

**IF YOU WOULD LIKE TO OPERATE AT THE FLIGHT PARK
PLEASE READ THE ATTACHED
OPERATING RULES AND REGULATIONS
AND SIGN AND RETURN THE WAIVER
LOCATED ON THE LAST PAGE OF THIS DOCUMENT.**



11L4

OPERATING RULES AND REGULATIONS

Southwest Illinois Sport Aviation Flight Park (Flight Park RLA—FAA ID 11L4) is privately owned and available for use by invited guests who have been given prior permission and who have a signed Liability Release form on file with Flight Park, Inc.

As a private airport, airfield conditions are not continuously monitored and field conditions may change without notice. Pilots are responsible for determining if he or she can safely operate their aircraft on the airfield. In the event hazardous conditions are noted, notify the airport manager immediately and take whatever actions are prudent to prevent others from being injured or damaging their property or vehicles.

RULE NUMBER ONE: Don't do anything dumb! You are responsible for your safety and for the safety of your guests and others around you. All operations on and above the airport will be in accordance with applicable Federal Aviation Regulations; Illinois Administrative Code, Chapter I, Section 14, Subchapter b (Aeronautics); the Aeronautical Information Manual (AIM); and applicable Advisory Circulars.

RULE NUMBER TWO: Don't mess with the farmer's stuff! We are guests on his farm and he treats us nicely. Don't mess it up! Stay out of all sheds, barns and other buildings unless you own them or are invited into them by the owner. Likewise, stay away from all farm vehicles, implements, and equipment and stay out of the crop areas. Do not park your vehicle anywhere that could block farm equipment or access to the fields. Pick up after yourself. Take your trash, cans and bottles home with you. There is no trash service provided at the airfield.

3. Driving: Personal vehicles are prohibited on the runway. When driving to and from your hangar or tiedown spot, drive slowly and carefully, and only after checking the ground conditions to ensure your vehicle will not leave ruts or other damage to soft or soggy ground surfaces. Always give way to taxiing aircraft and pedestrians.

4. Communications: Key elements to safe operations are standardization and good communication. The primary means of communication at the airport is via aircraft radio on MULTICOM frequency, 122.9 MHz.

In accordance with AIM procedures, call "Flight Park Traffic" to self-announce your position and intentions as you operate around the airport. (See AIM Section 4-1-9). Do not assume you are alone in the pattern if you do not hear other radio traffic, as non-radio equipped aircraft may be operating in the area.

5. Aircraft Ground Operations:

a. Fuel Samples and Spills: DO NOT throw fuel samples on the ground. Each pilot is responsible for maintaining a waste fuel can to dispose of their fuel samples and other waste fuels. In the event of a fuel, oil, or hydraulic fluid spill, clean the spill up immediately. Do not allow spills to soak into and contaminate the ground.

b. Engine Starting: Prior to engine start, pilots should be extremely vigilant for individuals who may be in the immediate area. Do not start your engine until after you have checked the area, shouted “Clear,” and waited a few seconds for individuals in the area to react and clear the area.

c. Hand Propping: If practical, a pilot should be inside the aircraft and on the brakes and controls during hand propping. In the event a second person is not available, the aircraft should be securely tied down before any attempt to prop-start the aircraft.

d. Engine Run-ups: Engine run-ups should be performed on the taxiway, NOT in the hangar area. Position the aircraft in a direction that does not direct the prop wash onto the runway, hangars, or other aircraft that may be behind you. Do not perform your run-up on the runway—it exposes the neighbors to unnecessary engine noise.

e. Preparations Required by Non-Conventional Aircraft: Non-conventional aircraft such as powered parachutes require time on the ground to layout their parachute, prepare for flight, and to pack-up after they have landed. If you must spend an extended time on the runway, do so at the edges of the runway and make every effort to expedite your takeoff and your after-landing pack-up.

6. Traffic Patterns

a. Noise Abatement: The area around the Flight Park is extremely sensitive to aircraft noise. We receive frequent noise complaints from neighbors in all directions. Adjust your pattern as necessary to avoid overflight of all homes in the area. Do not fly multiple approaches. Modified straight-in arrivals are recommended.

b. Fixed Wing Aircraft: A modified straight-in approach to a full stop landing that avoids overflights of all homes in the area is the preferred method of approaching the airport. The standard left hand traffic pattern should be flown at an altitude of 1,650’ MSL (1,000’ AGL.) Adjust the ground track of the pattern as necessary to avoid overflight of all nearby homes! Please be especially considerate of the ground track during your climb-out and reduce power, if practical.

c. Non-Conventional Aircraft: The airport is intended to be a safe and fun place for sport aviation enthusiasts to fly. Therefore, a wide variety of aircraft types may be operating from the airport. Rotorcraft, powered parachutes, and ultralight aircraft normally fly their traffic patterns at lower altitudes and over different ground tracks to avoid conflicts with conventional aircraft in the standard traffic pattern. Exercise caution when flying in the area and watch for non-conventional aircraft that may be operating in the area. Ultralights should fly a traffic pattern altitude of 1,150’ MSL (500’ AGL) and must avoid overflight of all homes in the area.

d. Multiple Approaches: Multiple approaches and touch-and-goes should be limited.

e. Fly Neighborly: Always consider our neighbors when flying in the area. Avoid overflight of nearby homes and livestock.

7. Runway Approach Zones:

The thresholds of both runways are clearly marked with standard white lines across the runway to mark the start of the useable runway surface.

a. Runway 6: The runway 6 distance available for takeoff or landing is 2,300 feet. The area prior to the Runway 6 threshold rises steeply up to the runway. Do not land short of the threshold. Short landings may result in substantial aircraft damage.

b. Runway 24: The runway 24 distance available for takeoff is 2,300 feet. The landing threshold for Runway 24 is displaced approximately 258 feet, as indicated by the L-shaped markings at each side of the runway, leaving 2,042 feet available for landing. Pilots should land at or past the displaced threshold to ensure clearance over vehicles that might be passing beneath on the public roadway.

8. Security:

a. Airport Security: As a small rural airport, security relies on your vigilance. There are no regular security patrols, fences, or other means of security. If you see someone around the airport you do not know, stop them and introduce yourself.

b. Aircraft Security: Each aircraft operator is responsible for securing their aircraft and preventing any tampering, theft or unauthorized use. Secure your aircraft inside a locked hangar, if possible. Do not leave the key in the aircraft. Aircraft keys should be stored in a secure location. The use of additional locks, such as throttle locks, prop locks, and tie-down chain locks is encouraged.

9. IN THE EVENT OF AN EMERGENCY: DIAL 911 and request applicable emergency responders to 5941 Bohleysville Road southwest of Millstadt. If you can safely do so, take immediate actions to prevent escalation of the emergency and render aid to any injured persons. **CAUTION:** Do not delay calling 911 while you attempt to give first aid, fight a fire, or take other actions. Call 911 first!

a. Emergency Response Services (fire, police and ambulance) are provided from the Millstadt Fire Department, the St. Clair County Sheriff's Department and St. Clair County Emergency Medical Services when dispatched by the St. Clair County CENCOM Emergency 911 system.

b. Notify the Airport Manager: As soon as practical call Bob McDaniel at 618-281-8984 or 618-530-0805.

c. Notify the FAA, if required:

- (1) In the event of an aircraft accident, notify the FAA at any of the numbers below.
 - FAA Central Region Operations Center (normal hours)(847) 294-7427
 - FAA Central Region Operations Center (after hours)(816) 329-3000
 - FAA Central Region Operations Center (24 hours)(800) 452-9202
 - FSDO (St. Louis Flight Standards District Office)(314) 890-4800NOTE: Notifying the FAA at either the Operations Center or the FSDO fulfills the 49 CFR Part 830 requirement to notify the NTSB.

- (2) NTSB notification is required in the following circumstances:
 - Serious injury or death;
 - Substantial aircraft damage (see exclusions in paragraph (3), below)
 - Flight control system malfunction or failure;
 - Inability of a required flight crewmember to perform normal flight duties as a result of injury or illness;
 - In-flight fire;
 - Aircraft collision in flight;
 - Damage to property, other than the aircraft, estimated to exceed \$25,000; or
 - An aircraft is overdue and is believed to have been involved in an accident.

- (3) The following items are not considered substantial damage and are therefore NOT reportable accidents:
- Engine failure or damage limited to an engine;
 - Bent fairings or cowling;
 - Dented skin or small punctured holes in the skin or fabric;
 - Ground damage to rotor or propeller blades; or
 - Damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips; or
 - Damage done on the ground when there was no intent to fly the aircraft.

LIABILITY RELEASE FOR SOUTHWEST ILLINOIS SPORT AVIATION FLIGHT PARK

Southwest Illinois Sport Aviation Flight Park (1IL4) is a private-use airport, available for recreational purposes at no charge. Before landing or departing, pilots must have filed a completed and signed liability release with airport management.

WARNING

AS A PRIVATE AIRPORT, AIRFIELD CONDITIONS ARE NOT CONTINUOUSLY MONITORED AND FIELD CONDITIONS MAY CHANGE WITHOUT NOTICE. PILOTS ARE RESPONSIBLE FOR DETERMINING IF THEIR AIRCRAFT CAN BE SAFELY OPERATED FROM THE AIRFIELD.

I, the pilot whose information is provided in this form, affirm that the statements in the Liability Release are true and made in good faith, and no information has been withheld or suppressed.

IN CONSIDERATION of my flight(s), I, the undersigned, agree, intending to be legally bound hereby, that as the pilot of my flight(s), the landowners and airport operators on which my flight(s) will takeoff and/or land (collectively, with their respective successors, heirs, assigns and insurance companies, all of the foregoing are hereinafter referred to as the "Released Parties"), shall not be liable for my death or injury to my person, or for any loss or damage to my property, caused in any manner whatsoever, whether attributable to the negligence, intentional act or omission of one or more of the aforesaid Released Parties, or for any other reason, occurring during the time that I am in, entering, or alighting from an aircraft piloted by me. I do hereby, for myself and my heirs and assigns, waive any right of action against the Released Parties from any and all causes or claims that I may have against one or more of the Released Parties. I further agree not to sue on any such cause or claim. I fully acknowledge and understand that there are dangers and risks associated with my flight(s) that might result in my injury or death, and I voluntarily desire to participate in, and assume the risks of my flight(s). I, the undersigned, accept liability for all accident/incident-related damages and all liability not covered by my insurance policy for flight operations at Southwest Illinois Sport Aviation Flight Park (1IL4). I further agree to abide by all Federal Air Regulations, Airman Information Manual procedures, and standard operating procedures.

Signature

Printed Name (and company, if applicable)

Date

Address: _____

Telephone: _____ E-mail: _____

Aircraft N#: _____ Aircraft Type: _____

Aircraft N#: _____ Aircraft Type: _____

Aircraft N#: _____ Aircraft Type: _____