

Tailwind Airpark / Thompson Field (1TA7)
Operations Notes

Version 2
2/15/2024
(Changes underlined)

1. General
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1. General

With the increasing number of aircraft and variety of types thought it was necessary to review some info in order to maintain a safe flying environment at Thompson Airport / Tailwind Airpark.

Runway Description

The asphalt runway is designated 13/31 and is 2400 feet long and 40 feet wide at an elevation of 518 feet MSL. There is an additional 1400 feet of grass runway at the southeast end of Runway 13.

Gates (See Figure 1)

We are giving a designation to the gates to each of the four gates to aid in common location phraseology.

Alpha - West gate near the fuel pump.

Bravo - East gate across from the FBO/Main hangar

Charlie - West gate from mid-field on the hangar home side

Delta - Southeast gate to Runway 31.

2. Ground Operations

Crossing Runway

Only pedestrian/bicycle traffic allowed. Please give way to aircraft that are preparing for takeoff or on final for landing. Realize the tree line may block aircraft from your view when crossing, especially from east to west.

Blind Spots / Hot Spots

Be advised the trees along the east side of the runway obscure the view to persons and/or aircraft on the runway as well as in the pattern. In addition, please be aware aircraft on one end of the runway may not be visible to persons and/or other aircraft from the opposite end.

Therefore, please call crossing the runway or back taxiing even if you have not heard other aircraft in the pattern or on the ground. Due to the close proximity of hangar buildings and gate locations in relation to the runway, there is a blind spot / hot spot that warrant special attention. See photo. As aircraft taxi to these areas to gain access to the runway, the view of approaching aircraft is blocked by buildings. Thus your vigilance to the situation and a radio call is requested.

Vehicles on ramp near T-hangars

Renters in the front row facing the runway may use vehicles to temporarily access the ramp to their hangar but use caution for aircraft using Gate A to the runway. Vehicles on the ramp area are to remain well clear of the runway.

Communications

All pilots are encouraged to equip their aircraft with a VHF radio if possible. The assigned Unicom frequency is 122.9 MHz.

Noise Sensitive Areas (See Figure 3)

With the increase in the Airpark's aircraft activity, it is requested to be respectful of the neighbors beneath the Airpark traffic pattern and avoid high power settings when possible. With special attention to the church along County Road 3103 during church worship services--see map.

Preferred Runway

The preferred runway for takeoff/landing with calm winds is Runway 13. This allows an additional 1400 feet of grass runway as a safety margin.

Engine Run-up

Avoid doing run-ups with the tail pointed directly at the T-hangars, FBO hangar or private property.

3. Flight Operations

Departures

Departing aircraft should climb runway heading to 500 feet AGL and beyond the departure end of the runway before making any turns. Please respect our airport neighbors and don't turn out of traffic below 500 feet AGL. See houses highlighted in photo.

Night Operations

Airport beacon (Double Flashing White Strobe) is turned on with 3 clicks of the microphone on 122.9 or turned off with 5 clicks. Solar powered runway edge lights are spaced 200' apart. Runway end identifier lights are installed for the paved portion of the runway, showing green on the approach end and red at the departure end of each runway.

Notes:

1. Runway edge lights may not be visible on downwind due to trees along the east side of the runway.
2. Solar runway edge lights may vary in intensity.

Night proficiency is recommended. Pilots are encouraged to fly with an instructor or pilot experienced with Thompson Field (1TA7) night operations before first night operations.

Traffic Patterns

All aircraft fly a left-hand traffic pattern for Runway 13 and a right-hand traffic pattern for Runway 31. The pattern altitude 1000 feet AGL.

Ultralight / rotorcraft / autogyro traffic pattern recommended to be flown 500 feet below fixed wing pattern or 500 feet AGL .

Straight-in traffic patterns, although permissible, are discouraged to avoid conflicts that have occurred with no-radio aircraft, transient aircraft on the wrong pattern side and aircraft on the wrong frequency.

Landings on Grass (See Figure 2)

It is acceptable to land on the grass parallel to the runway on the west side from the main ramp to the end of the paved runway, parallel to Runway 13 at the approach end until the B gate and also the last 1400 feet beyond the paved runway on the southeast end. See highlighted areas of turf runway. Do not overfly aircraft parked on the main ramp or aircraft in front of the T-hangars.

Helicopter Operations (See Figure 1)

Start-Up - Helicopters must be towed to an area adjacent to the runway for run-up and takeoff in the grass just southeast of the tie-down parking locations. See map.

Taxiing - Hover taxiing is permitted only over the runway and to clear the runway.

Departures - helicopters should depart over the runway.

Arrivals - Approaches should be made over the runway. Hover taxi to designated area as depicted on the map. After shutdown, the helicopter must be towed to a suitable parking area.

Balloon Operations

Balloon operations are permissible after coordination with the airport manager.

4. Airport Facilities

Runway Access

Pedestrians or bicycles are permitted to cross the runway. Airport maintenance vehicles authorized to access the runway must, both day and night, display a flashing or rotating beacon visible 360 degrees when on the runway, runway safety areas, or runway overruns. All authorized vehicles must have a two-way communications radio and monitor 122.9 MHz including aircraft being towed on or across the runway for maintenance or refueling. Other vehicles not so equipped must be escorted while in these restricted areas.

Taxiways/Roadways

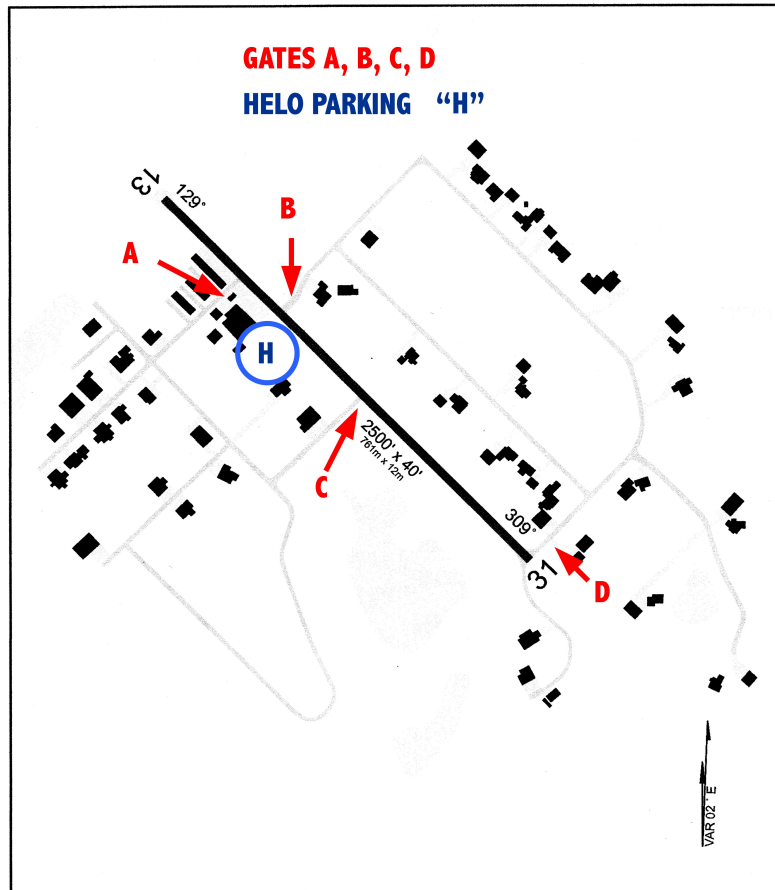
Residents are reminded to make visitors / contractors aware that aircraft have the Right-Of-Way and vehicles should not be parked on the street to block roads/taxiways. Use of the road is permissible for short term parking to unload/load but monitor the area for aircraft needing to access the taxiway.

Tie-down Parking

Guest/Visitor parking is available at two tie-down in the grass adjacent to the FBO/Main Hangar.

FIGURE 1

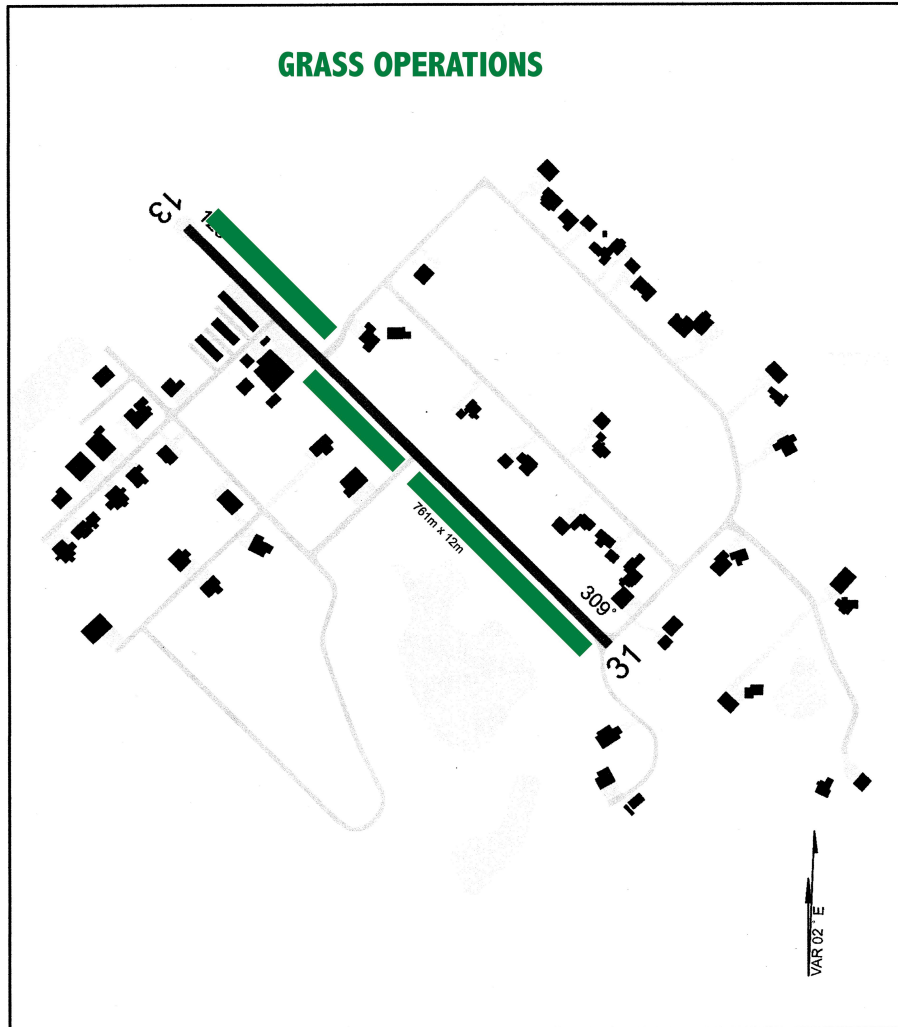
1TA7: THOMPSON FIELD
CANTON, TEXAS, UNITED STATES



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FIGURE 2

1TA7: THOMPSON FIELD
CANTON, TEXAS, UNITED STATES



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