

SPRUCE CREEK AIRPORT ARRIVAL & DEPARTURE PACKAGE



Photo Compliments of Bob "Roofman" Terry

Release Date: May 1, 2010
Revision B: March 12, 2012
Created By: Sal DeVincenzo and John Hamlin

REVISION TRACK

<u>Date</u>	<u>Revision</u>	<u>Revision Description</u>
1 May 2010	New	ALL PAGES
1 Jan 2012	A	Update drawing page 1
1 Jan 2012	A	Revision to invitee parking procedures page 10
1 Mar 2012	B	Revision to invitee parking procedures page 10

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INTRODUCTION: Spruce Creek Airport (here after referred to as the Airport) is a private airport owned and operated by the Spruce Creek Property Owners Association (SCPOA). The Airport Authority Committee (here after referred to as the AAC) thru the SCPOA Board of Directors has the authority and the responsibility to oversee the operation of the Airport. All flying activities are regulated by the FAA, TSA and by the recommended procedures published in the Aeronautical Information Manual. In addition, a limited number of local rules and procedures have been established to promote a safe and enjoyable airport. All residents, tenants and invitees are required to abide by these procedures.

VOLUSIA COUNTY FLORIDA
 SPRUCE CREEK AIRPORT 7FL6
 29 04.81N, 081 02.80 W
 6 mi South of Daytona Beach International Airport (KDAB)
 PRIVATE AIRPORT (INVITATION ONLY)

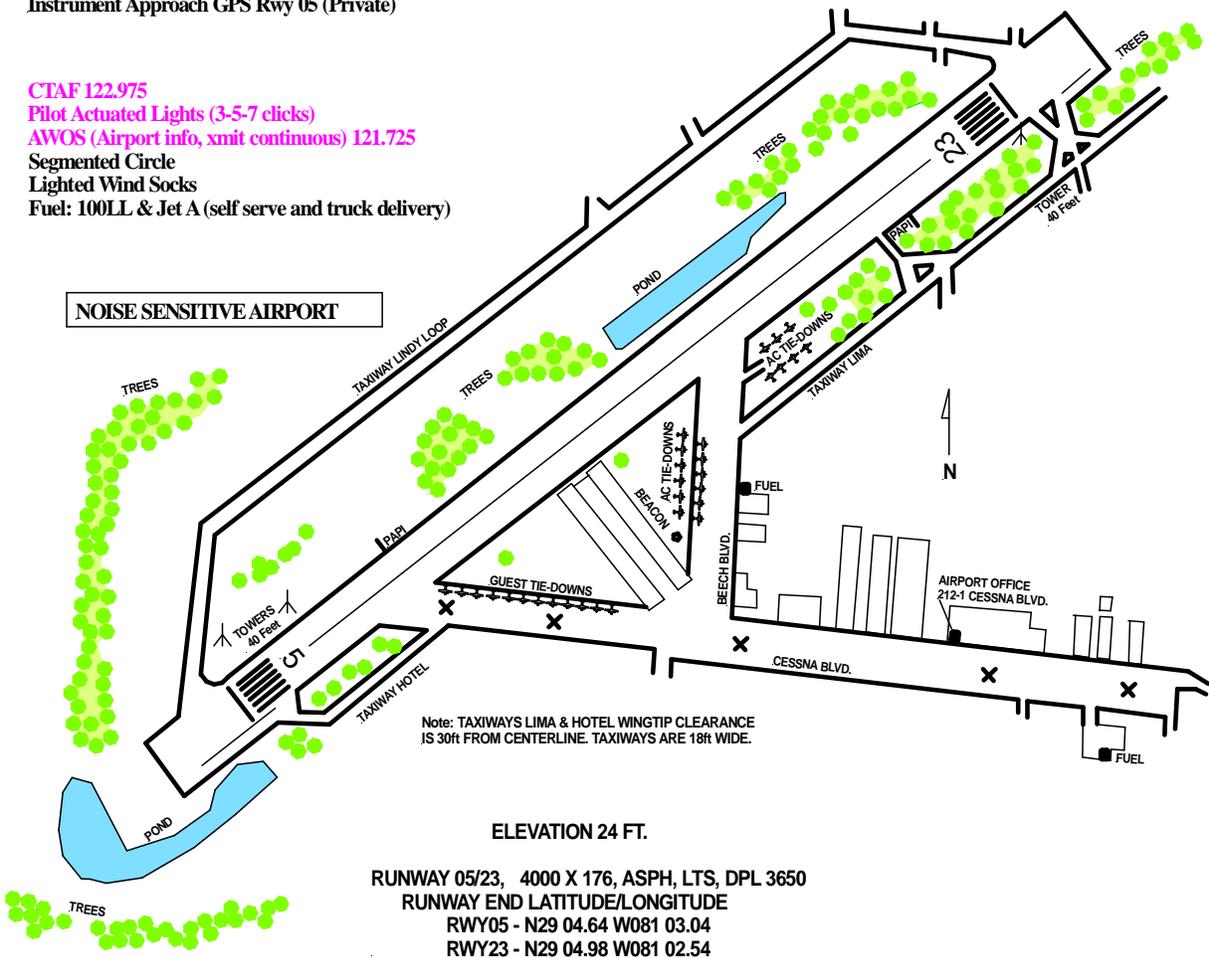
OWNED & MANAGED BY:
 Spruce Creek Property Owners Association, Inc.
 212-1 Cessna Blvd. Port Orange, FL 32128
 Tel: 386 212-7468 / After Hours 386 756-6125 (Security)
 Fax: 386 761-7808/ Email: Airport@scpoa.com
 Airport Manager: 386 872-1430
 Airport Info and Rules at www.scpoa.com/airport/

HOURS ATTENDED 0800L-1600L
NIGHT ARRIVALS
NOTIFY SECURITY ON FREQ: 122.975
 Or on Ground PH. 386 756-6125

INVITED GUEST AIRCRAFT MUST BE TIED DOWN AT HOST'S HANGAR OR GUEST PARKING ON CESSNA BLVD BEHIND BLUE LINES ONLY

Ormond VOR 112.6 165°R/13.9 DME
 Orlando VOR 112.2 020°R/35.6 DME
 St Petersburg FSS 122.2
 Approach Control South 125.35 / North 125.8
 Instrument Approach GPS Rwy 05 (Private)

CTAF 122.975
Pilot Actuated Lights (3-5-7 clicks)
AWOS (Airport info, xmit continuous) 121.725
 Segmented Circle
 Lighted Wind Socks
 Fuel: 100LL & Jet A (self serve and truck delivery)



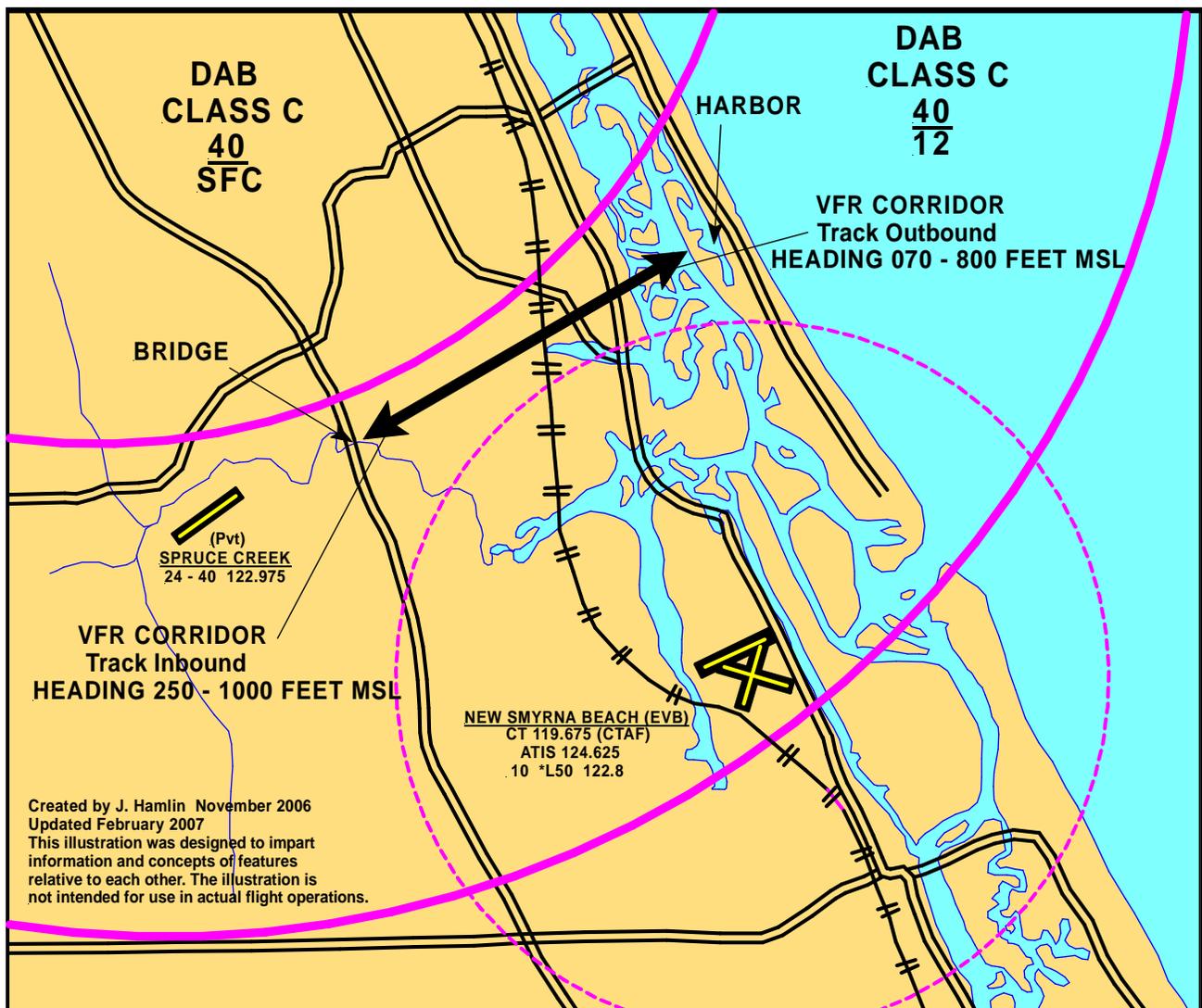
ARRIVAL AND DEPARTURE

Creek Arrival/Departure: The “Creek Arrival” and “Creek Departure” are visual procedures that can be used to arrive or depart the Spruce Creek airport to and from the ocean shoreline. These are VFR only procedures which define a ground track and target altitudes for inbound and outbound aircraft in the corridor between the DAB Class C and the EVB Class D airspace. Pilots should alter course and altitude as necessary for safe separation from other traffic.

Suggested example radio transmissions on the CTAF of 122.975 MHz

Inbound: “Spruce Creek traffic, Twin Comanche, Creek Arrival at the shoreline”

Outbound: “Spruce Creek traffic, Twin Comanche, Creek Departure over the interstate”



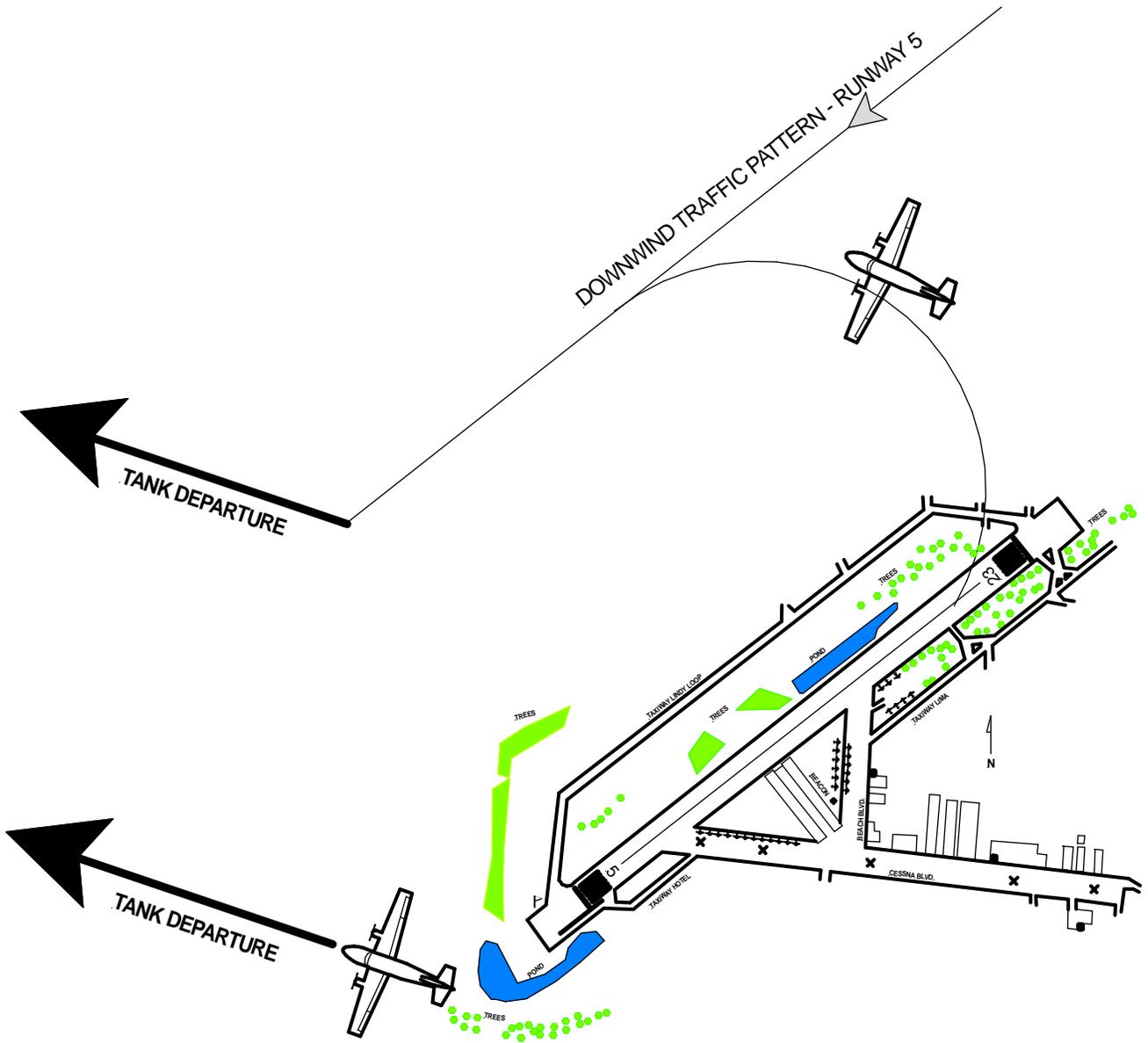
Tank Departure: The “**Tank Departure**” is a visual procedure to stay well clear of DAB Class C Airspace when departing Northwest. This is a VFR only procedure. Pilots should alter course and altitude as necessary for safe separation from other traffic.

Departure from Runway 23:

After departure, turn right, maintain at or below 1000 feet, fly over the tank, then fly heading 290° until crossing I-4 and SR-92 (both major east- west roads), then on course.

Departure from Runway 5:

After departure, enter left downwind, when abeam the numbers Runway 5 turn right, maintain at or below 1000 feet, fly over the tank, then fly heading 290° until crossing I-4 and SR-92 (both major east-west roads), then on course.



Created by J. Hamlin May 2007 Revised August 2010
This illustration was designed to impart information and concepts of features relative to each other. The illustration is not intended for use in actual flight operations.



TANK DEPARTURE

Photo Compliments of Bob "Roofman" Terry

Automated Weather Observing System (AWOS): Current airport weather information is available by radio or telephone. Advisories provide altimeter, density altitude, wind direction and speed, visibility, temperature, dew point, estimated ceiling, crosswind, and wind-shear warnings. A radio check is also available by radio.

- (a) Radio Access** – AWOS is continuously transmitted on frequency 121.725 MHz. A "Radio Check" in which the system accepts a short message from the user, and echoes the same back to the user, is available after every AWOS transmission.
- (b) Telephone Access** – A complete AWOS advisory can be accessed by dialing the SUPERAWOS center at 617-262-3825 and when prompted for an airport, enter 7FL6 (7356).

Formation Flying: Pilots of transient aircraft should be advised that a number of Spruce Creek resident pilots practice formation flying on a regular basis. Typically formations consist of a "flight of two", a "flight of four" or more aircraft. The general practice to recover (land) a formation flight is with the overhead approach common to military operations. If while monitoring the Spruce Creek CTAF, a communication similar to "Spruce Creek traffic, White Flight of four, one mile initial, Runway 5" is heard, the pilot should be aware that this is a formation flight (White flight) about to conduct an overhead approach to Runway 5. The flight is one mile out from the landing runway (in this case Runway 5) at a variable altitude below 1200 feet. Pilots unfamiliar with this procedure should be advised that all aircraft landing in a formation should be treated as a single unit and no attempt should be made to sequence

your landing within the formation unit (**GIVE WAY TO ALL AIRCRAFT LANDING IN A FORMATION FLIGHT**). This subject is discussed further in the section on Overhead Approach.

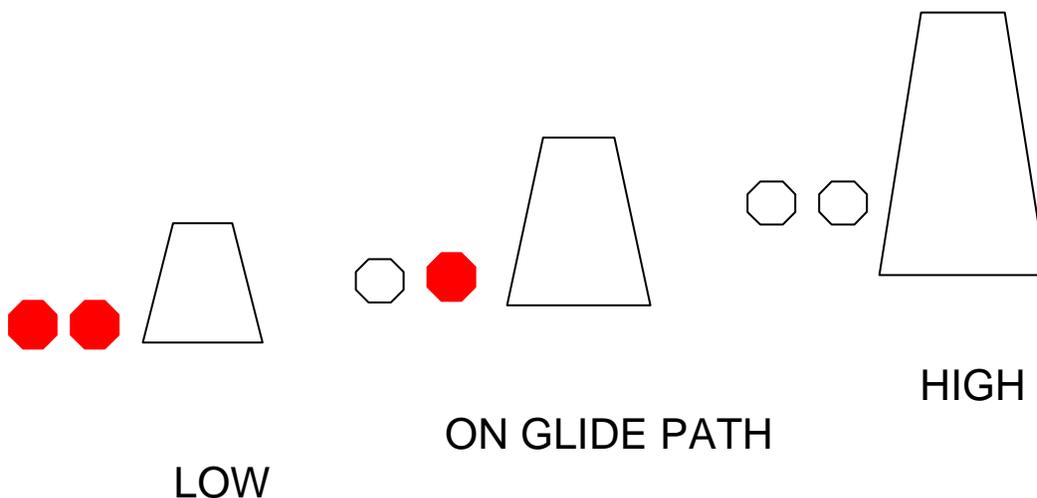
LANDING AND TAKEOFF

Runway Selection: For noise abatement the preferred runway is Rwy. 23

Runway Lights: Runway lights are normally set on low from dusk to dawn. When runway lights are on, light intensity can be controlled by the pilot by activation of the mic switch on 122.975 MHz (3 times-low, 5 times-med, 7 times-high within 5 sec.).

Windssocks: Illuminated windssocks are installed at the approach end of each runway on the left side.

Precision Approach Path Indicator (PAPI): A standard, steady-state, Precision Approach Path Indicator (PAPI) is installed on the left side, 1050 feet from the runway threshold of both runways 5 and 23. The PAPI system is calibrated for a 3 degree glide slope to touch-down 1000 feet beyond the runway displaced threshold.



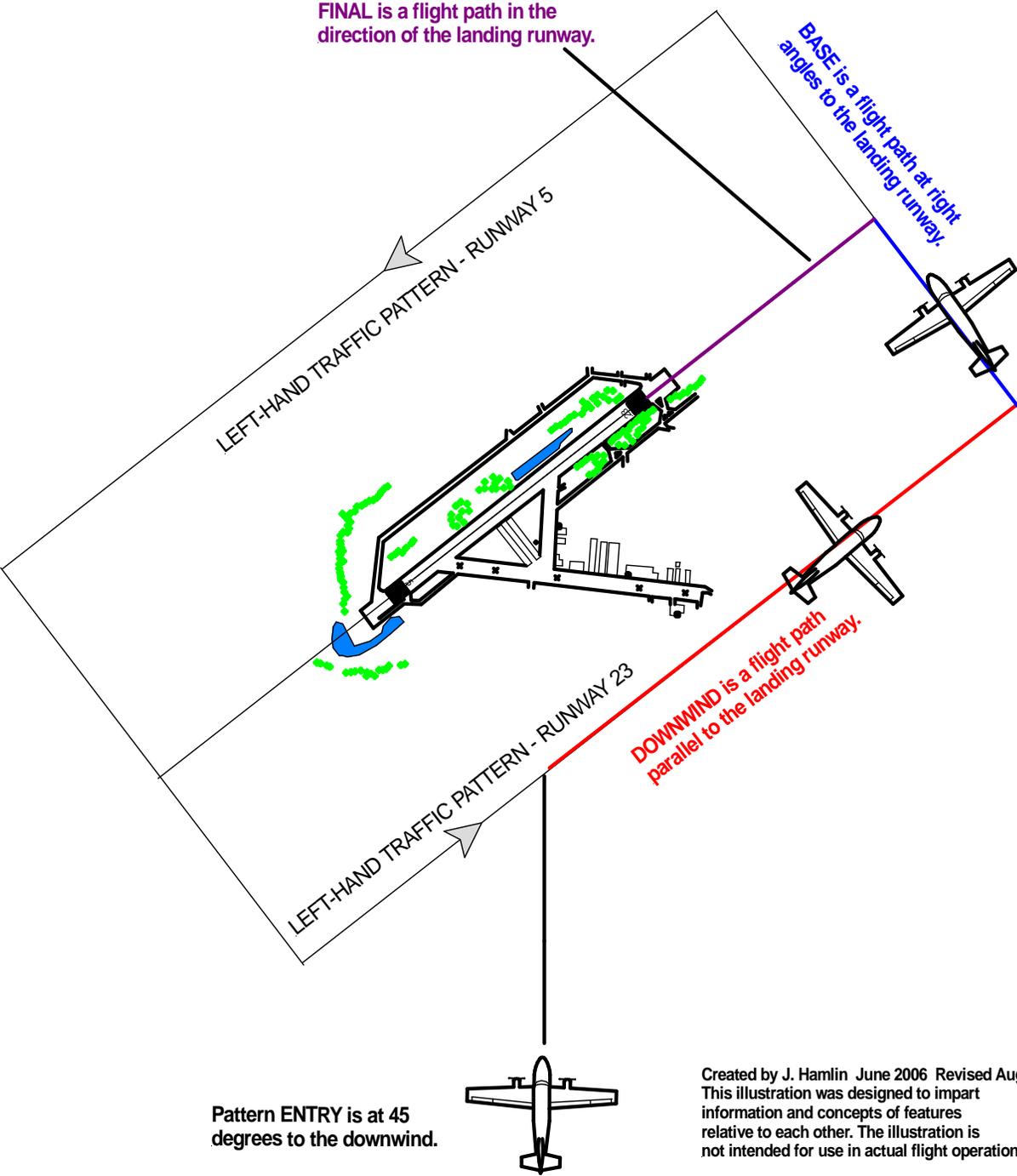
Takeoffs: All fixed wing aircraft are encouraged to use the full length of the runway to provide the greatest margin of safety in the event of an emergency.

Pilots are encouraged to always use landing lights for all takeoffs and landings

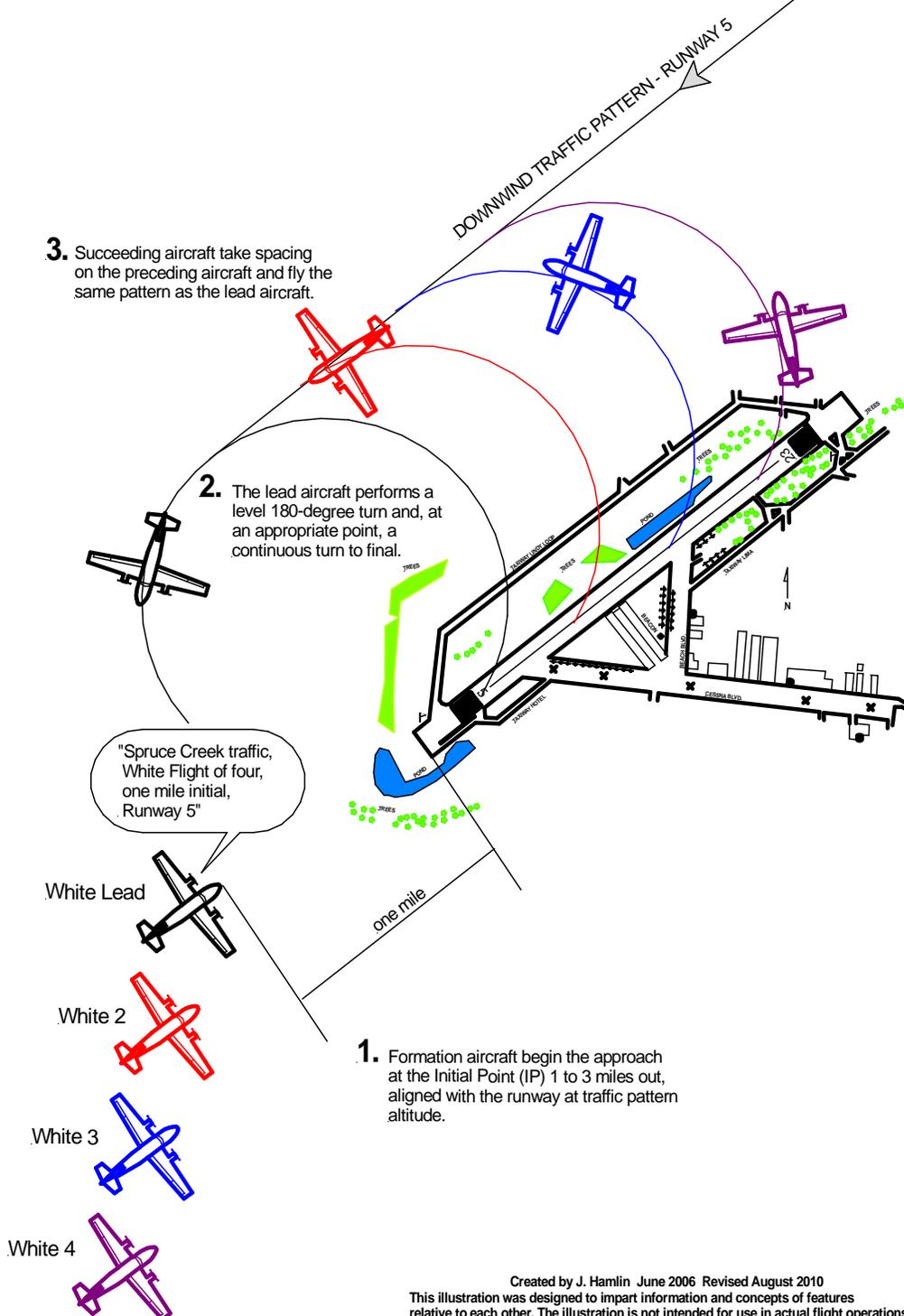
Noise Abatement: Departing aircraft are to climb on runway heading to 400 feet AGL and beyond the departure end of the runway before making any turns. Pilots shall use noise abatement climb procedures including after-takeoff power and prop speed reductions consistent with safe operating practices and techniques.

Departures Restrictions: All VFR departures must be conscious of the configurations of the Daytona Beach (DAB) Class C airspace and New Smyrna Beach (EVB) Class D airspace and their effect on flight operations at the Airport. Radio contact with the appropriate facility is required prior to penetrating DAB Class C or EVB Class D airspace.

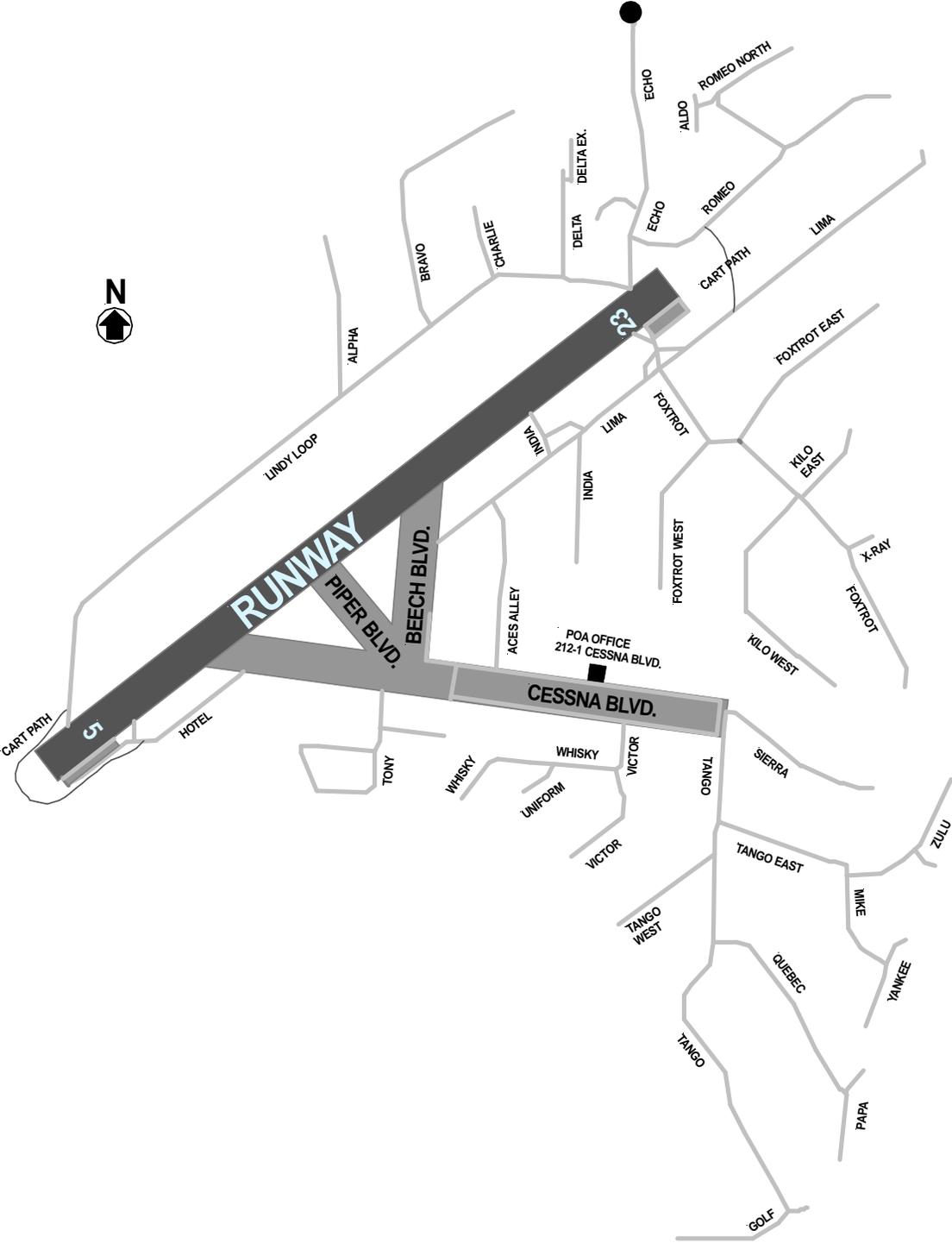
VFR Traffic Pattern: Arriving VFR aircraft should monitor 121.725 MHz for airport weather information. The traffic pattern altitude is 800ft AGL. Except for large and/or high speed aircraft 1000ft AGL. All arriving aircraft shall fly a Standard Left-Hand Traffic pattern at the appropriate altitude using AIM recommended radio calls and procedures. Straight-in approaches and landings are discouraged.



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 level 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.



Taxiways: The Airport has approximately 4 miles of taxiways. Taxiways Beach, Cessna, and Lindy Loop are 100 ft. wide. Taxiways A, B, C, and D are 50 ft. wide. All other taxiways are 60 ft. wide. Taxiways Beach, Cessna, Lindy Loop, D, E, Tony and Aces Alley are dual use (auto traffic is permitted, however aircraft have the right of way).



AIRCRAFT PARKING

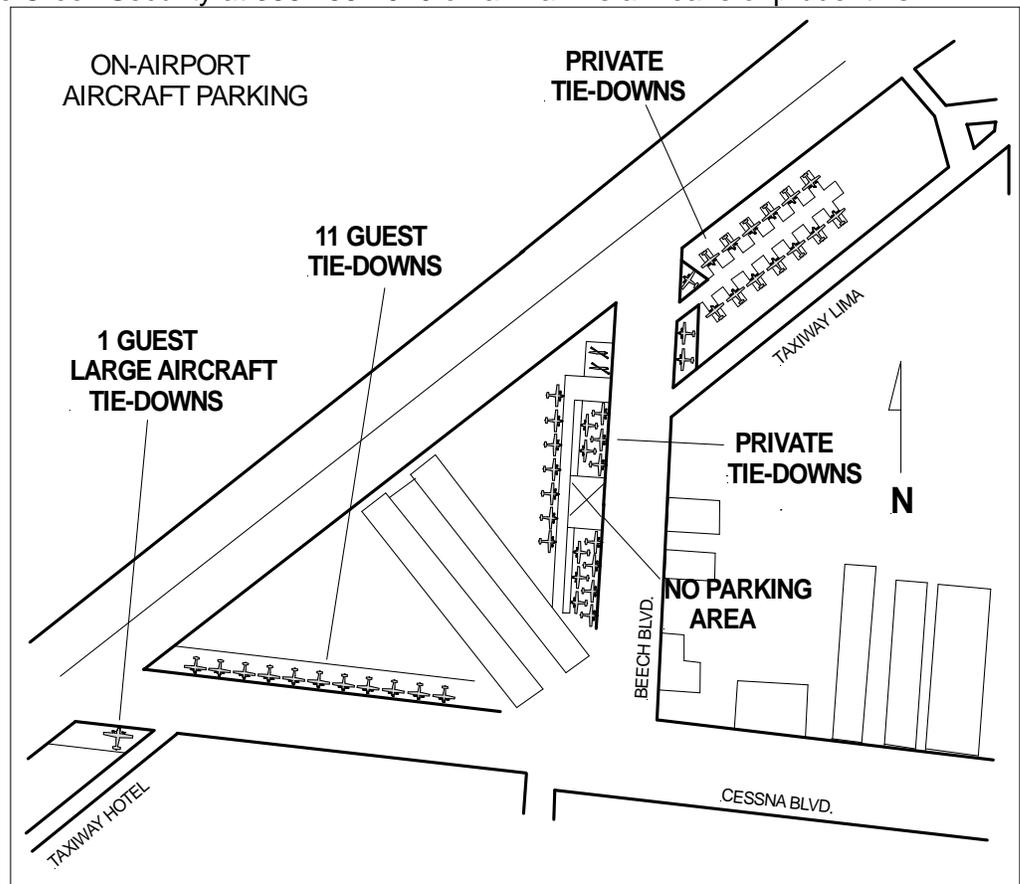
Spruce Creek Airport: This is a private airport operating under a renewable Private Airport Registration and Site Approval issued by the State of Florida. Rules and restrictions imposed by this Registration govern its use. All aircraft operating at the Airport must have liability insurance.

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.

All aircraft parking on ramp must display a name and phone number and Spruce Creek contact on the glare shield.

Invitee Aircraft Parking: Ramp Parking areas at the north and south side of Cessna Blvd., behind blue lines are designated guest parking areas. Day parking Guest/Visitors are required only to display the pilot's name and local phone number or cell number in the left side windshield of the aircraft and contact Spruce Creek Security at 386 756-7940 on arrival. All overnight Guests/Visitors must register their aircraft with Spruce Creek Security at 386 756-7940 on arrival. As a means of prudent risk

management in the operation of a private airport and to address Homeland Security issues, visiting aircraft are monitored daily by Spruce Creek Security. All unauthorized aircraft are reported each morning to the Airport Manager, SCPOA Manager, and if deemed necessary Government and Local authorities. No fee will be charged for day parking in the Guest/Visitor parking area if the aircraft owner/operator displays the pilot's name and a local phone number or cell number in the left side windshield of the aircraft. No fee will be



be charged for the first 3 overnight tie downs in the Guest/Visitor parking area if the visiting aircraft owner/operator complies with the following procedure:

- * Park only in the designated Guest/Visitor parking area.
- * Tie down the aircraft in the center of a Guest/Visitor tie down space.
- * Contact Spruce Creek Security at 386 756-7940 and provide the following information:
 - Name of the person or business you are visiting
 - Pilot's name, home address, and phone number
 - Pilot's local contact phone number
 - Aircraft Registration Number
 - Pilot's date of arrival
- * Pay the parking fee defined below at the POA office before departing the airport.

After the 3rd overnight tie down for compliant aircraft owners or after the 1st overnight tie down for non-compliant aircraft owners, a parking a fee of \$10.00 per day is charged for single engine aircraft. A parking fee of \$15.00 per day is charged for twin engine aircraft. These fees are to be paid by the aircraft owner/operator at the POA office. Residents or tenants sponsoring Guest/Visiting aircraft are responsible for all unpaid parking fees. There are no restrictions to the length of stay for Guest/Visiting aircraft parked on private property. Residents are welcome to use the Guest/Visiting aircraft parking area for their own aircraft subject to the fees stated above. To address Homeland Security and local safety and security issues, all unattended aircraft should be tied down and double locked.

Tie-down Definition: An aircraft is considered to be tied down when tail, wing, and nose tie-down rings, if provided, are anchored to the ground with a suitable size rope, strap, or chain so as to prevent movement that could cause damage to other aircraft or property. (See Advisory Circular AC 20-35C)