



May 27, 2016

I would like to bring you, the tenants at Reno Stead Airport up to speed on the 2016 Version of Pylon Racing Seminar (PRS) or "Rookie School" as we call it, and procedures we will again be putting into effect to ensure safe ground and flight operations. The procedures that will be in effect in 2016 are pretty much the same as you saw in 2015.

To review, every year since 1997, the Reno Air Racing Association (RARA) has sponsored a four day training/qualification session for new race pilots to get them certified and for previously certified race pilots to practice for the races the following September. This year the dates are Wednesday, 15 June through Saturday, 18 June inclusive. Over these four days, the racecourse will be active during the better part of each day. Specifically, flying periods are 1000-1700 on Wednesday, 0800-1730 on Thursday, 0800-1600 on Friday and 0800-1730 on Saturday. There is a possibility we may cease operations a bit early on Thursday and Saturday. If this occurs, it will be announced on the Stead AWOS Broadcast.

Race Control will be operational and controlling all Stead aircraft (akin to an FAA Tower) on designated Race Control frequencies 15 minutes prior to and until the completion of the above listed PRS flying periods. Race Control will monitor and initially control departing non-participant aircraft on "Ground Control" (126.4) Arriving non-participant aircraft shall check in with "Race Control" on Reno Stead CTAF (122.7); (more on controlling and frequencies later in the "Departure" and "Arrival" sections of this document). At times outside the above listed training periods, Reno Stead Airport will revert to normal uncontrolled field operations. As an important theme, keep in mind, over these four days, there are going to be a lot more aircraft flying around than you are normally used to seeing during the non-racing 353 days of the year.

In addition to dedicated PRS flying, from Friday June, 10th through Tuesday June 14th Formation and Safety Team (FAST) Training will be held for a number of students in preparation for PRS. Aircraft types that will be participating in this training

will be several “Sport” and “Jet” Class aircraft and perhaps a T-6. There are no special procedures for this event (normal uncontrolled RTS procedures); just be aware there will be more aircraft in the vicinity and in the pattern at Reno-Stead Airport.

There WILL also be a TFR established during the four days of this year’s PRS. The effective time of each day’s TFR will match the flying period times listed previously in this newsletter and under “PRS Times” on your Tenant Procedures Kneeboard Card. The lateral and vertical limits (10,500 feet MSL) of the TFR will be published by the FAA and you will be provided with a graphical representation. Rest assured, since RARA (Race Control) is the controlling agency, there will be no impact to tenant operations if you adhere the procedures contained in this newsletter and Tenant Procedures Kneeboard Card. Additionally, the field will be NOTAM'd as to the special operations taking place.

Several FAR Part 91 flying rules are waived for race aircraft only. The waived airspace matches the TFR up to and including 10,500 feet MSL. As an aside and for your information, Home Pylon will be erected Monday morning, 13 June, 2016.

Along with the airport staff, our goal at RARA and in Race Control specifically, is to safely integrate your required flying into PRS Operations including Race Aircraft Departures and Arrivals. As was the case in 2015, **no non-participant aircraft will be allowed to depart or land while Race Aircraft are anywhere on the racecourse.** However, three to four 15-minute non-participant departure/arrival slot times will be established each day during the periods of PRS Operations to facilitate any required tenant flight operations. The specific slot times will be promulgated at a later date and will be listed on the non-participant procedures kneeboard card.

### **Ground Operations:**

During PRS hours of operations, a No-Prop/Jet Turn Line will be in effect West of the Grandstands. The double white and red line running west to east and then curving to the south, west of the Grand Stands defines this line. No engines/props can be turning south and west of that line with one exception indicated below. So if your aircraft is located at a tie-down/hangar south and west of that line, you must tow/push it to a position north of that line prior to engine start. However it is permissible to taxi aircraft north and south in the taxi lane west of the grandstands and east of the No-Prop/Jet Turn Line (where it curves south). This taxi procedure applies primarily to those tenant aircraft situated in the midfield hangars directly behind the previous Race Control Tower and the closed J&J Aircraft repair facility. From those hangars proceed east bound on the taxi lane south of those hangars and

then turn north once you reach the north/south taxi lane on the west side of the grandstand. Departing taxiing aircraft from those hangars contact Race Control prior to arriving abeam the Grand Stands; inform "Ground" that you are **taxiing from the "Midfield Hangars"**.

If necessary, please contact Airport Management @ (775) 328-6570 or (775) 690-2217 24 hours prior to your operation, so they can coordinate any required tow for you. If you cannot reach Airport Management call RARA contact Jimmy Cassidy @ (775) 671-1440 who can also assist in arranging a tow for you.

### **Race Control Procedures:**

#### **Departure (Fixed Wing):**

Talk to "Race Control" or "Ground" as you would to an FAA Tower. The check-in frequency for taxi ("Ground") will be **126.4**. Tell "Ground" where you are on the field, where you want to go and **state you have "Information PRS"** after listening to the AWOS broadcast on **135.175**. If departing, when checking in on **126.4**, pass to "Ground" your desired departure direction. "Ground" will then direct you to taxi to the desired place on the field (say if you just want to get gas) or to the appropriate runway, based on the winds, if departing. If the winds are light and variable, they might ask you what runway you prefer. If you desire/are able to make an intersection departure, please pass that info to "Ground" on initial check-in. If you are departing full length on Runway 26, **you must request clearance to cross Runway 14/32 before crossing**. Runway 14 is the primary emergency-landing runway for most race aircraft, and if there is a MAYDAY in progress (which you would most likely not be aware of), we need to ensure that runway is available. Race Control will then direct you to switch to the primary "Race Control" Frequency (**133.3**) and call them when ready to take off. **133.3** is also the frequency on which we control Race Aircraft on the racecourse and in the pattern. As such, please limit communication on that frequency to that which is operationally necessary. The reason we depart non-participant aircraft on Race Control Frequency (**133.3**) is to provide better situational awareness to any race aircraft that might be airborne (not on the racecourse). Based on your stated departure desires coupled with what is going on around the airport at that time, Race Control will assign you a direction of departure. Unless operationally unsafe to you, please adhere to those directions and if you can't, inform "Race Control". Southerly departures are preferred, but if required, straight outs off of 8 or 26 will normally be approved. Commencing a departure turn to the North will only be approved after you are at least 4 NM east or west of the field dependent on your takeoff direction. Remain up **133.3** until well clear of the airport traffic area. Switch

as appropriate to NorCal Approach (126.3) or other desired en-route frequency. Non-participant departures off of any runway will **never** be allowed while Race Aircraft are on the racecourse, (in this case you can be cleared to taxi but not take off).

### **Arrival (Fixed Wing):**

Check in with "Race Control" with position and altitude on **122.7 by 10nm from RTS and state you have "Information PRS" after listening to the AWOS broadcast on 135.175**. Race Control will then direct you to proceed inbound and in most cases, be assigned an appropriate downwind entry on the **South** side of the airfield. In some cases, straight-ins will be approved, i.e. landing on Runway 26 when arriving from the East or Runway 08 when approaching from the West. Race Control will then tell you to switch "Race Control" on **133.3** when arriving at a specific point, (i.e. on downwind or three to four miles on a straight in final) and to check in on that new frequency again with your position. As you know, normal uncontrolled downwind arrival procedures at Reno Stead are on the North side of Runways 8/26 (left hand pattern to Runway 08 and right hand pattern to Runway 26) However during the hours of PRS Operations, **all non-participant patterns (unless otherwise directed by Race Control) will be flown on the south side of the airport**. So for Runway 26 it will be a left hand pattern and for Runway 08 it will be a right hand pattern. Fly 5850/6250 ft MSL (depending on type of aircraft) on downwind per Reno Stead published procedures or as assigned by Race Control. Once clear of the runway, switch to "Ground" (126.4) and pass to "Race Control" where you want to taxi. As with departures, **Non-participant arrivals will never be allowed while Race Aircraft are on the racecourse**.

### **Some Additional Notes:**

- (1) A separate "kneeboard" card that summarizes the above listed procedures will be promulgated separately to all tenants in early-mid June. In addition, that document will list PRS operational hours and non-participant departure/arrival slot times.
- (2) Be heads up for other aircraft; if something does not look/feel right, speak up.
- (3) Flight operations during PRS can be very dynamic, so be prepared for departure and arrival delays and changes. Please adhere to all Race Control direction.
- (4) Listen to the complete AWOS transmission on **135.175** prior to departure or arrival, as pertinent information applicable to operations during PRS will be broadcast Please acknowledge on your initial departure/arrival radio calls you have listened to

the Reno Stead AWOS by stating "with information PRS."


(5) **Rotary Wing Aircraft will only work 122.7 (single frequency).**

(6) If you need special handling or have questions during PRS please call me @ (916) 717-7099 and I will be more than happy to help you out/answer questions as best I can. If I am not available, you can also call the Race Control number (775) 972-2613 or as a back up (775) 972-3649. An additional contact # is (775) 690-2217 (Mike Dikun, the Reno-Stead Airport Manager)

(7) BLM will have aircraft (#'s and type dependent on conditions and if there are any fires in the area) at the east end of the field on alert in case they are called on to fight a fire. If this occurs, their departures and arrivals take precedence over all other airfield operations.

(8) Remember for any assistance in moving your aircraft to or from your hangar call the Airport Staff or RARA points of contact at the phone numbers previously provided.

(9) **Transient Aircraft will be required to obtain a PPR #** prior to operating in and out of Stead Field during PRS 2016 and the field will be NOTAM'ed as such. A PPR can be obtained in advance from the Airport Manager. **Stead Tenant Aircraft are immune from this PPR requirement.**



G.R. "Shifty" Peairs

Air Boss

Reno National Championship Air Races

