

5/17/2021

FOR YOUR INFORMATION

2021-60/4-8

1795166

To: Airport Manager, Hampton Airfield (7B3), NH, FAA (AAS-1)

Info: FAA (AVP-1, AVP-200, ANE-600, AFS-280, AFS-200, AFS-400, AJI-144, Director of Air Traffic Operations ESA North, Runway Safety Team), AOPA, ASAP, ATSAP, ATSG, ICAO, ICASS, NATCA, NBAA, NTSB

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: 7B3 Airport Runway Lighting

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1795166

DATE / TIME

Date of Occurrence 202103
Local Time Of Day 0001 to 0600

PLACE

Locale 7B3.Airport
State NH
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - CTAF 7B3
Make Model Name Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew Pilot Flying
Function - Flight Crew Single Pilot
ASRS Report Number 1795166

EVENTS

Anomaly Deviation - Track / Heading - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Result - General Maintenance Action
Result - Flight Crew Became Reoriented
Result - Flight Crew Overcame Equipment Problem

NARRATIVE 1

Returning to 7B3 (Hampton Airfield) late at night, turned on the runway lights, and landed in-between them. However, the lights border the grass runway rather than the asphalt runway that I meant to land on. As a result, I landed on the grass runway, when I expected to land on asphalt. This was potentially dangerous, if the grass runway was blocked with snow (it was not, fortunately). The grass runway was not operational at the time (NOTAM to that effect).

No adverse effect happened, but it was not ideal.

It's not clear that in order to land on the asphalt, I'd have to land OUTSIDE the two sets of runway lights which border the turf runway. Adding a third row of runway lights (on the other side of the asphalt runway) would make it much clearer for a night landing.

SYNOPSIS

GA pilot reported a loss of situational awareness resulting in landing on adjacent grass runway at 7B3 airport.