

# 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 airport of public interest 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). This APM is adopted and enforced as an airport safety and operations document. Jumbolair Airport is a private airport of public interest subject to applicable Florida aviation law, including Chapter 330, Florida Statutes, and applicable airport safety requirements.

The Airport Owner and Airport Operator are responsible for maintaining the Airport in a safe and usable condition for flight operations. All use of the Airport—whether by permission, agreement, ownership interest, or recorded easement—is subject to reasonable safety, operational, infrastructure, and compliance requirements necessary to maintain safe airport operations.

## **SECTION 3 – PRIOR PERMISSION REQUIRED**

Jumbolair Airport (17FL) is a private airport of public interest. Prior permission is required for transient users, guests, invitees, vendors, contractors, and all persons or entities without a recorded airport-use property right.

- Persons or entities claiming a recorded easement, runway agreement, or other recorded airport-access right are subject to reasonable operational coordination requirements necessary for safety, documentation, insurance verification, and compliance with this APM.

Any such coordination requirements are administrative and safety-related and shall not be interpreted to create, modify, or extinguish any valid recorded property right. Airport office business hours M-F 8:00 am / 5:00 pm excluding holidays.

- Contact Information:
  - Email: [info@jumbolair.com](mailto: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.

Transient users, guests, invitees, vendors, and contractors must obtain prior permission before operating at the Airport.

For users claiming a recorded airport-access right, the Airport Operator may require standing documentation for approved aircraft and pilots, including insurance and operational information reasonably necessary for safety and compliance. Once such standing documentation is submitted

and verified, repeated flight-by-flight submissions are not required unless conditions change or a specific operation requires separate review for safety, infrastructure, or compliance reasons.

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**

Aircraft operations at the Airport are subject to operational authorization and coordination requirements under this APM.

For transient and non-recorded-right users, prior written AO Authorization is required before operation.

For users claiming a recorded airport-access right, the Airport Operator may require submission of operational and safety-related information on a standing basis for approved aircraft and pilots.

All authorized operations must comply at all times with applicable FAA rules, advisory circulars, regulations, this APM, and Airport safety requirements.

### **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, information reasonably necessary to evaluate safety, pavement compatibility, and compliance, and where available:

- Aircraft N-number.
- Aircraft make and model.

- Manufacturer’s certificated Maximum Takeoff Weight (MTOW), together with published ACR, ACN, PCR, or equivalent pavement compatibility data where available..
- Pilot in Command name and certificate number.
- 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**

The Airport Operator shall administer AO Authorization and all operational requirements in good faith and in a safety-based, commercially reasonable, and non-discriminatory manner.

Any approval, denial, suspension, or operational limitation shall be based on documented safety, infrastructure, operational, insurance, or regulatory compliance considerations.

For transient users, AO Authorization is not effective unless confirmed by the Airport Operator.

For users claiming a recorded airport-access right who have satisfied standing documentation requirements, no separate flight-by-flight approval is required unless necessary due to specific safety, operational, infrastructure, or compliance conditions.

## **5.3 Unauthorized Operations**

Operations by transient or non-authorized users without required prior permission are unauthorized.

Operations by any user in violation of applicable FAA rules, advisory circulars, regulations, this APM’s safety requirements, or operational limitations may be restricted or suspended as reasonably necessary for safety and compliance.

Nothing in this section shall be interpreted to adjudicate or eliminate any valid recorded property right.

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 (PCR/ACR Limits): 220/F/A/X/T
- Maximum aircraft weight (single-tire main gear): 68,000 lbs. MTOW (applicable only where no published ACR is available; see Pavement Capability Standard below)
- Maximum dual-tire main gear aircraft: 100,000 lbs. MTOW (applicable only where no published ACR, ACN is available; see Pavement Capability Standard below)

### Runway Pavement Compatibility – Engineering and Verification Framework

Aircraft compatibility shall be determined primarily using published pavement data, including ACR, ACN, PCR, or equivalent engineering standards.

Where compatibility depends on actual operating weight, the Airport Operator may require documentation reasonably sufficient to verify such compatibility prior to operation.

If such documentation is not provided, cannot be verified, or is otherwise insufficient, the Airport Operator may rely on manufacturer certificated MTOW and published pavement data as the controlling standard.

An aircraft may be restricted if:

- (a) pavement loading exceeds Airport capability;
- (b) certificated MTOW exceeds compatibility limits; or
- (c) compatibility cannot be reasonably verified.

The Airport Operator is not required to accept unverified statements of operating weight. The burden remains on the aircraft operator to provide sufficient documentation to demonstrate compatibility prior to operation. The Airport Operator may deny or restrict operations where such documentation is not provided at a timely provided prior to use of the runway.



- 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 users claiming a recorded airport-access right 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]

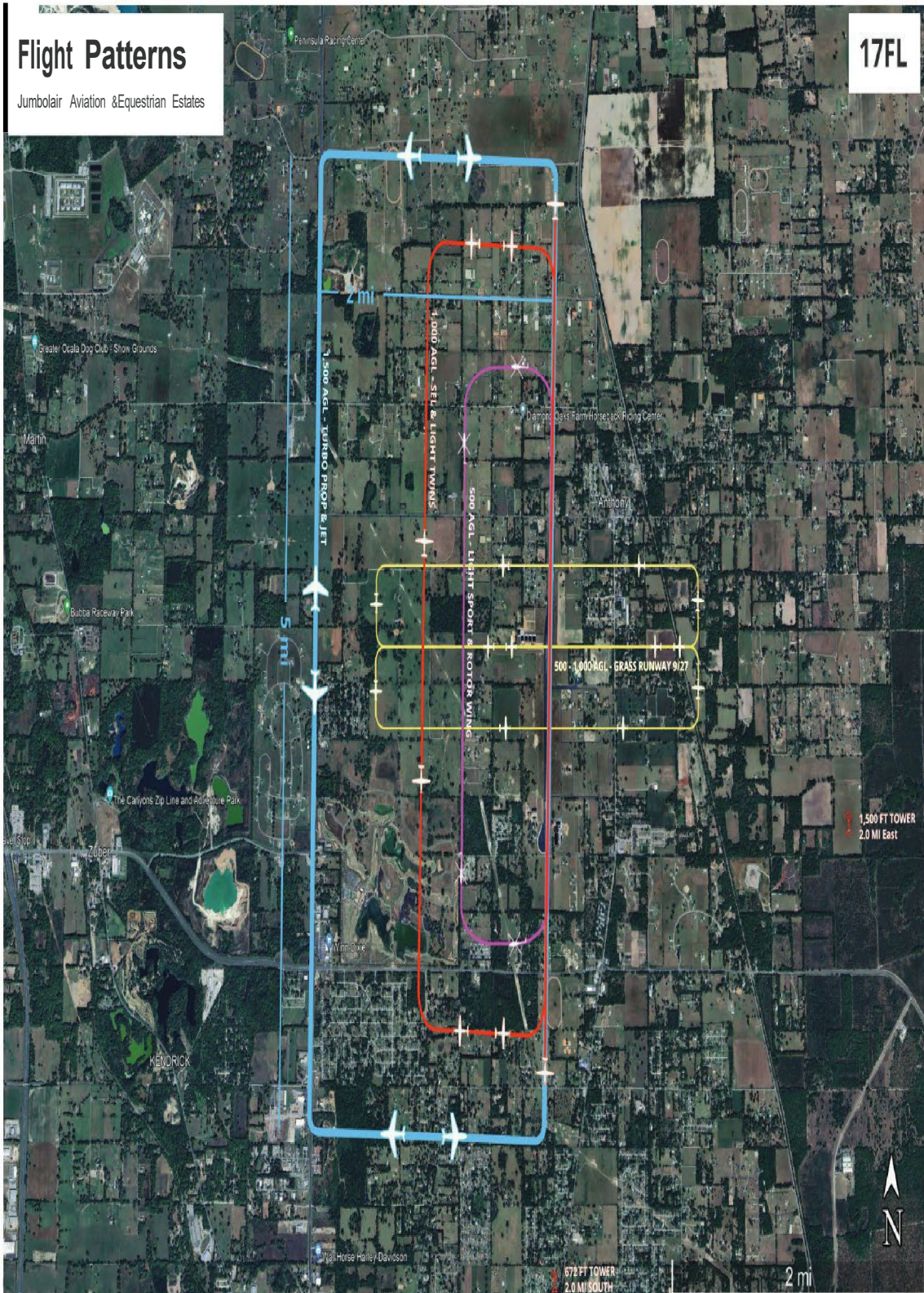
## **7.12 Aerobatic Box (APA)**

When the aerobatic box is active with an aircraft in the box overhead, the airport is closed. The active aircraft will be monitoring 122.7 with a ground boss, contact the ground boss prior to any movement on the airport or prior to being within 5-miles to the airport.

# Flight Patterns

Jumbolair Aviation & Equestrian Estates

17FL



## **SECTION 8 – CONDITIONS OF AIRPORT USE**

Use of Jumbolair Airport is subject to this APM, applicable FAA regulations, and Florida aviation safety requirements.

For transient users, airport access is by permission of the Airport Operator.

For users claiming a recorded airport-access right, this APM regulates the manner, safety, and coordination of airport use and is not intended to create, modify, or extinguish any valid recorded property right.

Failure to comply with safety requirements or operational limitations may result in restriction of operations as necessary for safety and compliance.

No person may operate in a manner that exceeds pavement capability or creates unsafe conditions.

## **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, all FAA rules and regulations, 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, advisory circulars, and best practices as conditions of airport use. Compliance with such standards, when incorporated into this APM.

Operational, safety, security, or infrastructure-related procedures may be amended by the Airport Operator as necessary to maintain safe and compliant airport operations. All amendments shall be based on legitimate safety, infrastructure, operational, insurance, or regulatory considerations and shall be applied in good faith.

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, which shall remain in full force and effect to the maximum extent permitted by law.

## PILOT QUICK REFERENCE – JUMBOLAIR AIRPORT (17FL)

### **PRIOR PERMISSION REQUIRED (PPR)**

Transient aircraft require prior AO Authorization. Recorded-right users are subject to standing documentation and safety compliance. Email: info@jumbolair.com  
Phone: 321-339-8902

**AIRCRAFT COMPATIBILITY Aircraft may not operate if published or demonstrated pavement loading exceeds Airport capability.**

**If compatibility depends on reduced operating weight, sufficient documentation must be provided before operation.**

**If sufficient documentation is not provided or cannot be verified, manufacturer certificated MTOW and published pavement data control.**

<b>RWY 18/36 (Asphalt)ACR</b>	220 /F/A/X/T
MTOW	100,000 lbs
Single-tire main gear	68,000 lbs
Dual-tire main gear	100,000 lbs
<b>RWY 09/27 (Grass)MTOW</b>	< 12,000 lbs

### **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 users claiming a recorded airport-access right. 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.**

