

Warrenton Airpark (7VG0) – Rules and Regulations

(Updated 4/17/2012)

1. General Facilities:

- a. Status: Private Airport Operated by Warrenton Airpark, LLC, Tom Richards, Owner
- b. Field Identifier 7VG0
- c. Field Elevation: 442 ft MSL
- d. Runways 04/22 2300 ft long, 15/33 2000 ft long, and abandoned runway 15/33.
- e. Radio frequency for Local Coordination: 122.9 MHZ.



2. Recent and Current Aircraft Operations

The number and various types of aircraft and other piloted aerial vehicles are summarized in the table below which presents numbers as of January 1, 2011.

SUMMARY – AIRCRAFT (and Aerial Vehicles) NUMBER BY TYPE		
Factory-Built - Pre-1950	3	(2 Piper Cubs, 1 Piper Clipper)
Factory-Built - 1950 & later	7	(Maule M5, Piper Pawnee, Cessna-150, 180, 2 Super Cub)
Factory-Built - Turbo-Prop	1	PAC 750 (Skydivers plane)
	Total Factory-Built	11
Experimental Light Sport (ESLA)	18	(includes 4 Trikes)
Ultra-Light Rigid-Wing	9	Part 103 (includes 1 trike)
Trike - 4 (also classified as ESLA and counted in that total)	4	Weight-shift
Powered Parachute (Soft Wing - do not require hangar)	3	
Powered Paraglider (Soft Wing - do not require hangar)	10	Part 103 (Ultra-light)
	Total Experimental and soft wing	40
	Total-All categories	51

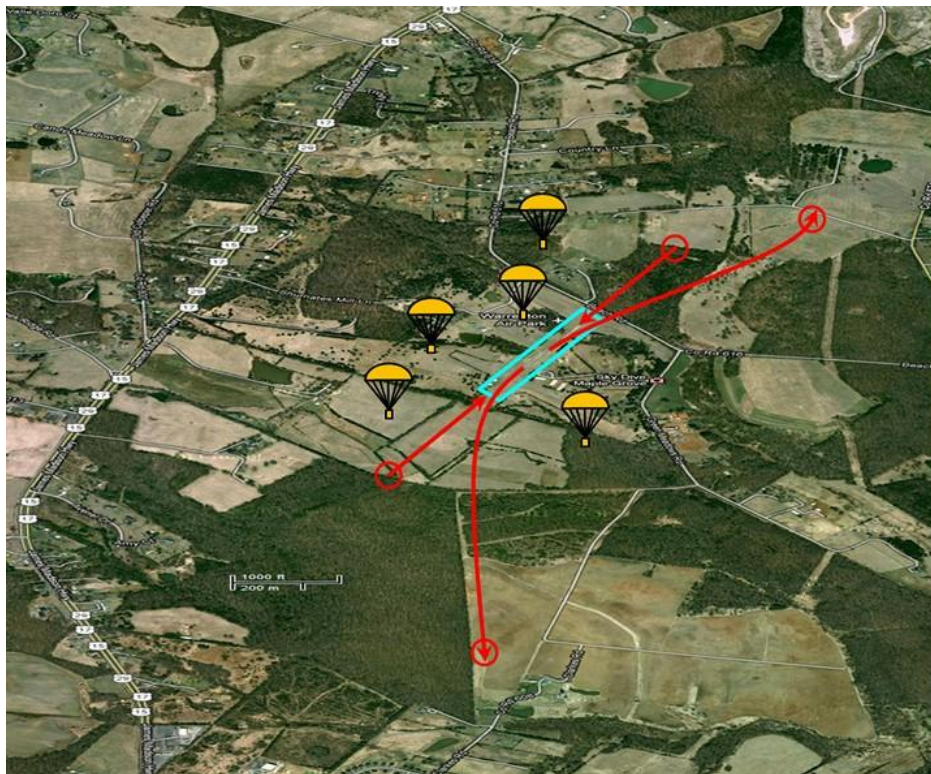
The number of take-offs and landings varies greatly with season, weather, and field conditions - e.g. weather could be fair but field too wet and soggy from earlier rains – frequently the conditions in January through March. On a nice week-end day in the summer, we may have as many as 15 to 20 people flying various types of vehicles listed in the table above – making as many as 40 or 50 take-offs and landings in a single day. A more typical summer week-day would feature 4 or 5 fliers with 8 to 10 take-offs and landings. Winter months generally see similar numbers for an entire week. Estimated operations are as follows (per day - all classes of aerial vehicles and aircraft): winter-3, spring-7, summer -17, and fall-9 which equates to an estimated annual total of 3250 operations, or a year-round average of 9 operations per day. An operation, as used herein, includes both take-off and landing.

Although the airfield has an assigned UNICOM frequency of 122.9, there is scant use of radios here since the majority of the aircraft do not have them – and many of the paragliders actually have them, but use a different frequency range. So we strictly fly on a truly see-and-be-seen basis.

3. Skydiving Operations at the Field

Beginning in May, 2010, a commercial skydiving operation, known as the *D C Skydiving Center* began operating at the field. This is the newest of nine drop zones that operate under ownership of Skydive Maple Grove, headquartered in Michigan and owned by Luther Kurtz. Their season is envisioned to run from early April through the end of November each year. When the weather is good (high ceiling, dry field), they will typically have from 5 to 20 “loads” per day (translate load as a take-off and landing, typically with 2 tandem instructor/student pairings per load). They now have a PAC-750 – Turboprop that carries up to 14 people - usually 5 tandems plus an occasional solo “fun jumper”. Chris Whitley is the local operations manager and chief instructor.

This field has for a long time been designated as a drop zone by the FAA. The skydiver pilot reports and monitors Potomac Approach Control on 124.65 and is required to report “Jumpers Out” and “Chutes Open” on that frequency. The jumpers will land in the area just south of the main runway (04-22) on the Midfield (15-33) runway. Some pilots have expressed concern for colliding with the parachutes. The skydivers jump and descend under the same see-and-be-seen rules as everyone else. They are highly maneuverable and are definitely looking down all the way from 8500 feet. These configurations fly with a forward speed of about 20 mph with chute open and will use that maneuverability to avoid aircraft traffic. For example, if the instructor on a tandem jump descending through 1000 feet sees an aircraft preparing to take off on runway 22, he will adjust his aim point to touch down at least a couple hundred feet south of runway 22 and will have his eye on that aircraft all the way down.



Skydiver Plane at the Airpark

Flight paths below 1,000' AGL



1. Look for the plane above you.
2. Descending 3,000fpm
3. Climbing 1,800fpm.
4. It lands just before the skydivers.
5. Prefers to take off on 22, land on 04.
6. It does not fly the pattern.
7. Guards 122.9

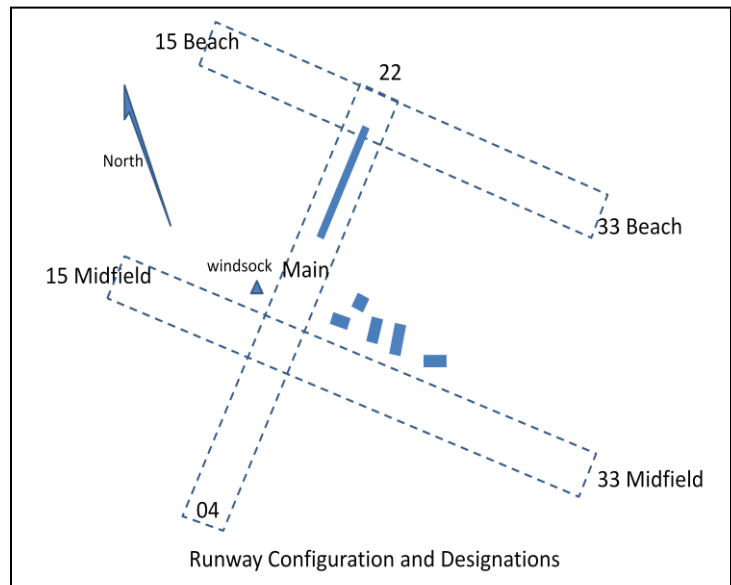
4. Runway Designation and Usage

This variety of aircraft and activity can be conducted safely only if the rules of common courtesy and the FAR's are followed. Operators of each type of aircraft should be aware of all other aircraft operating at the same time. For example, any time fixed wing aircraft are operating in the vicinity of the field, powered parachutes/paragliders should avoid overflying any runway at or below pattern altitude. All pilots must fly in accordance with all FAR's with special emphasis on yielding the runway to aircraft that are flying the pattern - presumably with intent to land.

The runway configuration and designations are shown in the adjoining diagram. Use a Left Hand Pattern for Landing and Takeoff for Runways 04 and 22. Use a Left Hand Pattern for Landing on Beach Runway 33. No operation is permitted on Beach Runway 15 except for emergencies. Midfield Runway 15/33 can be used by Power Parachutes/Paragliders and Ultralights but crossing the intersection of Runways 04/22 should be avoided. Other aircraft should avoid using Midfield Runway 15/33 except for emergencies.

5. Other General Rules

- a. Do not fly over any houses within 1 mile of the Airpark below 1000 ft AGL (1442 ft MSL)
- b. Minimum pattern altitude is 500 ft AGL or 942 ft MSL.
- c. Departures on Runway 04 must turn before crossing over Beach Road and houses beyond.
- d. Go-Arounds are not recommended when using either Runway 33 (Beach or Midfield) due to trees and high terrain.
- e. Please avoid driving on the airfield unless granted permission by the owner or in emergency. rather park your vehicle on the traffic circle and use Club 1 golf Cart for transporting and objects too heavy to carry.
- f. This is a smoke-free facility. Smoking is not permitted outside your vehicle.
- g. Please help us keep the airfield litter-free. Trash cans are provided.
- h. Restroom facilities and water for airplane wash-down are now available it the north-west corner of the newest hangar (closest to circle)
- i. Access to and use of the Clubhouse - The Clubhouse now serves as the full-time residence of Tom Richards and Joe Bender. Hangar- and Tie-down Tenants, Club 1 members, and other visitors to the Airpark are welcome to continue using the clubhouse pretty much as before - i.e. access to the restroom, and continued use for Club 1 meetings, Fly-ins, Parties and such. Refreshments usually available in the refrigerator on the front porch (honor system) - sodas, cold water and beer (no beer before flying please - per the FAR)
- j. During Fly-ins:



- The Club 1 Safety Staff may authorize specific exceptions to these rules.
- All pilots flying during a fly-in must register and be briefed by the safety staff.
- Ground Traffic:
 - (1) Vehicles on the field will be limited to travel from the entrance gate to designated parking areas.
 - (2) Unloading and Loading may be done only in areas authorized by the Safety Officer.
 - (3) Go-carts and ATVs are not permitted.
 - (4) Pedestrians must avoid aircraft operation areas and especially the runways during flight operations.

k. Training Operations are permitted for Hanger and Tie Down tenants. However, please do not remain in the pattern for more than two landings. Extensive pattern work should be conducted at either HWY or CJR – both within 12 miles of the field.

l. All Hangar and Tie Down tenants must have liability insurance for the operation of their aircraft.

m. This is a private airfield. All who land are required to comply with these rules and regulations. If you are unable to adhere to any of these procedures, please land at a nearby field and arrange for ground transportation. The management and tenants welcome your comments or suggestions for more enjoyable, safer and quieter flight operations.

Thank you for your understanding,

Tom and Janet Richards, Owners
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