



Dear Reno-Stead Airport Tenant:

June 1, 2022

Building on many years of airport cooperation, I would like to bring you, the tenants at Reno Stead Airport, up to speed on plans for the 58th running of the National Championship Air Races and our 2022 version of Pylon Racing Seminar (PRS) or "Rookie School" as we call it. We value the opportunity to share your airport for air racing, so we will again be putting into effect procedures to ensure safe ground and flight operations. The procedures that will be in effect in 2022 are essentially the same as those used in 2021.

Every year since 1997, the Reno Air Racing Association (RARA) has sponsored a four-day training/qualification session to certify new race pilots and for previously certified race pilots to practice for the races the following September. This year the dates for PRS are Monday, 06Jun22 through Friday, 10Jun22 inclusive. Over these five days, the racecourse will be active during the better part of each day. Specifically, Race Control will be operational from 0745 – 1800 or Last Racer on Deck ("LROD). There is a possibility we may cease operations a bit early on Friday, 10Jun22. If this occurs, it will be announced on the Stead AWOS Broadcast.

Pylon Racing Seminar Flight Operations - Pursuant to an FAA Waiver and a Temporary Flight Restrictions (TFR), Flight Operations (call sign remains "Race Control") will be operational and controlling all Stead aircraft (akin to an FAA Tower) on designated Flight Operations frequencies 15 minutes prior to and until the completion of the above listed PRS flying periods. Flight Operations will monitor and initially control departing non-participant aircraft on "Ground Control" (**126.4**). Once any ground operations are deconflicted, non-participating aircraft will be controlled on 121.05 (call sign "Stead Tower") by an FAA contract controller. Arriving non-participant aircraft shall check in with Stead Tower on **121.05** (CTAF (122.7 will also be monitored for push over to 121.05); (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 five days, there will be more aircraft flying around than you are normally used to seeing during the non-racing 353 days of the year.

Formation Training Flight Operations - In addition to dedicated PRS flying under a RARA Waiver, from Thursday, 02Jun22, through Sunday 05Jun22, formation training will be independently 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. 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 on CTAF 122.7. Aircraft using Stead Airport during this period can anticipate Sport and Jet formation departures, form-ups in the vicinity of Stead Airport, practice in areas to the West and North of the airport and formation arrivals/recoveries. All formation operations in the vicinity of Stead Airport will be coordinated with local traffic by the flight lead on CTAF 122.7. Typical formation arrivals (3-7 aircraft) will be to a 3 mile initial fix for direct entry to each of Runway 08 and 26 at pattern altitude. The formation will then proceed at pattern altitude to a midpoint of the active runway for an overhead break to a right downwind for RWY 26 or left downwind for RWY 08. The formation aircraft will land expeditiously in sequence.

Air Space Restrictions and Local Traffic Accommodations - There will again be a Temporary Flight Restriction (TFR) established during the five days of this year’s PRS. This TFR will cover the Race Course and airfield and will extend past Highway 395 to around two-three nm south of Peavine. 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 (Surface to 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 to the procedures contained in this newsletter and follow-on 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 Friday morning, 03Jun22.

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 2021, **no non-participant aircraft will be allowed inside the TFR airspace and there will be no non-participant departures or arrivals while Race Aircraft are on the Race Course.** However, three or more 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. In addition, non-participating traffic can arrive or depart before 07:30 each morning or after 18:00 each day during PRS. The exception will be Monday June 6th and Tuesday June 7th when the TFR will commence at 0600 to facilitate an air-to-air photo operation. On these two days, local traffic may depart from an additional departure/arrival slot from 0645 to 0745 by contacting Ground on 126.4. Arriving local traffic in this additional slot should contact Stead Tower on 121.05 prior to 10 nm out.

The specific slot times for arrival/departures for the week are as follows,:

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| Monday June 6, 2022 | 0900-0910 #1A 1055-1105 #1B 1325-1345 #1C |
| Tuesday June 7, 2022 | 0900-0920 #2A 1100-1120 # 2B 1340-1350 #2C |
| Wednesday June 8, 2022 | 0915-0925 #3A 1155-1205 # 3B 1320-1330 #3C |
| Thursday June 9, 2022 | 0915-0925 #4A 1040-1050 # 4B 1340-1350 #4C |
| Friday June 10, 2022 | 0915-0925 #5A 1040-1050 # 5B 1340-1350 #5C |

If there are any changes to this schedule for arrivals and departures, as supplement letter and knee board will be issued.

PRS 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 Grandstands 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 Flight Operations prior to arriving abeam the Grandstands; inform “Ground” **(126.4)** that you are **taxiing from the “Midfield Hangars”**. If necessary, please contact FBO Aviation Classics @ (775) 972-

5540, or Airport Management @ (775) 690-3319, 24 hours prior to your operation, so they can coordinate any required tow for you. If you cannot reach the FBO or Airport Management call RARA contact Jimmy Cassidy @ (775) 671-1440 who can also assist in arranging a tow for you.

FLIGHT OPERATIONS PROCEDURES

Departures (Fixed Wing) - Talk to “Stead Tower” 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. **As a note for Air National Guard Fixed Wing Operations, RWY18/36 (Taxiway D) is considered a Movement Area and any aircraft must have clearance from “Ground” prior to entering.** If the winds are light and variable, they might ask you what runway you prefer. If you are departing full length on RWY26, **you must request clearance to cross RWY14/32 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 “Stead Tower” Frequency (**122.7**) and call them when holding short and ready to take off. Based on your stated departure desires coupled with what is going on around the airport at that time, Stead Tower will assign you a direction of departure. Unless operationally unsafe to you, please adhere to those directions and if you can't, inform Stead Tower. Southerly departures are preferred, but if required, straight outs off RWY 8 or RWY26 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 **122.7** 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).

Arrivals (Fixed Wing) - Check in with Stead Tower with position and altitude on **121.05** by 10nm from RTS and **state you have “Information PRS” after listening to the AWOS broadcast on 135.175.** Stead Tower 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).

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 Stead Tower) 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 Stead Tower. There is a slight possibility you might be asked to land on runway 14 or 32 due to flow or wind conditions. Downwinds for these runways will be on the northeast side. Once clear of a runway, switch to “Ground” (126.4) and pass to "Ground" 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 and times are attached to this letter.
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 Stead Tower 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. If you need special handling or have questions during PRS please call Bill Beaton, RARA Mini-Boss @ (623) 275-0413 and he will be more than happy to help you out/answer questions as best he can. If Bill is not available, you can also call the Race Control number (775) 972-2613 or (775) 972-3649 during the time Race Control is active (0745 – 1800 daily). Two additional “after-hours” contacts are Scott Gordon, Reno-Stead Airport Manager @ (775) 690-3319 or Owen Ashurst, Air Boss, @ (206) 445-2632.
6. 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. We may also have Air National Guard flight flights during PRS so be alert for those operations.
7. 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.
8. **Transient Aircraft will be required to obtain a PPR #** prior to operating in and out of Stead Field during PRS 2022 and the field will be NOTAM’d as such. A PPR can be obtained in advance from Bill Beaton, Mini-Boss, or Race Control when it is active as defined above. **Stead Tenant Aircraft are immune from this PPR requirement but**

can only arrive or depart during DPRT/ARR slots noted on the Kneeboards and as set forth in the table above.

9. Rotary Wing Aircraft will only work 121.05 (single frequency).

The National Championship Air Races for 2022 will take place September 10-18, so we shall be in touch prior to these dates to build awareness and outline procedures to maintain safety and race week operations at Stead Airport.

Thank-you for allowing us to join this dynamic airport. We are committed to safe operations and hope all flyers (participants and non-participants) will bring their highest level of airmanship to bear.

V/r,

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