

# **AIRPORT RULES, REGULATIONS, AND SPECIFIC GUIDELINES**

## **Use of Airstrip Owned by:**

*Indian River Aerodrome Property Owners Association, Inc.*

### **General Applicability / FAA Compliance**

- All flight operations shall be conducted in accordance with applicable Federal Aviation Administration (FAA) rules and regulations, as currently adopted or as amended.
- These Rules, Regulations, and Guidelines are intended to promote safe and reasonable use of the privately owned airstrip and do not alter or replace FAA authority or the responsibility of the pilot in command.

### **Authorized Use**

- The use of the Airstrip shall be restricted to Residents and Lot Owners of INDIAN RIVER AERODROME PROPERTY OWNERS ASSOCIATION, INC., their immediate families and invited guests. No invited guests may use the Airstrip on a permanent basis.
- Residents are responsible for informing invited guests of applicable Aerodrome rules and guidelines and may be held accountable for guest compliance.
- The Airstrip shall be used only for lawful purposes.

### **Aircraft Limitations**

- No aircraft with a manufacturer's designated maximum gross operating weight of 5,500 pounds or greater may use the airstrip without prior approval by the Association or its designated representative.

### **Traffic Pattern and Communications**

- All traffic patterns shall be left-hand patterns, unless otherwise required for safety due to emergency conditions.
- A traffic pattern altitude of 800 feet shall be observed by all users of the Aerodrome. This altitude provides additional separation from nearby KVRB traffic and low-flying helicopter operations.
- Aircraft equipped with radios shall monitor **CTAF 122.750** and announce intentions in the usual manner. Pilots should remain vigilant for aircraft not equipped with radios.

### **Runway Use and Configuration**

- All normal takeoff and landing operations shall be conducted north of 5th Street SW, within the designated runway boundary lights. Takeoff and landing operations south of 5th Street SW are prohibited except in the event of an emergency.
- Displaced thresholds are marked by standard three-light arrays on both sides of the runway at each end. The south displaced threshold exists due to required road clearance. The north displaced threshold exists due to canal berm clearance. Runway width is defined by runway edge lighting.

### **Runway Lighting**

- Runway lights shall be used for night takeoffs and landings. Lights are activated via five clicks on **CTAF 122.750** and remain illuminated for approximately 15 minutes. Lights may be turned off with three clicks and will flash prior to deactivation.

## **Runway Conditions and Pilot Responsibility**

- The runway is a private, limited-use grass surface and may experience significant variation in firmness, width, and condition due to weather, irrigation, wildlife activity, and maintenance operations. Conditions may change without notice.
- Maintenance equipment may be operating on or near the runway. A low pass may alert mowing personnel; however, other maintenance activity may not be able to immediately clear the runway.
- Regardless of observations, maintenance activity, or advisory input, the pilot in command is solely responsible for determining runway suitability for their specific operation.

## **Maintenance and Equipment Operations**

- Aircraft have the right of way at all times. Any maintenance or work conducted on or near the runway shall be performed with this priority in mind.
- Equipment and vehicles must remain positioned as close to the edge of the runway as practicable and be capable of clearing the runway promptly if aircraft operations or an emergency landing occur. The runway is approximately 150' feet wide, and while surface conditions may vary, work vehicles should remain to the side even if firmer ground is located farther from the immediate work area.
- All individuals performing work on the runway shall be briefed on these safety expectations in advance.

## **Surface Guidance**

- Typically, although we have seen otherwise, the center of the crown of the runway will be the firmest, especially from the middle and going south.
- If the runway is soft, pilots should avoid turning around from the middle toward the south end. Taxi to the south overrun or north end to turn around when conditions allow.

## **Wildlife / Hazards**

- There is also the possibility of wildlife damage to the runway, usually overnight. That can range from hogs plowing up the runway, to armadillos digging wheel grabbing holes. It's always the pilot's responsibility to determine runway suitability for your particular operation.
- Buzzards and Sandhill Cranes are frequently observed. Buzzards may dive when evasive action is taken. Sandhill Cranes are slow to move and have a shallow, extended takeoff profile.

## **Pre-Arrival Checks**

- When returning from an extended trip, check ahead for the runway conditions. Especially during the rainy season with the possibility of locally heavy rainfall, runway conditions could be better or far worse than surrounding areas.

## **Run-Up / Warm-Up**

- Engine warm-up and systems check should be conducted on the side of the runway opposite of the traffic pattern. That will provide the best view of any traffic in the pattern.
- Do not warm-up or conduct mag checks in the middle facing down the runway. This may block the runway and reduce visibility of landing traffic, which has the right of way.

### **Nearby Airspace Awareness**

- New Hibiscus (X52) airport, CTAF 122.9, has one of the country's largest glider clubs. They have student solo pilots as young as 14. Sailplanes can be very difficult to spot because of their slender shape. They do not have ADS-B out. Along with the gliders there are tow planes, pulling gliders up to altitude and rapidly descending to tow another glider. They conduct well over 1200 operations per year! Their operations have the right of way.
- Pilots are strongly encouraged to avoid the area whenever possible.

### **Ground Operations and Vehicles**

- The runway does have an irrigation system that operates early in the morning if it is running.
- Any vehicle heavier than a golf cart or small ATV must receive prior Board approval before operating on the runway.
- Aircraft may cross if necessary.

### **Runway Damage and Repairs**

- If runway damage occurs, pilots are encouraged to notify the Board or Airport Manager promptly.
- All repair efforts must be coordinated with the Board or Airport Manager prior to work being performed.
- Volunteer assistance is welcome when coordinated appropriately.

### **New Resident Orientation / Acknowledgment**

- New residents should be offered a personal orientation of the runway, including areas prone to soft conditions and preferred operating practices. These guidelines should be reviewed as part of that orientation.

### **Final Note**

- These Rules, Regulations, and Guidelines are intended to promote safety, protect shared infrastructure, and preserve the Aerodrome as an enjoyable and affordable place to live and fly. Consistent with FAA regulations, including **14 C.F.R. § 91.3**, the pilot in command remains directly responsible for, and the final authority regarding, the safe operation of the aircraft.

Respectfully,

**The Board of Directors**

Indian River Aerodrome Property Owners Association, Inc.