

TITLE 8
CHAPTER 6

AIRPORT

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8-6-1: ADMINISTRATIVE PROVISIONS:

A. Conflicting Provisions: Nothing in this chapter shall be construed as requiring or permitting any violation of State or Federal laws or regulations, and in case of conflict, the State or Federal laws and regulations shall take precedence.

B. Definitions:

FLORENCE AIRPORT
AUTHORITIES Shall mean and include the governing body of the City, the City Manager, airport manager, and any duly authorized agent of the City (Ord. 490, 5-5-69)

FLORENCE MUNICIPAL
AIRPORT Shall include that certain airport facility and all land lying in the following described real property:

Beginning at the South one-quarter corner of Section 22, Township 18 South, Range 12 West of the Willamette Meridian; thence along the West line of the Southeast one-quarter of said Section 22 North 0°25'46" East 2657.60 feet to the Northwest corner of said Southeast one-quarter of Section 22; thence along the Northerly line of the West one-half of said Southeast one-quarter North 89°58'12" East 1317.28 feet to the Northeast corner of the West one-half of the said Southeast one-quarter; thence along the Easterly line of the West one-half of the said Southeast one-quarter South 0°22'16" West 1327.59 feet; thence leaving said Easterly line South 89°55'06" West 520.14 feet; thence South 12°05'47" East 1558.21 feet; thence North 89°51'30" East 80.55 feet; thence South 3°12'53" East 620.73 feet; thence South 89°51'30" West 238.13 feet; thence South 12°05'47" East 1336.42 feet; thence North 89°51'15" East 61.54 feet; thence South 0°08'45" East 521.47 feet; thence South 89°55'10" West 513.48 feet; thence North 12°05'47" West 2703.30 feet to the Southerly line of said Section 22; thence along said Southerly line South 89°52' West 275.17 feet to the point of beginning in Lane County, Oregon.

And shall include all clear zone properties outside the above referenced boundaries currently under the ownership of the City or to be purchased in the future designated as clear zone lying south of the above referenced property and northwest of the above referenced property as disclosed on that certain Florence Municipal Airport property map attached as Exhibit A to application for Federal Assistance ADAP 5-41- 0019-01, a copy of which is on file in the City Recorder's office. (Ord. 642, 3-24-81)

PERSON Any individual, firm, copartnership, company, association or any trustee, receiver, assignee or other similar representative thereof.

8-6-2: GENERAL RULES:

- A. Control of Public Safety: All aeronautical activities at the Florence Airport, and all flying of aircraft departing from or arriving at the Florence Airport, shall be conducted in conformity with the current, pertinent provisions of the Civil Air Regulations issued by the Federal Aeronautics Agency. The conduct and management of the public in attendance at the airport shall be at all times subject to the control of the Florence Airport authorities and it is the duty of every pilot, mechanic or other person employed on or using the airport to cooperate with the said airport authorities to carry out these rules and to see that all persons upon the premises use due caution to prevent injury to persons or property.
- B. Trespassing: Spectators must not be allowed to trespass through the hangars, near the vicinity of parked airplanes where airplanes are being taxied or moved about, near gas pumps or loading zones unless permission has been granted by proper authorities or accompanied by authorized persons. Operators, pilots and assistants or their agents may be considered as proper authorities in granting permission to persons entering these zones. No unauthorized person will be allowed on any portion of the airport property, except for the parking area and administration building area.
- C. Commercial Operation: No person may use the Florence Airport for carrying on activities in aviation on a commercial basis or for any other commercial enterprise except those persons who have established themselves as "fixed base operators" or have otherwise entered into a lease or other contractual arrangement with the City.
- D. Disposal of Rubbish: The throwing of rubbish, such as tin cans, bottles, rags or waste of any kind into drainage ditches or about the hangars will not be permitted. Such material must be placed in suitable containers and hauled away from time to time. Inflammable material may be burned away from the hangars, provided care is taken to see that there is no danger of spreading fire, and provided that burning permits are obtained from the proper authorities during periods when burning permits are required.
- E. Vehicles Restricted: No unauthorized automobile, pickup, truck, tractor or other motor vehicle will be permitted on runways, taxiways, aprons or at any point on the airfield lying westerly of the front of the established building line.

Authorized vehicles shall be only those designated as such by the City Manager, and written evidence of such designation as an authorized vehicle shall be in or on the vehicle at all times that the vehicle is in or on the above locations. All vehicles owned or operated by the City are hereby designated as authorized vehicles.
- F. Personal Conduct, Acrobatics Prohibited: Drinking or possession of intoxicating liquor or any other violation of law and order on the airport is prohibited. No acrobatic flying, wing walking, parachute jumping or other air exhibitions shall be allowed over said airport without the consent of the City Council first having been obtained in writing.
- G. FAA Rules: All flying shall be done in strict conformity with all rules set forth by the Federal Aeronautics Agency. Instructors shall fully acquaint their students with these rules and shall be responsible for the conduct of students under direct dual instruction.
- H. Securing Aircraft to Ground: Unhoused aircraft must be secured to the ground by ropes and stakes or other suitable means when left unattended, or when weather conditions indicate the necessity for doing so. Aircraft too heavy to be affected by weather may need only wheel blocks. The owner of aircraft left unattended shall be responsible for any damages to persons or property which may be caused by failure to properly secure such airplanes.
- I. Air Traffic Control: Operators and pilots shall keep themselves advised as to any special rules and methods to be followed by air traffic and the order and system of take-off and landing and follow such rules and methods as set forth by the airport authorities from time to time.

8-6-3: TAXIING:

- A. All aircraft shall use the taxi strip for purpose of taxiing out for take-offs. No take-off or landing will be permitted on taxi strip or apron, except as may be necessitated by construction or repair work on the runway, in which case, proper notice shall be given.
- B. Aircraft shall be taxied at a safe and reasonable speed. All aircraft must clear the runway as soon as possible after landing. In all cases it is desirable to turn off active runway at intersection. Taxiing is permitted on any portion of the turn when conditions permit. Avoid at all times the danger of blocking the runways by taxiing against traffic.

8-6-4: LANDING AND TAKE-OFF, TRAFFIC PATTERN:

- A. Traffic Pattern: Take-off and landing will be made in conformity to the wind cone which is located in the center of the segmented circle. This wind cone may be lighted for night traffic control.
- B. Rectangular Ground Track Pattern: Landing pattern for runway 15 shall be right and for runway 33 landing pattern shall be left. Aircraft unable to land because of congested traffic will maintain the pattern of traffic rectangle until the field is clear, no turn being permitted inside the airport boundary.
- C. Observing Wind Cone: When flying over the field for purpose of observing the wind cone or other reason, an altitude of five hundred feet (500') above the traffic altitude must be maintained.
- D. Nonobservance: In all cases where these rules are in conflict with one or more rules or in case of emergency, common sense, giving paramount consideration to safety, will govern. Special circumstances may render nonobservance necessary at times to avoid immediate danger, or because of stress of weather conditions which could not have reasonable been foreseen, or other unavoidable causes.

8-6-5: BUILDINGS, STRUCTURES:

- A. The City will make available lease sites for hangars and other buildings under such rules, regulations and fees as may, from time to time, be set by the Common Council. All plans for buildings, hangars, ramps, walks, aprons, drainage or construction of any type, must be approved by the City Manager prior to start of construction. Building permits will be required for all construction. (Ord. 490, 5-5-69)
- B. Tie-downs will be installed by the City at various locations. The fees charged for use of tie-downs shall be set by resolution. (1981 Code)

8-6-6: FUEL FLOWAGE TAX:

- A. Any person purchasing aircraft fuel at the Florence Municipal Airport shall pay a tax in the amount of 5 cents per gallon purchased. The tax constitutes a debt owed by the purchaser to the City, and the debt is extinguished only when the tax is remitted by the airport operator to the City. The tax shall be paid to the airport operator at the time of purchase. The airport operator shall enter the tax into the record when collected. If for any reason the tax due is not paid to the operator of the airport, the City Manager or the Manager's designee may required that such tax shall be paid directly to the City.
- B. The taxes collected by the airport operator are payable to the City as directed by the City Manager. If the airport operator or the purchaser fails to remit the tax when due, the City Manager or the Manager's designee shall add a penalty of ten percent (10%) of the amount of the tax due. In addition to any penalties imposed, an operator who fails to remit any tax imposed by this section shall pay interest on the amount of tax due, exclusive of penalties, at the rate of one and one-half percent (1.5%) per month or fraction thereof, without proration for portions of a month, from the date on which the remittance first becomes delinquent until paid in full. (Ord. No. 5, Series 1990).