

Operating Rules and Conditions for the Use of Dry Creek Airport

(Revised Mar 6, 2008)

Dry Creek Airport is owned by the Skinner Road Airport Community Association. It is a private residential airport registered with The Federal Aviation Administration, registration no, 23695.11*A. The airport identifier code is TSØ7. Usage of the airport will be governed by the following rules and conditions.

1. That said airport shall only be used in a safe manner as defined by the rules, regulations, and orders of the Federal Aviation Administration, and such ordinances, rules and regulations as may be promulgated by the Texas Department of Transportation, Aviation Division, and as hereinafter provided.
2. Only properly registered and maintained aircraft shall be permitted to use the airport. Each person owning an aircraft based at the Airport shall register with the Airport Manager their name, address, telephone number, aircraft model, aircraft registration "N" number, and the name, address, and telephone number of their next of kin or person to be notified in case of an accident or emergency.
3. Use of the airport will be confined to property owners in good standing, their fly-in guests and others with prior permission.
4. An annual fee for maintenance of the airport will be charged to each property owner and/or User. Failure to pay the fee will be considered reason to suspend usage of the airport until payment is made. In the event that payments are not made for several years, the accumulated payments must be made before usage rights are restored. If the property is sold with delinquent payments, it becomes incumbent upon the new owner to bring these payments up to date before using the airport.
5. Prior to use of the airport, the property owner must show proof of the following liability insurance: \$1,000,000 Combined Single Limit for each occurrence. For Ultralight owners, a copy of the appropriate owner's insurance policy must be on file with the Association corporate books.
6. Flight operations shall be governed by the following rules:
 - (a) For all aircraft, traffic pattern altitude shall be 1,000 ft msl; for Ultralights, the altitude will be 500 ft agl.
 - (b) The traffic pattern is entirely to the West side of the airport. Traffic on Runway 17 will be right hand, and on Runway 35 will be left hand. Within the capabilities of the individual aircraft, base leg for Runway 17 and crosswind leg for Runway 35 will be north of Huffmeister Road. Downwind leg for either runway will be above Cypress Rose Hill Rd. Base leg for Runway 35 and crosswind leg for Runway 17 will be south of Spring Cypress Road. If possible, flight over the school complex south of Spring Cypress Road should be avoided. Ultralights should observe the same pattern, except that the downwind should be

flown midway between Cypress Rosehill Road and the runway. It is the responsibility of Ultralights to yield to faster aircraft.

- (c) It is strongly recommended to begin your takeoff from the end of the runway. On departure, there will be no turns prior to reaching the end of the runway. Furthermore, other than minor turns to avoid sensitive areas, and depending on the airplane capability, turns to crosswind or on course headings should not be initiated until reaching 550 ft MSL (400 AGL).
- (d) The common traffic advisory frequency (CTAF) is 122.9 MHz. This is also the frequency to be used to turn on the runway lights.
- (e) All radio-equipped aircraft shall call their pattern positions on downwind, base, and final. It is strongly recommended that all aircraft carry at least a handheld transceiver.
- (f) Non-resident student instruction will not be permitted.
- (g) Regular use of the airport shall be denied to aircraft engaged in any commercial endeavor.
- (h) Storage of derelict and / or inoperable aircraft is prohibited outside of hangars.
- (i) Except for maintenance purposes, use of the runway is restricted to aircraft operations. Except for crossing the runway, all pedestrians or golf carts should remain to the side of the runway.
- (j) Landing aircraft should ensure that the pattern is clear of approaching aircraft before back taxiing. The roll out should be continued to the end of the runway or the runway should be cleared by exiting the runway on one of the culverts to the taxiway located on the west side of the runway.
- (k) Any aircraft that is deemed to be a nuisance or a hazard shall be prohibited from using the airport.
- (l) Flying is permitted on a 24 hour basis, but operations after 11:00 PM should be held to a minimum.
- (m) No flying club type operations will be permitted.
- (n) There will be no smoking of the runway.
- (o) The interpretation and enforcement of these rules is the responsibility of the airport manager.
- (p) GPS Approach
 - a. The use of the Special Instrument Approach Procedure is limited to the members and guests of SRACA who are appropriately rated and flying suitable IFR aircraft.

- b. All pilots using the approach must have been given a briefing on its use by a resident IFR pilot. After such a briefing, a serialized copy will be distributed to each pilot.
 - c. Non-members of SRACA will require a letter granting permission to use both the airport and the approach and have their name submitted to the southwest region of the FAA in Fort Worth for approval as per Aim 5-4-8.
 - d. All pilots using the approach will give their e-mail addresses to SRACA for NOTAM distribution, and it will be each pilot's responsibility to check for NOTAMS.
 - e. All circle to land maneuvers will be conducted to the west of the airport. The recommended procedure is a 45 degree right turn onto a 35 downwind at the MDA.
 - f. All VFR pilots will be also be given a briefing on the approach.
 - g. Reminder - it's the pilot's responsibility to cancel IFR flight plans, in the air or on the ground.
- (q) Any questions as to rules interpretation will be referred to the Board of Directors for resolution.