

**IHH&RC AVIATION COMMITTEE**  
**Standard Operating Procedures (SOP)**

**1. General:**

Airport safety is our Primary Concern.

1.1. Federal Aviation Regulations (FARs) are the governing documents for all flight operations at FL 75 (FAA identifier for Indian Hammock). A current FAR/AIM will be available in the pilot's lounge for review. In addition to the FARs, compliance with this SOP document will be mandatory.

1.2. Definitions- not inclusive the FAR/AIM will be referenced if necessary.

1.2.1. Accident means any accident as defined by National Transportation Safety Board (NTSB) 830 which occurs at FL75.

1.2.2. Aeronautical activity means any activity or service, which involves, makes possible, or is required for the operation of Aircraft, or contributes to, or is required for, the safety of such operations.

1.2.3. Aircraft means a vehicle that is used or intended to be used for flight.

1.2.4. Airport means and has reference to all of the Airport facilities located at Indian Hammock (FL75) as now existing or as may hereafter be expanded and developed.

1.2.5. Airport Manager means the duly appointed manager of IHH&RC.

1.2.6. Air traffic shall mean aircraft in operation anywhere in the airspace above and on that area of the airport normally used for the movement of aircraft.

1.2.7. Aircraft operation means an aircraft arrival at or departure from FL75.

1.2.8. No business is to be operated at the airport without prior Board approval.

1.2.9. Guest Privileges means the right of a Guest of a Member to land, takeoff and store aircraft at the Airport on a transient basis, subject to IHH&RC Rules and Regulations, for a defined period of time.

1.2.10. Maintenance of an aircraft or any component thereof is defined by FAR 1.1 which can be lawfully performed by an aircraft owner, appropriate mechanic or as provided by FAA Regulations.

1.2.11. Member means a member in good standing of the Indian Hammock Homeowners Association.

1.3. FL75 is unattended and unmonitored. Animals are frequently on the runway. All pilots use the airstrip and taxiways at their own risk.

## **2. Local Operational Procedures:**

2.1. Runways (RW) are 11-29. Traffic patterns are normally left hand at 1000 feet.

2.2. Radio Frequencies

2.2.1 Common Traffic Advisory Frequency (CTAF) is 122.8

2.2.1. Flight Service Station (FSS), Saint Petersburg Radio is 122.2

2.2.2. Air Route Traffic Control Center is 132.25

2.3. Pilot activated lights are 5 clicks to turn on and 3 clicks to turn off on 122.8. Lights stay on for 18 minutes followed by three blinking sequences then off. Anytime during the blinking, the lights can be reset for 18 more minutes by clicking the mike button 5 times.

2.4. Contact Miami (MIA) Center on 132.25 or Flight Service Station (FSS) 1-800-WXBRIEF or 122.2 to get status of the AVON PARK Bombing Range and MARION Military Operating Area (MOA).

2.5. Wildlife is frequently on the Runway. A Fly over to check out the RW and a low pass is recommended for night operations.

2.6. Two 375' towers are located just off the NE end of RW 11, and there are trees and ditches on each runway end.

2.7. Be alert for Military traffic using the MOA.

2.8. In case of fire or emergency call 911 and then the IHH&RC Front Gate (863-763-8807). After office hours, call the IHH&RC Manager (863-447-1234).

2.9. There are no services or fuel at IHH&RC. Fuel is normally available at Vero Beach (KVRB), Okeechobee (KOB), and Sebring (KSEF).

2.10. Pilots must inspect the runway before use. Pilots are responsible to ensure that the runway is suitable for their intended use.

2.11. Taxiing Aircraft-No aircraft shall be taxied at the airport where the propeller blast may cause injury to persons or do damage to property. If it is impossible to taxi such aircraft without compliance with the above, then the engine must be shut off and the aircraft towed to a suitable location.

## **3. Other Procedures:**

- 3.1. In case of unusual activity call the IHH&RC Manager (863-763-9401). After office hours, call the IHH&RC Manager (863-447-1234).
- 3.2. Notify the Front Gate (863-763-8807) if guests are flying into FL75. Advise date, estimated time of arrival and length of stay.
- 3.3. In case of storm warnings, all hangar doors should be secured. Loose items should be brought inside or secured.
- 3.4. Vehicles, horses, and people are prohibited from being on the runway and taxiways, unless doing maintenance or supporting aircraft operation. IHH&RC maintains the runways, taxiways, and adjacent areas.
- 3.5. Indian Hammock does not restrict aircraft operations, but may require certain types of aeronautical activity to require prior approval. The Board will have the authority to approve such a request. See also Sec 7 for special event approval.
- 3.6. Any Member is permitted to repair, perform maintenance, and otherwise take care of his own aircraft in accordance with FAA regulations provided there is no attempt to perform such services for others for profit. This paragraph is not intended to prohibit a member from hiring appropriate mechanics to maintain his own plane.
- 3.7. In the event of an accident the following procedures will be followed:
  - 3.7.1. Render aid to the injured.
  - 3.7.2. As required call Emergency Medical Services (EMS) – Dial 911
  - 3.7.3. Secure the accident scene, meaning emergency services have taken care of any injuries to person, the runway has been cleared and property has been stored as necessary.
  - 3.7.4. The Pilot in Command will follow NTSB 830 accident reporting requirements per the FAR/AIM.

**4. Navigation Information:**

- 4.1. IHH&RC Airport is in the South East corner of the Marian MOA extending from 500 ft. to 5000 ft. Caution is advised. The IHH&RC airstrip is grass, is 3,000’ long, 100’ wide, and is listed on the Miami Sectional Chart.
- 4.2. FAA Identifier is FL75.
- 4.3. Lat/Long Centerline at mid-runway:

Decimal Minutes	27° 32.271’ N	80° 50.485’ W
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Decimal Seconds	27° 32'-16.26" N	80° 50'-29.1" W
Decimal Degrees	27.53785° N	80.8414° W

- 4.4. FL75 is on the 350 degree radial from the Pahokee VOR (PHK) at 46nm, and the 245 degree radial from the Treasure VOR (TRV) at 21 nm, (estimated).
- 4.5. Elevation: 65 ft. (estimated).
- 4.6. Variation: 005° W (2011).
- 4.7. Time zone: UTC -5 (UTC -4 during Daylight Saving Time)

**5. Parking:**

- 5.1. Short term tie-downs are in the Southwest end of the airstrip. Tie downs are first come first served.
- 5.2. Long term tie downs are in the hangar area and are first come first served. **Will require prior approval and certain terms and conditions will apply.**
- 5.3. All tie downs are for use at your own risk. Each pilot is responsible to ensure that the tie down he/she is using is appropriate for the intended purpose.

**6. Hangar Construction Application Process:**

To the extent specifically provided in the Indian Hammock Declaration of Restrictions as amended, a member wishing to construct a hangar shall submit plans, (on a first come first serve basis) to the following committees for review and recommendation for approval in this order:

- 6.1. Aviation Committee
  - 6.1.1. To orientate a member in the process of what is necessary to be able to construct an aircraft shelter.
  - 6.1.2. To familiarize the member with the Airport SOP.
  - 6.1.3. To recommend to the member to proceed to the Architectural Committee.
  - 6.1.4. New construction hangars must allow for unobstructed taxi way routes to the intersections leading to the airstrip, as determined by the Aviation Committee.
  - 6.1.5. To ensure that the proposed hangar site is located appropriately within the limitations delineated in the Declarations of Restrictions for aircraft shelters (Exhibit A, attached).
- 6.2. Architectural Committee  
New hangar construction shall conform to the Architectural Committee SOP.

6.3. I.H. Board of Directors

The IHH&RC Board of Directors has approval/disapproval authority for new hangar construction.

**7. Special Event and Special Event Parking:**

Notwithstanding any provision contained herein, special aviation events may be staged at the IHH&RC Airport with approval of the Board of Directors. During these events, the Aviation Committee, with the prior approval of the Board, may implement specific exceptions to these rules and/or implement temporary special procedures. During special events invitee parking may be limited and special parking procedures may apply.

**8. Violations:**

Any violation of this SOP is a violation of the rules.

Exhibit A: Aircraft Shelter Area

