

RULES AND REGULATIONS
FOR THE MADISON MUNICIPAL AIRPORT

The following rules will govern the conduct of all persons at the Madison Municipal Airport engaged in any aeronautical activities or while flying in the airport traffic zone, unless exceptions are specifically provided in federal or state regulations, or unless exceptions not in conflict with federal or state regulations have been authorized by the Indiana Board of Aviation Commissioners. No airman or other person shall operate any aircraft to or from the airport otherwise than in conformity with provisions of the State Laws of the State of Indiana or the federal laws, rules or regulations applicable to such operation. The rules set forth hereunder shall also apply to all persons in attendance, visiting or observing activities at the Madison Municipal Airport, whether such persons are engaged in any aeronautical activities or not.

SECTION I – GENERAL

1. The airport manager shall be under the direct supervision and control of the Board of Aviation Commissioners and shall be responsible to said Board for the execution of the rules and regulations set forth thereby. It shall be the duty of such airport manager to see that the rules and orders set forth by the Board of Aviation Commissioners are observed by all persons engaged in any aeronautical activity at such airport or by any other persons using the airport premises.

2. The airport manager shall at all times be the duly designated representative or agent of the Indiana Board of Aviation Commissioners in the execution of these rules and regulations.

3. No person, persons, or organization shall be permitted to use the Airport or any part or parts thereof for the carrying on of any commercial activity, aeronautical or otherwise, including; but not limited to the carrying of passengers for hire, freight, mail or express, student instruction, communications, demonstrations, sales or any other commercial enterprise, until such person, persons, or organization has secured authorization for such commercial activity from the Board of Aviation Commissioners and provided proper documentation to file with the airport manager.

4. The owners of all aircraft based at Madison Municipal Airport shall register such aircraft with the Airport Manager, indicating information relative to such aircraft as may be required by the Board.

5. The Airport Manager shall at all times have authority to take such action as may be necessary to safeguard the public in attendance at the Airport as well as private or public property.

6. The Airport Manager may suspend or restrict any or all operations without regard to weather conditions whenever such action is deemed necessary in the interest of safety.

7. Instructors shall fully acquaint their students with the aircraft operation rules and shall be responsible for the conduct of students under their direction, relative to such rules during dual instruction. When a student is flying solo, it shall be his solo responsibility to observe and abide by those rules.

8. The aircraft owner or his duly authorized agent shall be responsible for the disposal of wrecked aircraft and parts thereof. Witnesses of and participants in aircraft accidents in or near the airport should report same to the Airport Manager's office as soon after such accidents as possible, leaving their names and addresses, and making such statements regarding the accident as may be appropriate.

9. The term "person" means any individual, firm, partnership, corporation, company, association, joint-stock association, or body politic; and includes any trustee, receiver, assignee, or other similar representative thereof.

SECTION II - GROUND AND GENERAL AIRCRAFT OPERATION RULES

TAXIING

1. Aircraft shall be taxied at a safe and reasonable speed.
2. Before entering onto any runway or turning for take-off, operators shall ascertain that their right-of-way is unimpaired and there is no conflicting traffic.
3. For the purpose of engine runup, taxiing aircraft shall be stopped at the standard hold line marked by solid/broken yellow hold lines. No aircraft shall be moved onto the runway until clear and ready for take-off.

LANDING AND TAKE-OFF

1. Landings and take-offs shall normally be made on the runway most nearly aligned with the wind indicator. If wind is calm, runway 21 is designated as the preferred runway.
2. After landing, all aircraft shall clear the runway as soon as practical with no 180° turns not recommended on the runway.
3. Landings and/or take-offs from opposite ends of the runway at the same time are prohibited.

AIRPORT TRAFFIC PATTERNS

1. Pilots shall fly the traffic pattern designated for this airport. Agricultural applicator aircraft may deviate from the traffic pattern only in accordance with FAR 137.45, dated November 1974, as amended, provided such deviation does not conflict with any other traffic operating at the airport.
2. The standard traffic pattern for fixed-wing aircraft at this airport is:
 - (a). A standard left-hand rectangular pattern as depicted in Figure 1.
 - (b). For non-turbine aircraft, a standard altitude of 800 feet above ground level {1600 feet mean sea level (MSL)} on entry and downwind legs.

For turbo prop aircraft, a standard altitude of 1000 feet above ground level {1800 feet mean sea level (MSL)} on entry and downwind legs.

For turbo fan aircraft, a standard altitude of 1500 feet above ground level {2300 feet mean sea level (MSL)} on entry and downwind legs.
 - (c). Maintain pattern altitude until abeam approach end of the landing runway, on downwind leg.
 - (d). Complete turn to final approach at least 1/4 mile from the approach end of the runway.
 - (e). On take-off, continue straight ahead until beyond departure end of runway.
 - (f). If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway, above 300 feet of the pattern altitude (1300 MSL).
 - (g). If departing the traffic pattern, exit with a 45° left turn beyond the departure end of the runway after reaching pattern attitude. Straight out departures to the south are permitted.

3. All aircraft approaching to determine airport conditions shall remain at least 500 feet above pattern altitude (2100 feet MSL).

4. Helicopters shall operate 500 feet below (1100 feet MSL) and perpendicular to patterns described for fixed-wing aircraft.

5. Straight-in or non-prescribed turns to final are discouraged.

6. Pilots of approaching aircraft with two-way radio communication shall contact UNICOM on 123.0 mhz prior to entering the traffic area, and monitor that frequency throughout the approach.

If unable to contact UNICOM or otherwise determine the flow of traffic, pilots shall overfly the field (see 3 above) to determine the active runway. If unable to communicate with UNICOM operator, pilots of radio-equipped aircraft shall blind-broadcast position and intentions at appropriate points.

7. Runway 21 is the designated calm-wind runway.

HELICOPTERS

1. Approaches and departures shall not exceed 1100 MSL.

2. Training activities may be conducted on runway using fixed-wing traffic pattern.

3. Avoid hovering near fixed-wing aircraft.

4. Remain clear of persons, vehicles and buildings so as not to endanger or interfere with persons or property.

GLIDERS

Comply with standard traffic pattern when not on tow.

BALLONS, PARACHUTISTS

Because of normal air traffic density and congestion, balloon and parachuting activities generally are prohibited on or above the airport. Such operations may be permitted as part of special events, such as Air Fairs.

ULTRALIGHT AIRCRAFT

1. An ultralight aircraft is any of that class of lightweight aircraft currently not certificated by the Federal Aviation Administration and not otherwise exempt from registration under the laws of this state.

2. Until further notice, operation of an ultralight aircraft at Madison Airport shall be considered a special event and shall require, on a case-by-case basis, the approval of the Administrator.

3. In determining whether ultralight operations should be allowed at the airport, the Administrator will consider, but is not limited to the following criteria:

(a). Proposed ultralight activities

(b). Anticipated traditional air traffic operations

(c). Weather conditions

(d). Other special events

4. All ultralight flying within 1 mile of the airport should be no higher than 350 ' AGL.

AGRICULTURAL APPLICATION

Such operations, whether performed by fixed-wing aircraft or helicopters, shall load and service in those areas of the airport designated for that purpose.

MOTOR CAR TRAFFIC

1. Automobiles shall park only in parking areas provided and designed by the Airport Manager.
2. No automobile shall be driven onto the landing area proper without the express permission of the Airport Manager or his designated representative and as provided in Section II, paragraph 10.
3. All automobiles shall be driven at safe speeds and yield to any aircraft traffic.

FIRE REGULATIONS

1. All persons using in any way the airport area or the facilities of the airport shall exercise the utmost care to guard against fire and injuries to persons and property.
2. No person shall smoke within fifty (50) feet of any aircraft. The "no smoking" rule must be observed in all areas so designated and by persons in the vicinity of aircraft being fueled.