

REACH 80

Williams Gliderport (CN12)

Helicopter Operations
Landing Zone Description

Williams Gliderport (CN12)

Operations Information

- Williams Gliderport privately managed by Williams Soaring Center
 - Rex & Noelle Mayes who live & work at the Williams Gliderport.
- REACH Ramp located on West side of Gliderport.
- Williams Soaring Center Operating Hours (Glider OPS)
 - Open: Thursday through Monday, 8am-5pm.
 - Closed: Tuesday & Wednesday.
- Unmanned Fixed-Wing Aircraft (Drone OPS)
 - Tuesday & Wednesday: Manufacturer operates unmanned aircraft.
 - Generally fly east of the runway, out to 400ft, within the glider pattern.
 - These drones are fixed wing aircraft with 4 meter (13 feet) wingspans.
- Other air operations in addition to Glider and Drone OPS.
 - The Gliderport should always be considered **“Active”** by all operators.
- Radio Freq: 123.3
 - All aircraft: tow planes, gliders, helicopters and other airplanes.

Helicopter Departure Procedures

During Glider Operations

- **Engine Start**: Announce starting engines and departure intentions. "Helicopter REACH 80 starting engine at helicopter pad, planning takeoff to the East/West in 3 minutes." This will give potential gliders and/or tow plane in the landing pattern, and/or tow plane with glider awaiting takeoff on runway a heads up of impending helicopter flight.
- **Takeoff**: Announce departure direction. "Helicopter REACH 80 taking off from pad to the East/West". Execute low hover taxi to ramp area approximately 20' east of helo pad remaining well clear of tow plane and glider departure runway paths, ensure area clear of potential departing or arriving aircraft, conduct radio comms with other aircraft in area to sequence departure route, lift into high hover, climb out heading East/West, adjust flight path as necessary based on other aircraft in the pattern.
- **Departure to EAST**: Cross runway at approximately 100' (on all departures to reduce FOD on runway), then maintain 500' MSL or below until clear of Glider downwind pattern, then adjust to desired heading and climb to cruising altitude, announce outbound heading. "Helicopter REACH 80 departing the area to the southeast and climbing to 1500".
- **Departure to WEST**: Ensure sufficient altitude to cross the ***40' Power Lines***, and avoid potential tow planes on western side of gliderport. Once clear of gliderport, adjust to desired heading and climb to cruising altitude, announce outbound heading. "Helicopter REACH 80 departing the area to the northwest, climbing to 1500".

Helicopter Arrival Procedures

During Glider Operations

- **5 Miles Out:** Announce location relative to gliderport, altitude and intentions. "Helicopter REACH 80 is 5 miles to the southwest at 1500' setting up for an approach to the helicopter pad from the West." This will give potential gliders and/or tow plane in the landing pattern, and/or tow plane with glider awaiting takeoff on runway a heads up of impending helicopter arrival.
- **Arrival from East.** Adjust flight path to arrive 1 mile to the east of the gliderport at 500'. "Helicopter REACH 80 is 1 mile east for landing helicopter pad." Search for gliders on downwind pattern and adjust flight path as necessary.
- **Arrival from West.** Adjust flight path to arrive 1 mile to the west of the gliderport at 500'. "Helicopter REACH 80 is 1 mile west for landing helicopter pad." Search for potential tow planes on western side of gliderport and adjust flight path as necessary.
- **Short Final.** From East, cross runway at approximately 100' (on all arrivals to reduce FOD on runway). From West, ensure sufficient altitude to clear the **40' Power Lines**. Make all final approaches to a high hover to the ramp area approximately 20' east of helo pad remaining well clear of tow plane and glider departure runway paths, then low hover taxi to concrete pad.
- **Landed at helicopter pad.** Announce "Helicopter REACH 80 landed."

Tow Plane
Departures to the North,
then left turn out to the West

Glider
Northeast Entry
1500' MSL



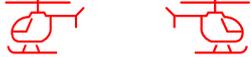
Glider Downwind 1000' MSL

Helicopter Departures To West
100' MSL (or higher) to clear the
40' Power Lines and adjust flight path
based on tow plane in pattern



Helicopter Arrivals from West
Plan arrival 1 mile west at 500' or
below in sequence with tow plane
flight path, then descend to clear the
40' Power Lines

Helicopter Departures To East
Cross runway at approx. 100' and
maintain 500' MSL (or below) until east
of Glider Downwind Pattern



Helicopter Arrivals from East
Plan arrival 1 mile east at 500' MSL or
below until west of Glider Downwind
Pattern and then descend to cross
runway midfield at approx. 100'

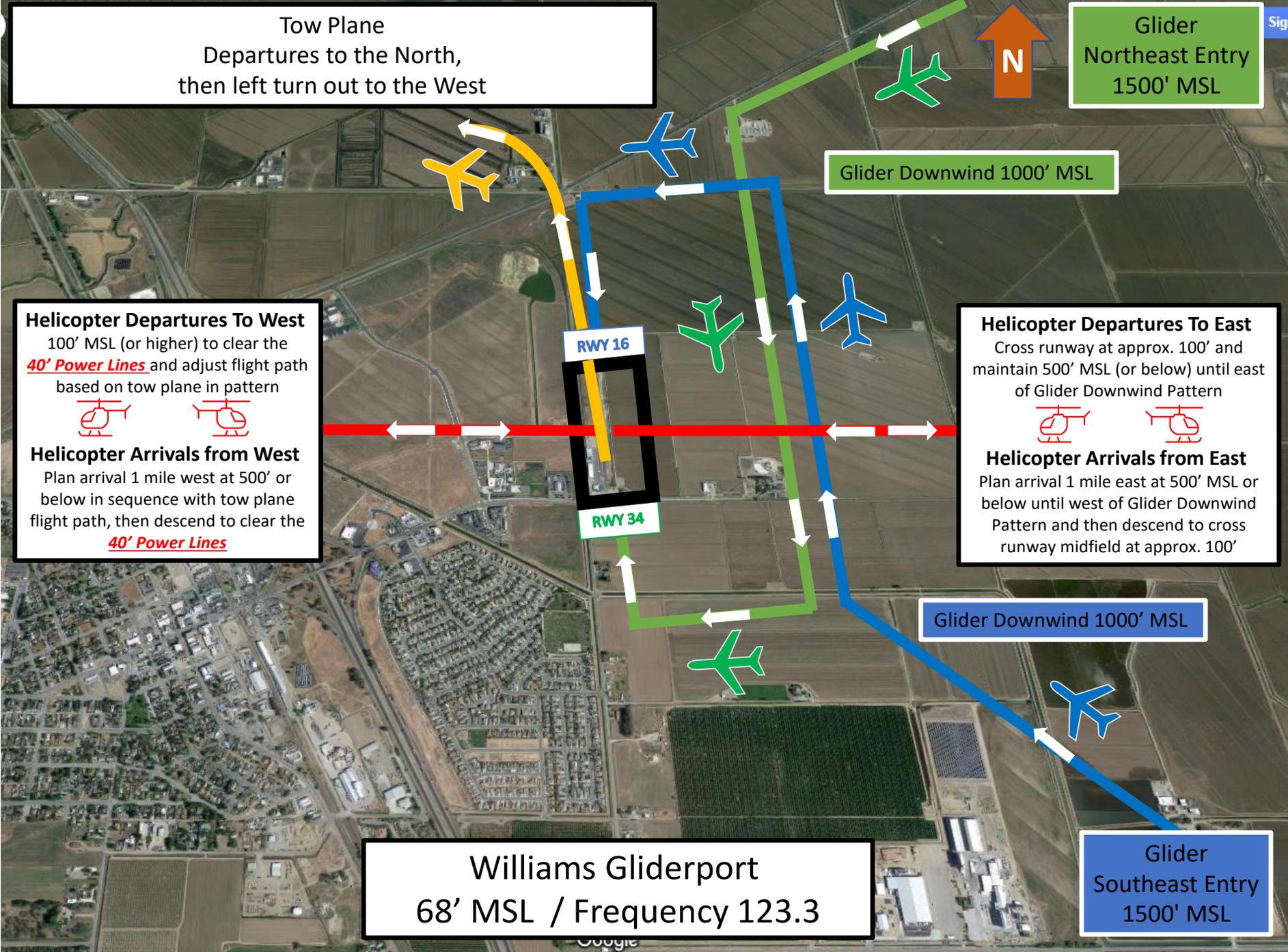
RWY 16

RWY 34

Williams Gliderport
68' MSL / Frequency 123.3

Glider Downwind 1000' MSL

Glider
Southeast Entry
1500' MSL



Tow Plane – Initially depart to the North, then left turn out to the West

RWY 16

N

40' Power Lines On West Side of Gliderport

REACH RAMP

LZ

Tow Plane

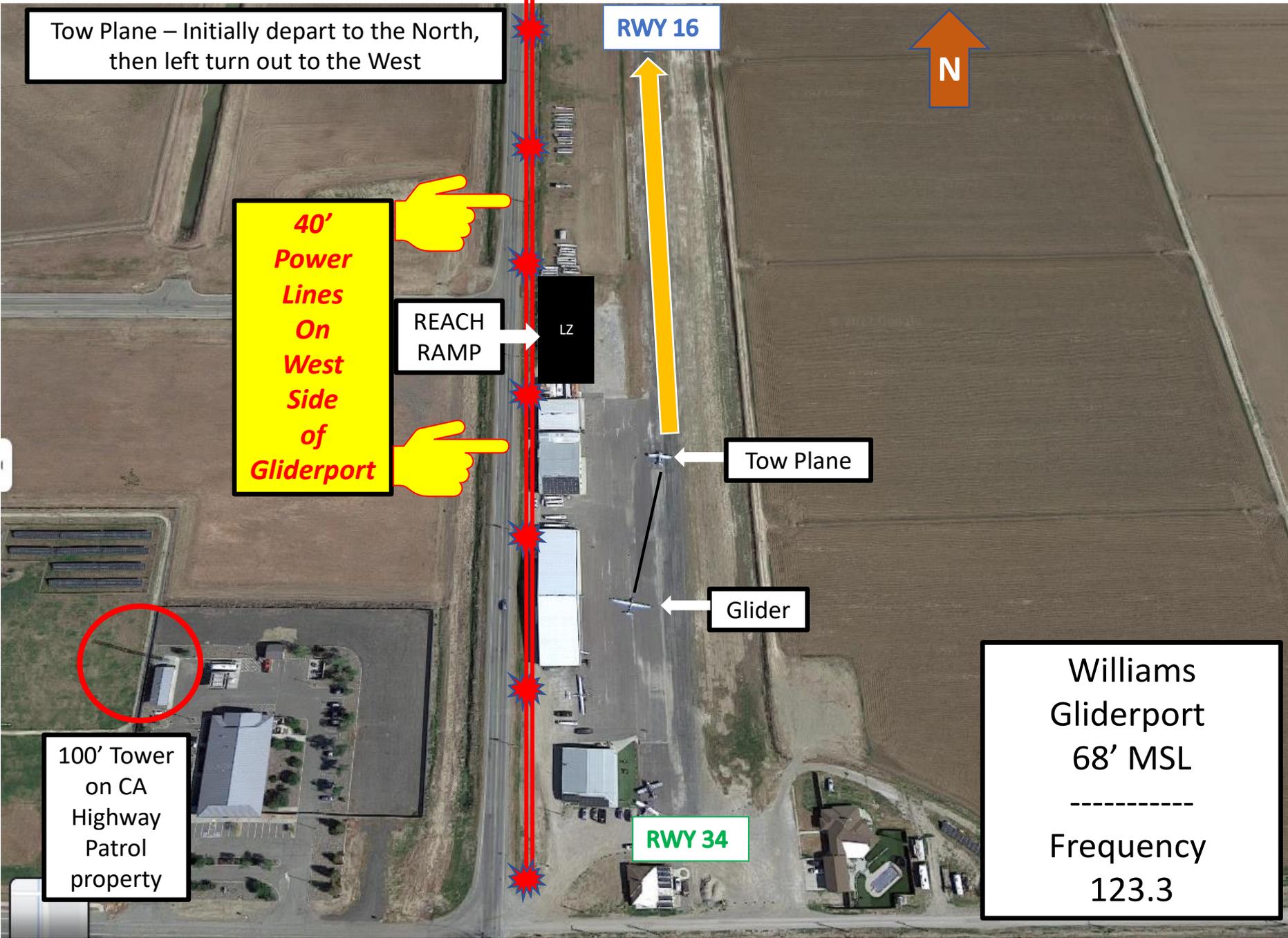
Glider

100' Tower on CA Highway Patrol property

RWY 34

Williams Gliderport
68' MSL

Frequency
123.3



40'
Power
Lines
On
West
Side
of
Gliderport



REACH
RAMP
Helicopter
Landing
Zones

RWY 16



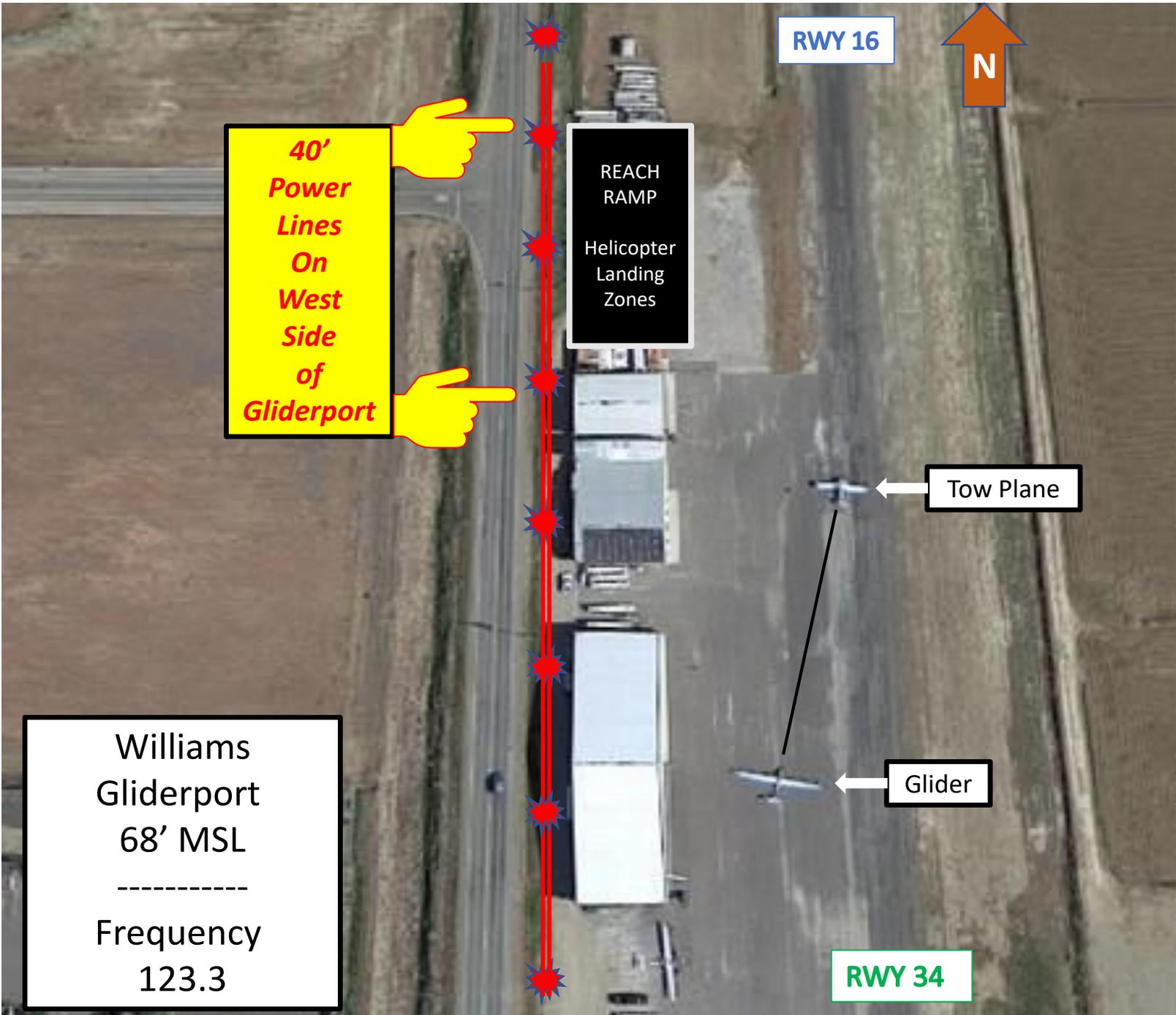
Tow Plane

Glider

Williams
Gliderport
68' MSL

Frequency
123.3

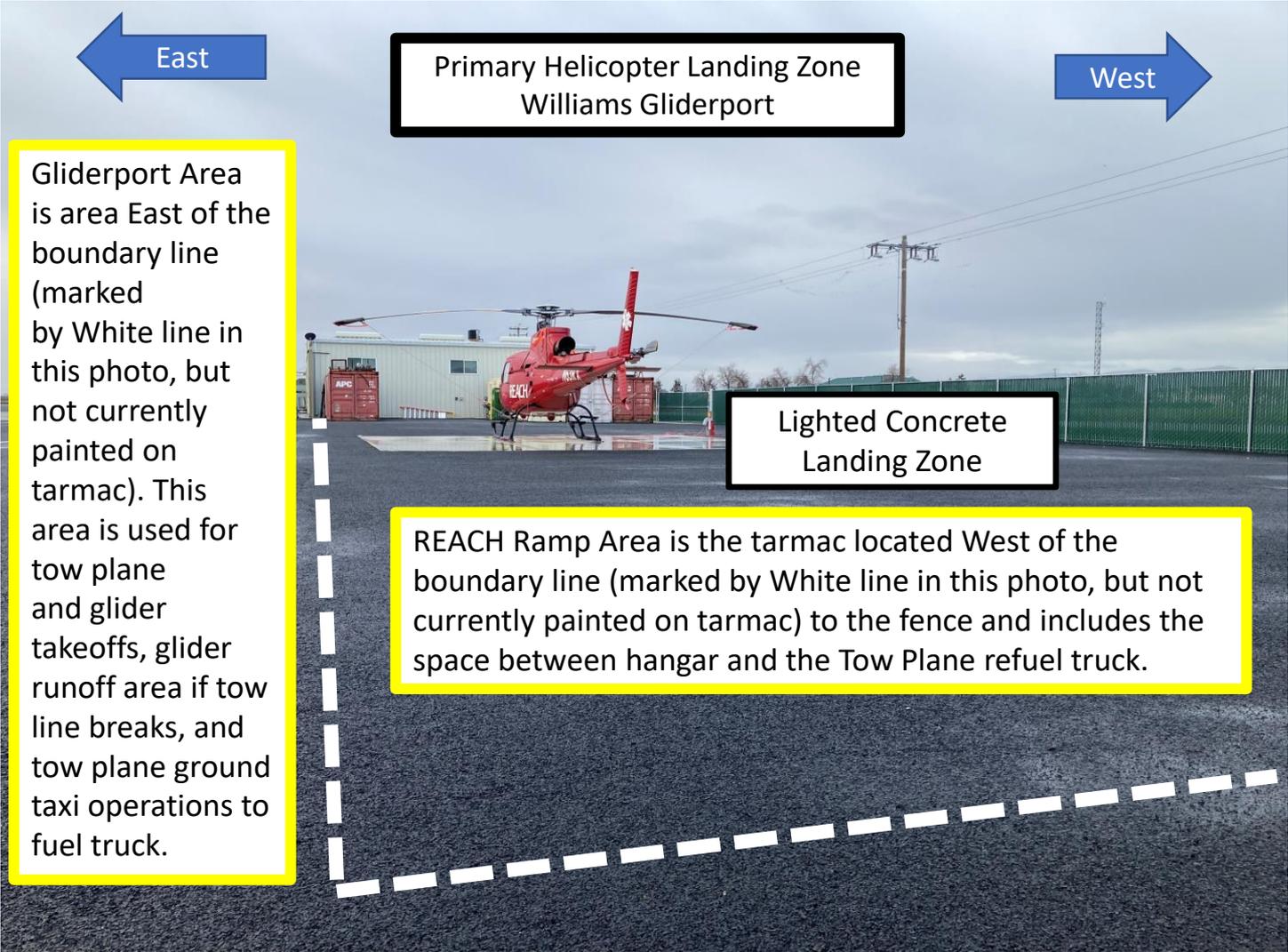
RWY 34



Visiting REACH Helicopters

Landing Zone & Refueling Procedures

- **Gliderport Area** is East of the boundary line (marked by White line in this photo, but not currently painted on tarmac). This area is used for tow plane and glider takeoffs, glider runoff area if tow line breaks, and tow plane ground taxi operations to fuel truck.
- **REACH Ramp Area** is the tarmac located West of the boundary line (marked by White line in this photo, but not currently painted on tarmac) to the fence and includes the space between northern most hangar and the Tow Plane refuel truck.
- **Primary Helicopter Landing Zone** is on lighted concrete pad in Center of REACH Ramp. Visiting Helicopters can use this LZ when REACH 80 aircraft not at base or in hangar.
- **Secondary Helicopter Landing Zone** is to the South of Primary LZ on REACH Ramp. Center of helicopter should be lined up with power pole to the West to ensure adequate clearance from CONEX containers to the South and RCH80 aircraft on pad to the North. Helicopter tail and rotors need to be as far West of boundary line as safely possible. Available ramp space approx. 85' (north-south) by 60' (east-west). Landing Zone paint marking is *In Works* to denote location of where skids need to be placed when landing at zone to ensure that the fuel trailer hose will reach the Secondary Helicopter LZ.
- **NO HOVER and NO LANDING AREA and NO Vehicle Parking AREA** Refer to follow on pages for more information.



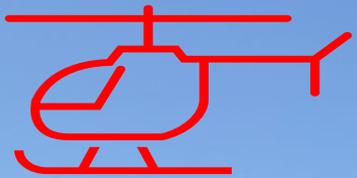
Primary Helicopter Landing Zone
Williams Gliderport



Gliderport Area is area East of the boundary line (marked by White line in this photo, but not currently painted on tarmac). This area is used for tow plane and glider takeoffs, glider runoff area if tow line breaks, and tow plane ground taxi operations to fuel truck.

Lighted Concrete Landing Zone

REACH Ramp Area is the tarmac located West of the boundary line (marked by White line in this photo, but not currently painted on tarmac) to the fence and includes the space between hangar and the Tow Plane refuel truck.



Primary Helicopter Landing Zone
Williams Gliderport

Lift to high hover prior to transition to forward flight to East / West; or descend from high hover prior to transition to landing zone.

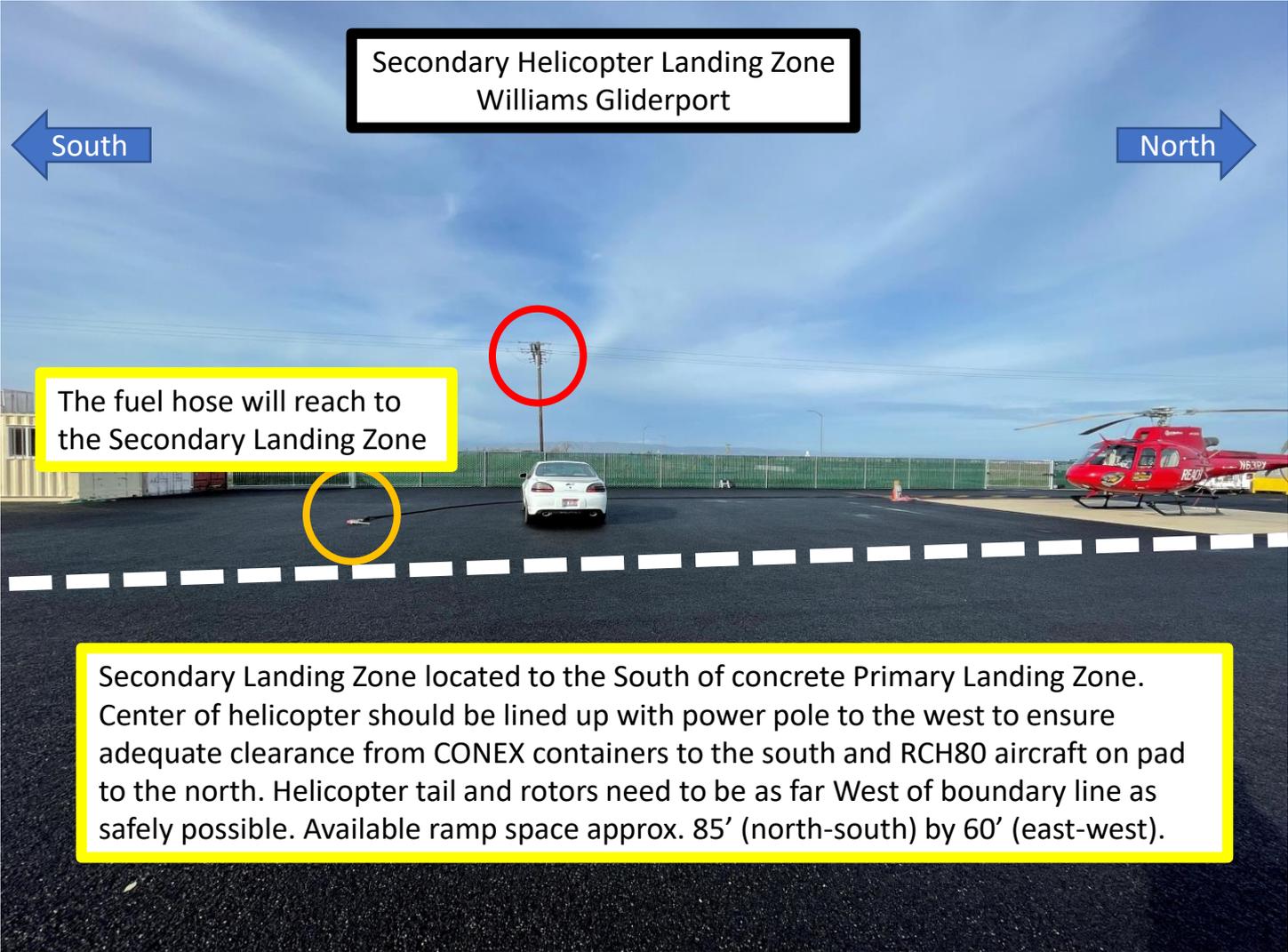


Takeoff and Approach Area

Hover taxi to/from 20' east of landing pad

Lighted Concrete Landing Zone





Secondary Helicopter Landing Zone
Williams Gliderport

South

North

The fuel hose will reach to
the Secondary Landing Zone

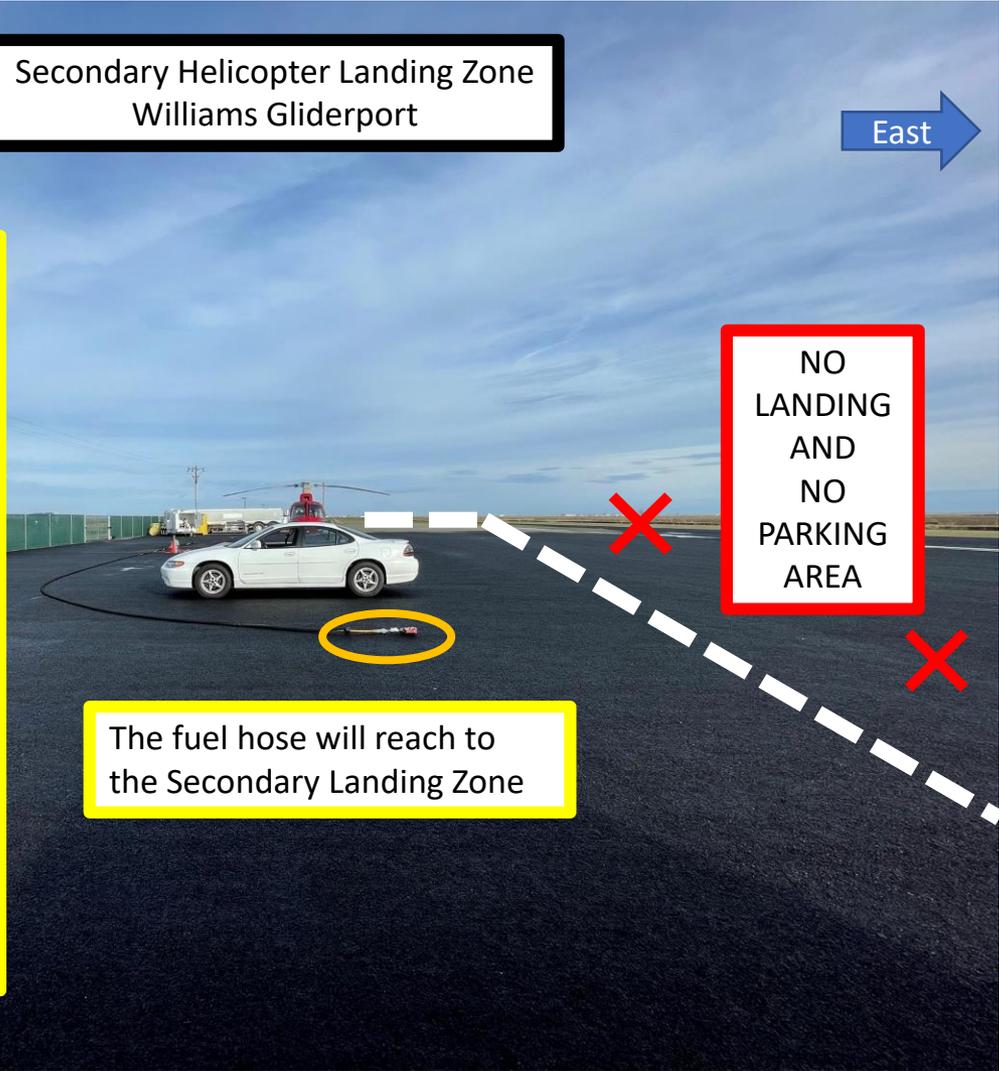
Secondary Landing Zone located to the South of concrete Primary Landing Zone. Center of helicopter should be lined up with power pole to the west to ensure adequate clearance from CONEX containers to the south and RCH80 aircraft on pad to the north. Helicopter tail and rotors need to be as far West of boundary line as safely possible. Available ramp space approx. 85' (north-south) by 60' (east-west).



Secondary Helicopter Landing Zone
Williams Gliderport



Secondary Landing Zone to the South of concrete Primary Landing Zone. Center of helicopter should be lined up with power pole to the west to ensure adequate clearance from CONEX containers to the south and RCH80 aircraft on pad to the north. Helicopter tail and rotors need to be as far West of boundary line as safely possible. Available ramp space approx. 85' (north-south) by 60' (east-west)



The fuel hose will reach to the Secondary Landing Zone

NO LANDING AND NO PARKING AREA

Secondary Helicopter Landing Zone
Williams Gliderport

40' Power Lines On West Side of REACH Ramp



In Works on painting a LZ spot to denote location of where skids need to be placed when landing at zone to ensure fuel trailer hose will reach aircraft.

Gliderport Property on East side of dashed White line. This area is used for glider takeoffs and glider runoff area if tow line breaks and tow plane refueling operations. No REACH parked aircraft or parked vehicles allowed on east side of dashed White line. Additionally important that NO HOVER over gravel. All hovering must be conducted over asphalt ramp area.



NO HOVERING
AND
NO LANDING
AREA

NO HOVERING
AND
NO LANDING
AREA

NO LANDING and NO PARKING AREA

NO HOVER and NO LANDING AREA to the North of concrete Primary Landing Zone. This ramp area is in close proximity to REACH 80 helicopter, the fuel trailer, tow plane fuel truck, automatic gate and gravel area.



NO
HOVER
and NO
LANDING
AREA

NO LANDING OR
PARKING AREA

NO HOVER and NO LANDING AREA to the North of concrete Primary Landing Zone. This ramp area is in close proximity to REACH 80 helicopter, the fuel trailer, tow plane fuel truck, automatic gate and gravel area.

