

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) student glider or tow pilot training.
2. All aeronautical activities at KAP shall conform to the current provisions of the Federal Aviation Regulations (FARs), these operating procedures and orders and notices posted on the KAP website (www.kellyairpark.org) or through personal e-mail issued by the KAP Board of Directors.
3. KAP and BFSS shall brief their memberships on adherence to these Information and Operating Procedures.
4. Conformance with provisions of the Aeronautical Information Manual is encouraged, particularly the recommended traffic pattern entry and exit procedures and especially when there are simultaneous power and glider operations.
5. 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, pattern entry, downwind, base, and final.
6. There is an FAA sanctioned Aerobatic Practice Area 3 SM east of KAP which is one kilometer square. The Practice area resides in the NW corner area of CR 21/98. Box markers are located on the west side of CR 21 and north side of CR 98. Operations are from 800' AGL (7900 MSL) up to and including 5000' AGL (12,100 MSL). Operations are in effect 7 days a week during daylight hours. Additional information can be found at www.iac5.org.
7. The air space above Kelly Air Park is very busy. It is 6NM, 9NM and 10NM from each of three Victor airways. It is also located directly between two high density traffic areas (Denver, Class B and Colorado Springs, Class C) and on the transit routes between them.
8. 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.
9. 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 if radio-equipped.
10. Aircraft on their takeoff leg shall delay turns until past the field boundaries, which are County Road 98 on the south and Ben Kelly Road on the north.
11. Patterns:

	Entry	Location
Powered aircraft	7800 ft MSL (800 agl)	East side of 17/35 South side of 8/26
Glider	8000 ft MSL (1000 agl)	West side of 17/35 North side of 8/26

When glider operations are being conducted, all aircraft must be extra vigilant for converging traffic patterns on base to final.

12. In case of a potential take off priority conflict, 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 and aircraft should avoid

purposefully turning off of the pavement into the grass areas. 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 rutting or damage to the common area. Aircraft landing in the grass areas shall roll out straight ahead until reaching a cross taxiway or runway 8/26. 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, equipment, or vehicles may not be left unattended on the common area but shall have an operator present at all times.
15. Trespassing is not permitted on private lots.
16. Aircraft or vehicles shall NOT be parked in the areas between the runway and taxiway.
17. Except for common area maintenance and glider handling, foot traffic in the common area should be kept to a minimum. Usage of the common area for exercise or recreational activity, not aviation related is an unsafe practice and is discouraged.
18. Persons under the influence of or using recreational drugs or alcohol are not permitted on the common area.
19. Jets, ultralights and aircraft with a maximum gross takeoff weight greater than 12,500 pounds are specifically prohibited from operations at the Airpark.
20. The operation of private vehicles in the common area is prohibited without prior approval of a KAP BOD member or the common area coordinator. (Exceptions: 1. Small vehicles such as golf carts, or lawn tractors may be used to tow aircraft to run up areas. 2. Vehicles necessary for common area maintenance. 3. Emergency response vehicles. 4. Other vehicles used to tow aircraft on the access taxiways.)

B. SOARING OPERATIONS

1. Soaring support vehicle operations will be kept to the absolute minimum. These vehicles will not make trips unless in direct support of glider flight operations. The preferred method of glider retrieval from the grass 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. 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.
4. The tow pilot shall, with exceptions noted in this section, use the powered aircraft operating procedures outlined in section A., above, including traffic advisories and pattern operations.
5. 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.
6. 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.
7. 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.

8. Except under certain conditions (see paragraph 8.a., below), BFSS towing operations at the Airpark shall be conducted with a tow plane equipped with an operable retractable towrope.
 - a. Allowable conditions under which a fixed tow rope may be used:
 - i. The tow reel becomes inoperable and or unserviceable. BFSS is to return the tow reel to a fully operational status within a reasonable time, but not later than the beginning of the next weekend of towing operations unless a KAPA board member approves a longer period.
 - ii. The glider under tow exceeds the design limit of the tow reel system. Towing with the reel must resume immediately upon completing the towing of the heavy glider.
 - iii. The designated BFSS tow plane is out of service and another plane is brought into service. A representative of BFSS will obtain an agreement with a representative of the KAPA BOD to agree on a reasonable time frame for exercising this exception.
 - iv. The soaring pilot under tow requires a longer tow rope due to his/her peculiar safety requirements. Towing with operable reel mechanism must resume immediately upon completing the tow.
 - b. Special flight requirements when towing with a fixed tow rope.
 - i. The preferred landing direction with a non-functioning retractable reel or fixed tow rope is R/W 17.
 - ii. Approaches to runway 35 and 17 will include overflying CR98 or Ben Kelly Road at a minimum altitude of 300 ft. to ensure the trailing rope will not strike people, cars, or fences on or adjacent to those roads.
 - iii. Tow pilots will make a radio call confirming 300' AGL crossing the field boundary roads on approach to R/W 35 and 17. The intent of this procedure is to emphasize the risks associated with landing with a trailing tow rope.
9. Tow pilots, flying a standard pattern with a functioning tow reel will verify the green tow rope light is illuminated and then include in the downwind call a statement to the effect "the tow rope is retracted".
10. Runway 8/26 will not be used for glider towing operations.
11. Landing on runway 8/26 trailing a towrope is prohibited.
12. Ground launching of gliders is permitted provided hazards to persons or property do not exist, and there is prior coordination with and approval from 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.
13. Operations designed to improve convenience in retrieving a glider, reducing delay in tow plane turnaround, a desire to get the next tow off, having multiple gliders in the pattern, 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 February 2016 by the KAP BOD.