

MOGOLLON AIRPARK OPERATING GUIDELINES – AVIATION

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1.0 INTRODUCTION

1.1 The Mogollon Airpark Operating Guidelines – Aviation is a set of recommendations for pilots operating at the Mogollon Airpark with the goal of enhancing Airpark safety. These guidelines do not attempt to replace or supersede the Federal Aviation Regulations or the Aeronautical Information Manual but, are simply a set of commonsense courtesy items to make the Airpark a safer place for the operation of aircraft. AIRPARK SAFETY MUST BE PRIORITY #1!

1.2 The Mogollon Airpark is a high elevation mountain airport with attendant occasional high winds and moderate to severe turbulence. Pine trees and hangar homes line the runway and can cause disturbed or accelerated crosswind conditions. There are no runway lights and the airport is considered day use only.

1.3 The Association (including its members, and officers and directors and employees) assumes no responsibility or liability for loss, injury or damage to persons or property on the airport, or using airport facilities, by reason of, but not limited to fire, vandalism, winds, flood, earthquake or collision damage (and all parties bound by these guidelines do so release the Association) nor does it assume any liability by reason of injury to persons or property while using the facilities of same regardless of whether these guidelines are followed. All persons using the Airpark and airport facilities do so at their own risk.

2.0 AIRPORT OPERATION AND DESCRIPTION

2.1 Runway: 03/21 * Asphalt * 3436' x 50' with 1244' north overrun/taxi and 1355' south overrun/taxi. Runway 21 is designated for calm wind. **Field Elevation:** 6658' MSL. Right traffic for Runway 03.

2.2 Runway Gradient: The Mogollon Airpark runway has a significant upslope from both ends to a hump near the middle. Because of this configuration runway visual line of sight is not possible from one end of the runway to the other. Also, effective VHF radio communication can be severely degraded or impossible from one end of the runway to the other.

Therefore, prior to departure, the pilot should consider these factors along with aircraft performance in order to ensure a clear runway prior to takeoff. A taxi to midfield may be utilized to enhance the pilot's visual field of view and further display the aircraft to ground traffic. Also, please note radio communications described below.

2.3 General:

Due to the configuration of the runway, touch and go, and stop and go landings are discouraged.

Taxiways at Mogollon Airpark are narrow, and some are shielded from view by vegetation. Pilots may wish to inform other pilots of taxiing intentions (see radio

communications below) to avoid unexpected encounters with opposite direction taxi traffic.

Pilots should avoid overflying the noise sensitive populated areas to the west and southeast of the Airpark, especially on departure. Traffic patterns for both runways 03/21 are to the east of the Airpark

2.4 Traffic Pattern:

Arrivals – All traffic patterns are to the east of the airport. Arrivals to runway 21 use left-hand traffic. Arrivals to runway 03 use right-hand traffic. Low passes for any purpose are discouraged, but should not be lower than 300' AGL. The low pass should be in the direction of intended landing.

Departures - Departures from runway 21 should be straight out until beyond any houses to avoid overflying the local community. Departures from runway 03 should be a right turn or straight out until beyond any houses to avoid overflying the local community. Southwest departures from Runway 03 should use a right traffic pattern for departure and remain east of the runway until 1000' AGL or higher altitude.

Pattern Altitudes - a. Helicopters – 7,500' MSL.

b. Reciprocating Engine Aircraft – 7,500' MSL.

c. Turbine Powered Aircraft – 8,000' MSL.

2.5 Communication:

All aircraft operating at Mogollon Airpark should have two way communications available on CTAF 122.90, and make the transmissions as recommended in the AIM.

The Airpark has an AWOS-1 installed at midfield east of the parallel taxiway. The wind sensor is located between the taxiway and runway immediately west of the AWOS unit. Three mike clicks will provide a standard weather advisory – an additional three click will provide an extended advisory. Four clicks will enable the radio check feature. *Please see "Important" note below.*

Important: Because of the runway line of sight issue and the probable effect on radio communication, pilots should use the AWOS radio check feature to announce ground operations and takeoff intentions. This is accomplished by:

1. Clicking the mike four times
2. Wait for the AWOS to respond with "Transmit radio check".
3. Transmit take off or taxi announcement.
4. Listen for your transmission rebroadcast from the midfield AWOS unit.

This radio check retransmission can be heard anywhere on the ground at the Airpark, as well as in the air. *(Tip: Some bottom mounted antenna may have difficulty pinging the AWOS. Moving the aircraft slightly may give a better result)*

3.0 RUNWAY INCURSION PREVENTION

3.1 Taxi Route Selection: The preferred runway crossing location is at the ends of the runway. Crossing at the mid field "H" taxiway is discouraged.

3.2 Use of AWOS Radio Check Feature: To reduce the possibility of simultaneous takeoffs from opposite runway ends, the radio check retransmission can be heard anywhere on the ground at the Airpark (See communication Section **2.5**).

3.3 Control of Ground traffic: Aircraft have the absolute right of way on all taxiways and the runway. Refer to the MAOG-General and signs for control of all other ground traffic.