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SWANSBORO AIRPORT (01CL) RULES

Amended 3/15/18

This information is published by the Swansboro Country Property Owners Association (SCPOA) Board of Directors. All pilots are reminded that they must abide by all Federal, local and SCPOA laws and regulations when operating in and near the vicinity of 01CL. Particular attention must be given to §91.103 - Preflight action. §91.13 - Careless or reckless operation. §91.119 - Minimum safe altitudes and §91.303 - Aerobatic flight. IMPORTANT INFORMATION SWANSBORO AIRPORT (01CL) FAA info as of July 20, 2017 YOU MUST MAKE YOURSELF FAMILIAR WITH THIS INFORMATION (§91.103)

1. AIRPORT INFORMATION

Compiled from: <http://www.airnav.com/airport/01cl> and <http://www.01cl.com/info/>

- a. FAA Identifier: 01CL Lat/Long: 38-47-59.6480N / 120-44-03.7520W 38-47.994133N / 120-44.062533W 38.7999022 / -120.7343756
- b. Elevation: 2594 ft. / 791 m (estimated) Variation: 16E (1985) From city: 4 miles NE of PLACERVILLE, CA Time zone: UTC -7 (UTC -8 during Standard Time) Zip code: 95667
- c. Airport Operations Airport use: Private use. Permission required prior to landing
- d. Activation date: 10/1969
- e. Control tower: no ARTCC: OAKLAND CENTER FSS: RANCHO MURIETA FLIGHT SERVICE STATION
- f. Attendance: UNATTENDED Wind indicator: yes Segmented circle: no Lights: NSTD VASI RY 09 - 122.9. Airport Communications: WX AWOS-3 at PVF (5 nm S): 128.125 (530-622-5698) WX AWOS-3 at AUN (19 nm NW): 119.375 (530-888-8934)
- g. Nearby radio navigation aids: VOR radial/distance VOR name HNW 352/4.6 Freq.:115.5
- h. Airport Services Airframe service: NONE Power-plant service: NONE
- i. Runway Information: Runway 9/27 Dimensions: 3100 x 50 ft. / 945 x 15 m Surface: asphalt/treated SLURRY SEAL Runway edge lights: None
- j. Runway edge markings: REFLECTORS FULL LENGTH OF RWY ON BOTH SIDES.
- k. RUNWAY 9 - 27 Traffic pattern: left, displaced threshold: 500 ft.
- l. Obstructions: 100 ft. hill, 1320 ft. from runway

2. Airport Ownership and Management:

- a. Privately-owned Owner: SWANSBORO CTY PROPERTY OWNERS ASSN PO BOX 1459 FOLSOM, CA 95763-1459 Phone 530-621-0309
- b. Manager: Roger Stenbock SWANSBORO CTY PROPERTY OWNERS ASSN C/O THE MGMT TRUST PO BOX 1459 FOLSOM, CA 95763-1459 Phone (916) 985-3633

3. Additional Remarks:

- a. NO NIGHT LANDINGS. RY 09 2 BAR VASI. Instrument Procedures: There are no published instrument procedures at 01CL.



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- b. Parking: Tie downs are available on the Southeast end of the runway on a first come basis, some have ropes in place.
- c. Aircraft must be secured if not attended.

4. Additional Notes:

- a. Go Around's - Turnout to the South is recommended due to rising terrain to the North and East
Usual operations - Land on 9, takeoff on 27. Be aware that when landing on 9 you may have a tailwind. The pilot in command is responsible for making the decision on the most appropriate runway to land on depending on conditions. Winds can be gusting and changeable in direction very abruptly and can be opposite at each end of the runway.

5. Airport related Events

- a. Anyone else planning an event using the runway or any facility at 01CL must operate in full compliance with all applicable FAA CFRs, local and SCPOA rules.
- b. Do not make unnecessary low passes. Low pass maneuvers not required for normal flight are not permitted.
- c. Avoid low level high speed flyovers over the neighbors' property near the airport, including any intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.
- d. Consider your guests' piloting experience and qualifications. Inform your guests that 01CL is a mountainous airport. Wind conditions in the late afternoon can be challenging and the favored runway may be determined more by wind conditions than slope. Go around maneuvers must be done correctly. Stay clear of the active runway and obstruction free areas.
- e. The host shall check in with the SCPOA Board or Airport Manager at least fourteen (14) days prior to the event to address any questions or concerns.

6. SPECIAL EMPHASIS - FAA REGULATIONS

- a. §91.103 Preflight action. Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight....
- b. §91.13 Careless or reckless operation. (a) Aircraft operations for the purpose of air navigation. No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another....
- c. §91.119 Minimum safe altitudes: General. Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes: (a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface. (b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure...
- d. §91.303 Aerobatic flight. No person may operate an aircraft in aerobatic flight— (a) Over any congested area of a city, town, or settlement; a Over an open air assembly of persons;... b For



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the purposes of this section, aerobatic flight means an intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.

Unmanned Aircraft System (UAS)

1. Regulations:

- a. Before operating your UAS, you need to become familiar with Title 14 Part 107 of the Code of Federal Regulations (the Regulations) as it pertains to the air traffic and general operating rules of UAS. A small UAS is classified by the FAA by two criteria:
 - b. The unmanned aircraft must weigh less than 55 pounds, and;
 - i. It must be operated without the possibility of direct human intervention from within or on the aircraft. The regulations are intended for civil small unmanned aircraft systems operating in the national airspace system for purposes other than hobby or recreation. However, even if operating your UAS for hobby or recreation, you must abide by all applicable Regulations. As a UAS owner, you must register your aircraft if it meets the following criteria:
 - ii. Weighs greater than 0.55 pounds but less than 55 pounds, and; 2. Will be operated under the provisions of Title 14 CFR Part 107. If you plan on operating your UAS aircraft for commercial purposes, such as an aerial photography business, you are required to obtain a Remote Pilot Certificate with a small unmanned aircraft system rating and adhere to the Regulations. Just as in the operation of a conventional non-UAS aircraft, the Pilot in Command (PIC) has the final authority and responsibility for the operation and safety of the small unmanned aircraft system.

2. Airspace Safety

- a. If you plan to fly your UAS within the airspace of 01CL (Swansboro Airport), ensure that the operation poses no undue hazard to people, aircraft, or property in the event of a loss of control of the aircraft for any reason and you must be in compliance with all applicable provisions and Regulations.
 - i. Your airport manager requires that, in addition to complying with all the applicable Regulations, you do the following:
 - ii. Become familiar with the limits of the 01CL airspace. Consult the pertinent aviation aeronautical charts. These are available on line from a variety of online flight planning sources.
 - iii. Become familiar with the SCPOA airport policy. It is available at <https://www//.SCPOA.INFO>
 - iv. If possible, inform the airport manager or SCPOA manager of your intended operation
 - v. Consider using a portable aviation radio to monitor the Common Traffic Advisory Frequency (CTAF) on 122.9 MHz and announce your intentioned operation to other nearby aircraft. For example (when using the runway), "Swansboro traffic, UAS N123 departing runway 27, maneuvering approximately 1 mile east at approximately 300 AGL feet". When your operation is complete, announce it as well.



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3. Visual Observer

- a. Some operations may require a visual observer (VO) as a crew member. The role of the VO is to alert the crew of potential hazards in the air or on the ground. The use of a VO is optional. The PIC may use one or more VOs to supplement situational awareness and visual line of sight responsibilities. If using one or more VOs, the PIC must ensure:
- b. Each VO is positioned in a location where he/she is able to maintain continuous visual line of sight.
- c. Each VO possesses a means to effectively communicate the UAS position and the position of other aircraft to the PIC and the person manipulating the controls.

For further information, contact the FAA Unmanned Aircraft Systems at <https://www.faa.gov>, or one the many excellent aviation educational resources.

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