

TRIANGLE NORTH EXECUTIVE AIRPORT LETTER OF MUTUAL UNDERSTANDING

It is the intention of Triangle North Executive Airport (KLHZ), to provide this document to ensure Triangle Skydiving Center, Inc. (TSC), North Carolina Rotor & Wing (NCRW), members of the LHZ Pilot's Association and any other existing or future tenants have a mutual understanding of our unique operating environment and to ensure a safe operations for all participating members.

This agreement is provided in addition to all Federal Aviation Requirements (FAR) documented by the Federal Aviation Administration (FAA) and United States Parachute Association (USPA) as an additional layer of safety at and around KLHZ.

1. General Local Airport Communication

a. General Communication

- i. Daily jump run information (to include exit altitude, direction, and position in reference to the KLHZ) will be available upon request.
- ii. Flight training procedures (to include altitudes and locations of operation while operating in the vicinity of KLHZ) will be available upon request.
- iii. It is the responsibility of KLHZ to provide a printed copy this document any independent instructor wishing to conduct training operations based at KLHZ.
- iv. It is the responsibility of the operator to provide a printed copy this document any staff instructor conducting training operations based at KLHZ.
- v. This document will be made available upon request to any member of the public.

b. Jump Operation Radio Communications

Jump operation communications will be broadcast over the Common Traffic Advisory Frequency (currently 123.00). They will be provided by the pilot of the jump plane from TSC before, during, and after every load and include;

1. Takeoff calls: Jump Plane standard takeoff call:
"Triangle one taking off runway 5/23 with skydivers"
2. Skydivers Approaching Jump Exits:
5 minute call: "5 minutes until jumpers in the air over Franklin County",
2 minute call: "2 minutes until jumpers in the air over Franklin County"
3. Exit Call:
"Jumpers in the air over Franklin County"
4. Airspace Status report: 2 minute calls while jumpers in the air:
"We do have canopies over the field at Franklin County"
5. Cutaway Warning: If at anytime any pilot or any member of TSC is aware of a cutaway (as defined by USPA) a cutaway warning will be issued if none is known to be reported.
"Cutaway, Franklin County traffic be aware there is a cutaway over the field"
6. Cessation of Skydiving activities:

"All Jumpers on the Ground"

2. Operations Procedures for Aircraft by Category

a. Fixed-Wing Operations

When parachutists are in the air over KLHZ;

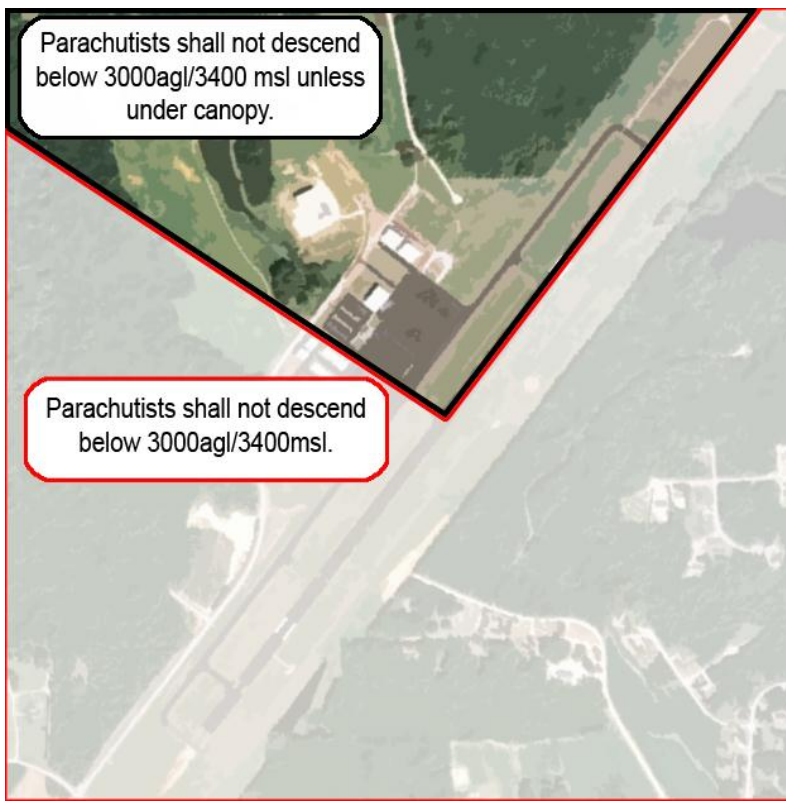
- i. Pattern: Fixed-wing traffic will utilize a left-hand pattern to runway 23, right-hand pattern to runway 5. Pattern altitude will remain fixed at 1000AGL/1400MSL on the downwind leg.
- ii. Fixed-wing aircraft shall operate at pattern altitude (1000 AGL/1400 MSL) anytime within 2 miles from KLHZ.
- iii. Fixed-wing departing from KLHZ shall maintain runway heading until 2 miles from KLHZ then turn on course. This procedure will ensure appropriate separation AND noise abatement.
- iv. When the jump plane announces "jumpers away" , you are requested to hold your position on the airport until canopies have been deployed. The canopies are easily visible and easily avoidable.
- v. KLHZ reminds you to remain diligent in your "see and avoid" responsibilities at all times.

While these operations are intended to ensure at least 2000 feet vertical of separation between parachutists and aircraft in the pattern they DO NOT address lateral separation between parachutists and aircraft particularly under 1000AGL/1400MSL. It is the responsibility of each operator/PIC to safely maintain this level of separation between aircraft and jumpers.

b. Jump Operations

i. Drop Zone: Definition of Drop Zone to be provided by TSC

ii. Parachutists shall not descend below 3000AGL/3400MSL unless under canopy regardless location or license type.



iii. Parachutists shall not descend below 3900AGL/3400MSL east of runway centerline or south of the Alpha 2 taxiway at any time.

iv. Jump plane descent procedures: to be provided by TSC

v. Parachutists shall be notified of all KLHZ policies regarding separation requirements and shall be notified that the ILS antenna is in close proximity to that landing area. Avoidance is critical to avoid injury to jumpers and damage to expensive safety equipment and would jeopardize instrument operations to the airport.

vi. Jump operations will further be conducted in accordance with US Parachute Association Basic Safety Requirements as well as 14 CFR FAR's parts 61, 65, 91, and 105.

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c. Rotorcraft Operations

When parachutists are in the air over KLHZ;

i. Pattern: Rotorcraft will utilize a right-hand pattern to taxiway Alpha parallel runway 23, left-hand pattern to taxiway Alpha parallel runway 5. Pattern altitude will remain fixed at 500 AGL/900 MSL on the downwind leg.

ii. If PIC of rotorcraft feels that any operation to the west is unsafe he/she may choose to operate from the runway making left traffic for runway 23 and right traffic for runway 5 provided that he/she can avoid the flow of fixed wing traffic and makes all appropriate radio calls. (takeoff, crosswind, downwind, final)

iii. Rotorcraft shall not operate north of taxiway Alpha 2 at an altitude higher than 8AGL.

iv. Rotorcraft shall not proceed any further north nor operate any longer than necessary of taxiway Alpha 2 to ensure either safe shutdown or departure from the ramp.

v. Rotorcraft shall operate at pattern altitude (500AGL/900MSL) anytime within 2 miles from KLHZ.

vi. Rotorcraft departing to the northwest from taxiway alpha must remain south of extended Alpha 2 centerline until 2 miles from KLHZ then turn on course.

vii. Rotorcraft making a runway departure from KLHZ shall maintain runway heading until 2 miles from KLHZ then turn on course. This procedure will ensure appropriate separation AND noise abatement.

viii. KLHZ reminds you to remain diligent in your "see and avoid" responsibilities at all times.

While these operations are intended to ensure at least 2000 feet vertical of separation between parachutists and aircraft in the pattern they DO NOT address lateral separation between parachutists and aircraft particularly under 1000AGL/1400MSL. It is the responsibility of each operator/PIC to safely maintain this level of separation between aircraft and jumpers.

3. Training

i. Initial Training – A copy of the above procedures will be printed and supplied to all current and future tenants of the airport as well as a printed copy displayed predominately in the terminal lobby including visual reference to all procedures and traffic pattern utilization.

ii. Recurrent Training – Each operator/PIC shall be expected to review KLHZ operation procedures quarterly.

