

**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 & Rules 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 (a minimum of 500 flight hours required) 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 & LOCAL PROCEDURES RUCKEL AIRPORT (FL17) NICEVILLE, FLORIDA

FUEL USE

Permanent pilots will have the opportunity to pay a fuel deposit of \$250.00 to Ruckel Properties, Inc. At that time, a numbered fuel pump key will be assigned. **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.

Fuel deposit refunds will only be issued when an assigned fuel key is returned to 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 Ruckel Airport Information and Local Procedures, 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 southwest corner of the airstrip. No charge will be made for a one day visit. Stays longer than one day will be assessed \$10.00 per day plus applicable Florida sales tax.

Transient parking is conducted using 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. Fuel is not available for transient pilots. The two closest airfields with fuel available are Destin Executive (KDTS) and Bob Sikes Field (KCEW).

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. Field elevation is 67'. It is on the New Orleans sectional chart. The airport is 5 NM northeast of Eglin AFB (KVPS) and 22 NM from the Crestview (CEW) on the 143° radial. It is in FAR Part 93 Special Air Traffic Rule airspace. For Destin/Eglin AFB Part 93 operations details, see FAASAFETY.GOV Knowledge Course at http://faasafety.gov/gslac/ALC/course_catalog.aspx.

OBSTRUCTIONS

A 340' MSL Tower is located approximately one mile south and ¼ mile west of the south end of the airstrip. A water tower to the west is approximately 205' high.

Pine trees are on the east and west sides of the runway. Pine trees approximately 1,000' from the south end of the runway and 3,000' from the north end of the runway.

WILDLIFE HAZARD

The runway and taxiway have adjacent wooded areas. Wildlife such as deer, pigs, etc., are prevalent and pilots should consider the use of a planned low-approach to assess the runway surface prior to a full-stop landing.

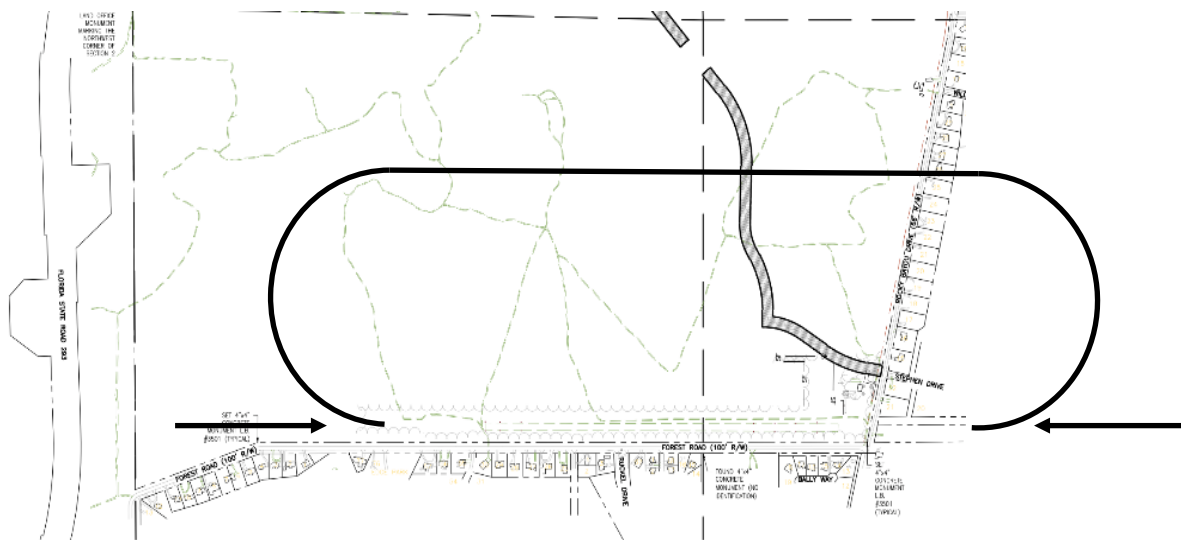
RADIO FREQUENCIES – RUCKEL AIRPORT AREA

Common traffic advisory frequency is 122.9 MHz.

Ruckel Airport is located in Eglin AFB airspace. See attached Letter of Agreement for approach and departure procedures. Clearance from Eglin IS NOT required prior to departure.

TRAFFIC PATTERN

If conditions permit, take-offs will be to the north and landings will be to the south. When taking off to the south, turn crosswind prior to Rocky Bayou Drive (the road on the south side of the airfield) if at a safe altitude and airspeed to do so. When landing to the north, a displaced threshold is required to clear trees on the south end of the airfield. The traffic pattern is located to the east of runway 18/36. Utilize left traffic for runway 18 and right traffic for runway 36. Stay within 1NM of the runway to the extent practical with safe operations. Maintain 800' AGL or below for pattern operations. Pattern altitude is 700' AGL. Touch and goes are discouraged to minimize wear and tear of the runway grass. If dry conditions have degraded the primary runway, pilots should consider using the taxiway alternate takeoff and landing surface.



Ruckel Airport Traffic Pattern

FIELD LAYOUT

The airport is registered with the State of Florida as a private, restricted airport. Field elevation is 58' on the south end and 75' on the north end. Runway 18/36 is a grass runway 3,300' long and 70' wide with runway lights along each side runway. White visual markers are placed on the runway ends and mid-field. The runway is equipped with solar powered lights. Lights are on from sunset to sunrise. Runway lights are white LED types with green LED threshold lights. A taxiway is located adjacent to the runway on the west side. The taxiway is maintained in a similar manner as the primary runway and may be used as an alternate takeoff and landing surface. The taxiway is not lit. The total airport cleared area is approximately 500' wide. A windsock is located on top of the south hangars. No services are available on the airport.

FUEL, TIE-DOWNS, AND AIRPORT GATE

The airport gate is located on the south side of the airport along Rocky Bayou Drive. It should be locked at all times unless an authorized person is present.

The fuel facility is located on the southeast side of the field. A fire extinguisher is located at the fuel facility. The emergency fuel cut-off switch is located on the hangar to the immediate north of the fuel facility.

Tenant tie-downs are assigned. Transient tie-downs are located on the west side of the over-run area on the south end of the field.

STUDENT PILOT AND FLIGHT INSTRUCTION (COMMERCIAL) OPERATIONS

Solo student pilot operations at Ruckel Field are prohibited. Student pilots require a current, qualified CFI on board acting as pilot in command. Students may act as pilot-in-command for the purpose of a check ride with a designated flight examiner on board. Multiple pattern operations for the purposes of flight instruction are prohibited. Multiple patterns are defined as low-approach/closed, touch and goes, stop and goes, stop and taxi back.

AEROBATIC FLIGHT

Requires 3NM visibility and will be conducted above 1500' AGL only above non-improved areas.

NIGHT OPERATIONS

Transient operations at night are prohibited unless prior permission is obtained.

BANNER TOWING

Banner towing operations are prohibited.

GOOD NEIGHBOR POLICY

Please be considerate of people in homes in the nearby area. Avoid low-altitude operations over residential areas unless necessary for takeoff and landing. Avoid multiple patterns unless necessary for test operations or safety of flight, e.g., wildlife clearing pass, etc.

USE OF PROPERTY

Airport use is limited geographically to the airstrip hangars and tie-down areas only. **The surrounding woods are private property and are 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.

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:**

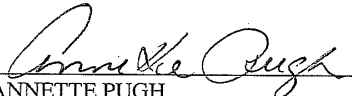
- a. All traffic patterns will be to the east of and within one (1) nautical mile of Ruckel Airport.
- b. Traffic will be left hand to the south and right hand to the north.
- c. Traffic pattern altitude will be at or below 800 feet MSL.

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

