

Monroe/Walton County Airport Standard Operating Procedure Guidelines

General Aviation Operations

- All pilots are expected to monitor the airport Common Traffic Advisory Frequency CTAF (122.9) while taxiing on the airport and within 10 NM of runway centerline.
- All pilots are expected to communicate their intentions and actions on CTAF.....
 - Communicate all taxi intentions. **Example:** (Monroe/Walton County Traffic, N12345 is crossing midfield, taxiing out for departure runway 21).
 - Communicate entering the airport traffic area. **Example:** (Monroe/Walton County Traffic, N12345 is 5 miles south of the airport, setting up to enter a left downwind for runway 21).
 - When multiple airplanes and/or gliders are operating on the airport and in the traffic pattern, the best practice is to communicate all legs in the pattern. **Example:** (Monroe Walton County Traffic, N12345 is left base for runway 21 – touch and go).
 - An excellent safety practice is to acknowledge another pilots call by immediately communicating your intentions. **Example:** (Monroe Walton County Traffic, N12345 is taxiing out for departure runway 03 – Monroe Walton County Traffic, Beech 800 N481CW is short final for runway 21).
- Jumpers and Gliders have the right of way in all cases.
- Standard left hand traffic pattern operations are expected when jump or glider operations are active.

(For additional questions contact: Flight Train Monroe (770) 596-7653 rodney.etheredge@gmail.com)

Jump Operations

- Upon departure, the jump plane will climb out of the airport traffic area and will change to Atlanta Approach at 3,500' MSL
- The jump plane will monitor Monroe/Walton Co. CTAF throughout the entire flight.
- 2 minutes prior to jump, the pilot will announce on Monroe/Walton Co. CTAF – “Jumpers over Monroe 14,000' and below. Use Caution!”
- Upon release (from 9,000' to 15,000' MSL) pilot will advise ATC and announce on Monroe/Walton Co. CTAF “Jumpers Away (jump plane altitude) and below”
- All efforts will be made to keep jumpers on west side of airport, to avoid crossing over or landing on active runway.
- The parachute landing zone has been designated as, the grass area adjacent to the large wind sock at mid-field west of runway centerline.
- Typical full cycle for jump operations; 20 minutes, with 14-15 minutes time to climb and 4-5 minutes time to decent, with parachutes opening between 3,000 and 6,000 MSL.

(For additional questions contact: Skydive Monroe (770) 207-1122 skydivemonroe@gmail.com)

Glider Operations

- Operation Director (OD) will monitor Monroe/Walton Co. CTAF and supervise all glider ground operations.
- Gliders will be staged on runway in a ready condition 2 - 4 minutes prior to departure.
- Glider operations can be anticipated 8,000' MSL and below, with in 10 nautical miles of the runway centerline.
- Typical tow release by glider pilots is at 3,500' MSL, but some training can release much lower.
- Within 10 miles of centerline, all gliders will monitor Monroe/Walton, Co. CTAF and will announce all landing pattern turns and intentions.

(For additional questions contact: Mid-Georgia Soaring Association (770) 815-6031 www soar-mgsa.org)

These safety guidelines are being offered by Monroe/Walton Co. Airport Safety Committee.

(For additional questions contact: John Reiner (770) 267-2343 airdevilaviation@windstream.net)

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