP and gliders safe access to the ramp.

- e) CAP powerplanes and gliders must use CTAF 122.8 during all activities on the airfield, and use the published traffic patterns.

EPHRATA AIRPORT GLIDER OPERATIONS DIAGRAM

