

KELLY AIR PARK INFORMATION AND OPERATING PROCEDURES

A. GENERAL

1. Kelly Air Park (KAP) is a private fly in community without a control tower located in Class G airspace. Visitors are welcome; however, KAP should not be used for flight training of non-owners except for Black Forest Soaring Society (BFSS) member student glider or tow pilot training.
2. All aeronautical activities at the Airpark shall conform to the current provisions of the Federal Aviation Regulations, the Aeronautical Information Manual (AIM), applicable state laws, these operating procedures and orders issued by the authority of the KAP Board of Directors (BOD). In order to achieve the safest possible operations, each lot owner shall brief their invitees. KAP and BFSS shall brief their membership on adherence to these procedures.
3. KAP has an assigned UNICOM frequency of 123.05 MHz designated for Common Traffic Advisory Frequency (CTAF) and an AWOS on frequency 134.375 MHz. Radio equipped aircraft shall make an advisory call to KAP traffic on CTAF when approaching the airpark. In addition, please call pattern entry, downwind, base, and final.
4. There is an FAA sanctioned (Notice to Airman) Aerobatic Practice Area 3 SM east of KAP which is one kilometer square from 800' AGL to 4,000' AGL. Operations are authorized 7 days a week during daylight hours. Additional information can be found at www.iac5.org.
5. KAP is 6NM, 9NM, and 10NM from each of three Victor airways, and is located between two high air traffic density areas and on the transit route between them.
6. KAP has two intersecting runways. The visibility from the approach ends of these runways is limited and aircraft on or near the approach ends of runway 8/26 are not visible to pilots of aircraft on the approach end of runway 17/35.
7. Simultaneous power and glider operations are conducted at KAP, most frequently on weekends and holidays. When glider operations are being conducted, all aircraft are encouraged to use the direction of tow for departures and arrivals. The direction of tow does not, however, restrict the direction of powered aircraft departures or landing. Because of restricted visibility from the ends of the runway, use caution and announce intentions on CTAF 123.05 MHz.
8. All pilots are encouraged to adhere to the recommended AIM traffic pattern entry and exit procedures, particularly during simultaneous powered and glider operations.
9. Aircraft on takeoff leg shall delay turns until past the field boundaries, which are the county roads.
10. Powered aircraft recommended pattern entry altitude is 7800 feet MSL (800AGL) and the traffic patterns are east of runway 17/35 or south of 8/26 as depicted by the segmented circle collocated with the mid field wind sock. Glider traffic patterns are west of runway 17/35 and north of 8/26. When glider operations are being conducted, all aircraft must be extra vigilant for converging traffic patterns on base to final.
11. Powered aircraft will normally complete engine run-ups and pre-takeoff checks on the paved cross taxiways as far from the runway centerline as practical, and remain there until ready for takeoff.
12. Pilots of powered aircraft departing during glider staging on the west taxiway should consider completing engine run-up and pre-takeoff checks, then back-taxiing on the active

runway for takeoff. Pilots are encouraged to contact the tow pilot on initial start and taxi to coordinate an expeditious departure.

13. Flight operations will be conducted only from the common area. Takeoffs should be from the paved runway. Landings will normally be made on the paved runway. Except for actual emergencies, landings on runway 8/26 and between the taxiways and runway 17/35 are limited to when surface conditions are not conducive to any rutting or damage to the common area. Touch and goes are not permitted in the grass areas. Except for actual emergencies and glider student training for familiarization on the east taxiway, landings on taxiways are not permitted.
14. Aircraft or vehicles may not remain unattended on the taxiway, but shall have an operator present at all times. Operations are NOT permitted on private lots without the owner's approval. No aircraft or vehicles shall be parked in the areas between the runway and taxiway.
15. Except for common area maintenance and glider handling, foot traffic in the common area should be kept to a minimum. Persons under the influence of or using recreational drugs or alcohol are not permitted on the common area.
16. Jets, ultralights or aircraft with a maximum gross takeoff weight greater than 12,500 pounds are specifically prohibited from any operations at the Airpark.
17. Except for soaring operations, common area maintenance, emergency response or vehicles towing aircraft, the operation of private vehicles in the common area is prohibited without prior approval of the KAP BOD or the common area coordinator. No ground vehicle shall be left unattended in the common area.
18. Lot owners should discourage unauthorized common area access through their lot.

B. SOARING OPERATIONS

1. Soaring support vehicle operations will be kept to the absolute minimum. These vehicles will make no trips not in direct support of glider flight operations. The preferred method of glider movement is by hand. All support vehicles will stay off the grass areas and give way to aircraft, either in the air or on the ground. Driving on wet grass or soft ground is strictly prohibited.
2. Gliders will normally stage from the west taxiway. A single glider may stage on the paved cross taxiways as far from the runway centerline as practical. A glider will not occupy the runway until its tow plane has landed or has departed the tie-down area towards the tow position. Gliders will not occupy the runway ahead of aircraft landing or ready for takeoff. Prior to staging, glider pilots should be prepared as much as possible to minimize time spent on the active runway.
3. Glider traffic patterns are west of runway 17/35 and north of 8/26. When glider operations are being conducted, all aircraft must be extra vigilant for converging traffic patterns on base to final. Glider traffic pattern recommended entry altitude is 8000 feet MSL (1000 feet AGL).
4. Gliders shall normally remain west of runway 17/35 when below 8500 feet MSL (1500 feet AGL). Glider pilots thermalling below 9000' MSL (2000' AGL) within 2NM of KAP should monitor CTAF and report their position upon hearing other aircraft report intent to take off or enter the traffic pattern.

5. The tow pilot shall, with exceptions noted in this section, use the powered aircraft operating procedures outlined in the General section above including traffic advisories and pattern operations.
6. On takeoff with gliders in tow, the tow pilot will normally turn to the east just past the field boundary, then turn north or south to a downwind from which the glider can recover on the airfield in case of a rope break. That downwind is normally between the runway and Running Creek to the east.
7. In case of strong west winds, the tow pilot may turn west just past the field boundary then turn north or south to a downwind from which the glider can recover on the airfield in case of a rope break. The tow pilot will announce a west departure when staging for glider tow.
8. The tow pilot will normally depart to the west if the glider is still on tow above pattern altitude. Gliders will normally be released above pattern altitude upwind of the airfield or in lift conditions.
9. BFSS towing operations at the Airpark shall be conducted with a tow plane equipped with an operable retractable towrope. Such towing operations shall comply with the operating procedures applicable to all other aircraft at the Airpark. Any landings conducted on runway 35 without an operable retractable towrope will establish a base leg between CR98 and the farm to the south of the airpark. On final approach, cross CR98 at a minimum altitude of 300ft AGL to avoid cars, people and the fence next to the road.
*Always remember you have a tow rope attached!!!**

*Note: This rule is established by order of Judge Holmes, CO Elbert County District Court 18th JD, on 21 May 2009, case # 2008CV289. All tow pilots shall be briefed to this requirement as part of their check out.

10. Runway 8/26 will not be used for glider towing operations.
11. Landings on runway 8/26 trailing a towrope are prohibited.
12. Ground launching of gliders is permitted provided no hazard exists to persons or property, and there is prior coordination with and approval of the KAP BOD. Intentions shall be announced on CTAF 123.05 MHz. Ground launch activities shall cease and the common area will be cleared to allow other aircraft to land or takeoff.

For the purpose of compliance with the Kelly Airpark Information and Operating Procedures, convenience in retrieving a glider, delay in tow plane turnaround, desire to get the next tow off, multiple gliders in the pattern at once, and training scenarios including simulated rope breaks or premature release do not, in and of themselves, constitute emergencies.

These rules were reviewed and approved on 12 September, 2009 by the KAP BOD.