



12517 Beverly Ford Rd
Brandy Station, VA 22714

**AIRPORT OPERATING PROCEDURES
AND
MINIMUM STANDARDS**

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Approved: 
Culpeper County Administrator

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CHAPTER I - GENERAL PROVISIONS

Section 1 - Purpose

These Airport Operating Procedures and Minimum Standards (OPMS) are adopted to establish the necessary administrative, operational and safety requirements for managing and governing the use of the Culpeper County Airport (CJR). These OPMS also ensure that Airport tenants and customers operate in a safe and orderly fashion and restrict (or prevent) any activity or action which would interfere with the use of the Airport. The planned, controlled, and professionally engineered growth of the Airport, through DOAV (Virginia Department of Aviation) Airport Improvement Program Grants, is identified as a primary objective to promote economic development and industry in Culpeper County. This supplementary economic development and growth will result in additional employment opportunities and provide a superior airport facility for the aviation community. A key purpose of the OPMS is to enhance the ability of the Airport to fulfill its role as a general aviation airport, as described in the Virginia Air Transportation System Plan. These OPMS apply to each user of the Airport.

Section 2 - Airport Director

The Airport Director is responsible for, and authorized to take, all actions necessary to regulate, benefit and protect the public using the Airport, to regulate aircraft and vehicular traffic at the Airport, and to oversee all Airport operations consistent with these OPMS, and the laws of the Commonwealth of Virginia. The Airport Director is the County staff representative on the Airport Advisory Committee for all Airport matters.

Section 3 - Rules and Regulations

All aeronautical activities at the Airport, all operation and flying of aircraft at the Airport, and all business and other activities at the Airport shall be conducted in conformity with these OPMS, as well as all pertinent statutes, ordinances, laws, rules, regulations, orders and rulings of the Federal Aviation Administration (FAA), DOAV, the Commonwealth of Virginia, the United States and the National Fire Protection Association (NFPA). In the event of any conflict between these OPMS and any statute, ordinance, law, rule, regulation, order or ruling of any governmental entity cited in this section and exercising the same or similar jurisdiction, the latter shall prevail. The violation of any such statute, ordinance, law, rule, regulation, order or ruling shall constitute a violation of these OPMS, as fully as if such statute, ordinance, law, rule, regulation, order or ruling had been set forth herein.

Section 4 – License Agreement Requirements

All hangar tenants without exception must have a current, signed hangar license agreement on file. Any refusal or failure to sign this agreement will result in eviction from the hangar.

Section 5 – Hangar Use Policy

Per the FAA Grant Assurances Policy every hangar must be used for aeronautical purposes. Aeronautical purposes are defined as:

- Storage of active aircraft.
- Shelter for minor maintenance or repair but not long-term storage of a non-operational aircraft.
- Restoration and building of an aircraft count as aeronautical activities and are permitted. However, the project must show active progress. The project must be airworthy within one year and the project must be insured.

A hangar cannot be used primarily as a workshop or storage for non-aviation items. Long term storage of derelict aircraft and parts are not permitted.

Any aircraft that appears inoperable, not airworthy, has not flown for three (3) years or does not have a current annual inspection on record will be subject to eviction and the tenant will surrender the hangar.

Section 6 –Hangar Use by Aircraft Related Businesses

Maintenance Businesses wishing to use a hangar to operate their business must be approved by the Airport Director and must have a written Business Operating Agreement from airport management. Businesses are required to maintain insurance limits as specified by the County of Culpeper. A certificate of insurance must be submitted to airport management on an annual basis covering all activities carried out within the hangar.

Section 7 - Charging Equipment Fitted with Lithium Batteries

Charging equipment equipped with lithium batteries is only allowed when the hangar leaser is present. Overnight charging of such equipment is not permitted under any circumstances.

Section 8 - Vehicle Parking Requirements

All vehicles parked within the airport security fence must remain unlocked, with the key placed in plain sight inside the vehicle's interior, or parked in area that does not restrict aircraft movement, access to a hangar or impede emergency vehicles. This policy is intended to enable emergency services to move the vehicle if necessary.

Section 9 – Flight Instructors and Mechanics as Independent Contractors

Flight instruction may be given by independent flight instructors to persons who own the aircraft provided that the flight instructor has the requisite FAA license to provide instruction and the flight instructor must be insured as listed in section 10 below.

Mechanic work may be performed by independent aviation mechanics under contract to persons who own aircraft based at Culpeper Airport, provided that the mechanic is properly

licensed, has required insurance as listed in Section 10 below and has received approval from the Airport Director or his/her designee.

Section 10 – Insurance Requirement for Independent Contractors – Flight Instructors and Mechanics.

Independent Contractors -Flight Instructors and mechanics - shall provide One Million Dollars and Zero Cents (\$1,000,000.00) combined insurance for public liability and property damage to protect the operation and the County from legal liability. The insurance companies shall have a Best's Rating of at least B++ and a financial size of Class VII or better in the latest edition of Best's Insurance Reports.

Section 11 - Reporting Requirements

A pilot or FBO is required to promptly report to the Airport Director, any bodily injury requiring medical attention, any damage to property at the Airport, or any other accident, incident, occurrence or unsafe practice relating to any aircraft. A report form is attached as APPENDIX "D." If an accident or incident report is required under National Transportation Safety Board (NTSB), Part 830, a copy of that information may be submitted to the Airport Director in lieu of the form in APPENDIX "D. The owner is responsible for all emergency response costs, salvage costs, and costs to restore or repair Airport property.

The following is a representative list, although not intended to be an inclusive list of accidents, incidents, unsafe practices or occurrences:

- Aircraft landing off the runway without prior permission of the Airport Director.
- Aircraft breaking runway or taxiway lights
- Aircraft landing gear up.

The report shall include the following information:

- Location, date and time of incident and the identity of each person and aircraft involved.
- Nature of any injuries suffered by any person as a result of the incident, and the name and address of any Person injured.
- Nature and extent of any property damage occurring as a result of the incident, and the name and address of the owner of the damaged property, and
- A narrative explaining why the incident occurred.

Section 12 - Special Events

No special non-County event, including but not limited to air shows, air races, fly-ins,

skydiving or other event, requiring the general use of the Airport, other than normal or routine Airport traffic, shall be held unless formal written approval for the event has been granted by the Airport Director or his/her designee. Said approval shall specify the areas of the Airport authorized for such special use, dates and such other terms and conditions as the County may require. Event planning will be in compliance with AC 00-61 with FAA Certificate of Waiver/Authorization (Form 7711-1) for airshows/races.

Section 13 - Public Use

The Airport shall be open for public use twenty-four (24) hours per day, three hundred and sixty-five (365) days per year, subject to restrictions due to weather, the conditions of the Airport Operations Area, and special events and like cases, as may be determined by the County. The Airport is provided by the County for the use, benefit, and enjoyment of the public.

Section 14 - Common-Use Areas

Common-use areas include all runways for landing and take-off, taxiways, Airport lighting, all apparatus or equipment for disseminating weather and wind information for radio or other electrical communication and any other structure, equipment or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and take-off of aircraft. All parallel and connector taxiways shall be common-use areas. All apron taxiways through leased areas shall be considered common-use areas available for use, in common, by each person flying or operating aircraft on the Airport and shall be kept clear and available for aircraft traffic. Hangar taxi lanes are also considered common-use areas. County employees are permitted to fuel aircraft in the hangar taxi lanes. Common-use area designations may be changed by the County at any time.

Section 15 - Vehicular Traffic and Parking

The traffic laws of the Commonwealth of Virginia shall apply to the streets, roads and vehicular parking areas at the Airport, unless otherwise provided by law. All traffic, informational, and warning signs shall be obeyed. Except for fire-fighting equipment, ambulance and emergency vehicles, no person shall take or drive any vehicle on the Airport, other than on established streets, roads and vehicular parking facilities, unless permission has been first obtained from the Airport Director or his/her designated representative. This permission is not required for personal vehicles operating on the monthly tie-down ramp areas or to the hangar areas by hangar renters. Vehicles shall be insured according to the laws of the State in which the vehicle is registered. Operators of vehicles in violation of these rules shall be subject to arrest and having their vehicles towed, if necessary, at the owner's expense. In addition to the foregoing, the following rules apply to vehicles operated at the Airport:

- No person shall operate a motor vehicle at the Airport in a reckless or negligent manner.
- No person shall operate a motor vehicle in the Airport Operation Area portion of the Airport, in excess of fifteen (15) miles per hour, except for fire, emergency, or law

enforcement vehicles responding to an actual emergency, or during an emergency exercise.

- Pedestrians and aircraft shall have the right of way at all times.
- Parking shall not be allowed on the apron areas except with prior written permission from the Airport Director or his/her designated representative.

Access to the Airport via security gates is for Airport tenants, their employees, guests or customers, County personnel, law enforcement, Fire Rescue, miscellaneous emergency personnel, State and FAA personnel for maintenance of airport equipment, and contractors. Tenants are responsible for the conduct of their employees, guests and customers, ensuring that they adhere to these Rules and Regulations.

Section 16 - Advertising and Signs

No signs or other advertising shall be placed or constructed upon the Airport, or any building, or structure, or improvement thereon, without having first obtained written approval from the County. The County may refuse permission for such signs if it determines that such signs are undesirable, unnecessary, or may create a safety hazard.

Section 17 - Acceptance of Rules by Use

The use of the Airport (A signed License Agreement) shall constitute an acceptance by the user of these OPMS and shall create an obligation on the part of the user to obey these OPMS.

Section 18 - OPMS Made Available

Each person permitted to do business on the Airport shall have read these OPMS. The current version of the Rules, Regulations, and Minimum Standards is also available at <https://culpeperairport.com> and at the FBO front desk at the Airport.

Section 19 - Pedestrians

Each pedestrian shall remain behind the fenced operations areas unless engaged in an approved CJR airport operation.

CHAPTER II - AIRCRAFT OPERATION AND AIRPORT TRAFFIC

Section 1 - General

Each person operating an aircraft shall comply with and operate such aircraft in conformity with procedures recommended in the Aeronautical Information Manual (AIM), these OPMS, and all pertinent statutes, ordinances, laws, rules, regulations, minimum standards if applicable, orders and rulings of the FAA, DOAV and other appropriate governmental agencies. Each person operating an aircraft is responsible for the safety of its operation and the safety of others exposed to such operation.

All aeronautical activities, other than the activities specifically described and allowed herein, shall be submitted to the County through the Airport Director in writing for approval prior to engaging in such aeronautical activity. The written request should thoroughly describe the activity, the operations, and all provisions for ensuring the safety of such operations. The requested aeronautical activity shall not be conducted until properly coordinated and approved in writing by the Airport Director and until all other prerequisites to conduct such activity have been satisfied.

Each pilot of aircraft having radio equipment permitting two-way communications shall attempt to contact the Airport Unicom on 123.075 to obtain Airport advisory information and announce their intentions when they are within five (5) miles of the Airport. Each pilot should also listen to the Automated Weather Observation System on 119.325. Pilots having radios permitting reception only should maintain a listening watch on the Unicom frequency at the Airport when they are within five (5) miles of the Airport.

The attached traffic pattern map (APPENDIX "B") is made a part of these OPMS and each person operating an aircraft should comply with these traffic patterns as the recommended procedure, so as not to endanger other aircraft.

Each aircraft shall follow the appropriate taxiway and runway guidance marking and lighting when operating on the Airport.

Aircraft shall be operated in a manner consistent with current Federal Aviation Regulations (FARs) and Aeronautical Information Manual (AIM).

If the Airport Director, or his/her designated representative, believes the conditions at the Airport are unsafe for takeoffs or landings, it shall be within his or her authority to issue a Notice to Airmen (NOTAM) to close the Airport, or any portion thereof, until the unsafe condition has been corrected.

In the event that any aircraft is wrecked or damaged to the extent that it cannot be moved under its own power, the Airport Director shall be notified immediately by the pilot in command of the aircraft, or the FBO, if the pilot in command is unable to give notice. Subject to governmental investigations and inspection of the wrecked or damaged aircraft, the owner or pilot of the aircraft, or the owner's agent or legal representative shall take immediate action to move the

aircraft from all landing areas, taxiways, ramps, tie-down areas and other traffic areas, and move it to a place designated by the Airport Director. No such aircraft shall be permitted to remain exposed to view at the Airport for more than twenty-four (24) hours unless so required by State or Federal authorities. If the owner of the aircraft fails, for any reason, to remove the wrecked or damaged aircraft from the Airport as may be requested by the Airport Director, the FBO or other contract agencies will be tasked to perform this function. The removal and storage or disposal of such wrecked or damaged aircraft will be at the sole expense of the aircraft owner. Owners of aircraft requiring emergency response may be required to cover the cost of emergency response at the discretion of the County.

Each aircraft owner, operator or lessee shall pay all charges for services received on premises, equipment, or goods leased and/or purchased when due.

Section 2 - Parked Aircraft and Aircraft Owner Self-Maintenance

No person shall park, store, tie down or leave any aircraft on any area of the Airport other than that designated by the Airport Director or by a Full Service FBO subject to approval of the Airport Director.

The pilot or owner of an aircraft shall properly secure the aircraft while it is parked or stored. Aircraft pilots or owners are solely responsible for parking and tying down their aircraft, including any special security measures required by weather conditions or other conditions at the Airport. Aircraft pilots or owners shall also be responsible for securing aircraft in a manner necessary to avoid damage to other aircraft or buildings at the Airport in the event of wind or other severe weather. Each aircraft owner shall be held solely responsible for any damage or loss resulting from the failure to comply with this rule.

Snow removal shall be at the discretion of the Airport Director or his designated representative and will be limited to Runways, Taxiways and paved taxi lanes. Other areas will be cleared as identified in the Airport's Snow Plan.

Separate areas shall be designated by the Airport Director for FBO aircraft and itinerant tie-downs. No person shall use any aircraft anchoring or tie-down facilities when such facilities are already in actual use by, rented to, or designated by the airport management for use by another person.

Repairs to aircraft or engines shall be made in the maintenance areas designated for this purpose, and not on any part of the landing area, taxiways, ramps or fueling service areas. No person shall allow a person who is not an Independent Contractor onto the Airport to perform maintenance on their owned or operated aircraft. Any aircraft owner using an Independent Contractor to perform aircraft maintenance may be required to provide evidence of identification in a form acceptable to the County. Social Security records, corporate identification, etc., shall be deemed acceptable evidence of employment. An aircraft owner shall not contract with a second party, such as an aircraft maintenance company or contractor, to perform "scheduled" maintenance or inspection on their aircraft at the Airport unless said company or contractor is recognized as an authorized licensed maintenance facility.

"Unscheduled" maintenance is limited to the following:

- Warranted maintenance work that requires repair or additional attention by the warranting company.
- A major malfunction or other condition that prevents the aircraft from being flown to another airport for maintenance.
- Maintenance work that requires a specialty service that is not being provided by an existing FBO operating at the Airport.

All aircraft maintenance shall be conducted strictly in accordance with these OPMS; all Federal, State, and County fire and safety regulations; all Federal, State, and County Rules and Regulations; Airworthiness Directives, and other applicable rules and regulations. The designated area for owner maintenance is shown in APPENDIX "A."

Notwithstanding the above, the Airport Director shall have the authorization, in her/his reasonable discretion, to control activities that adversely affect the health, welfare and safety of the persons on the Airport.

Section 3 - Fire Prevention and Aircraft Self-Service Fueling

- General - The purpose of this section is to provide fire prevention and self-service fueling OPMS for persons who service or fuel their own aircraft. Persons who intend to use flammable or volatile liquids at the Airport and/or fuel their own aircraft, shall do so in accordance with the requirements of the NFPA 407 Standard for Aircraft Fuel Servicing, and FAA Advisory Circular 150/5230-4C. The following shall apply, except where applicable codes differ, in which case the latter shall prevail.
- Flammable or Volatile liquids - No person shall use flammable or volatile liquids having a flash point of less than one hundred (100)degrees Fahrenheit in the cleaning of aircraft, aircraft engines, propellers, appliances, or for any other purpose. The procedures and precautions outlined in the criteria of NFPA 410 "Standards on Aircraft Maintenance" are hereby incorporated by reference and made part of this chapter as if fully set out herein, and shall be adhered to in all cleaning, painting, and refurbishing operations using flammable and volatile fluids, including the storage of such fluids. Rags soiled with flammable substances shall not be kept or stored in any building at the Airport with the exception of County approved aircraft maintenance facilities, and then only if kept or stored in a manner acceptable to the State Fire Marshal.
- Cleaning and Liquid Disposal - No person shall clean any engines or other parts of an aircraft in any hangar with flammable substances. If flammable liquids are used for this purpose, the operation shall be carried out in the open air in the designated owner maintenance area identified in APPENDIX "A." All waste flammable materials must be clearly identified and must be kept solely in sealed containers that have been approved by the appropriate federal authorities. Fuels, oils, dopes, paints, solvents

and acids shall not be disposed of or dumped into drains, on the aprons, catch basins, ditches (on or adjacent to the Airport), or elsewhere at the Airport. Such liquids shall be disposed of consistent with any and all applicable local, state, and federal laws, and with an FBO willing to accept them. They may, with prior arrangement, be given to a member of staff from the airport for disposal.

- Cleaning Floors - Floors shall be kept clean and free of oil. The use of volatile or flammable solvents for cleaning floors is prohibited.
- Drip Pans - If required by aircraft design, drip pans shall be placed under engines and kept emptied in accordance with EPA regulations.
- Fuel Storage - No fuels shall be stored on Airport property other than in the bulk storage and distribution system (Fuel Farm) owned and maintained by the County except the fuel stored in a tank on a County maintenance vehicle used for the refueling of grounds maintenance equipment and the mobile refueling auto gas tank used by the County for the purpose of refueling the aircraft refueling vehicles.
- A maximum of five (5) gallons may be stored in NFPA approved container for the sole purpose of fueling aircraft or towing equipment. To protect all personnel and property within the hangar, strict guidelines have been established for the storage of flammable liquids. All flammable liquids must be kept solely in sealed containers that have been approved by the appropriate federal authorities. If a renter determines that more than five gallons are necessary, written authorization must be obtained from airport management beforehand. Only the registered hangar renter who has received this written approval is authorized to store or use quantities exceeding the five-gallon limit

Section 4 - Fuel Servicing Vehicles - No person may operate fuel servicing vehicles (hereinafter referred to as "refuellers") for the purpose of personally dispensing fuel into an aircraft.

Section 5 - Smoking

Smoking is strictly prohibited within fifty (50) feet of any refueling equipment and within any hangar.

Section 6 - Heater in hangars

Use of heaters within hangars must comply with all relevant safety regulations. Electric and propane heaters are allowed, but only if they are operated in accordance with the manufacturer's instructions and adhere to applicable federal safety standards, such as those outlined in NFPA 409.

Key NFPA 409 Rules:

Heaters must be approved for use in aircraft hangars

Open flame heaters are typically prohibited in hangars storing fueled aircraft

Ignition sources must be at least:

- Eighteen (18) inches above floor (minimum). Sometimes more depending on classification
 - Propane “torpedo” heaters are prohibited
- Open flame salamander heaters are prohibited
- ⚠ Electric heaters may be allowed if:
 - UL listed
 - Tip-over protected
 - No exposed heating elements

Hangar tenants may wish to check with their Insurance Company if there are additional restrictions.

Section 7 - Personal Aircraft Sales

Nothing contained herein shall prohibit any person from selling or advertising their own aircraft.

Section 8 - Non-Commercial Sailplane Operations

Although currently there are no commercial sailplane operations at the Airport, the purpose of this section is to establish standard ground operating and safety procedures for the operation of glider aircraft at the Airport should they become necessary in the future. No glider operations are permitted at the Airport without written permission of the Airport Director and express concurrence of the Airport Advisory Committee. Persons who operate glider aircraft shall comply with all items contained in this section.

An onboard radio capable of transmitting and receiving local Unicom frequency (123.075) is recommended due to density of traffic. Notification to personnel operating the Unicom base station of the presence of glider operations. for the purpose of pilot advisory information is required.

Operator shall submit written standard operating procedures to be reviewed by the Airport Director, Airport Advisory Committee, and FAA Flight Standards District Office, prior to operating at the Airport.

Operator shall not exceed a specified number of motor vehicles (1) and personnel (3) to assist the glider and tow plane pilots while on the runways and taxiways, without written approval from the Airport Director. Said motor vehicle and personnel shall be pulled back from, remain clear of the runway safety area (250' feet from centerline), and not obstruct any aircraft taxiway, when not required for glider

operations. Said motor vehicle must be equipped with yellow rotating light while in use in the AOA. No more than two (2) glider passengers shall be present in the staging areas at one time. Said passenger(s) shall be escorted to and from the staging area to the terminal building by a member of the operating personnel referenced above and said passengers shall remain outside the 250-foot safety area, except while actually acting as passenger(s) in the glider.

During the staging of the Sailplane for departure, the Sailplane shall be positioned no closer than two hundred (200) feet from the runway centerline. The tow plane shall remain behind the yellow hold short lines (250 feet from runway centerline) until the Sailplane has taken to the active runway. Upon return to the Airport, when not required for glider operations, the tow plane should be removed from the active runway and taxiways so as not to impede the flow of other aircraft traffic. The Sailplane must also be removed from the active runway and parallel taxiway as soon as possible. When necessary, the Sailplane and tow plane shall be repositioned onto the grass areas outside the two hundred and fifty (250) feet safety areas, adjacent to taxiways to yield to taxiing aircraft.

Due to the introduction of personnel onto an active runway, and onto the runway and/or taxiway safety areas, any pedestrian within this area shall be required to register with the airport administration desk in the main terminal, persons operating sail planes shall sign applicable acknowledgment of Risk and Liability Agreement (APPENDIX "C") forms approved by the County Attorney.

Section 9 - Flying Clubs

Each flying club desiring to base its aircraft and operate at the Airport must comply with the applicable provisions of these OPMS. However, such clubs shall be exempt from regular fixed base operator (FBO) requirements upon satisfactory fulfillment of the conditions contained herein.

Any such club shall be a nonprofit entity (corporation, association or partnership) organized for the express purpose of providing its members with aircraft for their personal use and enjoyment only. The ownership of aircraft must be vested in the name of the flying club (or owned by all of its members). The property rights of the aircraft shall be jointly held and no part of the net earnings of the club will accrue to any member in any manner. The club shall not derive greater revenue from the use of its aircraft, than the amount necessary for the operation, maintenance, insurance, and replacement, upgrading or expansion of its aircraft fleet; except those reserves as may be deemed necessary for the above purposes, which may be accommodated and maintained.

Aircraft owned by the club shall only be operated by club members. The club shall not conduct charter, air taxi, rental or any other commercial operations. The club shall not conduct aircraft flight instruction except for members. Any qualified mechanic who is a member and part owner of the aircraft owned and operated by a flying club, shall not be restricted from doing maintenance work on aircraft owned by the club and the club does not become obligated to pay for such maintenance work, except that such mechanics may be compensated by credit against payment of dues or flight time. Maintenance shall be subject to the provisions of section 2, Chapter II, of these OPMS. Any qualified Flight Instructor who is a

member and part owner of the aircraft owned and operated by the club shall not be restricted from performing flight instruction for members of the club.

Each flying club and its members are prohibited from leasing or selling any goods or services whatsoever, to any person or firm other than a member of such club at the Airport, except that said flying club may sell or exchange its capital equipment.

The flying club, with its initial application, shall furnish the County a copy of its charter and by-laws, articles of association, partnership agreement or other documentation supporting its existence; a roster, or list of members, including names of officers and directors; evidence of insurance in the form of a certificate of insurance in the minimum amounts required by the state of Virginia; number and type of aircraft; evidence that ownership is vested in the club; and operating rules of the club. Evidence of insurance shall be submitted to the Airport Director on an annual basis during the renewal month of the policy. The books and other records of the club shall be available for review at any reasonable time by the County and the Airport Director.

The flying club shall comply with all Federal, State and County laws, ordinances, regulations and these OPMS.

If the flying club violates any of the foregoing, or permits one or more members to do so, and the violation is not corrected within a reasonable time, as determined by the Airport Director Services, the club shall be required to terminate all operations at the Airport and vacate the Airport.

Section 10 - Ultralight Vehicles

Before operating from the Airport, the ultralight pilot shall read and adhere to airport policy and traffic pattern procedures.

Ultralight vehicle operators shall maintain, as required by the State of Virginia, a combined single limit liability insurance policy. Operators shall provide proof of insurance upon request of the Airport Director.

Section 11 - Aerial Advertising - Banner Towing

Any person wishing to use the Airport to pick up or drop an aerial advertising banner shall obtain the prior written approval of the Airport Director. The Airport Director shall require such safeguards as deemed necessary, to protect the Airport, aircraft using the Airport and the general public. These requirements may include, but are not limited to, bonds, insurance policies, additional security personnel, facilities and waivers/authorizations to the FARs issued by the FAA. The County may establish and charge reasonable fees for this activity. Any pedestrian activity within the runway and/or taxiway safety areas shall be required to register with Airport Management in the main terminal, and sign applicable acknowledgment of Risk and Liability Agreement (APPENDIX "C") forms approved by the County Attorney.

Section 12 - Parachute Jumping

Persons wishing to use the Airport for a parachute drop area shall obtain prior written approval of the Airport Director as required by 14 CFR 105.23. The Airport Director shall require such safeguards as deemed necessary to protect the Airport, aircraft using the Airport and the general public. These requirements may include, but are not limited to, bonds, insurance policies, additional security personnel, facilities and waivers/authorizations to the FARs issued by the FAA. The County may establish and charge reasonable fees for this activity. Any pedestrian activity within the runway and/or Alpha taxiway safety areas, shall be required to register with the Airport management desk in the main terminal, and sign applicable acknowledgment of Risk and Liability Agreement (APPENDIX "C") forms approved by the County Attorney.

Section 13 – Drones/UAS

Although prior authorization is not required for flights in the vicinity of the airport as long as they remain under four hundred (400) feet above the ground, contacting the airport to share any flight information and intent is recommended for overall safety reasons. Drone flying inside the airport's fence is strictly prohibited without prior permission from the Airport Director or his/her representative.

Section 14 - Assigned Areas

No person authorized to operate on or conduct business activities at the Airport shall conduct any of its business activities, or park any aircraft, on any areas except those specified in the lease or written agreement.

Section 15 - Handling and Storing Hazardous Articles and Materials

The Culpeper Regional Airport has no cargo handling agent at the Airport. Hazardous cargo, regulated by 49 CFR including explosives, corrosives, and radioactive materials, must be handled, stored, and transported to and from the Airport in accordance with the hazardous cargo specifications adopted by their company, in accordance with applicable Federal Regulations and prior approval by the Airport Director.

Section 16 - Compliance with Safety and Environmental Rules and Regulations

Each user of the Airport shall comply with all County, Federal, and State safety and environmental Rules and Regulations. A copy of Spill Prevention Control Plan and Stormwater Pollution Prevention Plan shall always be available at the office of the Airport Director.

CHAPTER III - INFRACTIONS AND ENFORCEMENT

Section 1 - Infraction Defined

Infraction means any of the following:

- A violation of these OPMS or a violation of FARs
- In the case of an FBO, a violation of the FBO Lease.
- A violation of a Hangar License Agreement

Section 2 - Effect of Infraction

Any infraction may result in a range of actions including warnings, suspensions or termination of the lease, contract, license, or agreement under which such person is operating. Upon termination, such person may be informed as to their eligibility for a new lease, contract or agreement and may be suspended for a determined period or indefinitely from eligibility for a new lease, contract, license, or agreement.

Section 3 - Notice of Infraction and Termination

The County, acting through the Airport Director or designee, shall give written notice of termination by sending a letter, by certified mail, to the person at the address listed upon the relevant lease, contract, license, or agreement or, at the option of the County, to the person's last known address.

Section 4 - General

In addition to any penalties otherwise provided by County ordinance or law, Federal Aviation Regulations, Virginia Aviation Law, and all other rules and regulations of the FAA, any person found to be violating these OPMS may be promptly removed, either temporarily or permanently, from the Airport by the County and/or the Airport Director.

CHAPTER IV - RESERVATION OF RIGHTS TO INDIVIDUAL USERS

The following rights, privileges and duties are hereby conferred and imposed upon individual users of the airport facilities, including, but not limited to, individual pilots, aircraft owners, tie-down and hangar renters.

Each individual user, as defined herein, shall meet and maintain all requirements, and regulations and standards for licensing, maintenance, and repair of aircraft established by the Federal Aviation Regulations (FAR's), Safety Bulletins, Advisory Circulars, Virginia Aviation Law, and all other Federal and State regulations and standards for licensing, maintenance, and repair of aircraft.

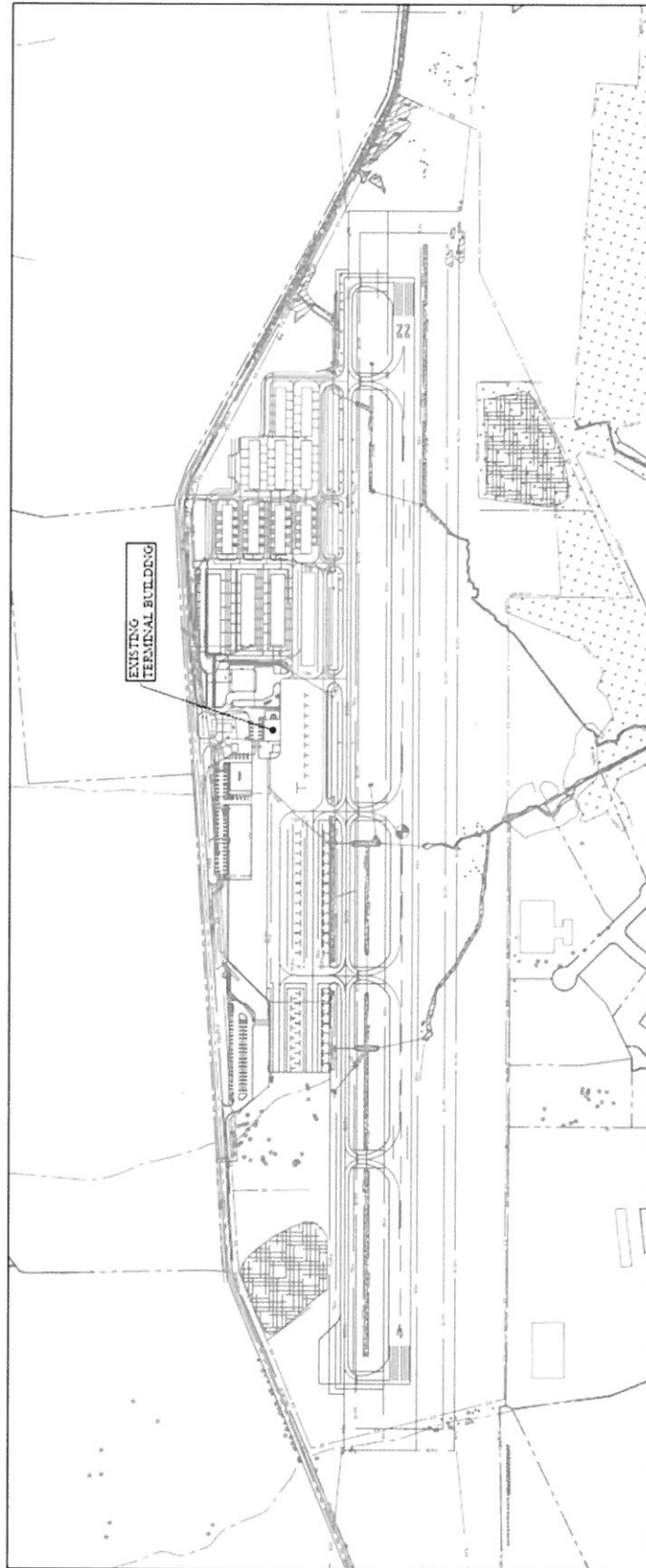
It shall be the duty of each individual user of the Airport to fully inform themselves of, to keep current, and to completely and promptly comply with all Federal, State and Culpeper Regional Airport Operating Procedures.

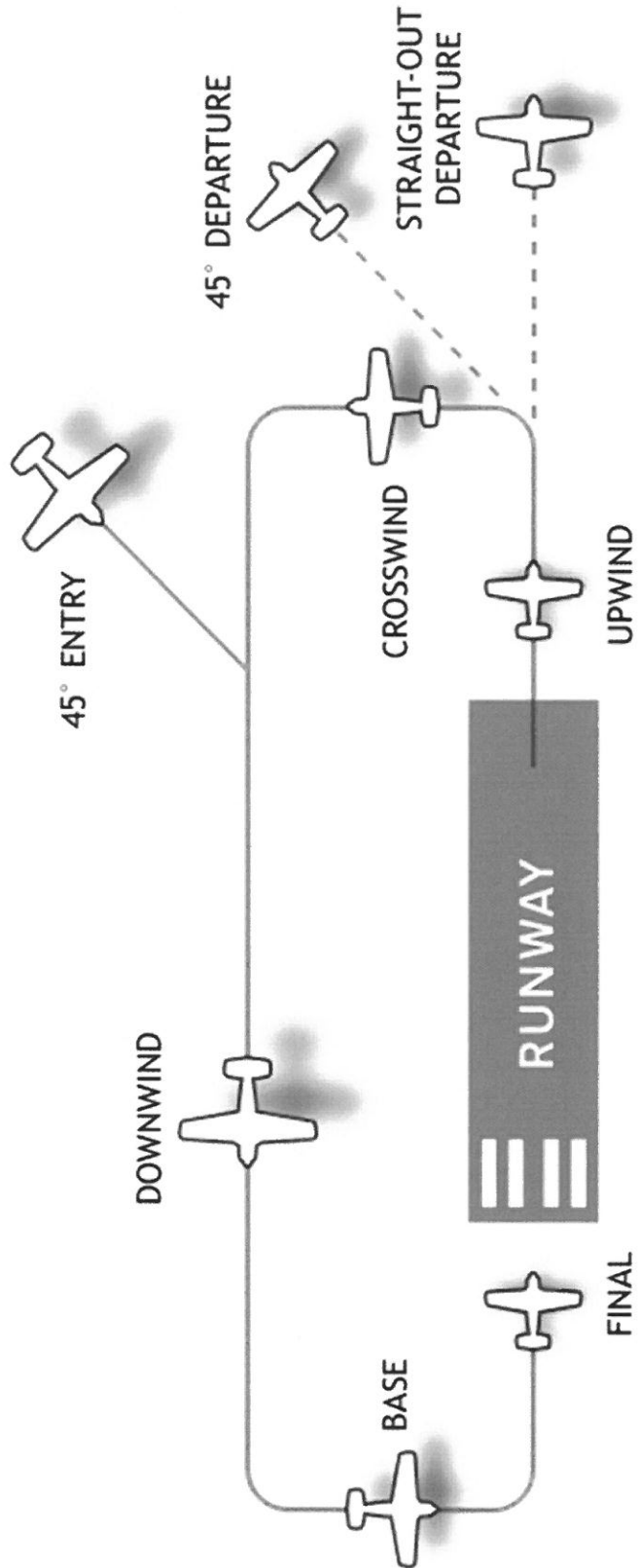
CHAPTER V - RESERVATION OF RIGHTS OF THE AIRPORT

The County of Culpeper, Virginia, owner and operator of the Culpeper Regional Airport, reserves all rights and powers to adhere to all Federal and State laws, and all contracts it has entered into, including, but not limited to, all Federal and State Grant Agreements with the FAA and DOAV for funding of improvements to the Airport. The County also reserves the right to make changes and modifications to these OPMS at any time.

APPENDICES

APPENDIX A: Airport layout Map





APPENDIX C: ACKNOWLEDGMENT OF RISK AND LIABILITY AGREEMENT -
RUNWAY AND TAXIWAY SAFETY AREA

As an individual or a business involved in operations, which I have described and attached, requiring pedestrian activity within the runway and/or taxiway safety area at the Culpeper Regional Airport, I acknowledge that my involvement with such activity exposes me to risk of personal injury and property damage from other participants and users of the Airport. In consideration of being permitted to engage in such operation at the Airport, I assume all the risk and liability that may arise from such operation. I agree (1) to defend, save and hold harmless the County of Culpeper, Virginia, its agencies, officers, employees and representatives (collectively, the "County"), all of the County's FBO's, their officers, managers, agents and employees from and against, any and all liabilities, damages, expenses, causes of action, suits, claims or judgments, and (2) to pay all attorney fees, court costs, and other costs incurred in defending any claims which may accrue against, be charged to, be recovered from, or sought to be recovered from; the County or any FBO, their officers, managers, agencies, agents, employees, representatives or officials, by reason of, or on account of, damage to the property of, or the injury to, or death of, any person, arising from my negligence or willful neglect, while involved in any aeronautical or non-aeronautical operation requiring pedestrian activity, within the runway and/or taxiway safety area.

Name: _____

Address: _____

City, State, Zip: _____

Signature: _____

Date: _____

APPENDIX D: ACCIDENT REPORTING FORM - CULPEPER REGIONAL AIRPORT

In accordance with the accident reporting provisions of the OPMS governing the operation of the Culpeper Regional Airport, it is mandatory to report any damage to public property and any injury requiring medical attention. Damage to privately-owned property located within the confines of the Airport is to be reported to the owner. The Airport Director can help you with contacting the owner.

This form is for local Airport usage and does not replace the reporting requirements of NTSB-830 with regard to aircraft accidents and incidents. **A copy of a federal accident report may be submitted in lieu of this report.**

1. Person making report _____ Date: _____

2. Address _____

3. Phone (h) or (c) _____ Phone (w) _____

4. Date/time incident occurred: _____

5. Exact location of incident: _____

6. Weather conditions at time of accident/incident: _____

7. Type of property and extent of damage (use reverse for multiple vehicles and aircraft):

8. Name of owner: _____

9. Address: _____

10. Phone (h) or (c) _____ Phone (w) _____

11. 911 call placed Yes/No: _____ Time: _____

13. Vehicle / Aircraft Identification

Make/model/ year if known _____

Registration (N number), Vehicle tag and State _____

14. Witness(es)

Name _____

Address _____

Phone _____

15. Use reverse for Remarks or additional information:

APPENDIX E: DEFINITIONS

The following words and terms shall have the meaning indicated below, unless the context clearly requires otherwise:

"AGL" means an altitude expressed in feet measured above ground level.

"AIM" means Aeronautical Information Manual which is a publication containing basic flight information and air traffic control procedures designed primarily for use as a pilot's instructional manual in the National Airspace System of the United States.

"Aeronautical Activities" means any activity which involves, makes possible, or is required for, the operation of aircraft, or which contributes to or is required for the safety of such operations. Aeronautical activities include, but are not limited to: air taxi and charter operations, pilot training, aircraft rental, aircraft hangar leasing, sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which directly relate to the operation of aircraft. In contrast, examples which are not "Aeronautical Activities" include: ground transportation (taxis, car rentals, limousine service, etc.), restaurants, in-flight food catering, and auto parking lots.

"Airport" means the Culpeper Regional Airport (CJR) and all of the property, buildings, facilities and improvements within the exterior boundaries of such airport as it now exists on the Airport Layout Plan, or as it may hereafter be extended, enlarged or modified.

"Airport Director" means the person or their designee, appointed by the County to manage the Airport.

"Airport Operation Area" (AOA) means the area of the airport used, or intended to be used, for landing, take off or surface maneuvering of aircraft, including the associated hangars and navigational and communication facilities.

"Approved Airport Layout Plan" means a Fully executed plan that includes approval signatures from the DOAV and Culpeper County, showing boundaries and proposed additions to all areas owned or controlled by Culpeper County for airport purposes, the location and nature of existing and proposed airport facilities and structures, and the location at the Airport for existing and proposed non-aviation areas and improvements therein.

"County" means the County of Culpeper, Virginia, and its Board of Supervisors, designated officials, officers, employees or representatives.

"Derelict Aircraft" means any aircraft that is not in a flyable condition or does not have a current valid certificate of airworthiness issued by the FAA and is not in the process of being built, modified, inspected, repaired, or refurbished

"Engine Run-up" means a pre-takeoff check of the performance of the engine, and in aircraft with controllable pitch propellers, the operation of the propeller. This procedure is also used to check the working condition of the magnetos to ensure that each set works satisfactorily and independently of the other.

"Employee" means a person who is on payroll of the County of Culpeper.

"FAA" means the Federal Aviation Administration.

"FAR" means Federal Aviation Regulations.

"FBO" means any Fixed Based Operator(s) duly licensed and authorized by written agreement with the County, to operate at the Airport under strict compliance with such agreement, and pursuant to these OPMS.

"Flying Club" means a not-for-profit organization established for the personal transportation of its members, and to promote flying for pleasure, and to develop skills in aeronautics, including pilotage, navigation, and awareness and appreciation of aviation requirements and techniques.

"FSDO" means the Flight Standards District Office.

"Full Service FBO" means a Fixed Base Operator who provides retail aviation services that may include, but not necessarily be limited to: fuel and oil sales and or aircraft maintenance. The FBO will be duly licensed and authorized by written agreement with the County to operate at the Airport, under strict compliance with such agreement, and pursuant to these Rules and Regulations.

"Heavy Twin" means a multi-engine aircraft with a gross weight exceeding twelve thousand five hundred (12,500) pounds.

"IFR" means Instrument Flight Rules which govern the procedures for conducting instrument flight.

"Independent Contractor" means a person or company hired to perform specific services.

"Individual Users" includes individual pilots, aircraft owners, tie-down and hangar renters, transient users, and other individual users of the Airport, whether natural persons or other entities.

"Land side" means all buildings and surfaces used by surface vehicular and pedestrian traffic at the Airport.

"Light Twin" means a multi-engine aircraft with a gross weight of less than twelve thousand five hundred (12,500) pounds.

"MSL" means an altitude expressed in feet measured from Mean Sea Level.

"Minimum Standards" means the standards which may from time to time be established by the County, as the minimum requirements to be met as a condition for the right to conduct an aeronautical activity at the Airport.

"NFPA" means the National Fire Protection Association.

"NOTAM" means a "Notice to Airmen" published by the FAA.

"Pedestrian" means any person traveling on foot; or utilizing any other mode of transportation, other than a

registered aircraft.

"Proprietary Aeronautical Activity" means an activity, as prescribed by FAA Advisory Circular 150/5190- 6 (Exclusive Rights at Airports), in which the County may engage, while denying others the right to engage in the same activity.

"Shall". The word "shall" be always mandatory.

Special Fixed Base Operator or "Specialized Aviation Service Operations" (SASO) are aeronautical businesses that offer a single or limited service.

UAS means Unmanned Aerial System

"Unicom" means a non-governmental communications facility which may provide airport information at certain airports. Locations and frequencies are shown on aeronautical charts and publications.

"DOAV" means the Virginia Department of Aviation.