

TREEPORT AIRPORT  
OPERATIONAL RULES AND REGULATIONS

Revision II

I. POLICY STATEMENT:

Treeport Airport is a private 'use at own risk' recreational airport that was established for the use and enjoyment of aviation enthusiasts who chose to live in a residential airpark. All owners of property in the Treeport Development are entitled to the use of the airport, as governed by the covenants and these rules and regulations. It is the intent of the Treeport Homeowners' Association, Inc. and its members, that all operations at the airport be conducted in a manner that is consistent with the utmost safety and enjoyment of its users, and our neighbors in the surrounding area. These rules and regulations are adopted as provided by Article V, Section 1, Para A of the Declaration of Covenants, and may be amended as required to meet changing conditions or needs of the airport and community by recommendations of the Airport Maintenance Committee Chair and approved by Quorum of the Association Board of Directors.

II. AIRPORT INFORMATION:

A. The airport consists of an avigation easement that runs with the properties of Lots 1 through 15 of Block 1 of the Treeport Development. The easement is 250' wide and approximately 5000' long.

B. The elevation of the Airport runway is 2500' above mean sea level.

C. RUNWAYS: The designated portion of the easement that comprises the runways and taxiways is 3000' by 200' wide, (allowing for cuts and fills). The East threshold is approximated 200' from the East End of the runway easement and provides a sloping overrun area. The runway is delineated by runway markers, except in periods of snow, that are spaced 100' in width and 200' apart for a distance of 3000'. The runway thresholds are clearly marked by white contrast material at both ends. The thresholds may also be further identified with contrasting reflective markers during winter conditions. There is an approximately 50' width on the South and North sides of the 100' runway for taxi operations. Beyond the West end of the runway threshold there is an approximately 200' sloping overrun area, and the balance of the easement to the West is designated as taxiway access for those lots West of the runway.

D. RUNWAY ORIENTATION: The runway has a True East/West orientation. The magnetic headings for the runways allowing for magnetic variation are 070 degrees for landing to the East, and 250 degrees for landings to the West. Thus, the numerical designations for the runways are 07 and 25 per FAA standards.

E. AIRPORT LOCATION: The Treeport Airport is located approximately 12 nautical miles Northwest of the Coeur d'Alene Airport (Identifier: COE) and 41 nautical miles Northeast of the Spokane VOR (Identifier: GEG) on the 034 deg radial. The latitude and longitude of the airport are 47 deg 58.68' and 116 deg 47.56' respectively. The airport is depicted on both the Seattle and Great Falls Sectionals as a "Private Use Airport".

F. COMMUNICATIONS: The Treeport Airport is designated as an "un-controlled airport" per FAA standards. There is no ground based and manned "Unicom VHF frequency for communications. The "Multi-Com" VHF frequency of 122.9 VHF should be used for all operations in the airport traffic area per FAA standards.

G. WINDSOCK: A windsock placed within a segmented circle is located at the threshold end of runway 07. A secondary windsock is also located at the threshold end of runway 25 on the North side. Because of the East/West orientation and due to the prevailing South/Southwest winds, crosswinds are the prevailing condition at Treeport. Pilots will find, however, that due to the trees on the South side, the crosswind component is reduced at the runway surface. Occasional gusty shear conditions are experienced at the approach end of runway 07 due to some unusually tall trees located on the South side.

H. AIRPORT IDENTIFIER: The Idaho State and FAA assigned Identifier for Treeport is: ID-22.

### III. OPERATIONAL HAZARDS:

A. As Treeport is a residential and uncontrolled airport, pilots should be alert to the probability of unusual Hazards not normally encountered on controlled airports. The residential aspect of the airport includes children and dogs that may intrude on the operational areas regardless of the precautions taken by the residents. Children that have been cautioned can usually be expected to clear the area upon the approach of an aircraft. The same cannot be expected of dogs that may be almost as important to some residents as their children. Pilots should be alert and prepared to suffer the inconvenience of aborting a takeoff or landing due to the presence of children or animals. Pilots are expected to shut down the power plant when on the ground if approached by children or animals, to eliminate the hazard of the spinning propeller. Repetitious occurrences of children or dogs on the operational areas shall be reported to the Chairman of the Airport Committee for action. **Pilots should not engage in confrontations with the children, dogs, or other residents.**

B. WILD GAME: Deer, Moose, Coyotes, and even Bear are active on the airport. With the exception of Moose, these animals will normally exit the area when stimulated by the approach or low pass of an aircraft. Moose have been known to stand their ground and charge an aircraft causing substantial damage.

C. MAINTENANCE VEHICLES: Snow plowing, mowing, and other vehicles may be seasonally present on the operational areas. Equipment operated by the Association is equipped with flashing lights and/or beacons for increased visibility. The equipment does not have Aviation VHF communications. Operators of the equipment are cautioned to be alert and observant of aircraft operations, and to clear the operational areas as required. However, especially in the case of an aircraft approaching for landing, a low pass by the pilot may be required to alert the equipment operator of the aircraft presence and allow the equipment operator to clear the area.

D. OTHER HAZARDS: The Association and the Airport Committee will make every effort necessary to maintain the operational areas in a safe condition consistent with the operation of an uncontrolled airport with a sod-landing surface. At any time, the Airport Committee deems the operational areas as unfit for aircraft operations, the prescribed orange/yellow FAA designation for a closed runway will be placed on the runway's thresholds (except for periods of snow). During periods of Spring Breakup, the runway and taxiways can become soft and muddy even though it is well drained. Use of the runway and taxiways during early Spring can cause substantial damage to the ground surface and create safety issues for aircraft operations.

E. WINTER OPERATIONS: During the winter, the surface can become covered with ice, and snow berms will accumulate parallel to the landing surface of runway edges. It is the pilot in command responsibility to ascertain that the airport is suitable and safe for contemplated operations at the given moment of those operations. It is recognized that pilots of varying levels of experience and skill may or may not be able to operate in potentially adverse conditions in a safe manner. All pilots are responsible for their operations in a manner consistent with their own experience, skill level, and the limitations of their aircraft.

#### IV: OPERATIONS IN THE FLIGHT PATTERN:

A. PATTERNS: In an effort to minimize the impact of airport operations on the more densely populated residential areas to the South, all patterns for Treeport Airport have been established to the North of runway, which consists largely of State Forest Lands and less densely populated areas. The pattern for runway 07 is left traffic, and the pattern for runway 25 is right traffic.

B. PATTERN ALTITUDES: The FAA prescribed pattern altitudes will be adhered to: 800' AGL (3300' MSL) for conventional aircraft, and 300' AGL (2800' MSL) for ultra-light aircraft.

C. DOWN WIND LEG: The downwind leg of each pattern shall be executed parallel to the runway North of that point at which Pend Oreille Drive and Clagstone Road intersect at the North Entrance to the Treeport Development.

D. BASE AND CROSSWIND LEGS: All operations departing or arriving will execute the base or crosswind Leg outside the perimeter of the airport easement and the Treeport Development, which is delineated by St. Joe Drive to the West, and Pend Oreille Drive to the East.

E. NOISE ABATEMENT: The patterns are established consistent with safe aircraft operations and standards, and in the interest of minimizing noise impacts on our neighbors and residents. Pilots should always execute recommended noise abatement procedures consistent with the safe operation of their aircraft. *Midfield departure turns shall not be performed.*

#### V. PRIVATE HANGAR TIE DOWNS:

The Association does not seek, nor have any purview over the rights of any lot owner in the use of hangars or tie downs located on their property. The Association does have purview of the use of the runway easement and may therefore control and set fees for the use thereof. In the event any resident should choose to rent or otherwise provide aircraft hangar or tie down space for a non-resident owned aircraft, the owner/operator of that aircraft will be subjected to the Operational Rules and Regulations of Treeport Airport. In addition, the non-resident owner/operator shall be subject to the then current airport maintenance fee. In the case of temporary use of less than thirty days, the annual fee may be waived.

#### VI. SNOW REMOVAL:

When aircraft operational density and activity warrant plowing, the Airport Committee will provide for the removal of snow from the runways, and the West Taxiway that accesses the lots West of the main runway. The parallel taxiways adjacent to the runway will not be plowed. It shall be the responsibility of each aircraft owner/operator to remove snow as required and at his option, in order to maintain his access to the plowed runway. The snow plowing operations may create sizeable berms, and the removal of those berms by the owner/operator shall be stockpiled off the existing plowed width of the runway or taxiway.

## VII. AIRCRAFT OPERATION LIABILITY:

Aircraft operators conducting flight or taxi operations to, from or on the surface areas of Treeport Airport (ID 22) are solely responsible for and will be held financially liable for injury or damage to other persons or property incurred as result of that operation. Treeport based aircraft operators are encouraged to purchase and maintain Aircraft Liability Insurance with The Treeport Homeowners' Association named as an additional insured.

## VII. PROHIBITIONS:

- A. No parking of aircraft on runways or taxiways allowed except during planned special events. The special event coordinator is responsible for determining where the aircraft shall be parked.
- B. Takeoffs shall not be initiated from the overrun areas due to limited line of sight. In the case of high-density altitude and the pilot judges that the extra distance is a safety factor, the pilot shall determine that no other aircraft is in the pattern or on the runway.
- C. Touch and Go operations shall be kept to a minimum. Have consideration for your neighbors.
- D. The operation of snowmobiles, motorbikes, all-terrain vehicles, and similar vehicles on the runway or taxiway is prohibited. It is an aircraft operation area. All other motorized vehicles are similarly prohibited except when engaged in airport maintenance operations, as provided in Section III Para C.
- E. Equestrian traffic or other activities, and the grazing of livestock (horses, mules, goats, cows, etc.) are also prohibited on the runway or taxiways.

## IX. SPECIAL EVENTS:

When a special event, such as an Experimental Aircraft Association demonstration or fly-in breakfast, dinner, or other festive activities are planned, the Treeport Homeowners Association Board of Directors shall be consulted for approval of the event and will appoint an activity coordinator. The coordinator will be responsible to ensure all necessary safety requirements are taken and will have the authority for the overall conduct of the event operations. The event coordinator may appoint other persons as needed for assistance to ensure the safe and successful outcome of the planned activity.

## X. PILOT ACKNOWLEDGEMENT:

- A. Each pilot operating from the Treeport Airport, whether resident or invited visiting pilot will be provided with a copy of these Operational Rules and Regulations and shall complete and sign the Acknowledgment Form attesting that he or she acknowledges his understanding and agreement to comply.
- B. Resident owners shall be responsible for providing visiting pilots with a copy of these Operational Rules and Regulations and ensure the visiting pilot completes the Acknowledgment Form prior to arriving at Treeport. If the guest pilot is unable to comply with this requirement prior to arrival, the form must be completed prior to departure from Treeport.
- C. Completed Pilot Acknowledgment Forms shall be mailed, e-mailed or hand delivered to the Secretary of Treeport Homeowner's Association to be retained in the Association's records.

D. A copy of blank Pilot Acknowledgment Form may be found as an attachment to revision II to the Treeport Airport Operational Rules and Regulations. Reproduction is authorized. The form may also be available from the association's web site.

XI: ATTACHMENTS:

A. PILOT ACKNOWLEDGEMENT FORM (Revision 1, March 25, 2021)

This revision to Treeport Operational Rules and Regulations is approved by Amendment II as signed and is effective the 25<sup>th</sup> day of March 2021. Amendment 1 is archived with the original signed issue of these Rules and regulations.

