

HOLD HARMLESS AGREEMENT

Version February 2, 2024

Your request for authorization to fly into or out of the Red Star Airport (71XA) will be provided only after you have completed, signed and returned this “Hold Harmless Agreement”, and will expire on the subsequent April 1 of next year.

The Red Star Airport is a private, single runway airport designated 71XA. Runways are 02/20 and are approximately 2400’ in length and mowed to 30’ wide. The unlit, grass runway slopes down to the south and is a sandy loam soil.

There is a 4’ fence at each end of the runway, there is less than 2400’ available for landing. The slope and useful length of this runway make landings at this airport challenging. Only experienced, current pilots in aircraft appropriate for soft, short, grass runways shall be allowed to land. Runway edges may be marked with traffic cones. There are no centerline markings. There are multiple culverts near the runway edges that are dangerous obstacles for any aircraft not able to maintain centerline.

There are no taxiways. Exit runway 20 at the south end to the left (east). Exit runway 02 at the north end to the left (west). Departing the runway anywhere else may be hazardous because of culverts and sloping terrain inappropriate for aircraft. There are no tie downs, no fuel and no services available.

There is a single, unlit windsock midfield on the east side of the runway. Traffic pattern is always west of the field. Left traffic runway 02 and right traffic runway 20.

The following additional cautions, restrictions, and limitations are in effect at the Red Star airport:

- Daylight (local sunrise to local sunset) operations only.
- The Red Star airport is surrounded by a non-profit horse rescue. There is the possibility of horses, riders, tractors, and personnel on or near the runway at anytime. Airport operations are infrequent and personnel are probably not looking before crossing the runway. **AIRCRAFT DO NOT HAVE THE RIGHT-OF-WAY!**
- ALWAYS make a pass 100' above the airport before attempting to land to ensure the runway is clear and to alert those on the ground.
- Alert monitoring and repetitive radio communications of position and intentions on Red Star CTAF 123.0 when at least 3 miles out on arrival, upwind, downwind and on final in the traffic pattern; prior to and during ground taxi, and prior to takeoff are essential to avoiding collision mishaps.
- The daytime use of landing lights and strobes in the traffic pattern is encouraged.

NOTE: Helicopter pilots must contact Mike DeCanio for additional provisions and instructions.

Under no circumstances will the Red Star airport, airport/property owners, or The Pegasus Project, Inc. be responsible for any damage whatsoever, or for any reason, to your aircraft, damage caused by you or your actions, or for injury to any person either onboard your aircraft or on the ground. Authorization to land at the Red Star Airpark may be granted only if you assume the entire responsibility and consequences of such use, and authorization may be revoked at any time. Your authorization is valid only if your aircraft has a valid liability insurance policy in effect during

operations at the Red Star airport. If you are not willing to assume this responsibility, permission for landing is not granted and you are prohibited from any aircraft operations at the Red Star Airport.

By signing and submitting this “Hold Harmless Agreement” you acknowledge that you have read, understand and agree with its contents.