



*Marana Regional Airport*



**Ultralight Aircraft  
Operating Rules**

**April 2004**

## **1. Introduction/purpose**

- a) The purpose of this document is to establish rules for the operation of ultralight aircraft at Marana Regional Airport.
- b) Transient ultralight operators will be required to comply with the registration requirements in paragraph 3 below if they perform more than one landing and takeoff at the airport.
- c) These requirements do not pertain to aircraft that are registered with the Federal Aviation Administration (FAA) as aircraft and have received an "N" number. They shall be governed by Federal Aviation Regulation (FAR) Parts 61, 91, and other relevant FARs, as well as the relevant airport rules.

## **2. Marana Regional Airport Rules and Regulations**

- a) In accordance with the Town of Marana Ordinance Section 15-4-30 "No person shall operate a hang glider or ultra-light aircraft at, onto or from the Airport without prior approval of and a written agreement with, the Airport Director." The operating requirements and course rules contained in this agreement satisfy the spirit and intent of the Ordinance.
- b) Each operator, instructor, and student operator shall agree, in writing, to abide by the provisions of this agreement and all regulations, advisory circulars, exemptions, ordinances, and other documents that are attached or incorporated by reference. Failure to do so may result in revocation of the person's privilege to operate an ultralight at the Airport.

## **3. Ultralight Operator and Vehicle Registration**

- a) Any person who desires to operate an ultralight vehicle at Marana Regional Airport must be registered with an FAA-approved organization, such as the Aircraft Owners and Pilots Association Air Safety Foundation (AOPA-ASF) or U. S. Ultralight Association (USUA). Proof of such registration must be presented to the Airport Director before the person operates an ultralight at the Airport. The registration is valid for one year and may be renewed upon request.
- b) Each ultralight vehicle operated at the Airport must be registered with an FAA-approved organization and marked in accordance with the organization's program. Proof of such registration must be presented to the Airport Director before the vehicle is operated at the Airport. Any changes in registration or ownership must be reported to the Airport Director.

#### **4. FAA regulations and advisory circulars**

- a) FAR Part 103, “Ultralight Vehicles” (with supplementary information), Advisory Circular (AC) 103-7, “The Ultralight Vehicle” and AC 103-6, “Ultralight Vehicle Operations – Airport, Air Traffic Control, and Weather” govern the operation of ultralight vehicles in the United States.
- b) Those documents are incorporated into this document by reference and shall be adhered to as though they were reproduced in their entirety herein. Any future FARs and ACs that are related to ultralights are automatically incorporated by reference as they are published.

#### **5. Waivers and Exemptions**

- a) In accordance with FAR 103.5 and AC 103-7 para 13.c., the Aircraft Owner’s and Pilot’s Association (AOPA) Air Safety Foundation (ASF), the Experimental Aircraft Association (EAA), and the United States Hang Gliding Association (USHGA) have been granted exemptions by the FAA from applicable aircraft regulations for the operation of two-place ultralights under Part 103 for limited training purposes and for certain hang glider operations. Except as specifically authorized by exemption, no person may operate an ultralight under Part 103 with more than one occupant.
- b) Accordingly, any person who desires to operate a two-place ultralight at Marana Regional Airport must first present proof of compliance with the privileges, conditions, and limitations described in an FAA approved exemption and receive written permission from the Airport Director. All provisions of such exemptions are automatically incorporated into this document by reference and shall be adhered to as though they were reproduced in their entirety herein.
- c) Flights of a two-seat ultralight shall be limited to those persons who are conducting or receiving flight instruction as outlined by a training program exemption published by an organization approved by FAA. Recreational flying of a two-seat ultralight is prohibited by FAA.
- d) Other waivers and exemptions to FAR 103 must be obtained by the operator from FAA and provided to the Airport Director in writing before the waiver or exemption may be exercised at the Airport.

#### **6. Operating Requirements and Course Rules (General).**

- a) Each person who desires to operate an ultralight must first receive a brief on operating requirements and course rules from the Airport Director. To the extent

practicable, transient operators shall be briefed if they perform more than one landing and takeoff.

- b) Ultralight operations without an operating radio are prohibited. Compliance with Common Traffic Advisory Frequency (CTAF) procedures as found in AC 90-42C and the Aeronautical Information Manual (AIM) is mandatory.
- c) Per FAR 103, ultralight operations shall not be conducted over congested areas or open-air assemblies of persons. The congested areas on the Airport include the aircraft parking ramps, fixed base operations, and other buildings within the Airport's fence. Congested areas are defined by the current edition of FAA Order 8440.5, Appendix 1.
- d) A minimum of \$100,000 liability insurance is required for instructors, operators, and students. Proof of insurance shall be provided to the Airport Director before ultralight operations commence.
- e) Only those support persons who are directly involved in ultralight vehicle operations (instructors, operators, and student operators) shall be allowed on the airside of the airport.
- f) Non-support personnel (family, friends, observers, pets, etc) may observe from areas open to the general public but shall not enter the airside of the airport or other secure areas.
- g) Flight visibility and cloud clearance requirements. Such requirements shall be adhered to per FAR 103. Visual reference to the surface must be maintained at all times.
- h) Night and IMC operations are prohibited. Ultralight vehicles that are equipped in accordance with FAR 103 may operate during the twilight periods 30 minutes before official sunrise and 30 minutes after official sunset.
- i) Ultralight vehicle operators shall yield the right-of-way to all aircraft at all times.

## **7. Marana Regional Airport Operations for Ultralights**

- a) Ultralight operations are restricted to Runway 3-21 on the southwest side of Taxiway A.
- b) Ultralight operations are restricted to Taxiway B between and on Taxiway B1 and Taxiway B2 and the apron areas.
- c) Ultralight operations on Runway 12-30 are prohibited.

- d) Ultralight operations on Taxiway A are prohibited.
- e) Ultralight operations on Taxiway C are prohibited.
- f) Ultralights shall land on Runway 3 only. When landing on Runway 3 all ultralights shall land and hold short of Taxiway A. Ultralights shall back taxi on Runway 3 to Taxiway B2 and then to the apron area.
- g) Ultralights shall takeoff on Runway 3-21 on the southwest side of Taxiway A. Ultralights are permitted to back taxi on Runway 3-21 from Taxiway B2 to ensure enough takeoff distance. Ultralights shall not cross or enter Taxiway A or Runway 12-30.
- h) Ultralights shall only make full-stop landings to the airport.
- i) Ultralights shall not perform any touch and go's.
- j) Ultralights shall not operate within 1/2 mile of the airport except to takeoff or land on Runway 3-21.
- k) Ultralight operators shall not cross or enter the traffic pattern for Runway 12-30.
- l) Ultralight operators shall remain clear of the approach and departure ends of Runway 12-30 and Runway 21.
- m) Ultralight operators should exercise extreme care to sequence their takeoffs and landings to avoid wingtip vortices and wake turbulence caused by arriving and departing aircraft.
- n) All ultralight operators shall use and monitor a two way radio at the airport and shall announce their straight in arrival with the added phrase "Ultralight will land on Runway 3 and hold short and remain clear of Taxiway A and Runway 12-30."
- o) When departing from Runway 3-21 ultralight operators shall use and monitor a two way radio at the airport and shall announce their back taxi on Runway 3-21 with the added phrase "Ultralight will remain clear of Taxiway A and Runway 12-30 and will depart straight out to the southwest."