

PILOT SAFETY SEMINAR

O15 Turlock Municipal Airport Operations
Non-Towered Airport Operations

Saturday • October 17, 2026

Agenda Overview

1. Welcome & Objectives
2. O15 Airport Overview & FAA Resources
3. O15 Geographic Position & Overlying IFR Traffic (KMOD / KMER / KMCE) - VFR Pilots
4. Communications & Pilot Coordination
5. Traffic Pattern
6. Safe Ground Operations & Taxiing
7. Airports Without Weather Reporting Services
8. Emergencies — Takeoff, Departure, Approach
9. Current General Aviation Hot Topics
10. Questions/Discussion

O15 — Quick Facts

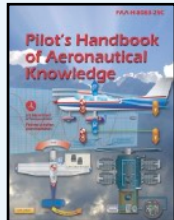
Elevation / Pattern	161' MSL • Pattern 961' MSL
Airspace	Class G
Runway	12/30 • 2,985 × 50 ft • Asphalt • Left traffic
CTAF / UNICOM	122.8
Lighting	Activate LIRL RWY 12/30 — CTAF
Approach	RNAV (GPS)-A • Special Takeoff Minimums
Nearby	KMER 9 nm SE • KMOD 15 nm NW • KMCE 15 nm SE • Private Strips
NORCAL App/Dep	120.95



Available Resources (Printed & Digital):
Chart Supplement (AFD)
Terminal Procedures Publications (TPP & d-TPP)

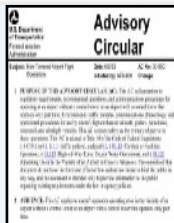
Resources for Pilots

O15 pilots should be familiar with the following current FAA publications:



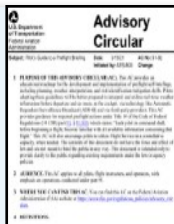
PHAK Ch. 14

Pilot's Handbook of
Aeronautical Knowledge
(2023) FAA-H-8083-25C



AC 90-66C

Advisory Circular 90-66C
Non-Towered Airport
Flight Operations
(6/6/2023)



AC 91-92

Pilot's Guide to a
Preflight Briefing
(3/15/2021)

FAR/AIM

Federal Aviation
Regulations
Aeronautical
Information Manual

(Current Year)

*FAA Documents can
be out of sync, or
inconsistent.*

*"...The wheels of
government often
turn slowly..."*

AFH Ch. 8 & 18

Airplane Flying Handbook
(2021) FAA-H-8083-3C



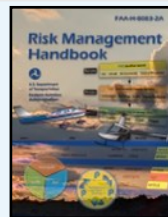
Chart Supplement AFD

Airport Facilities
Directory
(Current)



Risk Management Handbook

FAA Handbook
(2022) FAA-H-8083-2A



Airport Location — Overlying / Nearby IFR Traffic

O15 sits under or near instrument approaches and departures serving:

KMER — Castle

~9 nm SE

ILS / RNAV procedures

KMOD — Modesto

~15 nm NW

ILS / RNAV RWY 28R

KMCE — Merced

~15 nm SE

ILS / RNAV procedures

Note to VFR Pilots:

- Gain some knowledge and training regarding IFR flight operations and procedures.
- Understand some of the basics related Instrument approaches and holds.

Practical Pilot Actions:

Monitor 120.95 when in the area • Use ADS-B In • Continuous see-and-avoid
• Know published altitudes near O15 • Consider Flight Following

Let's take a look at some examples on the next few slides...

Airport Location — Overlying / Nearby IFR Traffic

O15

KMCE - RNAV 12

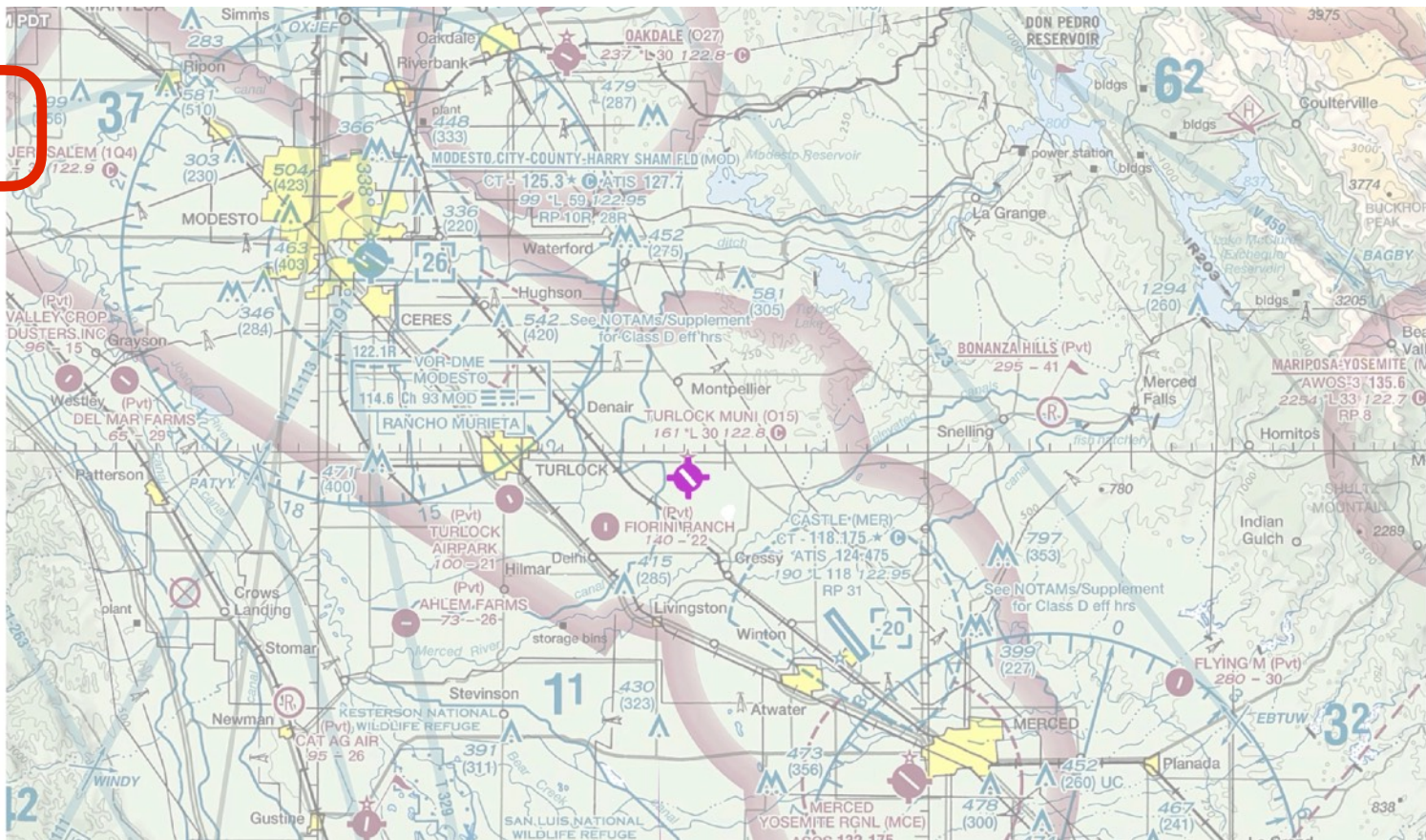
O27 - RNAV 28

KMER - RNAV 13

MOD ILS 28R

O15 - RNAV

MOD RNAV 28R



Airport Location — Overlying / Nearby IFR Traffic

015

KMCE - RNAV 12

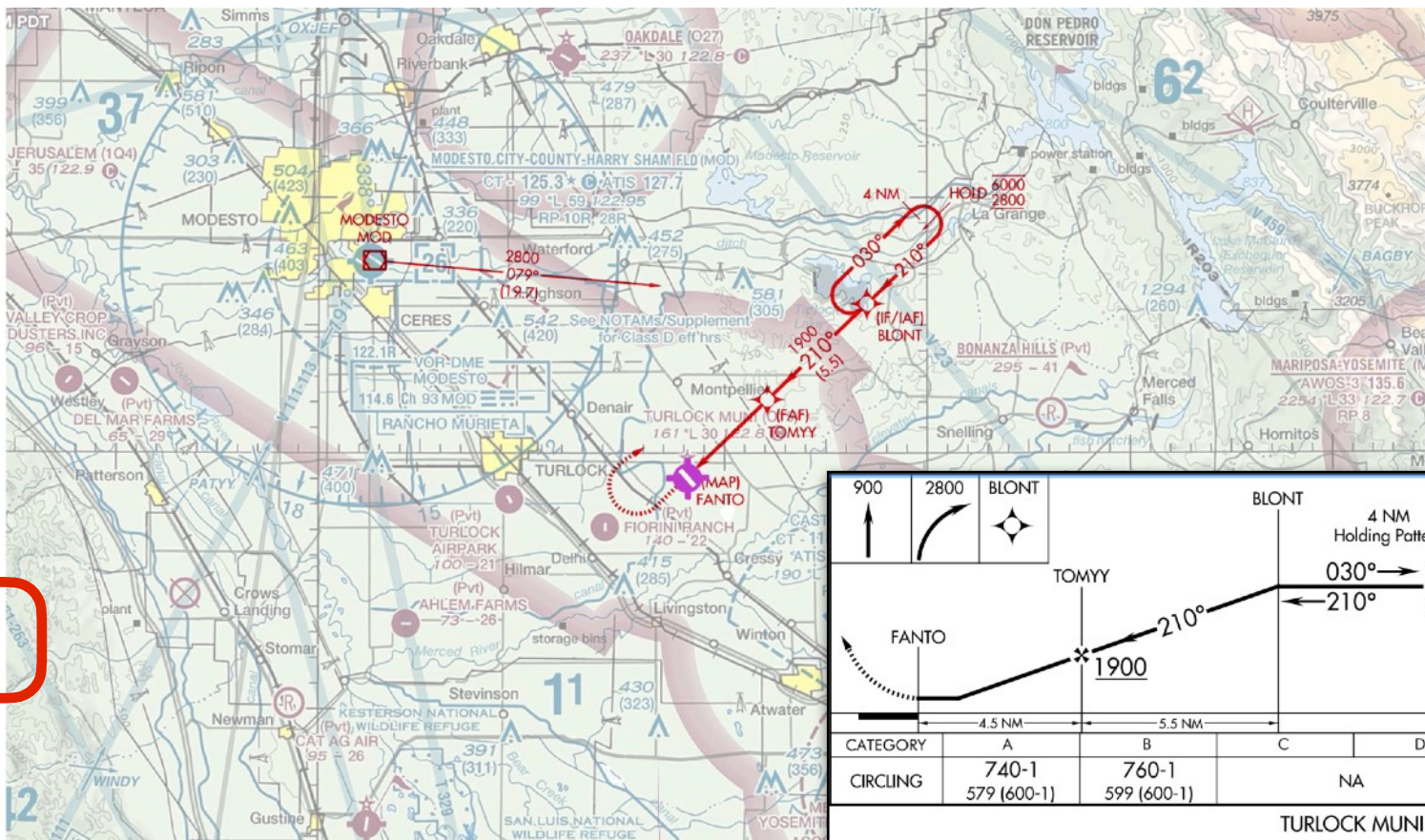
027 - RNAV 28

KMER - RNAV 13

MOD ILS 28R

O15 - RNAV

MOD RNAV 28R



O15 Pilot Safety Seminar | Source: Chart Supplement & Terminal Procedures

37°29'N-120°42'W

TURLOCK MUNI (015)
RNAV (GPS)-A

O15 IFR Traffic - Circle to Land Approach Runway 12/30

O15

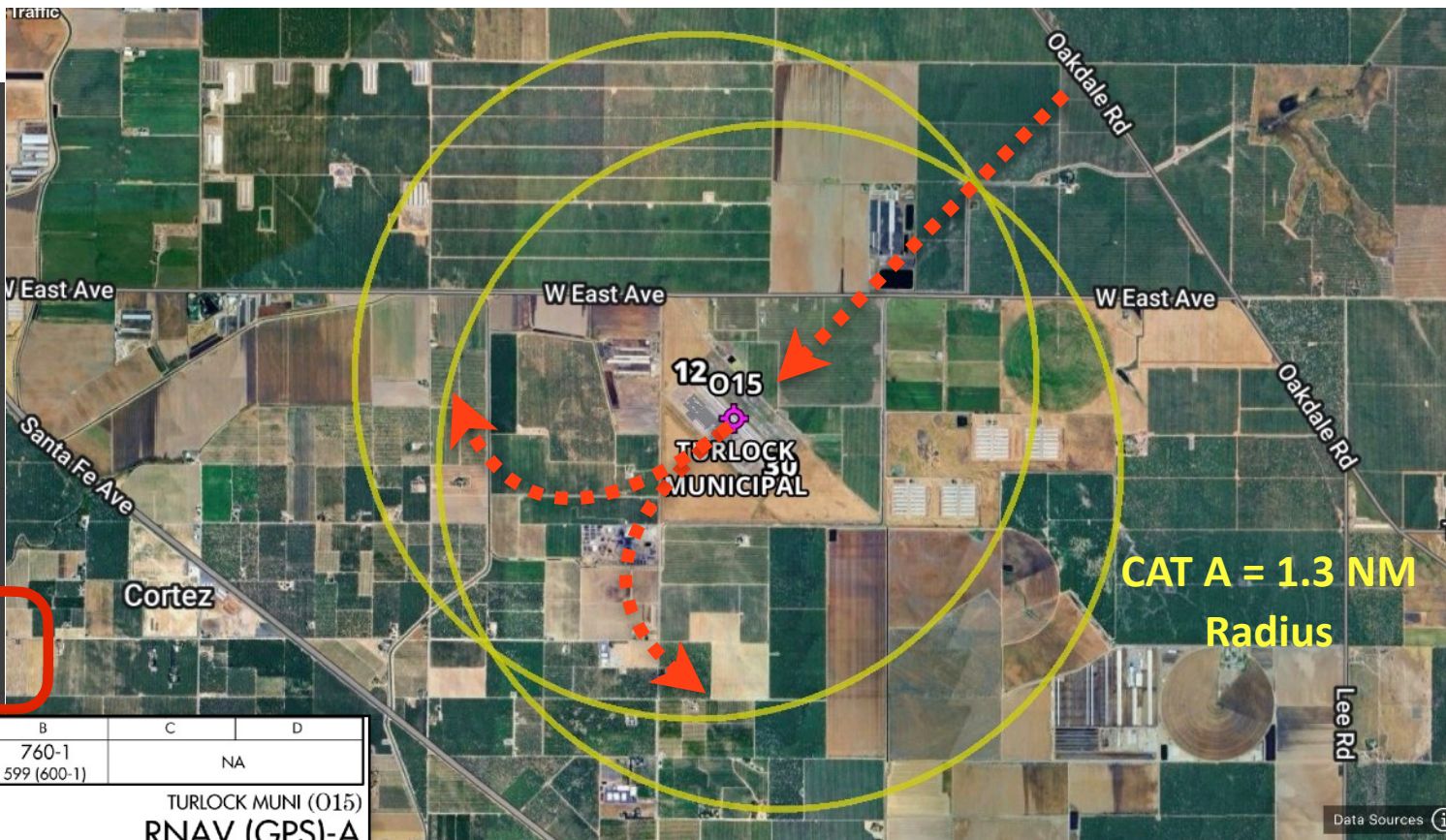
KMCE - RNAV 12

O27 - RNAV 28

KMER - RNAV 13

MOD ILS 28R

O15 - RNAV



CATEGORY	A	B	C	D
CIRCLING	740-1 579 (600-1)	760-1 599 (600-1)	NA	
TURLOCK MUNI (O15) RNAV (GPS)-A				
37°29'N-120°42'W				

Airport Location — Overlying / Nearby IFR Traffic

O15

KMCE - RNAV 12

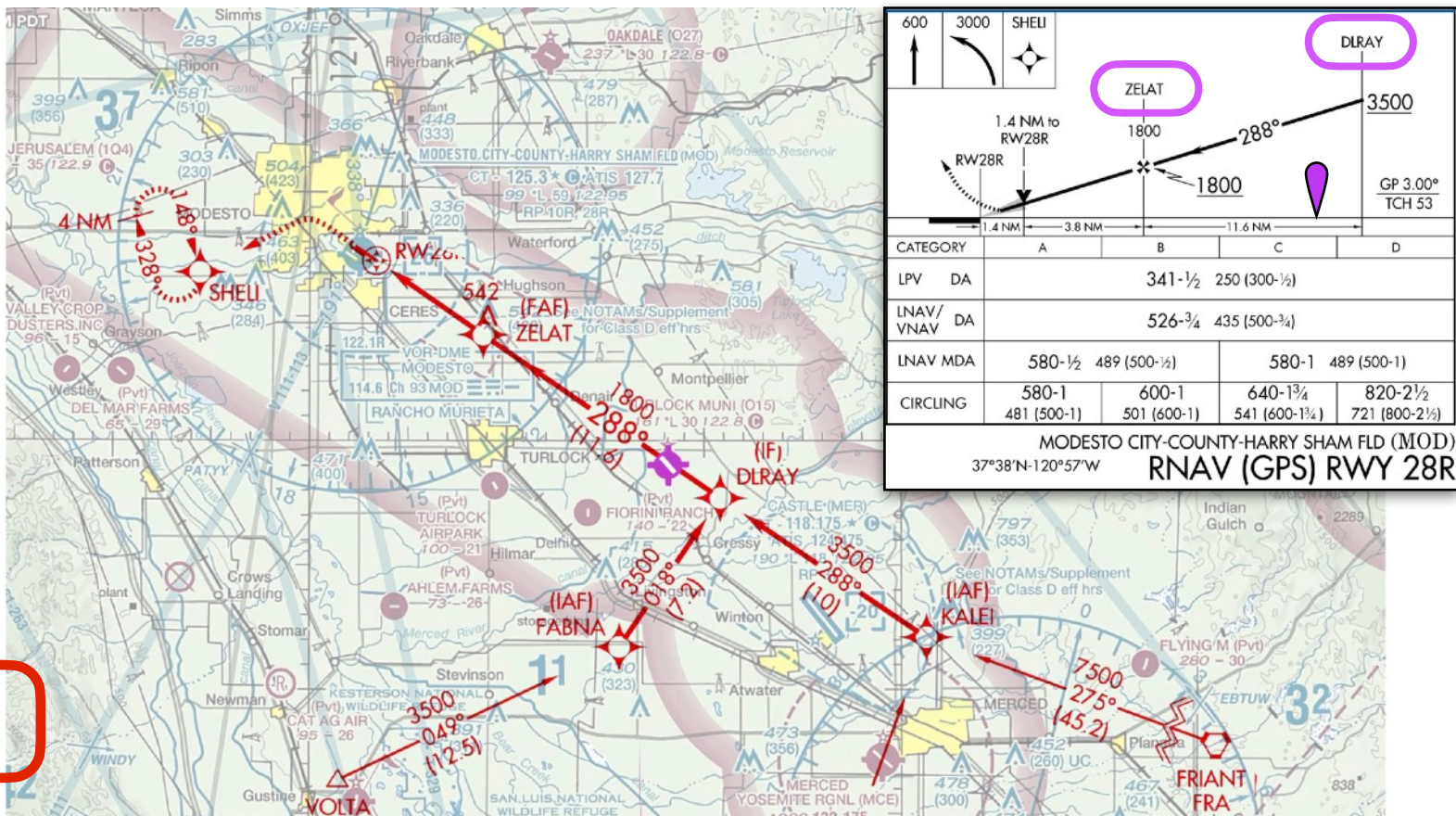
O27 - RNAV 28

KMER - RNAV 13

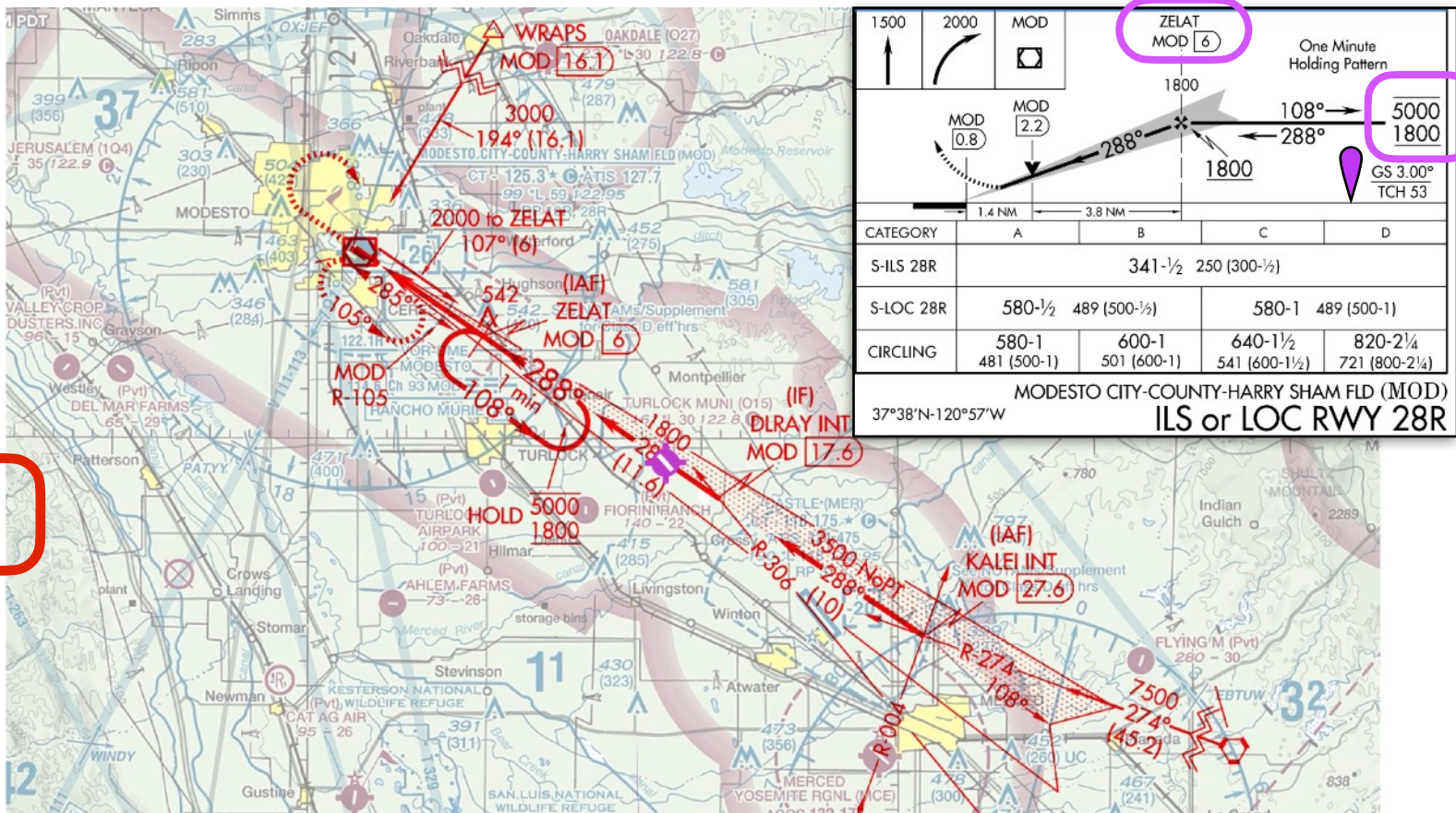
MOD ILS 28R

O15 - RNAV

MOD RNAV 28R



Airport Location — Overlying / Nearby IFR Traffic



O15 Pilot Safety Seminar | Source: Chart Supplement & Terminal Procedures

Airport Location — Overlying / Nearby IFR Traffic

O15

KMCE - RNAV 12

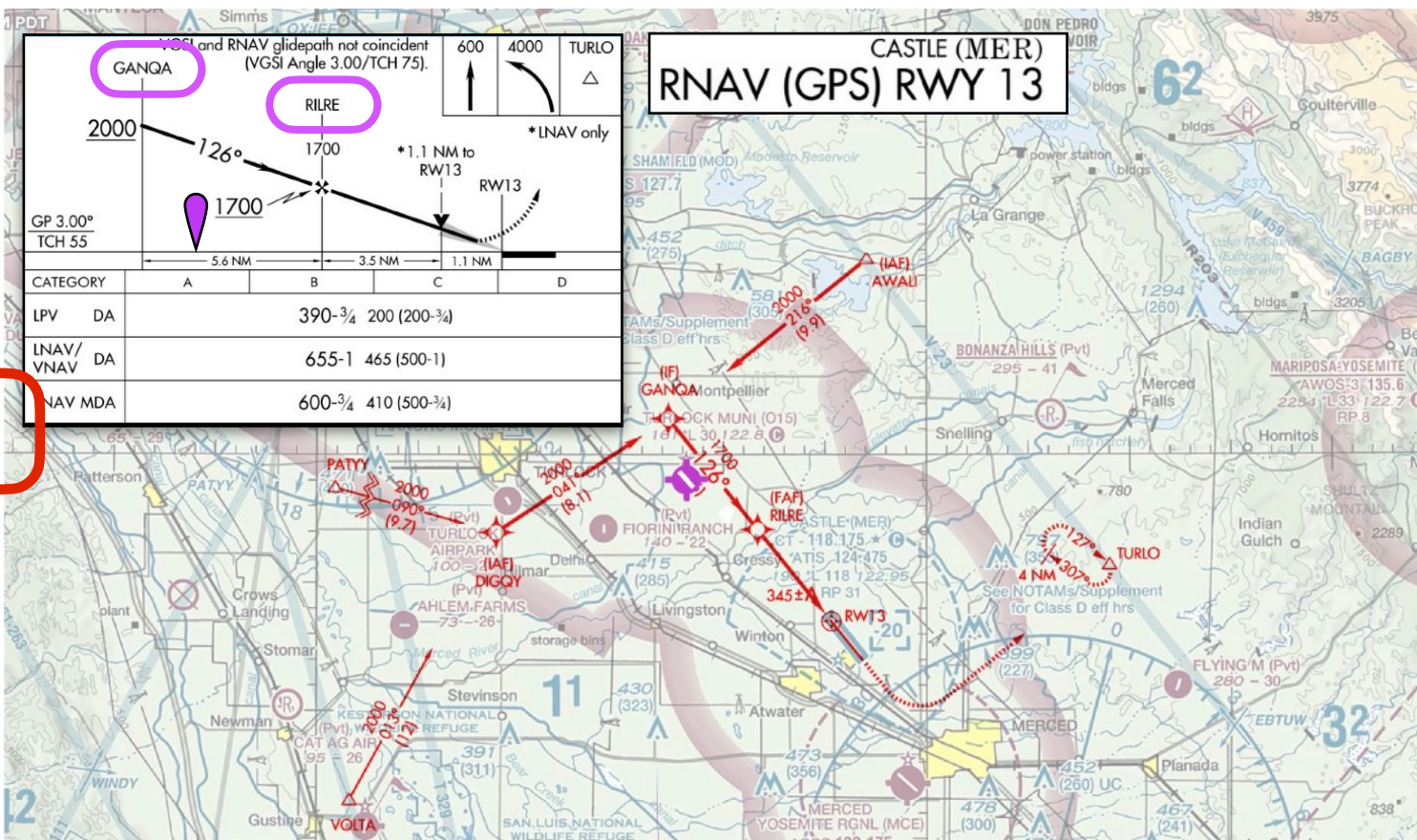
O27 - RNAV 28

KMER - RNAV 13

MOD ILS 28R

O15 - RNAV

MOD RNAV 28R



Airport Location — Overlying / Nearby IFR Traffic

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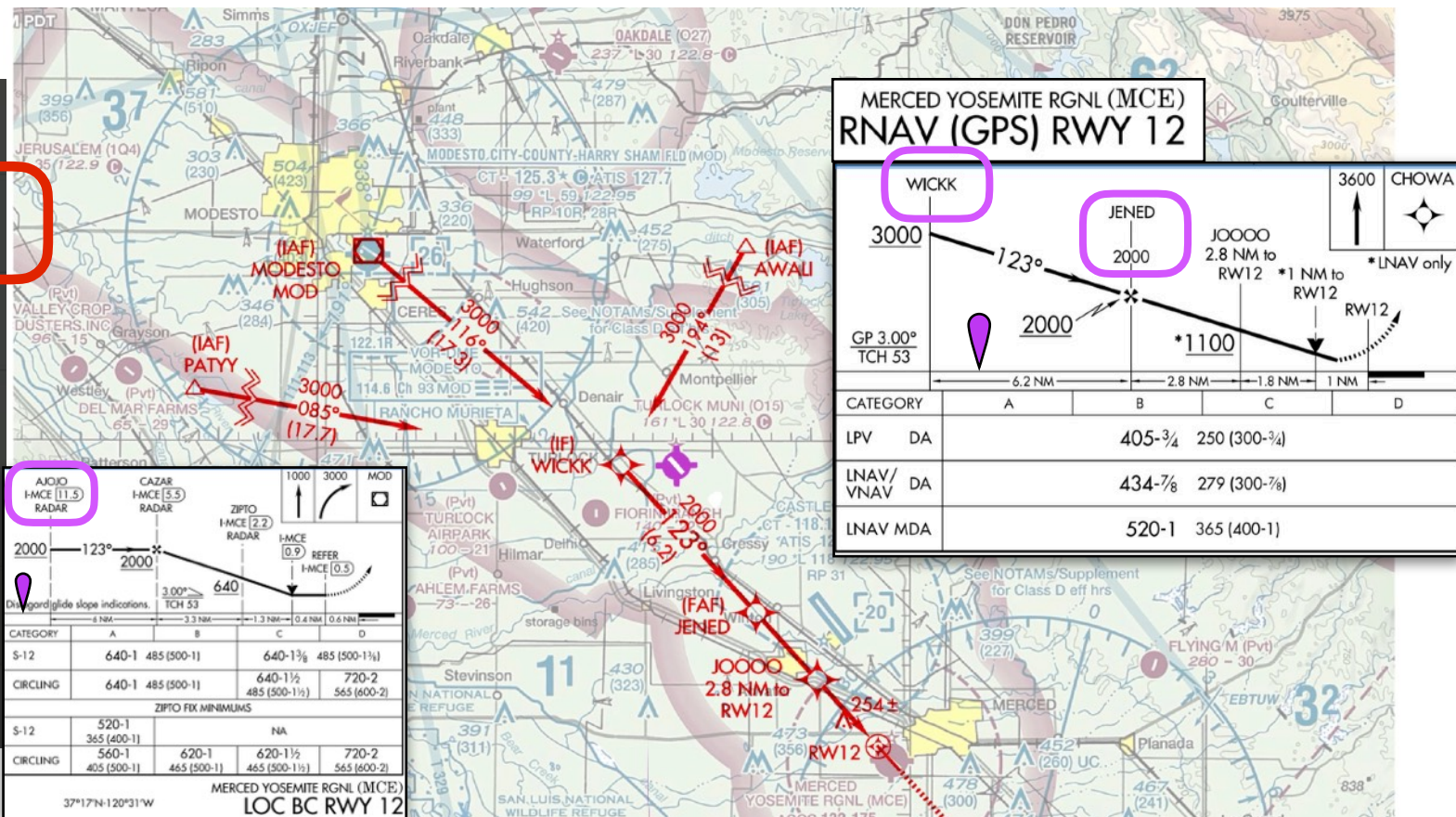
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MOD ILS 28R

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Airport Location — Overlying / Nearby IFR Traffic

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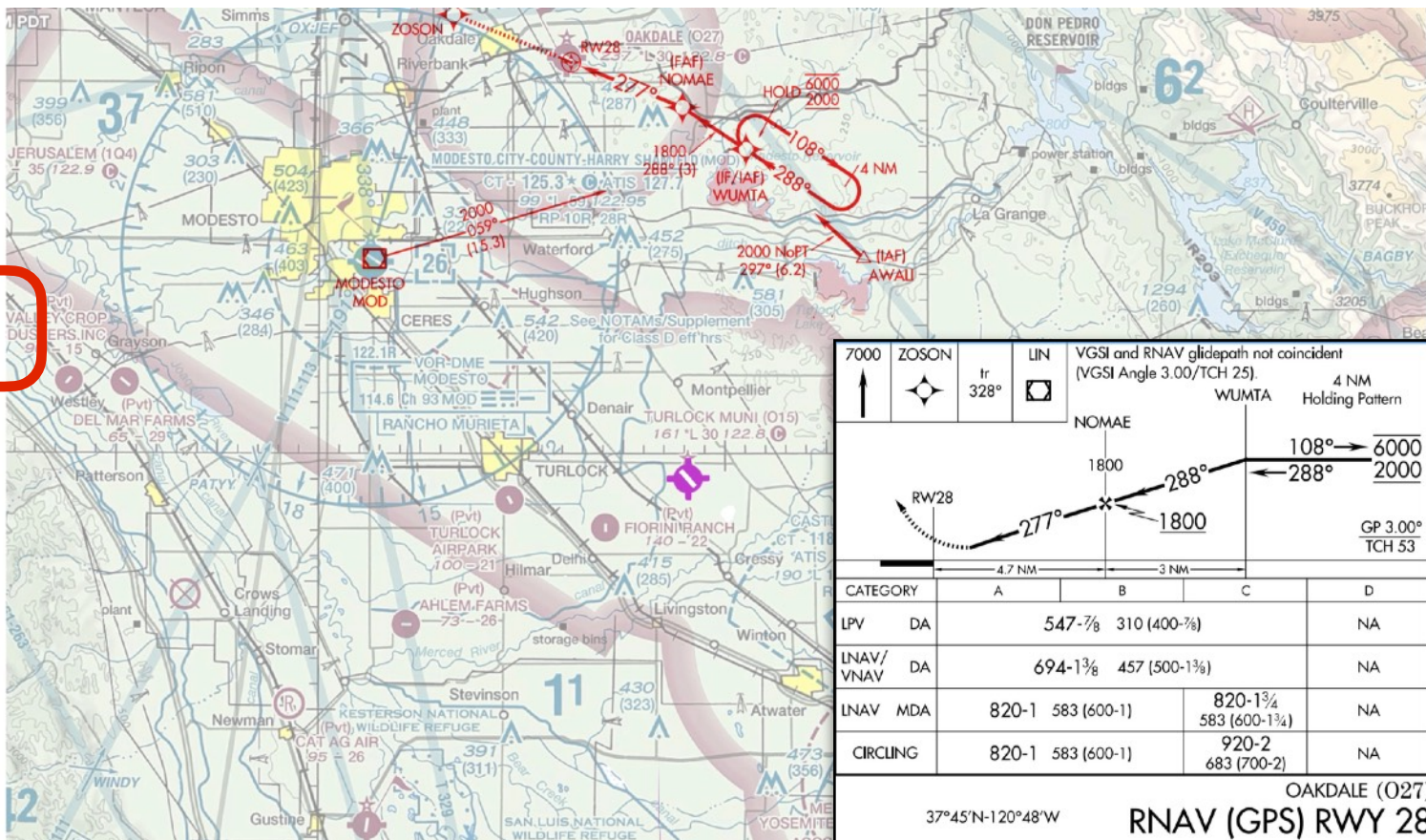
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Airport Location — Overlying / Nearby IFR Traffic

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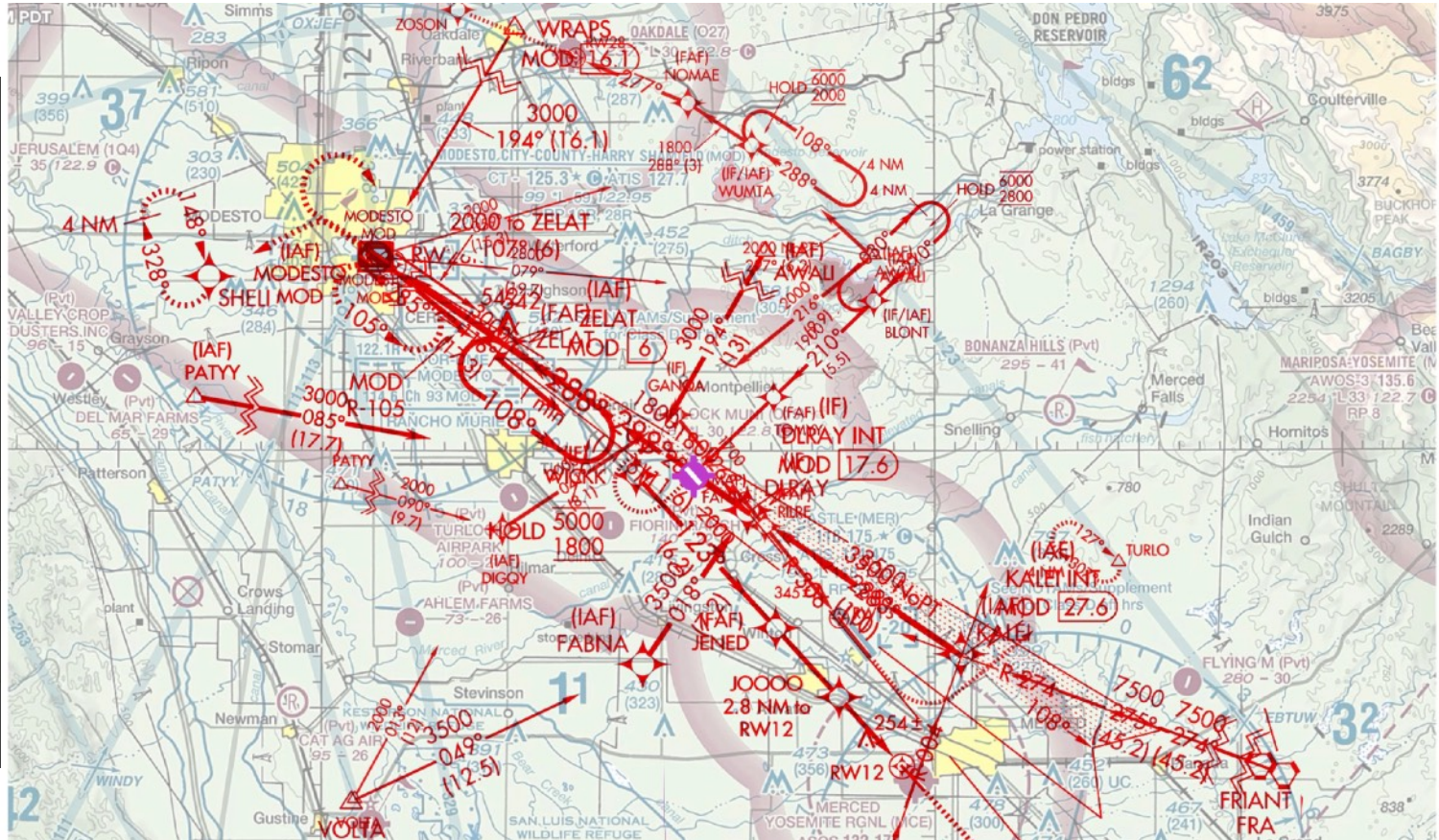
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O15 - RNAV

MOD RNAV 28R



Communications & Coordination — CTAF 122.8

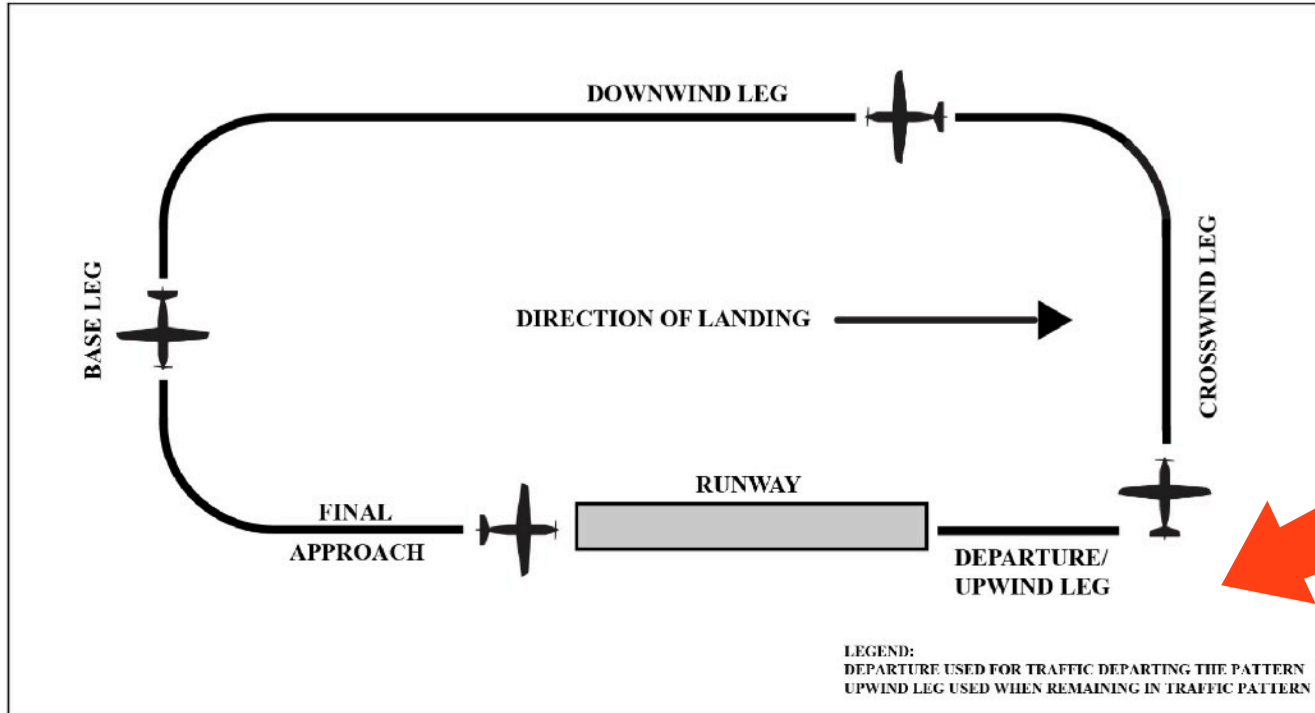
Broadcast Announcing vs. Communicating & Coordinating

Listen First	Then transmit clearly and concisely. Consider monitoring CTAF 10+ NM.
Position Reports	10 nm out • Entering Downwind • Base • Final • Clear of runway.
Identify Yourself	N-number/call sign + aircraft type when communicating. Use “high wing”, “low wing” with colors for Private Strips & Events only.
Coordinate	Give way to traffic already in the pattern; adjust sequence spacing. Yield as required by right-of-way rules. Work together. Ask questions to clarify when needed.
NORDO Traffic	No Radio or ADS-B Out Equipped Aircraft - Visual lookout remains primary. Radios/ADS-B are an aid, not a guarantee.
Monitor Guard	If aircraft is equipped with multiple radios, consider monitoring 121.5

Traffic Pattern Change - Departure/Upwind Leg

Reference FAA Documents: AIM, AC90-66C, Airplane Flying Handbook

FIG 4-3-2
Components of a Traffic Pattern

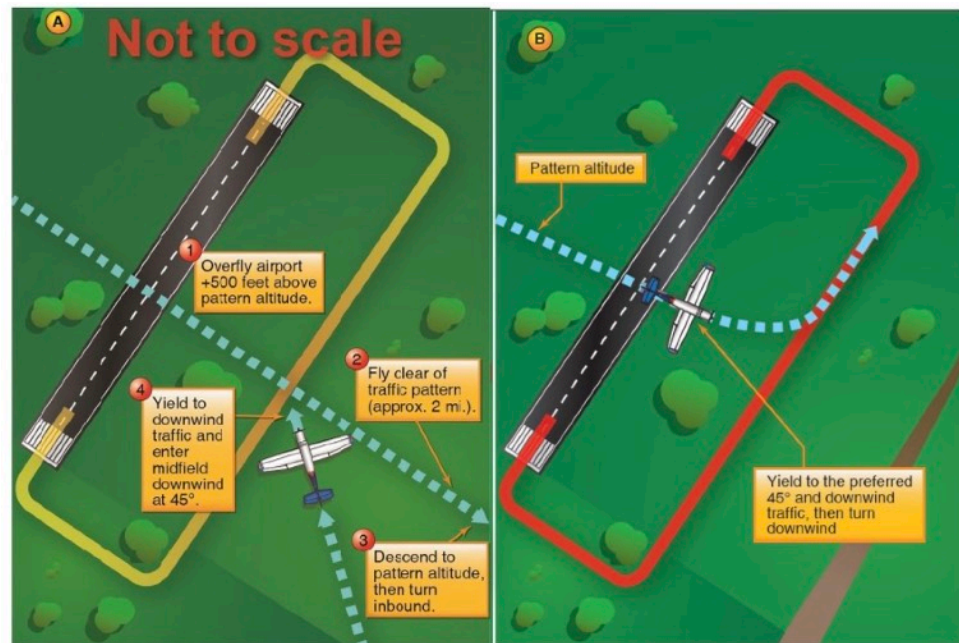


Traffic Pattern Entry

Preferred: 45° to downwind at pattern altitude, abeam midfield

Opposite-side preferred method:

1. Cross midfield +500' above pattern altitude (typically 1,500' AGL)
2. Remain well clear of the pattern (~2 nm)
3. Descend to pattern altitude in level flight beyond (outside) the pattern environment.
4. Turn to establish on the 45° to downwind



Note on “Teardrop” language:

FAA Documents do not use this term for VFR pattern entry.

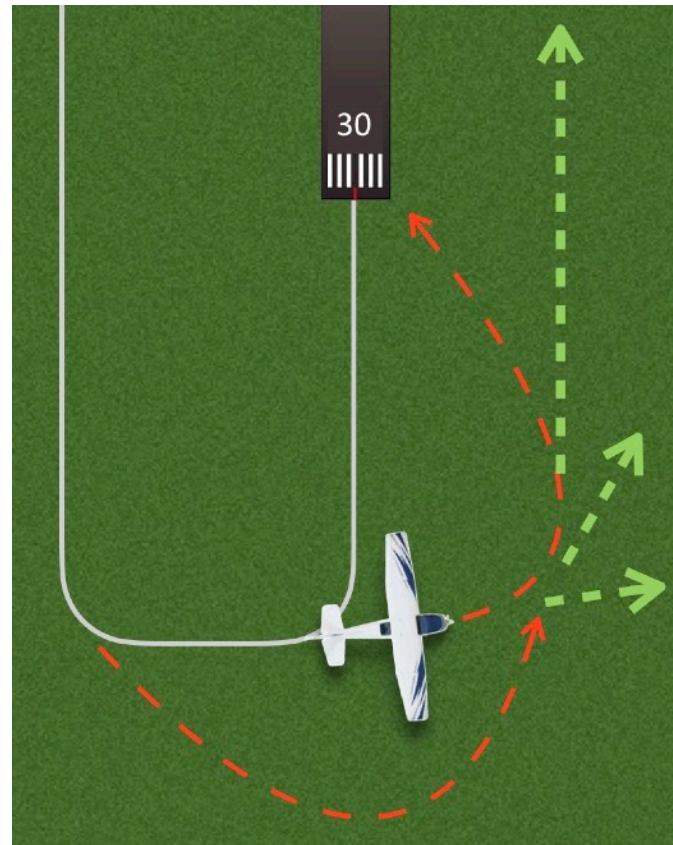
Focus on the geometry — fly clear, then join the 45°. Avoid descending turns into the pattern.

Traffic Pattern: Loss of Control In-Flight (LOC-I)

- Overshooting Base to Final Turn
- Poor Maneuvering after unplanned Go Around
- The Impossible Turn (Turning back to the Airport)

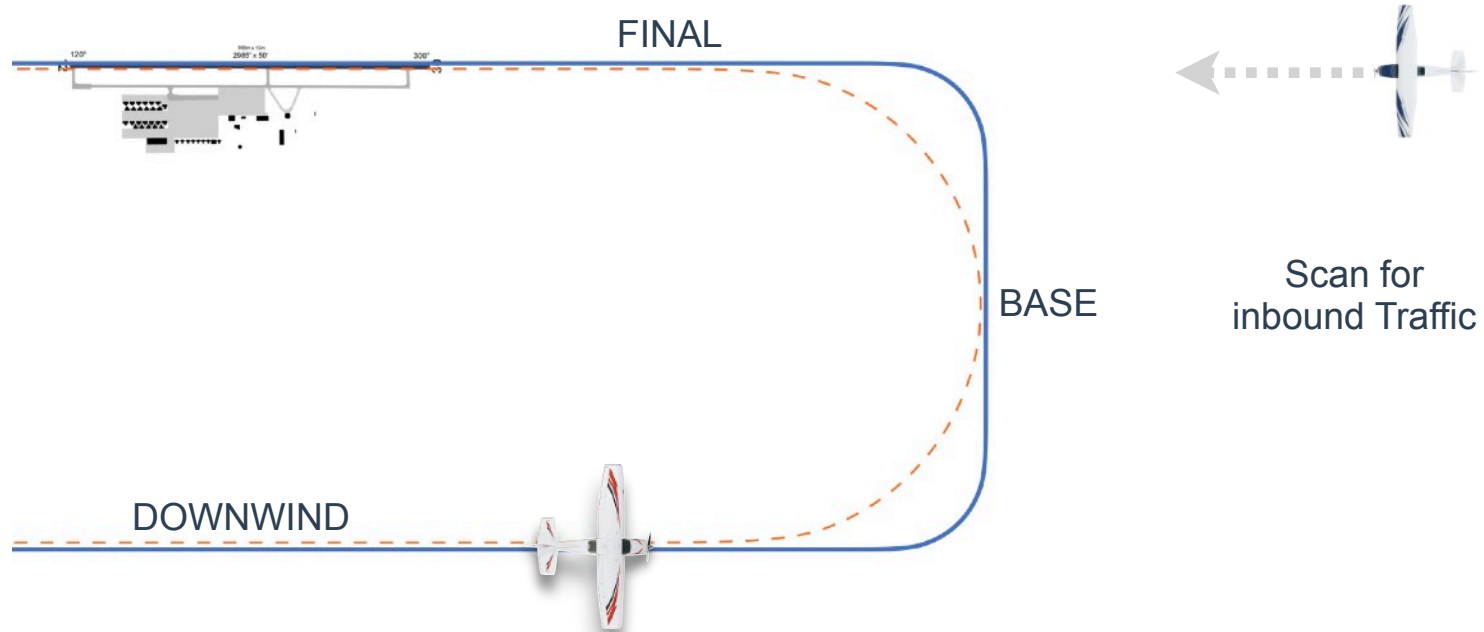
Ingredients of a Stall and Spin:

- Steep Bank Angles
- Aggressive Maneuvering
- High Angle of Attack
- Low Airspeed
- Low Altitude
- Poor Pilot Technique - Sloppy
“Uncoordinated Turn”
“Poor Energy Management”



Traffic Pattern (Base to Final)

Traditional Squared Pattern vs. Rounded Pattern



Safe Ground Operations & Taxiing

- Treat the runway as occupied until you confirm it is clear - Hold short discipline
Scan full length (Approach & Departure ends) of runway and final approach.
Fully stopping when exiting the runway discipline.
Communication Terms “Runway ##” in lieu of “Active”
- Walk around, Preflight, Checklists - Do not rush. Tow-bars, Wheel chocks, Control Locks, etc.
- Surface condition: cracked/raveling asphalt, faded markings, lights 20 ft from edge
- Night: activate lights early; expect possible wildlife
- Minimize distraction while the engine is running or the aircraft is moving (sterile cockpit concept)
- You are PIC until the hangar door is closed and locked - discipline (hangar door open to close)
- If you are flying with another certificated pilot, preflight brief responsibilities.

Tools for Airports Without Weather Reporting Services

MOS & Daily Forecasts using ForeFlight

MOS (Model Output Statistics)

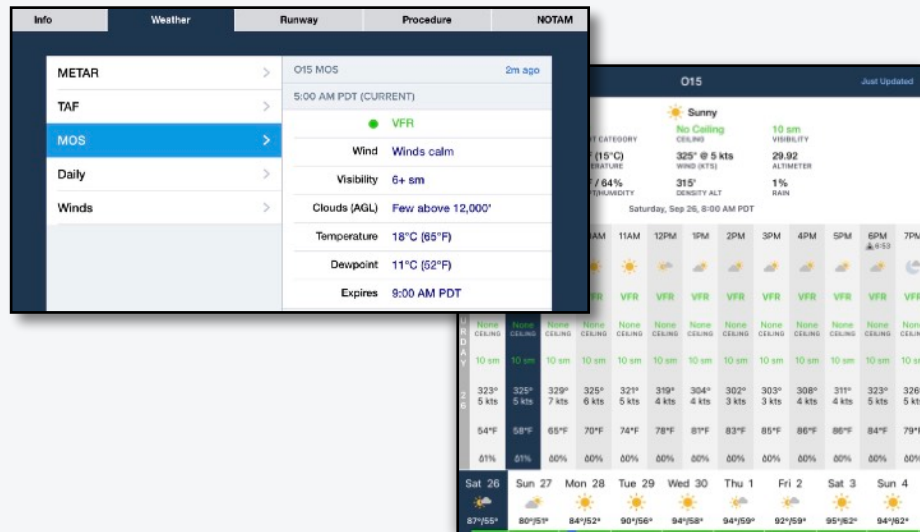
NOAA • Site-specific • ~3 days

- Automated guidance for 2,000+ U.S. airports
- Wind, ceiling, visibility, precip, temp/dewpoint
- Used by NWS when building TAFs
- Best in first 6–24 hours; local bias correction

Daily / Hourly Forecast

Weather Company (IBM) • Global • 10 days

- Hour-by-hour + daily summaries anywhere
- Flight-category coloring (VFR/MVFR/IFR/LIFR)
- Ceiling, vis, wind, density altitude, precip
- Packs offline; feeds performance calcs



PILOT GUIDANCE — Use official sources first, MOS and Daily are provided as support.

Strengths: Fills gaps at non-reporting airports like O15 • Local detail • Longer-range trends

Limits: Model products only — NOT official • Cannot replace TAF for IFR alternate rules • Cross-check always

Tip: Treat as second opinion. Combine with nearby METARs, radar, PIREPs & Flight Service.

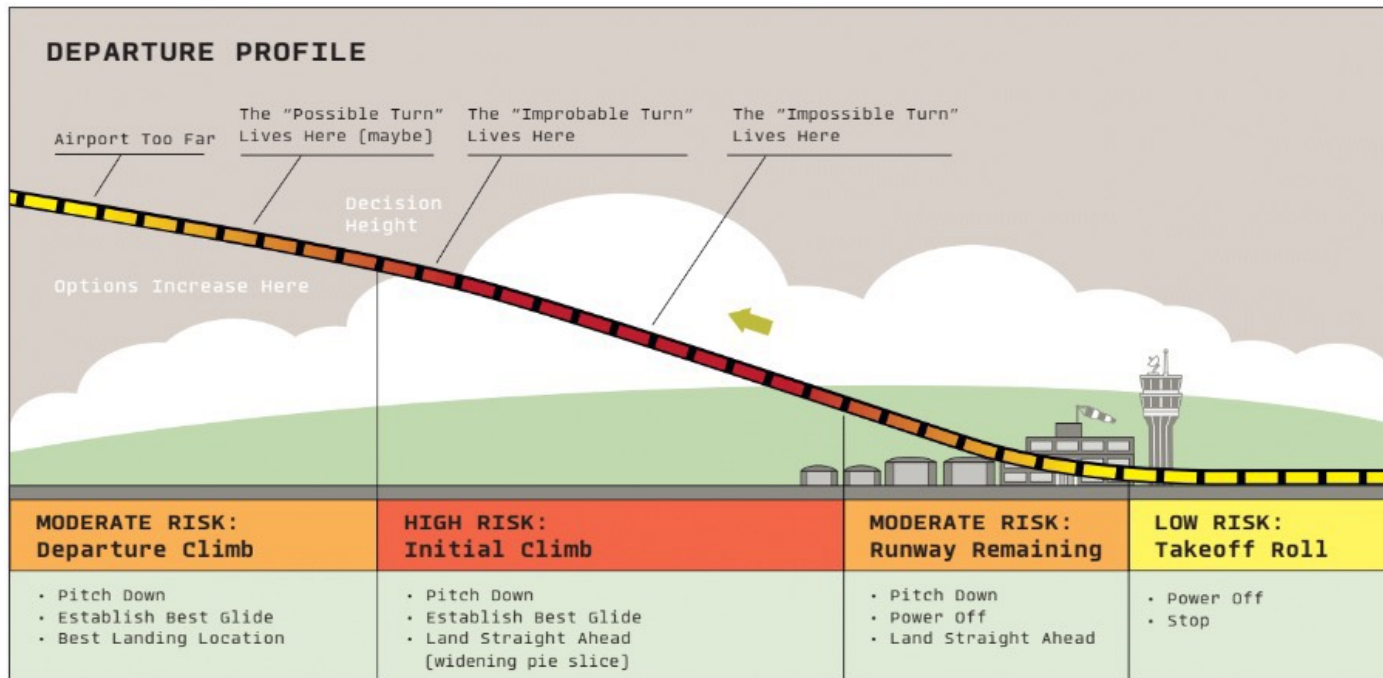
Know your personal minimums.

Emergencies — Takeoff, Departure, Approach

Priority: Aviate → Navigate → Communicate (Maintain aircraft control first)

Engine failure after takeoff

Best glide. Land straight ahead or with minimal turn. Attempted return often leads to loss of control.



Emergencies — Takeoff, Departure, Approach

Priority: Aviate → Navigate → Communicate (Maintain aircraft control first)

Brief every departure - Add Briefing to Checklist

Know landing options, wind, obstacles, and decision altitude before rolling.

EMERGENCY TAKEOFF PLAN BRIEF

TAKEOFF ROLL (BEFORE ROTATE)

—POWER OFF / STOP

RUNWAY REMAINS (AFTER ROTATE)

—PITCH DOWN/POWER OFF/LAND STRAIGHT

INITIAL CLIMB <1200

—PITCH DOWN/BEST GLIDE/LAND STRAIGHT

DEPARTURE CLIMB >1200

—PITCH DOWN/BEST GLIDE/BEST LOCATION

NOTE: Altitudes shown in this briefing example should not be used for every aircraft. The altitudes shown are for Training and Discussion Purposes Only and should not be considered accurate for an actual emergency. Consult your aircraft POH and your CFI for guidance.



50/70 Rule - Take Offs

Reach 70% of your takeoff speed by the time you reached 50% of the runway length.
(50% O15 = 1492 feet)

Emergencies — Engine Failure

Aviate → Navigate → Communicate

Maintain aircraft control first

Engine failure after takeoff

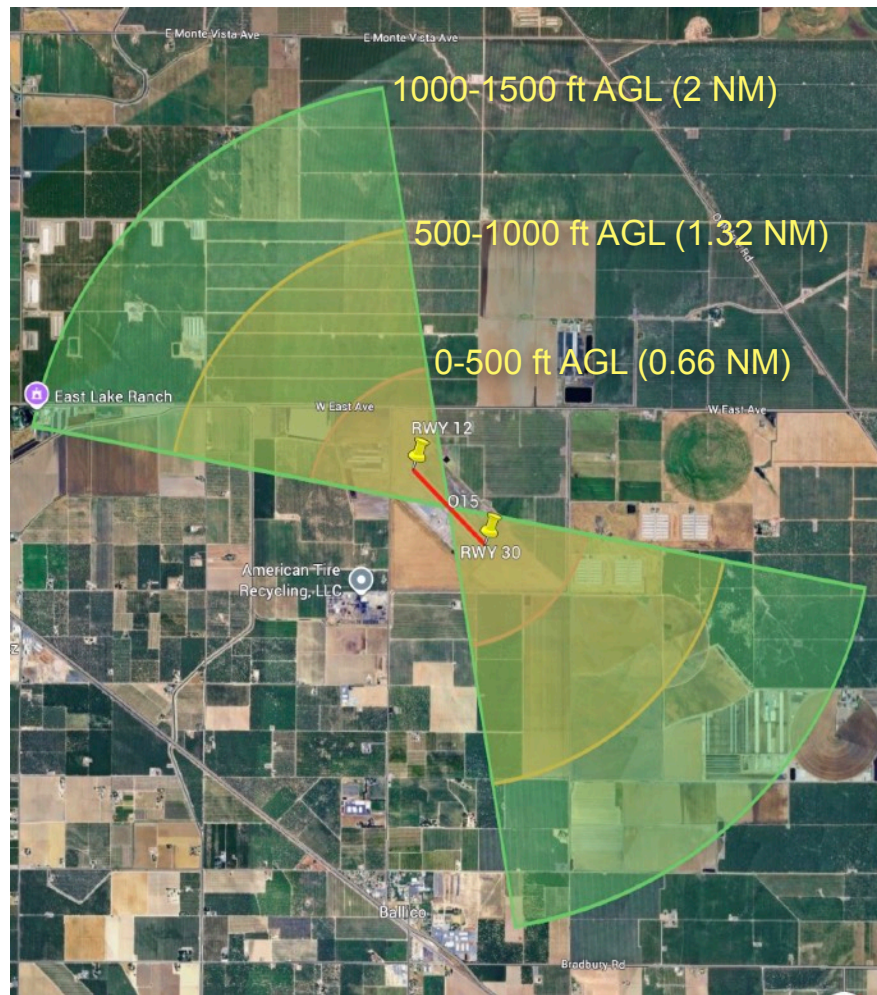
Best glide. Land straight ahead or with minimal turn.
Attempted return often leads to loss of control.

Full or Partial Loss of Power

Energy Management

Startle Effect (5-10 seconds)

Carb Heat



Emergencies — Landing At/Near Airport Environment

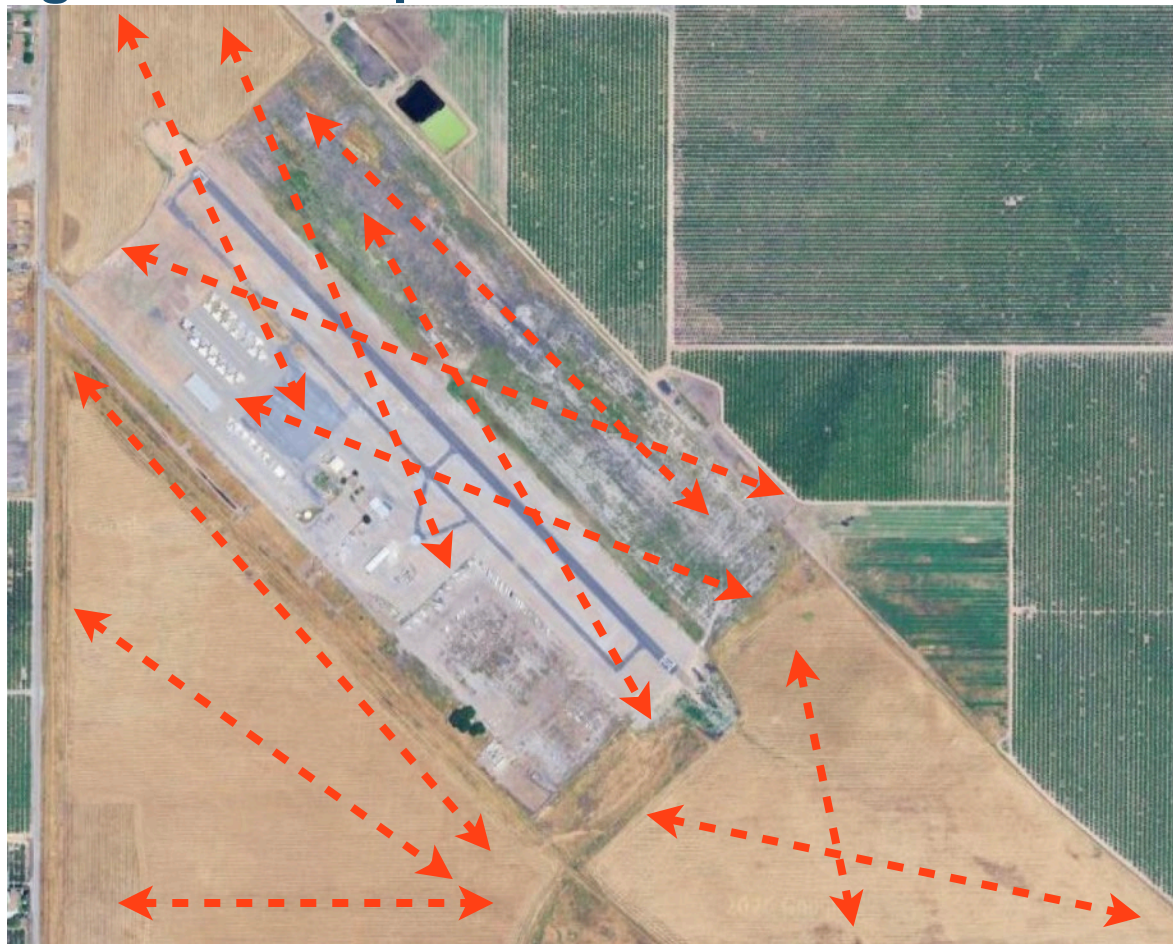
Consider All Surfaces for an Emergency Landing.

Know landing options, wind, obstacles, while considering ALL available surfaces.

Examine options - Google Maps and actual Site Visit.

Stay current by reviewing your options regularly.

Practice regularly, consult CFI.



Current GA Hot Topics at Non-Towered Airports (NTSB Search)

Loss of Control In-Flight (LOC-I)

Leading cause of fatal GA accidents. Focus on energy management, stall recognition, and avoiding steep low-altitude turns (especially after power loss or on go-around).

Midair Collision Avoidance

Midairs near airports reinforce continuous visual scanning, ADS-B In, disciplined pattern entries, and awareness of IFR traffic near O15.

Runway / Surface Awareness

O15's surface condition and non-standard markings/lighting demand extra confirmation of alignment and edge awareness.

Pilot Complacency

Pilot complacency at non-towered airports often means assuming the field is empty, which leads to skipped radio calls, poor traffic scans, non-standard operations, and higher risk of collisions.

Questions / Discussion

Presentation download available at: www.turlockairport.org