

Sacaton Landing Strip (NM16)

Airstrip Briefing

THIS INFORMATION IS FOR REFERENCE ONLY
PILOTS ARE SOLELY RESPONSIBLE FOR DETERMINING SUITABILITY OF THIS AIRSTRIP



GENERAL:

Sacaton Landing Strip is a USFS dirt airstrip located 10 miles north of Buckhorn, New Mexico. Coordinates are N 33° 10' 57.19" W 108° 40' 59.53". Field elevation is 6210' and density altitude is usually much higher. The airstrip is generally in good condition, but can vary, especially in times where there has been a lot of moisture. There is a 4.6% upslope to the east. The Gila Wilderness boundary is immediately to the east and north. The runway is located on the finger mesa that is furthest north.

OWNER: US Forest Service, Gila Dispatch (800) 538-1644

PRIOR PERMISSION REQUIRED: Yes, just a quick phone call.

***AIRCRAFT LANDING RESTRICTIONS** Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base. Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, **U.S. Forest Service**, and on many areas controlled by the U.S. Army Corps of Engineers, **unless prior authorization is obtained** from the respective agency. *from Chart Supplement special notices

ENROUTE:

-CAUTION: The airport is surrounded by high terrain, especially to the north and east where 10,500 foot elevations are prevalent.

-CAUTION: The airport is inside Morenci MOA. High speed military operations are possible down to 1500' AGL.

COMMUNICATION:

-Sacaton CTAF: 122.9- Announce position and intentions well prior to entering the pattern.

-ABQ Radio: 122.3- Silver City RCO site; located 20nm southwest of Sacaton.

APPROACHES

-PLEASE- Be mindful of hunting seasons August-January, and do not circle excessively.

-CAUTION -Visual approaches only. VFR traffic pattern is 7000' msl with **right** traffic for runway 08.

This is to be considered the preferred runway approach due to the proximity of the wilderness and the need to avoid low overflight of it. Any **RARE** left traffic approaches to runway 26 **must remain** west of the entrance road to the trailhead and this would be a downslope landing. At all times, pilots must remain west or south of the runway. Please avoid overflight of ranch house SW of runway by extending right downwind to runway 08.

-CAUTION- There is a wind sock pole near mid-field, on the south side of the runway, but the sock may be missing or torn. There is also a segmented circle with traffic arms.

-CAUTION -Runway 08/26 is 3989' long and 50' wide. The best portion of the runway is from the approach end of runway 08 up to the aircraft parking area on the north side of the runway. When landing runway 08, expect a significant uphill slope, with possible tailwinds. There are a few dips and bumps in this portion of the runway. Runway 08 approach end has white markers.

-CAUTION: ARTCC/AFSS frequencies will not work below approximately 10,000 msl due to terrain. If using Flight Following, be sure to alert center that you are headed to Sacaton as they will lose you once you descend for landing.

-CAUTION: Cattle and deer are common on and in vicinity of airstrip and may damage the runway between maintenance operations or present hindrances to landing and takeoff operations. A low pass to inspect runway 08 before landing may be appropriate. Be sure to execute a right turn out **before** reaching the trailhead entrance road.

-CAUTION: Wheel pants not recommended.

-CAUTION: The airstrip is often **unusable** during winter months due to snow and moisture, and any time of the year after heavy rains.

-CAUTION: Cattle grazing period is from August 15 - April 30 each year. Use extreme caution to look for cattle on the runway, and consider not landing, especially if there are baby calves.

GROUND OPERATIONS:

-CAUTION--There are large rocks and berms at the edge of the runway.

-CAUTION –Shutdown on the runway at the parking area entrance, and push into parking. The parking area is on the north side of the runway approximately 2/3 of the way up the runway at the RAF sign. Elevation here is 6140'.

-CAUTION:-Arriving aircraft should vacate the runway as soon as practical if there is other landing traffic.

-CAUTION -All aircraft will need to supply their own chocks, stakes, and tie-downs.

-PLEASE- Due to tall grass near the airplane parking area, use only propane devices for campfires and cooking.

FUEL:

-Fuel is not available. Closest fuel is Grant County Airport (KSVC) at 41nm SE.

WEATHER:

Closest weather reporting is Greenlee County, AZ (KCFT) at 30nm SW. (928) 687-1116

CELL SERVICE:

-Available with at least Verizon

ADS-B:

TIS-B and FIS-B are available in the area.

TRANSPORTATION:

-none

HIKING:

Rain Creek Trailhead is just NE of the runway. Take plenty of water.

AMENITIES:

Aircraft parking area

Vault toilet at the trailhead

PIREPS:

On the NMPA website; FORUMS tab, Resources, PIREPS-Airfields

DEPARTURE:

-All pilots should announce intentions on 122.9 prior to leaving the parking area.

-Runway 26 is the departure runway as it is downhill away from the wilderness boundary. For noise abatement, please avoid overflight of the ranch house SW of runway by flying runway heading or to the NW.

-CAUTION- There is no line of sight from one runway end to the other end.

-CAUTION -The airport is surrounded by high terrain, but especially to the north and east.

-CAUTION- Density altitude is usually a factor and can easily exceed 10,000'. Aircraft performance should be calculated for ambient conditions before departure.