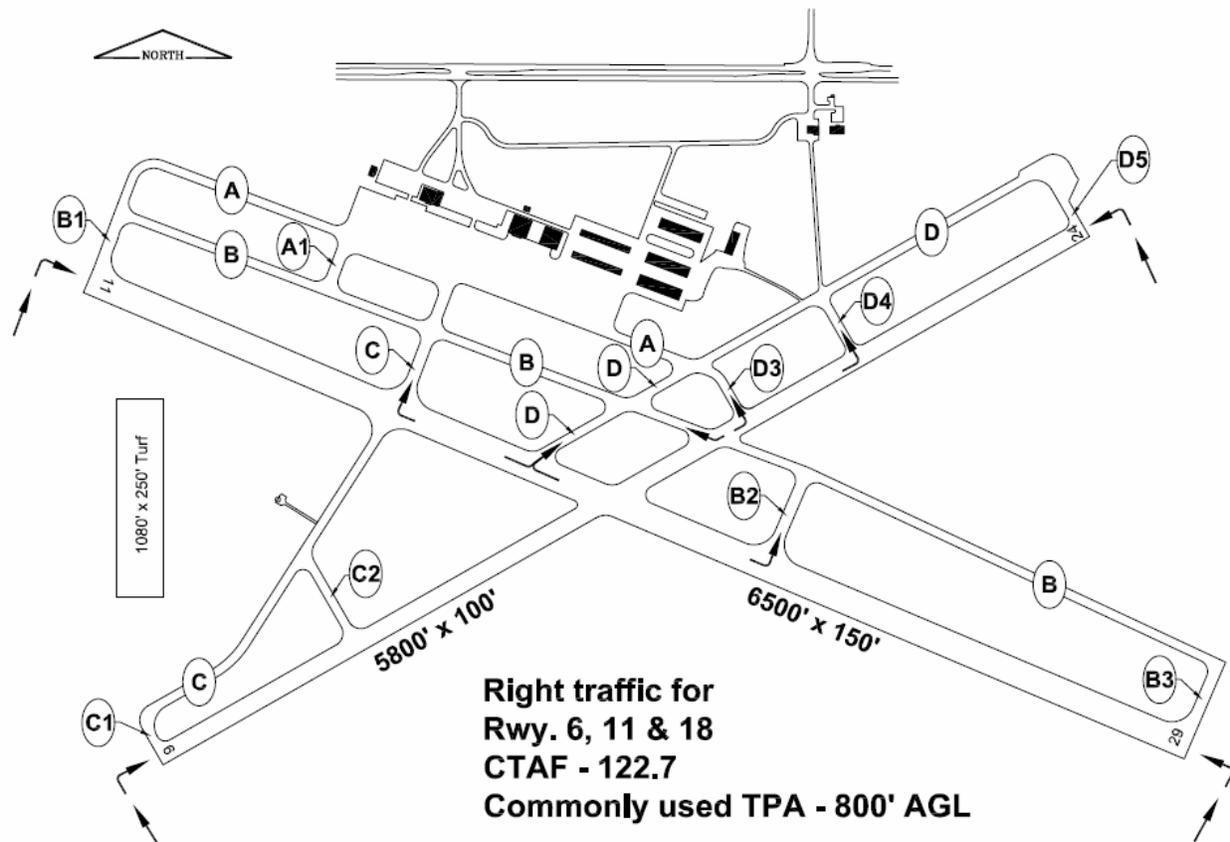


# 2015 Wings Weekend - Traffic Pattern Procedures

## Mattoon - Coles County Airport

### Traffic Flow on Taxiways



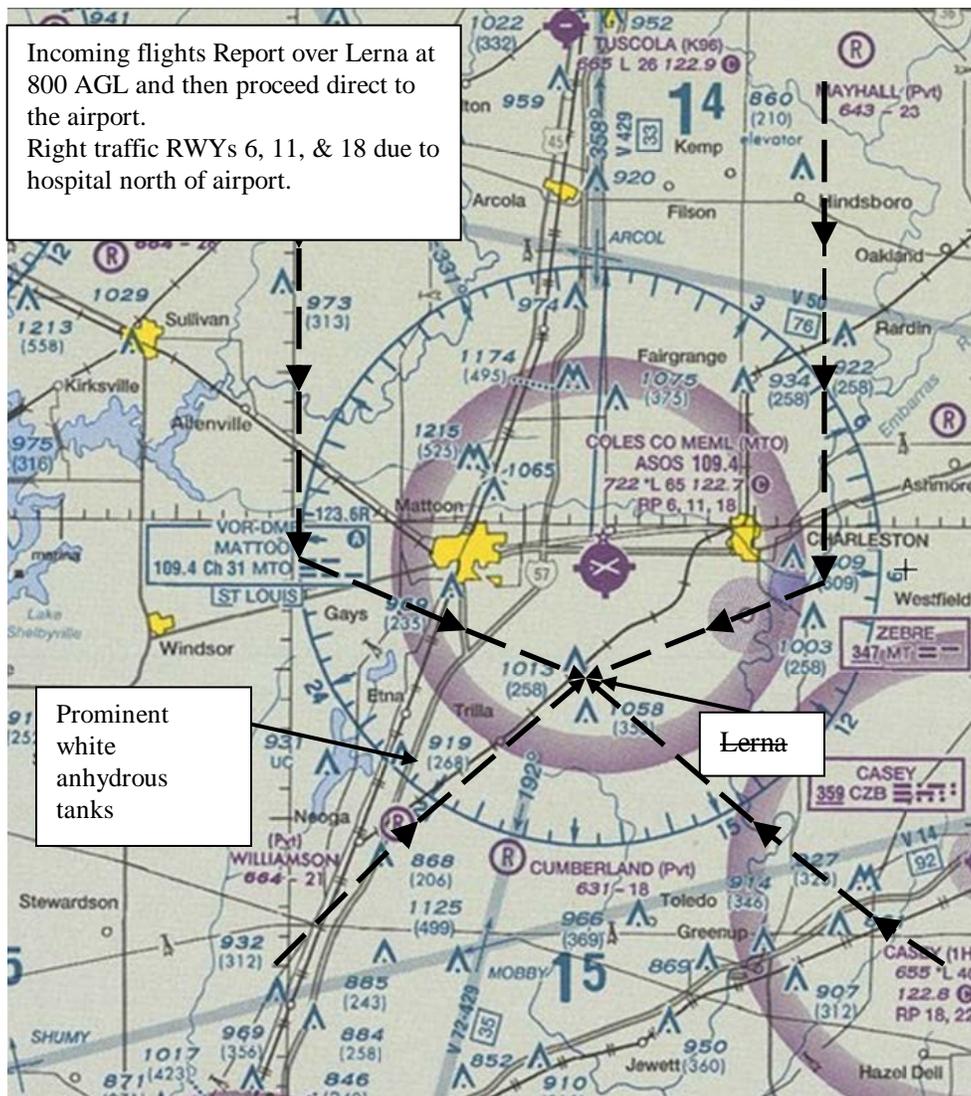
**When Runway 29 is the active**, outbound taxiing aircraft will use taxiway A to D3 to B to B3 at the east end; inbound aircraft will be using taxiway C to the ramp. If D is used, execute an immediate left turn onto B, thence onto C to the ramp.

**When Runway 11 is the active**, outbound taxiing aircraft will use taxiway A at the west end or B via C or A1; inbound aircraft will be using A at the east end to the ramp.

**When Runway 06 is the active**, outbound taxiing aircraft will use taxiway C; inbound aircraft will be using taxiway A at the east end to the ramp.

**When Runway 24 is the active**, outbound taxiing aircraft will taxi via taxiway A to taxiway D, then northeast on D to Runway 24; inbound aircraft will be using taxiway C to the ramp.

The preceding guidelines indicate how the taxiing traffic should flow. Using the recommended taxiway exits is not intended to put the pilot in a “brake binding” mode. If necessary after landing, rolling out to the end of the runway would be acceptable, but make an effort to clear the runway as expeditiously as safety will allow. Do not hesitate to use the CTAF if, in your judgment, safety will be enhanced (in the air or on the ground).



## Departing Aircraft

- Exercise “head-on-a-swivel, see-and-be-seen” vigilance at all times while in the traffic pattern (and of course, any other time while in the air). It is strongly recommended that you use your landing lights in the pattern and within 5 to 10 miles from the airport - both for arrival and departure.
- Please do not make intersection takeoffs
- Please avoid using Runway 18/36. It is intended for ultra-light aircraft and creates traffic conflicts with the hard surface runways.

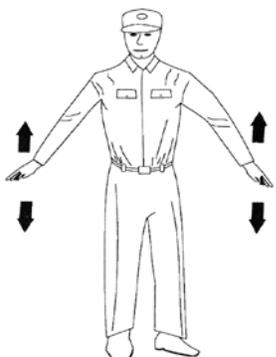
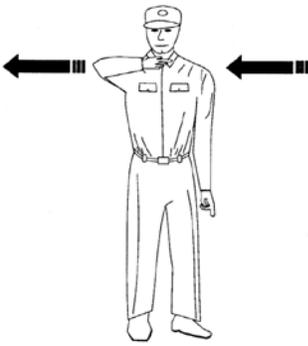
- **It is requested that departing aircraft taxiing from the ramp omit CTAF communications until just prior to takeoff.** If the pilot in the lead aircraft notes that there are quite a few aircraft waiting to depart, he/she might consider asking aircraft in the pattern on downwind to extend their downwind to allow some departing aircraft to launch. The lead pilot on downwind should announce the fact that he/she will be extending for that purpose.
- **Aircraft departing should climb out at a good rate of climb** until reaching an altitude of at least 2000 feet MSL (2500 ft. preferred). Naturally, if climbing straight out, traffic vigilance ahead, by whatever means, is extremely important.
- Please note the location of the town of Lerna, directly south of the airport. Arriving traffic is requested to approach MTO from Lerna at traffic pattern altitude (800' AGL) to organize their traffic flow. Departing traffic should avoid this area and altitude as much as possible to minimize collision potential.

## **Arriving Aircraft**

- Due to the anticipated traffic volume in the pattern this weekend, please **refrain from making practice instrument approaches** into Coles County.
- **Please avoid using Runway 18/36.** It is intended for ultra-light aircraft and pattern activity on this runway will create traffic conflict with the hard surface runways.
- Sara Bush Lincoln Hospital is located directly north of the Coles County Airport. This is a noise sensitive area and over-flight is to be avoided. Due to this and the volume of traffic for Wings Weekend, **the following procedure has been established for training flights returning to MTO.**
  1. There should be no need to fly over the airport for a wind/traffic pattern check, since the airport will be busy enough for pilots to ascertain which runway is in use, by monitoring the CTAF from 10 to 20 miles out before approaching the airport proximity. Pilots can report their position in relation to the airport at about 10 miles out
  2. **All inbound flights back to Coles County should first fly direct to Lerna** (a small hamlet located 4 miles south of the airport – look for prominent white anhydrous tanks +/- 3 S.W. of Lerna, the Lerna latitude is 39 deg., 25.117 min., longitude is 88 deg., 17.292 min. **Report over Lerna, then fly direct to the airport, maneuvering to enter the downwind leg for the appropriate runway.** This will always be on the south side of the runways, since traffic is prohibited on the north side of the airport due to the location of the hospital. **Report entering the downwind leg.** (Note: Reporting over Lerna allows one to adjust spacing before entering the traffic pattern.)

3. **Report turning from base onto final approach.** Be especially vigilant for any “non-Wings” traffic making straight-in approaches. Reporting from downwind onto base leg is optional; please omit this report if radio frequency usage is high.
4. **It is requested that NO report be given when clearing the runway.**
5. **When clearing the runway, look for the line personnel in yellow apparel. Please comply with their parking instructions.** Don't plan on using the same spot you previously were. (See the third page).
6. **When landing on Runway 29, plan to clear the runway on taxiway C.** This will ensure that you will not “come to grips” with aircraft taxiing out to the approach end of Runway 29. Taxiway D would also be available; however, after turning off onto D, an immediate left turn onto B should be executed. Aircraft taxiing out to runway 29 should taxi via A at the east end, thence D3, thence B.
7. **When landing on Runway 11, plan to clear the runway at taxiway D or B2. Do not taxi back to taxiway C.** Outbound taxiing aircraft may be using a portion of that taxiway. Taxi back to the ramp via A at the east end of the ramp.
8. **When landing on Runway 6, plan to clear the runway on taxiway D3 or D4.** Outbound taxiing aircraft will be using taxiway C. Taxi back to the ramp via A at the east end.
9. **When landing on Runway 24, plan on clearing the runway on taxiway B or C2.** Using taxiways D3 or D4 will create conflicts with outbound taxiing aircraft. If taxiway B is used, taxi west-northwest on B to taxiway C to enter the ramp area.
10. **Use extreme caution when walking near aircraft with turning propellers.**
11. **Please supervise children and pets at all times on the airport.**

## Standard Hand Signals for Line Personnel

Start Engine	Proceed Straight Ahead	Left Turn
		
Right Turn	Slow Down	Stop
		
Emergency Stop	Cut Engines	
		

## Nearby Airports – in order by distance from MTO

**This information is advisory only – please check NOTAMS and AF/D and watch for displaced thresholds at many of these airports.**

<b>Arpt Ident</b>	<b>Name</b>	<b>Dist</b>	<b>Bearing From MTO</b>	<b>RWY</b>	<b>Surface</b>	<b>Length</b>	<b>IFR Approaches</b>
1H8	Casey	17	129	04-22 18-36	Hard Turf	4002 X 75 1943 X 75	RNAV (GPS) 4 RNAV (GPS) 22 NDB 4 NDB 22
K96	Tuscola	18	356	09-27	Chip & Seal	2660 X 30	660' disp thresh on 27
2H0	Shelby County Shelbyville, IL	27	261	18-36 14-32 4-22	Hard Turf Turf	4099 X 75 2815 X 180 2368 x 160	RNAV(GPS) RWY 36 NDB
1H2	Effingham, IL	27	206	11-29 01-19	Hard Hard	5100 X 100 3400 X 60	RNAV(GPS) RWY 1 RNAV(GPS) RWY 29 LOC 29 Notamed out VOR 1
PRG	Edgar County Paris, IL	31	064	09-27	Hard	4502 X 75	RNAV (GPS) 9 RNAV (GPS) 27 VOR-DME A
<b>CMI</b>	U of Illinois Champaign, IL <i>Control Tower</i>	34	360	14L-32R 14R-32L 04-22 18-36	Hard Hard Hard Hard	8102 X 150 3817 X 75 6501 X 150 5301 X 150	ILS/LOC 32R RNAV(GPS) 4 RNAV(GPS) 14L RNAV(GPS) 18 RNAV(GPS) 22 RNAV(GPS) 32R RNAV(GPS) 36 VOR/DME 14L VOR-DME 22 VOR 4 VOR 18 NDB 32R
<b>DEC</b>	Decatur, IL <i>Control Tower</i>	34	309	6/24 12/30 18/36	Hard Hard Hard	8496 X 150 6799 X 150 5299 X 150	ILS or LOC 6 RNAV (GPS) 6 RNAV (GPS) 12 RNAV (GPS) 18 RNAV (GPS) 24 RNAV (GPS) 30 RNAV (GPS) 36 LOC BC 24 VOR 18 VOR 36

<b>Arpt Ident</b>	<b>Name</b>	<b>Dist</b>	<b>Bearing From MTO</b>	<b>RWY</b>	<b>Surface</b>	<b>Length</b>	<b>IFR Approaches</b>
RSV	Crawford County Robinson, IL	39	140	09/27 17/35	Hard Hard	5109 X 75 3399 X 75	RNAV(GPS) 9 RNAV (GPS) 27 RNAV(GPS) 17 NDB 17
C16	Frasca Field Urbana, IL	40	005	09-27 18-36	Hard Turf	4001 X 55 3654 X 140	VOR-DME or GPS B VOR or GPS A
SIV	Sullivan County Sullivan, IN MOORED BALLOON, 2 MILES EAST OF ARPT AT 1600 FT & BLO	42	110	18-36	Hard	4360 X 75	RNAV (GPS) 18 RNAV (GPS) 36 NDB 36
3I3	Sky-King Terre Haute, IN	42	084	08/26 18/36	Hard Hard	3557 X 50 1978 X 50	VOR or GPS A VOR B
HUF	Hulman Terre Haute, IN  <i>Control Tower</i>	45	092	05/23 14/32 18/36	Hard Hard Hard	9020 X 150 7200 X 150 4001 X 150	ILS or LOC 5 RNAV (GPS) 5 RNAV (GPS) 14 RNAV (GPS) 23 RNAV (GPS) 32 LOC BC 23 VOR/DME 5 VOR 23
FOA	Flora, IL	47	187	03/21 15/33	Hard Turf	5003 X 75 2700 X 100	RNAV(GPS) 3 RNAV(GPS) 21 LOC/DME 21
TIP	Rantoul, IL	48	007	09/27 18/36	Hard Hard	5000 X 75 4895 X 75	RNAV(GPS) 9 RNAV(GPS) 18 RNAV (GPS) 27 RNAV (GPS) 36 VOR 27
TAZ	Taylorville, IL	49	274	18/36 09R/27L 09L/27R	Hard Hard Turf	4001 X 75 3500 X 60 1900 X 180	RNAV (GPS) 18 RNAV (GPS) 36
VLA	Vandalia, IL	50	235	18/36 09/27	Hard Hard	4000 X 100 3000 X 75	RNAV (GPS) 18 RNAV (GPS) 36 VOR 18
DNV	Vermilion County Danville, IL	54	036	03/21 06/24	Hard Hard	6002 X 100 3999 X 100	ILS or LOC 21 RNAV (GPS) 3 RNAV (GPS ) 21 RNAV (GPS) 34 VOR/DME 3 VOR 21

## **Wings Weekend Phone Numbers**

### **Contact Carol or Linda Schumm for questions or problems**

**Carol Para Cell Phone (847) 274-8115**

**Linda Schumm Cell Phone (217) 299-6453**

### **For Shuttle Service Between Airport and Hotels:**

**Roger Finnell Cell Phone (216)-720-5697**

**Dennis Jarman Cell Phone (217) 494-3511**

**Joseph Samudovsky Cell Phone (217) 685-2945**

### **Airport Phone Numbers**

**Central Illinois Aviation (217) 234-8146**

**MTO Airport Restaurant (217) 234-9433**

### **Hotel Phone Numbers:**

**Baymont Inn (217) 234-2420**

**Comfort Suites (217) 235-6745**

**Hampton Inn (217) 234-4267**

**Holiday Inn Express Mattoon (217) 235-2060**

**Super 8 (217) 235-8888**

**Unique Suites Hotel (217) 348-8161**

**US Grant Motel (217) 235-5695**