

Architectural and Airpark Operations Guidelines



*Brady Landing Airpark
PO Box 141
Maple, NC 27956*

*Prepared by the Architectural Review Committee (ARC)
and approved by the POA Board of Directors*

Disclaimer: This document is provided as a courtesy to lot owners, potential buyers, builders, real estate agents, bankers and other interested parties. The provisions, statements and references contained herein may change without notice. The guidance provided herein does not replace the established Brady Landing Covenants already approved, and does not constitute legal advice. If there is a discrepancy between this document and the Covenants, the Covenants shall govern. Always review all applicable rules and regulations and consult both the appropriate Currituck County office and a qualified attorney before buying, selling or improving any property.

Revision History

Approval Date (by BOD)	Revision Number	Sections Affected
5 January 2015	initial	all

Contents

List of Acronyms:.....	4
What is an Airpark?.....	4
How does the Board and ARC protect my interests plus preserve and increase our property values?	5
What do I pay and how are my dues spent?	5
Lot owners' responsibilities.....	6
What can I build?	7
How much can I clear?	10
How much can I build?	10
Where can I build?	11
What can I NOT build?	11
What can I plant and where can I plant it?	11
What Improvements can I make to my property?.....	11
What about lawn care?	12
Where can my visitors and I park?.....	12
How can we stay safe?	12
What kind of aircraft can I base in the Airpark?	12
Who can use the airport access gate?	13
Resources: Quick Reference Guide	14

List of Acronyms:

Acronym	Definition
BLA	Brady Landing Airpark
POA	Property Owners Association
BOD	Board of Directors
ARC	Architectural Review Committee
ROW	Right of Way
UDO	Unified Development Ordinance
GA	General Aviation
KONX	Currituck County Regional Airport
FAA	Federal Aviation Administration
RC	Remote Controlled
GA	General Aviation
IAW	In Accordance With

What is an Airpark?

A residential airpark (sometimes spelled air park) is also referred to as a "fly-in community" or "aviation community". The word refers to a community designed around an airport where each resident owns an aircraft which they park or hangar on their property. Residents can taxi directly to the runway from airpark streets that double as taxiways. Airpark developments are typically composed of single family homes, each of which have or will have adjacent aircraft hangars. One type of airpark, relatively rare, lacks its own runway and instead, uses an adjacent runway, either privately owned or owned publicly. In the USA, the Federal Aviation Administration (FAA) calls this a Residential Through The Fence (RTTF) airpark. Brady Landing Airpark is a RTTF airpark, the only one of its kind in North Carolina, and utilizes the adjacent Currituck County Regional Airport's runway.

The Brady Landing Airpark (BLA) is a residential flying community, formed and operated for the benefit of resident aviators flying from the adjacent Currituck Regional Airport (Brady Landing Airpark Bylaws, preamble, page 1). The Airpark is a paradise for pilots and for anyone else who loves the beauty of flying or just enjoys being around aircraft. BLA is unique in that it is the only residential, through-the-fence airpark in North Carolina, where pilots can taxi through a gate in the perimeter fence and use a public airport. BLA is one of approximately 75 such airparks in the nation, and the U.S.A. is the only country in the world that allows this. It is crucial we pay close attention to the guidelines and rules so we keep Brady Landing an active airpark. As lot owners continue to enjoy this Airpark and preserve it for future generations of pilots, our property values will also be protected.

The BLA Property Owners Association (POA) is a nonprofit corporation chartered in North Carolina and tasked to represent the interests of all lot owners in the Airpark. The POA is managed by a Board of Directors (BOD). The BOD represents the interests of all lot owners, each of whom is required to be a member of the POA. On behalf of the POA, the BOD manages the routine affairs of the Association, negotiates with government organizations on behalf of all lot owners and preserves and protects property values within the Airpark.

BLA is a multi-phased, planned community governed by NC Statute 47F. The POA is a non-stock, non-profit corporation governed by NC Statute 55A. All construction phases, combined, constitute the BLA. (Covenant #6/ Declaration)

These Architectural and Airpark Operations Guidelines are provided to make it easier for property owners (and their contractors and real estate agents) to understand the minimum requirements that must be met before the start of any project or improvement within BLA. These Guidelines do not replace the restrictions stated in the Covenants or other official documents. These Guidelines are a supplement to the Covenants and are important to establish "harmony of

design” within the Airpark. Where appropriate, this document provides the specific reference to each governing document, covenant or otherwise (in parentheses).

Several official documents regulate lot clearing, placement of structures, lighting, planting, and other important aspects of building in BLA. Other documents regulate operations within the Airpark. Check with the document source for additional documents or updates to these:

1. Covenants 1 - Book 588, Page 403, dated April 2, 2002 (applies to all Lots except those in Phase IIC)
2. Covenants 2 - Book 617, Page 728, dated October 8, 2002 (applies to all Lots except those in Phase IIC)
3. Covenants 3 - Book 804, Page 887, dated September 9, 2004 (applies to all Lots except those in Phase IIC)
4. Covenants 4 - Book 865, Page 784, dated February 19, 2005 (applies to all Lots except those in Phase IIC)
5. Covenants 5 - Book 1246, Page 331, dated April 22, 2013 (applies to Lots 11 - 23 in Phase IIC only)
6. Covenants 6 – Book 1302, Page 659, dated August 2, 2014 (also known as the “Declaration” – - applies to all Lots)
7. UDO - Currituck County Unified Development Ordinance, as amended, especially chapter #3 “Zoning Districts”, section 3.3.5 Airport Overlay District, and paragraph D, sections 1-3. See the website at www.co.currituck.nc.us/unified-development-ordinance.cfm
8. BLA POA Bylaws – January 25, 2013
9. Currituck County Airport Easement, Book 1310, Page 604, dated November 3, 2014
10. Currituck County Airport Rules and Regulations dated February 5th, 2001
11. North Carolina Building Code (check appropriate website for current version)

Visit the current POA website for the most recent, current version of this document.

How does the Board and ARC protect my interests plus preserve and increase our property values?

The Property Owners Association (POA), and especially the ARC, support improving properties here in the Airpark, since development in harmony with the neighborhood enhances the property values of all the lots in the Airpark.

The Architectural Review Committee (ARC) reviews lot owner’s designs for houses, hangars, garages, fences, driveways, sidewalks, pools, decks, porches and any other structures, including color and material selection. Please read this entire document before beginning your ARC submission and be certain your builder also understands the provisions and the applicable covenants. To expedite the ARC review process, please submit your comprehensive plans to the ARC as early as possible.

The ARC and the BOD are required to make sure we have one community of “harmonious design.” They look at completed site plans to make sure each site plan a) is in agreement with covenants and b) enhances the harmony of design by blending with other properties in the Airpark. The ARC will review projects, including but not limited to, construction or additions to houses, aircraft hangars or garages, and minor modifications to structures such as the erection of a fence or a color change on a house, aircraft hangar, garage or fence. (See BLA POA Bylaws, article 4). After a careful review, the ARC or BOD may ask for clarification from the owner or builder before recommending that the BOD approve or disapprove the plan. The Board considers the ARC’s recommendation, and then conducts a vote (majority rules) to determine whether or not the submitted plan will be approved, or disapproved. In sum, the BOD has the final approval/disapproval authority for all plans formally submitted for consideration and/or evaluation.

What do I pay and how are my dues spent?

Annual dues must be paid (in full) to the Association by the 31st of January, via mail, or in person at the annual meeting. The mailing address is as follows:

Brady Landing Airpark
PO Box 141
Maple, NC 27956

If you own a hangar, you also must pay to Currituck County an airport access fee, also due every January and currently set at \$120.00 per year (Currituck County Airport Easement). This annual fee is the same amount paid by aircraft owners "tying-down" on the ramp at the airport. It is the lot owner's share of airport annual maintenance costs. The County does not always send statements to Airpark property owners, so it is up to you to make sure you pay it. Remember this fee this is only for hangar owners.

Mail your check to the County at the address below and write in the memo area *Airport Access Fee, your street address and lot number*:

County of Currituck
Finance Department
(Brady Landing Airpark Airport Access Fee)
153 Courthouse Road, Suite 101
Currituck, NC 27929

Your POA dues are spent on the upkeep of the Airpark's taxiways, airport access gate, common areas, insurance, postage, the Airpark Post Office box and other reasonable and necessary expenses (Covenants 1, 3, & 5, Item 4 and Currituck County Airport Easement paragraph 6)

Lot owners' responsibilities

Your responsibility as a lot owner starts with your selection of a house design. The Airpark should not resemble "tract" house developments where many houses of similar design are built. For example, a proposed house design that is the same or very similar design of an existing house located within five lots from the proposed house is unlikely to be approved.

The POA is counting on lot owners to do their part in keeping the Airpark attractive and safe:

- Before considering an exterior change to your Airpark property, ask yourself "Will it improve the attractiveness of the Airpark?" and "Will it blend-in with my neighbors' properties?"
- As you walk or ride your bicycle in the Airpark, help keep taxiways clear of stones, branches or other debris. Kick small rocks into the ditches and pick-up larger brush and trash.
- Get approval for any improvement project before starting work. Plans must comply with all laws, codes and local ordinances. Check with the proper county and state offices. (Covenants 1 & 5; item 17)
- Park your family's and visitors' cars and trucks away from taxiways at all times.

ARC Applications and the most current version of this document may be found on the Brady Landing Airpark website (see resources page). The blank application posted there will contain the current ARC Chairperson's email address. After you have turned in your application, the Board of Directors (BOD) will try to give you a response in writing within 30 days after receipt of the application by the BOD. The BOD strongly suggests that lot owners not incur any costs associated with an improvement project before getting formal approval from the BOD.

No matter who prepares the actual package for the ARC, owner or builder, the owner must sign the application. The lot owner (or builder on behalf of the lot owner) should submit all the plans, drawings, specifications, etc. by email and should use either MS Word or pdf attachments. Submitting *hardcopies* may delay the approval of your building package since it requires FEDEX/UPS mailings to and from Board/ARC members not living in the Airpark.

Any submission to the ARC must include a site plan. This is a clear drawing, on a single page, of the complete building plan showing the house (with square footage of heated space), the proposed location of minimum 1800 sq. ft. aircraft hangar, plus any other structures, septic field, septic repair field, driveways, taxiway/access path from the aircraft hangar, and setbacks from the property lines. If you are providing hangar plans with your ARC submission, please use the actual hangar dimensions in your site plan.

You cannot begin any work on your lot until two things happen: 1) you receive a recommendation from the ARC and formal approval by the BOD as to the harmony of external design and other aspects, and 2) you receive approval from the County for the site plan, building details, etc. (Covenants 1, 3 & 5, Item 17).

What about my trash? Outside garbage containers must be kept hidden as much as possible and must never be left alongside the taxiways within the 30' ROW, since it could interfere with aircraft.

What about pets? Dogs must be kept on a leash (physical or electronic) whenever not on the owner's property and owners must clean-up after them. (Covenants 1, 3 & 5, item 21)

Can I operate a business from my Airpark property? The answer is *maybe*. You won't be allowed to operate an *aviation* business from the Airpark including but not limited to, aircraft rental, flying club, aircraft maintenance, pilot instruction or banner towing. You are not permitted to store on your property any aircraft used for those commercial purposes. Like most Airparks, BLA permits the basing of aircraft that are occasionally used to support a non-aviation business (Currituck County Airport Easement).

The covenants permit a home-based business if approved by the BOD. The BOD will look closely at a proposed business's impact on neighborhood traffic, noise and dust, the presence of commercial vehicles, etc. The Board has the last word on approving home based businesses. (Covenants 1, 3 & 5, Item 2)

What can I build?

Houses: In the Airpark you can have a house, aircraft hangar, garage and fence. The requirements vary depending on which phase your lot is located in.

Aircraft Hangars: Every ARC Application for a Lot in Phase IIC must depict an area of your lot where a current or future aircraft hangar is to be situated. If your lot does not have an existing aircraft hangar, the site plan you submit to the ARC must identify this future aircraft hangar area as follows: "Area Reserved for Future Aircraft Hangar." The site plan submitted to the ARC must also include the dimensions of the Area Reserved for Future Aircraft Hangar, as well as the square footage of the Area Reserved for Future Aircraft Hangar. The purpose of this requirement is to ensure that any proposed improvements on your lot; do not prevent the future construction of an aircraft hangar on the lot that could otherwise be prevented by setback, lot coverage, or other requirements governing the construction of improvements on your lot.

Garages: Each Lot must contain enclosed storage for one or two full-size cars (the number of cars depends on whether or not your Lot is located in Phase IIC, as discussed below). The enclosed storage can consist of an attached garage, a detached garage, or an aircraft hangar. An existing garage cannot be converted into a use other than for the storage of cars unless the lot already has an existing alternative enclosed storage for your car(s), such as an existing aircraft hangar. Conversion of a garage in this manner will not be approved by the BOD without the existence of an existing alternative enclosed storage for your car(s) on your lot.

Lots in Phase IIC: You can build one stand-alone house which must include enclosed storage able to hold at least one full sized car. "Enclosed storage" may include an attached garage, a detached garage, or an aircraft hangar. After receiving ARC site plan approval, you must build the house and the enclosed storage combination first and get permission to occupy it with a Currituck County Occupancy Permit before anything else can be built (see Unified Development Ordinance, UDO). Then you can build one stand-alone aircraft hangar and a fence once a site plan for same has been approved by the ARC. The enclosed storage is the only garage you are permitted to have. Other than the house, you are only permitted to build an aircraft hangar and a fence. (Covenants 5, Item 2). Phase IIC property owners cannot place on the lot a manufactured home (mobile home) (single or double wide), prefabricated (modular) home or an old home that has been moved from someplace else. Lot owners can have system-built homes of as good as

or better than the design and quality of on-site constructed homes if allowed by the POA, but these must be approved by the BOD and constructed or assembled on site. (Covenants 5, item 12).

Lots that are not part of Phase IIC: You can build one stand-alone house. After receiving ARC site plan approval, you must build this first and get permission to occupy it via a Currituck County Occupancy Permit before anything else is built (see UDO). That house must include enclosed storage that is large enough to hold two full size cars. "Enclosed storage" may include an attached garage, a detached garage, or an aircraft hangar. You can then build one stand-alone aircraft hangar and a fence once a site plan for same is approved by the ARC. If you choose to build an aircraft hangar, you don't have to build a garage because the aircraft hangar meets the covenant requirement for an enclosed storage large enough to hold two cars (and most can also hold lawn tractors, boats and aircraft). As a result, several property owners whose lots are not in Phase IIC only built a house and an aircraft hangar and are in full compliance with the County UDO and BLA Covenants (Covenants 1, Item 2 & 7). Owners of Lots other than Lots in Phase IIC *cannot* put onto their lot a manufactured home, mobile home, single or double wide, nor can they place on the lot a home that has been moved from another real-estate lot. High quality modular homes are permitted but as with all home designs they must be approved by the BOD. (Covenants 1 items 12 & 17 as amended by Covenants 4, page 785; and Covenants 5, items 12 & 17).

For all Lots in the Airpark: For a one story home the minimum living space is 1500 square feet (*living space* means the heated and cooled area, not including porches, exterior storage or attached garages). For a two story home the minimum living space is 1800 square feet. (Covenants 1, 3 & 5, Item 3) Of course, your choice of home should blend in with the rest of the neighborhood in style, color and size, to contribute to harmony of design. Also see section "Lot owners' responsibilities".

Aesthetic qualities: Aesthetic qualities to enhance the harmony of design include but are not limited to the following:

- (a) No exposed concrete block is acceptable, painted or unpainted
- (b) Exterior colors must blend with the existing colors used in the Airpark
- (c) Roof pitch must compliment home style. The highest point on your home's roof cannot exceed 40'.
(Covenants 1, 3 & 5, Item 17)

Construction completion deadline: The building of a home or aircraft hangar must be completed within 2 years of the starting date. (Covenants 1, 3 & 5, Item 5) Also, according to the Currituck County UDO rules, no aircraft hangar can be built until a home is completed and has received a Certificate of Occupancy.

Driveways, sidewalks, patios, and pool walkways: The Covenants say driveways must be of a "permanent nature" and they count toward the total build-upon area of your lot. Concrete and asphalt are the traditional paving materials, but building codes change all the time. The North Carolina Building Code currently allows *permeable* materials (allow rain water to soak through) which can permit a larger build-upon area. Since the use of non-permeable materials are strictly limited, you should check with the State of North Carolina Division of Water Quality (address provided later in this document) to see what materials are approved prior to designing your site plan. (See discussion in "Build-Upon-Area" paragraphs in the "How much can I build" Section elsewhere in this document) (Covenants 1, 3 & 5, item 23)

Your covenants specify *setbacks*, which designate that improvements must be located a certain distance from your lot's property lines. One purpose for setback lines is to protect an easement (Covenants 1 & 5, items 18 & 19). Building codes change, the introduction of Commercial Aircraft hangars being a good example, and any new code provisions may impact your site design. Contact Currituck County Planning and Zoning to get the current setback requirements for your lot (see resources page for details).

Aircraft hangars: This is an Airpark, and the building of aircraft hangars is highly encouraged. They must be North Carolina-engineered designs and no smaller than 1800 sq. ft. To permit most general aviation (GA) aircraft to enter and exit, hangars must be at least 40' deep, with clear-span doors at least 40' wide and installed in one of the hangar's end

walls. Standard, box shaped hangars of steel, block, brick or wooden (stick) construction are permitted. Peaked roofs contribute to the neighborhood's harmony of external design (Covenants 1 & 5, Item 17). Opened aircraft hangar doors must not extend beyond the sides of the aircraft hangar. All aircraft hangars must meet setback requirements which may vary for *residential* and *commercial* hangars. The BOD encourages all lot owners considering building an aircraft hangar to visit the Currituck County Planning and Zoning office to discuss plans.

The Board will also consider ARC applications that propose the construction of aircraft hangars in a phased approach, as follows:

1. The aircraft hangar module built in the first phase must be at least 25' deep and must include the front of the hangar, which is an end, gable wall, and aligned to permit an aircraft to taxi into and out of the hangar from the taxiway.
2. The end gable wall mentioned in item 1 above must have a clear-span opening at least 40' wide at a point six feet high from the floor.
3. The steel framework and slab are designed and built to handle a bi-fold door for aircraft entry and exit (even though garage/other doors may be installed initially)
4. There are only two, total construction phases planned (the second phase may be completed by a subsequent homeowner desiring expansion to the allowable limits)
5. The full, 1800 sq.ft. space reserved for a future hanger remains protected from encroachment
6. All construction phases are shown on the initial ARC application and on all subsequent applications.
7. The entire building plan and specifications are signed off by a north Carolina-approved structural engineer for the minimum wind loading required by Currituck County for the Airpark.

This is not an endorsement of a modular hangar approach or any specific product. Any approval of a site plan offering a modular hangar will continue to rest with the Board.

Residential Aircraft hangars: Currituck County Planning and Zoning follows the International Building Code and the North Carolina Building Code. These codes recognize two types of hangars: Residential and Commercial. Residential aircraft hangars must be smaller than 2000 sq. ft. floor area and less than 20' tall at their highest point. Check with the Planning and Zoning Office in Currituck for the most current residential aircraft hangar rules and restrictions.

Commercial Aircraft hangars: Currituck County Planning and Zoning considers any aircraft hangar not meeting the requirements for a "residential aircraft hangar" to be a "commercial aircraft hangar." Different building requirements, probably more expensive to meet, will apply to these hangars. Meeting the requirements for a "residential hangar" and staying under 2000 sq. ft. and lower than 20' height at the roof peak is more economical. Lot owners in Phase IIC with its smaller build-upon-area may be especially interested in staying with a *residential* aircraft hangar design.

Existing Hangars: Hangars built in the Airpark before January 2015 were not held to full commercial standards by Currituck County Planning and Zoning. Before making any modifications to those hangars, consult with the appropriate Currituck County office.

Garages: If your lot is not located in Phase IIC, and if your lot does *not* have a garage on the property, the Board will consider approval of a conventional brick, block and/or wood-framed garage, attached or detached, designed to store at least two cars (suggested size at least 22' X 24'). Because of the occasional hurricanes in this area, all buildings in the Airpark, including garages, must withstand high winds. They must be of sturdy construction and certified by a NC-licensed structural engineer for winds of at least 120 mph. (Check the North Carolina Building Code and the Currituck

County Building Inspector's Office for current building codes before submitting your plans to the County or ARC BOD). The roof must be a peaked roof; no rounded roofs are permitted. They must be fully enclosed, on a concrete slab, and sided with the same material and color as the home. They must be sited away from perimeter right-of-ways, septic fields and any area reserved for a future aircraft hangar. All plans must be submitted to the ARC and then approved in writing by the Board of Directors for style, appearance and location on the lot, prior to start of construction.

Sheds, metal garages/carports, RV/boat barns and other similar structures will not be approved by the Board for any lot located in the Airpark. They do not contribute to the harmony of external design in the neighborhood. (Covenants 1, 3 & 5, Item 17). Lot owners are only permitted to have houses, hangars and garages.

Fences: Fences are allowed in the Airpark but plans must be submitted to the ARC and approved by the Board. Fences must be installed at the rear line of the house and can be no taller than 4 feet. (Covenants 1, 3 & 5, item 10).

Satellite Dishes: These can be on a post at the back of the lot, hidden from view from the main access taxiway by plants, a fence or the house itself. Dishes can also be attached to the house but must be 24 inches or smaller. Consult both the ARC and the satellite dish installation company to screen the dish without ruining its reception by plants that are too close, buildings or other obstructions. (Covenants 1, 3, & 5, Item 26)

Towers and Antennas: In spite of UDO guidance for other neighborhoods, in the Airpark the maximum height of any antenna is 30 feet. Like any other structures, antennas require ARC approval. (Covenants 1, 3 & 5, Item 26)

How much can I clear?

Treed lots may need to have trees removed for buildings, sidewalks, etc. The POA encourages lot owners to preserve as many trees as possible to keep the neighborhood shady and attractive. Some trees and shrubs can only be removed as necessary for erecting buildings, driveways, gardens, lawn space, septic areas etc. This restriction applies to trees with trunks at least 3" at a point 2' up the trunk, and any flowering trees or shrubs over 5' high. These may not be removed by the lot owner without permission from the BOD. ARC applications do not need to show all the trees on your lot but you should state how many trees you plan to remove and where they are located. (Applies to all BLA lots, in all phases, Covenants 1, 3 & 5, Item 16).

How much can I build?

Easements and Setbacks - An easement or setback area is a protected area on your property, usually around the perimeter, and the size of the easement or setback area may be different on the front, back, and sides. You cannot build anything on most easements or setback area. As you plan the construction on your lot, make sure you determine where the easements and setback areas are located by checking with Currituck County Planning and Zoning, then have a site plan created showing your house, hangar (actual size or an 1800 sq. ft. reserved spot) and detached garage (if any). Check locations, be sure everything fits on the lot and ensure that cars and aircraft will have clear access to the taxiway.

Build-Upon-Area - The Airpark is located in a very flat area. To decrease the risk of major flooding, the State of North Carolina Division of Water Quality has imposed restrictions on the total build-upon-area for each lot in the Airpark. Each phase of lots in BLA has its own set of covenants and a maximum build-upon-area restriction (6587 sq. ft. for lots in Phase IIC, and 25% of the total area for all other lots in the Airpark).

The largest contributors to build-upon-area are your house and aircraft hangar. All site plans must show and reserve at least an 1800 sq. ft. area for an aircraft hangar, to be built either now or in the future, with dimensions and construction as described in other sections of this document. That means, before any house design is considered for a lot in Phase IIC, the available build-upon-area starts at 4787 sq. ft. (6587 minus 1800) (Covenants 5, Item 11). For all other lots that are not located in Phase IIC, the build-upon-area starts at 25% of your lot's size minus 1800 sq. ft. (Covenants 1 & 3, item 11)

The next largest contributor to build-upon-area is an attached or detached garage. Houses in Phase IIC are required by the covenants to have an attached or detached enclosed storage able to hold at least one car.

If your lot is not located in Phase IIC, you must have enclosed storage for a least two full sized cars (suggested size at least 22' X 24'). This can be an attached garage or a detached garage or an aircraft hangar. You are permitted to build a house, aircraft hangar and garage, but only one of each. If you have a garage already attached to your house, you are not allowed to build another garage, attached or detached. (Covenants 1, Item 7). Your maximum build-upon-area cannot exceed 25% of the total lot size. Also, be sure you comply with the current Currituck County and State of North Carolina storm water run-off planning restrictions in effect when you build. To discuss paving and storm water management, contact the appropriate State of North Carolina office (see resources page).

Where can I build?

In general, you can place structures on your lot in a way that enhances the external design in the neighborhood. But there are some places where you cannot build structures:

Not on Easements or Setback Areas – Take a close look at the covenants and at the County restrictions on setbacks and when there is a difference, comply with the larger of the two numbers.

Not within taxiway Right of Way (ROW) – The front of your house or hangar can be no closer to your front property line than 40'. But bushes and trees when fully grown cannot extend into the 30' taxiway ROW (which is measured from the center of the taxiway). (Covenants 1, 3 & 5, item 18 and current Currituck County Planning and Zoning regulations).

Not within the area reserved for a future aircraft hangar – An area of 1800 sq. ft. must be reserved for a future hangar, unless you are actually building a hangar now and you show it on the site plan submitted to the ARC, in which case you should show the actual hangar dimensions. Only an aircraft hangar can be built in this space.

Currituck County and State of NC sometimes change the setback requirements for buildings. Check with both Currituck Planning and Zoning and the State building code and in case of conflict with our covenants, use the larger number for setback distances.

What can I NOT build?

The only structures permitted by covenants are houses, aircraft hangars, garages and fences and each of these has to be submitted to the ARC for review and then approved by the BOD. No other structures are permitted (for example, but not limited to, sheds, carports, boat houses, RV barns, play houses larger than 20 sq. ft., etc.).

What can I plant and where can I plant it?

Before you plant anything, think about how big it will get and how it will look from the taxiway. Also, think about tree branches crossing over onto a neighbor's property, or even more important in an Airpark, tree branches spreading into the protected 30' taxiway ROW. Big trees should be set back from that 30' taxiway ROW line by at least half of their full size diameter when grown, so they do not extend into the ROW, which must be kept clear.

Some aircraft have very low wings. In the setback area between your property line and taxiways, do not plant anything that will be above 6" tall when fully grown. All culverts and ditches are within the protected taxiway ROW, so only turf grasses can be planted there. Examples of items prohibited within the 30' protected taxiway ROW would include, but are not limited to, mail boxes, ornamental fences, ornamental statues, etc. (Covenants 1 & 5, Items 24 and 25)

What Improvements can I make to my property?

The BOD is responsible for maintaining the look and feel of the neighborhood with the goal of raising property values and having a safe neighborhood to live in and operate aircraft from. Altogether this is called the "harmony of external design". (Covenants 1, 3 & 5, item 17)

What about lawn care?

Owners are responsible for keeping already-cleared lots mowed to County standards, whether the lots are built-upon or not. If the County requires your lot to be mowed, they may place a tax lien against that property.

In order to keep POA expenses down, the BOD asks lot owners to also mow all ditches next to their properties. If there is an empty lot across the street from yours, please be neighborly and mow those ditches too. And if there is a common area near your property (owned by the Airpark) please mow that as well. Your neighbors will appreciate the courtesy.

Where can my visitors and I park?

Since we have no streets in the Airpark, only taxiways, the parking of motor vehicles is not allowed on taxiways. There are special circumstances where street parking is unavoidable such as parties, garage/yard sales etc. In these cases, the host/lot owner must notify, ahead of time, all the residents and people with aircraft based in the Airpark, with the dates and times of the upcoming event. A simple email to the Secretary on the BOD will be sufficient, and the Secretary will then email the information to everyone in the Airpark (the Secretary's email address will be on the POA website). The host must also be watchful of aircraft and may need visitors to move their cars away from the taxiway should an airplane be headed that way. There are only two routes that pilots at the north end of the Airpark can use to get to the gate: 1) via Happy Landing and Carrie B Drive, or 2) via Aviator Drive. The idea is to keep one or the other of those routes free of parked vehicles at all times.

How can we stay safe?

Aircraft: Living on an Airpark requires more vigilance than living elsewhere. If you see an airplane taxiing on one of our taxiways, the airplane has the right of way. Most GA aircraft cannot back-up, so if you meet an aircraft while driving, you must turn into a driveway or back up and get well out of its way so it may pass. If you are walking, get very far away from the plane. Some plane's noses are very high and it is hard for pilots to see unless they zig-zag a bit while taxiing down the taxiway, which can be dangerous to pedestrians. Airplane propellers may pick up stones and sticks and can sling them long distances and at high speeds. This is the main reason gravel, stones, dirt clods, sticks and tree branches must be kept off all taxiways. Please keep the taxiways near your property clear of these items by kicking the small stuff into a ditch and taking the larger debris to a County Transfer Station along with your household trash. We are required to keep the taxiways well maintained and clear of debris (Currituck County UDO and Covenants 1, 3 & 5; Item 7).

Aircraft with very low wings taxi in the Airpark. To ensure the safe taxiing of aircraft, all taxiway rights-of-way (ROW) must be kept free of trees, bushes, fences, ornamental statues, mailboxes, trash cans, or other material taller than 6 inches. No structures, materials or plants, other than conventional turf grasses, will be planted or allowed to remain within 30 feet of the centerline of any taxiway.

Lighting: Exterior lighting must only shine downward, not upward where it might interfere with pilots trying to land at KONX (Currituck Regional Airport) (see Currituck County Unified Development Ordinance, Chapter 3, pages 51-52)

What kind of aircraft can I base in the Airpark?

This is a residential Airpark community for basing homebuilts, certified aircraft, experimental aircraft, light sport aircraft, ultralights and others that have minimal impact on other people's property and quality of life. This means that fixed wing and rotary wing aircraft (piston and turbine) are welcome in the Airpark.

Helicopter Operations: Helicopters must be single-engine and below 6,000 lbs. gross weight. They cannot launch directly from, or recover directly to, the Airpark. Instead, they must arrive and depart the area on Currituck County Airport property. They may hover-taxi at less than 5' height or be towed on Airpark taxiways to and from the gate. They must enter the airport area at the gate and, coming the other way, also enter the Airpark at the gate. To maintain rotor blade clearance from the fence, helicopter pilots should not open the gate or taxi directly through it and should instead hop over it at a safe altitude and land on the other side of the gate before proceeding. (Documents 9 and 10 (Easement and Airport Rules).

The Federal Aviation Administration (FAA) regulates the operation of unmanned air vehicles (UAVs), sometimes called "drones," especially in the vicinity of airports. Remote controlled (RC) aircraft are sometimes flown in the vicinity of Currituck Regional Airport by special arrangement. Before flying drones in the Airpark, check with the District FAA office (see Resources Page) (Covenants 1 & 5, Items 7 & 17)

[Who can use the airport access gate?](#)

The Airport Access Gate is limited to use by aircraft and maintenance equipment and is limited to County employees on official business, POA members and their guests. Any use by motor vehicles, pedestrians, pets, bicycles, etc. is not allowed. The Gate must be closed and secured when not in use, either electronically or with a chain and lock. (Covenants 1 & 5, Item 28, and Currituck County Easement, paragraph 6).

Resources: Quick Reference Guide

- A. Currituck County Planning and Zoning contact:
Currituck Historic Courthouse
Office of Planning and Zoning
153 Courthouse Rd., Suite 110
Currituck, NC 27929
Phone: 252-232-3055

- B. Currituck County Building Inspections contact:
Bill Newns, Director of Inspections is at 252-232-6023 or email him at bill.newns@currituckcountync.gov.

- C. North Carolina State contacts:
NCDEQ/DEMLR/Storm Water Program
1612 Mail Service Center, Raleigh, NC 27699-1612 (Mail)
9th Floor, 512 N. Salisbury St., Raleigh, NC 27604 (Location & Parcels)
Phone: (919) 807-6381 Fax: (919)807-6494
Websites: <http://portal.ncdenr.org/web/lr/stormwater>
<http://portal.ncdenr.org/web/lr/bmp-manual>

- D. FAA contact: Federal Aviation Administration, Flight Standards District Office, 6433 Bryan Blvd., Greensboro, NC 27409 (phone 336-369-3900)

- E. BLA POA website: <http://www.neighborhoodlink.com>

Title: President, Brady Landing Airpark Property Owners Association

Name: John Tipton

Signature: _____

Date: _____