Safety Guidelines for Gilbert International Airpark

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Gilbert Airpark is unique in the freedom provided aviators to enjoy the sport/avocation of flying. This is accomplished by careful management of risks through skill, care, constant attention, and relentless focus on maintenance and safety factors so that the most minor of accidents can be avoided or minimized.

No set of rules alone can ensure community safety and preserve the spirit of flying to our daily lives. Pilots/aircraft owners must critique their own behaviors to keep all safe in the community. Their responsibilities include all homes, property, each and every community member – adults and children, visitors, personal property, pets, and wildlife.

In addition, safety here in our unique setting must be everyone's personal mission: flyers, non-flyers, adults, youth and children. Safety must be a part of everyone's attention on a continuing basis. Therefore, these bylaws hereby assign all individuals of this community a special role as a safety activist for the merging of aviation and community.

(The above three paragraphs were copied directly from The Bylaws of the Gilbert International Airpark Association.)

Below are some guidelines/recommendations that may enhance the safe operations around our runway. They are in no way hard fast rules and each individual as pilot in command is responsible for the operation of their aircraft and *all* members of this community are responsible for the safe operation of the runway.

1) **Always consider the runway to be active –** an aircraft may be landing or departing at any time and with the slope of our runway you cannot always see them. Constant vigilance is needed at any time you are crossing the runway. *Do not loiter on the runway and always look carefully before crossing the runway*. An aircraft has the right of way over pedestrian or ground vehicle traffic.

2) **Remember we have a motor glider here –** you may be able to hear him taking off but unlike an airplane you cannot hear him when he is landing, and unlike a powered airplane a glider does not have the ability to do a go around and is committed to landing. Also, on final he has a very stealthy profile with no lights; you may not be able to see him or any other aircraft with a quick glance. *Look carefully before crossing the runway.*

3) **Use the runway lights day or night –** anytime an aircraft is going to be on the runway they should use the pilot controlled lighting on frequency 122.85. Five clicks on the radio should turn the runway lights on. This will add an extra measure of safety that the

runway currently has traffic. This in no way means that if the runway lights are not on the runway is not active. ***Always consider the runway to be active.***

4) **Taxi to the midpoint of the runway –** if you are on the approach end of 9 or 27, taxi to the midpoint of the runway and then taxi back to the approach end when departing. This allows you to see farther down the runway and alert the community that an aircraft is about to depart. It also allows your engine time to warm up prior to departure. Keep in mind that due to the slope of the runway, even by doing this ***it does not allow an aircraft on the approach end of 9 to be seen.***

5) **Communicate on the radio –** with the small number of aircraft here it's amazing how many times we will have more than one aircraft using the runway at the same time. Due to the limited sight distance because of the slope of the runway, you may not be able to see or be seen by another aircraft. Remember, ***even by taxiing to the midpoint of the runway you still cannot see an aircraft at the approach end of 9.*** Communicate on the radio prior to taking the runway, and when airborne as you approach the airport. An aircraft on the ground needs to know that there is inbound traffic. The airport radio frequency is 122.9, the lights are on 122.85 - five clicks on the frequency should turn them on. When approaching the airport you may have to be within a mile to get them to come on. At times it may take up to seven clicks to get them to activate.

6) **Runway mowing and maintenance –** send out a group text message to the community to notify everyone when the runway is being mowed or any maintenance is being done that requires someone to be on or near the runway. When doing maintenance that requires being on or near the runway other than mowing, the person/persons should have a handheld radio and monitor 122.9 for traffic.

7) **Guest and Family –** make sure that guests and family are aware of the runway and the safety required around an aircraft in motion.

8) **Animals –** per state/county ordinance and our covenants, dogs are not permitted to run free except on the owners' property. All dogs should always be controlled by a leash or an electronic device when off the owners' property, and remain in sight of the owner/guardian at all times. ***At no time should a dog be loose on the runway or taxi way.*** The owner is responsible for the dog at all times.

By taking these small steps of extra precaution, we can ensure that our Airpark operations are both safe and enjoyable. I am available to discuss any further suggestions you may have.

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