



## Warren-Sugarbush Airport (0B7) VISITING POWER PILOTS

**Welcome to Warren-Sugarbush Airport! If you are a first-time visitor, please read this carefully. If you have been here before, but only occasionally, please take just a minute or two to refresh your knowledge of our procedures. If you have any questions about operating here we highly encourage you to call and talk with us before arriving.**

This is predominantly a glider airport and can be very busy. On a busy day, there may be more people at the approach end of the runway than you see at the average airport. There are tow ropes on the grass and personnel helping to launch the gliders as well as spectators and taxiing tow-planes on the grass next to the runway. In order to ensure safe operations, please observe the following procedures:

- Patterns are left hand for runway 22, right hand for runway 4. There are no exceptions to this rule, except in an emergency. No patterns are ever to be flown to the west of the field. Straight-in approaches are not encouraged as it is disrupts the sequencing of powered aircraft and gliders.
- Remember that gliders have the right of way over powered aircraft per FAR's.
- Gliders normally enter the pattern at 2,500 ft MSL on midfield downwind or crosswind leg. However, a glider with insufficient altitude may enter the pattern at any point at lower than pattern altitude. A powered aircraft on a wide pattern or long final approach may present a traffic conflict for unpowered aircraft.
- Unicom frequency here is 123.0. Our tow-planes and most of the gliders have radios, so please monitor and announce on this frequency. Please keep frequency congestion to a minimum as there may be multiple aircraft in the pattern.
- There may be several gliders at low altitude close to the airport, particularly on days with marginal weather. Keep a good lookout when back - taxiing, on takeoff, and in the pattern. Gliders do not have the capability of "going around."
- Before you back - taxi for takeoff, please do your runup well clear of the runway. Gliders land on the paved surface and **on the grass** on the west verge of the paved runway. Do not taxi back and do a runup on the runway or right next to the runway as you will be blocking landing traffic. After landing clear both the paved runway and the grass landing/takeoff area to the west of the paved runway.
- Before entering the runway in use, be especially careful to visually clear the pattern. A radio call alone does not confer any rights if there are gliders in the pattern for landing.
- The runway is sloped to both ends restricting visibility.
- Parking is at midfield between the "tower" building and the large metal hangar – park behind the row of gliders. Ask on Unicom (123.0) for parking instructions if you don't know where to park.
- If you plan to park for more than just a few hours, or need fuel, please check in with the office before you leave the field. 100LL fuel is available during our hours of operation (9am-5pm) – please park so as not to block the pumps once you have fueled up.
- Please check airport NOTAMS (0B7) and review the FAA Airport Facility Directory (AFD) before arrival.
- The paved "taxiway" to the Quonset Hut Hangar is private and not for transient use. One must be able to operate off pavement – do not takeoff/land/taxi on the grass without checking with airport management.
- There are landing fees for all transient turbine aircraft.
- No touch and goes are permitted. Airport and surrounding area is highly noise sensitive, please be respectful.

**Again, we are glad to brief you if you are unfamiliar, do not hesitate to call if you have any questions. Enjoy your stay and please come again.**