



PALATKA MUNICIPAL AIRPORT
Lt. Jasper Kennedy "Kay" Larkin Field (28J)

4015 Reid Street, Highway 100
Palatka, Florida 32177

386-329-0148 office
386-329-0106 fax

PALATKA MUNICIPAL AIRPORT
KAY LARKIN FIELD 28J
PALATKA, PUTNAM COUNTY, FLORIDA
OPERATIONS & SAFETY MANUAL
&
MINIMUM STANDARDS

Palatka28J@hotmail.com
Or visit us at
www.PalatkaKayLarkin.com
www.CityofPalatka.com

RECITALS HISTORY

ORIGINATE:

Draft:	PAAC Meeting	16 February 1988
<u>First Draft:</u>		
Review & Revise	PAAC Meeting	28 June 1988
Review & Revise	PCPA Meeting	5 July 1988
<u>Second Draft:</u>		
Review & Revise	PAAC Meeting	30 August 1988
Review & Revise	PCPA Meeting	6 September 1988
<u>Final Draft:</u>		
Approval	PAAC Meeting	27 September 1988
<u>Original Issue:</u>		
Adopt	CITY OF PALATKA City Commission	10 November 1988
Original Issue	November 26, 1988	

<u>Revise:</u>		
Revise	Per FAA Letter	12 April 1995
Review & Revise	Bring Current, Originate Draft	26 November 2008
Review & Revise	First Draft, AAB Meeting	7 January 2009
Approval	Second Draft. AAB Meeting	__ February 2009
Adopt	CITY OF PALATKA City Commission	__ February 2009
Second Issue	February __, 2009	

-
1. PAAC: Palatka Airport Advisory Committee
 2. PCPA: Putnam County Pilots Association
 3. AAB: Airport Advisory Board

TABLE OF CONTENTS

<u>SECTION</u>	<u>SECTION DESCRIPTION</u>	<u>PAGE LOCATION</u>
Section 1:	Authcrity	1
Section 2:	Emergency Procedures	2
	Introduction and Purpose	2
	Notification of Personnel	2
	Notification of Agencies	2
	Procedures	2
Section 3:	General Operations	3 - 4
	Accident Reports	3
	Operations Reports	3
	Disposal of Wrecked Aircraft	3
	Authority to Deny Use of Airport	3
	Restricted Areas	3
	Conduct of Business	3
	Preservation of Property	4
	Cargo or Other Storage	4
	Advertisements or Signage	4
	Solicitation	4
	Penalty for Violations	4
Section 4:	Aircraft Related Operations	5 - 9
	General Information	5
	Definition of Authorized Aircraft Movement Areas	5
	Traffic Pattern	5, 6
	Definition of Authorized Aircraft Movement Areas	6
	Ultralight Operations	6
	Apron	6
	Starting Aircraft Engine	6
	Taxing and Moving Aircraft on the Ground	7
	Towing of Aircraft	7
	Parking Aircraft	8
	Personal Fueling	8
	Skydiving Operations	9
	Model Aircraft Operation	9
Section 5:	Motor Vehicle Operations	10 - 11
	General	10
	Definition of Authorized Motor Vehicle Movement Areas	10
	Vehicle Parking	10
	On Aprons or Airfield Pavement System	10
	On the General Aircraft Ramp	11
	Restrictions as to Operations	11
	Yielding Right-of-Way	11
	Speed Limits	11
	Authority to Remove Vehicles	11

TABLE OF CONTENTS OF APPENDIX

APPENDIX "A":	Palatka Municipal Airport <i>Emergency Procedures</i>
APPENDIX "B":	Palatka Municipal Airport <i>Minimum Commercial Aviation Operating Standards</i>
APPENDIX "C":	Palatka Municipal Airport <i>Traffic Pattern</i>
APPENDIX "D":	Palatka Municipal Airport <i>Authorized Ancillary Organizations</i>
APPENDIX "E":	Palatka Municipal Airport <i>Directory of Personnel & Services</i>
APPENDIX "F":	Palatka Municipal Airport <i>Facility Information</i>

SECTION 1
Authority

Palatka Municipal Airport, Kay Larkin Field is owned by the CITY OF PALATKA as a public aviation facility. It is administered by the CITY OF PALATKA City Commission. Their agent is the City Manager. The City Manager's designees are the Airport Manager and Airport Supervisor respectively.

1. It shall be the duty of the Airport Manager to enforce the rules and regulations prescribed in this Operation & Safety Manual & Minimum Standards. The Airport Manager shall at all times have the authority to take such action as may be necessary in the handling, conduct, and management of the public using the facilities of the Airport. In any instance not specially covered by this Manual, the Airport Manager is authorized to make such rules and regulations and render such decisions as are necessary to protect the public health, welfare, and safety and the Airport facilities.
2. The Airport Manager is charged with the enforcement of this Manual under the general police powers of the City.

An Airport Advisory Board consisting of seven Putnam County citizens appointed by the City Commission, the City Manager, a City Commissioner acting as Commission liaison, and the Airport Manager and Airport Supervisor oversees the Airport and advises the City Commission on matters relating to the development and operation of the Airport.

The Airport Advisory Board meets on the first Wednesday of every month at 12:00 noon in the terminal building at the Airport. The meetings are open to the general public. Advance notice shall be posted in the terminal building. Anyone wishing to bring business before the Board may do so through advance contact with the Airport Manager.

Only the following personnel are authorized to issue NOTAMs through the designated agency on behalf of the Palatka Municipal Airport:

1. Airport Manager
2. Airport Supervisor
3. City Manager

SECTION 2
Emergency Procedures

Purpose:

The purpose is to prescribe procedures to be utilized to the fullest extent practicable in the event of an incident, accident, emergency, or potential emergency on or in the vicinity of the Palatka Municipal Airport.

Notification of Personnel:

In the event of an incident, accident, emergency, or potential emergency on or in the vicinity of the Palatka Municipal Airport, the individual on duty at the Airport terminal will alert the Airport Manager and Airport Supervisor immediately, notify all other Airport personnel on duty, and execute the relevant Airport *Emergency Procedures Checklist*, herein known as APPENDIX "A", attached hereto, and made a part of this Manual.

Notification of Agencies:

The Airport Manager or Airport Supervisor shall make all other notifications to additional agencies as may be required by the nature of the emergency and execute the relevant Airport *Emergency Procedures Checklist* herein known as APPENDIX "A", attached hereto, and made a part of this Manual.

Procedures:

The individual on duty will inform all known inbound/outbound aircraft that incident, accident, emergency, or potential emergency exists and to "STAND BY".

Airport personnel will proceed to the terminal building to assist by answering phones and coordinating mobile units responding to the emergency.

All vehicles and equipment proceeding to the scene that are not Airport radio equipped will observe and respond to guidance from the terminal and proceed with caution.

If aircraft operations are interrupted due to wreckage on the runway or other operational area, direct all other aircraft to safe areas and DO NOT remove or alter the wreckage except where personnel safety or fire would deem necessary.

It is the responsibility of Airport personnel to keep the area clear of all personnel not involved in handling the emergency.

Reference APPENDIX "A", Airport *Emergency Procedures Checklist*, attached hereto, and made a part of this Manual.

SECTION 3
General Operations

Accident Reports:

The pilot of any aircraft involved in any accident causing personal injury or property damage at the Airport shall make a prompt and complete report on the accident to the Airport Manager or his/her designated representative. Other persons employed at the Airport who witnesses or participates in any aircraft accident shall also promptly render a detailed report to the office of the Airport Manager, giving names and addresses of all witnesses thereto.

Operations Reports:

All normal and abnormal operations shall be logged daily and submitted weekly to the Airport Manager. Airport operations (takeoffs and landings) shall be counted on a per occurrence basis with FAA standard policy with sufficient aircraft identification data recorded to permit aircraft size and weight categorization for Airport usage and planning purposes. Based aircraft, and transient aircraft when possible, shall be identified by identification (tail) number and the owners and/or pilot's identification, mailing address, and telephone number will be added to the Airport's data base for possible future contact regarding Airport public relations, business related, and flying activities.

Disposal of Wrecked Aircraft:

The owner of any wrecked aircraft at the Airport shall be responsible for the prompt removal and disposal of wrecked or disabled aircraft after same has been released by the NTSB or FAA. In the event of failure to comply promptly with this provision, the wrecked or disabled aircraft may be removed by the Airport Manager at the owner's expense and without liability for damage which may result in the course of the removal.

Authority to Deny Use of Airfield to Aircraft or Pilot Guilty of Violations:

The Airport Manager shall have the authority to deny use of the Airport to any aircraft or pilot repeatedly violating provisions of this Manual or FAA regulations.

Restricted Areas:

All persons are prohibited from entering the runways, taxiways, ramp aprons, utility and service areas, fuel storage areas, personnel areas, or other areas as may be designated restricted by the Airport Manager.

- Exceptions:
- Personnel assigned to duty thereon...
 - Bona fide airmen/airwomen in the course of their business...
 - Passengers under appropriate supervision enplaning/deplaning...
 - Other persons as authorized by the Airport Manager.

Conduct of Business:

No business or commercial operations shall be permitted at the Airport without a fully executed Lease Agreement or Independent Operators Agreement with the City containing provisions for strict compliance with this Manual. Other relevant standards, containing such other special provisions under such Lease or other Agreement which may be applicable to a particular operation, may be required as determined by the Airport Manager.

See APPENDIX "B", *Minimum Commercial Aviation Operating Standards*, attached hereto, and made a part of this Manual.

SECTION 3
General Operations...continued

Preservation of Property:

No person shall destroy, injure, or deface, or disturb in any way, any building or other structure, sign, equipment, marker, security fence or gates, drainage structure or drainage conveyance, tree, flower, lawn, landscaping, or other public property at the Airport. No person shall trespass on lawns and seeded areas at the Airport. Any person causing or responsible for any damage to Airport property shall be required to pay the City for the full amount of damage.

Cargo or Other Storage:

Unless otherwise provided in a Lease or other Agreement, no person shall use any area of the Airport for the storage of property without written permission from the Airport Manager.

Advertisements and Signage:

No person shall post, distribute, or display signs, advertisements, circulars, or written or printed matter of any kind on Airport property without the written permission of the Airport Manager. The permission may be rescinded at any time if the display or distribution ceases to conform to Airport policy or City requirements.

Solicitation:

No person shall solicit at the Airport without permission.

No person, unless duly authorized by the Airport Manager, shall, in or upon any area, platform, station, waiting room, or any other appurtenance of the Airport:

1. sell, or offer for sale, any article of merchandise or...
2. solicit any business of trade, including the carrying of baggage for hire, the shining of shoes or foot blackening, or...
3. entertain any persons by singing, dancing or playing any musical instrument, or...
4. solicit alms.

Penalty for Violation:

Any person who violates the provisions of this article or who violates or refuses to comply with lawful instruction of the Airport Manager shall be subject to immediate arrest and upon conviction shall be punished as provided by law.

SECTION 4
Aircraft Related Operations

General:

All aeronautical activities at the Airport are to be conducted in conformance with current and pertinent FAA rules and regulations and City ordinances, unless exceptions not in conflict with FAA regulations or City ordinances are authorized by the Airport Manager. The Airport Manager may prohibit aircraft landings/departures at the Airport at any time when and under any circumstances under which the Airport Manager deems the landings/departures likely to endanger persons or property.

Definition of Authorized Aircraft Movement Areas:

Airport Aircraft Movement Areas or AAMA shall mean any area of the Airport identified by the Airport Manager and or used or intended to be used for landing, take off, or surface maneuvering of any aircraft as depicted on a map maintained on file in the office of the Airport Manager but shall not include apron or ramp areas normally leased by tenants for their exclusive use.

Aircraft Movement Areas is herein specifically defined as all published and NOTAMed open paved airfield runways, taxiways, and ramps south of and including taxiway Bravo, all hangar taxi lanes attached thereto, hangar aprons thereof, and the designated refueling apron.

Specifically excluded are all non-pavement areas on Airport property, all pavement areas within that area known as the Airport Industrial Park, and those areas designated as an access road without written permission from the Airport Manager. Grassy areas are expressly prohibited for use as a landing or departing surface except in case of *declared* emergency.

Traffic Pattern:

Aircraft landing, taking off, or in flight over the Airport will be flown in accordance with the Airport traffic pattern, or as advised by legal traffic control authority. Unless emergency conditions exist, no person shall deviate from the traffic pattern without lawful permission. Unless otherwise legally authorized, the following rules shall apply:

1. No turn shall be made after takeoff until the aircraft has attained a minimum altitude of five hundred (500) feet above ground level (AGL), or the Airport boundary has been reached.
2. Aircraft leaving the traffic pattern shall depart on runway heading, or by performing a forty-five (45) degree left turn beyond the departure end of the runway after reaching pattern altitude.
3. Small aircraft intending to remain in the traffic pattern for a series of takeoffs and landings shall climb to one thousand (1000) feet AGL after making a ninety (90) degree turn and follow the air traffic pattern for the specified runway. Large aircraft shall climb to one thousand, five hundred (1,500) feet AGL and follow the same procedure. The small aircraft category shall include all reciprocating engine propeller type aircraft of twelve thousand, five hundred (12,500) pounds and under. The large aircraft category shall include all jet and turbo prop aircraft and those aircraft over twelve thousand, five hundred (12,500) pounds.

SECTION 4
Aircraft Related Operations...continued

Traffic Pattern...continued:

4. Aircraft entering the traffic pattern shall follow the procedures set forth in the air traffic pattern then in effect at the Airport and aircraft operators shall exercise extreme caution and courtesy to such an extent as not to cause aircraft already in the pattern to deviate from their course. There shall be no passing of aircraft in the pattern. Entry into traffic pattern shall be a forty-five (45) degree angle to the downwind leg of the pattern rectangle. Descent below pattern altitude within the Airport boundary shall be permitted only within the pattern and only for purposes of landing, departing, or performing practice approaches along the center line of the active runway.

A copy of the *Airport Traffic Pattern* herein known as APPENDIX "C", attached hereto, and made a part of this Manual, shall be posted in the terminal building at the Airport.

5. Aircraft making a series of uncertain or uncompleted landings (practice approaches or touch-and-go landings) shall give way to itinerant aircraft in the interest of expeditious landing of the aircraft.
6. For noise abatement, the preferred calm winds departure runway shall be Runway 027 and the preferred calm winds landing runway shall be Runway 090. This policy is in no way intended to replace common sense or good pilot judgment in regard to which of the two runways may already be in use runway on approach to the Airport's traffic pattern. For safety, the in use runway shall be the preferred runway.
7. Intended deviations from these procedures shall be announced via radio on the CTAF.

Ultralight Operations:

Deleted.

Apron:

No ramp or loading apron or taxiways or taxi lanes shall be used for landing or takeoff.

Starting Aircraft Engine:

No aircraft engine shall be started or run unless a qualified pilot or mechanic is in the aircraft and attending the control. Main landing wheels shall be chocked or other equally safe means employed to prevent inadvertent movement of the aircraft.

No person shall run an engine at any location on the Airport in such a manner as to cause damage to, or in such a manner as to blow debris across the apron, ramp, taxiways, runways, or to endanger property, persons, or the safety of operations on the Airport.

No aircraft engine shall be started in any hanger or other building or while persons or other aircraft or hangars or other buildings are in the aircraft's prop direct blast zone. All aircraft shall be positioned in a manner that ensures a clear prop direct blast zone prior to starting the engine.

SECTION 4
Aircraft Related Operations...continued

Taxing and Moving Aircraft on the Ground:

No aircraft shall be taxied except at safe and reasonable speeds. The maximum taxi speed is 15 mph on Taxiway Bravo and in vicinity of the General Aircraft Parking Ramp, terminal building apron areas, hangar aprons, and hangar taxi lanes. Aircraft not equipped with adequate brakes shall not be taxied unless an attendant is at the wing to assist the pilot. When aircraft with defective brakes must be moved, it shall be towed. Aircraft being taxied between sunset and sunrise shall have their red/green and white navigation position lights illuminated.

Towing of Aircraft:

Aircraft may be towed by their owner or authorized representative by the following procedures suitable and safe for the relocation of the aircraft:

1. The tow vehicle shall be suitable for the weight and design of the aircraft and be equipped with adequate brakes, running lights or amber flasher light, and an orange/white checkered flag or orange safety flag shall be deployed.
2. The tow bar shall be suitable for the weight and design of the aircraft and be affixed to the vehicle by secured manner and affixed to the aircraft by the means and manner recommended by the aircraft manufacturer. Straps, ropes, and means other than the appropriate tow bar are prohibited for towing an aircraft.
3. Aircraft being towed between sunset and sunrise shall have their red/green and white navigation position lights illuminated. Additionally, the tow vehicle shall have amber flasher light employed.
4. Towing of aircraft is restricted to paved surfaces only. Disabled aircraft may be exempt if the location of the disabled aircraft provides no other alternative.
5. All aircraft towing shall require two persons be present: the tow vehicle operator and a clearance spotter. The following exceptions may apply:
 - a. Clear and open towing on Taxiway Bravo only.
 - b. Clear and open towing of a disabled aircraft from the airfield pavement system only; not to surpass Taxiway Bravo.
 - c. During re-fueling procedures, from the General Aircraft Parking Ramp to the fuel farm and back only.
6. All operators of tow vehicles and their spotters shall be adequately trained in ground towing procedures.
7. During the towing of aircraft, the tow vehicle operator shall yield to taxiing aircraft and observe the maximum tow speed of less than a fast walk.

SECTION 4
Aircraft Related Operations...continued

Parking Aircraft:

Aircraft shall not be parked except in areas so designated. All aircraft shall be parked orderly and not be parked in a manner that blocks the Airport aircraft design group clearance of any taxiway, taxi lane, or apron. All parking of aircraft shall be restricted to paved surfaces unless otherwise authorized by the Airport Manager. All unattended aircraft on the ramp must be tied down regardless of how long they will be parked.

Personal Fueling:

The City as operator of the Airport, and its designated Fixed Base Operators, dispense aviation fuels as a part of their services offered. Only fuels from these authorized sources shall be transported onto the Airport or dispensed into an aircraft on the Airport. The dispensing equipment shall only be operated by authorized Airport staff personnel with the following exceptions:

1. Individual aircraft operators or approved for aviation fuel container owners may fuel their own aircraft or approved fuel containers if self-serve fueling abilities is designated and available on the fuel equipment. Self-serve operators must observe the posted safe fuel handling procedures and operating instructions.
2. Individual aircraft operators may fuel their own aircraft with automotive gasoline upon receiving written notice from the Airport Manager and in accordance with the following requirements:
 - a. The aircraft owner must hold a current FAA authorization (STC) permitting the use of automotive grade gasoline in the specific aircraft and the requirements of the authorization must be observed.
 - b. The fuel containers and method of transportation and transfer must comply with all FAA, USDOT, State of Florida and local requirements relating to a governing such private use of gasoline. Storage of such private gasoline within the Airport shall not be permitted at any time without the specific and written authorization of the Airport Manager. Under no circumstances shall such fuel be transported into or stored within any common use hangar.
 - c. Fuel transfer into the aircraft shall take place only in a fueling area designated by the Airport Manager and isolated from other aircraft, motor vehicles, equipment, structures, and the general public. The aircraft and transfer equipment must be properly grounded during the refueling operation. A fire extinguisher suitable for the hazard presented must be immediately at hand.
 - d. Only the authorized operator and trained and knowledgeable assistants will be in the immediate vicinity of the aircraft while fuel is being transferred. Members of the public, including passengers of the aircraft of the aircraft being fueled, shall remain clear of the areas until fueling is complete and all containers and equipment is properly stored.

SECTION 4
Aircraft Related Operations...continued

Skydiving Operations:

No independent skydiving or parachute jumping operations will be permitted at the Airport except in cases of an emergency. Recreational jumping activities must be under the supervision of a commercial skydiving operator or club that has met the safety and liability requirements of the City and has been authorized by the Airport Manager to conduct such activities. A list of organizations authorized to conduct skydiving operations, included in the *Authorized Ancillary Organizations*, herein known as APPENDIX "D", attached hereto, and made a part of this Manual, shall be posted in the terminal building at the Airport.

Skydiving operations at the Airport will comply with the applicable sections of FARs 91, 105, and FAA Advisory Circular 105-2A. Additionally, commercial operators and clubs shall abide by the safety provisions contained in the U.S. Parachute Association "Skydiver Information Manual" including the Basic Safety Requirements. Radio communications from the jump aircraft shall include a five (5) minute and a one (1) minute announcement on the CTAF (UNICIM 122.8) prior to jumper exit. Notice for large events will be posted by the skydiving operation in the terminal to alert pilots of increased activity. Major events that may or will significantly affect the Airport operations must be coordinated with and approved by the Airport Manager before scheduling.

Model Aircraft Operation:

No independent model aircraft flying will be permitted within the Airport traffic pattern area including the Airport Industrial Park on the south side of the Airport. Model aircraft flying activities within the area must be under the supervision of a commercial operator club that has met the safety and liability requirements of the City and has been authorized by the Airport Manager to conduct model flying activities. A list of organizations authorized to conduct skydiving operations, included in the *Authorized Ancillary Organizations*, herein known as APPENDIX "D", attached hereto, and made a part of this Manual, shall be posted in the terminal building at the Airport.

Model flying activities will comply with the rules of the Academy of Model Aeronautics and the FCC. Models must remain below 400 feet AGL, south of the northern extension of Kay Larkin Circle, and 1000 feet west of Runway 17/35. There shall be no intentional flying over the designated pit or spectator areas, not over any residential area adjoining the Airport. Observe and avoid full scale piloted aircraft at all times, the designated model flight area is within the Airport traffic area and piloted aircraft have the absolute right-of-way.

SECTION 5
Motor Vehicle Operations

General:

All vehicular driving on the Airport shall be conducted in conformance with current Florida Department of Motor Vehicles rules and regulations and those of other agencies that may govern driving in the State of Florida. All road vehicles driving on Airport property shall have affixed thereto current tags and registration and be insured in accordance with the laws of the State of Florida. Driving on the Airport is a privilege. The Airport Manager may prohibit vehicle operations on the Airport at any time when and under any circumstances under which the Airport Manager deems such operations likely to endanger persons or property, including but not limited to repeat displays of careless vehicle operations, speeding, disregard for on Airport driving rules, habitual traffic offenders, or displayed intoxication.

Definition of Authorized Motor Vehicle Movement Areas:

Airport Motor Vehicle Movement Areas or AMVMA shall mean any area of the Airport identified by the Airport Manager and or used or intended to be used for vehicle transport of persons to unrestricted public areas of the Airport.

Vehicle Movement Areas is herein specifically defined as all paved areas north of and including taxiway Bravo, all hangar taxi lanes attached thereto, hangar aprons thereof, the designated refueling apron, all pavement areas within that area known as the Airport Industrial Park, and those areas designated as an access road.

Specifically excluded is the Airfield pavement system, all runways and taxiways, except Taxiway Bravo, and all non-pavement areas on Airport property, without permission from the Airport Manager.

Vehicle Parking:

Vehicles shall not be parked except in areas so designated. All vehicles shall be parked orderly and not be parked in a manner that blocks the Airport aircraft design group clearance of any taxiway, taxi lane, or apron. All parking of vehicles shall be restricted to the designated vehicle parking unless otherwise authorized by the Airport Manager. Grassy areas are expressly prohibited for use as a vehicle parking area. Hangar tenant vehicles may be stored in their hangars while their aircraft is gone in use.

On Aprons or Airfield Pavement System:

Motor vehicles or motorized equipment shall not be operated on any apron, taxiway, or runway, other than the General Aircraft Ramp as hereafter specified except:

1. By Airport staff persons assigned to duty thereon and authorized by the Airport Manager.
2. By persons specifically authorized by the Airport Manager.

Drivers of authorized vehicles shall coordinate activities on the Airport with the Airport Manager or Airport Supervisor.

Any vehicle operating upon or crossing over a runway shall be equipped with an operating yellow emergency beacon. The vehicle shall be equipped with a radio monitoring the CTAF channel or shall coordinate with the terminal so that aircraft may be warned on the CTAF channel of the vehicle's presence.

SECTION 5
Motor Vehicle Operations...continued

On the General Aircraft Ramp:

Motor vehicles operated by persons permitted access to the restricted areas in accordance with Section 3 herein, may operate within the defined General Ramp and apron area for the sole purpose of loading or unloading passengers, equipment, or luggage, to or from an aircraft parked in the area. This area is defined as that paved apron part of Taxiway Bravo extending from in front of the fuel apron eastward to the east side of the tie down area as defined by the Airport Manager and includes the tie down ramps and aprons along both sides of said taxiway, *specifically excluding* the fuel apron.

Motor vehicles visiting the General Ramp and aprons shall yield right-of-way to all taxing aircraft and not park in a manner that blocks the Airport aircraft design group clearance of any taxiway, taxi lane, or apron so as to not impede the passage of aircraft.

Unattended private or commercial motor vehicle parking on the General Ramp and aprons is prohibited. Unattended vehicles must be parked within the designated parking areas outside the restricted area.

Restrictions as to Operations:

No motor vehicle or motorized equipment shall be operated in any area of the Airport in a careless or negligent manner or in disregard of the rights and safety of others, or without circumstances, or at a speed, or in a manner which unreasonably endangers, or is likely to unreasonably endanger persons or property, or if the vehicle is so constructed, equipped, or loaded as to unreasonably endanger or be likely to unreasonably endanger persons or property.

Yielding Right-of-Way:

All vehicles, except emergency vehicles responding, shall yield the right-of-way to any and all aircraft in motion. Aircraft shall be held in their positions or clear of runways during any an emergency unless otherwise directed by lawful authority.

Speed Limits:

All motor vehicles shall be operated in strict compliance with speed limits as indicated by posted traffic signs. In no case, other than emergency vehicles responding, shall a vehicle exceed fifteen (15) mph on any Airport ramp, apron, taxi lane, or Taxiway Bravo.

Authority to Remove Vehicles:

The Airport Manager may remove from any area of the Airport any vehicle that is disabled, abandoned, parked in violation of the provisions of the Manual, or which presents any operational problem on the Airport. Such removal shall be at the owner's expense and without liability for damages which may result in course of such action.