

**Rules for Ultralight Vehicle Operations at Hendricks County  
Airport,  
Gordon Graham Field (2R2) (Indianapolis, Indiana)**

1. All Ultralight Vehicles, and all Ultralight Vehicle operators (pilots) conducting flight operations at 2R2 shall adhere to and comply with 14 CFR § 103, Ultralight Vehicles and/or FAA Exemption(s) 3784M, 4274 or 6080G.

*Note: FAA exemption numbers 3784M, 4274, and 6080H refer to Ultralight 2-seat training waivers issued by the Federal Aviation Administration to the Experimental Aircraft Association (EAA), United States Ultralight Association (USUA), and Aero Sports Connection (ASC), respectively. See pages 4 - 8 in this document.*

Additionally, it is highly recommended that all operators be familiar with FAA Advisory Circulars 103-6, 103-7, 90-66A, 103 series.

2. All operations must be conducted in a safe and professional manner consistent with currently recognized and accepted procedures, practices, and techniques.
3. Prior to the first Ultralight Vehicle operation at 2R2, and/or before subsequent operations, each operator must acquire and familiarize himself with the contents of this document and any further rules, regulations and/or procedures as currently set forth and published by controlling agencies, the Indianapolis Airport Authority (IAA) or the BAA.
4. Traffic Patterns for Ultralight Vehicles -
  - a. Runway 36 - Left hand traffic
  - b. Runway 18 - Right hand traffic
  - c. The calm wind runway is designated as Runway 18.

Ultralight Vehicle pattern altitude shall not exceed 500 ft., AGL (above ground level), 1396 ft. MSL (mean sea level).

- a. All traffic pattern departures shall be made from the crosswind leg (see diagram, page 14).
- b. All traffic pattern arrivals shall be made to the downwind leg. (see diagram, page 14)

*Note: Above patterns and altitude(s) are designed to cause both horizontal and vertical separation between ultralight and conventional aircraft.*

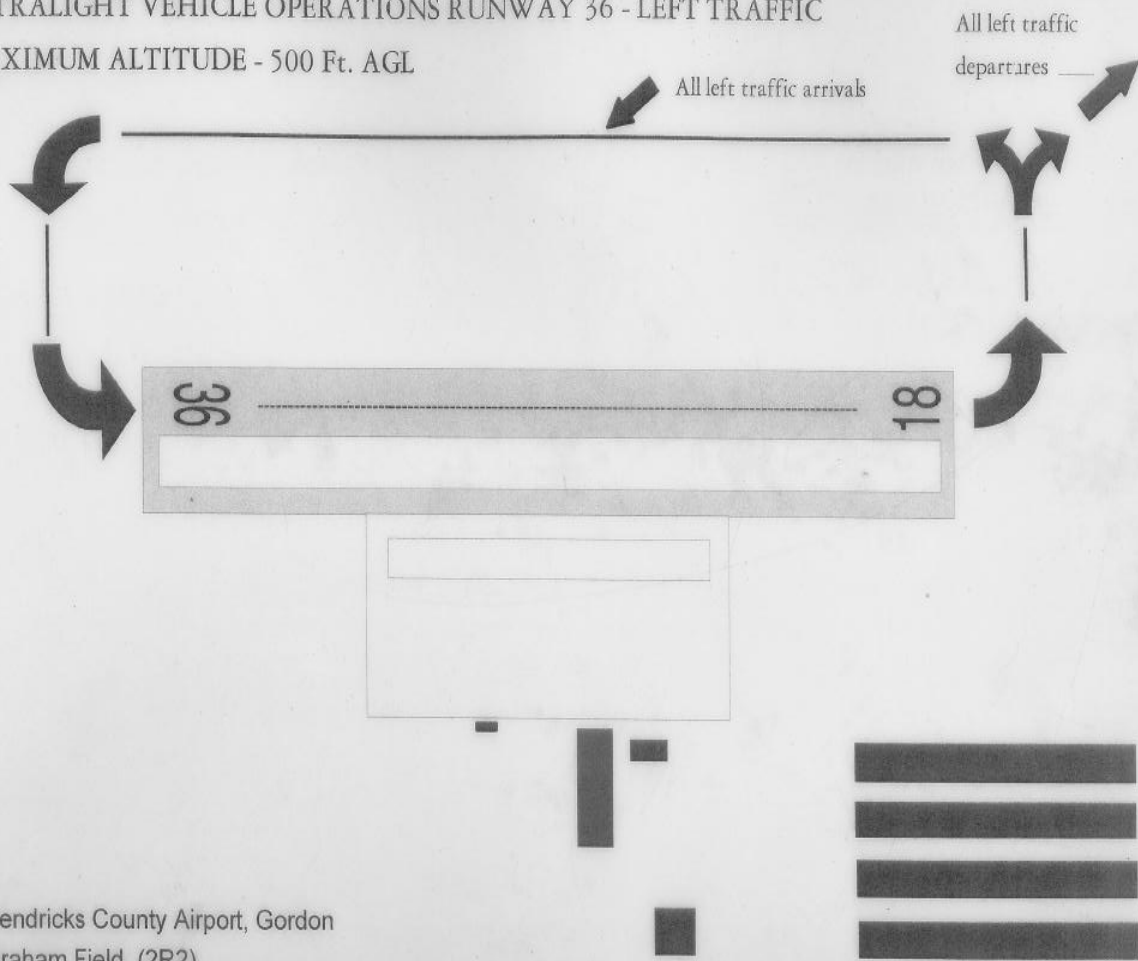
5. It is required that all Ultralight Vehicles operated at 2R2 have installed (including hand-held), and all operators use and maintain communication radio(s) that are usable on the VHF Aircraft Band.

Normal, customary and recommended aviation communication phraseology and techniques shall be used while near and within the 2R2 traffic pattern(s). (See A.I.M., Airman's Information Manual, 4-2-1 through 4-2-14)

- a. Current 2R2 CTAF (common traffic advisory frequency) VHF - 122.7.
6. All Ultralight Vehicles shall operate at a maximum altitude of 500 ft. AGL within 2 nautical miles of the airport.
  7. Each Ultralight operator must visually check and ensure that taxiways, runways, and other aircraft movement areas are clear, safe, and free of obstructions prior to any vehicle movement on the airport surface.
  8. All operations of Ultralight Vehicles shall give way to all other aircraft and vehicular movement on the airport surface and in the air. (See FAR 103.13)
  9. Ultralight Vehicle formation take-offs, flights, or landings are strictly prohibited.
  10. All rules contained in this document are applicable to Powered ultralights only. Un-powered air recreational vehicle (Ultralight) operations (FAR Part 103) are **not** allowed nor authorized at Hendricks County Airport, Gordon Graham Field (2R2).
  11. An Ultralight Vehicle in the air operating at a higher speed than another vehicle shall give way to that slower vehicle.

ULTRALIGHT VEHICLE OPERATIONS RUNWAY 36 - LEFT TRAFFIC

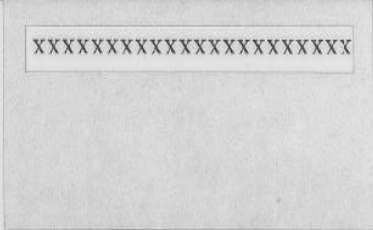
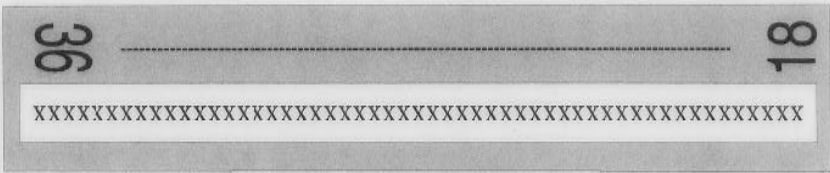
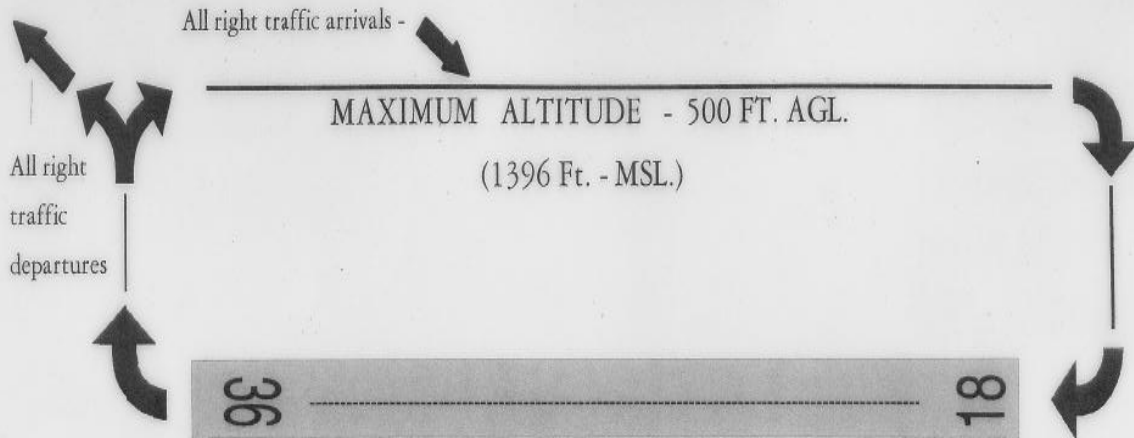
MAXIMUM ALTITUDE - 500 Ft. AGL



Hendricks County Airport, Gordon  
Graham Field, (2R2)  
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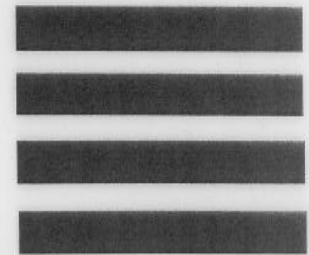
Note: Drawing not to scale

# ULTRALIGHT VEHICLE OPERATIONS RUNWAY 18 - RIGHT TRAFFIC



Field Elevation -  
896 ft. MSL

Hendricks County Airport, Gordon  
Graham Field, (2R2)  
Indianapolis, IN



Note: Drawing not to scale