

**ARTICLE II. ALBERT WHITTED AIRPORT****DIVISION 1. GENERAL****Sec. 6-21. Definitions.**

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Airport* means the Albert Whitted Municipal Airport, owned, leased, operated or otherwise under the management of the City.

*Albert Whitted Airspace* means that area defined by FAA regulations as being within the Class D airspace boundary.

*Commercial operations* means all operations of aircraft for commercial purposes of any type, operation or activity being conducted on airport property.

*Control tower* means the airport control tower located at the airport.

*Landing area* means any locality either on land, water, or structures, including airports/heliports and intermediate landing fields, which is used, or intended to be used, for the landing and takeoff of aircraft whether or not facilities are provided for the shelter, servicing, or for receiving or discharging passengers or cargo.

*Movement area* means the runways, taxiways and other areas of an airport/heliport which are utilized for taxiing/hover taxiing, air taxiing, takeoff and landing of aircraft, exclusive of loading ramps and parking areas. At those airport/heliports with an operating tower, specific approval for entry onto the movement area must be obtained from the tower.

*POD* means the person officially designated by the Mayor to perform the duties and responsibilities of the City set forth in this article.

*Ramp area* means hard surface areas on the airport not defined as designated taxiways or runways.

*Runway* means the number designated runway.

*Small aircraft* means all types of aircraft with a maximum gross weight of 12,500 pounds or less.

*Taxiway* means letter designated taxiways or major access routes to designated taxiways.

Words relating to aeronautical practices, processes and equipment shall be construed according to their usage in the aviation industry.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-22. Application of this article.**

This article shall apply to all aeronautical activities at the airport and all flying aircraft departing from or arriving at the airport in the space which constitutes the Albert Whitted airspace.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-23. Applicability of state and federal laws.**

(a) The airport shall be operated in accordance with Federal and State regulations governing airport management and operations.

(b) No person shall taxi aircraft on, land an aircraft upon or fly an aircraft from, or conduct any other aircraft operation on or from the airport other than in conformity with then current Federal Aviation Administration procedures, rules and regulations.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-24. Supervisory authority generally.**

(a) The City shall at all times have authority to take such action as may be necessary in the handling, policy and management of the public in attendance at the airport. In any contingencies not specifically covered by this article, the POD shall be authorized to make further rules and regulations and render such decisions as may seem proper.

(b) No commercial aeronautical operation or commercial operation of any kind shall be conducted at the City airport unless specifically authorized by the POD.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-25. Suspension of flying operations.**

(a) The POD shall have the authority to suspend flying operations onto and from the airport when conditions might make such operations unsafe.

(b) The POD shall have the authority to suspend the privilege of any individual to operate to, from, or on the airport when such a suspension would eliminate an unsafe condition and would be in the interest of public safety.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-26. Reports of accidents on airport property.**

Any person involved in any accident on the airport resulting in personal injury or property damage to a vehicle, aircraft or property shall immediately report the accident to the POD.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-27. Aircraft to have two-way radios.**

All aircraft shall be equipped with a functioning, two-way radio capable of maintaining radio contact while operating within the airport traffic area.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-28. Movements requiring control tower clearance generally.**

Pilots of aircraft shall not land, taxi or take off without proper clearance from the control tower

during hours of tower operation.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-29. Areas for takeoffs and landings.**

All take-offs and landings shall be confined to the runways unless otherwise authorized by the POD.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-30. When engines may be started.**

Aircraft engines shall not be started unless there is a competent operator at the controls, and the wheels are properly blocked or adequate brakes are set.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-31. Operation of engines during loading or unloading.**

Aircraft engines shall not be operating when aircraft is being loaded or unloaded.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-32. Cleanliness of premises.**

All persons, firms, or corporations shall keep the space allotted to them in a reasonably clean condition and shall keep all floors free from fuel and oil. The use of volatile and/or flammable solvents for cleaning floors is prohibited.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-33. Injuring property; building alterations; excavations; abandoning property.**

No persons shall without written permission of the POD destroy, injure, deface or disturb in any way any building, sign, equipment, marker, light or other structure, trees, flowers, lawn or other property on the airport, nor alter, make additions to or erect any building, marking or sign or make any excavations on the airport, nor willfully abandon any personal property on the airport.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-34. Criteria for variance or waiver.**

Any time a section of this article requires or permits the POD to vary or waive a requirement of this article, the POD shall make such decision to vary or waive after determining that such action will not adversely affect:

- (1) Flight safety;
- (2) Ground safety;
- (3) Effective and efficient operation of the airport; and

(4) Rights of airport tenants.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-35. T-hangars.**

- (a) T-hangars shall be used only for the storage of certified aircraft.
- (b) Utilization of electrical power in T-hangars is restricted to electric hand tools, lighting, fans and wheel tug equipment. Installation and use of electric appliances, compressors and heavy duty bench tools is prohibited.
- (c) Spray painting inside a T-hangar is prohibited.
- (d) Utilization of T-hangars for the construction of aircraft without prior approval of the POD is prohibited.

(Ord. No. 189-G, § 2, 2-23-95)

**Secs. 6-36--6-40. Reserved.**

**DIVISION 2. FIRE AND SAFETY REGULATIONS**

**Sec. 6-41. Precautions against fire and injury generally.**

- (a) Any person using in any way the airport area or the facilities of the airport shall exercise the utmost care to guard against fire or injury to persons or property.
- (b) All process and conduct of operations at the airport shall conform to the appropriate National Fire Protection Association pamphlet in regard to prevention activities and shall be specifically approved by the POD.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-42. Obstruction of gates or entrances.**

No motor vehicle or aircraft shall be parked in such a manner as to block the gates or emergency entrances to the landing area or the entrance to any hangar, shop or other building on the airport, unless approved by the POD.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-43. Fueling operations.**

- (a) No person shall smoke within 50 feet of an aircraft being fueled or within 50 feet of a fuel storage area.
- (b) No aircraft shall be fueled while its engine is running.
- (c) All aircraft shall be positively grounded to an approved grounding source during fueling or defueling operations.

- (d) Aircraft shall not be fueled or drained of fuel while inside any building or structure.
- (e) Fuel trucks, whether loaded or empty, shall not enter hangars nor shall they be parked unattended within a distance of 50 feet of hangars, paint and dope shops, fuel storage systems or other flammable installations.
- (f) The self-fueling by individuals of any aircraft is prohibited except in an approved location and in accordance with National Fire Protection Association standards.

(Ord. No. 189-G, § 2, 2-23-95)

#### **Sec. 6-44. Protection of flammable liquids; fire precautions.**

- (a) Gasoline, kerosene, ethyl, jet fuel, ether or other flammable gases or liquids, including those used in connection with the process of doping, shall not be stored in any hangar at the airport. Storage of all such liquids shall be in compliance with the regulations of the fire prevention code of the City. Lubricating oils may be kept within hangars at the airport when stored in containers provided with draw off devices. Building shall be provided with suitable fire protection appliances and first-aid equipment, and all heating equipment and fuel-burning appliances shall be as approved and required by the National Fire Protection Association.
- (b) The cleaning of aircraft parts and other equipment shall preferable be done with nonflammable cleaning agents or solvents. In cases where the use of flammable solvents cannot be avoided, only liquids having flash points in excess of 100 degrees Fahrenheit shall be used and special precautions shall be taken to eliminate ignition sources in compliance with good practice recommendations of the National Fire Protection Association.
- (c) The use of any equipment employing open flames or sparks within any hangar is prohibited.
- (d) No fuel, grease, oil or flammable liquids of any kind shall be allowed to flow into or be placed in any sewerage system.
- (e) No person shall discard lighted cigarettes, matches or other burning items on grass areas of the airport or any other place on the airport where a fire hazard might be created.

(Ord. No. 189-G, § 2, 2-23-95)

#### **Sec. 6-45. Repair areas.**

All repairs to aircraft or engines, except emergency repairs, shall be made in the areas designated for that purpose and not on areas reserved for landing, taxiing or tie-down.

(Ord. No. 189-G, § 2, 2-23-95)

#### **Sec. 6-46. Persons admitted to operational areas.**

- (a) No person except pilots, duly authorized personnel, passengers going to or from aircraft or persons being personally conducted by pilots or airport attendants shall be permitted to enter the taxiways or ramps; this section shall not give any person so excepted the privilege of unrestricted use of the airport. The privileges conferred by this section are confined to the necessary use of such areas in connection with flights, inspections or routine duties.
- (b) No persons shall take any actions that disrupt, intimidate, threaten or interfere with any other lawful operation or the lawful act of any other person in or on the airport.

(c) No persons shall use or otherwise conduct themselves upon any portion of the airport in a manner contrary to the posted or visually indicated or published official directions; or the stated or signaled directions of the air traffic control tower or the POD.

(d) No persons shall loiter or loaf on any part of the airport or in any building on the airport, nor shall any person come upon or use the airport except while enplaning or deplaning as a pilot or passenger on an aircraft operating on the airport, after such person has been denied the use of the airport by the POD. Any persons who shall refuse to comply with these applicable rules and regulations after proper request to do so by the POD shall be required to leave the airport, and in the event of their failure or refusal to comply with this request, shall be regarded as a trespasser.

(Ord. No. 189-G, § 2, 2-23-95)

Secs. 6-47--6-50. Reserved.

### **DIVISION 3. AIR TRAFFIC RULES**

#### **Sec. 6-51. Traffic pattern.**

(a) Aircraft landing or taking off shall conform to the Air Traffic Pattern published for the airport, in the Airport Facility Directory, unless otherwise directed by the control tower.

(b) Aircraft shall not use straight in approaches, only standard pattern approach; unless approved by the air traffic control tower.

(c) Aircraft entering the traffic pattern shall follow the procedures set forth in the Traffic Pattern Chart and shall exercise caution and courtesy so as not to cause aircraft already in the pattern to deviate from their course.

(d) No turn shall be made after take-off until the airport boundary has been reached and the pilot has attained an altitude of at least 300 feet, and has ascertained that there will be no danger of turning into the path of another aircraft.

(e) Final turns into the field must be completed at an altitude of not less than 400 feet.

(f) All landing aircraft will clear the runway as quickly as possible. All aircraft must use the same runway; unless directed otherwise by air traffic control tower.

(g) Aircraft shall be taxied at a safe and reasonable speed with due regard for other aircraft, persons or property and in accordance with taxi patterns published by the POD.

(h) Aircraft shall not continue final approach to a point of touchdown if there is another aircraft on the runway unless otherwise permitted by the control tower.

(Ord. No. 189-G, § 2, 2-23-95)

#### **Sec. 6-52. Restrictions on operations on Runway 24.**

(a) Aircraft shall use only full stop landings on Southwest Runway; there shall be no touch-and-go operations on Runway 24.

(b) Between the hours of sunset and sunrise no aircraft shall depart the airport on Runway 24.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-53. VFR flight.**

When flying in visual flight rules weather conditions, it is the direct responsibility of the pilot to avoid collision with other aircraft. Under such conditions any information from the unicom ground station is not to be considered as direction or control.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-54. First solo flight.**

When a student is making a first solo flight the tower shall be notified during hours of tower operation.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-55. Helicopter operations.**

(a) Helicopter aircraft shall not be operated within 200 feet of any areas on the airport where unsecured light aircraft are parked.

(b) Helicopter aircraft, during landings and take-offs, shall not pass over any airport buildings, structures or their adjacent auto parking areas.

(c) Helicopter air carrier landing and take-off areas will be designated by the POD.

(Ord. No. 189-G, § 2, 2-23-95)

**Secs. 6-56. Ultralight and experimental aircraft.**

(a) Except as stated in this section, operation of ultralight aircraft is not permitted from the airport. Ultralight aircraft that are equipped with a two-way radio and are registered as provided by law (i.e. have an "N" number) may operate with the written permission of the POD.

(b) Initial proving flights or restricted flights of experimental aircraft are not permitted from the airport, without the prior approval of the POD.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-57. Banner towing/aerial advertising operations.**

(a) Banner tow pick-up and drop operations shall be conducted only in an area at least 200 feet east of the centerline of Runway 18/36 only.

(b) Banner towing personnel and equipment shall maintain a distance of at least 200 feet from the centerline of Runway 18/36.

(c) Banner tow operations shall be conducted only during hours of control tower operation. Banner support vehicles shall maintain radio contact with the control tower and have approval for all movement within aircraft movement areas and banner operations area.

(d) Banner operators shall have ground support personnel immediately available to support all phases of banner operations.

(e) No smoke generator equipped aircraft shall activate smoke systems within the airport control zone, unless authorized by the Airport Director.

(Ord. No. 189-G, § 2, 2-23-95)

Secs. 6-58--6-60. Reserved.

#### **DIVISION 4. GROUND RULES**

##### **Sec. 6-61. Taxiing operations.**

(a) It is the duty of the pilot to observe traffic and assure that the area is clear before taxiing on or across any runway or taxi strip. Contact control tower for such clearance during tower operating hours.

(b) Aircraft shall be taxied at a safe and reasonable speed with due regard for other aircraft, persons, property, and in accordance with taxi patterns published by the POD. No aircraft shall taxi on the active runway but shall use taxi strips unless otherwise authorized by the air traffic control tower.

(c) No aircraft will make an 180-degree turn on the traffic runway unless directed to do so by the air traffic control tower.

(d) No aircraft shall be taxied into or out of any hangar under its own power. Starting or operating of aircraft engines inside any hangar is prohibited.

(e) No persons shall start, taxi, take off or land an aircraft at the airport unless they are certified to operate that particular type of aircraft and hold a current medical certificate or are a certified airframe and powerplant mechanic, properly qualified to start and taxi that particular type of aircraft.

(Ord. No. 189-G, § 2, 2-23-95)

##### **Sec. 6-62. Position while awaiting takeoff clearance.**

Aircraft awaiting take-off shall stop clear of runway in use and in position that affords a direct view of aircraft approaching for landing; unless otherwise directed by the air traffic control tower.

(Ord. No. 189-G, § 2, 2-23-95)

##### **Sec. 6-63. Where engines may be started.**

Aircraft engines shall not be started and/or run up when hangars, shops and other buildings or persons in the observation areas are in the propeller stream and/or jet exhaust.

(Ord. No. 189-G, § 2, 2-23-95)

##### **Sec. 6-64. Aircraft parking.**

(a) Aircraft shall not be parked except in areas and manner designated by the POD.

(b) All unhangared aircraft shall be parked at the airport in spaces designated for this purpose



and shall be adequately secured. Owners of such aircraft shall be held responsible for any damage resulting from failure to properly comply with this provision.

(c) The City assumes no responsibility for overnight aircraft parking on the airport.

(d) The POD shall have the authority to tow or otherwise move aircraft improperly parked on the airport in violation of this section.

(Ord. No. 189-G, § 2, 2-23-95)

#### **Sec. 6-65. Where non-emergency repairs may be made.**

All repairs to aircraft or engines except emergency repairs shall be made in the spaces designated for this purpose and not on areas reserved for landing, taxiing or tie down.

(Ord. No. 189-G, § 2, 2-23-95)

#### **Sec. 6-66. Restricted access.**

No person or persons except pilots, duly authorized personnel, passengers going to or from aircraft, or persons being personally conducted by pilots or airport attendants shall be permitted to enter taxiways or ramps. This does not give any person or persons so excepted the privilege of unrestricted use of the airport. These privileges are confined to necessary use of this space in connection with flights, inspections or routine duties.

(Ord. No. 189-G, § 2, 2-23-95)

Secs. 6-67--6-70. Reserved.

### **DIVISION 5. MOTOR VEHICLE, BOAT AND TRAILER REGULATIONS**

#### **Sec. 6-71. Movement.**

Movement of any vehicles on the landing area proper shall not be permitted unless permission has been granted for such vehicular traffic by the POD.

(Ord. No. 189-G, § 2, 2-23-95)

#### **Sec. 6-72. Parking.**

(a) No vehicle shall be parked on the airport property except in areas designated for that purpose.

(b) No motor vehicle may park on any portion of the taxiways or ramps with the exception of those trucks and other vehicles necessary to the servicing of aircraft and the maintenance of the airport.

(c) The POD shall have the authority to tow or otherwise move motor vehicles improperly parked on the airport in violation of these regulations if such vehicles are a safety hazard, or otherwise restrict operation of the airport.

(d) No trailers, boats or miscellaneous equipment shall be parked at the airport without specific

approval of the POD.

(Ord. No. 189-G, § 2, 2-23-95)

Secs. 6-73--6-80. Reserved.

## **DIVISION 6. AIRCRAFT SELF-FUELING AND OIL FILLING OPERATIONS**

### **Sec. 6-81. Application.**

This division applies to all airport users desiring to use automotive gasoline ("mogas") or other alternative fuels in lieu of aviation gasoline ("avgas") or jet fuel ("JET A") in their aircraft. This also pertains to operators who wish to pump avgas or JET A fuel that does not flow through the City owned fuel farm.

(Ord. No. 189-G, § 2, 2-23-95)

### **Sec. 6-82. Permit required.**

All alternative fuel self-fueling operations will be governed by a permit issued by the POD at a fee to be determined by the City. Such a permit must be issued for each aircraft subject to self-fueling operations.

(Ord. No. 189-G, § 2, 2-23-95)

### **Sec. 6-83. Fuel standards.**

Mogas must meet ASTM D-439-58 standards at the time of delivery into the aircraft. Mogas may be substituted for avgas in only those aircraft for which an individual Supplemental Type Certificate (STC) has been approved by the Federal Aviation Administration. A copy of the individually held STC must be on file with the airport.

(Ord. No. 189-G, § 2, 2-23-95)

### **Sec. 6-84. Refueling operations and oil changing and/or adding operations.**

(a) Airport users not operating under a lease contract with the airport to conduct fueling operations and oil maintenance operations must refuel and change and/or add oil only in areas designated for that purpose. Refueling of aircraft and changing and/or adding oil in a hangar or building is strictly prohibited. All refueling must be done in accordance with the regulations established by the City Fire Marshal or other appropriate authority.

(b) The storage of mogas or any other fuel in any amount in a hangar, building, tie-down area or other airport property is strictly forbidden.

(c) The transportation of mogas or any other fuel onto or off the airport must be done in accordance with the regulations established by the City Fire Marshal or other appropriate authority.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-85. Personnel.**

Aircraft owners and operators ("owners and operators") engaged in refueling operations shall be properly trained in fuel handling and associated safety procedures and shall adhere to standard industry practice for aircraft refueling operations and all applicable State, Federal and Local regulations including FAA Advisory Circulars.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-86. Federal requirements.**

Owners and operators shall comply with all applicable federal statutes and all regulations, including but not limited to, those promulgated by the Federal Aviation Administration.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-87. State and local requirements.**

Owners and operators shall comply with all state and local statutes, rules and regulations including, but not limited to, those relating to tax, fire, building, and safety matters.

(Ord. No. 189-G, § 2, 2-23-95)

**Sec. 6-88. Environmental requirements.**

Owners and operators shall comply with all applicable local, state and federal environmental statutes and regulations, including but not limited to, requirements for underground storage tanks, for above ground storage facilities, for the disposal of waste oil and other potentially hazardous substances, and for the refueling of all aircraft. Compliance with this provision does not imply or approve the installation of underground fuel tanks by the City.

(Ord. No. 189-G, § 2, 2-23-95)