

## NHGC Site Management Plan –Glennies Ridge

### INTRODUCTION

1. The Newcastle Hang Gliding Club (NHGC) maintains a number of Launch and landing sites for the use of foot launched Hang Glider and Paraglider pilots. One of those sites is on a ridge to the east of Lake St Clair north of Singleton called Glennies Ridge.

### AIM

2. The aim of this Management plan is to provide guidance to members of the NHGC on operations at and maintenance of this site.

### AUTHORITY

3. The authority for this Management Plan is the NHGC Senior Safety Officer (SSO).

### SCOPE

4. This plan applies to all members of the NHGC, visiting pilots and elected members of the Site Sub-Committee.

### DETAILS

5. **Site description** – Glennies Ridge (Glennies) is located on land administered by the NSW Primary Industry Dept of water. This site faces North West and the ridge extends for almost 3Km south. Details for the site are as follows:

- a. **Co-Ordinates** – -32.3544, 151.3120
- b. **Elevation** – 1952 (feet) AMSL
- c. **Launch Direction** – North West - West.
- d. **Launch type** – Cleared grassy slope
- e. **Type of activity** – Recreational Hang Gliding and Paragliding
- f. **Rating** – Intermediate
- g. **No of years in use** – Glennies has been in use for the last 20 years.
- h. **Existing infrastructure** – 4WD access track. No other Infrastructure exists.

6. **Site consent Conditions** – Members of the NHGC and Visiting Pilots are required to abide by the following conditions whilst using the site. NSW Water reserves the right to withdraw site consent if the following is not adhered to:

- a. All Pilots using Glennies Launch site are to obey lawful directions of NSW water Staff;
- b. No modification, addition or removal of infrastructure is permitted without written approval from NSW Water;
- c. No modification to the environment is permitted with the exception of trimming of trees and other flora that would otherwise increase the safety risk to pilots when launching;
- d. All rubbish and litter that is brought into the site by members is to be removed when they leave the site premises;
- e. All pilots operating foot launched aircraft at the site are to be members of the Hang Gliding Federation of Australia (HGFA).
- f. All pilots operating foot launched aircraft at the site are to conduct their operations IAW CASA regulations, HGFA operations manual and the NHGC Pilots code of conduct.

7. **Parking and Unloading of Vehicles** –Glennies Launch has plenty of room for the parking and unloading of vehicles at the launch on top of the ridge. There is severely restricted parking at the bomb out paddock where there is a small track off the road that can be used for parking. Access to both these areas is by 4WD only. There is no shoulder on the road to facilitate the parking of non 4WD vehicles on the road and this is not encouraged.

8. **Access and related infrastructure** – The access road to the launch is via a non maintained bush track which traverses the countryside across grassland and significant rocky areas. The track on several areas comes close to the drop of on one side and should not be attempted by low experienced 4WD drivers.

9. **Launch site and Setup area** – For the Location Details, Pictures and Aerial views of the launch area refer to Para 5 (this document) and appendix A. There is no man made launch structure at this site. The launch run consists of a cleared grassy Slope facing West North West. The cleared grassy top of the ridge extends along the entire ridge length Top landing is possible. Power lines run North/South along the ridge behind the fence to the east of launch and from the house and structures behind the ridge westward down the face of the ridge to the road and houses north of the Bomb out field. Refer to Appenix A. Maintenance of the site is required.

10. **Landing and Pack up Sites** - The landing (Bomb out) field for this launch site is detailed at appendix A. It is surrounded on three sides by water formed from the lake and on the eastern side by the road and power line. There is a significant slope down to the water from the road . Tussock grass is an impediment to running when landing. No maintenance is required of the NHGC members.

11. **Site capacity and Climatic limitations** – The site limitations are as follows:
- a. The number of Foot launched aircraft airborne whilst soaring the adjacent range at any one time is unrestricted given the amount of lift and size of the flyable ridge.
  - b. The number of aircraft and accompanying pilots permitted to be within the setup area at any one time is unlimited given the extensive area that can be utilised at the top of the ridge for set up.
  - c. All forecast and prevailing wind directions are given as **True** bearings and describe where the wind is blowing from. The launch window will be restricted to the following prevailing wind conditions:
    - (1) **Strengths:**      Min 0 Kts  
                                 Max 15 Kts
    - (2) **Directions:**    Eastern Limit    325° True  
                                 Southern Limit   260° True
12. **Signage** – A sign is to be erected at the North Eastern corner of the launch at the top of the access track. Signage is to include the following:
- a. Site Name and Elevation,
  - b. Site rating,
  - c. limiting climatic conditions, (*including wind direction and strength*)
  - d. location of the Bomb out field (*including a location sketch*),
  - e. Contact numbers for NHGC SSOs, and
  - f. Emergency contact numbers.
13. **Site Maintenance** – Due to the lack of infrastructure at the site there is little maintenance required. No trimming of vegetation within the confines of the launch or Bomb out field is required to allow for a take off or landing safety margins to be maintained.
14. **Alternative Use of the site** – Due to the restricted access to the site there are few visitors for any other purpose.
15. **Record Keeping** – Although this site has been utilised for a period in excess of 20 years there have been no commercial activities taking place over that time. The NHGC has no historical records available that details recreational usage.

16 **Emergency Procedures and reporting of Accidents** – In the event of an accident occurring either at the launch or Landing sites the following procedures are to be adhered to:

- a. The Duty Pilot will control and coordinate the scene. All NHGC and Visiting pilots are to follow any and all instructions from the Duty Pilot.
- b. The Duty Pilot is to halt all flying activities from the site. No further launches are to occur until the cause of the accident has been established. Aircraft already airborne are to proceed to the landing field after being informed of the accident via radio.
- c. If the emergency services are required the Duty Pilot is responsible for contacting the appropriate service via mobile telephone or radio (whichever is appropriate) and remaining in location to coordinate the rescue. From past experience rescue services will access the area by road or if necessary by helicopter winching onto the cleared area nearby.
- d. The administering of First Aid, if required, will be directed by the Duty Pilot. The Duty Pilot may delegate the administering of First Aid to a more appropriate member if there is one present. All Members are responsible for rendering any assistance possible when directed to do so.
- e. The recording of the accident shall be accomplished utilising the system detailed in the Operations Manual (Section 5.5 – Accident and Incident reporting)

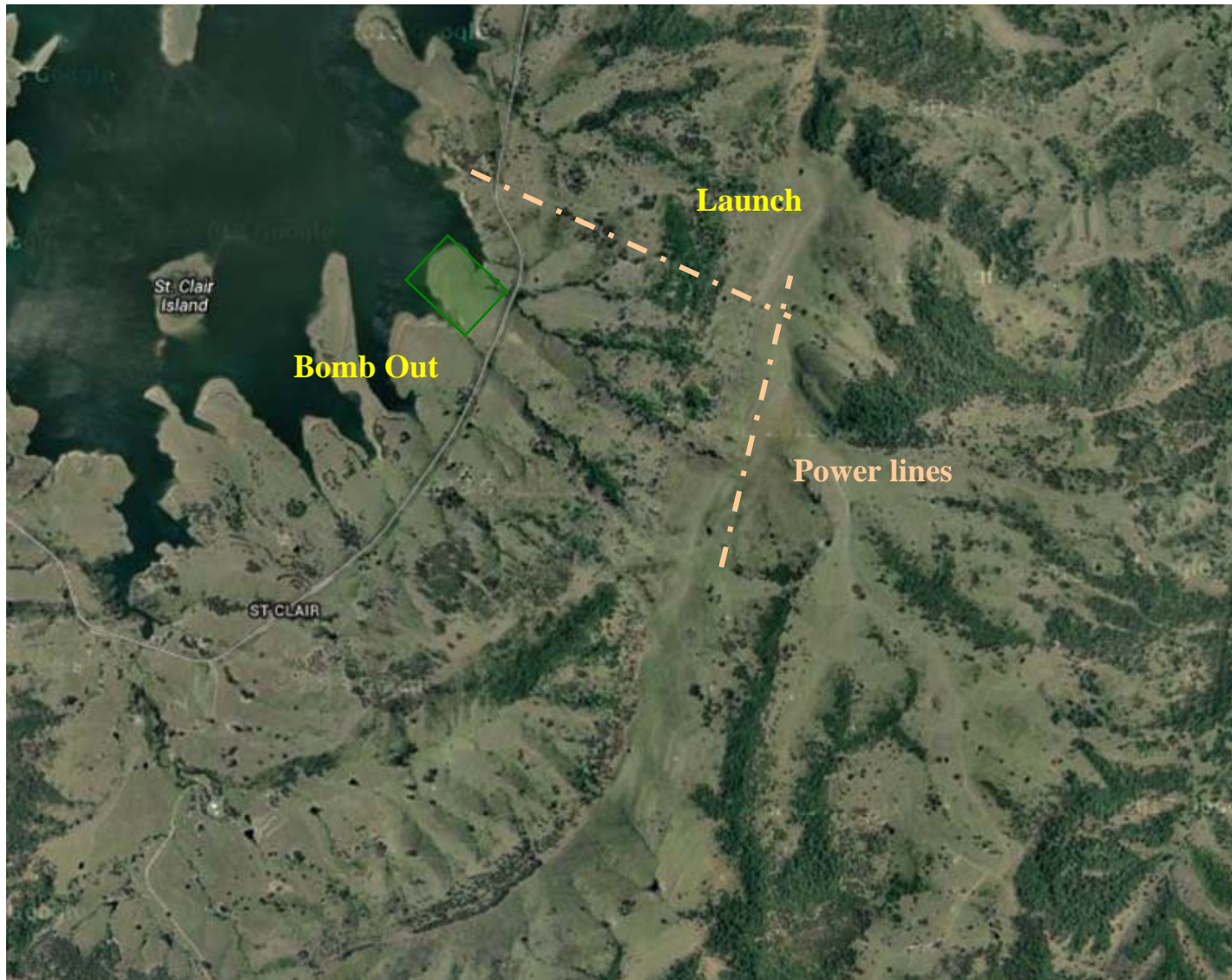
17. **Measures to monitor and ameliorate impacts** – The Monitoring of activities of the site can be accomplished by joint annual inspections. This should be done at the end of the flying season in May. With inspections done at this time any adverse effects of the activities can be captured and mitigation strategies put in place if required.

President  
Newcastle Hang Gliding Club Inc

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## Glossary of Terms

HGFA	Hang Gliding Federation of Australia
NHGC	Newcastle Hang Gliding Club Incorporated
FCNSW	Forestry Corporation New South Wales
Ops Manual	HGFA Operations Manual 5th edition dated 01 July 1995
Pilot	Pilot as defined within section 6.1 and 6.1.1 of the Ops Manual
Duty Pilot	Duty Pilot as defined within section 5.4.3 of the Ops Manual
SSO	Senior Safety Officer as defined within section 5.4.6 of the Ops manual.
Kts	Knots (nautical miles per hour)
IAW	In Accordance With



Glennies Ridge – Launch and Landing Locations