

Chapter 14 – Airport Operations Manual

Introduction

All public use airports in Louisiana must be open for use by the general public as well as a myriad of other types of aeronautical activity. An airport must contain some established rules and regulations in order to provide effective and safe operation of the airport. There should also be adequate access controls including fencing and other facilities to keep motorists, cyclist, pedestrians, and animals from inadvertently wandering onto runways or taxiways. Local air traffic regulations may require the establishment of uniform flight patterns for orderly approaches and departures. As with any public use facility, there must be adequate rules governing vehicular traffic, sanitation, security, crowd control, access to restricted areas, and fire protection.

This chapter provides information on rules and regulations for airports. It also provides a model set of rules and regulations which may easily be adapted to fit the specific requirements of any given airport.

Airport Operations Manuals

Rules and regulations are usually prepared as part of an airport's operations manual. An airport's operation manual is usually developed by the airport's local governing body, through the Airport Authority, to establish the objectives, policies, standards, rules, regulations and procedures necessary for the proper management and operation of that airport. Airport operations must achieve the highest degree of operating efficiency and safety possible while being in compliance with the requirements of the State of Louisiana and the Federal Aviation Administration. According to the Louisiana Law Revised Statutes Title 2, a draft operations manual should be provided to the LA DOTD Aviation Section for comment and approval. Some elements that should be included in an Airport's Operation Manual are as follows:

- **Introduction**
- **Airport rules and regulations**
- **Minimum standards and requirements for the conduct of aeronautical services and activities**
- **Physical features of airport and information concerning support services such as utilities**
- **Airport inspection and maintenance procedures**
- **General safety issues**
- **Airport emergency plan**
- **Land leasing procedures**
- **Commercial operator leasing procedures**
- **Tie-down and aircraft parking agreement procedures**

Sample Rules And Regulations

Each airport has different conditions and characteristics that separate it from others. Therefore no two airports should have an identical set of rules and regulations. However, since most airports encounter similar situations, the following pages contain some typical rules and regulations and guidelines. These rules should be used to assist each airport in establishing their own specific set of guidelines that represent the conditions that exist at their airport.

The Local Airport Authority/should approve the rules and regulations, and once approved they should be printed and distributed to all airport tenants, pilots, the LA DOTD Aviation Section and any other individuals who request them.

THIS IS ONLY A SAMPLE

RULES AND REGULATIONS

_____ Airport

A. GENERAL RULES

1. All users of and persons on the airport shall be governed by these regulations and by any emergency directives that may be issued pursuant to Paragraph A.7. hereof. These regulations supersede any previously published and are subject to change by the Airport Owner, at any time.
2. These regulations are not intended to amend, modify or supersede any provisions of Federal, State, or Parish law.
3. If any portion of these regulations shall be ruled to be invalid or unenforceable, all other portions shall nevertheless remain in effect.
4. **Amendments to Rules and Regulations:** Future amendments, additions, deletions or corrections to these rules and regulations may be promulgated by the Airport Authority and shall be filed with the District Secretary.
5. **Special Regulations, Notices or Directives:** Special Regulations, notices, memorandums or directives of an operational nature of interest to persons engaged in business on the airport shall be issued under the authority of these regulations.
6. The Airport Manager, or other persons so designated by the Airport Authority, is authorized to install such traffic control signs on the Airport as may be necessary in order to properly control and regulate vehicular traffic.
7. **Emergency Powers of the Airport Manager:** When an emergency exists at the airport, the Airport Manager is empowered to issue such directives and to take such action which within his discretion and judgment is necessary or desirable to protect persons and property and expedite the operation of the airport. Such directives and

actions of the Airport Manager shall have the force of a regulation thereunder so long as said emergency exists.

8. **Posting of Rules and Regulations:** Any airport tenants shall post a copy of these Rules and Regulations in a conspicuous location for the use of employees and customers.
9. **Non-liability of Parish:** The permission granted to use the airport and its facilities, or to fly to, from, or over the same, shall be at all times conditioned upon the assumption of full responsibility therefore by every person exercising or taking advantage of such permission. It shall be a further condition thereof that each person, as a consideration for the use of the airport and for its facilities, shall at all times release, hold harmless and indemnify the _____ Parish Council, through the Airport Authority, and their agents and employees from any and all responsibility, liability, loss or damage, resulting to any such person, or caused by or on his or her behalf, and incident to the manner in which the airport is operated, constructed or maintained, or served from within or without, or used from without. The use of the airport by any person for any purpose, or the paying of fees therefore, or the taking off or landing aircraft thereon, shall be itself an acknowledgment that such person accepts such privileges on the condition herein set forth.
10. **Categories of Aircraft:** For proper determination of the conditions of use of _____ Airport, certain categories have been established by the Airport Authority. Final determination as to the proper category designation of any aircraft shall rest with the Airport Manager, in accordance with the following:

a. Private

- (1) Privately owned aircraft will be operated noncommercially by owner or owners.
- (2) The aircraft can be used in connection with the owner's business in a manner comparable to the owner's use of his private automobile.
- (3) Company and corporation owned aircraft that are operated for the transportation of their and other personnel and/or products are classified as private aircraft.
- (4) Club aircraft must be owned and operated by a non-profit partnership or non-profit Louisiana corporation, and each club member must be a bona fide owner of a part of the aircraft or a share in the corporation. The club may not derive greater revenue from the use of its aircraft than the amount necessary for the operation, maintenance and replacement of its aircraft and will file and keep up to date with the Airport Manager a list of membership. At any time the Airport Manager has reason to believe that a club aircraft is being so operated that it falls under the "commercial" classification there under, he shall so notify the club and if they fail to remedy conditions complained of, the Airport Manager shall reclassify the aircraft and levy fees necessary to the pertinent type of operation.
- (5) Aircraft for Sale: New or old aircraft held for sale may be demonstrated to prospective purchasers, or, when sold, may be used to instruct the new owner of their operation.

b. Commercial

Aircraft used:

- (1) To carry passengers for hire.

- (2) For rental, hire or charter.
- (3) Student instruction and its kindred occupations.
- (4) Any aircraft used for commercial purposes and not otherwise covered in these regulations.

B. GENERAL REGULATIONS

1. **Advertising** - No person or organization shall post, distribute or display signs, advertisements, literature, circulars, pictures, sketches, drawings, or other forms of printed or written matter on the airport except with the prior written authorization of the Airport Authority and in such manner as he may prescribe.
2. **Solicitation** - No person shall engage in any form of solicitation or offer merchandise or services for sale on the airport without obtaining prior written authorization from the Airport Authority.
3. **Public and Tenant Usage** - All persons using the airport shall at all times abide by the following rules and regulations: pertinent information as requested by the officer in charge. For all accidents involving aircraft, a copy of the report will be forwarded to the Baton Rouge FAA General Aviation District Office and State Office of Aviation and Public Transportation.
 - a. **Disorderly Conduct** - No person shall be or become intoxicated or drunk, commit any disorderly, obscene or indecent act, or commit any act of nuisance, nor conduct or engage in any form of gambling on the Airport.
 - b. **Sanitation** - No person shall dispose of garbage, papers, refuse or other material on the Airport except in the receptacles provided for that purpose; nor use a comfort station other than in a clean and sanitary manner.
 - c. **Preservation of Property** - No person shall destroy, injure, deface or disturb in any way any building, sign, equipment, marker or other structure, trees, flowers, lawn or other property on the Airport; not alter, make addition to, or erect any building or sign or make any excavations on the Airport: nor willfully abandon any personal property on the Airport. In addition to any other penalty provided in these rules, civil law provides that any such action be considered as a misdemeanor. Any person causing or liable for damage of any nature shall report such damage to the Airport Authority office and, upon demand by such office, shall make reimbursement for the full amount of the damage. Anyone failing to comply with this regulation may be refused admittance to the airport until the Airport Authority has been fully reimbursed for damage done.
 - d. **Explosives and Other Dangerous Articles** - No persons, except peace officers, U.S. Government agents, duly authorized Post Office and Airport employees or members of the Armed Forces of the United States on official duty, shall carry loaded weapons on the Airport. Nor shall any person store, keep, handle, use, dispense or transport at, in or upon the airport any hazardous or dangerous articles (as defined in the Interstate Commerce Commission Regulations for transportation of explosives or other dangerous articles), at such time or place or in such manner or condition as to endanger unreasonably or as to be likely to endanger unreasonably persons or property.
 - e. **Interfering or Tampering With Aircraft** - No person shall interfere or tamper with any aircraft or put in motion the engine of such aircraft, or use any aircraft, aircraft parts, instruments or tools without permission of the owner or by specific direction of the Airport Manager.

- f. **Restricted Areas** - No person shall enter upon the field area, utilities and service rooms or areas, or other areas as may be designated RESTRICTED except:
 - (a) Persons assigned to duty therein.
 - (b) Persons authorized by the Airport Manager.
 - (c) Business representatives in the conduct of their affairs with the FBO or other tenants.
- g. **Use of Roads and Walks** - No person shall travel on the Airport other than the roads, walks, or places provided for the particular class of traffic. No person shall occupy the roads or walks in such a manner as to hinder or obstruct their proper use.
- h. **Loitering and Refusal to Comply** - No person shall loiter or loaf on any part of the Airport or in any building on the Airport; nor shall any person come upon or use the Airport, except while traveling through as a passenger or while enplaning or deplaning as a passenger on an aircraft operating on the Airport, after such person has been denied the use of the Airport by the management. Any person or persons who refuse to comply with these applicable rules and regulations, after proper request to so do by the Airport Manager or other authorized representative, shall be requested to leave the Airport and in the event of failure to comply with a proper request to abide by the rules and regulations of the Airport, shall be regarded as a trespasser.
- i. **Use of Shop Areas** - All shops, garages, equipment and facilities are expressly for the conduct of the owner's or lessee's business and operations. No persons other than employees of the owner or lessee shall make use of these facilities or loiter around such premises without individual and specific permission of the owner or lessee.
- j. **Conduct of Business or Commercial Activity** - No person shall engage in any business or commercial activity of any nature whatsoever on the Airport except with the approval of the Airport Authority, and under such terms and conditions as may be prescribed.
- k. **Open Flame Operations** - No person shall conduct any open-flame operations in any hangar or on the Airport unless specifically authorized by the Airport Manager. Where welding or cutting is a necessity for repairs or alterations in any airport area whether by outside contractors or by tenants, the following procedures must be followed:
 - (1) Permission must be received from the Airport Manager.
 - (2) Someone must be assigned to watch the areas involved and to carefully check it and the adjoining areas for one-half hour after the work is completed. Flying sparks from welding are frequently thrown into remote places where material may smolder for hours before bursting into flame.
 - (3) When welding outdoors, make certain sparks do not enter doors or windows.
 - (4) Where welding or cutting is performed near open floor drains, caution should be exercised because of the possible presence of sewer gas and solvents that have drained from the hangar floors. All drains should be well flushed before commencing operations.
 - (5) When it is necessary to weld or cut metal in areas classified as hazardous areas such as hangars or shops where volatile materials are used or areas where volatile materials are stored., the following additional procedures shall be followed:
 - * Where welding or cutting is to be performed in a hangar:
 - (6) All aircraft shall be removed from the hangar.
 - (7) All volatile materials and liquids shall either be removed or properly enclosed in metal cabinets away from the area involved.

- (8) Hangar floors shall be well watered down and hangar doors on the ramp side open.
- (9) Men with fire hose or ample fire extinguishers shall be stationed to insure that sparks are controlled. A minimum of one 50 pound dry chemical extinguisher shall be on hand.

Where welding or cutting is to be performed in a shop area containing combustible materials:

- (10) All necessary precautions shall be taken.
- (11) All movable combustibles shall be moved at least 35 feet (10 meters) away.
- (12) Combustibles which cannot be moved shall be covered with sheet metal.

l. Smoking - No person shall smoke in any hangar or shop, service station area, gasoline storage area, or in any building, room or place on the Airport where smoking is specifically prohibited.

m. Accidents - All persons involved in any accident, personal, aircraft, or automotive, occurring on the premises of _____ Airport shall advise the Airport Authority office, and make a report to the _____ Parish Sheriff's Department as soon as possible, giving all

4. Building Requirements and Ground Rentals

Any person desiring to erect or construct any building on the Airport shall be required to submit plans and specifications for the same to the Airport Authority. The plans shall also include a general layout, drawn to scale, showing the desired amount of ground actually required for the operation of such activities in addition to the portion occupied by the building proper. Doors on all buildings shall not protrude or extend beyond the building line as established by these regulations.

All buildings erected upon the Airport shall conform to any Building Code requirements adopted by _____ Parish and be approved by the State Fire Marshall. They must be of either steel, concrete, masonry or other fireproof construction. Temporary permits may be granted for a period not to exceed one year, to construct temporary shelter in a space to be designated by the Airport Authority. Such temporary building must be removed at the expense of the owner with ten days' notice in writing by the Airport Authority. Waivers of this section may be granted only by approval of the Airport Authority. State approval must be acquired on all construction in accord with **R.S. 2:139** and **FAR Part 77** requires that the FAA be notified and a Form 7460-1 must be completed and forwarded to the FAA Airports District Office, as described in **FAA AC 70/7460-1E**.

When plans have been approved by the Airport Authority and the State Division of Aviation and Public Transportation, a lease may then be entered into at the rate prescribed by the Airport Authority.

5. Trash Containers

No person shall keep unsafe trash containers in any area. No vehicle used for hauling trash, dirt, or any other material shall be operated on the Airport unless such vehicle is constructed so as to prevent the contents thereof from dropping, blowing, sifting, leaking or otherwise escaping there from. Areas to be used for trash or garbage containers shall be designated by the Airport Authority and no other areas shall be used for this purpose. Such areas shall be kept clean and sanitary at all times.

- 6. Storage of Equipment**

No tenant or lessee on the Airport shall store or stack material or equipment in such a manner as to constitute a hazard to personnel or property.
- 7. Maintenance**

All tenants shall be required to maintain their leased property in a condition of repair, cleanliness and general maintenance in a manner agreeable to the Airport Authority and in accordance with their individual lease agreements and free from all fire hazards.
- 8. Fire Equipment**

All tenants or lessees shall supply and maintain such adequate and readily accessible fire extinguishers as are approved by fire underwriters for the particular hazard involved.
- 9. Structural and Decorative Changes**

No tenants, lessees or grantees will be permitted to effect structural or decorative changes or additions of any type without prior permission and approval of the Airport Authority.
- 10. Damages**

Tenants, lessees and grantees shall be fully responsible for all damages to buildings, equipment, real property and appurtenances at the airport caused by negligence, abuse or carelessness of their employees, agents, customers, visitors, suppliers or persons with whom they may do business.
- 12. Payment of Utility Charges**
 - a. All billings are payable upon presentation unless otherwise noted thereon.
 - b. All percentages or income charges are payable within thirty (30) days of the end of the accounting period unless otherwise stipulated in writing.

C. AIRFIELD OPERATIONS

The rules set forth in this section must be followed but may be deviated from when an **immediate emergency** presents itself that requires such deviation in the interest of safety.

- 1. General Operating Rules**
 - a. All aircraft in flight within the Airport traffic pattern or in motion or parked on the _____ Airport shall operate in accordance with the following rules and regulations and be governed by the current Federal Air Regulations and other Federal and State Aeronautical Regulations as may apply.
 - b. Except for emergency landings, the Airport Manager may prohibit aircraft landing and taking off at any time and under any circumstances when he deems such landings and takeoffs likely to endanger persons or property.
 - c. In the event the Airport Manager believes the conditions of the Airport to be unsafe (or safe) for landings or takeoffs or if so ordered by the **State pursuant to R.S. 2:6**, the management shall have the authority to issue a NOTAM to close or open the Airport, or any portion thereof.
 - d. A minimum of a private pilot's license is required to operate any aircraft from the Airport except for student pilots under the supervision of a licensed flight

- instructor. Persons instructing transient student pilots and landing at the Airport will comply with the instructions contained herein.
- e. All flight instructors shall be responsible for the aeronautical conduct of their students.
 - f. No aircraft engine shall be started or run unless a competent operator is in the aircraft attending the engine controls. Chocks will be used unless the aircraft is provided with adequate parking brakes which are fully engaged.
 - g. No person shall run the engine or engines of any aircraft at any location on the Airport in such manner as to cause damage to other aircraft or property or in such a manner as to blow paper, dirt, or other materials across taxiways or runways in such manner as to endanger the safety or operations on the Airport.
 - h. Aircraft engines will be warmed up only in places approved for such purposes by the Airport Manager. At no time will aircraft with engines running or engines being tested be left unattended by any person. At no time shall engines be warmed up or operated when hangars, shops, offices, buildings, persons, equipment, passengers or aircraft landing, parked or taking off are in the path of the propeller stream or jet engine exhaust. Starting of engines shall be prohibited until proper clearance has been ascertained and until all standard safety procedures have been met.
 - i. Run-up of fixed wing aircraft will be done at a 45 degree angle to the taxiway or runway with tail toward grass.
 - j. No aircraft shall be operated on the surface of _____ Airport, except Government-owned, that is not fully certificated by and registered with the Federal Aviation Administration, and having either a current Airworthiness Certificate or a Ferry Permit.
 - k. No experimental flight or ground demonstration shall be conducted on the Airport without the express approval of the Airport Manager.
 - l. No person shall park an aircraft on the public landing area, or the public aircraft ramp and apron area except at such places as may be prescribed or permitted by the Airport Manager. When in such an area, every aircraft shall be adequately tied down. The landing gear of every fixed wing aircraft shall be chocked with wheel blocks or other approved devices. Upon direction from the Airport Manager, the operator of any aircraft shall move said aircraft from the place where it is parked or stored to any other designated place; if the operator refuses to comply with such direction, the Airport Manager may tow said aircraft to such designated place at the operator's expense, and without liability for damage which may result in the course of such moving.
 - m. The basing and operation of personal and company-owned aircraft at the Airport shall be by written agreement with the Airport Manager or Fixed Base Operator in each case. If such aircraft are used for hire or other commercial purposes, they are required to have appropriate permits, including an appropriate written agreement with the Airport Authority.
 - o. Any person damaging any light or fixture shall report such damage to the Airport Authority office immediately and shall be fully responsible for any costs required to repair or replace the damaged facility.
 - q. Any use of available fire equipment must be promptly reported to the Airport Manager so that extinguishers and other items can be serviced without delay.

2. Taxiing Rules

- a. No person shall taxi an aircraft until he has ascertained, by visual inspection of the area, that there will be no danger of collision with any person or object in the immediate area.
- b. No aircraft shall be operated in a careless or reckless manner or taxied except at a safe and reasonable speed.
- c. ascertaining that no other aircraft is landing or taking off on the runway. Helicopters will not cross the runway until they are sure that fixed wing aircraft will not be concerned about such crossing.

3. Airport Traffic Rules

- a. All activities, which are of an aeronautical nature and all flying of aircraft departing from or arriving at the Airport, shall be conducted in conformity with the current pertinent provisions of these regulations.
- b. All aircraft using the _____ Airport will conform to the following traffic patterns promulgated by the Airport Authority:
 - (1) All aircraft in flight below 3000 feet above the surface within a 5 statute mile radius of the center of the _____ Airport shall conform to the following rules and with the traffic diagrams depicted on the Traffic Pattern Charts included in this Section. No aerobatics shall be performed in **any** of the airspace above the _____ Airport or within a radius of 5 miles from the center thereof.
 - (2) All aircraft shall fly a **left-hand** (counter- clockwise) traffic pattern when using either runway end or the Public Heliport Touchdown Pad.
 - (3) All Aircraft will comply with the guidelines established in the following "Standard Traffic Patterns" section:

Standard Traffic Patterns

- (a) Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude (field elevation + 1000').
 - (b) Maintain pattern altitude until abeam approach end of the landing runway, on downwind leg.
 - (c) Complete turn to final at least 1/4 and not more than 2 miles from the runway.
 - (d) Continue straight ahead until beyond departure end of runway.
 - (e) If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway, within 500 feet of pattern altitude.
 - (f) If departing the traffic pattern, continue straight out, or exit with a 45 degree turn beyond the departure end of the runway, after reaching 600' altitude.
 - (g) No more than 4 aircraft may be in the traffic pattern practicing continual touch and go's at the same time.
- c. Rotary Wing Aircraft (helicopters) will utilize the same procedures, except that inbound traffic will maintain 500 feet altitude until commencing their initial approach. Helicopters should avoid the flow of fixed wing traffic and transition to a final approach to the Touchdown Pad on a course parallel to the runway, direction depending on wind conditions.
 - d. No aircraft shall take off or land on any taxiway or parking apron, or on any runway other than the active runway or heliport touchdown pad in relation to the direction of the wind. Helicopters should not overfly the fixed wing aircraft

parking apron, but should hover taxi to or from the runway area, remaining clear of fixed wing aircraft.

The active runway (or heliport) shall be determined by the runway (or touchdown pad direction) most closely aligned to the wind as indicated by the airport wind tee. During calm or zero wind conditions all fixed wing landings will be to Runway.

- e. All aircraft taking off shall proceed straight ahead to an altitude of 500 feet above the surface and shall execute the appropriate 90 degree turn when outside the airport boundary.
- f. Aircraft intending to remain in the traffic pattern shall continue to climb to an altitude of 1000 feet above the surface after the first 90 degree turn and shall thereafter follow the pattern as set forth on the attached Air Traffic Chart.
- g. Aircraft leaving the traffic pattern shall climb to a traffic altitude of 600 feet above the surface after making the first 90 degree turn, and shall then leave traffic by doing a 45 degree turn to the west.
- h. Aircraft intending to land at the _____ Airport shall fly over the center of the airport at an altitude of 1500 feet above the surface in order to observe the wind direction and other traffic in the traffic pattern.
- i. Aircraft entering the traffic pattern shall exercise caution so as not to cause aircraft already in the pattern to deviate from their course.
- j. All aircraft approaching the _____ Airport for landing will call, on the **CTAF frequency (122.8 MHz)**, at least 10 miles out and announce their: intentions, altitude, and direction of flight.
- k. All aircraft maneuvering for landing will call on the CTAF frequency turning cross wind, entering down wind, turning base and on final and when clear of runway.
- l. Departing aircraft will call on the CTAF frequency when taxiing on runway, beginning take-off run with direction of flight.
- m. Aircraft without radio will enter downwind at normal pattern altitude and exercising extreme caution, fly a standard pattern to a landing. At no time, other than an emergency, will a radio aircraft maneuver so as to take right of way from another aircraft already in traffic pattern.
- n. Simulated forced landings are forbidden within the Airport traffic area unless accompanied by a Flight Instructor certified by the FAA or appropriate military authorities.
- o. No aircraft will fly directly over the airport unless landing or taking off, or during an emergency, or to determine wind direction for landing, at an altitude of less than 1,500' MSL.
- p. Rotary-wing aircraft will not operate as to create a hazard to any aircraft.
- q. No aircraft having a single gear wheel bearing loads in excess of 30,000 pounds will be permitted to land on, or take off from the _____ Airport except with the prior approval of the Airport Manager, and then only after such approval has been received by the management from the engineering section of the Louisiana Department of Transportation and Development who will calculate potential damage to the airport surfaces by overweight aircraft.

4. Disabled and/or Derelict Aircraft

Upon demand made by the Airport Manager to the owner or operator of any abandoned, disabled or derelict aircraft or parts thereof, wrongfully or improperly left upon airport property, it shall be the duty of said owner or operator to remove the same at his own expense. If after such demand the owner or operator fails or refuses to remove the aircraft within a reasonable time as determined by the Manager from the circumstances

(or condition of hazard created by reason of the presence of such aircraft at such place), the Manager shall cause the same to be impounded and stored. The cost of such removal and storage shall be a charge against the owner or operator of the aircraft and upon the payment of set charge, the impoundment herein provided shall be released and possession of said aircraft shall be restored to said owner or operator. The aircraft must then be immediately removed from the airport premises.

5. Damage to Airport

The owner or operator of any aircraft which by reason of any type or accident, crash, or fire, or which by reason of malfunction or operation, causes any damage to airport property shall be responsible to the _____ Parish Council, through the Airport Authority, for such damage, and the amount thereof shall be ascertained by the Airport Authority which shall make demand upon said owner or operator for payment thereof. In the event of the failure or refusal of said owner or operator to pay the amount of such claim for damage, a full report of the circumstances on which said claim is based, together with a copy of said claim, shall be turned over to the District Attorney, who shall, when directed by the Airport Authority, institute in the name of said Airport Authority, all necessary legal proceedings for collection of said claim.

6. Security of Aircraft

The _____ Parish Sheriff's Office makes regular patrol checks of the airport and aircraft tie-down areas in accordance with an agreement with the Airport Authority. However, when, in the opinion of the owner, the kind, type, mission and condition of an aircraft make it necessary to provide additional security guards or policemen wherever the aircraft is located on the airport, the owners of the aircraft shall be responsible for obtaining, providing and maintaining its own security guards or policemen after permission to establish such security has been obtained from the Airport Manager or his duly authorized representative. Security requirements shall not be used as a means to hinder or delay removal of aircraft at the direction of the Airport Manager.

7. Stunt Flying - Acrobatics

Except for public displays of aviation flight specifically authorized by the FAA and the Airport Authority to be conducted under responsible auspices and control, violation of any of the following provisions shall be illegal and an offense:

- a. No person shall operate an aircraft in a careless or reckless manner so as to endanger the life or property of others by buzzing, diving or low-altitude flying.
- b. No person shall engage in acrobatic or stunt flying over congested areas or over an open air assembly of persons or below an altitude of 1,500 feet above the surface.

8. Free Balloons, Model Aircraft, Parachute Jumping and Air Shows

- a. **Model Aircraft:** No person shall operate or release any model aircraft, rocket, kite, balloon or other similar contrivance at or upon the Airport, nor will any parachute jump be made onto the Airport, without the prior approval of the Airport Manager. Such prohibition shall not include the release of weather balloons when accomplished by a National Weather Service-approved Supplemental Aviation Weather Observer.
- b. **Parachute Jumping:** Federal Air Regulation 105.17 states that:

"unless prior approval has been given by the airport management, no person may make a parachute jump and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft --

- o over an airport that does not have a functioning control tower operated by the United States; or
- o onto any airport.

However, a parachutist may drift over that airport with a fully deployed and functioning parachute if he is at least 2,000 feet above that airport's traffic pattern and avoids creating a hazard to air traffic or to persons and property on the ground."

A waiver is required on a case-by-case basis from both the FAA and the Airport Authority for all parachute jumping on the _____ Airport.

- c. **Air Shows:** No air meets, aerial demonstrations, or other special activities shall be held at the airport unless prior permission and an Air Show waiver is obtained from the FAA and the Airport Manager.
- d. **Special Activity Insurance Requirements:** It is the general intent of the Airport Authority that no such permission shall be granted for special airport activities, including parachute jumping onto the airport grounds, unless the applicant has deposited with the Airport Manager proof of the FAA authorization and either a policy or a certificate of insurance protecting the _____ Parish Council, through the Airport Authority, and any third party against loss or damage due to such event and indemnifying the Airport Authority against liability to any third persons resulting there from. This insurance shall be in amounts deemed satisfactory by the Airport Authority.

D. FUELING AND INFLAMMABLES

1. General

No person shall use flammable, volatile liquids having a flash point of less than 100 degrees Fahrenheit in the cleaning of aircraft, aircraft engines, propellers, appliances, or for any other purpose, unless such operations are conducted in open air, or in a room specifically set aside and approved for that purpose; which room must be properly fireproofed and equipped with adequate and readily accessible fire extinguishing apparatus.

The procedures and precautions outlined in the criteria of the National Fire Protection Association (**NFPA Pamphlet No. 410D, Safeguarding Aircraft Cleaning, Painting and Paint Removal** and **NFPA Pamphlet No. 410F, Aircraft Cabin Cleaning and Refurbishing Operations**), will be adhered to in all cleaning, painting and refurbishing operations using flammable fluids, including the storage of such fluids.

2. Airport Fuel Dispensing Authorization and Charges

- a. All aviation fuels will be dispensed on _____ Airport property only by vendors authorized by the Airport Authority.
- b. No company or individual will be allowed to transport inflammable liquids into any aircraft area or to refuel aircraft on any portion of the property owned by _____ Airport, prior to securing authorization from the Airport Authority.
- c. Application for such authorization shall be made to the Airport Authority in writing.
- d. Recipients of fueling authorization issued by the Airport Authority shall adhere to the stipulations set forth and abide by _____ Airport Rules and Regulations pertaining to refueling operations.

- e. All holders of permits shall pay whatever flowage fees the Airport Authority establishes from time to time.
- f. The fee for flowage includes all grades of aviation gasoline and jet fuels. Gallonage amounts upon which flowage fee is based will be determined by the Operator's submitting to the Secretary of the Airport Authority, a duplicate invoice from the wholesale vender upon delivery.

3. Fueling and Defueling Aircraft

NFPA No. 407 shall govern the refueling, defueling, oil service and sumping of aircraft, the placing of fuels in storage tanks or dispensers.

- a. No aircraft shall be refueled, defueled or oil serviced while aircraft is being warmed by application of heat, or while the aircraft is in a hangar or congested or an enclosed space.
- b. No person shall smoke or permit any open flame within 100 feet of any aircraft undergoing fuel service or within at least 50 feet from any hangar or building.
- c. Prior to the fuel servicing of any aircraft, it and the fuel dispensing equipment shall be grounded to a point or points of zero electrical potential in the order indicated below and, when complete, disconnected in the reverse order to prevent the possibility of static ignition of volatile liquids.
 - o Aircraft to apron or ground.
 - o Refueling unit to ground.
 - o Refueling unit to aircraft.
 - o Refueling nozzle to aircraft.

This same procedure, modified appropriately, will also apply to defueling, dumping into storage, and filling dispensing equipment.

- d. When a malfunction of refueling equipment is detected, all refueling shall cease immediately and the malfunction remedied or the entire unit replaced by another. Any malfunctions or irregularity detected on or within the aircraft being serviced will be brought to the attention of the aircraft owner or operator immediately.
- e. Personnel engaged in the fueling and defueling of aircraft, the filling of dispensing equipment or dumping storage with aviation fuels shall exercise extreme caution to prevent spills. When spills occur, servicing will cease and spills will be washed down, removed or absorbed with suitable material.
- f. Fueling pumps, meters, hoses, nozzles, fire extinguishers, and grounding devices will be kept in first-class condition at all times.
- g. During fuel handling operations in connection with any aircraft, at least one CO₂ or approved dry chemical fire extinguisher (20 lbs. or larger) shall be immediately available for use in connection therewith.
- h. No person shall perform or allow performance of any refueling operation during an electrical storm.
- i. No person shall operate any radio transmitter or receiver or switch electrical appliances off or on in an aircraft during fueling or defueling.
- j. During fueling or defueling of aircraft, no person shall use any material or equipment which is likely to cause a spark or ignition.
- k. No person shall start the engine of any aircraft when there is any gasoline on the ground under such aircraft.
- l. All hoses, funnels, and appurtenances used in fueling and defueling operations shall be equipped with a grounding device to prevent ignition of volatile liquids.
- m. No aircraft shall be fueled or defueled while passengers are on board the aircraft unless a passenger loading ramp is in place at the cabin door of the aircraft, the

aircraft door is in open position, and a cabin attendant is present at or near the cabin door.

- n. No airborne radar equipment shall be operated or ground tested on any area wherein the directional beam of high intensity radar is within 300 feet, or low intensity radar (less than 50KW output) is within 100 feet of another aircraft, an aircraft refueling operation, an aircraft refueling truck or aircraft fuel or flammable liquid storage facility.
- o. During refueling or defueling, fuel handling vehicles, if used, shall be so placed so as to be readily removable in event of fire so as to permit direct driving away from the loading or fueling position. Not more than one refueler shall be positioned to refuel each wing of an aircraft and not more than two refuelers shall be positioned to serve the same aircraft simultaneously.
- p. Each fuel handling vehicle shall be conspicuously marked in letters of contrasting color, with the word "Flammable" on both sides and rear of the cargo tank in letters at least six inches high, and the wording "Emergency Shut Off" and other appropriate operating instructions required at the emergency operating devices in letters at least two inches high. Each fuel handling vehicle will also be conspicuously marked on both sides and rear with the type and grade of fuel it contains.
- q. Aircraft fuel storage tanks and trucks will be tested for foreign matter and water as follows:

(1) **Aircraft Fuel Trucks**

Operators of aircraft fueling trucks shall establish and adhere to the following sumping procedures.

- (a) At least once each day when a truck is in service, regardless of whether fuel has been dispensed from it during the period.
- (b) Within five (5) minutes after the truck is filled.
- (c) Immediately after a truck is washed and before it is placed in service; and
- (d) Before the truck is returned to service if it has been out of service for maintenance for four hours or more.

(2) **Bulk Storage Tanks**

Persons operating bulk aircraft fuel systems and aircraft fueling trucks on the airport shall adhere to the following procedures:

- (a) Each bulk storage tank containing aircraft fuel shall be tested for the presence of water once a day, and after fuel has been delivered into the tank. If water is present, the quantity shall be measured in centimeters and recorded. Such records shall be retained for 90 days.
- (b) Not more than one inch (1") (2.5 centimeters) shall be permitted in any bulk storage tank containing aviation gasoline.
- (c) No water shall be permitted in any bulk storage tank containing aviation turbine fuel. Any water found in a turbine fuel storage tank (other than in the sump) shall be removed immediately.
- r. All sump fuel samples will be taken in clear plastic or glass containers and at least a quart of sample will be taken. All sump samples shall be emptied immediately after checking in UL approved type safety cans. The safety cans will be emptied at a location approved by the Airport Manager.
- s. Any tank truck found with leaking or faulty sump valves will be taken out of service immediately, and repaired before the truck is returned to service.

- t. Suitable records shall be made of the date, time and results of the sumping test performed on each truck. These records will be retained for 90 days in the airport office of the fuel operator and such record will be periodically checked by the Airport Manager.

4. Storage on Apron Area

Gasoline, oil and solvent drums or receptacles shall not be stored on apron and ramp areas in excess of amounts actually needed as current stock. Any material of this type that is kept in subject areas will be kept enclosed and covered in a clearly marked and labeled housing of a design and type that meets the approval of the Airport Manager and the State Fire Marshall.

5. Liquid Disposal

No fuels, oils, dopes, paints, solvents, or acids shall be disposed of or dumped in drains, on the ramp areas, catch basins or ditches or elsewhere on the Airport.

6. Cleaning of Floors

Floors of any building on the airport shall be kept clean and free from oil. The use of volatile flammable solvents for cleaning floors is prohibited.

7. Fuel, Oil and Solvent Spillage on Airport Surfaces

Fuel, oil and solvent spillage, left for prolonged periods on black-top surfaces of the outside aircraft parking and servicing areas of the airport, create a serious deterioration condition on this type of pavement. In order to correct this condition, the following procedures shall be placed in effect:

- a. Spillage of oil, kerosene, gasoline, or any solvent, shall be washed away, absorbed, or otherwise "cleaned up" immediately by the responsible person. The use of sand or absorbent materials that can be picked up and blown by aircraft propwash, thus creating an eye hazard, is prohibited.
- b. No aircraft shall be repaired, serviced or degreased on any outside area of the airport not specifically approved by the Airport Manager for such purposes, unless the aircraft is provided with drip pans of sufficient size to catch and contain the product involved.
- c. No repairs, other than those of a minor nature, shall be permitted on any aircraft located on a terminal apron aircraft parking position. When there is a possibility of the repairs creating an oil or solvent spill, adequate drip pans shall be provided.

Airport Notification: The Airport Manager shall be notified if the spill is over ten feet (10') in dimension or over 50 square feet in area; continues to flow; or is otherwise a hazard to persons or property.

E. GROUND VEHICLES

1. General

- a. No person shall operate any motor vehicle on the Airport otherwise than in strict accordance with the applicable Federal, State and Parish laws, codes and other similar regulatory measures, now in existence or as may hereafter be modified or amended.

- b. It shall be unlawful for the operator of any vehicle to ignore or disobey the instructions of any official traffic sign placed in accordance with these regulations unless otherwise directed by a traffic officer.
- c. Any person driving a motor vehicle on the Airport shall operate it in such manner that it is under safe and proper control at all times, weather and traffic conditions considered.
- d. No person shall operate a motor vehicle of any kind on the Airport in reckless or negligent manner, or in excess of the speed limits posted or as prescribed by the Airport Authority.
- e. Unless otherwise posted, no person shall operate any vehicle other than authorized emergency and maintenance vehicles on the Airport at a speed in excess of 25 miles per hour (mph). The maximum speed permitted on the parking ramp aprons is 5 mph.
- f. Pedestrians and aircraft shall at all times have right of way over vehicular traffic. All vehicles shall pass to the rear of taxiing aircraft.
as to be hazardous to persons or property.
be maintained at all times when practicable.
- m. Before crossing runways or taxiways, drivers must insure by personal observation that no aircraft is approaching his position.
- n. Emergency conditions existing at any time on the Airport air operations area will not mitigate or cancel these regulations. During such conditions, the driver of any vehicle will make certain that he does not move his vehicle in any direction unless specifically cleared to do so. The Airport Manager or officer-in-charge shall determine when normal operations may be resumed.
- o. The Airport Manager is authorized to install such traffic control signs on the Airport as may be necessary in order to properly control and regulate vehicular traffic.
- p. Any person found to be in violation of vehicular traffic or parking regulations as specified herein may be denied permission to operate a vehicle upon the Airport premises.
- s. All ground vehicles operating on active air operations surfaces must display a checkered flag in accordance with FAA AC 150/5210-5 and/or a yellow flashing beacon.

2. Public Automotive Parking

- a. No person shall park a motor vehicle for loading, unloading or any other purpose on the Airport other than in the areas specifically established for parking, and in the manner prescribed by signs, lines or other means. No person shall abandon any motor vehicle on the Airport. No person shall park a motor vehicle in a manner which would obstruct roadways, nor in aircraft parking areas.
- c. Person or persons found in violation of these regulations pertaining to parking shall be cited for traffic violations under the applicable provisions of Parish Ordinances.
- d. Parking in designated public parking areas is open to all members of the public using the Airport.
- e. All employees of organizations and agencies having tenancy in the airport's building areas shall park private vehicles in the employees' parking lots if provided, or in areas so designated by the Airport Manager or organization/agency.

3. **Impounding of Vehicles**

The Airport Manager shall have the right to move and to impound any vehicles parked on Airport premises in violation of applicable rules and regulations. Any such vehicles may be released to the owner or operator thereof upon proper identification of the person claiming it and upon payment of all towing, storage and parking fees. Neither the Airport Authority nor its employees will be liable for damage or theft to the vehicles which might result during the act of removal or subsequent impounding.

F. **MARKING AND LIGHTING UNSERVICEABLE AREAS INCLUDING CLOSED RUNWAYS AND TAXIWAYS**

Application of the standards and practices contained in **AC 150/5340-1D**, "Marking of Paved Areas on Airports," apply when there is a closed or hazardous area on the Airport or when a deceptive area exists and the Airport Manager determines that an operational need requires such marking.

1. **Hazardous and unserviceable parts of the air operations area**

- a. Where a relatively small paved area has failed or for any reason becomes hazardous for aircraft operations and it is not intended to close the entire area to operations, red flags not less than 18 inches square will be used for day marking and red lights or yellow flashing barricade lighting will be used for night marking to delineate the hazardous area.
- b. Where large apron areas are unserviceable, a cross as shown in **FAA Advisory Circular AC 150/5340-1D** will be placed in the center of the unserviceable area. If this type movement area will be used at night, red lights or yellow flashing barricade lights will be used to delineate the unserviceable parts of the area.
- c. On runways or taxiways where the unserviceable area is such as to render the runway or taxiway or portion thereof unusable, red lights or yellow flashing barricade lights will be placed at the entrance to such areas and the runway or taxiway lights in the section will be disconnected and rendered unusable.

2. **Closed Airport**

When the entire air operations area is rendered unsafe by a hazardous condition, the field will be declared closed and marked as follows:

a. **Day Marking**

A yellow cross will be placed at a central location readily visible from the air in accordance with **FAA Advisory Circular AC 150/5340-1D**, "Marking of Paved Areas on Airports."

b. **Night Marking**

All runway, taxiway, and wind tee lights will be disconnected and lanterns or flare pots will be used to outline the day marking cross. The rotating beacon will remain in operation unless the airport is to be closed permanently, in which case the appropriate FAA Regional Director and the Louisiana Department of Transportation and Development should be notified **before extinguishing** the beacon.

3. **Required Markings Color**

Aviation yellow will be used for all deceptive, closed, and hazardous area markings.

4. Notifications Required

The Airport Manager will immediately report closed runways and taxiways, airport hazardous areas, and closed airports to the FAA Flight Service Station for NOTAM promulgation and for transmission to the National Flight Data Center (Attention: AT-435) for appropriate action. Such telephone notification should be followed up by **written notification** to the **Flight Service Station**.

5. Safety During Construction

a. These guidelines apply to all construction work which may affect the movement of aircraft.

- (1) Prior to the development of contract specifications for construction activity affecting aircraft movement areas, safety requirements relating thereto should be coordinated between the Airport Manager and appropriate representatives of the FAA to determine the restrictions required for the project's Special Provisions, which should result in a minimum of interference to aircraft operations.
- (2) For construction activity to be performed in other than active operational areas, the storage and parking of equipment and materials when not in use or about to be installed should not encroach upon active operational areas. In protecting operational areas, the minimum clearances maintained for runways will be in agreement with **FAR Part 77**. For taxiways, maintained clearances will not be less than 50 feet from the pavement edge.
- (3) Open-flame, welding, or torch cutting operations are to be prohibited unless adequate fire and safety precautions have been made and approved by the Airport Manager.
- (4) Open trenches, excavations, and stockpiled material at the construction site will be prominently marked with red flags and lighted by light units (acceptable to the Airport Manager) during hours of restricted visibility and/or darkness.
- (5) All vehicles will follow routes and roadways selected by the Airport Manager and stay clear of areas adjacent to NAVAIDS that if traversed could cause emission of false signals or failure of NAVAIDS. These sensitive areas will be identified and clearly marked by the airport engineer.
- (6) The airport's engineer will identify and mark with yellow flags the location of all utilities in the construction areas that if interrupted, could cause failure of a facility or NAVAID.
- (7) The Airport Manager will issue the necessary NOTAMs to reflect hazardous conditions. NOTAMs will be kept current and reflect the actual condition with respect to construction situations. Active NOTAMs will be reviewed periodically.
- (8) Frequent inspections will be made by the Airport's engineer or project engineer during critical phases of the work to insure that the contractor is following the recommended safety procedures.

b. Any construction on the airport will be accomplished under the following procedures to insure the protection of the airport NAVAIDS from signal derogation.

- (1) The Airport Manager, prior to the start of any construction project, will coordinate the construction plans with the FAA and the contractor to insure all airport NAVAIDS will be fully protected during the construction period. Contractor must agree that all NAVAIDS in the area of the construction will be provided protection and an appropriate identification chart will be furnished the contractor to insure the required protection.
- (2) The Airport Manager will monitor all construction projects that could affect any airport NAVAID and this inspection will be in addition to any FAA inspections.
- (3) If any airport NAVAID or its operating circuits is damaged during construction, the FAA Automated **Flight Service Station in De Ridder (800-522-3325)** will be notified immediately who will issue any appropriate NOTAM. The Louisiana Department of Transportation, Airway Systems Manager (**225-274-4125**) should also be notified immediately as should the Airport Authority Office who must immediately contact the NAVAID maintenance technician.
- (4) The negligence of a contractor in the protection of a NAVAID will require that the contractor be financially responsible for the required repair, and all construction contracts will contain a provision requiring **immediate** repair or replacement following damage so as not to cause degradation of airport safety.

G. BIRD HAZARD REDUCTION AND SANITARY LANDFILLS

Periodic checks of the immediate area will be conducted by the Airport Manager to assure that trees and other vegetation areas have not become bird nesting areas.

If such nesting sites are located, proven effective measures must be taken to eliminate the possible hazard this condition would create to operating aircraft. Such measures may include arming personnel with shotguns with authority to kill or drive away the birds. Authority must be requested from the **U.S. Fish and Wildlife Service for a permit** for the destruction of birds as a last resort measure. Under this permit an annual report is required of birds, nests, and eggs destroyed.

Visual surveillance will be maintained by the Airport Manager and during all field inspections. They will be alert for the presence of birds, noting number, common name, and location on the airport. If necessary, an attempt will be made to disperse the birds by the use of horns, sirens, or lights. If these methods are ineffectual, a **NOTAM** will be issued by the Airport Manager or a designated representative advising of the concentration of birds near or on the airport that could be hazardous to the operation of aircraft.

Sufficient copies of **FAA Form 3830**, Bird Strike/Incident, will be maintained in the Airport Authority Office.

During migratory season, special watch will be maintained to detect birds in the Airport area. The Federal Aviation Administration has published **Agency Order 5200.5**, "FAA Guidance Concerning Sanitary Landfills on or Near Airports," which establishes certain criteria for the evaluation of existing or proposed sanitary landfills in the vicinity of an airport. Basically, a landfill lying within the following area is considered an **incompatible use and potential hazard to the flight of civil aircraft**:

- o 10,000 feet of any runway used or planned to be used by turbojet.
- o 5,000 feet of any runway used only by piston type aircraft.
- o Location places runway or approach/departure surfaces between landfill and bird feeding, water or roosting areas.

The criteria are not arbitrary. The dimensional criteria reflect the General operation areas of aircraft utilizing the particular type runway below an altitude of 500 feet, an altitude considered to have the most potential for a bird and aircraft collision.

The Louisiana Department of Natural Resources coordinates permit requests for proposed landfills near airports with the Federal Aviation Administration Airports District Office. FAA and the LA DOTD, Aviation Section may conduct on-site inspections and will object to those proposed landfills deemed as potential hazards to aircraft.

For guidance in the site selection for landfills, contact the Department of Natural Resources, Waste Permit Division Administrator.

Department of Natural Resources

Office of Environmental Services
Waste Permit Division
P. O. Box 4313
Baton Rouge, LA 70821
(225) 219-3462

For assistance in determining possible effect of a landfill in public airport facilities, contact the Federal Aviation Administration or State Office of Aviation and Public Transportation.

Federal Aviation Administration

Southwest Region Headquarters
Airports Division, ASW-600
2601 Meacham Boulevard
Fort Worth, Texas 76137-4298
Office: 817-222-5640

Director of Aviation

Louisiana Department of Transportation & Development
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245
Department of Transportation
Office: 225-274-4125

U.S. Environmental Protection Agency
ARIEL Rios Building
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460
www.epa.gov

H. VIOLATION OF RULES AND REGULATIONS

1. Default on Obligations

When any tenant, user or grantee is formally notified that he is held in default of any written or implied obligation for proper use of _____ Parish Airport, whether it be for breach of performance or service covenants or non-payment, he shall thereafter be billed for all losses of revenue, expenses incurred to re-establish performance or service, and other costs unless the tenant, user or grantee files with the Airport Authority within ten (10) days of receipt of the formal notification a statement that corrective or preventative measures have been initiated and will diligently be carried to completion. If the promises contained in the statement are not fulfilled, the tenant, user or grantee will be considered in absolute default and appropriate legal steps shall be taken.

2. Violations

Violation of these rules and regulations shall subject the offender to administrative action as provided below and to legal action by the civil court in accord with **R.S. 2:135(2)** or punishment as provided under Louisiana Criminal Law. A violation of each and every rule, regulation or order shall be considered a separate offense.

Any person who fails or refuses to comply promptly with the rules and regulations contained herein following notice of violation by airport authorities, where such non-compliance interferes with the management, regulation or operation of the Airport and its facilities or creates any hazard or condition which endangers the public or Airport personnel, may be promptly directed to leave the premises of the Airport by the Airport Management. Failure to comply may be considered as either criminal mischief punishable under **Criminal Law R.S. 14:59** or criminal trespass punishable under **R.S. 14:63.3**.

"Any person, firm or corporation convicted of violating any of these rules and regulations except those which constitute Aggravated or Simple Obstruction shall be fined no more than one hundred dollars (\$100.00) or imprisoned for no more than thirty (30) days, or both. On a second or subsequent offense, he shall be fined not more than five hundred dollars (\$500.00) or imprisoned for not more than six (6) months, or both."

Pursuant to Louisiana Revised Statute 14:96 entitled "Obstructing Highways of Commerce":

"Aggravated obstruction of a highway of commerce is the intentional or criminally negligent placing of anything, or **performance of any act** on any railway, railroad, navigable waterway, road, highway, thoroughfare, **or runway of an airport** wherein it is foreseeable that human life might be endangered.

Whoever commits the crime of **aggravated** obstruction of a highway of commerce shall be imprisoned at hard labor for not more than fifteen years." (Emphasis added)

R. S. 14:97 stipulates that:

"Simple obstruction of a highway of commerce is the intentional or criminally negligent placing of anything or performance of any act on any railway, railroad, navigable waterway, road, highway, thoroughfare, or runway of an airport, which will render movement thereon more difficult.

Whoever commits the crime of simple obstruction of a highway of commerce shall be fined not more than two hundred dollars, or imprisoned for not more than six months, or both." (Emphasis added)

Such person may also be deprived of further use of the Airport and its facilities for such length of time as may be required to insure the safeguarding of the public interest. Any

person deprived of the use of Airport facilities must apply to the Airport Authority for reinstatement of the privileges of use.

3. Enforcement

The Airport Management, City, Parish, and State uniformed police officers or other representatives as designated by the Airport Authority are empowered to require compliance with these rules and regulations. No authority is either hereby expressed or implied, however, that would permit any individual other than the _____ Parish Council, through the Airport Authority, to change, alter or amend these rules and regulations, except as provided for in the section of this manual entitled "Emergency Powers of the Airport Management".

4. Other Law Enforcement Agencies

In the event that situations arise that are beyond the capability of regular Airport personnel, outside law enforcement agencies may; be called upon for assistance. Employees assigned by the Louisiana Department of Transportation and Development who have been issued badges and identification cards for such purposes have full authority to require compliance with all of the rules and regulations as set forth in this manual.