



**Las Vegas Valley Soaring Association**  
**Radio Call, Jean Glider Ops, 122.9**  
**Phone (702) 874-1420**

**Jean NV (0L7):** CTAF 122.9, 2832MSL, Pat Alt 3600-3800MSL, dual runway operations, most power traffic will remain West and operate from the West RWY, 20R/2L (4600x75). Glider Operations are conducted on the East RWY, 20L/2R (3700x60). RWY 20L is the favored glider runway, tow aircraft can use either runway.

The WEST runway has lights that could obstruct landing gliders from rolling clear. The west runway is 75ft wide and most glider wingtips will clear the lights when on centerline. Do not hesitate to use the west runway for landings if needed, radio your intentions and watch for other traffic. Club personnel will assist as soon as possible. The EAST/glider runway has no obstructions other than FAA RWY hold back signs. The infield east of the glider runway is bladed level with the paved runway. Please land and roll clear to the east if possible, avoid rolling across the infield towards the tie downs as an un-announced aircraft could be landing beside you.

The mid-field cross taxiway (Taxi "C") may be used as an emergency cross wind runway. Please walk the area before flying to become familiar with the area. Do not park vehicles in the area that would obstruct approaches to the cross taxiway from the east. Be aware of the truck/trailer parking area to the west. Light poles in the parking area are on centerline to the cross taxiway when landing from the west. **DO NOT LAND** on the taxiway in front of the club house or the glider parking area.

**AIRSPACE:** Jean airport is located within the 30 mile Mode C veil for McCarran Airport (20nm north of Jean) and is under the Class B shelf. The Class B shelf at Jean and north is 8,000 to 9,000 MSL, and lowers to 5,000MSL 5nm north of Jean.

The southwest limits of the Class B shelf may be defined by the ridge peak (4184ft) just east of Jean (windsock), across the north end of the runways and running west, approximately 1nm south of the Good Springs Road/high power lines towards Mt. Potosi.

Transponder with Mode C operation is required for **all aircraft** within the Mode C veil when operating between the ceiling of Class B airspace (9,000MSL) and 10,000MSL, unless below 2500ft AGL. **Exception:** Operations within the LVVSA Climb Window, see an LVVSA CFGI for details.

Attempt to remain clear of thermalling or flying over the prison at low altitudes or from thermalling in the traffic pattern or over the airfield below 1200ft AGL.

**Aerobatics practice box**, west of Jean and south of Good Springs road marked by white panels on the ground and a **VFR training area** over Jean Dry Lake used by power aircraft. Most aircraft monitor 122.9 and report over the Jean Dry Lake.

**AIR TRAFFIC:** Airline traffic landing McCarran airport cross *WHIGG* intersection (SE of Clark Mt) at apx. 16,000MSL descending to 9,000MSL or lower proceeding North along the ridge line towards Mt Potosi. Smaller aircraft may fly direct from *WHIGG* to Henderson airport, directly over Jean descending to lower altitudes. **MONITOR MCCARRAN APRCH if able on 125.6 or 125.9**

Aircraft inbound to Las Vegas from the west cross the Red Rock Canyon area between 17,000 and 10,000MSL. Aircraft departing to the SW and NW climb towards Mt. Potosi before turning on course and can still be below 10,000MSL (or lower) at Mt. Potosi. When runway 1R/L at McCarran is in use, airline traffic could descend below 8,000MSL just west of I-15, northbound. Monitor McCarran **ATIS 132.4** for landing runways. VFR aircraft follow I-15, Rocks One Arrival or the railroad track and have been known to fly through the airport area at pattern altitude with no radio calls.

**Ground Safety: Runway Hold - Tie Down Line:** Tie downs are installed in the staging area on both ends of the runway. The tie downs are well behind the runway hold line. Vehicles may be used to stage gliders to the tie-down area but will not be left in the area between the parallel taxiway and the runway. Do not stage forward of the tie down line until ready to launch. Tow aircraft and non radio gliders/aircraft may be landing on the launching runway.

When operating from Runway 2R, there is less parking area in the staging area. All vehicles will be kept well clear behind the tie down area.

**DO NOT PARK VEHICLES** on the taxiway or between the taxiway and runway during glider operations. The entire infield may be used for glider landings with no warning. Parking on the taxiway in the glider tie down area south of the club house for assembly of gliders should be with extreme care.

**Rope Breaks: Gliders do not launch on Rwy 20L from south of the first cross taxiway.** Departures to the south offer more options in the event of a rope break. There are power lines to the south with a bladed east/west road. The old Hwy 91 continues south from Jean but may be out of reach.

**Gliders do not launch on Runway 2R from north of the glider staging tie down area.** Departures to the north do not have many options. North of the paved road (Prison Rd) the area is studded with poles and other obstructions. A drive around the airfield may be prudent.

(Rev. 2/2005)