

3R9 Airport Operating Guidelines

Flight Operations

version 1/25/2023

All landing aircraft will announce on 123.0 their position and intentions on downwind, base, and final (desired) or at least on final if arriving on a straight-in approach. Non radio equipped aircraft are permitted but will use extreme caution when in the pattern

Minimum traffic pattern altitude 1900 feet MSL, left traffic for runways 16 and 34

Overhead patterns: initial at 1900 MSL, turn for left traffic, space to avoid traffic established in the box pattern

Climb on runway heading to 400 feet AGL (1300 feet MSL) and at least 1 nautical mile from the end of the runway before turning on course

Calm wind runway is 16 for takeoff and landing. Calm wind is defined as observed or reported winds 5 knot or less with no gust factor

Airpark Movement

The speed limit for ground vehicles on the airport campus is 15 MPH

All ground vehicles shall yield right of way to aircraft in motion and to emergency vehicles

No vehicle except emergency vehicles shall approach so close to any aircraft with running engine(s) as to create a hazard

No ground vehicle on the runway except for emergency response, airport board approved maintenance, and vehicles golf cart sized conspicuously marked and monitoring CTAF. Airport business only

Taxi aircraft at a walking speed on the ramp and parallel taxiway

Aircraft should use the parallel taxiway, when possible, for taxi-out or taxi-in to the ramp or hangars to minimize time on the runway

Departing aircraft should complete as many pre-takeoff checks as possible while on private property, the ramp, or parallel taxiway. Use the designated end-of-runway runup areas primarily for powered up checks

Aircraft should announce on 123.00 entering the runway, exiting the runway, or starting takeoff roll. Minimum time at end-of-runway prior to departure is desired

An aircraft at either end-of-runway run-up area is considered the same as an aircraft at any other point on the runway. Only one aircraft on the runway when taking off or landing

Refueling

Ground the aircraft prior to refueling

No hot (engine running) refueling

Do not leave aircraft unattended while at the refueling station. Move the aircraft out of the refueling area promptly when finished

Reel the grounding wire and hose when finished. Pump handle to the off position

Parking

Aircraft that are beyond visual sight of the PIC will park in marked tie-down spots

Aircraft will be secured with tie-down ropes as a minimum. Chocks are desired. Note that the ramp is sloped in spots, aircraft can roll if not secured.

Ground vehicles will park in the designated car parking area. Loading or unloading at the aircraft will be done with the aircraft engine(s) off

Do not leave ground vehicles unattended at the aircraft