

**APPLICATION TO USE RUCKEL AIRPORT
HOLD HARMLESS AGREEMENT**

Name of Pilot: _____

Name of Owner: _____

Airplane Make & Model: _____ Color: _____

Airplane Registration Number: N _____

Applying For: _____ Transient Use _____ Tie Down Space _____ Hangar Space

If Transient, approximate number of visits per year to Ruckel Airport: _____

Have you read and understood the "Information Concerning Ruckel Airport"? _____

In applying for permission to use Ruckel Airport, I understand that the owner, Ruckel Properties, Inc., assumes no liability for the protection or safety of any aircraft or pilot using this facility, and that I use it solely at my own risk. I also understand that I will be required to carry at least \$1,000,000 in liability insurance coverage and name Ruckel Properties, Inc. as additional insured.

Signature: _____

Date: _____

Address: _____

Contact Phone: _____

Email: _____

Email the completed application, copies of your license and insurance, and a summary of your flying experience to businessoffice@ruckelproperties.com. Call 850-678-2223 with any questions.

You will be contacted with a briefing on our facility if your request is approved.

OFFICIAL USE ONLY

Approval & Date: _____

Transient/Tie Down/Hangar: _____

Date Fuel Deposit Paid: _____

Fuel Key Number: _____

INFORMATION CONCERNING RUCKEL AIRPORT (FL17) NICEVILLE, FLORIDA

FUEL USE

Permanent pilots will have the opportunity to purchase fuel after paying Ruckel Properties, Inc. a deposit of \$250.00. At that time, an assigned fuel pump key will be issued. **Keys must not be duplicated.** Ruckel Properties, Inc. reserves the right to suspend airport access if keys are duplicated.

Pilots sharing a fuel deposit and key will be billed under the same account, and all fuel purchases will be included on the same invoice. Pilots using the same aircraft may pay individual fuel deposits to obtain a personal key and be invoiced separately.

Pilots who wish to relocate their aircraft, but continue to visit the airport regularly and purchase fuel, may do so as long as their account history is satisfactory and they are in good standing with Ruckel Properties, Inc.

TRANSIENT PILOTS

We require 48 hours advance notice prior to coming into Ruckel Airport. The visiting pilot should complete the Ruckel Airport Application and review the Information Concerning Ruckel Airport, which may be downloaded from www.ruckelproperties.com. The application, which includes the hold harmless agreement, must be approved by Ruckel Properties, Inc. prior to landing at the airport. Upon approval, you will be contacted for a mandatory briefing prior to airport use.

OFFICE PHONE NUMBER: 850-678-2223

EMAIL ADDRESS: businessoffice@ruckelproperties.com

MAILING ADDRESS: Ruckel Properties, Inc., 1003C John Sims Parkway East, Niceville, FL 32578

Parking for transient pilots is at the extreme southwest corner of the airstrip. No charge will be made for a one (1) day visit. Stays longer than one day will be assessed \$5.00 per day plus applicable Florida sales tax. This is operated on the honor system. Please mail your check for your tie-down fee to Ruckel Properties, Inc., 1003C John Sims Parkway East, Niceville, FL 32578, as soon as possible after your departure. Also, please mention your aircraft number and pilot's name. There is no fuel available to transient pilots.

LOCATION

Three miles due east of the center of Niceville, Florida, and one mile north of the Rocky Bayou Bridge. Latitude 30° 31.2' N, Longitude 86° 26.3' W. The airport is approximately on the 143° radial from the Crestview (CEW) VOR and 22 miles from it.

OBSTRUCTIONS

Tower about 325 feet high (MSL) located approximately one mile south and ¼ mile west of the south end of the airstrip, (despite what the sectional says).

Pine trees on the east and west sides of the runway and a 4-foot fence near the south end. Pine trees approximately 1200 feet from the north and south ends of the runway.

RADIO FREQUENCY - RUCKEL AIRPORT AREA

Local pilots use 122.9 MHZ for broadcasting in the blind within the Ruckel Airport traffic pattern. Use this frequency as a "Unicom" on approaches and departures within or near the pattern, but do not expect an answer, except from other aircraft.

PATTERN PROCEDURE

Take-offs will be to the north and landings will be to the south, except in extreme or emergency conditions (same rule as the Florida Department of Transportation). Eglin Air Force Base requests that the landing pattern be on the east side of the North-South strip, regardless of which way the wind is blowing. In other words, it would be a standard pattern when landing is being made to the south on runway 18, but it would be a right-hand pattern when landings are made toward the north on runway 36. Traffic patterns will be within one nautical mile of the airport. Traffic pattern altitude is officially "at or below 800' MSL," but by common consent among the pilots, it is set at 700' MSL.

APPROACHES

Cleared for approximately 1200 feet on north and south ends, but with pine trees extending out from there.

DESCRIPTION

The airport is licensed by the State of Florida as a private, restricted airport. Field elevation is 58' on the south end and 75' on the north end. It is a grass strip 3300 feet long with runway lights along each side of the center strip, which is 75' wide. The total airport cleared area is approximately 200 feet wide. The strip is due north and south. Lights are solar and on at night. Transients should not use the field at night. A windsock is located on top of a 25' pole at the hangar area. No services are available on the airport. The official south end of the runway, where 4 green lights are set, is 300' north of a fence line and paved road, so this is 300' of additional runway that could be used in an emergency.

FREQUENCIES - APPROACH/DEPARTURE - SEE ATTACHED "LETTER OF AGREEMENT"

FACILITIES AT FIELD

1. A limited number of tie-downs.
2. Runway lights.
3. Water faucets by hangars.
4. Fire extinguisher located at the fuel pump.
5. Avgas is available only to permanent pilots who have made prior financial arrangements for it.

NOTE: The gate into the airstrip at the southwest corner is usually locked unless prior arrangements are made. This gate should always be locked unless an authorized person is present in the hangar or tie-down area and is within sight of the entrance gate.

SPECIAL PRECAUTIONS

Aerobatic pilots operating out of Ruckel Airport will not do any aerobatics over any houses in the area. They will only do aerobatics over wooded areas or over water and will also comply with FAA regulations regarding altitude limits. Should any pilots violate these restrictions, they will be warned that this is a violation of our rules and they must cease any such further aerobatic flying. If they do not adhere to our rules after such a warning, they will lose the privilege of utilizing Ruckel Airport.

Please be considerate of people in homes in the nearby area and try not to start flying early in the morning, if possible.

Be on the lookout for small sand mounds on the strip (at certain times of the year), which are piled up by little tunnel-digging creatures, locally called "salamanders". These are not likely to hurt your landing gear, but you should be aware of them, just in case.

USE OF PROPERTY

Anyone using this facility is limited geographically to the airstrip hangars and tie-down area only. **The surrounding woods are private property, off limits to pilots and their guests.**

PRIVILEGES

All aircraft using this private airport do so only at the express invitation or permission of the owner, Ruckel Properties, Inc. The owners or operators of any aircraft using this facility are also responsible for any damage that they might cause to be done to any of the property of Ruckel Properties, Inc. in or near the airport. Such damage includes, but is not limited to, damage to runway lights, damage to grass by fire or otherwise, and damage to hangars, gates, fuel pump, or fencing.

LIABILITY

Ruckel Properties, Inc. assumes no liability for the protection or safety of any aircraft using this facility either temporarily or on a month-to-month basis. Owners or operators use it solely at their own risk and will be required to carry at least \$1,000,000 in liability insurance coverage with Ruckel Properties, Inc. named as additional insured.

RULES OF RUCKEL AIRPORT

1. No banner towing.
2. No touch-and-go's.
3. No student pilots. Must have a private license or better.
4. No training is allowed at the airport.
5. No special air operations are allowed at the airport.
6. Take-offs will be to the north and landings will be to the south, except in extreme or emergency conditions (same rule as the Florida Department of Transportation).
7. Regarding aerobatic flying...
 - A. Aerobatic pilots operating out of Ruckel Airport will not do any aerobatics over any houses in the area. They will only do aerobatics over wooded areas or over water and will also comply with FAA regulations regarding altitude limits.
 - B. Should any pilots violate these restrictions, they will be warned that this is a violation of our rules and they must cease any such further aerobatic flying.
 - C. If they do not adhere to our rules after such a warning, they will lose the privilege of flying out of Ruckel Airport.
8. Please be considerate of people in homes in the nearby area and try not to start flying early in the morning, if possible.
9. Keep airstrip gate locked unless there are authorized persons in the airstrip or hangars area and are within sight of the entrance gate.
10. The surrounding woods are not to be trespassed upon.
11. Ruckel Properties, Inc. assumes no liability for the protection or safety of any aircraft using this facility, either temporarily or on a month-to-month basis. Owners or operators use it solely at their own risk.
12. Local pilots use 122.9 MHZ for broadcasting in the blind within the Ruckel Airport traffic pattern. Use this frequency as a "Unicom" on approaches and departures within or near the pattern, but do not expect an answer, except from other aircraft.
13. Traffic patterns will be within one nautical mile of the airport. Traffic pattern altitude is officially "at or below 800' MSL," but by common consent among the pilots it is set at 700' MSL. All traffic patterns will be to the east side of the airstrip.

LETTER OF AGREEMENT
BETWEEN
EGLIN AIR FORCE BASE, FLORIDA,
AND
RUCKEL PROPERTIES, INC.

Effective Date: 10 July 2006

SUBJECT: Ruckel Airport (Private), Niceville, Florida

1. **PURPOSE:** This letter of agreement is to set forth certain procedures relative to VFR/SVFR operations to/from the Ruckel Airport (FL-17).

2. **CANCELLATION:** This letter of agreement cancels and supercedes LOA, Subject: Ruckel Airport (Private), Niceville, Florida, effective 1 Jan 00.

3. **SCOPE:** This Agreement applies to aircraft operating to/from Ruckel Airport.

4. **OPERATING RESTRICTIONS:**

a. When operating to/from Ruckel Airport, aircraft will not penetrate and/or conduct flight within the Eglin Air Force Base (Eglin Main), Eglin AF Auxiliary Field NR 3 (Duke Field) or Hurlburt Field Airport Class D airspace without clearance from the appropriate air traffic control (ATC) facility. Per Docket No. 26986, FAR Part 71 was amended to exclude Ruckel Airport airspace from Eglin AFB Class D airspace (see attached map). This relieves Ruckel Airport from complying with Eglin AFB weather requirements.

b. Ultralight Vehicle Operations: Ultralight vehicles will not be permitted to operate to/from Ruckel Airport unless equipped with functioning two-way communication equipment capable of communicating with Eglin Radar Control Facility (ERCF) and/or Eglin Tower, and equipped with a functioning transponder.

c. When ERCF will be open outside of normal operating hours (currently 0600L – 0000L, Daily), ERCF will advise Ruckel Airport, not later than 24 hours prior to opening, of operating hours, restricted airspace activity, and FAR Part 93 operations that will affect Ruckel Airport.

5. **DEPARTURE PROCEDURES:**

a. ERCF Open:

(1) North Procedures: VFR aircraft will depart via Eglin Test Site C3 (located three (3) nm north of Ruckel Airport) and remain clear of the Eglin AFB runway 19 extended final approach course. Aircraft will contact ERCF on 124.25 for FAR Part 93 corridor clearance and traffic advisories prior to departing the Ruckel Airport traffic pattern (para 7).

(2) South Procedures: VFR aircraft will depart via White Point. Aircraft will contact ERCF on 124.25 for FAR Part 93 corridor clearance and traffic advisories prior to departing the Ruckel Airport traffic pattern (para 7).

(3) IFR Departures: Pilots shall contact Eglin Clearance Delivery either by telephone (882-9152/9153) or on 127.7 for IFR clearance. If unable to contact Eglin Clearance Delivery, aircraft may depart under

VFR conditions and remain within the Ruckel Airport traffic pattern until obtaining a clearance from Eglin Approach on 124.25.

b. ERCF Closed:

(1) North Procedures: VFR aircraft will depart via Eglin Test Site C3 (located three (3) nm north of Ruckel Airport) and remain clear of the Eglin AFB Runway 19 extended final approach course. Aircraft will contact the appropriate tower for surface area transition or Jacksonville Center on 132.1 for restricted area information.

(2) South Procedures: VFR aircraft will depart via White Point. Aircraft will contact the appropriate tower for surface area transition or Jacksonville Center on 132.1 for restricted area information.

(3) IFR Departures: Pilots shall contact Flight Service or Jacksonville Center by telephone 850-444-5646 or on 132.1 for IFR clearance. Aircraft may depart under VFR conditions provided they remain clear of Eglin Class D surface area. Aircraft shall maintain VFR conditions within the Ruckel Airport traffic pattern until obtaining a clearance from Jacksonville Center on 132.1. If unable to contact Jacksonville Center, contact Eglin Tower on 118.2 and request clearance be relayed from Jacksonville Center.

6. **ARRIVAL PROCEDURES:**

a. ERCF Open:

(1) North Procedures: VFR aircraft will arrive via Eglin Test Site C3 (located three (3) nm north of Ruckel Airport) and remain clear of the Eglin AFB runway 19 extended final approach course. Arriving aircraft contact ERCF on 124.05 if **at or below 4,500 feet** and on 125.1 if **at or above 5,000 feet** for FAR Part 93 corridor clearance and traffic advisories.

(2) South Procedures: VFR aircraft will arrive via White Point. Contact ERCF on 132.1 for FAR Part 93 corridor clearance and traffic advisories.

(3) IFR Arrivals: Aircraft will normally be vectored to a visual approach, weather permitting. If the ceiling is too low for vectors to a visual approach, aircraft may execute an ILS approach to runway 19 at VPS until reaching VMC and proceed VFR direct to Ruckel Airport. At no time will the aircraft proceed lower than 600 feet MSL or closer than 3 miles from Eglin. If unable to reach VMC, the aircraft shall execute missed approach instructions.

b. ERCF Closed:

(1) North Procedures: VFR aircraft will arrive via Eglin Test Site C3 (located three (3) nm north of Ruckel Airport) and remain clear of the Eglin AFB runway 19 extended final approach course. Arriving aircraft contact the appropriate tower for surface area transition or Jacksonville Center 132.1 for restricted area information.

(2) South Procedures: VFR aircraft will arrive via White Point. Contact the appropriate tower for surface area transition or Jacksonville Center on 132.1 for restricted area information.

(3) IFR Arrivals: Aircraft will normally be vectored to a visual approach, weather permitting. If the ceiling is too low for vectors to a visual approach, aircraft may execute an ILS approach to runway 19 at VPS until reaching VMC and proceed VFR direct to Ruckel Airport. At no time will the aircraft proceed lower than 600 feet MSL or closer than 3 miles from Eglin. If unable to reach VMC, the aircraft shall execute missed approach instructions.

7. **COMMUNICATION:** All aircraft operating to/from Ruckel Airport must establish and maintain radio contact with ERCF (Jacksonville Center on 132.1 when ERCF is closed) and/or Eglin Tower. Arriving aircraft will not enter FAR Part 93 airspace (Eglin North/South corridor or East/West corridor) unless in

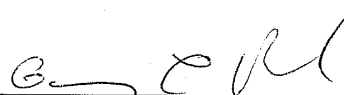
contact with ERCF and have received clearance and/or advisories, or enter/operate within the Eglin AFB, Eglin AF Aux NR 3 (Duke Field) or Hurlburt Field Airport Class D airspace, unless two-way radio communication has been established and maintained with ERCF or the appropriate tower. VFR aircraft will remain clear of all Delta Surface Areas unless two-way communications are established with the appropriate ATC agency.


8. **TRAFFIC PATTERNS:**

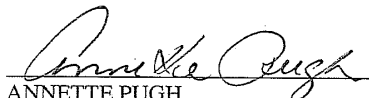
- a. All traffic patterns will be to the east of and within one (1) nautical mile of Ruckel Airport.
- b. Traffic will be left hand to the south and right hand to the north.
- c. Traffic pattern altitude will be at or below 800 feet MSL.

9. **GENERAL:** Deviation from procedures in this agreement may be made only after prior coordination has been accomplished which completely defines responsibility in each case.

10. **IMPLEMENTATION/TERMINATION:** This agreement becomes effective when all parties have affixed their signature hereto. This agreement is not transferable or assignable and may be canceled or altered by the United States Air Force for good cause upon thirty (30) days written notice to Ruckel Properties, Inc. at the below address.


GARY L. PLUMB, Col, USAF
Commander, 46th Operations Group
Eglin AFB FL 32542-6818


DARLENE E. TAYLOR, Exec VP
Ruckel Properties, Inc.
17 N. John Sims Parkway
Valparaiso, Florida 32580
Tel: 678-2223


ANNETTE PUGH
FAA Air Traffic Representative
Eglin AFB FL 32542-6818

