



TOWN OF HAVERHILL *New Hampshire*

Dean Memorial Airport (5B9) Guidelines for Ultra-Light Type Operations

These guidelines are meant to outline best practices when operating ultra-light, motored paragliders, parajets, and similar aircraft at the Dean Memorial Airport. These guidelines have been established to promote the enjoyment, while ensuring the safety, of those who participate in these activities, those who utilize the airport for general aviation, visitors to the airport, as well as residents who live near the airport.

A. GENERAL SAFETY

1. Safety is paramount; to ensure safety, we require compliance with FAA aviation regulations at the Dean Memorial Airport.
2. It is recommended, but not required, for ultra-light aviators to have an onboard radio and maintain radio contact with those in the air and on the ground while in operation.
3. For aviators who do not have an on-board radio, an established hand signal, wing rock maneuver, light gun, or symbol must be established and used to communicate should a *“recreational flying is aborted, return to base”* scenario occur.
4. A designated ground operation individual is mandatory and shall have a radio on the ground so they can monitor the UNICOM frequency of 122.8.
5. There are private firing ranges in the Haverhill area, which should be avoided. One is a few miles southeast of Runway 1 past the school. One is on NH Route 112 (Kancamagus Hwy) about 10 miles east towards Woodstock.
6. There shall be no unloading or loading on the runway or taxiway, all loading and unloading must occur on the designated grassy area adjacent to the taxiway.
7. Drones are permitted on the grounds, and in the airspace, of the Dean Memorial Airport, but must stay 3000 feet away from Runway 01-19, at all times.
8. There are known obstacles to air navigation at the departure end of Runway 1, it is necessary for all aviators to take heed of the power lines and poles and avoid flying near them during take-off or landing.

B. FLIGHT OPERATIONS

1. Adhere to 14 CFR Part 103 at <https://www.ecfr.gov/current/title-14/chapter-I/subchapter-F/part-103>.
2. As noted below, also see AC 103-6 and AC 90-66B as additional guidance.
3. In accordance with 14 CFR Part 103, ultralight vehicles are required to yield the right-of-way to all aircraft.
4. Operations covered by these guidelines must cease at sunset.

5. If an aircraft is maneuvering on the ground, taxiing, landing, or taking off, operations from the group must stop, move away from the airport's movement area, or be diverted from the airport's airspace.
6. Take-off and landing area (operating area) is designated as the grassy area adjacent to the runway, located west of the runway but north of the hangars to avoid blocking areas in front of the hangars and for adequate separation.
7. The designated operating area, west of the runway and north of the hangars, is the largest area available, with the least obstructions, and the area which least affect existing airport operations. See Figure 1 below.



Figure 1 – Ground Operating Area

8. With the operating area as a reference, flight operations should fly the rectangular pattern West of the airport, inside the standard pattern established for the airport, no higher than 1,100 feet which would be 500 feet below the powered aircraft pattern altitude of 1,600 feet. A pilot may vary the size of the traffic pattern depending on the aircraft's performance characteristics. See Figure 2 below as an example of what the inside and lower ultralight traffic pattern would look like.

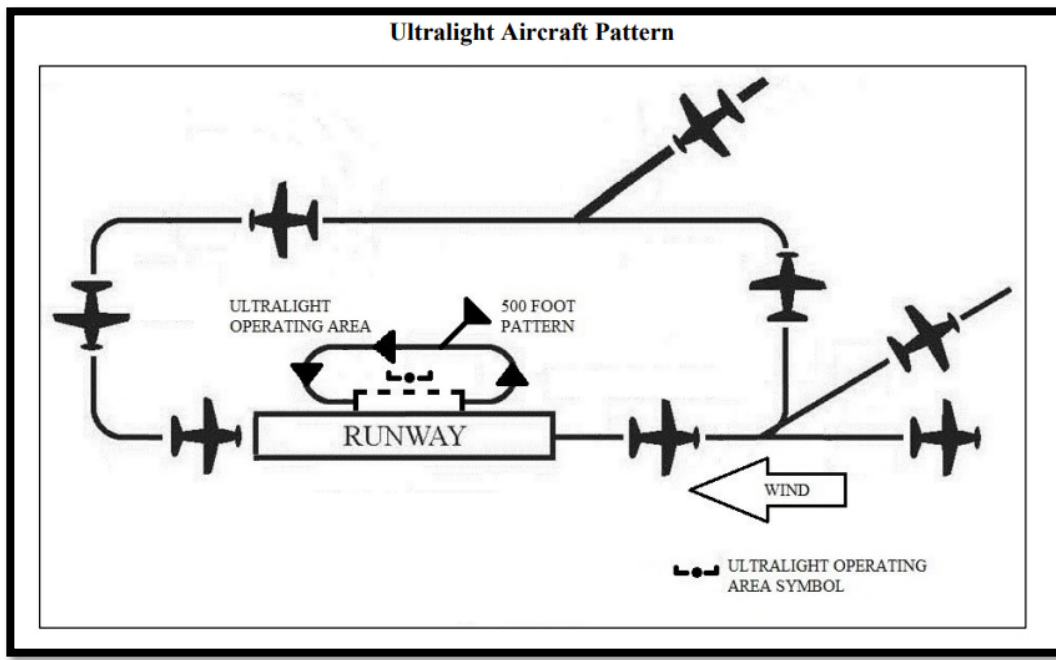


Figure 2 – Ultralight Traffic Pattern

9. The designated egress and ingress routes should be to the west of the airport, towards the river, and should be below 1,600 feet for at least 1 ½ to 2 miles to avoid conflict with aircraft entering the downwind for runway 01 or upwind for runway 19.
10. It is recommended to keep ultralight traffic patterns east of Brushwood Road which is approximately parallel to and 2,300 feet west of Runway 01-19).
11. No flight operations on the east of the airport or on the approach ends of the runway.
12. Avoid loitering over the runway and recommend avoiding landing on runway to reduce potential for runway incursion, avoid injury to self, or damage to landing lights.
13. Avoid low approaches over airport structures, e.g., hangars, surrounding trees and surrounding homes and other buildings.
14. Avoid operating over congested areas of Town as well as over any open-air assembly of persons.

For additional guidance see AC 90-66B - *Non-Towered Airport Flight Operations*, p.11 at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/1032988. Also see AC 103-6 - *Ultralight Vehicle Operations-Airports, ATC, and Weather* at https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_103-6.pdf.