Eagle Roost Airpark Flight Operations

Safe Practices and Policies

Eagle Roost Airpark welcomes all residents, especially those that share our common interest in all aviation. Our community is very diverse, with a wide range of aviation expertise and experience. There is plenty of room at our airpark to allow for the safe operation of all kinds of activities, from student pilots to professional pilots, from multi-engine airplanes to drones, and everything in between.

The intent of this document is to provide guidance for all aircraft operators to allow for the safe integration of the different types of aircraft onto the Eagle Roost runway, taxiways and traffic patterns. Our residents who don't fly will also find guidance to ensure the safe assimilation of motor vehicles, bicycles and pedestrians with aircraft.

Aircraft are defined as follows:

- Fixed wing single and multi-engine powered aircraft.
- Rotor wing aircraft including helicopters, gyroplanes and powered lift.
- Gliders and sailplanes, including self-launch and sustainer powered.
- Lighter-than-air aircraft
- Parachutes, paragliders, and powered paragliders.
- Ultralight vehicles
- Unmanned aircraft such as model aircraft and drones, either operated by a controller or autonomously

It is important that all Eagle Roost residents, potential residents, realtors and visitors become aware of the policies presented in this document. It is the responsibility of homeowners planning on selling their homes to notify their realtor and buyers of these policies prior to selling. It is also the responsibility of residents to notify their visitors, either fly-in or drive-in, of these policies

Eagle Roost Airpark is an FAA approved airport with a single runway that meets the obstacle clearance criteria required of a residential

airpark. Most, but not all roads are taxiways that provide runway access to and from all residential lots.

The calm wind runway is runway 17. When departing runway 17, make a left turn to depart the traffic pattern area. The left turn is to avoid Sampley Airpark traffic. When departing runway 35, make a right turn to depart the traffic pattern area. The right turn is to avoid Sampley Airpark traffic. Wait until crossing the airfield boundary before making any turns, do not overfly any homes alongside the runway.

There are numerous windsocks in the airpark. The wind direction dictates the active runway. Do not take off or land downwind, even though your aircraft may have the performance to do so, there may be other aircraft in the area that cannot land or takeoff with a tailwind.

Always announce your intentions on the CTAF frequency of 122.9. Be aware that there may be aircraft in the area that are not monitoring 122.9. Eagle Roost is a non-towered airport inside Class G airspace, and a radio is NOT required for safe operation as long as all pilots follow the standard right-of-way rules.

The Eagle Roost traffic pattern is always east of the runway, as depicted by the segmented circle near the north end of the runway. Right traffic is used for runway 35, and left traffic for runway 17. The traffic patterns are to the east to avoid the Sampley Airpark traffic.

Traffic pattern altitude for fixed wing powered aircraft is 3000’ MSL (800’ AGL). The traffic pattern for gliders and ultralights is inside the powered aircraft traffic pattern, and is at 2700’ MSL (500’ AGL).

If the surface winds are unknown fly over the airpark 500’ above the traffic pattern altitude (3500’) and observe the surface wind and traffic situation before merging into the flow of traffic.

All procedures for Non-Towered Airport Flight Operations are in the FAA Advisory Circular 90-66B dated 3/13/18. All Eagle Roost Flight Operations are in compliance with this AC, including Lighter-Than-Air, Parachute or Helicopter flight

operations. The Eagle Roost Management will refer to this AC and appropriate Federal Air Regulations for guidance when necessary. This Advisory Circular is available to everyone at the FAA website, www.FAA.gov.

Iver Road

Iver Road was never intended to be used as a runway, and does not meet obstacle clearance criteria to be a runway. **Do not use Iver Road as a runway.** Any road or taxiway may be used in case of an emergency landing; **there is no such thing as an emergency takeoff.**

An emergency can be either a *distress* or *urgency* condition as defined in the Pilot/Controller Glossary.

A crosswind that exceeds the capabilities of the pilot or aircraft **does not** constitute an emergency because the aircraft is not in a distress or urgency condition.

William Road / Runway Intersection

William Road crosses the runway about 1200 feet north of the runway 35 threshold. **This is a hazardous intersection**, and there is a long history of close encounters between aircraft and vehicles at this location.

Here are some risk mitigation tactics that pilots may use to reduce the risk of a collision at this intersection:

- Always turn on the runway lights, day or night, when operating on the runway. The runway lights activate flashing red stoplights on William Road. Click your microphone 5 times on 122.9 to turn on the lights. The lights will remain on for 15 minutes then turn off automatically.
- Have your aircraft landing light turned on whenever you are on the runway or approaching the runway.
- **Use runway 17 if the winds are calm**, most aircraft will be airborne before reaching the intersection when using 17 for takeoff.

- For takeoff, if the winds require using runway 35, and ***if your aircraft has the appropriate performance***, taxi north on 35 and begin your takeoff roll when you can be visually assured the William Road intersection is clear. There are 2600 feet of runway remaining plus 1200 feet overrun
- For landing, ***if your aircraft has the performance***, plan on touching down just beyond the intersection. There are 2600 feet of runway remaining plus 1200 feet overrun.

Here are some risk mitigation tactics that vehicle operators should use when approaching the William Road / Runway intersection:

- ***Do not cross the runway. Use the turn-around area and cross either at Pete Road or Iver Road.***
- ***Visitors / Non- Residents / Commercial Vehicles are not authorized to cross the runway.***
- If you are a resident and insist on crossing the runway, remember ***THE AIRPLANE YOU DON'T SEE IS THE AIRPLANE THAT WILL KILL YOU***.
- Always stop and look both ways. Look far down the runway, and far out on final approach. Some aircraft approach at very high speeds, judging the closure rate of an approaching aircraft is ***NOT*** like judging the closure rate of an approaching car.
- Airplanes are designed to have a very low profile when approaching head on. You may think the runway is clear, but there may be an aircraft approaching that you can't see.
- Not all pilots activate the runway lights when using the runway. Just because the intersection light is not flashing does not mean there are no aircraft in the area.
- ***CROSSING A RUNWAY IS NOT LIKE CROSSING A ROAD. IF THERE IS AN AIRCRAFT ON THE RUNWAY, EITHER TAKING OFF OR LANDING, THE RUNWAY BELONGS TO THE PILOT. DRIVERS MUST NOT CROSS THE RUNWAY WHEN THE RUNWAY IS IN USE, EVEN IF THEY THINK THEY HAVE ENOUGH SEPARATION***.

Transient Visitor Aircraft Parking

Transient aircraft arrive at Eagle Roost by invitation only. The resident that invites the visitor should advise the visiting pilot the directions to the residence and parking instructions. ***The aircraft run-up areas are not large enough to accommodate transient parking and should not be used for that purpose***. Transient aircraft parking may be arranged at the Community Center parking lot by prior arrangement with ERM. Tie-down anchors are ***not*** available, transient pilots must bring their own.

Commercial operations, such as crop-spraying, cargo or passenger aircraft, are not authorized to use the Eagle Roost facilities for fueling, loading or offloading revenue passengers, cargo or chemicals.

Pedestrian Traffic

Walking on the runway is not authorized. The runway is defined as 80 feet each side of the runway centerline, which is well outside the runway lights. The area surrounding the runway is private property and pedestrians must have the permission of the property owner to enter their property.

Unmanned Aircraft, Drones and Model Airplanes (UAS)

UAS aircraft are welcome at Eagle Roost Airpark as long as they are not flown in a careless or reckless manner.

Safe practices and policies for Eagle Roost are developed through use of FAA Advisory Circulars 107- (6/21/16) "Small Unmanned Aircraft Systems" and AC 91-57B (5/31/19) "Exception for Limited Recreational Operation of Unmanned Aircraft".

- sUAS will only be flown over the operator's private property, or with the property owner's permission.
- No flight above 400' AGL
- No flight within the confines of the legal description of the Eagle Roost runway (80 feet either side of the runway centerline)
- sUAS equipped with cameras will not be used to intrude on any residents' privacy.

- sUAS are not to interfere with manned aircraft operations and traffic patterns, and will yield the right of way to manned aircraft.
- sUAS operators should monitor the CTAF frequency (122.9) while flying.
- All sUAS flights will be within line-of-sight of the operator.
- No commercial UAS operations are allowed at the Eagle Roost Airpark without the written consent of Eagle Roost Management.

Roads and Taxiways

All residents and property owners may use the roads and taxiways at the Eagle Roost Airpark. This includes all types of vehicle traffic, taxiing aircraft, pedestrians, and bicycles. Users of the roads and taxiways must be cognizant of their neighbor's needs to have access to all areas of the airpark. Aircraft have the right-of-way while taxiing because some aircraft have limited visibility and limited turning and stopping capability.

Pilots must be aware that in addition to being an airport, Eagle Roost is a residential community with all of the obstructions and hazards associated with such a community, such as children, dogs, bicycles, people with disabilities, and delivery vehicles. Pilots must use their best judgment and common sense while taxiing in the neighborhood. Pilots must also be aware that most drivers they encounter on the roads/taxiways are NOT pilots and are not aware of the limitations of taxiing aircraft.

Likewise, residents must be aware that Eagle Roost is not only a residential community, but is also an active airport. Residents must drive conservatively and give way to aircraft. Residents must place their trash bins on the side of the road/taxiway in such a way so as not to restrict the movement of other vehicles or aircraft. Pilots must be aware that there may be trash bins on the side of the road/taxiway on the designated trash pick-up day, and be prepared to maneuver as necessary to avoid obstacles.