

## Cartersville Ultralight Pattern and Procedures

1. Yield right of way to all aircraft, fixed wing or rotary wing, civilian or military.
2. Visual flight rules apply. Weather minimums are established as 1000 ft. ceiling & 3 miles visibility.
3. The use of a radio is strongly recommended; keep personal chatter to a minimum. Ask for an airport advisory & runway in use, on 123.05 mhz, prior to taxi and on approach –10 miles out. Local traffic operating less than 10 miles from VPC should obtain/provide advisory information as soon as practicable.
4. Use the runway directed by Unicom, unless safety dictates otherwise. Advise traffic of an immediate safety issue or declare an emergency.
5. The “Default Runway” is runway 19. This is defined as the preferred “use runway” when winds are not a major factor (usually less than 5 mph), there is not a Unicom advisory to use runway 01 and traffic is not currently using 01. This will coordinate a common runway for IFR & VFR traffic during default conditions.
6. Left hand traffic only, is authorized at VPC.
7. The ultralight traffic pattern altitude is 1300 ft. MSL (540 ft. AGL). The ultralight pattern downwind, base and crosswind legs are normally well inside & parallel to, the aircraft traffic pattern.
8. The runway “middle third” is designated as an ultralight take-off and landing area. All routine take-offs are to be initiated from this area, unless safety or training issues dictate otherwise. This will expedite vehicle departures and will alleviate potential traffic congestion on the taxiways and run-up areas. However, ultralights that are landing may land anywhere on the runway (excluding the over-run) from the threshold to the “middle third,” at the pilots discretion.
9. Pattern entry should be performed on the 45-degree entry leg to downwind at 1300 ft. MSL (540 ft. AGL), in level flight. Straight in approaches are legal, but are discouraged, due to their potential for conflict and disruption of traffic flow.
10. Ultralights may cross / over-fly the active runway at 1300 ft. MSL (540 ft. AGL), via dedicated crossing points, to go to the pattern entry on the opposite side of the runway. Dedicated crossing points are approx. 2000 ft. from the approach end of the active runway. Ultralight pilots shall ensure that there will be no conflict with conventional traffic.
11. When landing and established on the downwind leg, fly the 1300 ft. MSL pattern (540 ft. AGL) past the approach end of the runway in use, prior to turning base leg. Example: when on downwind for 01, turn base south of “Old Alabama Rd.” A good rule of thumb is to turn base leg at approx. 45 degrees past the end of the runway. Do not turn base leg north of “Old Alabama Rd.”- inside the airport perimeter fence.
12. Do not land or take-off on the “over-run” at the extreme south end of 01.
13. Upon landing, clear the active runway as soon as possible and notify traffic when you are clear of the active.

14. Do not make departure turns prior to reaching the end of the runway. Depart the pattern straight out or exit at a 45-degree angle until clear of the aircraft traffic pattern.
15. Upon take-off or pattern departure, do not exceed 1300 ft. MSL (540 ft. AGL) prior to exiting the aircraft pattern area.
16. Use beacons, strobe lights and/or landing lights, if so equipped. The FAA has sanctioned a "lights on for safety program".
17. If equipped for flying after official sunset, ultralights shall land prior to the expiration of the thirty-minute grace period.

### **\*GSFA Safety Committee**

Members should be contacted in the order in which they are listed for advisement, complaint or conflict resolution. If contact is not established in thirty minutes, please contact the next person on the list. Please provide as much detailed information as possible, in order for our Officer(s) to contact the correct individuals and /or identify the correct vehicle.

All issues will be addressed, logged and dated for future reference.

- 1. Michael W. Prosser:**                   **(770) 792-6229 home**  
  **(770) 429-4738 work**  
  **(404) 421-5930 cell**
  
- 2. Ben Methvin**                           **(770) 509-6753 home**  
  **(770) 315-6244 cell**
  
- 3. Chuck Goodrum**                   **(770) 426-7294 home**  
  **(770) 423-6304 work**  
  **(404) 213-7283 cell**

**\* Update: 12-12-03**