SPRUCE CREEK AIRPORT
ARRIVAL & DEPARTURE PACKAGE

Photo Compliments of Bob “Roofman” Terry

Release Date: August 15, 2019

Created By: Airport Mgr. Joe Friend & Spruce Creek Airport Authority Committee
### REVISION TRACK

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INTRODUCTION: Spruce Creek Airport (hereafter referred to as the Airport) is a private airport owned and operated by the Spruce Creek Property Owners Association (SCPOA). The Airport Authority Committee (hereafter referred to as the AAC) thru the SCPOA Board of Directors has the authority and the responsibility to oversee the operation of the Airport. **Prior permission** is required to land at the Spruce Creek Airport. All flying activities are regulated by the FAA, TSA and by the recommended procedures published in the Aeronautical Information Manual. In addition, a limited number of local rules and procedures have been established to promote a safe and enjoyable airport. All residents, tenants and invitees are required to abide by these procedures.

VOLUSIA COUNTY FLORIDA
S普RUCE CREEK AIRPORT     7FL6
29 04,81N, 081 02,80 W
6 mi South of Daytona Beach International Airport (KDAB)
PRIVATE AIRPORT (INVITATION ONLY)

OWNED & MANAGED BY:
Spruce Creek Property Owners Association, Inc.
212-1 Cessna Blvd. Port Orange, FL 32128
Tel: 386 760-5884 / After Hours 386 756-6125 (Security)
Fax: 386 761-7808 Email: Airport@scpoa.com
Airport Manager: 386 275-1894
Airport Info and Rules at www.airport7fl6.com

HOURS ATTENDED 0800L-1600L
NOTIFY SECURITY ON FREQ: 122.725 MHz
Or on Ground PH 386 756-6125
INVITED GUEST AIRCRAFT MUST BE TIED
DOWN AT HOST'S HANGAR OR GUEST PARKING ON CESSNA BLVD BEHIND BLUE LINES ONLY

Ormond VOR 112.6 MHz 165ºR/13.9 DME
Orlando VOR 112.2 MHz 020ºR/35.6 DME
St Petersburg FSS 122.2 MHz
Approach Control South 125.35 MHz / North 125.8 MHz
Instrument Approach GPS Rwy 06 (Private)

CTAF 122.725 MHz
Pilot Actuated Lights (3-5-7 clicks)
AWOS (Airport info, xmit continuous) 121.725 MHz

Segmented Circle
Lighted Wind Socks
Fuel: 100LL & Jet A (self serve and truck delivery)
Fuel: 386 257-7791 (on field)
Fuel: 129.7 MHz (forward request to Spruce Creek)

NOISE SENSITIVE AIRPORT

ELEVATION 23 FT.
RUNWAY 06/24, 4003 X 178, ASPH, LTS, DPL 3664
RUNWAY END LATITUDE/LONGITUDE
RWY06 - N29° 04' 36.44", W81° 03' 05.57"
RWY24 - N29° 05' 00.97", W81° 02' 30.15"
ARRIVAL AND DEPARTURE

Creek Arrival/Departure: The “Creek Arrival” and “Creek Departure” are visual procedures that can be used to arrive or depart the Spruce Creek airport to and from the ocean shoreline. These are VFR only procedures which define a ground track for inbound and outbound aircraft in the corridor between the DAB Class C and the EVB Class D airspace. Pilots should alter course as necessary for safe separation from other traffic and maintain appropriate altitude to comply with AC 90-66B CHG 1, issued 2/25/2019.

Suggested example radio transmissions on the CTAF of 122.725 MHz

**Inbound:** “Spruce Creek traffic, Twin Comanche, Creek Arrival at the shoreline”

**Outbound:** “Spruce Creek traffic, Twin Comanche, Creek Departure over the interstate”
Tank Departure: The “Tank Departure” is a visual procedure to stay well clear of DAB Class C Airspace when departing Northwest. This is a VFR only procedure. Pilots should alter course and altitude as necessary for safe separation from other traffic.

Departure from Runway 24:
After departure, turn right, we recommend altitude not above 1000 feet, fly over the tank, then fly heading 290° until crossing I-4 and SR-92 (both major east-west roads), then on course.

Departure from Runway 6:
After departure, enter left downwind, when abeam the numbers Runway 6 turn right, we recommend altitude not above 1000 feet, fly over the tank, then fly heading 290° until crossing I-4 and SR-92 (both major east-west roads), then on course.
Automated Weather Observing System (AWOS): Current airport weather information is available by radio or telephone. Advisories provide altimeter, density altitude, wind direction and speed, visibility, temperature, dew point, crosswind, and wind-shear warnings. A radio check is also available by radio.

(a) Radio Access – AWOS is continuously transmitted on frequency 121.725 MHz. A “Radio Check” in which the system accepts a short message from the user, and echoes the same back to the user, is available after every AWOS transmission.

(b) Telephone Access – A complete AWOS advisory can be accessed by dialing the SUPERAWOS center at 617-262-3825 and when prompted for an airport, enter 7FL6 (7356).

Formation Flying: Pilots of transient aircraft should be advised that a number of Spruce Creek resident pilots practice formation flying on a regular basis. Typically formations consist of a “flight of two”, a “flight of four” or more aircraft. The general practice to recover (land) a formation flight is with the overhead approach common to military operations. If while monitoring the Spruce Creek CTAF, a communication similar to “Spruce Creek traffic, White Flight of four, one mile initial, Runway 6” is heard, the pilot should be aware that this is a formation flight (White flight) about to conduct an overhead approach to Runway 6. The flight is one mile out from the landing runway (in this case Runway 6) at a variable altitude below 1200 feet. Pilots unfamiliar with this procedure should be advised that all aircraft landing in a formation should be treated as a single unit and no attempt should be made to sequence...
your landing within the formation unit. This subject is discussed further in the section on Overhead Approach.

**LANDING AND TAKEOFF**

**Runway Selection:** Listen for traffic on 122.725, if none, it is pilots choice.

**Runway Lights:** Runway lights are normally set on low from dusk to dawn. When runway lights are on, light intensity can be controlled by the pilot by activation of the mic switch on 122.725 MHz (3 times-low, 5 times-med, 7 times-high within 5 sec.).

**Windsocks:** Illuminated windsocks are installed at the approach end of each runway on the left side.

**Precision Approach Path Indicator (PAPI):** A standard, steady-state, Precision Approach Path Indicator (PAPI) is installed on the left side, 1271 ft. from the runway 6 threshold and 778 ft. from the runway 24 threshold. The PAPI system is calibrated for a 3 degree glide slope.

![Diagram of PAPI lights]

**Takeoffs:** All fixed wing aircraft are encouraged to use the full length of the runway to provide the greatest margin of safety in the event of an emergency.

*Pilots are encouraged to always use landing lights for all takeoffs and landings*

**Noise Abatement:** Departing aircraft are to climb on runway heading to 500 feet AGL and beyond the departure end of the runway before making any turns. Pilots shall use noise abatement climb procedures including after-takeoff power and prop speed reductions consistent with safe operating practices and techniques.

**Departures Restrictions:** All VFR departures must be conscious of the configurations of the Daytona Beach (DAB) Class C airspace and New Smyrna Beach (EVB) Class D airspace and their effect on flight operations at the Airport. Radio contact with the appropriate facility is required prior to penetrating DAB Class C or EVB Class D airspace.
VFR Traffic Pattern: Arriving VFR aircraft should monitor 121.725 MHz for airport weather information. **Fly an altitude no higher than 1000ft AGL when under the outer ring of the DAB Class C airspace.** All arriving aircraft shall fly a Standard Left-Hand Traffic pattern at the appropriate altitude using AIM recommended radio calls and procedures. Straight-in approaches and landings are discouraged.
**Overhead Approach:** Overhead approaches are normally used for formation flights; however, they are not given priority over other traffic. Formation flight leaders are expected to take adequate spacing on other traffic in the pattern. Common sense and normal courtesy should be exercised to resolve traffic pattern conflicts. An overhead approach consists of an Initial Point (IP) 1 to 3 miles out that is aligned with the runway. Aircraft then fly at traffic pattern altitude to a point overhead the approach end of the landing runway. The lead aircraft will perform a level 180-degree turn (called the break) to downwind and, at an appropriate point, a continuous turn to final. Succeeding aircraft take spacing on the preceding aircraft and fly the same pattern. Appropriate radio calls are made at the IP, the break and base leg. This procedure is effective in rapidly recovering (landing) multiple aircraft.
**IFR Departures:** If unable to depart VFR contact by Cell Phone

\[ \textit{DAB Departure Control 386 226-3932} \]

**IFR Arrivals:** Arriving aircraft should monitor 121.725 MHz for airport weather information. Pilots are expected to monitor and make appropriate radio calls to announce their intentions on the local CTAF frequency 122.725 MHz.

**IFR GPS Approaches:** GPS 06 is a private approach to a private airport. Only residents with the approved and number approach plate assigned to them may utilize this procedure.

**TAXI AND RUN-UP**

**Taxiing:** Pilots will taxi at a reasonable and safe speed. The speed limit on all taxiways and ramp areas is 15 mph.

\[ \textit{Aircraft always have the right of way.} \]

**Back Taxiing:** Only aircraft, unable to use taxiways because of wing tip clearance or gear track considerations, are permitted to back taxi.

\[ \textit{When on the runway use landing lights and radio coordination with other departing and landing traffic.} \]

**Engine Run-up:** Normal engine run-up is restricted to the established run-up pads on the south side ends of Rwys. 06 and 24. Maintenance run-ups are permitted only at the normal run-up pads or on Taxiway Beech at the runway intersection. Pilots shall exercise good judgment in attempting to minimize the effects of prop wash/jet blast and noise production during run-up.
Taxiways: The Airport has approximately 4 miles of taxiways. Taxiways Beach, Cessna, and Lindy Loop are 100 ft. wide. Taxiways A, B, C, and D are 50 ft. wide. All other taxiways are 60 ft. wide. Taxiways Beach, Cessna, Lindy Loop, D, E, Tony and Aces Alley are dual use (auto traffic is permitted, however aircraft have the right of way).
**AIRCRAFT PARKING**

**Same Day Parking Guest/Visitors**

No fees will be charged for same day parking in the Guest/Visitor parking area (behind any Blue Line). The aircraft owner/operator shall display the pilot’s name and a local phone number or cell number in the left side windshield of the aircraft.

**Overnight Guest/Visitors**

A parking a fee of $5.00 per each overnight parking is charged for your aircraft. These fees are to be paid by the aircraft owner/operator at the POA office (212 Cessna Blvd) (this is on an Honor System). Security Force Logs all aircraft on the ramp nightly. All aircraft are reported each morning to the Airport Manager and POA Manager. Residents or tenants Sponsoring Guest for Visiting aircraft are responsible for all unpaid parking fees. There are no restrictions to the length of stay for Guest/Visiting aircraft parked on private property. Residents are welcome to use the Guest/Visiting aircraft parking area for their own aircraft subject to the fees stated above.

**RULES:**

* Park only in the designated Guest/Visitor parking area.
  * All unattended aircraft should be tied down and double locked.

(Place on Pilots side of Glare Shield):

* Name of the person or business you are visiting
* Pilot’s name, home address, and phone number
* Pilot’s local contact’s name and phone number
* Pilot’s date of arrival and expected departure date