

Jumbolair Airport (17FL) Procedures Manual

Runway 36



Runway 18



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SECTION 1 – INTRODUCTION

This Airport Procedures Manual (“APM”) governs aviation, ground, safety, maintenance, and emergency activities conducted at Jumbolair Airport (17FL), a private-use airport located in Marion County, Florida. This APM establishes operational requirements, safety procedures, and conditions of airport use applicable to all persons and aircraft operating at or accessing the Airport.

SECTION 2 – APPLICABILITY

This APM applies to all persons and aircraft operating at or accessing Jumbolair Airport (17FL).

SECTION 3 – PRIOR PERMISSION REQUIRED

As set forth in more detail below, all aircraft operations at Jumbolair Airport (17FL), including arrivals, departures, training, and transient operations, require prior permission from the Airport Operator (“AO Authorization”). AO Authorization is a condition of access to this private-use airport and does not create or confer any vested right, easement, entitlement, or expectation of continued access.

- Airport office business hours M-F 8:00 am / 5:00 pm excluding holidays.
- Contact Information:
 - Email: info@jumbolair.com
 - Phone: 321-339-8902

SECTION 4 – INSURANCE AND ADDITIONAL INSURED REQUIREMENT

As a condition of issuance or continuation of any AO Authorization, the aircraft owner or operator must maintain a current and compliant insurance policy on file with the Airport Operator.

All pilots, owners, guests, and invitees are required to obtain permission prior to operating at the Airport and to ensure that required insurance documentation is on file and approved **before each flight**, unless otherwise authorized by the Airport Operator.

Insurance certificates must be submitted to the Airport Operator at **Info@jumbolair.com** or as otherwise directed by the Airport Operator. For coordination or questions regarding permission to operate, the Airport Operator may also be contacted by telephone at **352-362-0721** or **321-339-8902**.

At a minimum, required insurance documentation shall:

- Identify the aircraft by N-number.
- Identify the registered aircraft owner.
- Identify all named insured pilots.

- Provide coverage limits acceptable to the Airport Operator; and
- Name Jumbolair Aviation Operations, LLC, Jumbolair Development, LLC, and Jumbolair Homeowners Association, Inc., including their officers, directors, and employees, as additional insureds, as required by the Airport Operator.

Failure to maintain compliant insurance or required additional insured endorsements shall result in automatic suspension of AO Authorization, without notice, until compliance is restored.

Detailed submission procedures and administrative requirements are established by the Airport Operator and may be updated from time to time.

SECTION 5 – AO AUTHORIZATION: SCOPE AND DURATION

Each aircraft operation at the Airport requires **written AO Authorization**. AO Authorization:

- Applies only to the specific aircraft and operation approved.
- Is valid only for the period during which compliant insurance remains in force; and
- Does not create any right, entitlement, or expectation of continued access.
- All authorized operations must comply at all times with this APM and all Airport Rules and Safety Regulations.

5.1 AO Authorization Requirements

Requests for AO Authorization shall be submitted to info@jumbolair.com, or by another method expressly approved by the Airport Operator, and must include at a minimum:

- Aircraft N-number.
- Aircraft make and model.
- Manufacturer's certificated Maximum Takeoff Weight (MTOW).
- Pilot in Command name.
- Confirmation that compliant insurance and required additional insured endorsements are current and on file; and
- Acknowledgment that the applicant has read and will comply with all applicable safety rules and operating procedures contained within this APM.

5.2 Approval and Discretion

AO Authorization is not effective unless and until **confirmed in writing** by the Airport Operator. Silence or lack of response does not constitute approval.

The Airport Operator retains sole discretion to approve, condition, deny, suspend, or revoke any AO Authorization at any time for safety, operational, infrastructure, environmental, security, or compliance reasons.

5.3 Unauthorized Operations

Any aircraft operation conducted without valid AO Authorization constitutes unauthorized use of a private airport and may be treated as **civil trespass under Florida law**, in addition to any other contractual or property-based remedies available to the Airport Operator. The following operations are prohibited unless expressly authorized in writing by the Airport Operator:

- Ultralight aircraft
- Balloons
- Gliders
- Unmanned aircraft systems (drones)
- Model or remote-control aircraft

SECTION 6 – AIRPORT DESCRIPTION

6.1 Airport Identification

- **Airport Identifier:** 17FL
- **Airport Name:** Jumbolair Airport
- **Coordinates:** As published in current FAA records

6.2 Runway 18/36

- Length: 7,550 feet
- Width: 200 feet
- Elevation: approx. 100' MSL
- Surface: Asphalt
- Thresholds: RWY 18 – 1,020 ft displaced; RWY 36 – 990 ft displaced
- Declared Landing Distance Available (LDA): RWY 18 – 6,530 ft; RWY 36 – 6,000 ft
- Emergency Overrun: 560 ft on RWY 36
- Blast Wall: 20 ft tall concrete wall at south end
- Pavement Strength (PCN/ACR Limits): 220/F/A/X/T
- Maximum aircraft weight (single-tire main gear): 68,000 lbs.
- Maximum dual-tire main gear aircraft: 100,000 lbs.

IMPORTANT NOTE: Notwithstanding anything herein to the contrary no aircraft shall land, take off, taxi, or otherwise operate at the Airport if the aircraft has a manufacturer's certificated Maximum Takeoff Weight (MTOW) of one hundred thousand (100,000) pounds or greater, or if the aircraft's Aircraft Classification Rating (ACR), as certificated or

published by the manufacturer, exceeds 220/F/A/X/T, regardless of the aircraft's actual operating or landing weight.

6.3 Runway 09/27

- Length: 3,000 feet
- Width: 60 feet
- Elevation: approx. 100' MSL
- Surface: Grass
- Trees 20'+ approach end of RWY 09
- Power lines (Unmarked) and trees 20'+ approach end of RWY 27
- Operations are limited to aircraft with a manufacturer's certificated MTOW of less than 12,000 pounds.

6.4 Obstacles

There are two towers within close proximity to the airport. The first tower, at 677 ft MSL, is located 2 miles south on the approach to Runway 36. The second tower, at 1,449 ft MSL, is located 2 miles to the east of the airport.

6.5 Taxiways

The structural weight limits of asphalt taxiways are equal to or less than runway 18/36 or as determined by the Airport Operator. Taxiway safety areas are from the centerline of each taxiway to 50' feet on either side. On the north taxiway on the east side of the runway the safety area is 75' from the center line of the taxiway on either side for the first 1200' feet measured from the side of the runway. No parking or obstacle can be placed at a height of 2' feet or greater within the designated taxiway safety area in accordance with FAA Advisory Circular 150/5300-13, "Airport Design."

6.6 Airport Safety / Movement Areas

Designated safety areas include Runway Safety Areas ("RSA"), defined as areas within 200' from the edge of any runway or 50' from the edge of any taxiway.

Runway Object Free Area ("OFA") centered on the runway must be clear of objects protruding above the ground except for those fixed by function within 500' of the runway or 600' from the runway approach or departure ends.

6.7 Communications

17FL Frequencies:

- CTAF 122.7

- Runway Lighting Pilot Control Lighting (PCL) – (3 clicks for low, 5 clicks for medium & 7 clicks for high.)
- Ocala ATIS 128.125
- Departure/Approach 118.6
- Clearance Delivery 904-741-0284

6.8 Windsocks

Windsocks are installed at the approach end of the runways and the east side of the runway in the center.

SECTION 7 – OPERATIONAL PROCEDURES

7.1 Radio Procedures

All aircraft must use CTAF 122.7 for position calls. Pattern entry and position announcements must comply with FAA AC 90-66.

7.2 Runway / Lighting Use

Runway lighting shall be activated for all aircraft operations, **day or night**, to provide positive visual warning to ground vehicles, personnel, and equipment operating in or near movement areas. During the hours of darkness, if runway lights are inoperative, the airport is closed.

- Traffic Patterns: RWY 18 – Right Traffic.
 RWY 36 – Left Traffic.
 West side of runway 18/36
 North side of 09/27 Recommended

7.3 Helicopters

Helicopters with Skids must park in approved areas and at no time on the asphalt on the taxiways or runway 18/36. There are 2 parking spots marked with an “H” on the south end inside the blast wall area or the concrete ramps of the residents. Grass landings are permitted. No helicopter full autorotation touchdowns are permitted.

7.4 Flight Training

Only for residents of the adjacent fly-in community or as approved in advance and in writing by the Airport Operator.

7.5 Night Operations

During the hours of darkness, if runway lights are inoperative, the airport is closed. Night proficiency flying should be completed by 10 P.M. local time.

If operations are necessary between 10 P.M. and 7 A.M., engine and APU run times must be kept to a minimum. Maximum ground run time during nighttime hours less than 15 minutes.

7.6 Noise Sensitive Area

Pilots should be aware that the area around Jumbolair Airport is a noise sensitive area. Housing areas, schools, barns, riding arenas, etc., should be avoided to the extent practical without jeopardizing safety of flight. Aircraft engines or APU's should be run only for time required for taxi and takeoff or parking. Extended maintenance runs should be conducted in approved maintenance area and only performed during daylight hours.

7.7 Ground Vehicle Operations

To ensure safe ground-vehicle operations on all movement and non-movement areas of Jumbolair Airport. This policy establishes the minimum requirements for vehicle operators. This policy applies to all persons operating a motor vehicle, golf cart, utility vehicle, bicycle or any equipment on any taxiway, runway, airport movement area, or airfield perimeter road. (RSA or OFA areas) Compliance is mandatory for all residents, guests, vendors, and contractors.

- Carry and monitor an aviation VHF radio on 122.7 MHz
- Make position/crossing calls when aircraft traffic is evident
- No use of earbuds or headsets that impair hearing
- Yield immediately to aircraft

Night Operations

- All lights and flashers required
- Do not direct headlights toward aircraft

Road Crossings at Taxiways

- Use extreme caution
- Radio not required if crossing taxiway directly and not traveling along taxiway.

Runway or Taxiway Crossing Procedures

- Look both ways and scan for arriving aircraft
- Minimize runway or taxiway occupancy time
- Use west side for north–south travel when possible

Authorized Vehicles

- Automobiles, pickup trucks
- Golf carts, utility vehicles
- Tractors and airport maintenance equipment

Prohibited on runways/taxiways

- Any vehicle unable to carry/use an aviation radio

7.8 Pedestrian Awareness and Safety

Jumbolair Airport is located adjacent to a residential aviation community where pedestrians, golf carts, and pets may be present in non-movement areas.

Pedestrians, golf cart operators, and pet handlers must remain vigilant at all times and yield immediately to aircraft operations. The presence of pedestrians or pets shall not impede aircraft movement, and aircraft shall at all times have the right-of-way.

Use of headphones or other devices that impair the ability to hear approaching aircraft is prohibited while in the vicinity of runways, taxiways, or aircraft operating areas. Pets must be leashed or otherwise restrained.

7.9 Aircraft Fueling

Only Airport Operator-authorized personnel may conduct fueling **in designated fueling areas**. Self-fueling and fueling by unauthorized persons or vendors is strictly prohibited.

Pilots are responsible for:

- Confirming the availability of fueling services prior to arrival; and
- Supervising passengers and ground personnel during fueling operations.

7.10 Instrument Approach Approvals

No person may use the special instrument approach without written authorization from the Airport Operator and full compliance with the applicable FAA Certificate of Authorization (CoA) contact the Airport Operator for authorization.

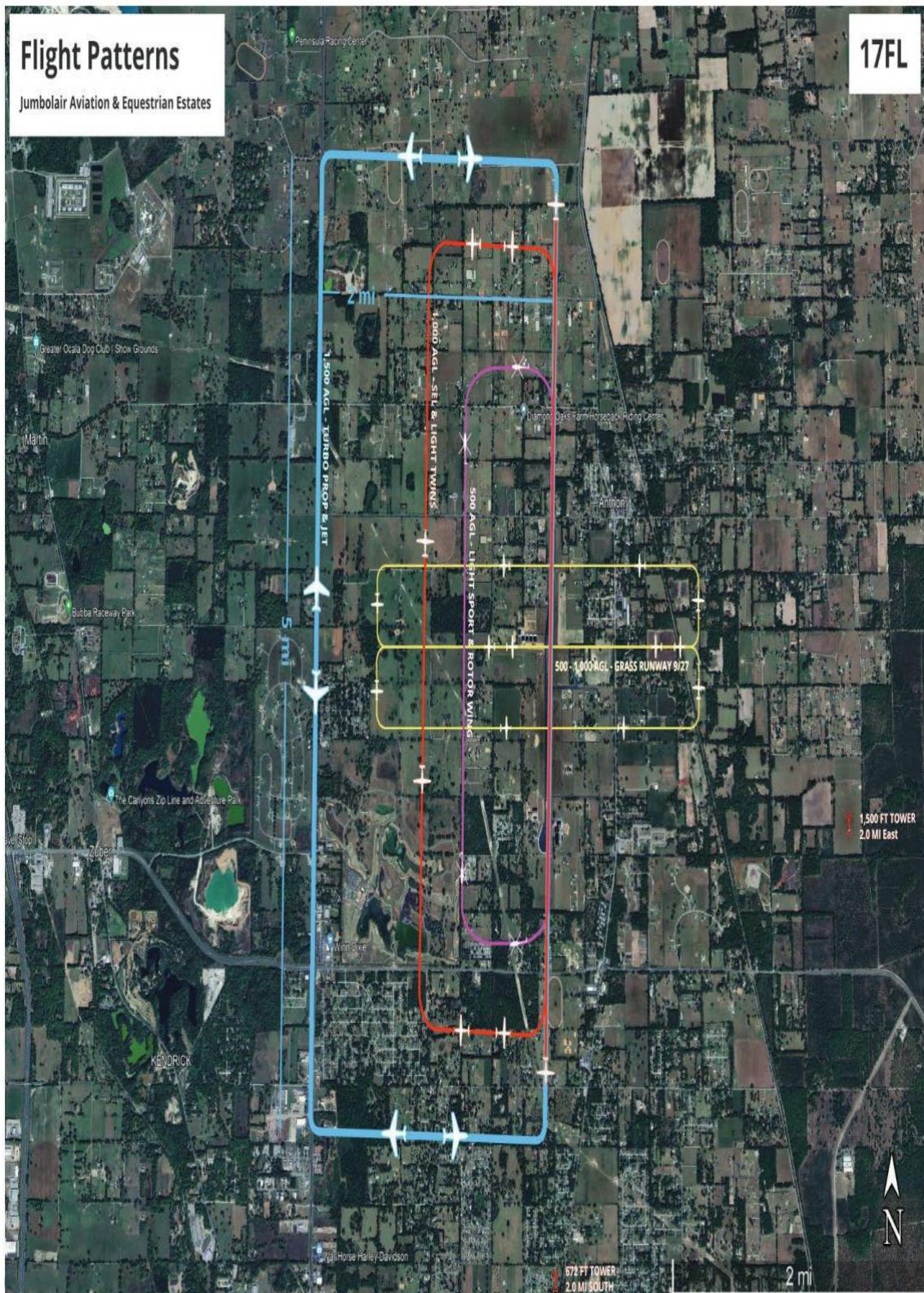
7.11 Suggested Traffic Patterns

[SEE NEXT PAGE]

Flight Patterns

Jumbolair Aviation & Equestrian Estates

17FL



SECTION 8 – CONDITIONS OF AIRPORT USE

Use of Jumbolair Airport (17FL) is a revocable license granted by the Airport Operator and not a right. Access to, and operation on, the Airport is conditioned upon full compliance with this APM, all Airport Rules, and all written authorizations issued by the Airport Operator.

All permissions granted under this APM regulate only the manner and conditions of airport use and do not create, modify, terminate, or impair any recorded easement, property interest, or ownership right.

Failure to comply with any provision of this APM constitutes grounds for suspension, revocation, or denial of airport use privileges, as determined by the Airport Operator, without affecting underlying property or easement rights.

SECTION 9 – ACKNOWLEDGEMENT AND ACCEPTANCE BY USE

By operating, landing, taking off, taxiing, parking, or otherwise using Jumbolair Airport (17FL), any aircraft owner, operator, pilot, or other user acknowledges receipt of and agrees to comply with this Airport Operations Manual, all Airport Rules, and all written authorizations issued by the Airport Operator, as amended from time to time.

SECTION 10 – AUTHORITY & REGULATORY FRAMEWORK

The Airport Operator retains authority, to the extent permitted by applicable law, to establish, interpret, and enforce operational rules and safety procedures governing use of the Airport. While only the Federal Aviation Administration (FAA) enforces Federal Aviation Regulations as federal law, the Airport Operator may adopt FAA standards, guidance, and best practices as conditions of airport use. Compliance with such standards, when incorporated into this APM or issued by written authorization, is mandatory for all Airport users.

Operational, safety, security, or infrastructure-related procedures may be amended by the Airport Operator and shall become binding upon written adoption or publication. If any provision of this APM is determined to be invalid or unenforceable, such determination shall not affect the validity or enforceability of the remaining provisions.

PILOT QUICK REFERENCE – JUMBOLAIR AIRPORT (17FL)

PRIOR PERMISSION REQUIRED (PPR)

ALL operations require written AO Authorization.
Email: info@jumbolair.com
Phone: 321-339-8902

AIRCRAFT LIMITS – STRICT

No Aircraft with a certified MTOW greater than 100,000 pounds.

Aircraft exceeding limits may not operate regardless of actual weight.

RWY 18/36 (Asphalt)

ACR 220 /F/A/X/T

MTOW	< 100,000 lbs
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Single-tire main gear	68,000 lbs
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Dual-tire main gear	100,000 lbs
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RWY 09/27 (Grass)

MTOW	< 12,000 lbs
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COMMUNICATIONS

CTAF: 122.7

Pilot Controlled Lighting: 3 clicks (Low), 5 (Medium), 7 (High)

TRAFFIC PATTERNS

RWY 18: Right traffic

RWY 36: Left traffic

RWY 18/36; Use west side of

RWY 09/27 Use north side recommended for Safety

Runway Lights

On DAY OR NIGHT

NIGHT OPERATIONS

Airport closed if runway lights are inoperative. Night proficiency flying complete by 2200 local. 2200–0700: Engine/APU ground run time < 15 minutes.

HELICOPTERS with Skids

No operations on asphalt taxiways or RWY 18/36.

Grass landings permitted. No full-touchdown autorotation.

FLIGHT TRAINING

Limited to adjacent fly-in community residents. Others require written AO approval.

NOISE AWARENESS

Noise-sensitive area. Avoid homes, barns, and schools when practical.

GROUND SAFETY

Aircraft always have right-of-way.

Vehicles must monitor CTAF 122.7 and use lights at night.

No pedestrians on runways, taxiways, RSA, or OFA unless approved or escorted.

FUELING

Authorized personnel only. No fueling on runways or taxiways.

INSTRUMENT APPROACH

Written AO authorization required.