

# ALPINE AIRPARK RECOMMENDED SAFE OPERATIONAL PRACTICES

Updated and Approved May 21, 2020

All pilots are expected to follow FAA guidelines and regulations while operating at Alpine Airpark (46U). The following procedures apply to the unique environment at 46U and are for use by all pilots (whether jet, prop, helicopter, or any other type of aircraft) and residents. While we assume these procedures are available and will be followed by all pilots based at 46U, the same cannot be assumed about transient and transiting aircraft. All pilots need to be heads up for deviations from these procedures.

## Airpark Rules:

All pilots and property owners must read and understand the Alpine Airpark **CC&R's** (*Third Amendment and Complete Restatement Of The Covenants, Conditions, Restrictions, Reservations, Easements, and Liens and Charges* recorded on 10/12/2017) and the Alpine Airpark Association Rules and Regulations dated May 21, 2020 (**R&R's**) with emphasis here pertaining to operations on and around the runway.

- Runway and taxiway incursions are a dangerous and serious matter at all airfields.
- Aircraft have the right of way over all vehicles, pedestrians and pets on runways and taxiways.

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 in the vicinity of the runway.
- 2.) Pedestrian, bicycles and unleashed pets are not allowed to loiter or walk lengthwise in the runway environment between the fence-lines.
- 3.) The operation of motor vehicles on and in the vicinity of the Runway are prohibited without Board approval and the utilization of required safety equipment. Vicinity of the runway is defined as across the hold short line or within the fence-lines bordering the runway. In areas where no fence or taxiway exists, no motor vehicles are permitted within 63 feet of the runway edge.
- 4.) Crossing the Runway by any means **MUST** be done expeditiously and at a 90-degree angle to the runway. Those crossing need to stop, fully scan the runway and traffic pattern and listen for arriving or departing aircraft. The runway environment shall never be entered if there is an airplane taxiing, or on approach or departure.
- 5.) **READ, KNOW, AND UNDERSTAND YOUR CC&R's and R&R's SO THAT WE MAY ALL CONTINUE TO ENJOY THE SAFETY AND FREEDOM THIS AVIATION COMMUNITY HAS TO OFFER.**

## **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. Helicopters and 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, followed by calls at the downwind, base and final.

When making position reports, the **type of aircraft, color, position (bearing and range from 46U) and altitude** should be used. This information is critical to a pilot's

see and avoid responsibility and should be considered more useful than just a call sign in this environment.

When possible use landmarks (in addition to bearing and range), locally known geographical areas and always say altitude 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. Some well-known landmarks are: Palisades Dam, McCoy's Creek, Snake River Canyon, and mouth of the Salt River.

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 the airstrip, the courtesy of taxi and parking call outs are most helpful in avoiding nose to nose conflicts for both arriving and departing traffic. The longer taxiways of concern are The Reserve, Ridgecrest and The Refuge. Taxi out calls should be made on these taxiways to notify landing or returning aircraft.

### **RUNWAY & TAXIWAY USE:**

Runway 13 utilizes a non-standard right-hand pattern. To comply with noise abatement procedures, pilots are encouraged to make a 15 degree right hand turn as soon as safely possible after takeoff.

Runway 31 utilizes a standard left-hand pattern.

Pattern altitude for both runways for piston aircraft is 6700'. For turbine/jet aircraft it is 7200'

Runway 13/31 asphalt pavement is 5850' long and 70' wide. Caution should be exercised in 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 takeoff and are reminded they are responsible for the effects of their air blast generated. Jets are also responsible for injury or damage from the effects of jet blast on pedestrians and vehicles on Alpine Village Circle and County Road 100.

### **FLY FRIENDLY:**

**Noise Abatement** procedures and a courtesy "fly friendly" program is in place at Alpine Airpark. At the end of the Safe Operational Practices are maps of the noise sensitive areas to be avoided unless in an emergency.

**Fly Friendly** means pilots need to be considerate of homeowners, on and off the airpark, and other pilots at 46U and especially the noise sensitive areas to the south and east of the runway. Due to the proximity of mountains around the airport and homes close to the runway, the airport is closed at night except for Members and guests who are permitted to come and go between dusk and dawn. As courtesy to Airpark residents, night operations should be minimized. Nighttime takeoffs and landings are not recommended for any pilot unfamiliar with the area due to nearby mountainous terrain.

**Practice Takeoffs and Landings** are suggested when conditions and traffic allow for landing on 13 followed by takeoff on 31. *Touch and go's are strongly discouraged because of the noise sensitive area to the east and south of the approach end of runway 31.*

Any demonstration and exhibition passes over the runway are discouraged because of the noise sensitive area to the south of the airport. If done, they should be at a

minimum altitude of 1,000' agl (6,700' msl) with proper radio calls **after receiving prior written permission from the Alpine Airpark Association Board of Directors.**

**CAUTION:** Conflicting opposite direction traffic can exist in calm wind conditions.

**CAUTION:** Calm wind condition assessment is at the discretion of the Pilot in Command (PIC). 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!**

Helicopters, drones and paragliders on the lake frequently do not abide by these practices are not uncommon occurrences. The PIC needs to always be heads up for these sorts of deviations.

### **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 on 13 (south east) direction and must only take off on 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 takeoffs and landings shall avoid the flow of fixed-wing aircraft and abide by FAA regulations. While in the traffic patterns, helicopters shall fly a tighter and lower pattern than the fixed wing pattern. This is to aid in separation and facilitate efficient airport utilization. Arriving and departing helicopters, whether to a runway or to a helicopter pad, shall avoid noise sensitive areas and ensure rotor wash does not cause damage to residences. Fixed wing traffic maintain the right of way over helicopter traffic as per the FAA FARs. These standard procedures are to ensure fixed wing aircraft know what to expect from helicopters operating from the airfield.

### **GENERAL:**

#### **Formation Flying:**

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

#### **Aerobatics:**

It is requested any pilots flying aerobatic maneuvers do so at least 5 miles from 46U and away from landmarks used for entry or departure from 46U. Aerobatic activity in the vicinity of 46U should include radio calls stating the distance and direction from the airport of the aerobatic activity and the expected block altitude being utilized. These radio calls should be refreshed every 5 minutes during any aerobatic activity.

### **AIRPORT INFORMATION:**

ID: 46U

Runways 31/13.

Length; 5850'; Width; 70'

Elevation: 5647

Unicom; 122.90

AWOS; 119.925 or (307) 654-2004

Ground Clearance Delivery: Salt Lake Center, 801-320-2568

ATC: Salt Lake Center: 128.35

FBO Fuel Service Manager: Scot Cook at Landings Aviation (307) 713-1313 or (307) 630-5212 (text capable) or Lynn Ferguson, (307) 654-4646

Winter Operations: Winter weather is dynamic, and the runway may close on short notice. Call ahead for current winter conditions. (307) 654-4646. Runway condition can be viewed on the airport webcam at [AlpineAirpark.com](http://AlpineAirpark.com) and/or the NVMS7000 phone app.

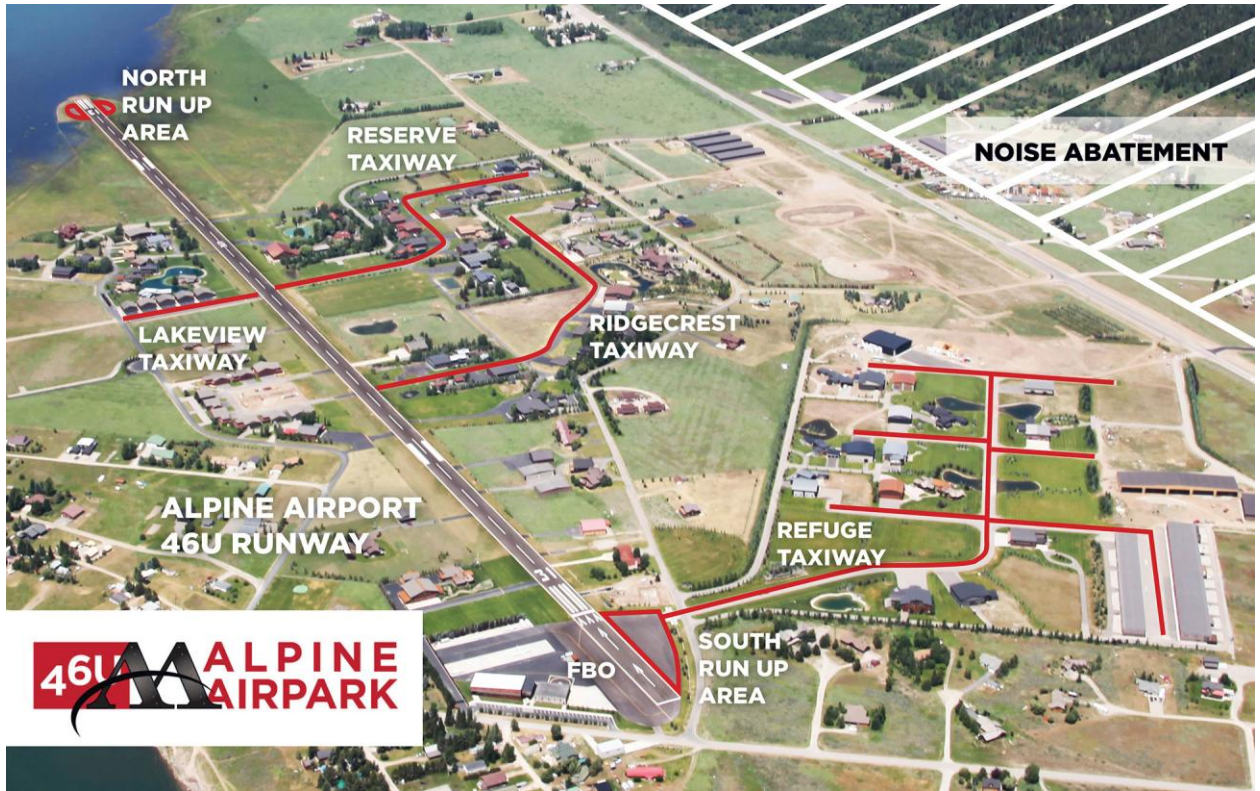
### **CAUTION SUMMARY:**

All pilots need to be cognizant of these hazards as they are prevalent in the area around 46U.

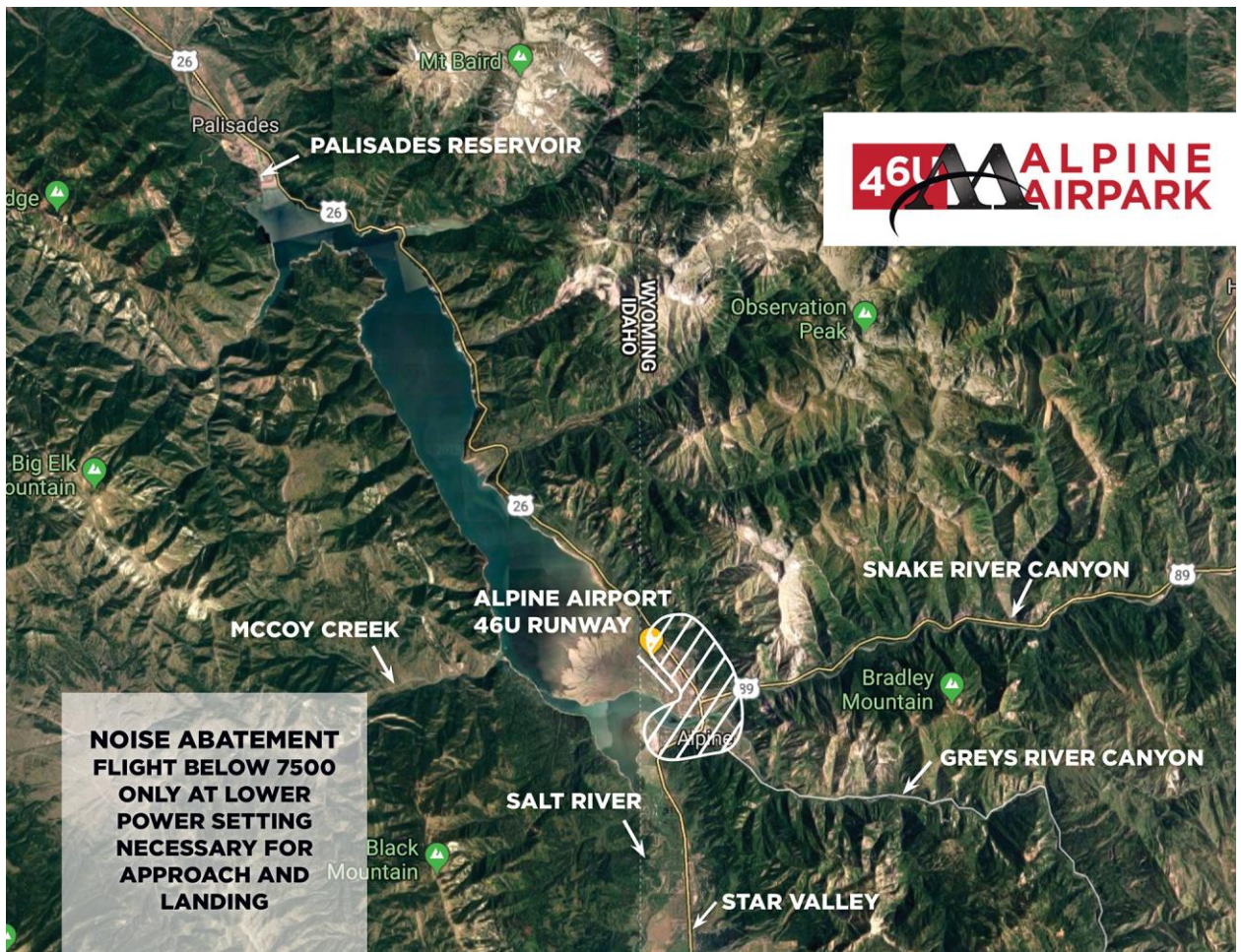
- Opposite direction traffic patterns and helicopter operations.
- Other aircraft transitioning 46U airspace as they fly up/down Star Valley
- High altitude surrounding terrain.
- High density altitude is common in summer months.
- Narrow runway width with prevailing cross winds.
- Multiple private intersecting taxiways with hold short lines and buildings in close proximity.
- Large game wildlife can be present on the runway during both day and night operations.
- Close proximity to Palisades Reservoir means the presence of waterfowl should be expected.
- Winter Runway ice conditions.

**PLEASE NOTE:** In the case of any conflict between the **CC&R's** and these Recommended Safe Operational Practices, the **CC&R's** shall control.





**46U Taxiways and Noise Abatement Area**



## 46U VFR Landmarks and Noise Abatement Area