



PEGASUS AIRPARK FLIGHT ASSOCIATION

PEGASUS AIRPARK OPERATING AND SAFETY REGULATIONS

Approved May 21, 2026

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PURPOSE AND INTENT

Pegasus Airpark is a unique residential aviation community in which residents both live and operate aircraft. Aviation activity is a fundamental and expected component of Pegasus Airpark; however, all persons utilizing the Airport shall recognize that Pegasus is also a residential neighborhood and home to its residents.

These Regulations are intended to:

- Promote safe aircraft operations;
- Preserve the residential aviation character of Pegasus Airpark;
- Protect persons and property;
- Establish reasonable operational standards;
- Clarify governance and enforcement authority;
- Preserve the right of lawful aircraft operations to and from Pegasus Airpark and support the continued, unhindered use of Pegasus Airpark for its historically permitted aviation purposes;
- Address evolving operational realities involving turbine aircraft, helicopters, maintenance operations, tenants, guests, and commercial activity; and
- Preserve the historic operational philosophy of Pegasus Airpark while modernizing operational standards where reasonably necessary for the benefit of the "Members" of Pegasus Airpark.

Nothing in these Regulations shall be interpreted to require unsafe operations or operations contrary to FAA regulations or applicable law.

ARTICLE 1 — DEFINITIONS

1.1 Accident

“Accident” means an occurrence associated with the operation of an aircraft between the time any person boards the aircraft with the intention of flight and the time all such persons have disembarked, in which any person suffers death or serious injury, or in which the aircraft sustains substantial damage, as those terms are defined by applicable NTSB regulations.

1.2 Incident

“Incident” means an occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operations. A non-injury gear-up landing that does not result in substantial damage, as defined by applicable NTSB regulations, is generally considered an incident rather than an accident. Whether an accident or incident must be reported shall be governed by applicable FAA and NTSB reporting requirements.

1.3 Aeronautical Activity

“Aeronautical activity” means any activity or service which involves, makes possible, or is required for the operation of an Aircraft, or contributes to, or is required for, the safety of such operations.

1.4 Aircraft

“Aircraft” means an object or vehicle that is used or intended to be used for flight in the air.

1.5 Airplane

“Airplane” means an engine-driven fixed wing aircraft heavier than air, that is supported in flight by the dynamic reaction of the airflow over the wings.

1.6 Airport

“Airport” means and has reference to all of the Airpark facilities located at Pegasus Airpark, Queen Creek, Arizona as now existing or as may hereafter be expanded and developed.

1.7 Airport Manager

“Airport Manager” means the duly appointed manager of Pegasus Airpark, Queen Creek, Arizona.

1.8 Air Traffic

“Air traffic” shall mean aircraft in operation anywhere in the airspace and/or on that area of the airport normally used for the movement of aircraft.

1.9 Aircraft Operations

“Aircraft Operations” means any aircraft arrival, departure, takeoff, landing, taxi operation, hover operation, hover taxi, air taxi, rotor engagement, engine start, engine runup, maintenance runup, or aircraft movement occurring on or within Pegasus Airpark.

1.10 Association

“Association” means the Pegasus Airpark Flight Association.

1.11 Board

“Board” means the Board of Directors of the Pegasus Airpark Flight Association.

1.12 Commercial Activity

“Commercial activity” means the conduct of any aspect of a business or concession for revenue.

1.13 Commercial Operator

“Commercial Operator” means any person, entity, business, organization, or aviation support operation conducting commercial activity, maintenance activity, aviation services, instruction, charter-related support, aircraft management, aircraft brokerage, aircraft sales, maintenance services, or other revenue-producing activity from Pegasus Airpark.

1.14 FAA

“FAA” means the Federal Aviation Administration.

1.15 Fuel Handling

“Fuel handling” means the transportation, delivery, fueling of aircraft, fueling of mobile fuel storage containers or jugs, and drainage of fuel or fuel waste products.

1.16 Fuel Storage Area

“Fuel storage area” means any portion of the Airport designated for storage or loading of fuel.

1.17 Guest

“Guest” means a temporary visitor invited by a "Member" for non-commercial purposes and not engaged in recurring, ongoing, or de facto tenant or commercial operations.

1.18 Helicopter

“Helicopter” means rotorcraft that, for its horizontal motion, depends principally on its engine driven rotors.

1.19 Helicopter Operations

“Helicopter Operations” means helicopter takeoff, landing, hover operations, hover taxi, air taxi, rotor engagement, rotor operation, maneuvering, or ground movement occurring within Pegasus Airpark.

1.20 Impact Fee

“Impact Fee” means a one-time or recurring fee established by the Board reasonably related to operational, infrastructure, administrative, maintenance, safety, or community impacts associated with a particular aircraft, operator, activity, or commercial use.

1.21 Jet Aircraft

“Jet aircraft” means an aircraft propelled by jet engines.

1.22 Maintenance

“Maintenance” means preventive maintenance, inspections, or aircraft maintenance activity permitted under applicable FAA regulations.

1.23 Member

“Member” means a member in good standing in the Pegasus Airpark Flight Association, which is a person or entity that owns a hangar in the mid-field hangar area or owns a flight lot within Pegasus Airpark.

1.24 Movement Area

“Movement area” means the runway, taxiways, and other areas of the Airport used for taxiing, takeoff, landing, and engine runups.

1.25 Motorized Vehicle

“Motorized Vehicle” means any ground vehicle, equipment, cart, utility vehicle, automobile, truck, motorcycle, scooter, e-bike, or similar device powered by an engine, motor, battery, or other mechanical means, but does not include Aircraft.

1.26 Non-Motorized Vehicle

“Non-Motorized Vehicle” means any bicycle, wagon, cart, hand truck, trailer, manually pushed or pulled equipment, or similar device that is not powered by an engine, motor, battery, or other mechanical means.

1.27 Property Owner

“Property owner” means an owner or principal in an LLC that owns property within Pegasus Airpark, be it a lot, home or hangar.

1.28 STOL Aircraft

“STOL Aircraft” means an aircraft specifically designed, certificated, or commonly recognized as having short takeoff and landing performance characteristics that permit safe operation from comparatively short runway distances.

1.29 Tenant / Lessee / Renter

“Tenant,” “Lessee,” or “Renter” means any non-owner individual or entity utilizing hangar, apron, tie-down, ramp, shade, storage, or operational space within Pegasus Airpark.

1.30 Transient Aircraft

“Transient Aircraft” means any aircraft not permanently based at Pegasus Airpark.

1.31 Vehicle

“Vehicle” means any Motorized Vehicle or Non-Motorized Vehicle.

ARTICLE 2 — AIRPORT AUTHORITY, OPERATIONS, AND ADMINISTRATION

2.1 Board Authority

The Board shall have authority to administer, interpret, enforce, and implement these Regulations, CC&R's and Bylaws, and to establish operational policies, procedures, standards, fee schedules, safety requirements, and operational directives reasonably related to Airport safety, operations, infrastructure protection, residential compatibility, or governance.

The Board shall also have the authority to alter or amend these Rules and Regulations by majority vote of the Flight Association Board.

2.2 Airport Manager Authority

The Airport Manager may implement and enforce operational procedures, temporary restrictions, emergency operational measures, and day-to-day operational directives reasonably necessary for safe and orderly Airport operations.

2.3 Temporary Operational Directives

The Board or Airport Manager may establish temporary operational procedures, restrictions, advisories, closures, routing procedures, parking restrictions, maintenance restrictions, fueling restrictions, or safety directives where reasonably necessary.

ARTICLE 3 — RESTRICTIONS UPON USE OF AIRPORT

3.1 Commercial Activities and Services

Commercial activities and aviation support businesses operating from Pegasus Airpark must receive prior written approval from the Board and must be owned and operated by a Member in good standing unless otherwise specifically approved in writing by the Board.

Tenants, renters, lessees, sublessees, guests of members, transient operators, or non-member occupants shall not independently conduct commercial operations from Pegasus Airpark.

3.2 Commercial Fuel Pricing

Commercial operators utilizing Pegasus Airpark fueling facilities may be subject to separate fuel pricing, facility impact fees, or other fee schedules established by the Board.

3.3 Commercial Operator Insurance Requirements

Commercial operators shall maintain liability insurance coverage acceptable to the Board including combined limits of not less than Five Million Dollars (\$5,000,000) per occurrence unless otherwise approved by the Board.

The Pegasus Airpark Flight Association shall be named as an additional insured.

3.4 Single Pilot Jet Operations

Jet aircraft operating from Pegasus Airpark shall be limited to: 1. Aircraft originally certificated for single-pilot operations; or 2. Aircraft originally certificated for two-pilot operations that are being lawfully operated by a pilot authorized for approved single-pilot operations.

3.5 Aircraft Weight Limitations

Any aircraft operating from Pegasus Airpark shall be limited to aircraft for which the higher of the maximum takeoff weight or maximum landing weight does not exceed 12,500 pounds.

Aircraft exceeding 12,500 pounds may operate only upon prior written approval of the Board and may be subject to operational limitations, impact fees, insurance requirements, or other conditions.

3.6 Member's Flight Requirements

Any Member, Member's lessee or Member's guests must have (and make available for inspection upon request to the Airport Manager and/or Association) the following: 1. A valid pilot's license issued by the FAA 2. Proof of a current biennial flight review 3. A current medical certificate or Basic Med certification (to the extent required by the FAA) 4. Insurance in such amount and with coverage as shall be determined by the Board from time to time.

ARTICLE 4 — LIABILITY

4.1 Airport Liability

The Association, and its officers, directors, and employees, shall not be responsible or liable for loss of, or damage to, any person or property on the Airpark or arising from the use of Airpark facilities, including loss or damage caused by fire, vandalism, wind, flood, earthquake, or collision.

All persons subject to these Regulations shall be deemed to release the Association, and its officers, directors, and employees, from such claims to the fullest extent permitted by law.

4.2 Property Damage, Injurious or Detrimental Activities

No person shall destroy, deface, or damage any Airpark property or conduct activities that are injurious, detrimental, damaging or unsafe to Airport property, "Members", members lessees, "Guests", invitees, permittees or employees.

4.3 Payment for Damages

Any person who causes or is responsible for damage to property or injury to any person shall, upon demand, reimburse the Association and/or the injured party for the full amount of such damage or injury.

Failure to do so shall constitute a violation of these Regulations and may result in denial of access to, or use of, Airpark facilities until the Association has been fully reimbursed.

4.4 Flying Clubs and Flight Instruction

No flying clubs or flight school operations shall be permitted on the premises.

4.5 Member Flight Instruction

An individual Member, or a member of such Member's immediate family, may receive flight instruction involving departure from and return to Pegasus Airpark.

Repeated takeoff and landing operations conducted for flight training purposes, including pattern work or similar training activity, shall be conducted at another airport and not at Pegasus Airpark, except for departure from and return to Pegasus Airpark.

ARTICLE 5 — MEMBER OBLIGATIONS, STORAGE, AND PROPERTY CONDITIONS

5.1 Common Area Dumpster Use

No person shall overfill any dumpster or place refuse in a manner preventing the dumpster lid from fully closing.

All refuse deposited into dumpsters shall fit completely within the dumpster with the lid fully closed.

No refuse shall be placed or left on the ground adjacent to or near any dumpster.

All cardboard boxes shall be emptied and crushed or flattened prior to placement into the dumpster.

5.2 Exterior Storage and Property Condition Standards

Hangars, aprons, ramps, tie-downs, shades, and surrounding operational areas shall be maintained in a reasonably clean, orderly, and safe condition.

5.3 Fire Equipment

All Members, Member's lessees, and permittees shall supply and maintain adequate fire extinguishers as may be recommended by the Queen Creek Fire Department or other applicable fire fighting organization or any insurance carrier for the Association. Each fire extinguisher shall carry a suitable tag showing date of most recent inspection and shall be kept current.

5.4 Floor, Ramp and Apron Care

All Members of the Association shall keep the floors of hangars, shades and terminal apron and ramp areas, or areas used in their operations, clean and clear of oil, grease and other materials or stains and otherwise in a clean and orderly manner. It is the owner's responsibility to secure a tray or other suitable protection under their aircraft if it is of a type prone to dripping oil.

5.5 Storage and Equipment

No Member or Member's lessee shall store or stock materials or equipment in such a manner as to be unsightly or to constitute a hazard to personnel or property.

ARTICLE 6 — AIRCRAFT RULES, MAINTENANCE, PARKING, AND OPERATIONAL IMPACTS

6.1 Negligent Operations Prohibited

No aircraft, Motorized Vehicle, or Non-Motorized Vehicle shall be operated on the surface of a movement area or aircraft parking and storage area in a careless or negligent manner or in any respect in disregard of the right and safety of others, or without due caution and circumspection, or at a speed or in a manner which endangers unreasonably or is likely to endanger persons or property.

6.2 Landing Aircraft Requirements

No aircraft may land or take off at the Airport unless it is equipped with brakes, a functioning radio capable of direct two-way communications with the appropriate control facilities, and ADS-B equipment when required by FAA regulations, except in the case of an emergency or with prior consent of the Airport Manager and/or Association. All aircraft are required to make the appropriate Unicom calls in the blind when arriving or departing or crossing the runway at Pegasus Airpark.

6.3 Motorless Aircraft

Motorless aircraft (and related tow aircraft) may land or take off at the Airport utilizing procedures determined by the Association and/or Airport Manager. When glider operations are in effect two-way radio communication must be utilized between glider, tow plane, ground crew and Unicom operator and other aircraft in the traffic pattern vicinity.

6.4 Taxiing of Aircraft

No aircraft shall be taxied at the Airport where the propeller blast or jet exhaust may cause injury to persons or do damage to property. If it is impossible to taxi such aircraft without compliance with the above, then the engine must be shut off and the aircraft towed to a suitable location. In this regard, the runup of aircraft at the end of runway 08 or 26 will be performed on the designated apron between the runway and taxiway, with the aircraft pointed in such a manner as to minimize the creation of dust and not aiming at a member's hangar.

6.5 Touch and Go Aircraft Landings

No aircraft shall practice "touch and go" or "stop and go" landings. Landing and taxi back is permitted.

6.6 Accident Reports and Procedures

These procedures have been prepared to assist and direct the handling of an emergency or accident at Pegasus Airpark. In establishing these procedures, it must be remembered that it is not possible to set forth instructions to cover all possible types of accidents or emergency conditions, or to outline in detail the exact steps to be followed in such situations. Therefore, these procedures should be supplemented with good judgment on the part of all concerned. No attempt should be made to fix the cause of an accident pending investigation and findings by proper authorities.

Accident Reporting Procedures:

A. Immediate Safety Response: The first and foremost consideration in the event of an accident is the safety and well being of the occupants of the airplane. If there is any possibility of personal injury or the threat of personal injury, an emergency call to 911 must be made to report an aircraft accident along with specific information (location, etc.) as appropriate.

B. Airport Closure: If it is necessary to close the runway or the airport because of an accident, the Airport Manager and/or Association will make the necessary arrangements with the appropriate authorities and maintain a listening watch on Unicom to alert any inbound traffic.

C. NTSB Reporting: NTSB 830 requires the operator involved in the accident or incident to make the necessary reports to the NTSB. It is not the responsibility of the Airpark and/or Association to make such reports.

D. Wreckage Handling: Generally, the NTSB or its delegate will release wreckage for movement after the operator's initial report has been made. If the operator is unable to make such report, the Airport Manager and/or Association may notify the NTSB that the wreckage or disabled aircraft must be moved in order to protect persons or property or to assure the continued safe operation of the Airpark. The Pegasus Airpark Flight Association shall have the authority to move, or cause to be moved, wreckage or any immobile or disabled aircraft when reasonably necessary for safety or operational purposes. If movement is required before release in order to remove injured or trapped persons, protect the public, or restore safe Airpark operations, sketches, descriptive notes, or photographs should be made, if possible, of the original condition of the wreckage and any significant impact marks. Any damage resulting from such movement shall not be the responsibility or liability of the Association, its officers, directors, employees, or agents.

E. Documentation: As soon as practical after an accident/incident the Airport Manager and/or Association shall make a written record of the meteorological conditions at the time of the accident, and a general statement of the airport condition, including runway surface condition, obstructions, NOTAMs, and lighting. This record shall be placed on file with the Pegasus Airpark Flight Association office.

6.7 Refusal or Restriction of Pegasus Airpark Access or Operations

The Airport Manager and/or Association may delay or restrict any flight or other operations at the Airpark and may refuse takeoff or landing access to any aircraft for any reason he/they believes justifiable except in emergencies.

6.8 Use of Thrust Reversers

Jet aircraft equipped with thrust reversers shall utilize reverse thrust only at idle or ground-idle power settings during landing rollouts at Pegasus Airpark.

Use of reverse thrust above idle power is prohibited except where reasonably necessary for safety of flight or to avoid an unsafe condition.

6.9 Operational Impacts, Jet Blast, Rotor Wash, and Runups

Aircraft operations shall be conducted in a manner minimizing unreasonable jet blast, propeller wash, rotor wash, dust generation, debris generation, and hazards to persons or property.

6.10 Maintenance Operations and Commercial Aircraft Service Activity

Commercial maintenance operations approved by the Board shall primarily service aircraft based at Pegasus Airpark or aircraft reasonably associated with Pegasus Airpark aviation activity.

6.11 Aircraft Parking and Staging

Aircraft shall not obstruct taxiways, movement areas, fire lanes, fire hydrants, emergency access routes, or common operational areas.

ARTICLE 7 — AIRPORT TRAFFIC PATTERNS AND AIRCRAFT OPERATIONS

7.1 Traffic Pattern Altitudes

Traffic pattern and altitudes for aircraft operations at Pegasus Airpark are as follows:

1. Helicopters: 500 AGL
2. Reciprocating Engine Aircraft (piston): 2500 MSL
3. Turbine or Jet powered Aircraft: 3000 MSL

7.2 Traffic Pattern and Noise Abatement Procedures

A. Arrivals – Runway 08: Left Hand Traffic. Avoid flight over noise sensitive areas when compatible with safety.

B. Arrivals – Runway 26: Left Hand Traffic. Avoid flight over noise sensitive areas when compatible with safety.

C. Departures – Runway 08: Left Hand Traffic. Avoid flight over noise sensitive areas when compatible with safety.

D. Departures – Runway 26: Left Hand Traffic. Avoid flight over noise sensitive areas when compatible with safety.

E. Calm Wind Runway: Runway 08 is considered the Pegasus Airport "Calm Wind Runway" for take offs and landings when safely permissible.

F. Standard Traffic Pattern: The standard traffic pattern for Pegasus Airpark (5AZ3) shall be a rectangle pattern with a 45 degree entry to the downwind leg. In the absence of conflicting traffic other pattern entry procedures may be used provided the pilot announces his/her intentions. Aircraft in the standard pattern shall have the right of way. Avoid flight over noise sensitive areas when compatible with safety. All aircraft arriving from or departing to the North should be in contact with Williams Gateway Tower due to the close proximity of their Class D Airspace.

G. General Departure Procedure: The general departure procedure is to make a 45 degree left turn (45 degree right turn for right hand traffic) from the departure leg after takeoff at approximately the point one would turn crosswind if one were staying in the traffic pattern. Turns shall not be made prematurely over the homes of Pegasus and will be commenced after the end of the runway is passed.

7.3 Air Traffic in Flight and On the Ground

The following rules will govern the conduct of all aircraft unless exceptions are specifically provided for in FAA Regulations or authorized by the Airport Manager and/or Association:

1. **Runup Hours:** Runup of aircraft for maintenance purposes will be permitted only between the hours of 7:00 am and 10:00 pm, except those runups normally required for routine takeoff safety checks are permitted anytime.
2. **Taxiing to Hangars:** No person shall taxi an aircraft to or from a hangar line from an approved parking space until he has ascertained that there is no danger of a collision with other aircraft, persons, or objects in the immediate area. Aircraft shall not be taxied into or out of any hangars or shades.

3. **Mid-field Departures:** No mid-field departures shall be made on Runway 08 or Runway 26 except by STOL aircraft if it is done safely and good communications with other aircraft is established.
4. **Pilot Qualifications:** Operators of aircraft entering or leaving the traffic pattern of the airport or using the runways or movement areas for the purpose of landing or taking off, shall be holders of a valid, current, student, private pilot, commercial pilot or ATP certificate, with rating appropriate for the type of aircraft operated and conditions under which they are operating the aircraft. Reciprocal certificates issued by foreign governments are acceptable if the authorization contained in the certificate is accepted by the FAA. The Airport Manager and/or Association has sole discretion and the right to prohibit any aircraft from coming into or using the airport except in the event of an emergency.
5. **Removal of Disabled Aircraft:** The aircraft owner, pilot, or authorized agent shall be responsible for the prompt removal of any disabled aircraft and any associated wreckage or debris, unless the Airport Manager and/or Association or the NTSB directs that such removal be delayed pending investigation. If the owner, pilot, or authorized agent fails to remove the disabled aircraft promptly, the Airport Manager and/or Association may cause the aircraft to be removed and may charge the owner for all costs incurred. The Association shall have a possessory lien for such charges, which may be enforced in accordance with applicable Arizona law.
6. **FAA Compliance:** All FAA Regulations regarding air and ground traffic are expressly incorporated by reference.
7. **Low Passes:** Low passes below traffic pattern altitude are allowed to be conducted at the approach speed of the aircraft, not to be done excessively, and in a safe and prudent manner, and in deference to other traffic if in the pattern or on the ground.
8. **Landing Lights:** All aircraft equipped with a landing light shall have it turned on during the hours of darkness while taxiing to or from their hangar or tie down to the runway. Once on the main taxiway and/or runup area, pilots shall use their landing light with discretion so as not to be hazardous to incoming night flights of aircraft.

7.4 Tenant / Renter Nighttime Training and Recreational Operations

Aircraft operations conducted by renters, tenants, lessees, sublessees, guests of members, transient commercial operators, or other non-property-owner occupants of Pegasus Airpark for training, practice, recreational, proficiency, or non-essential purposes should be avoided between the hours of 10:00 PM local time and one (1) hour prior to official sunrise.

This section is not intended to restrict bona fide departures, arrivals, repositioning flights, weather-related operations, safety-related operations, emergency operations, maintenance-related operations, or other legitimate transportation needs, provided such operations are conducted in a safe and considerate manner and with reasonable regard for airport neighbors.

7.5 Helicopter Operations in Mid-Field Ramp and Hangar Areas

Helicopter operations within the mid-field ramp and hangar areas shall utilize the standard traffic pattern and shall not be conducted between hangar rows.

ARTICLE 8 — MOTOR VEHICLE, BICYCLE AND PEDESTRIAN TRAFFIC AND PARKING

8.1 Licensing and Registration

No person shall operate a motorized ground vehicle on the Airport without a valid Operator's License.

8.2 Operation of Motor Vehicles

Only Pegasus Flight Association member pilots shall operate any type of motorized vehicle in the Airport flight operations area. No one shall operate any vehicle or mode of transportation in a negligent or unsafe manner and under the rules established therefore. Under no circumstances shall motor vehicles be operated in excess of fifteen (15) miles per hour on the Airport. Pegasus Airpark is designed to keep road and aircraft traffic separated. Use of any taxiway by road vehicles shall be kept to a minimum and only by Pegasus Flight Association member pilots. Using a taxiway as a vehicle shortcut is strictly prohibited. All aircraft shall always have the right of way over ground traffic, motor vehicles, and pedestrians. All ground traffic shall come to a complete stop and check for aircraft traffic before traversing the runway or taxiway at any location.

8.3 Restrictions as to Operation of Vehicles

No vehicle shall be operated at the Airport or upon any area thereof in a careless or negligent manner, or in disregard of the rights and safety of others, or without due caution or circumspection or at a speed or in a manner which endangers or is likely to endanger person or property, or while the driver thereof is under the influence of intoxicating liquor, or any narcotic or habit forming drug, or if such vehicle is so constructed, equipped, or loaded as to endanger unreasonably, or be likely to endanger persons or property. In addition to the foregoing, as to commercial or construction vehicles, no operation of any kind is permitted at the Airport without the express permission of the Airport Manager and/or Association.

8.4 Vehicle Parking Restrictions

A. No person shall park a vehicle or permit the same to remain halted other than in a manner and location authorized by the Airport Manager and/or Association and then only under the rules as are established.

B. Under no circumstances will parking of motor vehicles be permitted on any taxiway, runways or in any infield dirt areas.

C. Aircraft operators may park their vehicles in their own uncovered tie-down space, in their own shade space, or in their own hangar if the aircraft is going to be utilized.

D. No aircraft refueling vehicle shall be parked except in areas as are designated by the Airport Manager and/or Association.

8.5 Procedure in Case of a Vehicle Accident

The driver of any vehicle involved in an accident on the Airpark which results in injury or death to any person, or damage to any property, shall immediately stop such vehicle at the scene of the accident, render such assistance as may be needed and give his name, address, and operator's license and registration number to the person injured, or to any peace officer, representative of local, state or

national government, the Airport Manager and/or Association or witnesses to the injury/incident. The operator of such vehicle shall immediately contact and make a report of such accident in accordance with the laws of the State of Arizona.

8.6 Authority to Remove Vehicles

The Airport Manager and/or Association may cause to be removed from any area of the Airport any vehicle which is disabled, abandoned, parked in violation of these rules and regulations, or which presents an operational problem, to any other area of the airport, at the operator's expense and without liability for damage which may result in the course of such moving.

8.7 Regulations for Bicycles, E-Bikes, Scooters, and Similar Devices

Every person operating or riding a bicycle, e-bike, scooter, or similar device within the Airport Operations Area (AOA), including on any roadway, taxiway, or ramp area, shall be subject to all Rules and Regulations applicable to the driver of a vehicle. Aircraft shall always have the right of way.

Any person walking, riding a bicycle, e-bike, scooter, or similar device, or otherwise traversing any taxiway or ramp area other than while inside a motor vehicle, shall not wear or use headphones, earbuds, or similar audio devices, in order to maintain awareness for safety purposes.

8.8 Soliciting Rides

No person shall stand or walk in or upon a roadway or adjacent parkway for the purpose of soliciting a ride from the driver of any vehicle, nor shall any person solicit aircraft rides from any area of the Airpark and in this regard all ordinances at the Town of Queen Creek (now existing or as modified from time to time) regarding the solicitation of rides are hereby incorporated by reference.

8.9 Vehicles Operating on Landing Area at Night

Any vehicle or aircraft authorized to operate on the Landing area of the Airport at night shall display appropriate lights visible to all personnel.

8.10 Repair of Motor Vehicles

No person may clean or make repairs to motor vehicles anywhere on the Airport except for minor repairs necessary to remove such motor vehicles from the Airport in the event of an emergency.

Notwithstanding the foregoing, a Member may perform maintenance or repairs on the Member's own motor vehicle within the Member's own hangar.

ARTICLE 9 – SAFETY, FUELING, AND HAZARDOUS MATERIALS

9.1 Cleaning and Maintaining Aircraft

Cleaning, washing, polishing of, or otherwise maintaining aircraft shall be accomplished only in areas designated for that purpose by the Airport Manager and/or Association.

9.2 Removal of Gas, Oil, Grease, and Similar Substances

In the event of spillage or dripping of gasoline, oil, grease, or any material which may be unsightly or detrimental to the pavement in any area of the Airpark, the same shall be removed immediately. The responsibility for and the cost of the immediate removal of such gasoline, oil, grease, or other material shall be assumed by the operator or owner of the equipment causing the same or by the member or permittee responsible for the deposit on the pavement.

9.3 Explosives and Other Dangerous Articles

No person shall store, keep, handle, use, dispense or transport at, in, or upon the airport any explosives, any radioactive substance or material, or any other material at any such time or place or in any such manner or condition as to endanger or as to be likely to endanger persons or property without permission of the Airport Manager and/or Association.

9.4 Lubricating Oils

No person shall keep or store lubricating oils in or about the hangars; however, such materials may be kept in the aircraft or in the proper receptacles installed in the hangar for such purposes or in containers provided with suitable draw off devices and stored only in such places as approved by the Queen Creek Fire Department or other fire fighting agency or the Airport Manager and/or Association.

9.5 Waste

Suitable metal receptacles with a self-closing cover for the storage of oil wastes, rags and other rubbish and trash shall be utilized by all members. All waste within this general classification shall be removed by members from the airport premises and at regular intervals as may be established by the Airport Manager and/or Association. No petroleum products or objectionable industrial waste matter shall be dumped or permitted to drain into drainage ditches, canals, pending areas or into sewer systems or storm drains.

9.6 Storage of Fuel Trucks and Fuel Trailers

Within the main ramp and hangar area of Pegasus Airpark, refueling units shall be stored outside and not less than one hundred feet from any building, or at such other distance as may be approved by the Airport Manager and/or Association, except for minor adjustment or repairs necessary to move such units to an authorized storage area when failure occurs elsewhere on the Airport.

No gasoline truck, whether empty or loaded, shall be brought into, kept, or stored within any building in the main ramp and hangar area of the Airport.

This Section shall not apply to owners of residential aviation lots, except to the extent otherwise required by applicable fire code, law, or specific written direction of the Board or Airport Manager.

9.7 Grounding During Fuel Handling

During fuel handling operations in connection with any aircraft or fuel truck at the Airport, the aircraft and the fuel dispensing unit or draining apparatus shall be grounded by wire to prevent the possibility of static ignition of volatile liquids.

9.8 Aircraft Engines During Fueling

No aircraft engine shall be running during aircraft fueling operations.

9.9 Fire Extinguishers During Fuel Handling

During fuel handling operations in connection with any aircraft at the airport at least two approved fire extinguishers (15-pound or larger) or other type of fire extinguishers acceptable to and approved by the Airport Manager and/or Association, shall be immediately available for use in connection therewith.

9.10 Model Aircraft, Drones, Kites, and Model Rockets

The flying or launching of model aircraft, Drones, kites, or model rockets within the Airpark area is prohibited unless authorized in writing by the Airport Manager and/or Association. No person shall operate, launch, or release any kite, balloon, model aircraft, Drone, model rocket, or parachute anywhere on the Airpark without the written permission of the Airport Manager and/or Association. Requests for such activities must be made in writing at least 24 hours in advance of the activity. Aircraft using the airport will have precedence over these types of activities.

9.11 Interfering or Tampering with Aircraft

No person shall interfere or tamper with any aircraft or put in motion the engine of such aircraft, or use any aircraft, aircraft parts, instruments, or tools without permission of the owner or by specific direction of the Airport Manager and/or Association.

9.12 Fueling Safety and Environmental Responsibility

All fueling operations conducted at Pegasus Airpark shall comply with applicable fire codes, environmental regulations, FAA guidance, Association Rules, and manufacturer safety procedures.

9.13 Fuel Spill Reporting and Cleanup

Any fuel spill, oil spill, hazardous material release, or environmental contamination occurring within Pegasus Airpark shall be immediately reported.

9.14 Fuel Storage and Portable Fuel Containers

Storage of fuel or hazardous materials shall comply with applicable fire code requirements, environmental regulations, and Association Rules.

ARTICLE 10 — ENFORCEMENT AND DISCIPLINARY PROCEDURES

10.1 Airport Manager Notification

The Airport Manager and/or Association shall advise the Board of Directors of all alleged violations of the Association regulations (including the obligation to pay Association charges and assessments) in writing with a detailed narrative explanation of such alleged violations and all relevant investigatory reports.

10.2 Board Determination

After due investigation (including the right of the charged party to be heard and present witnesses), the Board may as to each member or member's lessee take one or more of the following actions: (i) take no action, (ii) issue a letter of comment, (iii) issue a letter of censure, (iv) issue a fine of not less than Five Hundred Dollars (\$500) for each alleged violation, (v) issue a letter of temporary suspension or (vi) issue a letter of permanent suspension. All such letters shall be posted at the Association Terminal in a conspicuous location.

10.3 Safety Violations

All safety violations shall be reported to the Board of Directors. The Board of Directors shall inform the member of the complaint filed against him/her, within five (5) days of the occurrence. The first letter shall be considered an alert. The second letter shall be considered a warning. The third offense shall be handled by the Board of Directors in accordance with Section 10.2.

10.4 Continuing Violations

Each day that a violation continues shall constitute a separate violation unless otherwise determined by the Board.

10.5 Emergency Safety Authority

The Airport Manager and/or Board may immediately suspend, restrict, or prohibit aircraft operations, commercial activity, fueling privileges, or operational approvals where continued activity presents a safety hazard or operational risk.

ARTICLE 11 — GUEST PRIVILEGES

Guest privileges at Pegasus Airpark are temporary, revocable privileges extended through a sponsoring Member and remain subject to all Association Rules.

ARTICLE 12 — SPECIAL EVENTS

Special aviation events, fly-ins, gatherings, demonstrations, or organized operational events may be conducted at Pegasus Airpark only with approval of the Board and/or Association.

ARTICLE 13 — MEMBER LEASING, TENANCY, AND OCCUPANCY

Any Member leasing or permitting occupancy of hangars or operational areas shall remain responsible for ensuring compliance with all Association Rules by such occupant.

ARTICLE 14 — AMENDMENTS

These Regulations may be altered or amended by majority vote of the Board, subject to the Declaration, Bylaws, and applicable law.