

Amended by  
Ordinance No. 2572 on 9/27/94  
Ordinance No. 3014 on 7/10/01

Introduced July 14, 1992, by  
Councilman Barthelemy, seconded  
by Councilman Schedler (both by  
request of Administration)

Item No. 92-07-1611

ORDINANCE NO. 2464

An ordinance establishing Rules and Regulations for the  
Slidell Airport.

BE IT ORDAINED by the Slidell City Council that it does  
hereby establish Rules and Regulations for the Slidell Airport as  
indicated in Exhibit A attached hereto and made a part hereof.

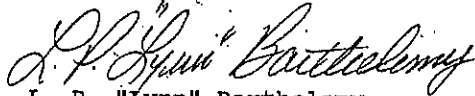
ADOPTED this 11th day of August, 1992.

DELIVERED 10:00 a.m.

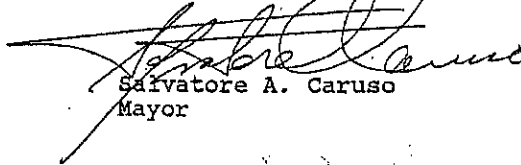
08/12/92 to the Mayor

RECEIVED 11:00 a.m.

08/12/92 to the Mayor



L. P. "Lynn" Barthelemy  
Councilman, District D  
President of the Council



Salvatore A. Caruso  
Mayor



Davis Dautreuil  
Council Administrator/Clerk of the Council

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EXHIBIT A

**RULES AND REGULATIONS**

**SLIDELL MUNICIPAL AIRPORT**

Rules and Regulations concerning the efficient and safe operations of the Slidell Municipal Airport (hereafter referred to as "the airport") by providing that no person shall use the airport for carrying on of commercial activities, for instruction in aviation in any of its branches, for sale of any commodities, etc., unless approved by the Slidell City Council or an Airport Authority if so granted by the City Council; providing for general rules and regulations in use of the airport; regulating air and ground traffic; regulating the use of aircraft engines; providing for fire regulations; regulating student training and practice flying; providing for conflict in rules; providing penalties for violations; and providing for a saving clause. SECTION 1. USE OF AIRPORT RESTRICTED. No person, firm, association, corporation or entity, incorporated or otherwise, shall use the airport for any commercial activity, without a written permit from the City of Slidell.

SECTION 2. GENERAL RULES AND REGULATIONS. The following rules and regulations shall be observed in the use, operation and conduct of the airport:

RULE 1. FEDERAL AIR TRAFFIC RULES of the Federal Aviation Administration for aircraft operated anywhere in the United States, and presently or hereafter effective, are hereby referred to, adopted and made a part hereof as though fully set forth and incorporated herein.

RULE 2. SAFEGUARD OF PERSONS AND PROPERTY. The airport manager shall at all times have authority to take necessary and legal actions to safeguard any person, aircraft, equipment or property at the airport.

RULE 3. HANGARS owned by the City may be rented to private individuals, companies or corporations on a monthly or yearly basis for the storage of aircraft and ancillary aircraft equipment only. Single unit T-hangars will be rented at a rate of

One Hundred Dollars (\$100.00) per month. Space for a single aircraft will be rented at a rate of Fifty Dollars (\$50.00) per month for single engine, Seventy-Five Dollars (\$75.00) per month for twin engine, and Seventy-Five Dollars (\$75.00) per month for turboprop. Hangar rent will be paid by the first day of the month with the first month's rent paid in advance.

RULE 4. LEASE OF AIRPORT PROPERTY. With City Council approval, the City may lease property within the building area or other portions of the airport for the construction of hangars, buildings, aprons, taxiways and auto parking lots in accordance with the approved Airport Master Plan/Airport Layout Plan. All leased property and all buildings or structures erected on the leased property will be utilized for aviation related activity only. Storage of nonaviation equipment in a private hangar or conducting of nonaviation business in any structure is prohibited.

a. For the lease of airport property upon which to conduct a commercial aeronautical activity, the City will charge a minimum rate of Thirteen Cents (\$0.13) per square foot per year for primary lease contracts not to exceed ten (10) years in length. Tenant shall have the option to renew the lease for an additional ten (10) year period, plus all other additional extensions as granted by and subject to the conditions of Section 135 of Title 2 of the Louisiana Revised Statutes of 1950.

b. For the lease of airport property to a private individual, company, or corporation on which hangars or T-hangar units will be erected for private non-commercial aeronautical use only, the City will charge a minimum rate of Ten Cents (\$0.10) per square foot per year for lease primary contracts not to exceed ten (10) years in length. Tenant shall have the option to renew the lease for an additional ten (10) year period, plus all other additional extensions as granted by and subject to the conditions of Section 135 of Title 2 of the Louisiana Revised Statutes of 1950.

c. Rental for the first additional ten (10) year term shall be increased every fifth year by a fixed percentage of seven percent (7%) per annum of the preceding period. Annual rental for any five (5) year period of time or part thereof beyond twenty (20) years shall increase every fifth year by an amount equal to five percent (5%) of the preceding five (5) year period or by the Consumer Cost Index, whichever is greater.

d. Any private structure or hangar not in use for aviation purposes for a period in excess of three (3) months or not available for rent or subleased for aviation purposes, unless so authorized by the City, must be removed after due notice in writing or the City will consider such structures or hangars abandoned and title will pass to the City.

e. Leased land from which any building, hangar, or structure is removed after due notice will be cleaned and put back in its original condition.

f. Leased property on the airport may be subleased by the tenant only with approval of the City.

g. No structures may be erected beyond the building restriction line or in conflict with the approved airport layout plan.

h. All construction must be authorized by the City Council and must be a compatible standard capable of withstanding winds of eighty-five (85) miles per hour with doors open or closed. Furthermore, all structures must comply with the Slidell City Building Codes and airport zoning and land use ordinances.

RULE 5. COMMERCIAL OPERATING FEES. The Slidell Airport does not charge a commercial operating fee at this time.

RULE 6. FUEL FLOWAGE FEES. All fuel dispensing activities, whether commercial or private, must be authorized by the City and will be assessed a flowage fee of Ten Cents (\$0.10) per gallon, based on fuel delivered to the Tenant.

RULE 7. LIEN FOR CHARGES. To enforce the payment of any charge made for repairs, improvements, storage or care of any personal property, made or furnished by the City of Slidell or

its agents, in connection with the operation of the airport, the City of Slidell shall have a lien upon such personal property, which shall be enforceable as provided by law.

RULE 8. LIEN POSSESSORY RIGHT. To enforce the payment of any such charge, the airport manager may retain possession of such personal property until all reasonable, customary and usual compensation shall have been paid in full.

RULE 9. UNAUTHORIZED SIGNS. No signs, non-aeronautical equipment, portable buildings, or house trailers may be erected, moved in or installed on the airport property except as may be specifically authorized by the airport manager.

RULE 10. SURREPTITIOUS ACTIVITIES. Any person observing suspicious, unauthorized or criminal activities should report such activities immediately to the airport manager or police.

RULE 11. WRECKED AIRCRAFT. Every aircraft owner, his pilot and agents, shall be responsible for notifying FAA and for the prompt removal from the operational areas of the airport, under the direction of the airport manager, of disabled or wrecked aircraft.

RULE 12. REPAIRS TO AIRCRAFT. No aircraft shall be repaired on any part of the landing or take-off area, and all outside repairs shall be made at the places designated by the airport manager for such purpose.

RULE 13. AGRICULTURAL SPRAYING OPERATIONS. Agricultural spraying operations will be conducted in accordance with procedures approved by the airport manager and made known to all persons conducting agricultural spraying operations. The operations shall be conducted only on the designated airport areas, and shall not include reckless flying or careless chemical handling. Chemicals used in agricultural flying operations shall be dispersed, maintained, stored, the dispensing area cleaned and empty chemical containers promptly disposed of or stored in accordance with the standards set by the Environmental Protection Agency, State Department of Water Resources, State Department of

Agriculture, State Health Resources and the airport manager. Washing of agricultural aircraft and flushing of AG aircraft spray tanks will be accomplished in accordance with the standards set by the Environmental Protection Agency, State Department of Water Resources and State Health Resources in an area so designated by the airport manager. NOTE: Because of the hazard of such operation, the City may require each agricultural spray operator to post a bond sufficient to protect the airport and the property thereon.

RULE 14. DAMAGE TO AIRPORT. Any person, corporate or individual, and the owner of any aircraft causing damage of any kind to the airport, whether through violation of any of these rules or through vandalism or any act of negligence, shall be liable therefore in and to the City of Slidell.

RULE 15. INJURY TO PERSON. Persons entering upon airport grounds do so at their own risk and with no liability incurred by the airport or the City of Slidell for any injury or damage to person or property. Further, any person desiring to use the airport shall observe and obey all valid laws, resolutions, orders, rules, and regulations promulgated and enforced by the City or by any other authority having jurisdiction over the conduct and operation of the airport, including the FAA.

RULE 16. LICENSED PILOTS. Only properly registered aircraft and persons holding current airman and medical certificates issued by the FAA shall be authorized to operate aircraft upon the airport except as provided in this ordinance. This limitation shall not apply to students in training under licensed instructors nor to public aircraft of the Federal Government or of a state, territory, or political subdivision thereof, or to aircraft licensed by a foreign government with which the United States has a reciprocal agreement covering the operation of such licensed aircraft. NOTE: Use of the airport by ultralight vehicles shall be subject to approval by the airport manager and shall be in accordance with FAR Part 103 and any other rules set by the airport authority.

RULE 17. REGISTRATION. Every person owning an aircraft based at the airport, employed, or receiving instructions at the airport shall register at the office of the airport manager, with name, address, and telephone number.

RULE 18. INTOXICANTS AND NARCOTICS PROHIBITED. No person under the influence of an intoxicant or narcotic shall operate or fly in any aircraft upon or over the airport; provided however, such prohibition shall not apply to a passenger when accompanied by a nurse or caretaker in an aircraft apart from the pilot.

RULE 19. FOREIGN OBJECT. No foreign objects, including bottles, cans, scrap or any object that may cause damage to an aircraft shall be left upon the floor of any building or upon any part of the surface area of the airport.

SECTION 3. GROUND OPERATIONS.

RULE 20. AIR AND GROUND TRAFFIC - VEHICULAR TRAFFIC. All vehicular traffic shall be confined to avenues of passage designated and provided for that purpose by the airport manager, and shall not be operated at a speed in excess of ten (10) miles per hour.

RULE 21. FUELING OF AIRCRAFT.

a. Aircraft shall not be fueled while the engine is running or while in a hangar or other enclosed place, except that an agricultural spray aircraft on a fast-turn-around may be fueled and loaded with chemicals with the aircraft engine idling if the airport manager has provided written authority to the agricultural operator and if the wheels are chocked and there are at least two (2) 20B fire extinguishers within fifty feet (50') and a qualified ground crew member is present during the fueling operation.

b. All aircraft will be positively grounded when being serviced with fuel. Aircraft being serviced by a fuel truck will be grounded to the fuel truck and the fuel truck will be positively grounded.

c. All aircraft shall be fueled clear of all hangars and other buildings.

d. Aircraft fuel trucks will be equipped, operated and maintained in accordance with National Fire Protection Association, Incorporated, NFPA Manual 407 "Aircraft Fuel Servicing, 1985."

e. Persons or aviation businesses wishing to supply and dispense aviation fuel for their private use must first obtain permission from the City of Slidell. Private fueling facilities must be located on leased property and the fueling system installed and fuel dispensed in accordance with Aircraft Fueling Rules and Directives.

f. Public sale of automobile gas for use in aircraft will not be permitted on the airport without approval of the airport authority. Aircraft authorized by the FAA to use auto gas may be privately fueled by their owner only after compliance with established rules adopted by the airport authority.

g. Aviation or auto fuels will not be stored within a hangar.

RULE 22. TIEDOWN OF AIRCRAFT.

a. All aircraft not hangared shall be tied down or secured at night and during inclement weather.

b. All aircraft owners or their agents are responsible for the tiedown or security of their aircraft at all times and particularly during inclement weather.

c. Aircraft parked overnight on the transient apron shall pay a fee of Five Dollars (\$5.00) for each night, except that such fee may be waived upon purchase of fuel or services. Aircraft based on the airport and tied down on the paved apron shall pay a fee of Twenty Dollars (\$20.00) per month. The minimum fee for storage on a paved tiedown shall be one (1) month's rate.

RULE 23. RUNNING AIRCRAFT ENGINES

a. On aircraft not equipped with adequate brakes, the engine shall not be started until and unless the wheels have been set with blocks attached to ropes or other suitable means for removing them.



b. No airplane will be propped, started or left running without qualified personnel at the controls.

c. No engine shall be started or run inside any building.

d. No engine shall be started, run or warmed up until and unless the aircraft is in such position that the propeller stream or jet blast will clear all buildings and groups of people in the observation areas.

RULE 24. DAMAGE TO RUNWAY LIGHTS. Any person damaging any field light or fixture by operation of an aircraft or otherwise shall immediately report such damage to the airport manager. Persons causing damage to runway and taxiway lights, as a result of negligent operation of an aircraft or willful acts will be liable for replacement cost of the light(s) and/or fixtures.

RULE 25. TAXIING AIRCRAFT.

a. No person shall taxi an aircraft until he has ascertained there will be no danger of collision with any person or object in the immediate area.

b. Aircraft will be taxied at a safe and prudent speed, and in such manner as to be at all times under the control of the pilot.

c. Aircraft not equipped with adequate brakes will not be taxied near buildings or parked aircraft unless an attendant is at a wing of the aircraft to assist the pilot.

d. Aircraft shall not taxi onto the runway from the ramp and taxiway area if there is an aircraft approaching to land, or on the ground in take-off position.

e. There shall be no taxiing of aircraft by engine power into or out of hangars.

RULE 26. PARKING AIRCRAFT.

a. Unoccupied aircraft shall not be parked or tied down on or within one hundred twenty feet (120') of the centerline of a general utility non-precision runway or three hundred feet (300') of the centerline of a precision runway; and all unhoused aircraft shall be parked in the areas designated by the airport manager for that purpose.

b. Aircraft will not be parked within fifty feet (50') of an aircraft fuel pump.

c. Aircraft will not be parked in such a manner as to hinder the normal movement of other aircraft and traffic unless specifically authorized by the airport manager as an emergency measure.

d. It is the responsibility of the pilot when leaving a parked aircraft unattended to see that the brakes are set or that the plane is properly chocked and/or tied down.

RULE 27. LOADING/UNLOADING AIRCRAFT. Pilots are prohibited from loading or unloading aircraft with the engine running.

SECTION 4. LANDING AND TAKE-OFF RULES.

RULE 28. AUTHORITY TO SUSPEND OPERATIONS. The airport manager may suspend or restrict any or all operations whenever such action is deemed necessary in the interest of safety, provided operations under IFR conditions may be continued by properly rated pilots following appropriate flight rules.

RULE 29. ACTIVE RUNWAY. If the winds are calm or at a ninety (90) degree crosswind to runway 18-36, take-off and land on runway 18.

RULE 30. CLEARING STREET. No aircraft shall land or take off in such manners to clear any public street or highway at an altitude of less than fifteen feet (15') or seventeen feet (17') over an interstate highway or twenty-three feet (23') over a railroad track nor land or take off on the taxiway or over hangars or other structures, automobile parking areas or groups of spectators.

RULE 31. UNICOM. All pilots are encouraged to call on the local unicom frequency, 122.8, to determine the active runway and to announce their position and intentions for take-off and landing.

RULE 32. TAKE-OFFS ON APRON, ETC. No take-offs or landings shall be made on the apron, parking ramp or taxiway except by special permission of the airport manager.

RULE 33. TAKE-OFFS ALLOWED. Touch and go landings may be made at the discretion of the pilot. All aircraft shall exercise caution before taxiing into take-off position.

RULE 34. TAKE-OFF CLIMB. On take-off all aircraft shall climb straight out to a level of four hundred feet (400'), clear airport boundary and execute a ninety (90) degree turn to the left. To leave traffic, the aircraft shall climb to one thousand feet (1,000') before executing a forty-five (45) degree climbing turn to the right out of traffic.

RULE 35. TRAFFIC ALTITUDE. Traffic pattern elevation is one thousand feet (1,000') above ground level (AGL).

RULE 36. COMMON COURTESY. Aircraft entering the traffic pattern shall exercise caution and practice courtesy so as not to cause aircraft already in the pattern to deviate from their course.

RULE 37. AIRCRAFT TURN. Any aircraft within three (3) miles of the airport at an altitude of less than one thousand five hundred feet (1,500') above the ground shall conform to the flow of traffic. All aircraft shall establish their pattern altitude before entering the traffic pattern and shall not deviate from this altitude (except in an emergency) until descent for landing is necessary.

RULE 38. TRAFFIC FLOW. All aircraft landing at the Slidell Municipal Airport shall fly a left hand traffic pattern at an altitude of one thousand feet (1,000') above the ground. Pattern entry shall be made at an angle of forty-five (45) degrees to the active runway with the runway to the pilot's left at all times. Entry shall be made at the midpoint of either the upwind or downwind leg.

RULE 39. NOISE OF ENGINES. Aircraft engines shall not be accelerated nor decelerated while over the City of Slidell in such manner as to distract, excite or disturb persons on the ground, regardless of altitude.

RULE 40. STRAIGHT-IN APPROACHES. Straight-in approaches shall not be used unless authorized by the airport

manager or unless radio contact with the airport advisory radio has been established from at least five (5) miles out.

RULE 41. STUDENT TRAINING AND PRACTICE FLYING.

a. Instructors in flying shall inform students and shall inform themselves on all rules and regulations in effect at the airport.

b. By notices posted in the airport manager's office, the manager may designate limited areas of the airport and local areas for practice flying and training of students.

c. Aircraft shall not be permitted to remain on the landing or take-off areas for the purpose of instructing students.

RULE 42. SPECIAL PROCEDURES. The airport manager may, in the interest of safety, designate special traffic procedures for certain operations, such as air shows, agricultural operations, lighter than air operations, ultra-lights, etc.

SECTION 5. FIRE REGULATIONS.

RULE 43. FIRE REGULATIONS.

a. Every person going upon or using the airport or its facilities in any manner, shall exercise the greatest care and caution to avoid and prevent fire.

b. Smoking or open flame within fifty feet (50') of any aircraft or fuel truck is prohibited.

c. Compressed flammable gas shall not be kept or stored upon the airport, except at such place as may be designated by the airport manager.

d. No flammable substance shall be used in cleaning motors or other parts of an aircraft inside a hangar or other building.

e. No one shall smoke, ignite a match or lighter in any building, except in offices, waiting rooms or buildings where specially permitted by the airport manager.

f. Hangar entrances shall be kept clear at all times.

g. The floors in all buildings shall be kept clean and free from oil. Volatile, flammable substances shall not be used for cleaning the floors.

h. No boxes, crates, cans, bottles, paper, tall grass/weeds or other litter shall be permitted to accumulate in or about a hangar.

i. Prior to being fueled, all aircraft will be positively grounded by a grounding cable which is connected to a copper, copper clad, galvanized or other approved ground rod 5/8" or greater in diameter buried to a sufficient depth to reach permanent subsoil moisture. The resistance of the ground rod should not exceed ten thousand (10,000) ohms. The bonding/ground cable shall be of flexible, durable material. The grounding clip on the end of the grounding cable should be connected to bare, unpainted metal on the aircraft, however, the grounding clip should not be attached to the aircraft's propeller, landing gear or radio antennas.

j. Where aircraft fueling is performed by a fuel truck, an adequate number of suitable grounding connections shall be provided on the aircraft apron or servicing ramp.

k. At least two (2) 20B portable fire extinguishers will be available within fifty feet (50') of the fuel pumps where the open hose discharge capacity of the fuel pump is not more than two hundred (200) gallons per minute; at least one (1) wheeled 80B fire extinguisher where the open hose discharge capacity is more than two hundred (200) gallons per minute, but not more than three hundred fifty (350) gallons per minute; at least two (2) wheeled 80B fire extinguishers where the open hose discharge capacity is greater than (three hundred fifty) 350 gallons per minute.

l. All aviation fuel nozzles will have "dead man" controls which will shut off the fuel flow when the nozzle hand control is released. Automatic fuel cut-off nozzles will not be permitted for fueling aircraft.

m. The pilot and passengers will exit the aircraft and the aircraft will be unoccupied during fueling operations.

n. In all matters related to aircraft fueling safety, the provisions of NFPA Manual 407 "Aircraft Fuel Servicing, 1985" published and available from the National Fire Protection Association, Incorporated, 470 Atlantic Avenue, Boston, Massachusetts 02210, shall prevail.

SECTION 6. KNOWLEDGE OF RULES IMPLIED. By publication of this ordinance as required by law, all persons will be deemed to have knowledge of its contents. However, the airport manager is directed to have copies of the ordinance printed and posted where appropriate. Copies will be available at all times in the manager's office, and copies will be furnished to owners and operators of aircraft based on the airport.

SECTION 7. CONFLICT IN RULES. If and where there is conflict in these and the Federal Aviation Rules (FARs) the latter shall prevail.

SECTION 8. PENALTY FOR VIOLATION.

a. Any person operating or handling an aircraft in violation of any of these rules or refusing to comply therewith, may, at once, be ejected from the airport, or may for any period of time, not exceeding fifteen (15) days, be denied use of the airport by the airport manager, and, may be deprived of the further use of the airport and its facilities for such period of time as may appear necessary for the protection of life and property.

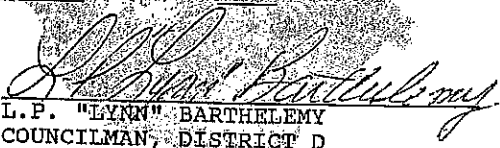
b. Any violation of the ordinance shall be a misdemeanor, punishable by fine in any sum not exceeding Two Hundred Dollars (\$200.00). This section is cumulative of all other penalties for violation of Federal, state and local laws, rules, regulations and ordinances.


SECTION 9. SAVING CLAUSE. Should any part of this ordinance be held invalid or unconstitutional, no other part shall necessarily be affected thereby.

SECTION 10. ENACTMENT. This ordinance supersedes any prior enacted rules and regulations of the Slidell Airport.

READ, PASSED AND ADOPTED by unanimous vote this, the

11 day of AUGUST A.D., 1992.

  
L.P. "LYNN" BARTHELEMY  
COUNCILMAN, DISTRICT D  
PRESIDENT OF THE COUNCIL

  
DAVIS DAUTREUIL  
COUNCIL ADMINISTRATOR/CLERK OF THE COUNCIL