

MOGOLLON AIRPARK OPERATING GUIDELINES – AVIATION

Date March 9, 2018, version 4.1

1. INTRODUCTION

- 1.1. The Mogollon Airpark Operating Guidelines (MAOG) – 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 (AIM) 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. Density altitude at Mogollon Airpark in the summer is frequently in excess of 10,000'. Consult the Pilots Operating Handbook for your aircraft to ensure your aircraft performance at such density altitude will provide the margin of safety you must have.
- 1.4. Authorization to land at the Airpark has been granted based on your assumption of the entire responsibility and consequences of such use.

2. AIRPORT OPERATION AND DESCRIPTION

- 2.1. **Location and Coordinates:** Mogollon Airpark is a private airport. The airport has a 3436' runway, parallel taxiways, and two tie-down areas. GPS coordinates are 34 23.50 N, 110 31.45 W. The airport elevation is 6658'.
- 2.2. **Runway:** 03/21 * Asphalt * 3436' x 50' with 1244' north overrun/taxi and 1355' south overrun/taxi. Runway 21 is designated for calm wind. Left traffic for Runway 21, right traffic for Runway 03.
- 2.3. **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 may be impossible from one end of the runway to the other.
- 2.4. Wind socks are located on the west side of the runway about midfield and near the touchdown areas for both ends of the runway. A tetrahedron is located approximately midfield on the west side of the runway.
- 2.5. 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.
- 2.6. General:
 - 2.6.1. Due to the configuration of the runway, touch and go, and stop and go landings are discouraged.
 - 2.6.2. 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.

2.6.3. Pilots should avoid overflying the noise sensitive populated areas to the west and southeast of the Airpark, especially on departure. Departures should be straight out until beyond any houses to avoid overflying the local community.

2.6.4. Pattern Altitudes

- a. Helicopters – 7,500' MSL
- b. Reciprocating Engine Aircraft – 7,500' MSL
- c. Turbine Powered Aircraft – 8,000' MSL

2.8. Communication:

2.8.1. 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.

2.8.2. The Airpark has an AWOS 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 microphone clicks will provide a standard weather advisory – an additional three clicks will provide an extended advisory. Four clicks will enable the radio check rebroadcast 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 rebroadcast feature to announce ground operations and takeoff intentions. We utilize this feature to rebroadcast your intentions to the entire airpark. This is accomplished by:

1. Clicking the microphone four times
2. Wait for the AWOS to respond with "Transmit radio check".
3. Transmit take off or taxi announcement, limited to 10 seconds.
4. Listen for your transmission rebroadcast from the AWOS.

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

3. 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. 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.

4. REQUIREMENTS TO FLY IN TO MOGOLLON AIRPARK

4.1. Current aircraft liability insurance must be in effect.

4.2. You must read and acknowledge MAOG – Aviation.