

AWOS Operation Information

Mogollon Airpark, Inc.

AWOS Operating Instructions NOTICE OF LIMITATIONS - Mogollon Airpark, Inc. makes no warranty, expressed or implied, as to the accuracy of the below information and expressly disclaims liability for the accuracy thereof. The purpose of these instructions is to provide general information to airpark members and the public about current weather conditions at Mogollon Airpark (AZ82) and to explain the operation of the AWOS system at the airpark. These instructions may be particularly useful to a pilot in planning a flight. However, it should be noted that they are not intended to be solely relied upon as a completely accurate depiction of existing airport conditions.

Every reasonable effort has been made to ensure the information contained therein is accurate. This AWOS unit is NOT FAA certified and failure of the sensors or the equipment processing the information may occur and produce unreliable information. Accordingly, the information provided by the AWOS unit should be considered advisory only. Also, the weather data provided here only reflects conditions at the specified site. Because of Arizona weather patterns, conditions can vary greatly in a small area: i.e., weather conditions a few miles away from the sensor can be completely different. Therefore, the user is cautioned against using this data as a sole source for airport weather information. The user should obtain the latest information from all available sources prior to flight.

Obtaining Weather Data

Since this AWOS utilizes a multicom frequency (122.90), it does not broadcast weather data continuously. It is a pilot activated on demand system.

We are all accustomed to calling Unicom at an uncontrolled field and requesting an airport advisory. The attendant follows radio etiquette. He waits for the frequency to be clear and then broadcasts advisories of barometric pressure, wind direction and speed, favored runway, etc. While he is broadcasting, pilots in the area listen and wait for him to complete the broadcast to avoid stepping on him.

The Super AWOS works the same way but without the attendant. To obtain the weather data, the pilot while on 122.90 keys his mike three times. The AWOS listens to the frequency. If it is clear, it then broadcasts barometric pressure, wind direction and speed, favored runway, density altitude, etc. It adjusts to frequency congestion. It does not stop broadcasting if a pilot steps on it since that would be poor radio etiquette on the part of the pilot. Some other pilot may have previously requested the information and should be able to expect to receive it without blockage from some overly impatient aviator. While the AWOS function and reception from the airpark has been tested to twenty miles, the actual range for transmission and reception will vary with aircraft and radio and antenna installations. It is recommended that each aircraft operator experiment with their unique aircraft and radio installation to establish optimum AWOS availability. It has been found that the pace of the mike clicks has an effect on

the response of the AWOS to activation. It is recommended that the individual practice activating the AWOS weather briefing as well as the radio check feature.

Radio Check Feature

The AWOS system has a radio check feature, which can be used to verify proper functioning of an aircraft radio. To activate the feature, on 122.90, key the mike four times. The AWOS will reply, "radio check." The pilot then broadcasts a short message. The AWOS will then replay ten seconds of the message. This replay can be heard from any point on the airport. A suggested radio check message would be, "Aircraft radio check departure point runway 21." Anyone on the airport listening to 122.90 will hear the AWOS rebroadcast of the message.