

Jumbolair Aviation and Equestrian Estates Airport Procedures

Runway 36



Runway 18



General

- **Scope**

Jumbolair Airport is a private airport operated by Jumbolair Aviation Operations, LLC (JAO).

The Jumbolair Homeowners Association (JHOA) and the Jumbolair Aviation Operations, LLC has the authority and the responsibility to oversee the operation of the Airport. All flying activities at the Jumbolair Airport are regulated by the FAA, and by the recommended procedures published in the Aeronautical Information Manual. In addition, a limited number of local rules and procedures, described herein, have been established to promote a safe and enjoyable airport. All residents, tenants and invitees are required to abide by these rules and procedures.

- Prior permission is required to land at the Jumbolair Airport “17FL”. If you are not a full-time resident with a registered aircraft on file, you must contact JAO by email Info@jumbolair.com or text/call 321-339-8902 and receive permission prior to landing.
- All aircraft must provide a current insurance certificate sent to the email above prior to operating on the airport.
- All residents must keep an updated insurance certificate on file with JAO for all aircraft flown in and out of the community.
- Only licensed pilots or homeowners over 18 may be on the runway at any time. Guests will have to be escorted onto or from the runway.
- Use of runway lights (Day and Night) and radio calls are mandatory for all activities on the runway.
- All traffic patterns should be flown on the west side of the runway centerline. There is one tower approx. 2 miles south of departure end of runway 18 (677') and one tower directly east 2 miles of runway 36 (1448').
- No fueling on the asphalt areas of the runway or taxiways, all fueling must be on concrete areas only.
- Helicopters with Skids must park in approved areas and at no time on the asphalt in the community or the runway. There are 2 parking spots on the south end inside the blast wall area or the concrete ramps of the homeowners.
- No helicopter full autorotation touchdowns are permitted.
- No animals are permitted on the runway or in the vicinity of the runway. When the runway is inactive, Dogs are permitted but must be kept on a leash at all times.

Jumbolair Airport Use Requirements

This is a private airport operating under a Private Airport Registration and site approval is issued by the FAA to JAO. Rules and restrictions imposed govern its use. Implicit in operating at the Jumbolair Airport: You are giving consent to the Jumbolair Development, LLC (JAD), Jumbolair Aviation Operations, LLC (JAO), and Jumbolair Homeowners Association (JHOA), to clear the runway in case of an incident/accident. It is the responsibility of the resident or tenant extending an invitation to make all invitee pilots aware of the transit parking locations, restrictions, operating rules, and procedures of this airport.

By using the Jumbolair Airport and facilities, you indicate your acceptance of and agree to be bound by the terms of the Jumbolair Airport Procedures and any subsequent amendments.

Runway Description

The asphalt runway is designated 18/36 is 7,550 feet long and 200 feet wide at an elevation of approximately 100 feet MSL. The south end of the runway has a 20' tall concrete blast wall.

- **Runway 18** has a displaced threshold of 1,020 feet. Available landing distance is 6,530' feet. RIGHT TRAFFIC recommended due to obstacles.
- **Runway 36** has a displaced threshold of 990 feet available landing distance. Runway 36 is 6,000 feet, including an emergency overrun of 560' at the end of the runway. LEFT TRAFFIC recommended due to obstacles.
- Maximum aircraft operating weight is 60,000 pounds or a maximum ACN / PCN rating of 22/F/B/X/T.

Communications

17FL Frequencies:

CTAF	122.7
Runway Lighting	122.7
Ocala ATIS	128.125
Departure/Approach	118.6
Clearance Delivery	904-741-0284

- All pilots must announce intentions in the airport environment from aircraft with a VHF radio and use radio procedures recommended in the Advisory Circular for non-towered airports. Lights should be activated on 122.7 when using the runway. The assigned Unicom frequency is 122.7 MHz. This is used as the Common Advisory Frequency (CTAF) and is unmonitored for airport advisories. Airport Weather information is available from KOCF on 128.125 MHz. Aircraft without an operational VHF are not allowed to operate from the airport.

Reference Publications

Federal Aviation Regulations, TSA Regulations, Aeronautical Information Manual, and Advisory Circulars, form the basis for all flight operations and airport operating procedures.

Noise Sensitive Area

Pilots should be aware that the area around Jumbolair Fly-In is noise sensitive. Housing areas, schools, etc., should be avoided to the extent possible and practical.

Airport Safety

Smoking within fifty feet of any fuel truck or aircraft fueling facility is unsafe and is therefore not permitted.

No aircraft are permitted on streets.

Airport Facilities

Runway Lights

Runway lights are activated by the pilots. Light intensity can be controlled by the pilot by activation of the mic switch on 122.7 MHz (3-clicks for low, 5-clicks for medium, and 7-clicks for high). Use of runway lights are required day or night when the runway is in use.

Windsocks

Windsocks are installed at the approach Left end of the runways and the East side of the runway in the center.

Security

Security Issues

Runway encroachment by vehicles or individuals, vandalism of aircraft or airport facilities, unauthorized vehicles on taxiways, or other activities deemed to be a hazard or a potential hazard to aircraft operations should be reported immediately to Jumbolair Security at 321-339-8902. Theft, vandalism or destruction of aircraft or airport facilities is a federal offense.

Pilot Communication with Security

Jumbolair Security can be contacted on the CTAF 122.7 MHz for emergency assistance or urgent communications.

Security Cameras

The runway, taxiways and aircraft parking areas are under camera surveillance by the Airport Operations 24 hours a day. These cameras are recorded.

Runway Access

Only licensed pilots or homeowners over 18 may be on the runway at any time. **Pedestrians and/or vehicles should remain clear of the runway and within 20' of the runway edge (safety zone).** Vehicles with authorized runway access must turn on flashers when on the runway. All authorized vehicles must have a two-way communications radio and monitor 122.7 MHz. Other vehicles not so equipped must be escorted while in these restricted areas. When runway lights are activated all pedestrians and vehicles must clear the runway immediately.

Taxiway Access

- **Vehicles** - (cars and trucks) are prohibited from using all taxiways without permission.
- **Vendors and Non-Residents** – In all cases, vendor and non-resident vehicles, must be escorted by Jumbolair staff personnel on taxiways and runways.
- **Pedestrians and Pets** – Pedestrians or golf cart operators on runways or taxiways are not permitted to use headphones or other devices which limit the ability to hear approaching aircraft. Pets must be on a leash or otherwise confined at all times.

Taxiway Speed Limit

The maximum speed limit on all taxiways is 15 mph for vehicles and aircraft.

AIRCRAFT ALWAYS HAVE THE RIGHT OF WAY.

South Blast Wall Area

This area is for the use and enjoyment of all residents, guests, and invitees. Its location and proximity to the runway requires special vigilance. Licensed pilots or homeowners must always escort passengers in the area. Because of the proximity to an active runway and taxiway, all children should always be kept under close supervision while in the area. Pets must be on a leash. No person is allowed on top of South Blast wall at any time.



Ground Operations

Aircraft always have the right of way.

- **Taxiing**

Pilots will taxi at a reasonable and safe speed. The speed limit on all taxiways and ramp areas is 15mph.

- **Runway Selection**

There is no preferred runway. It is the pilots' responsibility to determine the appropriate runway to use and to make proper and accurate radio calls.

- **Engine Run-up**

Normal engine run-up is restricted to the runways. Maintenance run-ups are permitted only on homeowner's ramp. Pilots shall exercise good judgment in attempting to minimize the effects of prop wash/jet blast and noise production during run-up.

- **Back Taxiing**

Runway lights should be turned on for back taxi, and proper radio calls should be made before entering the runway.

When on the runway use landing lights and radio coordination with other departing and landing traffic.

Flight Operations

(Compliance with FAA AC 90-66B CHG 1 issue 2-25-2019 required)

***Pilots are encouraged to always use landing lights for
Taxi, Takeoffs and Landings***

Takeoffs

All fixed wing aircraft are encouraged to use the full length of the runway to provide the greatest margin of safety in the event of an emergency.

Noise Abatement

Departing aircraft are to climb on runway heading to 500 feet AGL and beyond the departure end of the runway before making any turns. Pilots shall use noise abatement climb procedures including after-takeoff power and prop speed reductions consistent with safe operating practices and techniques.

Departure Information

All VFR departures should be aware of the Ocala airspace 4NM SW of the airport. Ground to 1,500' MSL

KOCF Information

ATIS	128.125
Tower	119.25
Departure/Approach	118.6
Ground	121.4
Clearance	904-741-0284

Night Operations

During the hours of darkness, if runway lights are inoperative, the runway is closed. Night proficiency flying should be completed by 10 P.M. local time. If flying is necessary between 10 P.M. and 7 A.M., please consider your neighbors by keeping noise to a minimum.

Flight Training

Residents - Only Residents of Jumbolair are permitted to train at the Airport.

VFR Operations

Arrivals - Arriving aircraft should use ATIS on 128.125 MHz for KOCF airport weather information. Pilots are expected to monitor and make appropriate radio calls (with type, location of aircraft included) and announce intentions on the local CTAF frequency 122.7 MHz. Fly an altitude between 1,000'-1,500' AGL. All arriving aircraft shall fly a Standard Left-Hand Traffic pattern for Runway 36 and a Right-Hand traffic pattern for Runway 18.

Overhead Approach - Overhead approaches are normally used for formation flights; however, they are not given priority over other traffic. Formation flight leaders are expected to take adequate spacing on other traffic in the pattern. Common sense and normal courtesy should be exercised to resolve traffic pattern conflicts. An overhead approach consists of an Initial Point (IP) 1 to 3 miles out that is aligned with the runway. Aircraft then fly at traffic pattern altitude to a point overhead the approach end of the landing runway.

The lead aircraft will perform a 180-degree turn (called the break) to downwind and at an appropriate point, a continuous turn to final. Succeeding aircraft take spacing on the preceding

aircraft and fly the same pattern. Appropriate radio calls are made at the IP, the break and base leg. This procedure is effective in rapidly recovering (Landing) multiple aircraft.

IFR Operations

Departures - Departing aircraft should use KOCF ATIS 128.125 MHz or 352-237-8525 for airport weather information. Pilots are expected to monitor and make appropriate radio calls to announce their intentions on the local CTAF frequency 122.7 MHz.

For IFR clearance Pilot can use Cell Phone call JAX Departure Control 904-741-0284

Arrivals - Arriving aircraft should use KOCF ATIS 128.125 MHz for airport weather information. Pilots are expected to monitor and make appropriate radio calls (with type, location of aircraft preferred) and announce intentions on the local CTAF frequency 122.7 MHz.

IFR GPS Approach - RNAV(GPS) is a private approach to a private airport. Only Pilots with an approved LOA and numbered approach plate assigned in their name are authorized to use this Approach. CANCEL IFR FLIGHT PLAN in the air or with JAX Departure Control 904-741-0284

Helicopter Operations

Start-Up - Run-ups are to be conducted at the helicopter parking pad.

Taxiing - Hover taxiing is permitted

Departures - After coordination with fixed wing arrival and departure traffic, helicopters should depart to avoid the flow of fixed wing traffic.

Arrivals - Approaches must be made over the centerline of the runway. Pilots are encouraged to plan the approach to spend minimum time on the runway. Hover taxi to a designated helicopter parking pad without delay.

Jumbolair-APA (Aerobatic Practice Area)

An aerobatic practice area (Box) from the surface to 7,500' MSL may be active by Notam over the runway. The runway will be closed when the Aerobatic box is HOT. There will be a ground observer (Airboss) with radio access on the CTAF frequency 122.7. Aircraft requesting access to the runway when the Box is "HOT" must contact the Airboss on 122.7 prior to entering the area or runway and receive proper clearance.

Ultra-Light Operations - are prohibited.

Balloon Operations - are prohibited.

Gliders- are prohibited

RC Remote control aircraft (Drones) – Are prohibited