

OMARAMA AIRFIELD LIMITED

STANDARD OPERATING PROCEDURES POLICY

TO BE READ BY ALL PILOTS USING THE OMARAMA AIRFIELD (NZOA).

Last updated October 2025.



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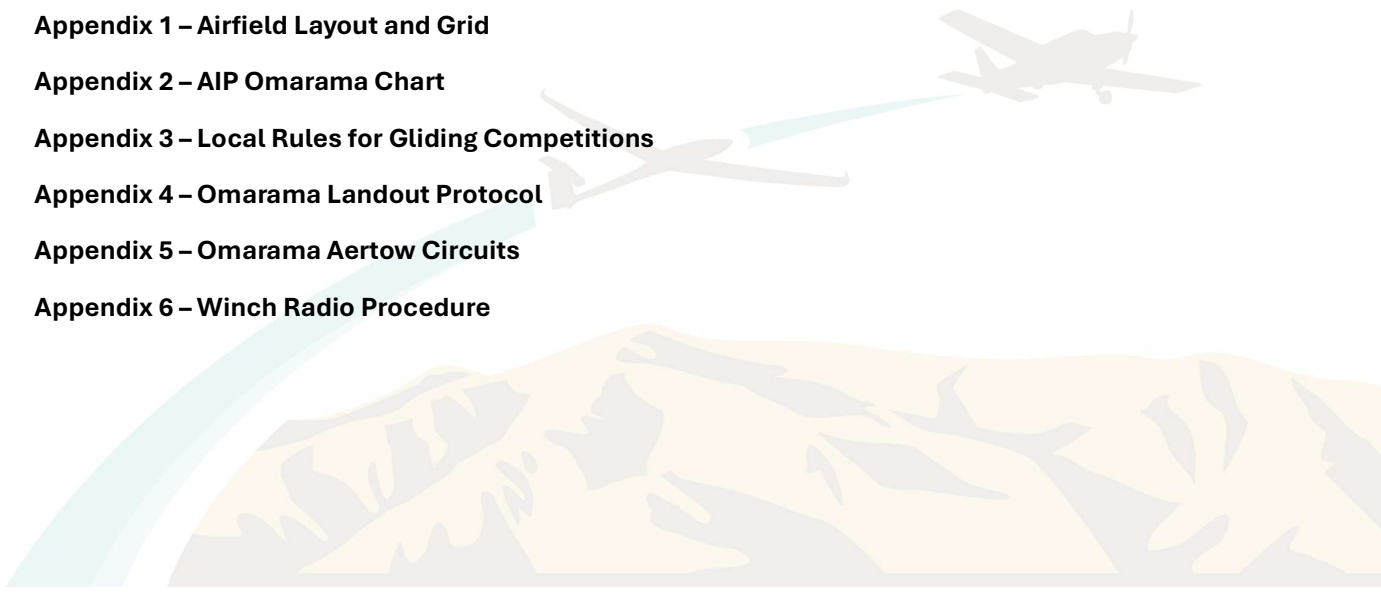
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OMARAMA AIRFIELD LIMITED

68 Airport Road, Omarama, 9412, New Zealand

info@omaramaaairfield.co.nz

www.omaramaaairfield.co.nz

Abbreviations.

Omarama Soaring Centre Inc	OSC
Omarama Gliding Club	OGC
Gliding New Zealand	GNZ
Civil Aviation Authority	CAA
Standard Operating Procedures	SOP
Chief Flying Instructor	CFI
Biennial Flight Review	BFR
Above Ground Level	AGL

1.0 PREFACE

The Omarama airfield is owned by Omarama Airfield Limited (OAL) whose equal shareholders are the Omarama Soaring Centre Inc. and the Waitaki District Council.

The company is governed by a board of four directors, two being appointed by each shareholder. The current directors are:

Mr. Clive Geddes – Chair.	clive@omaramaaairfield.co.nz
Mr. Hadleigh Bognuda.	hadleigh@omaramaaairfield.co.nz
Mr. Terry Jones	terry@omaramaaairfield.co.nz
Mr. Simon Williamson	simon@omaramaaairfield.co.nz

2.0 INTRODUCTION

Development of the Omarama airfield in the 1980's and 90's was driven by a small group of gliding enthusiasts in order to establish a facility that could successfully host the 1995 World Gliding Championships. What you see and enjoy at Omarama today is the result of that hard work and the hundreds of thousands of dollars of investment that followed.

This SOP provides the rules and procedures for the continuing safe and efficient operation of the airfield. All pilots and airfield users must respect and follow these rules excepting where circumstances dictate that in the interests of safety and good airmanship alternative procedures have to be followed. All airfield operations and uses must be undertaken in accordance with the provisions of this SOP and the relevant rules, statutes and advisories of the following entities

- Gliding New Zealand - Manual of Approved Procedures (MOAP) and all Advisory Circulars. In particular AC1-03 Anti-Doping Policy and AC1-08 Welfare of Persons Involved in Gliding in New Zealand.
- Gliding New Zealand - Sailplane Racing Committee - Competition Rules
- Civil Aviation Authority – Rules and Parts relevant to gliding and airfield operations
- Regulatory and advisory material published from time to time by the Civil Aviation Authority, Airways Corporation and Gliding New Zealand.
- The rules and policies of Omarama Airfield Limited and the information at www.omaramaaairfield.co.nz

- The SOPs of Omarama based gliding clubs, the relevant parts of visiting club's SOPs, particularly those provisions that relate to flight following.
 - Omarama Soaring Centre rules in relation to the campground and chalet areas.
- This SOP will be reviewed annually or as otherwise required or requested. Proposals from users for amendments should be made in writing to the Directors of OAL.
info@omaramaairfield.co.nz

3.0 NON AVIATION ACTIVITIES

3.1 Vehicles General.

Within the airfield precinct which includes Airport Road from the Nimbus Drive intersection all drivers of vehicles must:

- Drive slowly, carefully and watch out for pedestrians and small children particularly around the campground and café.
- Obey posted speed limits.
- Park only in designated areas.
- Not enter the airfield operational area unless authorised to do so by the provisions of 3.2.
- Avoid, whenever possible, driving on grassed areas.

3.2. Vehicles in the Airfield Operational Area.

- All vehicles entering the operational area must be associated with aircraft ownership, operations, maintenance or launching or the maintenance of the hangars, airfield infrastructure and the airfield itself.
- No vehicles shall enter the operational area to access any property that adjoins the airfield or for any other purpose unless specifically authorised to do so by OAL.
- All vehicles must use the access road when proceeding to the 27-launch area and drive slowly and carefully to minimize dust.
- No vehicle can proceed east on the 27-access road beyond the vacant weigh site when a glider aero-tow launch or aircraft take off is in progress
- All vehicles must park clear of the grid areas. On 09 park to the south of the access road against the northern end of the hangars and on 27 against the fence to the east of the launch point.
- Vehicles can only be driven around the 09 and 27 thresholds to access the northern area of the airfield at the marked locations.

3.2 Glider Trailers

All glider trailers:

- Are to be parked in the designated trailer park to the south of the hangars.
- Must be ground secured in the trailer park

3.3 Camping and Caravans

- All caravans and campervans are to be parked within the designated camping area (or in the trailer park if not in use) unless specifically approved to park elsewhere.
- All camping tents are to be pegged down in the designated camping area.
- Campers must register in the camp kitchen, where fees must be paid before leaving.
- Campers must be considerate to others and avoid excessive noise late at night or early in the morning.
- All caravans are to be parked within the designated camping area unless approved to park elsewhere.

3.4 Dogs

All dogs on OAL property, including the campground, must always be on a leash or constrained in a vehicle.

4.0 AVIATION ACTIVITIES.

4.1 General

- On each day between October 1 and April 30 an operational briefing will be delivered at 9.45am in the Terminal Building. The briefing will be conducted by OGC to address issues arising from operations and to identify and agree the operational procedures for the day. All entities and operators intending to operate from the airfield on that day must ensure a decision-making delegate is in attendance..
- On each day between October 1 and April 30, a weather and operational briefing will be delivered at 10.00am in the Terminal Building. It is strongly recommended that all pilots intending to operate on that day attend.
- Glider pilots who have not previously launched from Omarama must, prior to launching, contact the OGC CFI or their visiting club CFI in order to be briefed on operations from Omarama. Pilots must read the OAL SOP, the Omarama Landout Protocol and be fully familiar with Omarama gridding and circuit procedures prior to launching.
- Glider pilots attending their first Omarama competition must prior to launching contact the Contest Director to obtain a briefing on Omarama operations and competition procedures.
- Prior to launching all pilots must have a current BFR, carry up-to-date airspace maps, have flight following in place and ensure that their glider is fully compliant for flight.
- Gliders operating within 5nm of Omarama must use and monitor 119.1 MHz. Outside of 5nm 133.55 MHz must be monitored unless in controlled airspace, an MBZ or another aerodrome locale where the relevant frequency must be used.
- Pilots are urged keep a good lookout. The use of FLARM, SPOT, In Reach tracking or equivalent is a GNZ requirement and is mandatory for all gliders launching from Omarama. OGC provide the flight following service.

4.2 Ground Movement of Gliders

4.2.1 Operational Area.



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Gliders must:

- Not be left unattended in the between hanger spaces or on the runway edges.
- Not be parked unattended in the 09 or 27 launch areas, except immediately prior to launching.
- Not be left unattended on the runway following landing.
- Use the tie-down areas provided or tie down in front of the north-facing line of chalets if permitted by those chalet owners

4.3 Grid, Circuit, Launch and Landing Procedures.

4.3.1 General

- The AIP New Zealand supplement for the Omarama airfield is attached as Appendix 2. Read this carefully and comply with its requirements particularly those that relate to the use of Visual Reporting Points for inbound traffic, circuits and winch launching protocols.

4.3.2 Grid Locations.

- Grid and launch lanes are shown in Appendix 1 and apply to all non-competition grids and launches.

4.3.3. Launching

- The aero tow launch point will be determined at the daily briefing by the aero tow operator in consultation with the winch operator if winching is to be operated on that day.
- If an aero launch is aborted on ground roll the glider must be immediately removed from the runway and no other launch is to proceed until the runway is clear.
- Do not fly below 2400 ft QNH (1000 ft AGL) over the Omarama township.
- Do not fly over the airfield below 4,400 ft QNH (3000 ft AGL) when the winch is deployed on the airfield.
- The aero tow outbound and inbound circuits are shown in Appendix 5. All pilots must ensure they are familiar with these circuits prior to launching.
- Self-launching gliders must obtain the consent of either the tow pilot or winch launch controller if those parties are deployed prior to commencing ground roll.

4.3.4 Circuits and Landing.

- Circuits are flown left hand to runway 09 and right hand to runway 27.
- Do not fly at low level over the hotel, airfield buildings, hangers, the campground and chalet area unless it is in the interests of safety to do so
- When landing on either 27 or 09 aim to stop on the southern side of the runway to leave room for following aircraft to land to the north.
- Remove the glider from the runway or runway edge as soon as possible after completing the landing.
- Land to the north side of any landed or gridded gliders.





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- After landing do not taxi across the 27-access road or into that area to the west of the terminal

4.3.5 Parachute Operations

- When weather prevents parachuting at Pukaki airfield, due to fog or low cloud cover, during the winter months from May to September Skydive Mt. Cook will on occasions operate from Omarama.
- Gliding operations together with parachute operations will be coordinated on the day by mutual agreement, but once parachutes are in the air they will have priority over launch operations.

4.4. Gliding Competitions at Omarama

- GNZ sanctioned gliding competitions are to be undertaken at Omarama in strict compliance with the provisions of AC 2-10 Competitions.
- The Contest Director will, for the duration of any GNZ sanctioned Omarama based gliding competition, control all aviation activity on the airfield.
- Competition grids and launches have priority. The permission of the Contest Director must be obtained for all non-competition launches.

5.0 WINCH LAUNCH and AEROTOW OPERATIONS

5.1 Background

- Winch launching is an important part of Omarama operations and supplements aero tows for glider launching.
- Winch launching and land backs operate on the winch launch / retrieve strip parallel to and 75m north of the main grass runways. Appendix 1.
- Appendix 1 also identifies the operational areas on the airfield, the access routes to those areas and the locations for the equipment, vehicles, personnel and aircraft required for winch operations.

5.2 General.

When winch and aero tow launching is to take place on the same day all operators who intend to operate from the airfield on that day must attend or have a representative attend a briefing which will be held by OGC in the terminal at 9.45am.

The purpose of the briefing is:

- For the operating parties to review any previous day's operations and resolve any issues that may have arisen.
- To identify and understand the timing, scale and duration of the individual operations that will take place on that day and for agreement to be reached between the operating parties as to how those operations will be undertaken in a safe and coordinated way.



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- To identify and agree the launch procedures for the day or for the duration of simultaneous winch and aero tow operations.
- The agreed operations and operations personnel for the day will be posted on the terminal whiteboard and the OGC app showing:

Runway in use

Aero tow grid time

Launch times

Contact numbers for the winch operator, tow pilot, CFI (or his designate) and the LPC who on occasions may be the same person.

5.3 Co-ordinating Launch Activity.

The provisions of the winch owners (YSDCT) SOP which must be followed. The following conditions must also be followed:

- Winch launching is not to proceed until circuit aircraft have landed and cleared the runway.
- Winch launches are not to proceed if there is a glider connected to a running tow plane
- Winch launches are not to proceed until a vacating glider - tow plane combination has crossed the airfield threshold as marked on the Appendix 1 plan.
- Winch launching is not to proceed whilst gliders are being launched from the grid by two or more tow planes unless there is a suitable interval as determined by the winch Launch Point Controller following agreement with the tow plane operator.
- Gliders and tow planes must not fly over the airfield below 4,400 ft QNH (3000 ft AGL) when the winch is deployed.
- Winch launching is not to proceed until the tow plane and glider using the tow circuits shown in Appendix 5 have crossed the southern boundary of the airfield.
- All pilots must be familiar with the winch launch radio procedures. Appendix 6.

6.0 MODEL AIRCRAFT, RPAS, UAV, UAS and Drones

The Omarama Model Aircraft Club has an operational area and strip in the trailer park. Appendix 1. All flights must comply with Civil Aviation Rules Part 101 and the pilots must have a license or certificate issued by an approved organisation or be under the direct supervision of someone who holds the relevant certification. All flights must be to the South of Airfield Road and the tree line on and remain below 400 feet above ground level.

7.0 EMERGENCY PROCEDURES

7.1 Fire

In the event of any uncontrolled fire on any part of the airfield or in any building on the airfield evacuate the area and immediately call **111** and give a clear concise description of the event and its location

7.2 Aviation Related Accident on or near the Airfield



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- Advise any base operations by radio on **119.10 MHz** and give a clear and concise description of the event and its location.
- Contact Emergency Services **111** and give a clear and concise description of the event and its location.
- Extinguish any fire if the equipment required is available.
- Move wreckage only to save life
- Render First Aid if trained to do so

7.3 Remote Aviation Related Accident

- Advise base operations by radio on 119.10 or 133.50 MHz and give a clear and concise description of the event and its location.
- Base to follow their Emergency Plan in accordance with Gliding NZ AC 1- 05

7.4 Any Other Accident resulting in Injury

- Contact Emergency Services call **111**.

7.5 Any Observed Criminal Act

- Contact Emergency Services, call **111**.

7.6 In All Cases After the Immediate Response

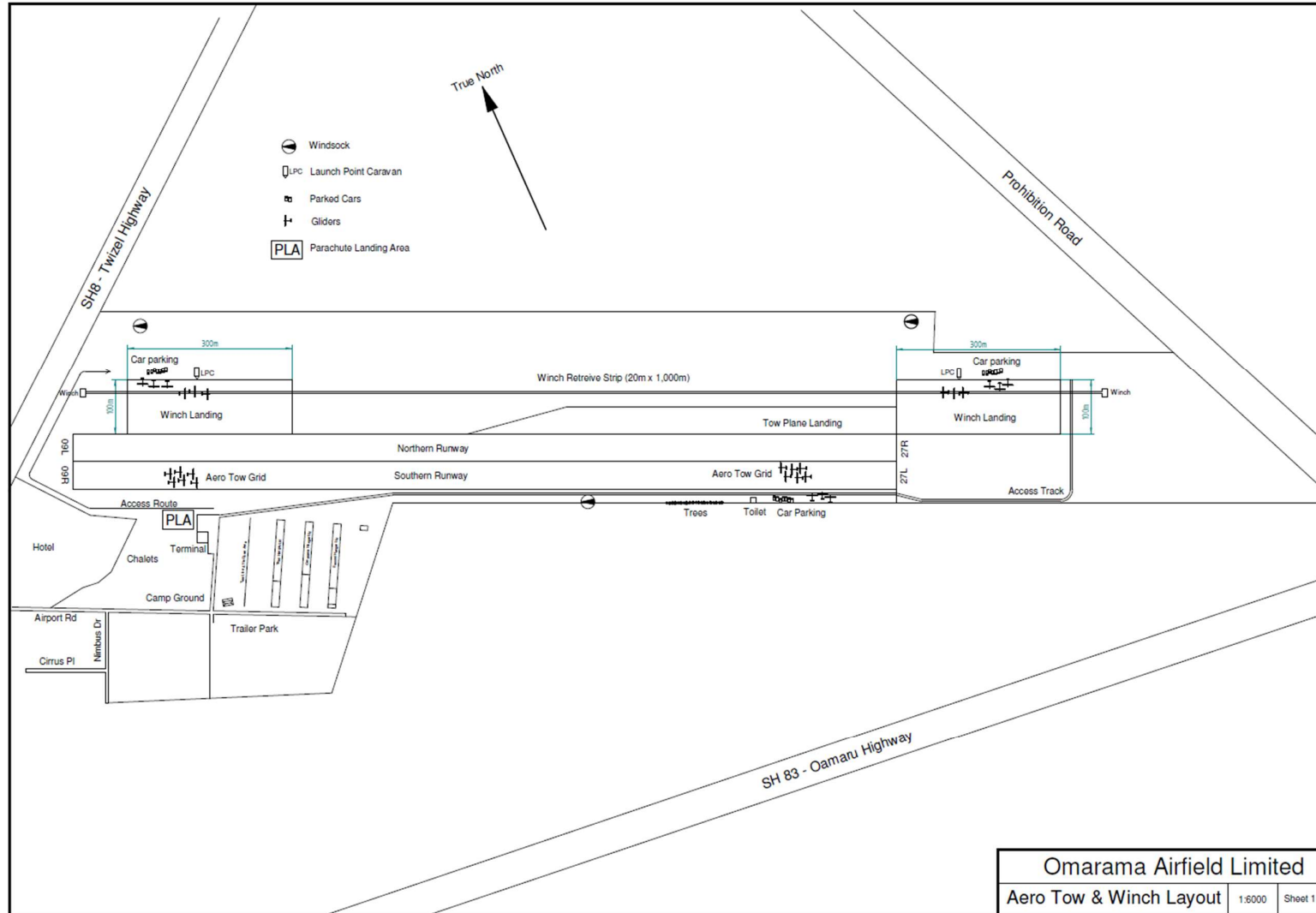
- Inform the OGC CFI and a director of the Omarama Airfield Company.
- For serious incidents that are likely to attract media attention inform as soon as possible the President of Gliding New Zealand or his secondary contact. If contacted by media do not make any comment.





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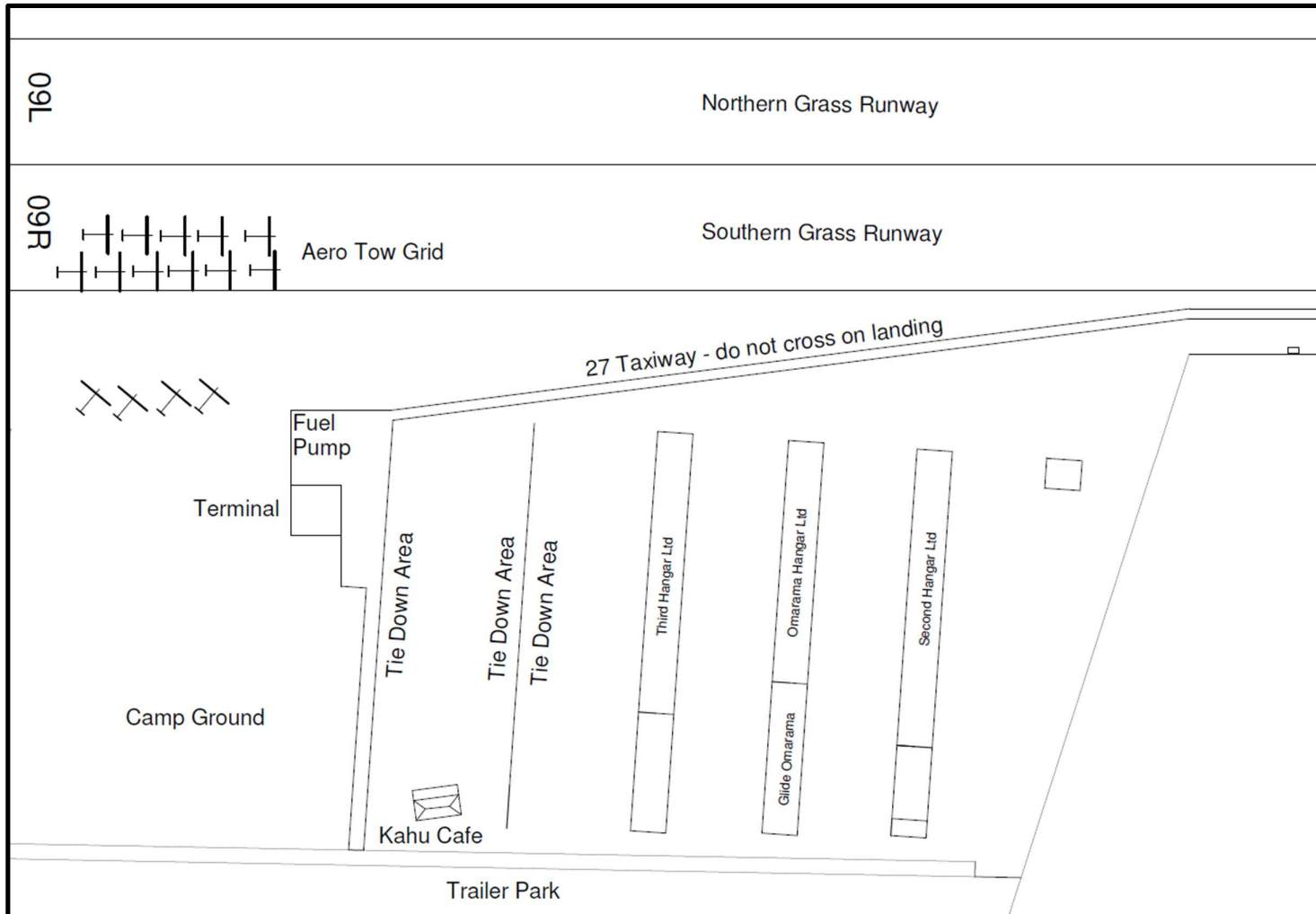
APPENDIX 1 - Omarama Airfield Layout and Grid





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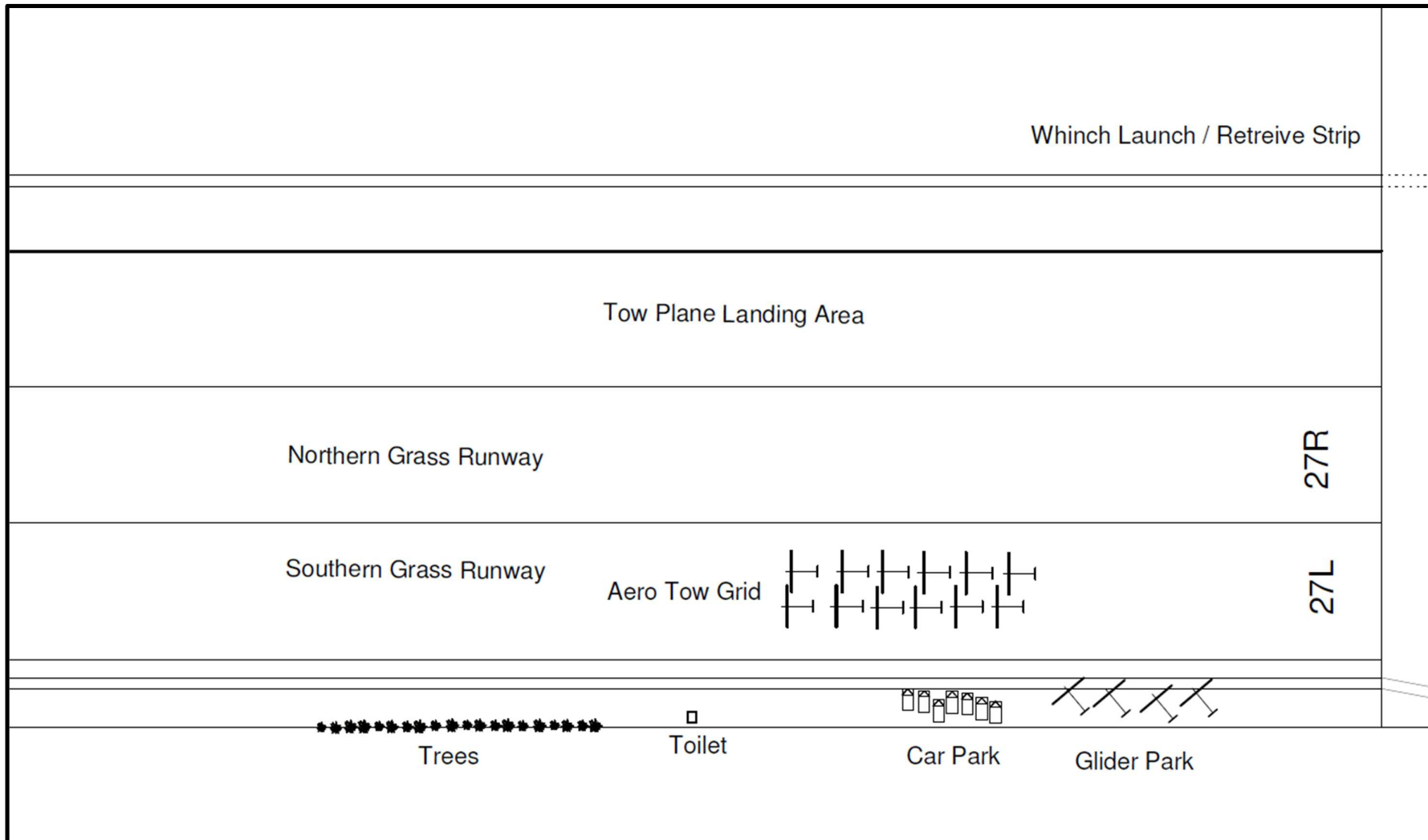
“09” Grid Layout



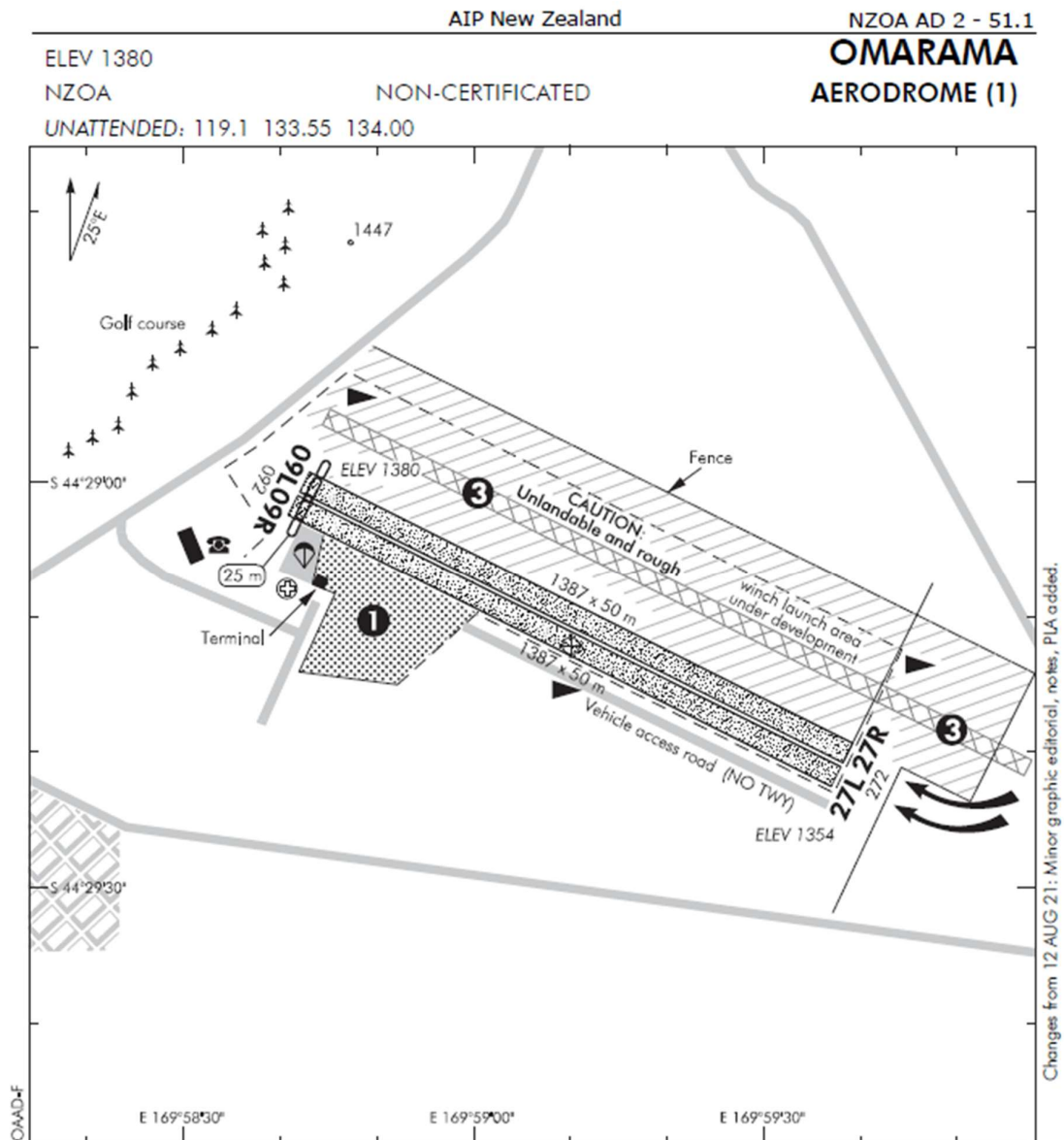


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“27” Grid Layout



APPENDIX 2 - Omarama Airfield AIP Chart



- ① Aircraft parking areas, hangars and cafe.
2. Circuit: RWY 09 L/R — Left hand
RWY 27 L/R — Right hand
- ③ **CAUTION:** The area to the north and east of RWY 09L/27R is being developed for winch launching and can be mistaken for a runway. Do NOT use.
4. Intensive gliding operations all year round, busiest times September to April — 7 days.
Gliders awaiting an aerotow launch will grid on the south side of RWY 09R/27L.
Gliders awaiting a winch launch will grid on the northern side of RWY 09L/27R.
Arriving and departing aircraft should maintain separation from gliders waiting launch and avoid overflying any aircraft or gliders.
5. **CAUTION:** Glider winch launches are conducted from northern side of RWY 09L/27R. The glider winching wire may reach up to 3000 ft AGL. A broadcast will be made on 119.1 MHz at two minutes prior to winch launching and at commencement of the winch launch.

Continued

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NZOA AD 2 - 51.2

AIP New Zealand

**OMARAMA
AERODROME (2)**

6. **CAUTION:** Aircraft below 3000 ft AGL should not cross overhead the airfield during glider winch launching operations. Aircraft joining should call position relative to local Visual Reporting Points Killermont, Ohau Turnoff and Sailors Cutting.
7. Gliders operating outside local area frequency 119.1 will use gliding frequencies 133.55 MHz and 134.0 MHz. Call intentions on these frequencies.
8. **CAUTION:** Occasional parachuting operations during winter months, May to September. Aircraft should not cross overhead the airfield during parachuting operations. The 50 m x 50 m PLA is located immediately north and west of the terminal building. Parachute activity will be broadcast on 119.1 MHz.
9. **CAUTION:** Daily overnight irrigation during summer months from late afternoon to early morning using visible towed K-Line pipes with sprinklers the full length of one parallel Left or Right runway. The runway being irrigated will be marked and closed, land clear on the other parallel Left or Right runway. Note poor braking on wet grass during and after irrigation.



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AIP New Zealand

NZOA AD 2 - 52.1

Non-Certificated Aerodrome 1 NM E of Omarama

NZOA

OMARAMA OPERATIONAL DATA

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
09R 27L	Gr	ESWL 2565	8	0.59D 0.59U	1387	1387 1362			1362 1387
09L 27R	Gr	ESWL 2565	8	0.59D 0.59U	1387	1387 1362			1362 1387

LIGHTING

Nil

FACILITIES

Fuel: Z Energy Avgas 100, Access via Z card

On site cafe open daily OCT/APR

Toilets/1st aid inside terminal

Aircraft heavy duty tie-down lines

SUPPLEMENTARY

Operator: Omarama Airfield Ltd, PO Box 284, Queenstown
Fax (03) 442 7309

Terry Jones
Tel (027) 452 1498
Email: morganjones@xtra.co.nz

Available for general use without the permission of the operator.

Landing fees: \$15 payable by all aircraft.

Annual multiple fees may be paid in advance by application to:
Omarama Airfield Ltd, PO Box 284, Queenstown.

Scale of fees, honesty box and envelopes located adjacent to fuel pump. Payment can also be made by bank transfer to Omarama Airfield Limited, bank account 01 0867 0047901 00 using your aircraft registration and date as the reference.

NB. An automatic recording system for monitoring landings and aircraft movement is installed. Unpaid landing fees will be invoiced to the aircraft operator and will include additional administration charges.

Landing fees not paid within 7 days (honesty box or bank transfer) will be invoiced to the aircraft owner and will include an additional \$15 administration charge.

Effective: 11 AUG 22

© Civil Aviation Authority

OMARAMA
OPERATIONAL DATA



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APPENDIX 3 – Local Rules for Gliding Competitions

During gliding competitions:

- The Competition Director is the controlling authority for all gliding activities during the event.
- Competition briefings and the organisation will be based in the Terminal Building.
- The turn-point database and airspace files may be downloaded from the GNZ website.
- **You must carry a functioning SPOT or InReach tracker on all competition flights.**
- There will be a compulsory briefing for all competitors before practice day launch.
- Gliders must grid by the time advised at briefing. Be prepared to launch at any time from the announced launch time. Late pilots will have their gliders removed to the back of the grid.
- Start opening for each competition class will be announced on 119.1 and 133.55 MHz.
- The start procedure will be detailed at briefing.
- Call 'Omarama Base' with your start time on 133.55 MHz within 30 minutes of starting.
- Cloud flying during the competition will not be permitted.
- Call your finish on 119.1 MHz at 5 miles out (eg "Omarama Base, Yankee Romeo 5 miles"). (Do not use km for this call, because this could be confusing for other GA traffic, which uses the standard nautical miles.) Omarama Base will then advise you of wind, runway in use and known traffic.
- A 3 km radius finish ring followed by an orderly circuit will be used (not a fly-through finish). After finishing, do not turn back into the potential path of other gliders finishing. Make normal calls to Omarama Traffic on 119.1 MHz to advise circuit intentions.
- Download your flight recorder as soon as possible after returning to the airfield, preferably within 30 minutes. (If you have unusual flight recorder cables or software, please bring your own.)

Retrieves:

- We need your call sign, lat/long (in degrees, minutes and decimal minutes – write this down for reference before phoning us), and whether you want a road or aerotow retrieve.
- Aerotow retrieves are at the discretion of the Contest Director. Once a retrieve aircraft is launched, all costs are to the glider pilot even if a retrieve is aborted for any reason.
- If a road retrieve is requested, and you do not have a designated crew, we will try to arrange it, but expect delays. Remember, your retrieve is your responsibility.
- If you contact your crew directly, your crew must not leave on the retrieve without notifying the retrieve organiser (we don't want to waste time looking for you or sending a second retrieve team).
- If you want us to organise a crew, please tell us where your car, keys and trailer are. It helps to have your two-letter glider registration on your trailer and on your car windscreen.
- **Observe the Omarama Landout Protocol** (See Appendix 4).



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APPENDIX 4 - Omarama Landout Protocol

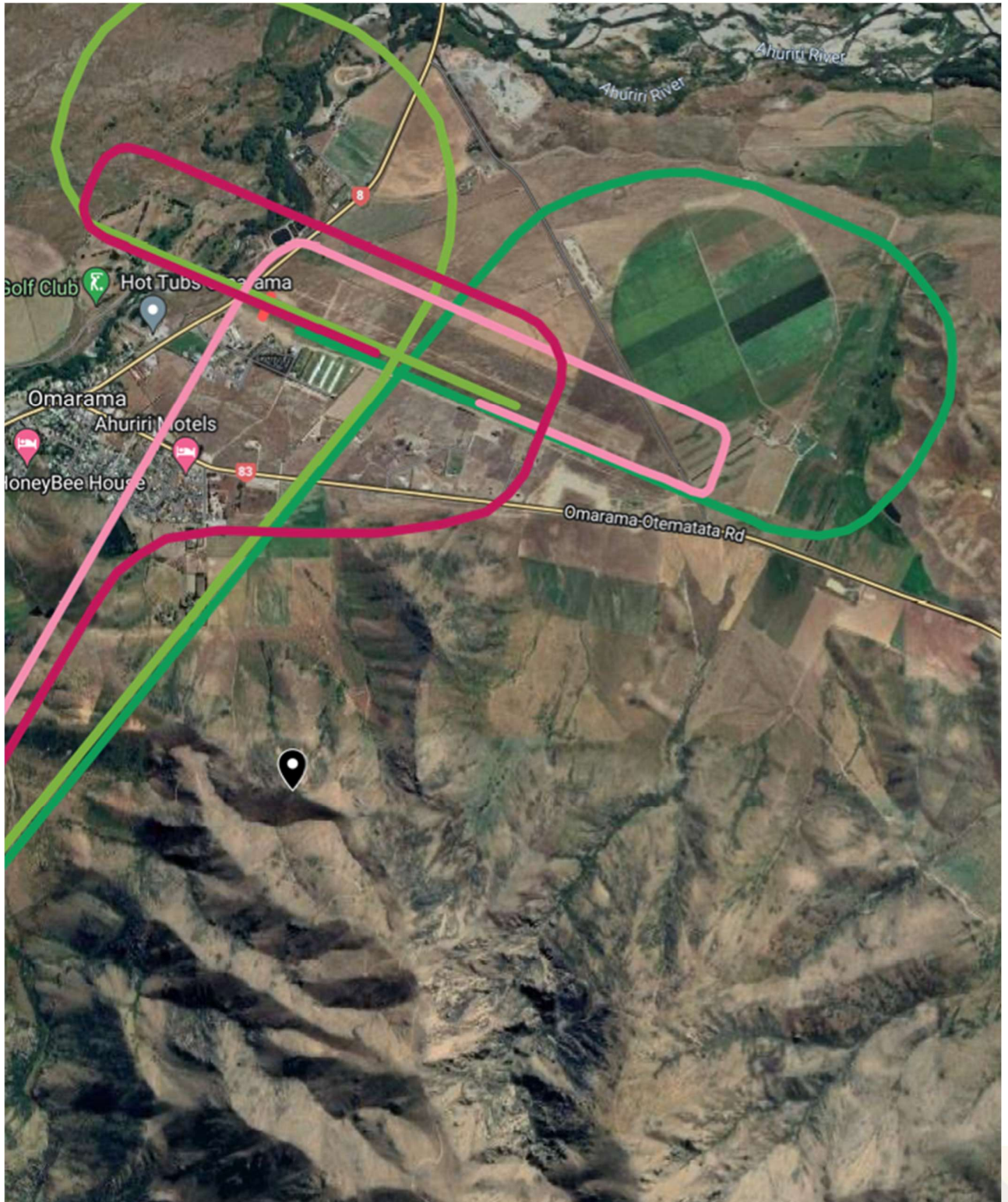
This protocol has been formulated in the interests of maintaining good relationships with landowners. ALL glider pilots operating from Omarama who land out at other than a public aerodrome MUST adhere to this protocol. Entering on private land is a privilege, not a right. If you adhere to this protocol, you will generally find the landowner very helpful. Remember, you are an ambassador for the next pilot who lands there.

1. **Before** takeoff from Omarama, ensure that you have in your glider a copy of the landowner directory available from OGC or download from www.omaramaairfield.nz
2. Attempt to contact the landowner by one of the following methods (in order of preference):
 - visit farmhouse if nearby.
 - telephone (if necessary, leave a message).
 - if nobody answers and there is no answer-phone, make a note of the time that you called and try again when you get back to Omarama.
3. Having contacted the landowner, thank him/her for the use of their land and ask for their permission to retrieve, whether it is by aero-tow or by road. Then abide by their wishes. Be sure to leave gates as you find them.
4. When organising your retrieve, let them know whether you have been able to contact the landowner or not. If not, your tow pilot or retrieve crew will try on your behalf. They should make every attempt to contact the landowner before leaving.
5. In order to show your appreciation to the landowner, please consider writing a letter of thanks or send or deliver a small gift.



Appendix 5 Omarama Tow Plane Circuits.

Unless otherwise advised outbound and inbound circuits for tow planes at Omarama are as shown below.



Appendix 6 – Winch Launch Radio Protocol.

Omarama Airfield Winch launch radio procedures

