

# **RULES AND REGULATIONS**

**DRAFT – December 3**

## **INTRODUCTION**

The Logan Cache Airport is a class IV commercial and general Aviation facility that serves the air transportation needs of the citizens of Cache County, Utah. The airport is owned and operated by Logan City and Cache County, and is a fully FAA certificated facility licensed under 14 CFR Part 139 of the rules and regulations issued by the Federal Aviation Administration.

The Airport is utilized for personal and commercial aeronautical business such as flight instruction, recreational flying, charter service, airfreight movement, fire suppression and medical transportation. Logan City and Cache County support the Airport and its activities to assure the viability, safety, and effectiveness necessary to serve the air transportation needs of the flying public.

Logan Cache Airport Mailing Address:

Logan Cache Airport  
199 North Main  
Logan, Utah 84321  
Ph: 435-752-8111  
Fax: 435-752-8133  
Website: [logan-cacheairport.org](http://logan-cacheairport.org)

## **PURPOSE**

These Rules and Regulations, hereafter referred to as regulations, have been adopted by the Logan-Cache Airport Authority and approved through resolution by this Authority. These regulations are designed to establish the structure necessary to ensure the continued viability and safety of the airport for its users and for the citizens of Cache County.

All aeronautical activities, operations, piloting of aircraft, business and other activities at the airport will be conducted in accordance with these rules and regulations, and other Logan City and Cache County Codes, FAA, UDOT and NFPA standards as appropriate.

**AIRPORT MANAGER** - The Airport Authority shall employ a qualified individual to manage, direct and coordinate the operations and maintenance of the airport in order to ensure compliance with all federal, state and city regulations. The Airport Manager shall coordinate airport affairs with the Federal Aviation Administration, Utah Department of Transportation Aeronautical Division and other applicable agencies to ensure the ongoing needs of the airport are met.

**AIRPORT CONDITIONAL USE** – Any permission granted by the Airport Authority for non-aviation use requires compliance with the established Rules and Regulations. The Airport

Authority reserves the right to deny any or all usage of the airport to any person or persons for cause.

## **RULES AND REGULATIONS**

The following rules and regulations will govern the conduct of all persons at the airport, whether engaged in aeronautical activities or otherwise:

### **A. COMPLIANCE WITH STATE AND OTHER REGULATIONS:**

Airport users must be in compliance with all FAA, state, and local regulations

### **B. VEHICLE OPERATIONS:**

1. Only official vehicles with a rotating beacon or strobe lights and equipped with a radio that can monitor air and ground traffic may be driven into the Airport Movement Areas (AMA) while the airport is open. Vehicles within the Airport Operating Area (AOA) will only be driven to hangars, businesses or to an aircraft to load or unload passengers, baggage or to enter and exit ramps that are not part of the AMA. Vehicles without a radio, beacon or strobe light, may enter the AMA when authorized by the Airport Manager or designee. Escort maybe required. All vehicles operating within the AOA or the AMA must be driven cautiously and at a safe and reasonable speed not to exceed twenty (20) miles per hour.
2. Vehicle operators must observe all applicable rules and regulations of the airport, including all directional signs and pavement markings and comply with the signals or directives of the Airport Manager or authorized representative. Blocking of any AOA or access area by motor vehicles or aircraft is prohibited. Violators will be subject to tow at the owner's expense.
3. All vehicles must yield the right of way to pedestrians, aircraft and emergency vehicles in motion.

### **C. SECURITY (SIDA AND NON SIDA AREAS):**

1. The airport operations area of the Airport is secured with key code activated automatic gates to control vehicle access into the operation area.
2. Each individual desiring a need for airport access must have a valid need to enter, must understand the locations of all aircraft movement areas (AMA) on the airport, and avoid entering those areas without an escort from the Airport Manager or designee.
3. The Airport Manager is authorized to issue access gate codes under the guidelines set forth herein:

Individuals eligible for gate access codes are:

- a. Pilots, Student Pilots;
  - b. Aircraft owners;
  - c. FBO owners and employees
  - d. Renters (businesses, hangar users, etc.);
  - e. Airport property leaseholders;
  - f. Airport Authority Board Members
  - g. Construction Personnel
4. A Secured area, or Security Identification Display Area (SIDA) will be designated and marked when a commercial aircraft operator having a security program under TSR 1544 or 1546 is present on the airport. Cones or other visible devices will be used to establish the SIDA. This area is only accessible to those individuals who have a need to be in the SIDA.

**D. AIRCRAFT OPERATION:**

1. All aircraft must comply with the FAA Federal Aviation Regulations (FAR) and follow the appropriate taxiway and runway guidance markings and lighting when operating on the airport.
2. Any aircraft weighing more than the load bearing capacity of paved surfaces at Logan-Cache Airport as indicated in the 5010 facility directory will be liable for any damages to pavement and/or aircraft caused by being in excess of those weight limitations.
3. Rotor craft in training are not permitted to perform auto rotations to a running or skidding landing on any taxiway surface.

**E. AIRCRAFT PARKING:**

1. All aircraft will be parked in areas designated by the Airport Manager. Each aircraft owner or operator occupying a hangar or tie down is responsible for adequately securing his/her own aircraft.
2. The Airport Authority assumes no responsibility for any damages to aircraft, vehicles or other property, including but not limited to damaged caused by a third party or theft of aircraft or vehicles operated or parked at the airport.

**F. SAFETY PROHIBITIONS:**

1. All persons using the airport or the facilities of the airport in any way must exercise the utmost care to guard against fire and injuries to persons and property. The following are not authorized on the Logan-Cache Airport:

- a. Smoking within fifty feet (50') of any aircraft, fuel truck or fuel storage tank of any kind.
  - b. Refueling or defueling of any aircraft in any hangar.
  - c. Refueling when lightning is within five miles of the airport.
2. Fueling must be done in accordance with NFPA 407 requirements, Logan City fire codes, and/or other applicable fire or hazardous materials regulations.
3. The following are prohibited in aircraft hangars.
  - a. Starting or taxiing an aircraft
  - b. Refueling of any aircraft
  - c. Open storage of flammable materials. Limited amounts of flammable materials such as small spray paint cans may be stored in a suitable fire safe container.
4. Hot work is allowed in hanger group 1 or 2 protected by a fire sprinkler or foam suppression system. Hot work is not allowed in unprotected hanger group III. All Logan Cache Airport hangers except two are group III hangers NFPA 409 defines Hot Work as:
  - a. Doping
  - b. Welding, torch cutting and torch soldering
  - c. Fuel transfer
  - d. Fuel tank repair or maintenance but not including defueled inert tanks or tanks that have never been fueled
  - e. Spray finishing operations

**G. ACCIDENTS:**

1. Persons involved in an aircraft accident affecting airport operations or damaging airport property shall make a full verbal report to the Airport Manager or his/her designee as soon as possible after the accident. The report must include names and addresses, time, place, cause, injuries and other information requested by the Airport Manager.
2. When a written report of an accident is required by the FAA or NTSB, a copy of such report must be submitted to the Airport Manager.
3. Procedures for responding to an accident and the removal of evidence at the accident site must follow those procedures as outlined in the Airport Emergency Plan (AEP) The Airport Manager provides initial and recurrent training of the AEP.

4. Until the airport has been closed and a NOTAM has been issued all rules and regulations pertaining to authorized access of the aircraft movement area (AMA) must be followed.
5. In some instances due to a pending accident investigation, the disabled aircraft and/or debris will not be removed from the site until authorization is given by the FAA, NTSB, or other agency involved in the accident investigation.
6. At accident scenes, aircraft owners, the pilots or agents will be responsible for the removal of the disabled aircraft, parts and accident debris under the supervision of the Airport Manager or his/her designee.
7. If the aircraft owner or agent is unable to remove the disabled aircraft from the aircraft movement area (AMA) in a timely manner, the Airport Manager or his/her designee will have the aircraft and/or debris moved at the owner's expense.
8. Damage sustained to the airport facility, grounds or buildings will be assessed as a claim against the responsible party.

#### **H. NUISANCES:**

1. Dismantled aircraft, aircraft parts, or any other unsafe, un-kept, unsightly miscellaneous item or items in disrepair must not be left in open view. This includes all airport operation areas as well as non-operation areas. If the Airport Manager determines that a violation has occurred, he will so advise the owner. If not corrected within thirty (30) days, he may remove such items and bill the owner or operator for associated costs. Conditions involving safety issues must be corrected within twenty-four (24) hours.
2. Any person, including the operators of an aircraft, causing overflowing of fuel and / or spilling of excess oil or grease on any apron will call the Airport Manager immediately. The involved person will be responsible for the cost of cleaning such areas and repair any damage thereto.
3. At no time will engines be "run up" when other aircraft, hangars, shops, buildings or persons are in the path of the propulsion stream. Any person operating any aircraft (including fixed wing and rotor) will be responsible for damage or cleanup caused by such operations (i.e., scattering of debris from jet/prop blast or rotor down wash).

#### **I. PEDESTRIANS:**

1. For their own protection, all pedestrians and sightseers at the airport will remain in the landside area, behind the fenced operational areas, unless arriving or departing in

an aircraft. All individuals accessing the air side areas of the airport must have the appropriate authorization or be escorted by an individual with proper authorization to access the air side portion of the Logan-Cache Airport.

2. In instances where a public event is being held at the airport such as a fly-in, open house, tour, or an airshow arrangements will be made for safe public access of the airport operations area by the Airport Manager and his/her designee(s).

**J. REFUSE:**

1. Throwing, dumping or depositing any waste, refuse or garbage on the airport is prohibited. All waste, refuse or garbage from airport operators or construction crews must be placed and kept in closed garbage containers and all operating areas must be kept in a safe, neat, clean and orderly manner at all times and in such manner as to minimize any hazards.
2. Garbage containers and temporary restroom facilities must be in place before any construction starts.

**K. CONSTRUCTION:**

The Airport Manager or designee will discuss airport operations with the contractor before any construction projects are initiated.

**L. SPECIAL EVENTS:**

Special events include but are not limited to the following:

- War bird shows
- Airport Open House Events
- Balloon festivals
- Air races
- Parachute team demonstrations

These special events require written permission and approval from the Airport Manager.

**M. REVENUE-PRODUCING COMMERCIAL ACTIVITIES:**

No person will utilize the airport or any portion thereof for revenue producing commercial activities or solicit business or funds for any business or activity except as in compliance with the airport minimum standards

**N. STORAGE AND MAINTENANCE:**

1. Aircraft storage hangars primary use will be for aircraft storage.
2. All hangars and other premises on the airport must be kept in a clean and well maintained condition.
3. Fuel and oil storage facilities must be approved by the Airport Authority. Such storage must comply with applicable federal, state and local fire codes pertaining to fire safety.

**O. STRUCTURE DESIGN:**

In order to assure an aesthetic appearance and harmonious design of airport improvements, new construction and remodeling or repainting of existing structures shall comply with Logan-Cache Airport Building Standards as outlined in the Logan City & Cache County Building Codes adopted and amended from time to time.

**P. ENFORCEMENT, APPEAL:**

The primary concern of Airport Authority is the safe and efficient operations of the Airport

1. Legal Action

The Airport Authority may take enforcement action as set forth herein or it may initiate legal action as it may deem appropriate.

2. Appeal

Any person who feels aggrieved by enforcement of the rules and regulations or the Minimum Standards for Commercial Operations may appeal to the Airport Authority in writing, setting forth the specific grievance in detail. After evaluation of all facts on the matter, the Airport Authority will rule on the matter. If a person is issued a criminal or traffic citation any appeal may be taken as provided for in state law. If an emergency or safety issue exists, the airport manager may take appropriate action to resolve the emergency or safety issue and a person who feels aggrieved by the action may, within 10 days of the action, appeal in writing, setting forth the specific grievance in detail.

If the grievance involves Airport Authority actions the Airport Authority may appoint an independent review board to resolve the grievance. The board would consist of Airport Authority members and airport users not affected or involved in the grievance.

## **DEFINITIONS**

As used in this document, the following words and terms will have the meanings ascribed to them in this section

**ACCIDENT** - An occurrence associated with the operation of an aircraft, which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury or in which the aircraft receives substantial damage.

**AIRCRAFT** - Any device used or intended to be used for flight in the air, including, but not limited to, airplanes, ultra lights, balloons and gliders of all types.

**AIRPORT** - All owned or leased real or personal property comprising the Logan-Cache Airport as now existing or as the same may hereafter be expanded and developed.

**AIRPORT BUILDING STANDARDS** - The Logan-Cache Airport Building Standards as outlined in the Logan City & Cache County Building Codes adopted and amended from time to time.

**AIRPORT MANAGER** - The duly appointed manager of the Logan-Cache Airport or his/her designee.

**AIRPORT MINIMUM STANDARDS** - The Logan-Cache Airport Minimum Standards for commercial operations at the airport, as adopted and amended from time to time.

**AIRPORT AUTHORITY BOARD** - The Logan-Cache Airport Authority Board is the governing body for the airport and consists of elected and appointed members from Logan City and Cache County. The board controls and conducts the operation of the airport.

**AMA** - Aircraft Movement Area The runways, taxiways, safety areas, and other areas of an airport which are used for taxiing or hover taxiing, air taxiing, take-off and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

**AOA** - Airport Operations Area

**BASED AIRCRAFT** - Any aircraft habitually parked or stored on the airport, whether in a hangar or without. This also includes any aircraft or similar vehicle transported onto the airport and assembled and flown from the airport.

**COMMERCIAL ACTIVITY** - The conduct of any aspect of a business or concession on the airport for revenue, whether intended to be profit producing or nonprofit.

**CONTROLLED ACCESS AREA** - All areas of the airport enclosed by fence or other barrier and to which vehicular access may be obtained only through controlled gates.

**FAA** - The Federal Aviation Administration or duly designated representative thereof.

**FLIGHT SCHOOL OPERATOR** - A person, firm or university engaged in an FAA approved pilot flight training school, limited to dual and solo flight training in fixed and rotary wing aircraft and such related ground school instruction as is necessary to prepare a student pilot to take a written examination and flight check ride for a pilot's license or appropriate aircraft rating from the FAA.

**FUEL HANDLING** - The transportation, delivery, fueling and draining of fuel or fuel waste products.

**FUEL STORAGE AREA** - Any portion of the airport designated temporarily or permanently by the Airport Manager as areas in which Avgas, Jet Fuel, or any other type of fuel may be stored or loaded.

**NOTAM** – Notice to airmen or information about conditions at the airport in regards to construction or maintenance operations, airport surface conditions, safety hazards, airport closures, emergency operations, etc.

**PUBLIC AREA** - All areas at the airport excluding the aircraft movement areas that are not leased for private hangars, including structures and facilities such as roadways, sidewalks, automobile parking lots, and terminal buildings that are maintained and kept at the airport.

**SELF-SERVICE** - The fueling, washing, servicing, repair, touch-up painting or maintenance of an aircraft performed by the owner or operator of the aircraft by themselves, and using his or her own equipment and personnel.

**SIDA** - Security Identification Display Area will be designated and marked at Logan-Cache Airport when a commercial aircraft operator have a security program under TSR 1544 or 1546 established to enplane and deplane passengers, sort and load baggage.