

# Meadow Lake Airport Powered Paragliding Operations Procedures

## 1 Introduction

This document covers operations of Powered Paragliders (PPGs) operating at Meadow Lake airport (KFLY) in Peyton, Colorado. Powered Paragliders are classified as ultralights by the FAA and operate under the rules of FAR part 103, which will be followed by all pilots at all times. A copy of FAR part 103 is attached as Appendix A and some key rules that have application near Meadow Lake airport are reiterated in this document.

The MLAA Board has asked the Pikes Peak Powered Paragliding Club (PPPPC) to coordinate PPG activities at Meadow Lake Airport and establish procedures for their operation. Everyone operating a PPG at Meadow Lake is required to read this document, receive a briefing from a PPPPC member, and sign a letter acknowledging that this has been done and agreeing to follow these procedures.

This document is maintained by the Pikes Peak Powered Paragliding Club.

## 2 Contact Information

The Pikes Peak Powered Paragliding club maintains the web site:[www.poweredparaglidingcolorado.com](http://www.poweredparaglidingcolorado.com). Members can be contacted through the contact page located at [www.poweredparaglidingcolorado.com/contactus/contactus.php](http://www.poweredparaglidingcolorado.com/contactus/contactus.php). The home page for the Meadow Lake Airport Association is [www.meadowlakeairport.org](http://www.meadowlakeairport.org).

## 3 Meadow Lake Airport Property Access

PPG takeoff and landing operations are conducted in the field to the east of runway 15-33 and south of runway 8-26 (refer to Figure 3 on page 5). Access to the field is through a gate on Aerostar Drive. A padlock will eventually be installed on the gate. The combination will be given to those who sign this document. The gate is to remain closed and locked when PPG operations have concluded and no pilots are present on the field.

## 4 Ground Operations

The PPPPC doesn't maintain any permanent structures at the launch field. PPPPC members occasionally mow the launch area to keep it suitable for PPG launching and landing.

Visitors must accompany PPG pilot(s) who have signed this document and shall remain near the launch area unless entering or exiting the field.

Immediately prior to starting a paramotor, the pilot shall:

1. Check that the immediate area is clear of other persons. This includes making sure that no one is in the "prop blast" region of the propeller and that no one is standing directly to the left or right of the plane of the propeller in case the propeller fragments during startup.
2. The pilot will clearly yell "clear prop!" immediately prior to starting the motor.

Immediately prior to launch the pilot shall:

1. Check the airspace in all directions for traffic including PPGs in the area and other aircraft taking off on the adjacent runways.

The PPPPC maintains a web page with comprehensive weather information for Meadow Lake airport at [www.poweredparaglidingcolorado.com/wx/wx.php](http://www.poweredparaglidingcolorado.com/wx/wx.php). An AWOS is also located in the field and can be accessed online or by calling (719) 683-5371. Pilots are encouraged to use these resources prior to flight to determine if conditions are suitable for PPG flights.

## 5 Airspace Near Meadow Lake Airport

Meadow Lake airport is host to commercial and private aircraft, both powered and unpowered, to include fixed-wing, rotorcraft, light sport and ultralights. The airspace above Meadow Lake is also frequently used by commercial airline traffic arriving and departing the COS airport. For safety purposes, the airspace rules near Meadow Lake airport must be well understood and followed by all pilots. For reference, Meadow Lake airport is at approximately 6850ft MSL.

### 5.1 Meadow Lake Airspace Classification

Referring to Figure 1 below, the immediate vicinity of Meadow Lake airport resides in class G transitional airspace above which is class E. The class G airspace is from the ground level up to 700' AGL. Within this space pilots must maintain CoC&1 (clear of clouds and at least 1 mile of visibility). Climbing above 700' AGL puts the pilot into class E airspace where rules require 5,1,2&3 (cloud clearance of at least 500' below, 1000' above, 2000' horizontally and at least 3 miles of visibility). Above 10,000' MSL (about 3200' AGL near the airport), the class E airspace rules change to require cloud spacing of 1000' above and below, 1 mile horizontally and at least 5 miles of visibility. These airspace visibility restrictions are also detailed in FAR §103.23, reprinted in Appendix A for reference.

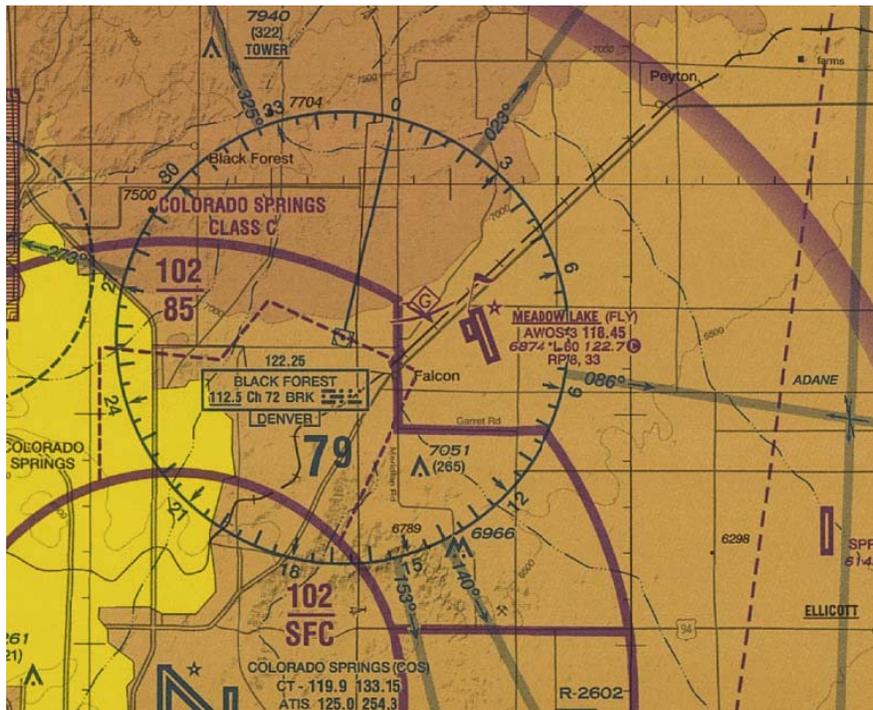


Figure 1: Clip of Denver North Sectional showing Meadow Lake Airport and COS Class C Airspace

### 5.2 Nearby Class C Airspace

Meadow Lake is located within a notch in the northeast portion of the Colorado Springs Airport class C airspace. This notch is defined by visible surface features, making it easy to avoid violating the Class C airspace (see Figure 2 below). In the class C regions closest to Meadow Lake airport, flight is permitted from the surface to 8500' MSL. Flight within the Colorado Springs airport class C area requires approval from the appropriate ATC. Carefully review Figures 1 & 2 to make sure you know the boundaries.

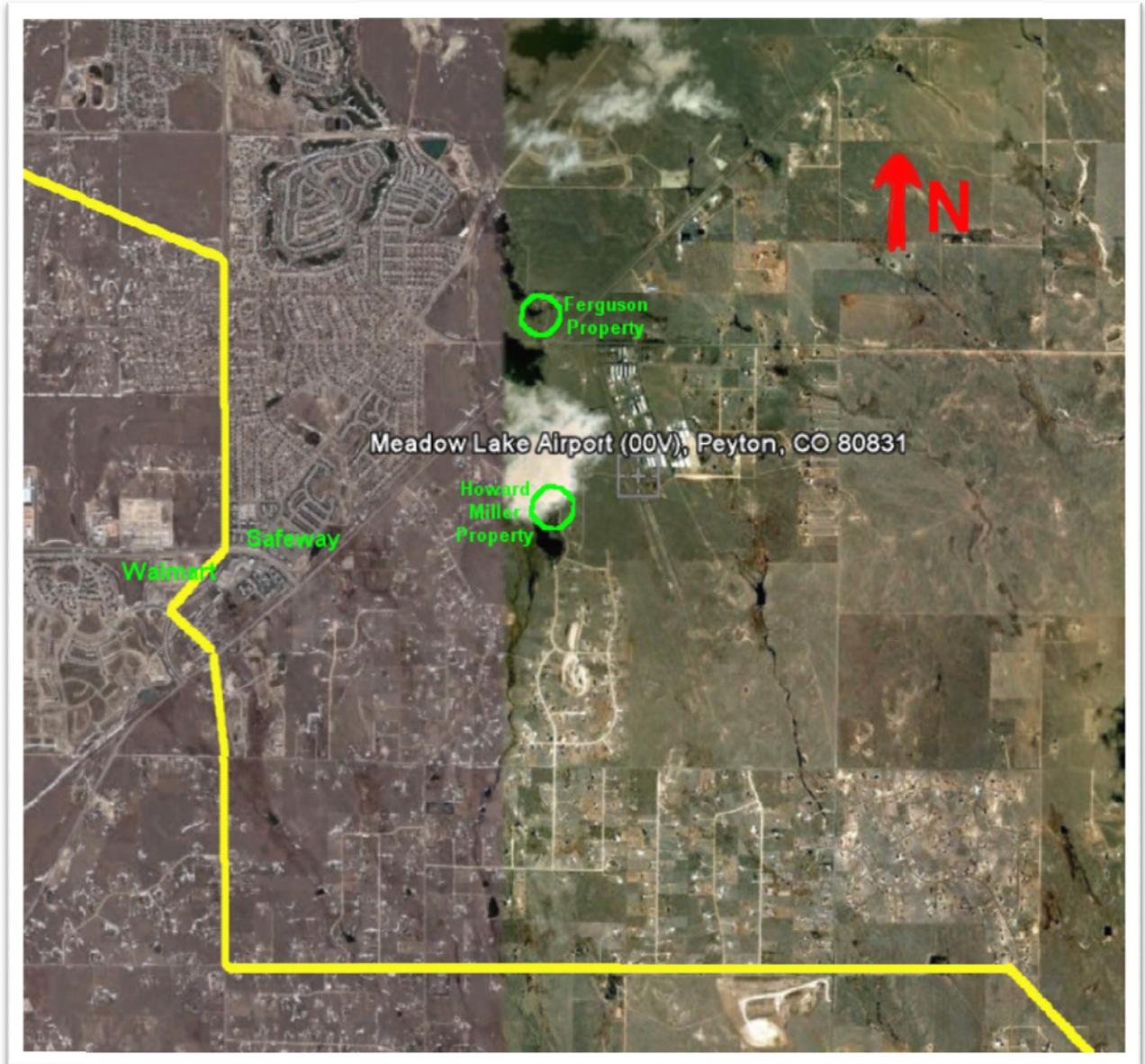


Figure 2: Class C airspace boundaries near Meadow Lake airport

### **5.3 Meadow Lake Airport Property**

The business web site for Meadow Lake airport includes a reference drawing showing the normal traffic patterns for flights to and from Meadow Lake airport. The drawing is available online at [http://www.meadowlakeairport.com/KFLY\\_patterns\\_26-Nov-2010b.pdf](http://www.meadowlakeairport.com/KFLY_patterns_26-Nov-2010b.pdf). A copy of the drawing is also included in Appendix B for reference. An additional, similar, drawing is shown in Figure 3 on page 5 that includes additional details.

#### **5.3.1 No Fly Zones**

In accordance with rules stated on the Meadow Lake traffic pattern document, (Appendix B) PPGs will remain east of runway 8-26, south of runway 15-33 and will not overfly houses.

All pilots, as a courtesy to airport neighbors, shall remain well clear of all houses and domestic animals and shall fly south of all houses before leaving the airport traffic area.

#### **5.3.2 Normal Traffic Pattern**

The normal aircraft traffic patterns around Meadow Lake airport are shown in Appendix B. When flying within the confines of the Meadow Lake airport "Normal Traffic Pattern", all pilots shall remain at or below 500' when safe to do so.

Per FAR §103.13, all pilots shall avoid and yield to all aircraft and will not create a hazard to persons or property. Powered ultralights shall yield to all unpowered ultralights.

All PPGs will avoid the flow of fixed wing aircraft being mindful of the "Normal Traffic Pattern" as illustrated in Appendix B and that aircraft may be practicing emergency procedures.

All pilots shall maintain vigilance while near the airport as many fixed wing pilots often train in emergency procedures and conduct unwarranted maneuvers that may bring them close to the PPG launch field and operations.

#### **5.3.3 Additional Altitude Restrictions**

As called for in the Meadow Lake traffic pattern document (Appendix B), PPGs will remain below 7200' MSL (approximately 350' AGL) when flying over the launching area and when safe to do so. This area is further illustrated in Figure 3.

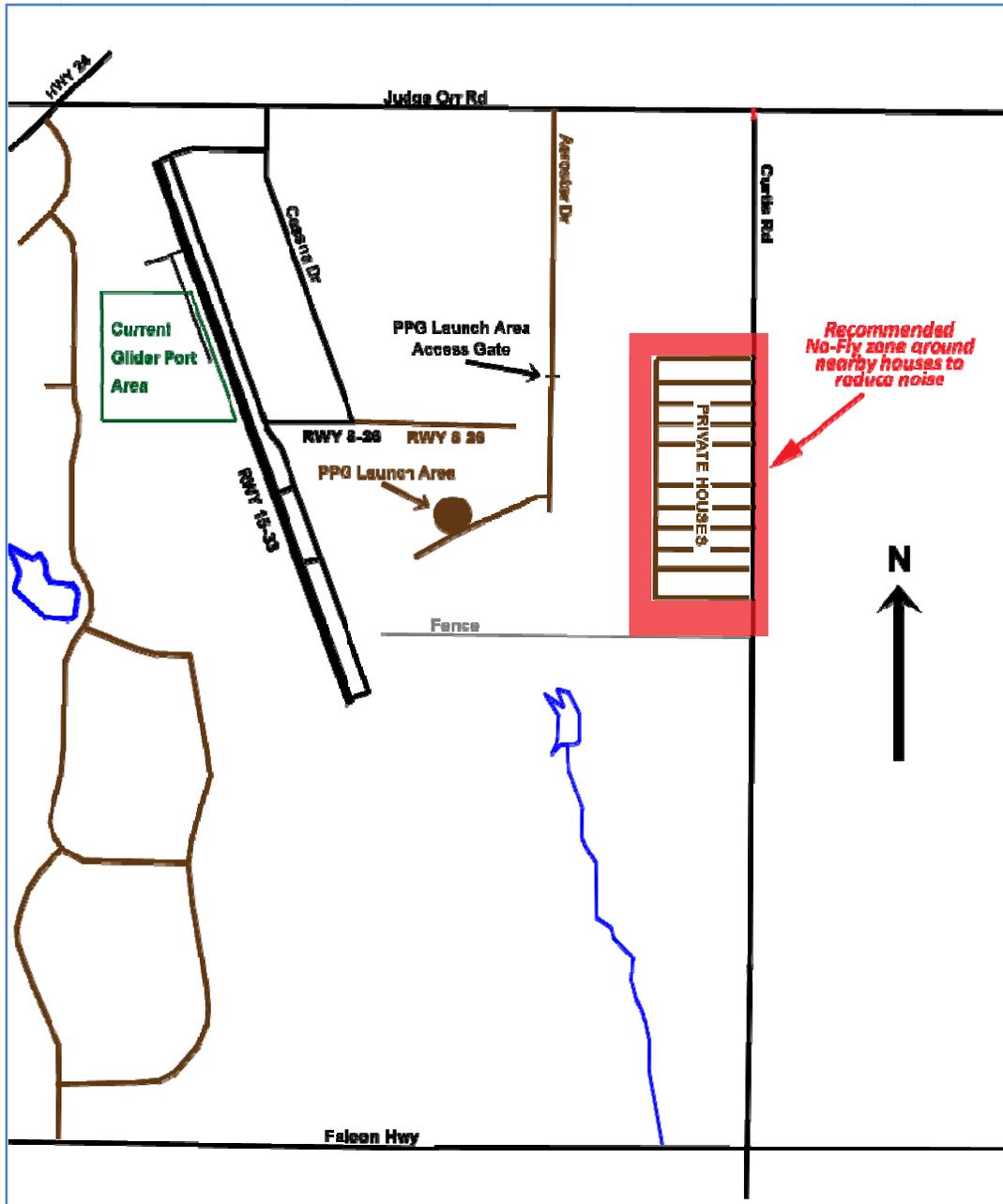


Figure 3: Meadow Lake airport

## 6 Additional Procedures

1. All pilots shall familiarize themselves with all relevant Meadow Lake information to include pertinent weather, NOTAMs (NOTices To AirMen) and possible TFRs (Temporary Flight Restrictions).
2. As per FAR §103.11, all pilots shall fly with illuminated anti-collision lights when operating their ultralight vehicle before sunrise and after sunset. Flying is permitted only from 30 minutes before sunrise until 30 minutes after sunset.

## 7 References

<b><i>Title</i></b>	<b><i>Re-Print in Appendix</i></b>	<b><i>URL</i></b>
FAR part 103	A	<a href="http://www.faa.gov">www.faa.gov</a>
KFLY Traffic Patterns	B	<a href="http://www.meadowlakeairport.com/KFLY_patterns_26-Nov-2010b.pdf">www.meadowlakeairport.com/KFLY_patterns_26-Nov-2010b.pdf</a>
PPPPC Web Site	-	<a href="http://www.poweredparaglidingcolorado.com">www.poweredparaglidingcolorado.com</a>
Meadow Lake Airport Association Web Site	-	<a href="http://www.meadowlakeairport.org">www.meadowlakeairport.org</a>

## Meadow Lake Airport PPG Operations Procedures Acknowledgement and Agreement

I have received and read a copy of the Meadow Lake Airport PPG Operations Procedures. I understand these procedures and agree to abide by them while participating in PPG operations at Meadow Lake airport.

I have been briefed by a member of the Pikes Peak Powered Paragliding Club on airport layout, flight patterns, and airspace restrictions. I have had all my questions answered about participating in PPG operations at Meadow Lake

I agree to comply with all requirements of FAR part 103 and as established by this Meadow Lake PPG Operations Procedures document.

### Notes:

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Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Date: \_\_\_\_\_

PPPPC Member Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Date: \_\_\_\_\_

## Appendix A: FAR part 103 as of November 22, 2011

### PART 103—ULTRALIGHT VEHICLES

#### Section Contents

##### Subpart A—General

- [§ 103.1 Applicability.](#)
- [§ 103.3 Inspection requirements.](#)
- [§ 103.5 Waivers.](#)
- [§ 103.7 Certification and registration.](#)

##### Subpart B—Operating Rules

- [§ 103.9 Hazardous operations.](#)
- [§ 103.11 Daylight operations.](#)
- [§ 103.13 Operation near aircraft; right-of-way rules.](#)
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- [§ 103.20 Flight restrictions in the proximity of certain areas designated by notice to airmen.](#)
- [§ 103.21 Visual reference with the surface.](#)
- [§ 103.23 Flight visibility and cloud clearance requirements.](#)

**Authority:** 49 U.S.C. 106(g), 40103–40104, 40113, 44701.

**Source:** Docket No. 21631, 47 FR 38776, Sept. 2, 1982, unless otherwise noted.

#### **Subpart A—General**

##### **§ 103.1 Applicability.**

This part prescribes rules governing the operation of ultralight vehicles in the United States. For the purposes of this part, an ultralight vehicle is a vehicle that:

- (a) Is used or intended to be used for manned operation in the air by a single occupant;
- (b) Is used or intended to be used for recreation or sport purposes only;
- (c) Does not have any U.S. or foreign airworthiness certificate; and
- (d) If unpowered, weighs less than 155 pounds; or
- (e) If powered:
  - (1) Weighs less than 254 pounds empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;
  - (2) Has a fuel capacity not exceeding 5 U.S. gallons;

- (3) Is not capable of more than 55 knots calibrated airspeed at full power in level flight; and
- (4) Has a power-off stall speed which does not exceed 24 knots calibrated airspeed.

**§ 103.3 Inspection requirements.**

- (a) Any person operating an ultralight vehicle under this part shall, upon request, allow the Administrator, or his designee, to inspect the vehicle to determine the applicability of this part.
- (b) The pilot or operator of an ultralight vehicle must, upon request of the Administrator, furnish satisfactory evidence that the vehicle is subject only to the provisions of this part.

**§ 103.5 Waivers.**

No person may conduct operations that require a deviation from this part except under a written waiver issued by the Administrator.

**§ 103.7 Certification and registration.**

- (a) Notwithstanding any other section pertaining to certification of aircraft or their parts or equipment, ultralight vehicles and their component parts and equipment are not required to meet the airworthiness certification standards specified for aircraft or to have certificates of airworthiness.
- (b) Notwithstanding any other section pertaining to airman certification, operators of ultralight vehicles are not required to meet any aeronautical knowledge, age, or experience requirements to operate those vehicles or to have airman or medical certificates.
- (c) Notwithstanding any other section pertaining to registration and marking of aircraft, ultralight vehicles are not required to be registered or to bear markings of any type.

**Subpart B—Operating Rules**

**§ 103.9 Hazardous operations.**

- (a) No person may operate any ultralight vehicle in a manner that creates a hazard to other persons or property.
- (b) No person may allow an object to be dropped from an ultralight vehicle if such action creates a hazard to other persons or property.

**§ 103.11 Daylight operations.**

- (a) No person may operate an ultralight vehicle except between the hours of sunrise and sunset.
- (b) Notwithstanding paragraph (a) of this section, ultralight vehicles may be operated during the twilight periods 30 minutes before official sunrise and 30 minutes after official sunset or, in Alaska, during the period of civil twilight as defined in the Air Almanac, if:
  - (1) The vehicle is equipped with an operating anticollision light visible for at least 3 statute miles; and
  - (2) All operations are conducted in uncontrolled airspace.

**§ 103.13 Operation near aircraft; right-of-way rules.**

- (a) Each person operating an ultralight vehicle shall maintain vigilance so as to see and avoid aircraft and shall yield the right-of-way to all aircraft.
- (b) No person may operate an ultralight vehicle in a manner that creates a collision hazard with respect to any aircraft.

(c) Powered ultralights shall yield the right-of-way to unpowered ultralights.

**§ 103.15 Operations over congested areas.**

No person may operate an ultralight vehicle over any congested area of a city, town, or settlement, or over any open air assembly of persons.

**§ 103.17 Operations in certain airspace.**

No person may operate an ultralight vehicle within Class A, Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport unless that person has prior authorization from the ATC facility having jurisdiction over that airspace.

**§ 103.19 Operations in prohibited or restricted areas.**

No person may operate an ultralight vehicle in prohibited or restricted areas unless that person has permission from the using or controlling agency, as appropriate.

**§ 103.20 Flight restrictions in the proximity of certain areas designated by notice to airmen.**

No person may operate an ultralight vehicle in areas designated in a Notice to Airmen under §91.137, §91.138, §91.141, §91.143 or §91.145 of this chapter, unless authorized by:

- (a) Air Traffic Control (ATC); or
- (b) A Flight Standards Certificate of Waiver or Authorization issued for the demonstration or event.

**§ 103.21 Visual reference with the surface.**

No person may operate an ultralight vehicle except by visual reference with the surface.

**§ 103.23 Flight visibility and cloud clearance requirements.**

No person may operate an ultralight vehicle when the flight visibility or distance from clouds is less than that in the table found below. All operations in Class A, Class B, Class C, and Class D airspace or Class E airspace designated for an airport must receive prior ATC authorization as required in §103.17 of this part.

<b>Airspace</b>	<b>Flight visibility</b>	<b>Distance from clouds</b>
Class A	Not applicable	Not Applicable.
Class B	3 statute miles	Clear of Clouds.
Class C	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
Class D	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
Class E:		
Less than 10,000 feet MSL	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.

At or above 10,000 feet MSL	5 statute miles	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.
Class G:		
1,200 feet or less above the surface (regardless of MSL altitude)	1 statute mile	Clear of clouds.
More than 1,200 feet above the surface but less than 10,000 feet MSL	1 statute mile	500 feet below. 1,000 feet above. 2,000 feet horizontal.
More than 1,200 feet above the surface and at or above 10,000 feet MSL	5 statute miles	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.

[Amdt. 103-17, 56 FR 65662, Dec. 17, 1991]

