

ELK RIVER AIRPORT POLICY:

The Elk River Airport is a private facility for the exclusive use of Elk River Property Owners' Association members, their Guests, Sponsored Guests, and Associate Club Members. Any and all commercial activity is strictly prohibited. This prohibition does not include aircraft properly approved for charter activities by, or on behalf of, Elk River Property Owners and their approved guests.

Although every effort has been made to provide useful and accurate information regarding usage of the Elk River Airport, the Elk River Property Owners' Association, its employees, agents, and members make no warranties, express or implied, or representations as to the accuracy or sufficiency of the information contained herein. The POA, its employees, agents and members assume no liability or responsibility for any errors or omission in the information contained herein. The POA, its employees, agents and members expressly disclaim any liability for any special, incidental, or consequential damages, including without limitation, any property damage or personal injury resulting from the use or misuse of the information contained herein.

AIRPORT USAGE POLICY:

The Elk River Property Owners' Association owns the airport and except as expressly stated herein no service of any kind is provided.

Members are required to register all aircraft to be used at the Elk River Airport. They must also provide an insurance certificate naming Elk River Property Owners' Association as an additional insured; a waiver of subrogation, liability coverage must be at least \$1,000,000 per occurrence with passenger bodily injury of at least \$100,000 per person and execute the "Memorandum of Understanding and Assumption of Risk agreement". These forms can be obtained at the POA office and must be on file along with the insurance certificate prior to any use of the airport.

GUEST LANDINGS

Guest will be required to provide appropriate insurance documentation as well as execute our standard release, indemnity and hold harmless agreement. All guest landings must be coordinated and approved by the POA office. In order for a landing to be approved, certain documentation must be received by the POA twenty-four hours in advance of the proposed guest landing. In addition, the POA member will be required to represent, in writing, that the guest using the

airport will be a houseguest of the member and that there are no commercial or business purpose associated with the use.

SPONSORED GUEST LANDINGS

Any Elk River POA member may sponsor the use of the airport by an individual who is not a member of the POA, and who is not a house guest of such member. Any such sponsoring POA member shall be responsible for the completion and submission of all documentation required by the POA, and the payment of any applicable fees related to any such use. Each POA member shall be limited to three such sponsorships annually.

HELICOPTER POLICY

Based on the nature of their operations, the use of helicopters at the Elk River Airport is discouraged. The following airport policy has been established for the safe use of helicopters while minimizing the disruption to property owners and their activities.

Helicopters will have designated parking areas which may not be available during the summer months at times of high airport usage (i.e., 4th of July Holiday, member/guest, etc.).

Helicopters flying the length of the runway or cross midfield approaches is not permitted.

Each helicopter landing will need to be approved and coordinated with the POA office.

Exceptions to this policy will be decided by the POA General Manager and generally apply to those cases that deal with weather, medical emergencies and the general well being of Elk River residence and the local community.

ELK RIVER AIRPORT LOCAL INFORMATION:

1. Elk River is in a valley surrounded by hills, ridges, and mountains extending up to 5500 feet and can be very intimidating to first time and/or low time pilots, **caution is advised**.
2. Local terrain makes radio communications difficult at times; therefore, it is imperative to use your radio to notify your position and intentions.
3. We require a 5-mile minimum inbound position call as well as downwind, base and final.
4. Local winds are generally westerly, and turbulence and wind shear are always possible.
5. Windsocks are located along runway.
6. Most jet and turboprop aircraft land on runway 12 and depart on runway 30. Expect a possible tailwind component when landing on runway 12.
7. Takeoffs from runway 12 are not recommended at anytime
8. Extended use of APU's is prohibited (longer than ten minutes).

ELK RIVER AIRPORT RULES:

1. All pilots are required to have our rules and information forms before landing.
2. Immediately after parking aircraft, pilots must check in at Elk River guardhouse and provide aircraft tail number, names of pilots, aircraft owners and all passengers, and estimated date and time of departure.
3. Parking space is limited, and you may be required to park at mid-field area or on grass. If this occurs, security personnel will provide transportation to and from your aircraft.
4. Wheel chocks and orange safety cones are available for your use and must be returned prior to departure.
5. Absolutely no vehicles or pedestrian travel is allowed on runway.
6. No engine starts are allowed before 07:30AM.
7. Vehicle parking at the airport is restricted to aircraft owners only.

8. Absolutely no flying over the golf course or residential areas is allowed except when executing the left downwind arrival to runway 30. When performing a left downwind arrival to runway 30 maintain an altitude of 5000 feet until turning the base leg.

All pilots and aircraft owners making use of the airport are expected to comply in all respects with applicable provision of the Federal Aviation Regulations (“FARs”). The POA shall notify the Federal Aviation Administration of any violations of the FARs by pilots or aircraft owners. Further, the POA reserves the right to ensure the safe and efficient operation of the airport through the imposition of sanctions for violations of these policies and procedures. Such sanctions may include fines, and/or temporary or permanent suspension of the right of a pilot or aircraft owner to make use of the airport.