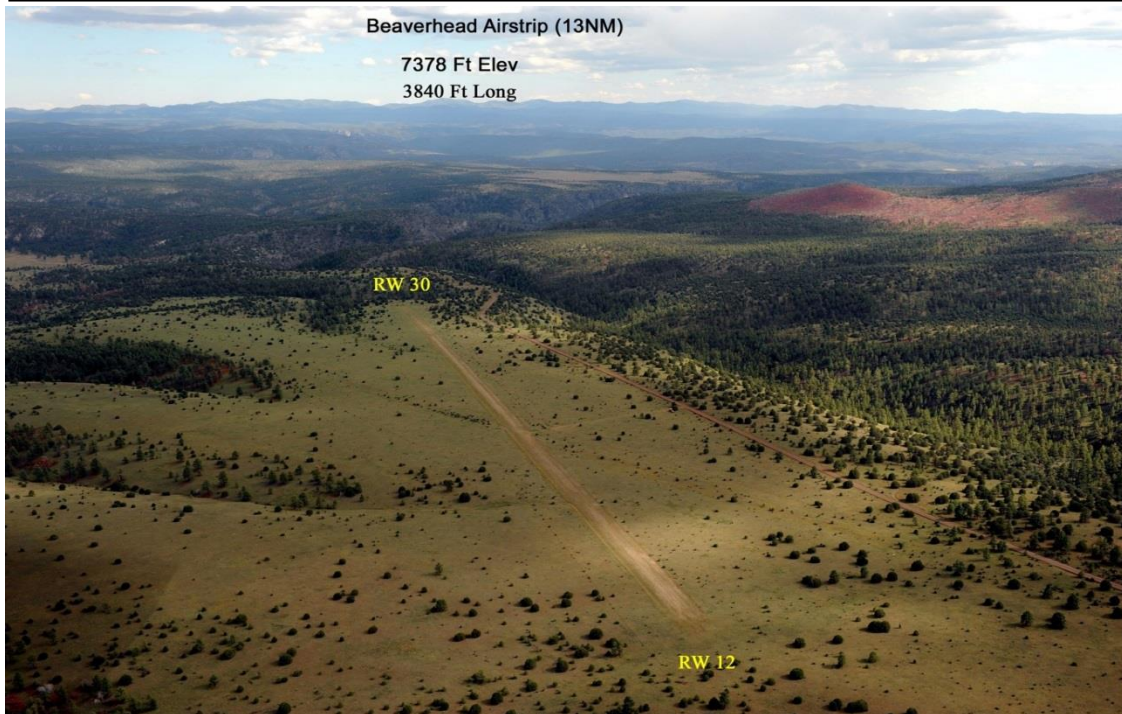


Beaverhead, NM (13NM)

Airstrip Briefing

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



GENERAL:

-Beaverhead is a US Forest Service dirt airstrip located in the Gila National Forest, 39nm north of Silver City, New Mexico. Field elevation is 7,378' and density altitude is usually much higher. The airstrip is generally in good condition, although the grass may be high along the edges. The runway may be rough or soft. The airstrip may be closed for firefighting operations during spring and summer months.

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

PRIOR PERMISSION REQUIRED: Yes, pilots are required to contact the Forest Service before landing.

SPECIAL INSTRUCTIONS: Contact with USFS in advance is required.

The airstrip may be closed for firefighting operations during spring and summer months. There is a toilet, water, and emergency phone at the Beaverhead Work Center, 3 miles East.

ENROUTE:

-The airport is shown on the Albuquerque Sectional Chart

-CAUTION: The airport is surrounded by high terrain ranging from 8,014' msl to 8,400' msl West Beaver Point (2.5 nm southwest).

-CAUTION: The airstrip is right at the edge of the Reserve MOA and adjacent to numerous other MOAs; high speed military aircraft operations as low as 500' agl are common.

COMMUNICATION:

- Albuquerque Approach: 134.45
- Albuquerque AFSS: 122.2
- Prescott AFSS: 122.3
- Beaverhead CTAF: 122.9 - Announce your position and intentions well prior to entering the pattern.
- US Forest Service aircraft: 120.7 (suggest aircraft monitor this frequency when operating in the Gila National Forest for Forest Service operations)

APPROACHES

- PLEASE** - Be mindful of hunting seasons August-January, and do not circle excessively.
- CAUTION** -Visual approaches only. VFR traffic patterns are left hand at 8,300' msl.
- CAUTION** - There is a wind sock pole, but sock may be missing or torn.
- CAUTION** -Runways are partially lined with boulders and some trees.
- CAUTION** -Runway 12/30 is 3,840 feet long and 50 feet wide. Landing on Runway 30 is recommended if winds allow as the runway slopes up to the north.
- CAUTION:** ARTCC/AFSS frequencies will not work below approximately 10,000msl due to terrain. If using Flight Following, be sure to alert center that you are headed to Beaverhead as they will lose you once you descend for landing.
- CAUTION:** Cattle, deer, and elk 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 the runway before landing may be appropriate.
- 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.

GROUND OPERATIONS:

- CAUTION** -Do not taxi into a tie-down spot without first inspecting it. The entire area around the runways is filled with rocks which can be hidden from sight due to high grass. Walk all areas before taxing the plane off runway. A recommended tie-down area is on the opposite side of the runway where the entrance road comes into the airstrip near mid-field.
- 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.

FUEL:

- Fuel is not available; nearest fuel locations are Truth or Consequences (KTCS) - 45 NM, Silver City (KSVC) - 47 NM, or Socorro (KONM) - 72 NM.

DEPARTURE:

- All pilots should announce intentions on 122.9 prior to leaving the tie-down area.
- Runway 12 is the preferred departure runway if winds allow as it is downhill.
- CAUTION** -The airport is surrounded by high terrain, but especially to the south.
- CAUTION** -Intersection departures are not recommended.
- CAUTION:** Density altitude is usually a factor and can easily exceed 10,000'. Aircraft performance should be calculated for ambient conditions before departure.

Updated 03/26/2019

Revised 09/03/18