

Title 14

AIRPORT

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Chapter 14.06

Ultralight Aircraft Regulations

Sections:

- 14.06.010 Purpose and designation of airport.
- 14.06.020 General rules.
- 14.06.030 Airport surface operations.
- 14.06.040 Flight operations.
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14.06.010 Purpose and designation of airport. This Chapter 14.06 is intended to provide for safe and orderly ground and flight operations of ultralight aircraft at the Arlington Municipal Airport. Hereafter in this chapter the word "airport" refers to the Arlington Municipal Airport. (Ord. 839 §1(part), 1983).

14.06.020 General rules. The following general rules shall govern all aeronautical activities of ultralight aircraft operators at the airport:

(1) All aeronautical activities of ultralight aircraft arriving at or departing from the airport shall be conducted in conformity with the current pertinent provisions of the Federal Aviation Administration (FAA) and all other pertinent airport rules and regulations as set fourth in this chapter.

(2) The airport manager may suspend or restrict any or all ultralight operations for reasons of safety or adverse weather conditions whenever such action is deemed necessary.

(3) No person, firm, corporation or association shall operate any ultralight aircraft on the airport without first securing written permission to do so from the airport manager or his or her duly authorized representative.

(4) The airport manager or his or her duly authorized representative shall at all times have the authority to take such action as they may deem necessary for safety of operation and to safeguard the public at the airport. (Ord. §1378 (part), 2005).

14.06.030 Airport surface operations. The following rules shall govern ultralight aircraft surface operations at the airport:

(1) All airport flight operations shall be conducted from such takeoff and landing areas as are prescribed by the airport manager (see ultralight operation diagram, referred to in Section 14.06.060 and attached to the ordinance codified in this chapter).

(2) All ultralight ground support activities shall be conducted only in areas prescribed by the airport manager (see ultralight operation diagram, referred to in Section 14.06.060 and attached to the ordinance codified in this chapter).

(3) All ultralight fixed base operators shall have the duty at all times to carry out the policies of the Arlington airport commission in respect to admission and control of children, pets and non-flying observers to or at the ultralight operations area.

(4) Hours of activity may be specified by the airport manager and shall be consistent with the airport's multi-use policies. (Ord. §1378 (part), 2005).

14.06.040 Flight operations. The following rules shall govern ultralight aircraft flight operations at the airport:

(1) Traffic Pattern:

(a) The ultralight traffic pattern shall have the same general rectangular configuration as described in the aeronautical information manual and the pattern entry and exit paths as shown in the ultralight operation diagram (see Section 14.06.060).

(b) The ultralight pattern shall be five hundred thirty-seven feet Mean Sea Level (MSL), or four hundred feet Above Ground Level (AGL).

(c) The ultralight pattern entry and exit path shall be flown at the same altitude as the ultralight traffic pattern altitude from a point of at least three nautical miles from the airport.

(d) Care shall be taken by all ultralight operators so as not to cross over any active runway approach area, runway, active taxiway, ramp, restricted zones, or hangar area, and to stay at least eight hundred feet horizontally from any of the above areas.

(e) The airport manager shall have the right to change, alter, or adjust the ultralight traffic pattern to insure safety and minimum impact in respect to noise and to foster good relationships with persons living near the airport.

(2) Ultralight flight operations shall be conducted only during daylight hours and during V.F.R. weather conditions as prescribed by the Federal Aviation regulations.

(3) Operation Announcements:

(a) The proper and approved ultralight operation area symbol shall be displayed at all times in the designated ultralight operations area (see ultralight operations diagram, Section 14.06.060).

(b) Ultralight activity information shall be included in the airport Unicom information.

(c) Each unusual concentration of ultralight activity, such as a "fly-in", competitive event, display or demonstration, shall be posted by "NOTAM" with the FAA by the airport manager, and all such proposed activities shall be made known to the airport manager in ample time for such posting. (Ord. §1378 (part), 2005).

14.06.050 Safety. The following safety rules shall govern ultralight aircraft operations at the airport:

(1) Pilot Qualifications:

(a) No person shall operate an ultralight aircraft from or into the airport until that person has demonstrated to the airport manager, or to such other individual or association as the airport manager has appointed for this purpose, that such person has a thorough knowledge of appropriate airspace regulations and of the airport operation guidelines in the aeronautical information manual. All such persons are responsible for compliance with federal aviation regulations, whether such persons are FAA certified airmen or not.

(b) Ultralight pilots shall be familiar with local IFR procedures and with the nonstandard patterns flown by aircraft operating IFR or practice IFR.

(c) Ultralight pilots shall be aware of the effect of wake and helicopter rotor turbulence upon ultralight aircraft and aware of the proper separation criteria to be observed.

(d) Each ultralight pilot operating on the airport must demonstrate to the airport manager or to such individual or association as the airport manager has appointed for this purpose that pilot's knowledge of the following matters and that pilot's abilities in the following respects:

(i) Ability to operate the ultralight aircraft in a safe and orderly manner;

(ii) Ability to operate the ultralight aircraft within the allotted and designated area;

(iii) Working knowledge of flight rules, traffic patterns and ground procedures.

(e) No person shall pilot an ultralight aircraft at the airport unless that person shall have proved to the satisfaction of the airport manager or to such individual or association as the airport manager has appointed for this purpose that that person:

(i) Has satisfactorily completed a minimum of eight hours of ground instruction by a qualified instructor on air regulations and aerodynamics, general aircraft operations and pattern procedures. (Completion of an approved ground school may be substituted for this requirement.);

(ii) Has completed a minimum of five hours of flight time in ultralight aircraft within the last six months.

(2) Equipment Qualifications

(a) Each ultralight aircraft operation on the airport shall be inspected and approved by the airport manager or by such individual or association as the airport manager has appointed for this purpose, and each aircraft shall meet the following criteria:

(i) All aircraft must pass a safety inspection as prescribed by the Experimental Aircraft Association (E.A.A.) Ultralight Division, or guidelines specified by the airport manager or by such individual or association as the airport manager has appointed for said purpose.

(ii) All aircraft must be equipped with an approved muffler system in perfect working condition.

(iii) All aircraft must be equipped with a properly operating and accurate altimeter.

(iv) All pilots must have and use approved safety equipment, (e.g., helmet, eye protection, etc.), (Ord. §1378 (part), 2005).

14.06.060 Ultralight operation diagram. The ultralight operation diagram, attached to ordinance as Exhibit 14.06-1, is adopted and made a part of this chapter

(Ord. §1378 (part), 2005).

14.06.070 Enforcement. The city and its duly authorized employees and representatives shall have the power and authority to enforce this chapter and all parts thereof, and may, in its discretion to protect the safety and welfare of the public, prohibit the use of the airport to any person, firm or corporation violating or having violated any rule, regulation or provision of this chapter, such prohibition to continue until such time as it may reasonably appear to the city that such violations will not recur. The city, or its representatives, may summarily eject or remove any such violators, together with the personal property of the violators, from the airport premises, whether or not the violation occurred upon leased premises on the airport. (Ord. §1378 (part), 2005).

Chapter 14.07

GLIDER REGULATIONS

Sections:

- 14.07.010 Purpose and designation of airport.
- 14.07.020 Definitions
- 14.07.030 General rules.
- 14.07.040 Staging.

- 14.07.050 Launching.
- 14.07.060 Thermaling.
- 14.07.070 Traffic Pattern.
- 14.07.080 Landing.
- 14.07.090 Glider Traffic Pattern Diagram.
- 14.07.100 Enforcement.

14.07.010 Purpose and designation of airport. This Chapter 14.07 is intended to provide for safe and orderly ground and flight operations of glider aircraft at the Arlington Municipal Airport. Hereafter in this chapter the word "airport" refers to the Arlington Municipal Airport (Ord. 1377 §1 (part), 2005).

14.07.020 Definitions. As used in this chapter:

- (1) "Airport" means the Arlington Municipal Airport at Arlington, Washington and includes all of the land, improvements, facilities, and developments within the boundaries of the airport.
- (2) "Airport Manager" means that person appointed by the mayor to be responsible for the day-to-day administration, operations, and maintenance of all city-owned Airport property, material assets, financial assets, and employees, or that person's designee.
- (3) "Commercial Glider Operation" means any glider operation conducted by a person, firm or association where money is exchanged in return for services.
- (4) "Glider" means a heavier-than-air aircraft, that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine. (FAR/AIM 1998)
- (5) "Glider Club" means a nonprofit entity organized for the purpose of providing members access to aircraft for members' personal use and enjoyment.
- (6) "Glider Landing Area" means the area on the airport set aside for the landing and takeoff of gliders.
- (7) "Glider Operations Area" means the area where gliders are launched, recovered, and parked during glider operations.
- (8) "Glider Trailer" means any trailer used to transport and/or store a glider.
- (9) "Operation" means any glider activities conducted by commercial glider organizations, club glider organizations, or private individuals on the airport.
- (10) "Runway" means an area of the airport developed and improved for the purpose of accommodating the landing and takeoff of aircraft.
- (11) "Staging Area" means that area where all individuals who are not directly part of the glider operations gather (pedestrians, customers not flying, families, club members not assisting in operations, etc.). This area will be used by the

commercial organizations to answer questions, take money, and register customers.

(12) "Taxiway" means an area of the airport developed and improved for the purpose of maneuvering aircraft on the ground between runways and aprons and between one part of the airport and another.

(13) "Taxiway Connector" means an area of pavement that separates the runway from the taxiway. Aircraft use this area to move onto and off of the runway.

(14) "Tow Plane" means any aircraft used to launch a glider (Ord. 1377 §1 (part), 2005).

14.07.030 General rules. The following general rules shall govern all aeronautical activities of glider aircraft at the airport:

(1) All aeronautical activities of glider aircraft and tow plane operators at the airport shall be conducted in conformity with the current pertinent provisions of the Federal Aviation Administration (FAA) and all other pertinent airport rules and regulations as set forth in this chapter.

(2) The airport manager or his or her duly authorized representative shall at all times have the authority to take such action as they may deem necessary for safety of operation and to safeguard the public at the airport (See regulation 14.20.100).

(3) The airport manager may suspend or restrict any or all glider operations for reasons of safety or adverse airport conditions whenever such action is deemed necessary by him or her.

(4) No person, firm, corporation or association shall conduct any commercial or glider club operations on the airport without first securing written permission to do so from the airport manager or his or her duly authorized representative.

(5) All glider organizations conducting operations on the Airport are to possess the required level of insurance as indicated in the Airport's Title 14.

(6) All gliders (and tow planes) are strongly encouraged to use a functioning two-way VHF radio.

(7) No glider shall be left unattended unless it is properly tied down in an approved tie-down location. Glider owners are to provide their own tie-down ropes.

(8) Gliders will not be parked or left with any part extending over any taxiway.

(9) Glider trailers are to be parked either on private property or in the designated trailer parking area (Ord. 1377 §1 (part), 2005).

14.07.040 Staging. The following general rules shall govern all glider staging operations at the airport:

(1) As part of the glider operations at Arlington Municipal Airport, there shall be a designated staging area to control pedestrian access to the airport operations area. The staging

area shall be separate from the glider operations area, and shall be located East of Taxiway Alpha. In addition, the staging area shall not be located on any aircraft movement surface and shall not interfere with normal aircraft operations.

(2) The designated staging area shall be used by the commercial glider organizations to answer questions and register customers, and shall be the location from which customers are directed to the glider operations area.

(3) The glider clubs shall use the staging area during any club events, and should use it as a viewing area for any individuals not directly involved in club operations.

(4) The glider organizations among themselves shall coordinate safe access to the glider operations area from the staging area. In addition, each day at the start of operations, a field manager shall be designated to coordinate the operations between all glider organizations. The field manager shall wear an identifying safety vest at all times.

(5) All individuals are to be given a safety briefing regarding the hazards associated with airport operations before being allowed access to the glider operations area.

(6) As soon as an individual has finished a glider ride, he or she is to be directed back to the staging area. The only exception is if the individual must remain in the glider operations area for training purposes. (See AMC 14.20.090(e).)

(7) The glider operations area shall be free of all objects except tow planes, gliders, and that equipment which is necessary for conducting safe operations. No passenger vehicles may be parked or left standing in the glider operations area.

(8) Each glider organization shall be held responsible for the violation of any of these regulations by customers or members of that organization (Ord. 1377 §1 (part), 2005).

14.07.050 Launching. The following general rules shall govern all glider launching operations at the airport:

(1) Standard Soaring Society of America (S.S.A.) procedures and hand signals are to be used.

(2) At no time shall a glider be launched when there is conflicting traffic. The pilot and wing runner shall assure that departures will not conflict with aircraft that are taxiing, taking-off or landing.

(3) The tow pilot is strongly encouraged to announce all departures on UNICOM frequency prior to take-off roll.

(4) When taking-off to the North, gliders shall be launched from the grass area adjacent to taxiway connector A2. When taking off to the South, the gliders shall be launched from the grass area adjacent to taxiway connector A3. (Refer to Figure 14-1) (Ord. 1377 §1 (part), 2005).

14.07.060 Thermaling. The following general rules shall govern all thermaling activities of gliders operating at the airport:

(1) There is to be no thermaling below 1500 ft Mean Sea Level (M.S.L.) within 1 mile of the traffic pattern (Ord. 1377 §1 (part), 2005).

14.07.070 Traffic Pattern. The following rules shall govern the glider traffic pattern at the airport:

(1) Glider traffic patterns will be east of the airport at all times.

(2) Traffic pattern altitude shall be 1000 ft M.S.L. Glider pilots will use a 45 degree entry to the downwind. (Refer to Figure 14-1)

(3) The tow plane shall fly the normal powered traffic pattern as indicated in the airport traffic pattern map, and may land on existing turf strip adjacent to, and at the end of Runway 34. Tow planes that are landing to the North are to fly over State Road 531/172nd at an altitude of at least 200 ft Above Ground Level (AGL) to clear the rope. Tow planes landing to the South are to fly in at an angle to avoid the Instrument Landing System (ILS) antennas. (Refer to Diagram) (Ord. 1377 §1 (part), 2005).

14.07.080 Landing. The following rules shall govern glider landing procedures at the airport:

(1) Gliders equipped with radios are strongly encouraged to announce traffic pattern entry on the CTAF frequency, and shall announce their position in the traffic pattern (45 and Downwind).

(2) Except in cases of emergency, gliders shall utilize only the designated glider landing areas as indicated in the Airport Master Plan.

(3) When landing to the North, gliders shall land on that portion of the glider landing area that is located South of taxiway connector A2. When landing to the South, gliders shall land on that portion of the glider landing area that is located North of taxiway connector A3. (Refer to Diagram) (Ord. 1377 §1 (part), 2005).

14.07.090 Glider traffic pattern diagram. The glider traffic pattern diagram, attached to this section as Figure 14-1, is adopted and made a part of this chapter (Ord. 1377 §1 (part), 2005).

14.07.100 Enforcement. The city and its duly authorized employees and representatives shall have the power and authority to enforce this chapter and all parts thereof, and may, at its discretion to protect the safety and welfare of the public, prohibit the use of the airport to any person, firm or corporation

violating or having violated any rule, regulation or provision of this chapter, such prohibition to continue until such time as it may reasonably appear to the city that such violations will not recur. The city, or its representatives, may summarily eject or remove any such violators, together with the personal property of the violators, from the airport premises, whether or not the violation occurred upon leased premises on the airport (Ord. 1377 §1 (part), 2005).

Chapter 14.08AIRCRAFT PARKINGSections:

- 14.08.010 Illegal parking or aircraft defined.
- 14.08.020 Summary impoundment and storage of illegally parked aircraft--Expense of impounding and storage--Notice not required.
- 14.08.030 Possession of impounded aircraft--Impounding and storage charges--Lien--Enforcement of lien--Release of aircraft.
- 14.08.040 Charges for impounding and storage--Payment.
- 14.08.050 Each day a separate offence.
- 14.08.060 Implied consent to impounding and storage.
- 14.08.070 Criminal penalty for violation.
- 14.08.080 Severability.

14.08.010 Illegal parking of aircraft defined. It is a violation of the municipal code for any person to park any aircraft at the Arlington Municipal Airport longer than twenty-four consecutive hours unless that person has entered into a signed written lease or rental agreement for the payment of rent for the privilege of parking the aircraft, and anyone so violating this section shall be guilty of the offense of illegal parking of aircraft. (Ord. 808 §1, 1982; Ord. 630 §1 1972).

14.08.020 Summary impoundment and storage of illegally parked aircraft--Expense of impounding and storage--Notice not required. Any aircraft parked in violation of Section 14.08.010 shall be subject to be summarily impounded, stored and held by the city, acting through its airport manager, airport custodian, police department, or other authorized person, entirely at the expense and risk of the person so parking the aircraft. It is unnecessary for the city to give any notice of such impounding and storage. (Ord. 630 §1 (part), 1972).

14.08.030 Possession of impounded aircraft--Impounding and storage charges--Lien--Enforcement of lien--Release of aircraft. The city shall have the right to retain possession of any aircraft impounded and stored for a violation of Section 14.08.010, and charges for impounding and storage as set fourth in Section 14.08.040 shall be assessed and payable, and the city shall have a lien upon the aircraft for these charges, which lien may be enforced in the same manner as towing and storage liens generally are enforced under the laws of the state of Washington. To aircraft impounded shall be released until all charges and storage fees shall have been paid. (Ord. 630 §1 (part), 1972).

14.08.040 Charges for impounding and storage--Payment. The charges for impounding and for storage of an aircraft illegally parked at the Arlington Municipal Airport shall be as set forth herein. The charge for impounding an illegally parked aircraft shall be two hundred fifty dollars or the actual cost to the city to have the aircraft impounded or immobilized, whichever is greater. The charge for storage of an illegally parked aircraft shall be ten dollars per day or the actual cost to the city to have the aircraft stored, whichever is greater. These charges shall be paid prior to the release of the aircraft to its owner or the owner's agent. If the charges are not paid within thirty days after impoundment, the city may proceed to enforce its lien, as provided for in §14.08.030. (Ord. 1144 §1, 1997; Ord. 630 §1 (part), 1972).

14.08.050 Each day a separate offense. Each day of violation of Section 14.08.010 shall be a separate offense. (Ord. 630 §1 (part), 1972).

14.08.060 Implied consent to impounding and storage. Any person who parks an aircraft at the Arlington Municipal Airport in violation of Section 14.08.010 shall be deemed to have given consent to the impounding and storage of the same by the city and to a lien thereon, at the sole cost, expense, and risk of that person. (Ord. 630 §1 (part), 1972).

14.08.070 Criminal penalty for violation. The penalty for violation of Chapter 14.08 shall be that provided in Section 1.04.010. (Ord. 630 §1 (part), 1972).

14.08.080 Severability. If any section of Chapter 14.80 shall be declared by a court of competent jurisdiction to be illegal or unconstitutional, such declaration shall not affect the remaining sections of this chapter. (Ord. 630 §1 (part), 1972).

Chapter 14.14AIRCRAFT LANDING, STORAGE, TIE-DOWN
AND HANGAR-RENTAL FEESSections:

- 14.14.010 Payment of landing, storage, tie-down and hangar-rental fees.
- 14.14.020 Fees for aircraft storage, tie-down and hangar rental.
- 14.14.030 Landing fees.
- 14.14.040 Penalty for nonpayment of fees by due date.

14.14.010 Payment of landing, storage, tie-down and hangar-rental fees. Every person using the Arlington Municipal Airport for aircraft landings, storage, tie-down parking or storage, and hangar storage of aircraft shall, at the time specified, pay to the city such fees therefore as shall from time to time be fixed in the manner set forth in this chapter; provided, that the airport commission may waive any landing or tie-down fees for aircraft in connection with authorized air shows and fly-ins. (Ord. 804 §§1(part) and 2(part), 1982).

14.14.020 Fees for aircraft storage, tie-down and hangar rental. The fees and the method and time of payment thereof which shall be charged for aircraft storage, including tie-down parking or storage fees, and hangar-rental fees, shall be fixed from time to time by the airport commission in such amounts as to provide reasonable returns for the facility leased or used, which fees shall be approved by the city council. A schedule of current fees shall be made available by the airport manager upon request. T-hangar rental shall require a written agreement between the tenant and the city in accordance with such form as the airport commission may from time to time provide. (Ord. 804 §§1(part) and 2(part), 1982).

14.14.030 Landing fees. All aircraft with a gross weight of over twelve thousand five hundred pounds shall be subject to a landing fee of thirty cents per one thousand pounds. The weight used shall be the maximum gross landing weight of the aircraft, as published in leading aviation journals. Monthly reports shall be submitted to the airport manager by the owner or operator of the aircraft or his representative. Payment of said fees shall be made prior to the departure of the aircraft, unless arrangements for monthly payments have been made with and approved by the airport manager or his authorized representatives. (Ord. 804 §§1(part) and 2(part), 1982).

14.14.040 Penalty for nonpayment of fees by due date.

In addition to any other remedy the city may have by virtue of law, lease agreement or regulations, the airport manager or his representatives may refuse to allow any person to land, park, tie-down or store his aircraft on the Arlington Municipal Airport if any fees provided for in this chapter, together with any late charges thereon, are not paid in full when due. (Ord. 804 §§1 (part) and 2(part), 1982).

Chapter 14.16AVIATION FUEL OPERATIONSSections:

- 14.16.010 Aviation fuel sales--Fuel User Fees.
- 14.16.020 Aircraft fuelers' responsibilities.
- 14.16.030 Arlington Airport's inspection rights.

14.16.010 Aviation fuel sales--Fuel User Fees. (a) Any firm or individual taking delivery on Arlington Municipal Airport of aviation fuel, including unleaded auto gasoline, that is put into an aircraft's fuel tank(s) shall pay a fuel user's fee of five (\$.05) cents per gallon. The initial party taking delivery on the Airport, shall make its dealer, distributor, oil company, or other supplier, who brings the fuel onto the Airport, aware of the fuel user's fee. To insure collection and remittance, it shall be the responsibility of that oil company or other off-airport supplier, bringing the aviation fuel(s) onto the Airport, to collect this fuel user's fee from the firm or individual purchasing it. If the fuel(s) are purchased by a reseller (i.e. dealer), the fee will become part of the price charged to the consumer or end user by that dealer. Firms or individuals bringing the fuel(s) onto the Airport themselves, for their own use, shall remit the fuel user's fee directly to the Airport and oil companies or other suppliers shall do likewise. On-airport dealers or resellers shall notify the Airport Manager of their supplier's name, address and phone number to ensure compliance. Fee collections shall be remitted each month to the Arlington Municipal Airport, less any exemptions, on a form prescribed by the airport manager.

(b) Aviation fuel which is not used by any aircraft based at or otherwise using the Arlington Municipal Airport shall be exempt from this fuel user's fee. It shall be the responsibility of the user of these fuels to establish its/his non airport use and therefore the fee exemption under this section. Any refunds must be requested from the

Arlington Municipal Airport. Fee refund requests shall be submitted on an exemption certificate, prescribed by the airport manager, along with documentation (invoices, receipts, etc,) showing payment was made initially. (Ord. 1381 §1 (part), 2005).

14.16.020 Aircraft fuelers' responsibilities. (a) No person, firm, corporation or association shall receive any fuel for the purpose of fueling aircraft on Arlington Airport without first securing written permission to do so from the airport manager or his or her duly authorized representative.

(b) Fuelers shall follow all applicable local, state and federal rules and regulations regarding fueling aircraft on airports, and shall comply with any rules and regulations established by their suppliers.

(c) All fuelers shall comply with the Airport's Spill Prevention, Control and Countermeasure plan (SPCC plan).

(1) All fuel spills are to be reported per the SPCC plan.

(2) Any person, firm, corporation or association that utilizes a fuel truck or multiple fuel trucks for fueling operations, whether personal or commercial, are required to be parked on sufficiently impervious surface with a means of secondary containment (i.e. oil water separator) capable of containing the single largest compartment or tank and sufficient freeboard to contain precipitation.

(3) Fuel trucks must be stored in a secure manner (i.e. fencing, lighting and/or other security measures).

(4) All fuel trucks are required to be parked in secondary containment areas during non-business hours.

(d) Fuel trucks taking deliveries via truck to truck transfers are required to be within secondary containment areas and at a distance no closer than 200 feet from the nearest aircraft.

(e) Fuelers utilizing above ground storage tanks (mobile or fixed) shall provide a minimum of one million dollars pollution liability insurance in addition to the insurance requirements in section 14.20.050. All such insurance shall name the City of Arlington as an additional insured.

(f) Commercial Fuelers shall keep a record of all personnel authorized to fuel aircraft and shall provide them with proper training. Records of the training given to each person shall be kept and made available to airport staff when requested. At least one supervisor must complete an aviation fuel training course at least once every 24 consecutive calendar months at an approved FAA or industry

sponsored fueling course and must complete the Airport's driver training course.

(g) Fuelers are encouraged to inspect their equipment each day and keep records of such inspections.

(h) Fuelers crossing active taxiways and runways are required to have a functioning two-way aviation radio to monitor air traffic and a flashing yellow light. (Ord. 1381 §1 (part), 2005).

14.16.030 Arlington Airport's inspection rights. (a) The City shall have the right to inspect any personnel training and equipment inspection forms that each fueler may be required to maintain.

(b) The City reserves the right to have all fuel facilities inspected by fire personnel on a quarterly basis or as frequently as necessary to ensure they meet current IFC and NFPA standards (see Section 14.20.140).

(c) The airport manager or his duly authorized representative shall at all times have the authority to take such action as they may deem necessary for safety of operation and to safeguard the public at the airport (see Section 14.06.020).

(d) The airport manager may suspend or restrict any or all fuel operations for reasons of safety whenever such action is deemed necessary by him or her. (Ord. 1381 §1 (part), 2005).

Chapter 14.20AIRPORT RULES AND REGULATIONSSections:

- 14.20.010 Purpose.
- 14.20.020 Scope/administration.
- 14.20.030 Emergency conditions.
- 14.20.040 Enforcement and compliance.
- 14.20.050 Insurance.
- 14.20.060 Rates, fees and charges.
- 14.20.070 Violation, penalties and fines.
- 14.20.080 Definitions
- 14.20.090 General requirements.
- 14.20.100 Aircraft activities regulated by airport.
- 14.20.110 Aircraft accidents/incidents.
- 14.20.120 Vehicle operations on airport.
- 14.20.130 Tenant operations.
- 14.20.140 Safety requirements.
- 14.20.150 Disposal and storage of toxics.

14.20.010 Purpose. The purpose of this chapter includes, but is not limited to, the following:

- (1) Establishing airport safety guidelines;
- (2) Establishing operating standards by which all users of the airport shall comply; and
- (3) Establishing written and approved rules and regulations which will be administered by the airport manager for compliance by all tenants of the airport, and the general public. (Ord. 1143-A §1 (part), 1997).

14.20.020 Scope/administration. This chapter shall apply to all employees, users, customers, visitors and patrons of the airport and are designed to accommodate the safe, orderly, and efficient operation of the airport. Administration of this chapter shall be under the authority, responsibility, and control of the airport manager. (Ord. 1143-A §1 (part), 1997).

14.20.030 Emergency conditions. When the airport manager determines that an emergency exists at the airport, the airport manager is empowered to issue such directives and take such action as necessary to protect people, property, assets, and promote the safe operation of the airport. Such directives and actions of the airport manager have the power of regulation as long as the emergency exists. (Ord. 1143-A §1 (part), 1997).

14.20.040 Enforcement and compliance. The airport manager is officially empowered to enforce the provisions of this chapter and to utilize city departments, law enforcement resources, local medical resources, and disaster preparedness groups for assistance. The Arlington police department shall have the power and authority to enforce laws, ordinances, rules and regulations within the airport boundaries. (Ord. 1143-A §1 (part), 1997).

14.20.050 Insurance. Tenants of the Arlington Municipal Airport shall provide insurance in such coverages as may be agreed upon between the airport and the tenant, which insurance provisions shall be made applicable to any subtenants on tenants' leased property. In the absence of a contractual provision, airport tenants and subtenants shall maintain proper liability insurance with a reputable insurance company or companies satisfactory to the airport in the minimum combined single limit of one million dollars for bodily injuries and death, and for property damages, to indemnify the airport and tenant against any such liability or expense. In such policy or policies, the city of Arlington shall be named as an additional insured, and shall be provided with a certificate of insurance to confirm compliance with this requirement. (Ord. 1143-A §1(part), 1997).

14.20.060 Rates, fees and charges. The airport commission has the right to establish reasonable and customary rates, fees and charges. Except for fees established by lease agreement, the airport manager reserves the right, with airport commission approval, to increase, decrease, or otherwise amend rates, fees, and charges from time to time. Accounts not paid on time shall incur overdue billing charges. (Ord. 1143-A §1 (part), 1997).

14.20.070 Violation, penalties and fines. (a) Any violation of this chapter is a misdemeanor, and the penalty shall be as provided by the laws of the city and the state of Washington.

(b) The airport manager has the authority to restrict a person from the airport premises and to further deny use of the airport by that person until such time as the conditions causing the restriction are resolved with the airport manager, airport commission, city council, or other responsible agency. (Ord. 1143-A §1(part), 1997).

14.20.080 Definitions. As used in this chapter:
 "Aircraft" means any device that is used or intended to be used for flight in the air.
 "Aircraft maintenance" means any work performed on an aircraft by a pilot, owner, or mechanic other than routine cleaning, upkeep, and servicing of an aircraft in prepara-

tion for flight. Removal of engine cowling, replacement of parts, defueling of an aircraft, or temporary removal of parts normally used for flight are activities that place an aircraft in a "maintenance" status. For safety and liability purposes, aircraft maintenance must be accomplished in designated areas only.

"Aircraft operation" means either an aircraft takeoff or an aircraft landing.

"Aircraft operator" means any person who pilots, controls, owns, or maintains an aircraft.

"Aircraft parking and storage areas" means those hangar and apron locations of the airport designated by the airport manager for the parking and storage of aircraft. These areas include "tie-down" aprons equipped with rope or chain devices which are used to secure light-weight aircraft during windy conditions.

"Air operations area (AOA)" means any area of the Airport used for landing, takeoff, or surface maneuvering of aircraft.

"Airport" means the Arlington Municipal Airport at Arlington, Washington and includes all of the land, improvements, facilities, and developments within the boundaries of the airport.

"Airport manager" means that person appointed by the mayor to be responsible for the day-to-day administration, operations, and maintenance of all city-owned Airport property, material assets, financial assets, and employees, or that person's designee.

"Airport property" means all real estate and other material assets owned by the city.

"Commercial aviation business" (also "airport business firm," "business operation/operator," "aviation operator," includes FBOS) means any person or organization engaged in any business on the airport and authorized to conduct such business by virtue of a contract or agreement with the airport manager. The business may be directly associated with aircraft and aeronautical activities or may be associated with nonaeronautical activities such as re-tailing, wholesaling, manufacturing, warehousing, and service industries.

"FAA" means the U.S. Federal Aviation Administration.

"FBO" means fixed base operator, which further means a commercial aviation business engaged in the enterprise of supplying transient and home-based aircraft services as authorized and contracted with the airport manager. FBO services may include the following: aircraft fueling, flight training, aircraft sales, airframe and power plant repair and maintenance, hangaring, parking (tie-down), aircraft rental, and air-taxi/air-charter service.

"Flying club" means a nonprofit entity organized for the purpose of providing members access to aircraft for members personal use and enjoyment. Flying clubs at the

Arlington Municipal Airport include glider and reciprocating engine powered aircraft.

"General aviation" means all types of aircraft and associated categories of aviation businesses dealing with these aircraft in the U.S. except for certified air carriers (under FAR Part 121), and Department of Defense military aviation/aircraft.

"Hangar" means any fully or partially enclosed storage space for an aircraft.

"Hazardous material" means a substance or material in a quantity or form that may pose an unreasonable risk to health or safety, or property when stored, transported, or used in commerce as defined by the U.S. Department of Transportation or the Environmental Protection Agency.

"Motor vehicle" means any surface transportation self-propelled or trailer-hitched vehicle used for the convenience of transporting people and/or goods or used for the service and maintenance of equipment or property on the airport.

"NOTAM" means notice to airmen as issued by a representative of the FAA, the airport manager, or other authorized official.

"Pilot" means any person who controls an aircraft.

"Restricted area" means an area closed to access by the general public. This is a limited access area which the airport manager, the FAA, or commercial aviation business owner-have elected to restrict for purposes of security or safety. These areas include but are not limited to the AOA, airport perimeter roadways, fenced-in areas, aircraft hangars and maintenance shops, fuel storage areas, and hazardous materials storage areas.

"Runway" means an area of the airport developed and improved for the purpose of accommodating the landing and takeoff of aircraft.

"Taxiway" means an area of the airport developed and improved for the purpose of maneuvering aircraft on the ground between runways and aprons and between one part of the airport to another part.

"Tenant" means a government or private enterprise entity having a written lease, rental agreement, or other agreement with the airport manager which grants that entity certain rights and privileges on the airport.

"Ultralight vehicle" means an aeronautical vehicle operated for sport or recreational purposes which does not require FAA registration, an airworthiness certificate, nor pilot certification. They are primarily single occupant vehicles, although some two-place vehicles are authorized for training purposes. (Ord. 1143-A §1 (part), 1997).

14.20.090 General requirements (a) Accidents resulting in damage to property or injury requiring professional medical treatment must be reported as soon as prac-

tical in person or by telephone to the airport manager's office.

(b) Commercial activity of any kind, involving the tender of money or barter, requires the written authorization of the airport manager and payment of fees if required.

(c) Flying clubs at the airport are considered airport businesses and shall comply with all requirements applicable to businesses, including insurance requirements. Flying clubs shall also meet applicable portions of the airport minimum standards document.

(d) Lost or mislaid property shall be deposited at the airport office, 18204 59th Dr. N.E.

(e) Restricted areas are established for safety and security reasons. Except for aircraft owners, pilots, and persons escorted by aircraft owners and pilots, the general public is prohibited from the air operations area (AOA). The general public is also prohibited from all areas of the airport posted as being restricted areas. Aircraft shall have the right of way at all times in restricted areas and air operations areas. (Ord. 1143-A §1(part), 1997).

14.20.100 Aircraft activities regulated by air-port.

(a) Airport Closure. The airport manager is authorized to close the airport to aircraft operations or to close the landside access roads to the airport.

(b) Restricted Flight. The airport manager in consultation with aviation business owners will determine restricted or prohibited flight activities on the AOA.

(c) NOTAMs (Notice To Airmen) affecting the airport may be issued by the airport manager. NOTAMs are also issued by the FAA.

(d) Fees. The airport manager has the authority to recommend rates and fees charged for landing or parking of aircraft, plus other fees related to customer use of the airport.

(e) Special Events. The airport commission and city council have responsibility and authority to grant written approval for fly-ins, air shows, and other special events at the airport.

(f) Flight operations Restricted. The airport manager has the authority to restrict or suspend any aircraft operation on the airport when such action is deemed necessary in the interest of safety or to avoid risk of personal injury or damage to property.

(g) Special Operations Restricted. Aerial spraying, banner towing, crop dusting, aerial firefighting operations, or other operations requiring FAA special waivers require adherence to certain risk terms and conditions, contained in a written agreement, and approved by the airport manager.

(h) Relocating Aircraft. The airport manager is authorized to direct the towing or other methods of relocating aircraft parked or stored in unauthorized or unsafe areas.

(i) Qualified Pilot. A qualified pilot or mechanic must be in the cockpit and at the controls of the aircraft when an aircraft engine is operating.

(j) Primary Runway. Aircraft operators shall consider the primary runway as Runway 16-34.

(k) Aircraft Maintenance. Aircraft repair, maintenance, and cleaning shall be performed only in designated areas.

(l) Hangar Restriction. Operating aircraft engines inside a hangar is prohibited. Aircraft shall not taxi into or out of any hangar under actual aircraft engine power. Aircraft shall be towed or pushed by machines or by hand into and out of hangars.

(m) Authorized Aircraft Parking. Aircraft shall be parked, serviced, loaded, and unloaded at parking locations designed and designated by the airport manager or the commercial tenant holding a lease for that portion of the airport.

(n) Derelict/nonflyable aircraft shall be parked in a derelict aircraft storage area as designated by the airport manager, or shall be removed from the airport.

(o) Privately owned aircraft hangars shall be used for aircraft storage and related aviation purposes only. Other uses must be approved in writing by the airport manager.

(p) Prior Written Approval Required. Operation of the following aircraft activities (items 1 thru 4) are prohibited from operating on or from the airport without prior written approval of the airport manager or the FAA:

- (1) Non-certified aircraft testing;
- (2) Hot air balloon launches;
- (3) Parachute or parasail demonstrations or sky diving activities;
- (4) Para-planes (powered by internal combustion engine), or other noncertified aircraft.

The airport manager shall coordinate requests for these activities, subject to review by the airport commission and/or city council. Proof of liability insurance is required in an amount and under terms acceptable to the airport manager. (Ord. 1143-A §1 (part), 1997).

14.20.110 Aircraft accidents/incidents. (a) Immediate Report. Aircraft accidents/incidents must be reported immediately to an airport staff person.

(b) Disabled aircraft are the responsibility of the aircraft owner. However, the airport manager has the power, authority, and option to direct removal or relocation of a disabled aircraft from any location on the airport.

(c) Accident Scenes. Access to aircraft accident/incident scenes are controlled by emergency services, the airport manager, or by the designated person in command at the scene. (Ord. 1143-A §1(part), 1997).

14.20.120 Vehicle operations on airport. (a) City and State Laws. All motor vehicles on airport public roadways and public parking lots are governed by state and city traffic ordinances.

(b) AOA Driving Rights. The airport manager has the authority to deny, restrict, or cancel the right of any motor vehicle driver to operate on the AOA.

(c) Impoundment. The airport manager has the right to tow or otherwise move any motor vehicle for reasons of safety, security, abandonment, or police investigation.

(d) Runway Authorization. No motor vehicles are permitted on runways except those operated by employees of the airport, the FAA, emergency response vehicles, or other vehicles with proper flags or lights and authorization by the airport manager.

(e) Speed Limits. Unless otherwise posted, the speed limit on all airport roadways is twenty-five miles per hour (mph). The speed limit for motor vehicles on all airport apron or ramp areas is fifteen miles per hour (mph).

(f) Aircraft Have Right-of-Way. A taxiing aircraft on apron or ramp areas always has the right-of-way over nonemergency motor vehicles and pedestrians. Motor vehicle drivers are required to pass to the rear of taxiing aircraft.

(g) Proximity to Aircraft. Motor vehicle operators will not maneuver closer than ten feet from any aircraft, or park in such a manner as to impede the movement of aircraft. Specialized vehicles needed to service an aircraft are excluded from this rule.

(h) Designated Parking. Motor vehicle drivers shall park in designated parking areas only.

(i) Motor Vehicle Maintenance or Display. Motor vehicle drivers, owners, and agents shall not clean or repair a motor vehicle on airport property except when specifically authorized by the airport manager. No person shall use airport property to display vehicles, including, but not limited to motor homes, boats, and trailers, for sale. (Ord. 1143-A §1 (part), 1997).

14.20.130 Tenant operations. (a) FOD Program. The FOD (foreign object damage) program at the airport is of special concern due to the wide variety of general aviation aircraft using the airport's runway, taxiway, and apron facilities. Motor vehicle traffic within the AOA contributes to the FOD risk. Small pieces of metal, pavement, rock, or trash can result in major damage and economic loss to aircraft engines, propellers, and airframes. Each ten-

ant operator is required to train and continually emphasize the importance of FOD pickup and cleanup by all employees, patrons, and visitors.

(b) Employee Responsibility. Tenant operators are responsible for training their employees and subtenants on the contents of the most current airport rules and regulations, airport minimum standards, and applicable portions of their airport tenant lease or rental agreements.

(c) Cleanliness and Maintenance of Tenant Facilities. Tenant operators shall keep all leased areas free of waste material, rubbish, junk, landscaping litter, and flammable material. (Ord. 1143-A §1 (part), 1997).

14.20.140 Safety requirements. (a) Smoking. Smoking is not permitted on airport tie down and ramp areas or in city-owned hangars or storage facilities.

(b) Explosives, Poisons, Radioactive Material. No Class A or Class B explosives, Class A poisons, or radioactive material is permitted on the airport. Storage of hazardous or toxic materials must be inspected by the fire chief or his or her designee and approved in writing by the airport manager.

(c) Removal of Unsafe Objects. The airport manager has the authority to direct immediate removal of unauthorized fuel tanks, fuel trucks, or other unauthorized/unsafe vehicles from the airport.

(d) NFPA Standards. All persons shall comply with all applicable National Fire Protection Association (NFPA) standards during fueling activities.

(e) Propelling Objects Onto Airport or into Paths of Aircraft. No person may operate, launch, or discharge any object upon the airport, over the boundaries of the airport, or into aircraft approach zones without the prior written consent of the airport manager.

(f) Radio Controlled Devices. No person, firm, or corporation shall operate a model or full-sized radio controlled aircraft either (1) on the premises of the Arlington Municipal Airport, or (2) within the city limits and within one mile of the perimeter boundary of the Arlington Municipal Airport, without said person, firm, or corporation first having obtained the permission of the airport manager. The permission of the airport manager may be either withheld or conditioned on compliance with safety regulations deemed necessary to avoid conflict with aeronautical uses. Any person violating any of the provisions of this section shall be deemed guilty of a misdemeanor, and any such person shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violations of any of the provisions of this code is committed, continued, or permitted, and upon conviction of any such violation such person shall be punishable by a

fine only in an amount not to exceed two hundred fifty dollars. (Ord. 1143-A §1 (part), 1997).

14.20.150 Disposal and storage of toxics. (a) Disposal of Toxics. No person may dispose of flammable, corrosive, or toxic liquids into storm drains, sewer drains, toilet/shop/hangar drains, aprons, parking lots, roadways, catch basins, ditches, or upon raw land on the airport property.

(b) Storage of volatile flammable liquids, gases, signal flares or other similar items in any building or structure on the airport is prohibited unless approved in writing by the fire chief. (Ord. 1143-A §1 (part), 1997).

ULTRALIGHT OPERATION DIAGRAM



Ultralight Area

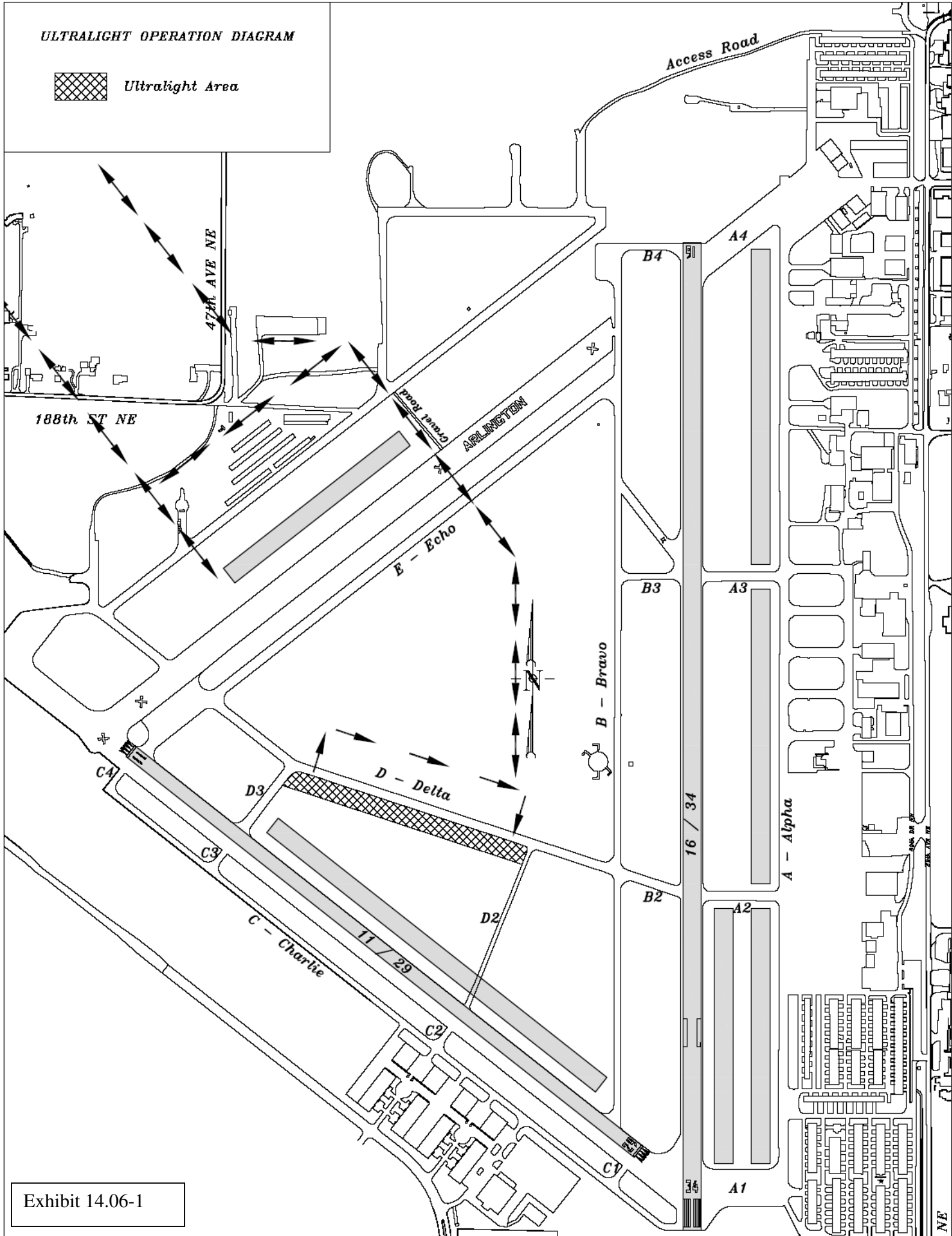
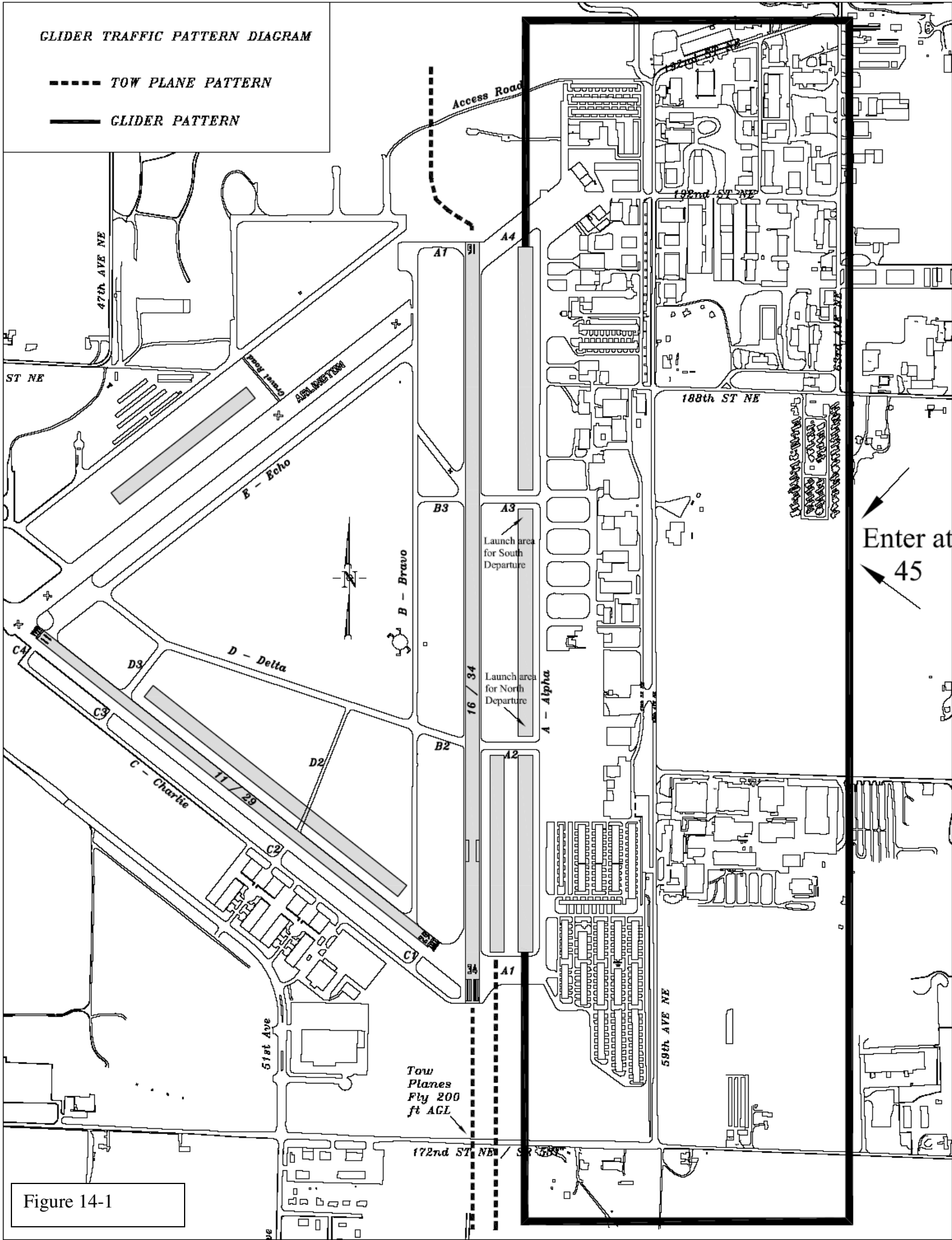


Exhibit 14.06-1

GLIDER TRAFFIC PATTERN DIAGRAM

----- TOW PLANE PATTERN

———— GLIDER PATTERN



Enter at
45

Figure 14-1