

DRAFT

ALPINE AIRPARK RECOMMENDED SAFE OPERATION PRACTICES

ARRIVALS and DEPARTURES AT 46U:

Jet and Turbo prop aircraft arriving at 46U are encouraged to announce initial position and intention reports **15 miles** out with subsequent reports at 10 and 5 miles.

Slower piston aircraft should make initial position reports at **10 miles out** followed up with a 5 mile report.

All aircraft should announce pattern entry with position and intended methods for entry.

When making position reports, the **type of aircraft and color** should be used. This information is critical to a pilot's see and avoid process and should be considered more useful than a call sign in this environment.

When possible use landmarks, locally know geographical areas and always say altitude/attitude when making radio position reports. This information is invaluable to all pilots in planning and positioning for separation of aircraft. **Do Not** depend on the big sky theory.

On calls for Final Approach it is also considered helpful to announce parking intentions notifying aircraft on the ground who may be taxiing for a departure position. With many long narrow Taxiways to remote lots located off of the airstrip, the courtesy of taxi and parking call outs are most helpful in avoiding prop to prop conflicts for both arriving and departing traffic. The longer taxiways of concern are The Reserves, Ridgecrest and The Refuge.

RUNWAY & TAXIWAY USE:

Runway 13 utilizes a non standard right hand pattern.

Runway 31 utilizes a standard left hand pattern.

Runway 13/31 asphalt pavement is 5850' long, however, only 50' wide, exercise caution maintaining centerline. In cross wind conditions a review of your personal minimums would be considered prudent.

There are designated run-up areas located at each end of the runway. Pilots are to exercise caution during run-ups and are reminded they are responsible for the affects of the air blast generated during run-up procedures.

FLY FRIENDLY:

Noise Abatement procedures and a courtesy "fly friendly" program is in place at Alpine Airpark (46U).

Calm wind takeoffs and departures are to be made using **Runway 31** utilizing a standard left hand pattern.

Supplementing this, **Calm wind Arrivals and Landings** are to be made using **Runway 13**, utilizing a non standard right hand pattern.

CAUTION: Conflicting opposite direction traffic in calm wind conditions.

CAUTION: Calm wind condition assessment is at the discretion of the Pilot in Command. With this discretion and a variety of personal minimums, opposite direction conflicts may arise in any condition. The PIC is the final authority for safe operation of his or her aircraft.

Radio calls with position reports and intentions are Paramount!

GRASS OPERATIONS;

Landing and Take Off operations on the grass on either side of paved runway 13/31 is

Prohibited. Runway lights in these areas obstruct and do not allow for safe operation.

All grass operations shall be conducted on the grass runway located at the north end, east side and parallel to the paved runway 13/31. All aircraft utilizing this grass runway must only land in the 13 (south east) direction and must only take off in 31(north west) direction. Buildings and personal property to the south preclude any safe operation otherwise.

Utilization of the grass runway is always at a pilot's own risk and only as current conditions, pilot ability and an aircraft's capability permit.

HELICOPTERS;

Helicopter traffic at 46U are to utilize fixed wing traffic patterns to facilitate Noise Abatement Procedures, however, fixed wing traffic maintain the right of way over helicopter traffic as per the FAA FARs.

To aid in separation and facilitate airport utilization it is recommended helicopters fly a reduced pattern footprint.

GENERAL:

Formation Flying;

Aircraft groups and aircraft flying formation arriving or departing 46U are requested to maintain monitoring of 122.9 when operating within 10 miles of the Airport. Brief and debrief meetings among pilots flying in groups or formation is essential and considered required for 46U activities.

Aerobatics:

It is requested any pilots flying aerobatic maneuvers do so at least 5 miles from 46U. Aerobic activity in the vicinity of 46U should include radio calls stating the distance and direction from the airport of the aerobic activity and the expected block altitude being utilized. These radio calls should be refreshed every 5 minutes during any aerobic activity within 5 miles of the airport. All demonstration and exhibition passes over the runway should be at an altitude of 500' or greater with proper radio calls.

Airpark Rules;

All pilots and property owners must read and understand the Alpine Airpark CCR documents with emphasis here pertaining to operations on and around the runway. Particular areas of interest where strict adherence is required in order that a safe operating environment is insured are;

- 1.) The leashing of all pets in the Airpark.
- 2.) Pedestrian activities including owners and their guest on and in the vicinity of the active Runway and Taxiways.
- 3.) The use of Bicycles and the operation of Motor Vehicles on and in the vicinity of the active Runway and Taxiways is prohibited and is not allowed without Board approval and the utilization of required safety equipment.
- 4.) The crossing of the Runway by any means MUST be at a 90 degree angle to the active runway, with a full stop and look both ways approach. Any activity otherwise will invite disciplinary action!
- 5.) READ, KNOW, AND UNDERSTAND YOUR ALPINE AIRPARK CCRs SO THAT WE MAY ALL CONTINUE TO ENJOY THE SAFETY AND FREEDOM THIS AVIATION COMMUNITY HAS TO OFFER.

AIRPORT INFORMATION;

ID; 46U
Runways 31/13.
Length; 5850'
Width; 50'
Elevation: 5647

Unicom; 122.90
AWOS; 119.925 (307) 654-2004
Airborne Clearance; Salt Lake Center,
ATC Salt Lake Center;
FBO Fuel Service Manager; Scot Cook, (307) 630 5212
Winter Operations; Winter maintenance is at the discretion of the airport management, Call ahead for current winter conditions. (307 ???-????)

CAUTION SUMMARY;

Opposite direction traffic patterns.
High altitude surrounding terrain.
High density altitude is common in summer months.
Narrow runway width with prevailing cross winds.
Multiple private intersecting taxiways with hold short lines and buildings in close proximity.
Large Game Wildlife can be present and obstruct the Runway for both day and night operations.
Winter Runway ice conditions.

