

Title 14 - AIRPORT

Chapter 14.06 - VERY LIGHT AIRCRAFT REGULATIONS

14.06.005 - Very light aircraft defined.

The term "very light aircraft" shall mean any aircraft weighing less than one thousand three hundred twenty pounds (or one thousand four hundred thirty pounds if a seaplane). This category shall include, but is not limited to: ultralight aircraft, powered parachutes, and light sport aircraft.

(Ord. No. 2019-005, § 2, 4-29-2019)

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 very light aircraft at the Arlington Municipal Airport. Hereafter in this chapter the word "airport" refers to the Arlington Municipal Airport.

(Ord. 839 §1(part), 1983).

(Ord. No. 2019-005, § 3, 4-29-2019)

14.06.020 - General rules.

The following general rules shall govern all aeronautical activities of very light aircraft operators at the airport:

- (1) All aeronautical activities of very light 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 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 he or she may deem necessary for safety of operation and to safeguard the public at the airport.

(Ord. 1378 §1, 2005; Ord. 839 §1(part), 1983).

(Ord. No. 2010-013, § 1, 7-19-2010; Ord. No. 2019-005, § 4, 4-29-2019)

14.06.030 - Airport surface operations.

The following rules shall govern very light aircraft surface operations at the airport:

- (1) All flight operations shall be conducted from such takeoff and landing areas as are prescribed by the airport manager (see very light aircraft operation diagram, attached hereto as Exhibit 14.06-1).
- (2) All ultralight ground support activities shall be conducted only in areas prescribed by the airport manager (see very light aircraft operation diagram, attached hereto as Exhibit 14.06-1).
- (3) All 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 very light aircraft operations area.

(Ord. 1378 §2, 2005; Ord. 839 §1(part), 1983).

(Ord. No. 2010-013, § 2, 7-19-2010; Ord. No. 2019-005, § 5, 4-29-2019)

14.06.040 - Flight operations.

The following rules shall govern all aircraft flight operations at the airport utilizing the ultralight very light aircraft runway:

- (1) Traffic pattern:
 - (A) The traffic pattern is shown in Exhibit 14.06.
 - (B) The pattern shall be five hundred forty-two feet mean sea level (MSL), or four hundred feet above ground level (AGL).
 - (C) The pattern entry and exit path shall be flown at the same altitude as the traffic pattern altitude from a point of at least one nautical mile from the airport.
 - (D) Care shall be taken by all operators so as not to cross over any active runway approach area, runway, or 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 aircraft traffic pattern to ensure safety and minimum impact with respect to noise and to foster good relationships with persons living near the airport.
- (2) Flight operations shall be conducted only within the appropriate visibility and cloud clearance requirements, but will not operate with less than an eight hundred foot ceiling and three miles of visibility.
- (3) Operation announcements:
 - (A) The proper and approved very light aircraft operation area diagram shall be displayed at all times in the designated operations area (see very light aircraft operation diagram, attached hereto as Exhibit 14.06-1).
 - (B) Very light aircraft activity information shall be included in the airport/facility directory (FAA chart supplement).
 - (C) All very light aircraft operators with knowledge of an unusual concentration of aircraft activity, such as a "fly-in", competitive event, display or demonstration, shall notify the airport manager, who shall endeavor to issue a "NOTAM" with the FAA.

(Ord. 1378 §3, 2005; Ord. 839 §1(part), 1983).

(Ord. No. 2010-013, § 3, 7-19-2010; Ord. No. 2019-005, § 6, 4-29-2019)

14.06.050 - Safety.

The following safety rules shall govern very light aircraft operations at the airport:

- (1) Pilot qualifications:
 - (A) All very light aircraft pilots shall be familiar with local IFR procedures.
 - (B) Pilots shall be aware of the effect of wake and helicopter rotor turbulence upon aircraft and aware of the proper separation criteria to be observed.
 - (C) Each pilot shall operate the aircraft in a safe and orderly manner, shall operate the aircraft within the allotted and designated area, and shall operate the aircraft consistent with flight rules, traffic patterns and ground procedures.
- (2) Equipment qualifications:
 - (A) Each operator of very light aircraft operating on the airport shall be responsible for determining the safe operating condition of the aircraft and shall have an accurate means of determining altitude.

(Ord. 1378 §4, 2005; Ord. 839 §1(part), 1983).

(Ord. No. 2010-013, § 4, 7-19-2010; Ord. No. 2019-005, § 7, 4-29-2019)

14.06.060 - Very light aircraft operation diagram.

The very light aircraft operation diagram, attached hereto as Exhibit 14.06-1, is adopted and made a part of this chapter.

(Ord. 1378 §5, 2005; Ord. 839 §1(part), 1983).

(Ord. No. 2010-013, § 5, 7-19-2010; Ord. No. 2019-005, § 8, 4-29-2019)

Editor's note— Ord. No. 2019-005, § 8, adopted April 29, 2019, amended § 14.06.060, and in so doing changed the title of said section, as set out herein.

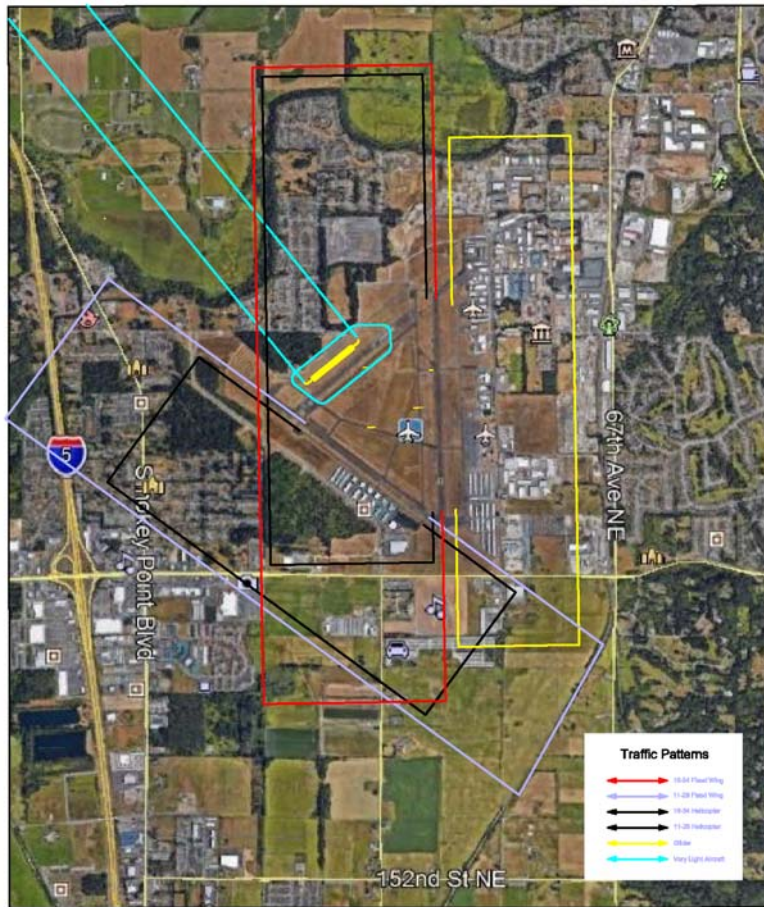
14.06.070 - Enforcement.

The city of Arlington 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 §6, 2005; Ord. 839 §1(part), 1983).

(Ord. No. 2019-005, § 9, 4-29-2019)

Exhibit 14.06-1: Very Light Aircraft Operation Diagram



Chapter 14.07 - GLIDER REGULATIONS

14.07.010 - Purpose and designation of airport.

This chapter 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:

"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.

"Commercial glider operation" means any glider operation conducted by a person, firm or association where money is exchanged in return for services.

"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)

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

"Glider operations area" means the area where gliders are launched, recovered, and parked during glider operations.

"Glider trailer" means any trailer used to transport and/or store a glider.

"Operation" means any glider activities conducted by commercial glider organizations, club glider organizations, or private individuals on the airport.

"Runway" means a defined rectangular surface on an airport prepared or suitable for the landing or takeoff of aircraft.

"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 and club organizations to answer questions, take money, and register customers.

"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.

"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.

"Tow plane" means any aircraft used to launch a glider.

(Ord. 1377 §1(part), 2005).

(Ord. No. 2010-013, § 6, 7-19-2010; Ord. No. 2019-005, § 10, 4-29-2019)

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 he or she 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 shall 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 equipment. Tie-down equipment is to be in good condition and regularly inspected by the owner.
- (8) Gliders will not be parked or left with any part extending over any taxiway.
- (9) Glider trailers are to be parked either on leased property or in the designated trailer parking area.

(Ord. 1377 §1(part), 2005).

(Ord. No. 2010-013, § 7, 7-19-2010; Ord. No. 2019-005, § 11, 4-29-2019)

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 the location from which customers are escorted to the glider operations area. The staging area will be posted with a sign with contact information for scheduling rides. The sign will directly request that interested parties follow instructions and not walk out on the ramp unless authorized.
- (3) The glider clubs shall use the staging area to meet and escort individuals that have made previous arrangements to fly.
- (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 procedure and 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 escorted 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 vehicles may be parked or left standing in the glider operations area (except glider tow carts).
- (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).

(Ord. No. 2010-013, § 8, 7-19-2010; Ord. No. 2019-005, § 12, 4-29-2019)

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 shall announce all departures on the common traffic advisory frequency (CTAF) 122.725 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).

(Ord. No. 2010-013, § 9, 7-19-2010; Ord. No. 2019-005, § 13, 4-29-2019)

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 one thousand three hundred feet mean sea level (MSL) within one mile of the traffic pattern.

(Ord. 1377 §1(part), 2005).

(Ord. No. 2019-005, § 14, 4-29-2019)

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 one thousand feet M.S.L. Glider pilots will use a forty-five degree entry to the downwind. (Refer to Figure 14-1)
- (3) Tow planes shall use standard air traffic pattern entry procedures.

(Ord. 1377 §1(part), 2005).

(Ord. No. 2019-005, § 15, 4-29-2019)

14.07.080 - Landing.

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

- (1) Gliders shall announce traffic pattern entry on the CTAF frequency, and shall announce their position in the traffic pattern (forty-five and downwind).
- (2) Except in cases of emergency, gliders shall utilize only the designated glider landing areas as indicated in the airport master plan.

It is a violation of this chapter for any person to park any aircraft at the Arlington Municipal Airport longer than seventy-two consecutive hours or three business days 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).

(Ord. No. 2010-013, § 12, 7-19-2010; Ord. No. 2019-005, § 17, 4-29-2019)

14.08.020 - Summary impoundment and storage of illegally parked aircraft—Expense of impounding and storage—Notice not required.

Any aircraft failing to comply with the seventy-two hour or three business day notice or parked in violation of Section 14.08.010 shall be subject to being 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 prior notice of such impounding and storage.

(Ord. 630 §1 (part), 1972).

(Ord. No. 2010-013, § 13, 7-19-2010; Ord. No. 2019-005, § 18, 4-29-2019)

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 forth 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. No aircraft impounded shall be released until all charges and storage fees shall have been paid.

(Ord. 630 §1 (part), 1972).

(Ord. No. 2010-013, § 14, 7-19-2010)

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 cost 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 Section 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).

14.08.065 - Mutual benefit agreements.

The city council may by formal action waive the land use permit fees customarily charged for events properly permitted and authorized by a special use permit under the following limited circumstances. To waive the fees, the city council must make the following written findings:

- (1) The permit or license to use the subject property enhances public acceptance of the airport in a community in the immediate area of the airport;
- (2) The subject property is put to a desired public recreational or other community use by the community in the immediate area of the

airport;

- (3) The desired community use and the community goodwill that would be generated by such community use serves the business interest of the airport in ways that can be articulated and demonstrated;
- (4) The desired community use does not adversely affect the capacity, security, safety, or operations of the airport;
- (5) If the proposed use is not aeronautical in nature, the city council must find that the subject property is not reasonably expected to be used by an aeronautical tenant or otherwise be needed for airport operations during the term of the proposed use or permit;
- (6) At the time the community use is contemplated, the subject property would not reasonably be expected to produce more than de minimis revenue;
- (7) If the subject property can be reasonably expected to produce more than de minimis revenue, the community use is permitted only where the revenue to be earned from the community use would approximate the revenue that could be generated by an alternate use;
- (8) Permits or licenses for community use must not preclude reuse of the subject property for airport purposes if, in the opinion of the city council, reuse of the subject property would provide greater benefits to the airport than continuation of the community use;
- (9) Airport revenue does not support the capital or operating costs associated with the community use;
- (10) The permit, license or other contract for community use is not to a for-profit organization or for the benefit of private individuals;
- (11) The permit, license or other contract for community use complies with RCW 14.08.120(5);
- (12) The permit, license or other contract for community use is subject to the requirement that the term of the agreement must not exceed five years; and
- (13) The permit, license or other contract for community use is subject to the requirement that if the term of the agreement exceeds one year, the lease or other contract obligations must be secured by rental insurance, bond, or other security satisfactory to the city council in an amount equal to at least one year's rent, or as otherwise determined by the city council for good cause.
- (14) The proposed permit, license or agreement has been provided to the FAA for the opportunity to review and comment.
- (15) If the proposed use is within the airport operations area, it may only be used for an approved aeronautical use.
- (16) The proposed permit, license or agreement complies with the city's federal grant assurance obligations.

(Ord. No. 2016-011, § 1, 6-20-2016)

14.08.070 - Criminal penalty for violation.

The penalty for a first violation of Chapter 14.08 shall be a Class 2 Civil infraction as provided in Section 1.04.020. A second or subsequent violation of Chapter 14.08 shall be a Class 1 Civil infraction as provided in Section 1.04.020.

(Ord. 630 §1 (part), 1972).

(Ord. No. 2010-013, § 15, 7-19-2010)

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 14.14 - AIRCRAFT STORAGE, TIE-DOWN, AND HANGAR-RENTAL FEES

14.14.010 - Payment of storage, tie-down and hangar-rental fees.

Every person using the Arlington Municipal Airport for aircraft 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 storage or tie-down fees for aircraft in connection with authorized air shows and fly-ins.

(Ord. 804 SSI (part) and 2(part), 1982).

(Ord. No. 2010-013, § 17, 7-19-2010)

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. Hangar rental shall require a written agreement between the tenant and the city in a form acceptable to the city.

(Ord. 804 §§-1 (part) and 2 (part), 1982).

(Ord. No. 2010-013, § 18, 7-19-2010)

14.14.030 - Reserved.

Editor's note— Ord. No. 2010-013, § 19, adopted July 19, 2010, repealed § 14.14.030, which pertained to landing fees and derived from Ord. 804 §§ 1, 2, 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 14.16 - AVIATION FUEL OPERATIONS

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 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; Ord. 1188 §1, 1999; Ord. 803 §§1, 2, 1982).

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 Municipal 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 nonbusiness 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 two hundred 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 of this title. 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 twenty-four 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; Ord. 1188 §2, 1999).

14.16.030 - Arlington Municipal 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; Ord. 1188 §3, 1999).

Chapter 14.20 - AIRPORT RULES AND REGULATIONS

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 liability insurance in a company or companies rated in the current edition of Best's General Ratings as at least A (Excellent), and Financial Size Category of not less than Class X or in such other company or companies not so rated which may be acceptable to Arlington, insuring tenant against all claims for damages for bodily injury, including death, and against all claims for damage and destruction of property, which may arise by the acts or negligence of the tenant, its agents, employees or servants, or by any means of transportation whatsoever including owned, non-owned and hired automobiles, to the extent of at least the minimum required insurance limit as stated in the airport's most current policy, whichever is greater. 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).

(Ord. No. 2010-013, § 20, 7-19-2010)

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 corrected to the satisfaction of the airport manager, airport commission, city council, or other responsible agency.

(Ord. 1143-A §1(part), 1997).

(Ord. No. 2010-013, § 21, 7-19-2010)

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 preparation 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 non-aeronautical activities such as retailing, 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 an individual or private or public 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.

"Very light aircraft 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).

(Ord. No. 2010-013, § 22, 7-19-2010; Ord. No. 2019-005, § 19, 4-29-2019)

14.20.090 - General requirements.

- (a) Accidents resulting in damage to property or injury requiring professional medical treatment must be reported as soon as practical 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. Only tenants are authorized to access their aircraft and hangars within the AOA. All other portions of the AOA are restricted to authorized personnel and vehicles. Aircraft shall have the right-of-way at all times in restricted areas and air operations areas.

(Ord. 1143-A §1(part), 1997).

(Ord. No. 2010-013, § 23, 7-19-2010)

14.20.100 - Aircraft activities regulated by airport.

- (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 following 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 or his/her designee. NOTAMs are also issued by the FAA.
- (d) Fees. The airport commission has the authority to set 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 use Runway 16-34 as the primary runway.
- (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/non-flyable 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. Limited storage of other items shall not exceed twenty percent of the total hangar area. Flammable liquids are prohibited from being stored in aircraft hangars except that which is in the fuel tanks of the aircraft or a maximum of ten gallons in an NFPA approved fuel storage container. The maximum time a hangar lease can be continued without the storage of an aircraft is six months.
- (p) Prior Written Approval Required. The following aircraft activity is prohibited on or from the airport without prior written approval of the airport manager or the FAA:
 - (1) Parachute or parasail demonstrations or sky diving activities; The airport manager shall coordinate requests for this activity, 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.
- (q) Exhaust and Propeller/Rotor Blast. No aircraft engine shall be started or aircraft taxied where the exhaust or propeller/rotor blast may cause injury to persons, do damage to property, or spread debris on the airside area or into hangars.
- (r) Taxiing of Aircraft. No person shall taxi an aircraft without first taking all necessary precautions to prevent a collision with other aircraft, persons or objects, injury to persons or damage to property, or spreading of debris on the airside area or into hangars. If it is impossible

to taxi aircraft in compliance with this section, then the engine must be shut off and the aircraft towed to the new location.

(Ord. 1143-A §1(part), 1997).

(Ord. No. 2010-013, § 24, 7-19-2010; Ord. No. 2019-005, § 20, 4-29-2019)

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 with FAA/NTSB approval.
- (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).

(Ord. No. 2019-005, § 21, 4-29-2019)

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 debris) 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 tenant 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 agreement(s).
- (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).

(Ord. No. 2019-005, § 22, 4-29-2019)

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) International Fire Code Standards. All persons shall comply with all applicable International Fire Code 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. Unmanned aircraft systems (UAS) or "drones" shall not be operated in any of the above-mentioned areas without written approval 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. Unmanned aircraft systems (UAS) or "drones" shall not be operated in any of the above-mentioned areas without written approval of the airport manager.

(Ord. 1143-A §1(part), 1997).

(Ord. No. 2010-013, § 25, 7-19-2010; Ord. No. 2019-005, § 23, 24, 4-29-2019)

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).