BORREGO AIR RANCH

AIRPORT OPERATING PROCEDURES

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I.   INTRODUCTION

The purpose of these Airport Operating Procedures is to aid pilots in safe operations at the Borrego Air Ranch. Adherence to these Operating Procedures will provide and promote safety in this aviation community as well as providing all Borrego Air Ranch residents with a pleasant and harmonious community.

These Operating Procedures will be published and made available to any shareholder or guest to aid and assist in the safety and enjoyment of the Borrego Air Ranch. As BAR shareholders, it is our responsibility to advise our guests and visitors of these basic safety rules. The Borrego Air Ranch is a residential community. Aerobatic activities and/or other activities deemed offensive to the peace and harmony of the community are not permitted in the vicinity of the airport.

The Board of Directors of the Borrego Air Ranch Mutual Water and Improvement Company may at their discretion alter, amend or add to these Airport Operating Procedures.

II.   GENERAL

Use of radio is required by planes equipped with radios when operating at the Borrego Air Ranch. Operators of planes not equipped with radios should use handheld radios. Airport operations without radio are not prohibited at the Air Ranch but are strongly discouraged.

The Borrego Air Ranch is an unlighted facility. Night operations are prohibited at the Borrego Air Ranch.

III.   VEHICULAR TRAFFIC

Fletcher Road, at the west end of Runway 08/26, is designated as the only crossing point for vehicular traffic going to and from the North side of the Borrego Air Ranch. Aircraft have the right of way, but pilots should exercise caution and watch for vehicles crossing Runway 08/26 at Fletcher Road. Although Fletcher Road is the only authorized crossing point, pilots should always exercise vigilance for vehicles entering or crossing the runways at other points.

IV.   AIRPORT INFORMATION

Identifier.................. 58CL
Name....................... Borrego Air Ranch
Use......................... Private
Frequency............... 122.9
Elevation (ft)........... 575
Lights .... None
Latitude.................. N 33°11'30"
Longitude............... W 116°16'33"
Magnetic Variation   -13

- **Preferred Calm Wind Runway: Runway 08**
- **Runway 08**: 2650' by 45' paved – Displaced Threshold 250' - Left Hand Pattern - TPA 1375' (800') - TDZE 555' - uphill - hump
- **Runway 26**: 2650' by 45' paved - Left Hand Pattern - TPA 1375' (800') - TDZE 575' - downhill - hump
    - Note: Runway length includes the 200' overrun on the west end of Runway 08/26
    - Note: The 900' overrun east of Runway 08/26 is not part of the Borrego Air Ranch
- **Runway 18**: 1000' by 25' paved - Left Hand Pattern - TPA 1375' (800' AGL) - TDZE 575' – hill on approach
- **Runway 36**: 1000' by 25' paved - Left Hand Pattern - TPA 1375' (800' AGL) - TDZE 575'
    - Note: The 1000' overrun south of Runway 18/36 is not part of the Borrego Air Ranch

TPA = Traffic Pattern Altitude in feet MSL (feet AGL)
TDZE = Touch Down Zone Elevation in feet MSL
Note: CA DOT has indicated our North-South Runway should be referenced as 18/36.

V.   TAXI AND RUN UP PROCEDURES

- Monitor 122.9
- Announce taxi movements in accordance with the AIM
- Taxi by the shortest path to the runway. Although all roads in the community are taxiways, back taxi on the runway is preferable to taxiing through the community; this avoids conflicts with cars and pedestrians. Also, desert roads have crumbling edges and are often littered with debris; propeller damage is more likely on the taxiways than the runways. Keep in mind that you can not see the opposite end because of the hump in Runway 08/26.
- A concrete runup pad is available in the transient parking area at the west end of the east-west runway. Runup for runways 26, 18, and 36 can be done on the short section of Howard Road between runways 26 and 36.

VI.   TAKE - OFF

- Monitor 122.9
- Announce taxiing movements in accordance with the AIM
- Make traffic check at run-up pad.
- Clear the runway - You can't see the opposite end on Runway 08 and 26.
- Clear the approach for traffic; please remember landing aircraft have the "right of way".
- Announce departure and taxi promptly to the take-off position.
- **Runway 08** - An intersection take-off from the run-up pad entrance to Runway 08 may be preferable for planes with adequate performance. This will avoid conflicts with the Air Ranch entrance vehicle traffic. The useful runway from the runup pad intersection to the east end is 2250'.
- **Runway 26** - A take off from the hump in Runway 26 may be preferable for planes with adequate performance. This will minimize the risk of conflict if other traffic is using Runway 08.
- **Runway 18** - Runway 18 is very short and is only used in strong south winds. Pilots must exercise due caution to be certain plane and pilot performance are adequate for safe operation.
- **Runway 36** - Runway 36 is very short with no overrun and a hill on departure. Use of this runway is discouraged.
- Announce pattern position in accordance with the AIM; left hand traffic pattern.
- Announce leaving 122.9

VII.   LANDING

- Monitor 122.9
- Announce intention of entering the pattern.
- Left hand traffic pattern.
- Announce pattern position in accordance with the AIM.
- **Runway 08** - Touch down east of Fletcher Road; be prepared to go over vehicle traffic on Fletcher Road entering the Air Ranch. The Runway length from Fletcher Road to the east end is 2350'. The overrun east of the Air Ranch is not part of the runway and is not maintained.
- **Runway 26** - Touch down on the Air Ranch west of Howard Road. The undershoot east of the Air Ranch is not part of the runway and is not maintained.
- **Runway 18** - Runway 18 is very short. Pilots must exercise due caution to be certain plane and pilot performance is adequate for safe operation.
- **Runway 36** - Runway 36 is very short with no overrun and a hill on missed approach. Use of this runway is discouraged.
- Announce leaving the runway.