

## ***Paso Robles Municipal Airport***

### **ULTRALIGHT OPERATIONS**

Effective June 21, 2005, new Regulations have been adopted which provide guidance for Ultralight operations at the airport.

[\(View the Regulations\)](#)

Ultralight Vehicles operate from the first half of Runway 31. Entry to the pattern (at or below 500 ft. AGL) is from the south, to enter a LEFT BASE, inside of the south perimeter road (Dry Creek Rd.) and land at the threshold of the runway. Takeoff is also from the beginning of Runway 31, with a left downwind departure, to the south.

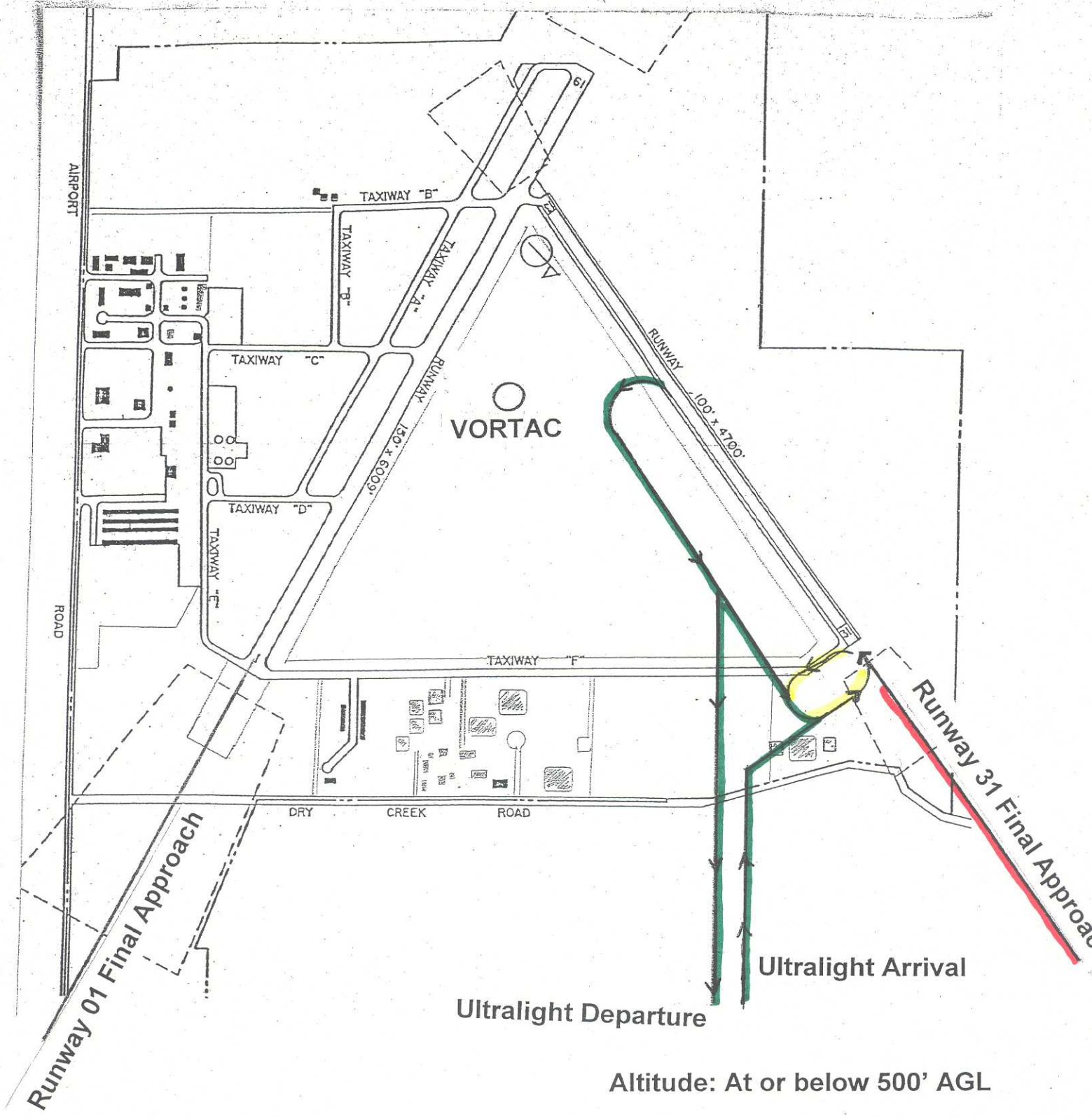
[\(See the diagram, attached.\)](#)

Ultralights based at the Airport are required to register in the Airport Office and show documentation of licenses, certifications, and letters of waiver or exemption under which they operate. Transient ultralights are expected to follow the established procedure, although the registration and documentation requirements would not apply.

All Ultralights are required to maintain two-way radio communication on the CTAF (123.0) while in the pattern.

Ultralight flight within one mile of the airport is allowed ONLY for the purpose of takeoff or landing.

Paso Robles Airport lies in Class 'E' airspace. Per FAR Part 103.17, ATC authorization is required to operate. The ATC authority for the airport is Oakland ARTCC.



Paso Robles Municipal Airport  
**Ultralight Traffic Pattern**

## SECTION 9 - SPECIAL USES

### 9.10 - General

This section provides for the monitoring and regulation of special-use operations on the Airport. Specific uses are addressed and appropriate operations procedures are identified. Some procedures may deviate from criteria established elsewhere in this code; however these provisions shall prevail for the specified operation.

### 9.20 – ULTRALIGHT VEHICLES –

#### 9.21 – Introduction/Applicability

(a) This section applies to the Ultralight Vehicle, as defined in FAR Part 103.1, including weight, flight speeds, fuel capacities, and required equipment and limitations. Only those aircraft meeting the prescribed design criteria may be operated under the provisions contained herein.

(b) This section applies to the pilot, or operator of the ultralight vehicle, as identified and defined in FAR Part 103.7, and other relevant parts, as applicable.

(c) This section incorporates all applicable portions of Federal Air Regulations, Advisory Circulars, and similar guidelines, specifically, applicable portions of FAR Parts 61, 91, & 103; and AC 90-66A, 103-6 and 103-7; by reference, as though they were fully written and included herein.

(d) The requirements of this section shall not apply to transient ultralight vehicles.

(e) This section shall not apply to aircraft and /or pilots that are registered with the FAA and possess a valid pilot's certificate and aircraft airworthiness certificate, as provided for in those applicable parts of Federal Air Regulation.

#### 9.22 – Registration

(a) All ultralight vehicles based on the Airport shall be registered in the Airport Office on the prescribed form, as required in Section 2.25 of these Regulations.

(b) All ultralight vehicles which operate from the airport shall be registered with a national organization, recognized by the FAA, such as the Experimental Aircraft Association (EAA), the United States Ultralight Association (USUA) or similar.

(c) All operators (pilots) of ultralight vehicles must possess valid pilot ratings issued by the national organization, appropriate for their operation.

(d) Proof of all required registration and rating information must be presented to the Airport Manager for approval and copies thereof must remain on file in the Airport Office.

(e) Any changes in aircraft ownership or registration or rating information must be provided to the Airport Office within 10 days.

(f) Insurance is required for all ultralight operations on the Paso Robles Municipal Airport. The ultralight operator/owner shall indemnify, defend, and hold harmless the City, its officers, officials, employees, and volunteers from any and all loss, damage and liability for damages, including attorney's fees and other costs of defense incurred by the City, whether for damages to or loss of property, or injury to or death of their officers, agents, and employees or third parties, which shall in any way arise out of or be connected with ultralight operations. To this end, the ultralight operator/owner shall secure and maintain, during the term of this agreement certain insurance for each ultralight that shall protect the City in such manner and amounts as set forth hereinafter as follows:

(i.) The carrier must have a Best's rating of A-VII or better.

(ii.) The policy limit shall be \$100,000 per person per occurrence for bodily injury and \$250,000 property damage per occurrence, and \$1,000,000 combined per occurrence, consistent with availability of coverage.

(iii.) The policy shall be endorsed to name the City as an "additional insured". Said endorsement shall be executed by a representative authorized to issue same.

(iv.) The insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, agents and volunteers. Any insurance or self-insurance maintained by the City, its officers,

officials, employees, agents or volunteers shall be excess of the ultralight operator/owner's insurance and shall not contribute with it.

(v.) The endorsement shall specifically state that the insurance coverage provided under this policy shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

(vi.) Renewal endorsements shall be provided to the City annually, thirty (30) days prior to the anniversary date of each agreement.

#### 9.22 – Waivers and Exemptions

(a) As provided in FAR Part 103.1(a), the Ultralight Vehicle is used or intended to be used for manned operation in the air by a single occupant.

(b) Except as specified in an appropriate waiver or exemption letter, no person may operate an ultralight with more than one occupant.

(c) Any operation under a waiver or exemption letter must be done so in strict compliance to all provisions contained therein.

(d) Each waiver or exemption letter required under this part shall be presented to the Airport Manager for review and a copy of same shall be maintained on file in the Airport Office.

(e) Insurance coverage required in paragraph 9.21(f), above, shall specify and provide coverage for the appropriate exempted operation identified in the exemption letter.

(f) Flight Instruction/Training is a commercial activity and shall be conducted only in full compliance with the requirements in the Airport's Minimum Standards for Aeronautical Activities, and other applicable provisions of Airport Regulations and FAR's.

#### 9.23 – Agreement

(a) Each person who operates an ultralight on the Airport under the provisions of this regulation shall first complete a verbal orientation and briefing on all applicable requirements and operations procedures with the Airport Manager.

(b) Each person who operates an ultralight on the Airport under the provisions of this regulation shall agree, in writing, to comply with and abide by all provisions contained herein and all regulations, advisory circulars, exemptions, ordinances, and other documents that are hereto attached or otherwise incorporated. Failure to comply may result in the revocation of the person's privilege to operate an ultralight at the Airport.

#### 9.24 – Airport Access

(a) Access and use of designated Common-Use areas of the Airport, as identified in Section 1.20 of these regulations is granted to authorized Ultralight users operating under the provisions of this section.

(b) Operation on these Common-Use areas is restricted to only those sections of taxiway necessary to access the runway and other pertinent airport facilities, and the portion of the runway area to be used by the ultralight.

(c) Access to the airside of the Airport is granted through security gates and other airport security provisions by the route approved by the Airport Manager.

(d) Only the ultralight vehicle and its pilot are allowed beyond the apron and hangar area.

(e) Family, spectators, and private vehicles (cars) are not allowed on runways, taxiways, or their adjacent safety areas. All must remain in designated spectator areas, except by authorization of the Airport Manager.

## 9.25 – Operations

(a) FAR Part 103.15 states that no person shall operate an ultralight vehicle over any congested area or open-air assembly of people.

(b) FAR Part 103.11(a) states that no person may operate an ultralight vehicle except between the hours of sunrise and sunset.

(c) FAR Part 103.23 identifies the flight visibility and cloud clearance requirements for operation of an ultralight at the airport.

(d) FAR Part 103.17 requires ATC authorization prior to each ultralight operation at the Airport. The appropriate ATC authority for Paso Robles is Oakland Center.

(e) At any time the prevailing wind at the airport exceeds the limitations of the ultralight, then those operations shall cease.

(e) No ultralight shall operate within one (1) mile of the Airport EXCEPT for the purpose of take-off or landing.

(g) All take-offs and landings shall be conducted as follows:

I. All TAKE-OFFS shall commence at the beginning of Runway 31.

II. After take-off the ultralight shall turn to a left downwind heading, remaining south of the VORTAC facility at all times.

III. The ultralight shall then depart the Airport area to the south, REMAINING clear of the Runways 01 and 31 final approach paths.

IV. LANDING ultralights shall approach the Airport from the SOUTH, at or below 500 feet AGL, and remain clear of the Runways 01 and 31 final approach paths.

V. Landing ultralights shall ENTER the pattern on LEFT BASE to Runway 31, INSIDE of Dry Creek Road.

VI. Landing ultralights shall YIELD to any final approach traffic on Runway 31 by CIRCLING to the left, at or below 500 feet AGL, to re-enter the left base leg.

VII. Touchdown as close as practical to the beginning of Runway 31, taxi back and exit the runway at Taxiway "F".

(h) No ultralight shall fly across the centerline of Runway 1-19, or extended centerline, within one mile of the Airport.

## 9.26 – Communications

(a) All Ultralights operating in the airport traffic pattern shall maintain constant two-way radio communications on the CTAF frequency.

(b) At the appropriate time, position reports should be broadcast similar to the following:

I. *"... Ultralight departing Runway 31, left downwind departure, south of the VOR..."*

II. *"... Ultralight clear of the airport traffic pattern, to the south..."*

III. *"... Ultralight inbound from the south for left base entry to Runway 31, 500 feet AGL "*

IV. *"... Ultralight on left base for Runway 31, landing..."*

V. *"... Ultralight on final for Runway 31, landing..."*

VI. *"... Ultralight clear of Runway 31..."*

## 9.27 – Other Regulations

Except as provided within this section, all other applicable provisions of this Airport code shall apply to and remain in effect for all operations of Ultralight Vehicles on the Airport or within the Airport Traffic Pattern.