

ARTICLE I.

AIRPORT RULES AND REGULATIONS AND MINIMUM OPERATION AND USE STANDARDS FOR LAGRANGE-CALLAWAY AIRPORT

DIVISION 1. GENERALLY

1.10 Definitions

Unless from the context a different meaning is apparent as used in these regulations, the terms hereinafter used shall be defined as follows:

AIRPORT shall mean the **LAGRANGE-CALLAWAY AIRPORT** located in Troup County, Georgia.

AIRPORT MANAGER'S ADVISORY COMMITTEE shall mean an advisory committee established by the Airport Manager for the purpose of providing public input and advising the **AIRPORT MANAGER** on airport matters.

AIRPORT MANAGER shall mean the officer or representative of the **TROUP COUNTY AIRPORT AUTHORITY (TCAA)** having immediate charge of the airport.

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TROUP COUNTY AIRPORT AUTHORITY (TCAA) shall mean that body created by State of Georgia Legislative action to operate and govern the **AIRPORT**.

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3.150 Glider operation rules for LGC (approved by TCAA resolution December 15, 2003) The following rules and regulations shall apply to the operation of gliders at the airport. Failure to comply with these regulations may result in loss of airport privileges and / or other sanctions issued by federal, state or local government agencies and bodies.

ADDITIONAL RULES AND REGULATIONS AS TO GLIDER OPERATIONS DECEMBER 15, 2003

(With June 21, 2004 TCAA resolution clarifying rule 5 by adding the words "on the ground")

1. Each day glider operations are planned, the glider club shall contact the Macon Flight Service Station to file a local NOTAM for glider operations to be conducted in the vicinity of KLGC. The glider club shall provide the following information to both Flight Service and the FBO at the airport:

- a. before the day's first glider flight
the anticipated time of the first glider flight takeoff; and
the estimated highest altitude gliders may attain that day in the NOTAM area.
- b. if the day's glider flying ends before sunset, notification that glider operations have ended early.

2. Glider operations will not be conducted when the ceiling is less than 2,000 feet AGL and/or the prevailing visibility is less than 3 statute miles, as reported by the AWOS system installed at the Airport. If the AWOS system is not available, a pilot report from the local area may be used.
3. Glider operations shall normally be launched and recovered on Runway 03/21. When returning for landing, gliders shall utilize the same traffic pattern as do powered aircraft, except that gliders shall use right turns allowing for spacing and traffic pattern altitude as described in the AIM. Whenever reasonably possible, all glider landings shall come to a full stop prior to the intersection of 03/21 and 13/31.
4. The use of Runway 03/21 for glider operation is not exclusive to that category of aircraft.
5. During glider operations, an agent of the glider operation shall be positioned on the ground so as to be able to see an aircraft along the entire length of runway 13/31 and the approach and departure path of aircraft operating to or from either end of that runway. This agent shall hold at least a FAA Private Pilot certificate. The agent must observe and determine that there will be no apparent traffic conflict prior to a glider launch. The agent shall then advise the tow plane and glider by radio, on the CTAF, that no apparent traffic conflict will be involved during their departure. The tow plane and glider shall not depart on that runway until they receive the advisory from the agent. Conversely, powered aircraft holding for sequential departure will allow both the tow plane and glider to clear the intersection of runways 03/21 and 13/31 before beginning their departure roll.
6. No glider operation shall be launched from runway 03/21 if known powered traffic is established on final for Runway 13/31 within 5 miles of the airport or sequentially ready for departure on that runway.
7. A maximum of two ground vehicles may be used to move gliders to and from the glider launch and recovery areas, all in accordance with the TCAA Rules and Regulations. Drivers of such vehicles shall be equipped with a radio capable of transmissions on the CTAF frequency and the driver will monitor this frequency. Drivers shall not cross any runway or taxiway until they are assured that no interference exists with any airborne traffic on, to, or from those runways, taxiways or operational areas. The drivers must hold a valid driver's license.
8. All gliders, towplanes, persons, vehicles, equipment, and other items necessary for the operation must remain outside of the Runway Safety Zones, taxiways and runways except for the actual staging takeoff and retrieval process of the gliders
9. Only passengers and authorized personnel necessary to accomplish the staging, takeoff and retrieval process are allowed within the Runway Safety Zone and on runways and taxiways.

10. Gliders will not thermal or loiter in the following areas: On the runway 13/31 extended centerline (1 mile either side) from the near shore of Lake West Point on the northwest end of runway 13/31 to Interstate Highway I-185 (not I-85) on the southeast end of runway 13/31 to an altitude of 3500 feet MSL (700 feet above the minimum vectoring altitude of 2800 feet MSL). Any glider airwork thermaling, or other loitering flight up to, but not including, 2800 feet MSL will be done north of Lukken Industrial Blvd (but not less than 1 mile from the centerline of runway 13/31).

11. When on the runway or other area for launching or recovery, pre-and post-flight activities must be kept to a minimum (but safety must not be compromised) so as to keep the runways, taxiways, and launch/recovery areas as clear as possible for other traffic.

12. All staging, takeoff and recovery activities must not, when safely possible, exceed five (5) minutes total time, or such activities for that operation will immediately cease and the runways, taxiways, and Runway Safety Zones will be cleared of gliders, towplanes and person. However, this time limit shall not include holding delays for coordination with powered traffic.

13. All glider and towplane pilots, as well as the required ground crew entering the Runway Safety Zones for staging, takeoff and recovery activities must have operable communication radios, turned on and tuned to the airport CTAF frequency. They will monitor any transmissions and/or airport radio traffic. All towplanes and gliders shall transmit standard position calls on the airport CTAF frequency in accordance with the AIM.

14. It is the glider operator's responsibility to remove the glider from the runway, taxiway(s) and out of the Runway Safety Zone as soon as possible after coming to a stop during the landing phase. Only authorized personnel may enter the Runway Safety Zone, runway or taxiways(s) to facilitate the retrieval process after the glider has come to a complete stop.

15. Winch and automobile tow ground launches may not be performed. Gliders will be launched only by aerotow.

16. Gliders should be rigged and assembled in the grass area north of the hanger line on the west side of runway 03/21 so as to avoid congestion and blockage of aircraft operating from the shade port area and the gas pumps. The shade port ramp can be an alternate for assembly if conditions are too wet for use of the grass area.