

ORDINANCE NO. 2010-013

AN ORDINANCE OF THE CITY OF ARLINGTON, WASHINGTON  
AMENDING AND REPEALING CERTAIN SECTIONS OF  
ARLINGTON MUNICIPAL CODE TITLE 14 RELATING TO  
AIRPORT REGULATIONS

WHEREAS, the City of Arlington, Washington has the authority to adopt ordinances for the general welfare of its citizens; and

WHEREAS, certain provisions of the Arlington Municipal Code are outdated and require revision; and

WHEREAS, the City Council of the City of Arlington has requested revisions be made to Title 14, relating to the regulation of airports and airport activities;

NOW, THEREFORE, the City Council of the City of Arlington, Washington does hereby ordain as follows:

Section 1. Arlington Municipal Code Section 14.06.020 is amended to read as follows:

14.06.020     General rules. The following general rules shall govern all aeronautical activities of ultralight aircraft operators at the airport:

(a) All aeronautical activities of ultralight aircraft arriving at or departing from the airport shall be conducted in conformity with the current pertinent provisions of the Federal Aviation Administration (FAA) and all other pertinent airport rules and regulations as set forth in this chapter.

(b) The airport manager may suspend or restrict any or all ultralight operations for reasons of safety or adverse weather conditions whenever such action is deemed necessary.

(c) The airport manager or his or her duly authorized representative shall at all times have the authority to take such action as he or she may deem necessary for safety of operation and to safeguard the public at the airport.

Section 2. Arlington Municipal Code Section 14.06.030 is amended to read as follows:

14.06.030     Airport surface operations. The following rules shall govern ultralight aircraft surface operations at the airport:



(a) All ultralight flight operations shall be conducted from such takeoff and landing areas as are designated by the airport manager (see ultralight operation diagram, attached hereto as Exhibit 14.06-1

(b) All ultralight ground support activities shall be conducted only in areas designated by the airport manager (see ultralight operation diagram, attached hereto as Exhibit 14.06-1).

(c) All ultralight fixed base operators shall have the duty at all times to carry out the policies of the Arlington airport commission in respect to admission and control of children, pets and non-flying observers to or at the ultralight operations area.

(d) Hours of activity may be specified by the airport manager and shall be consistent with the airport's multi-use policies.

Section 3. Arlington Municipal Code Section 14.06.040 is amended to read as follows:

14.06.040 Flight operations. The following rules shall govern all aircraft flight operations at the airport utilizing the ultralight runway:

(a) Traffic Pattern:

(1) The ultralight traffic pattern shall have the same general rectangular configuration as described in the aeronautical information manual and the pattern entry and exit paths as shown in the (ultralight operation diagram attached hereto as Exhibit 14.06-1).

(2) The ultralight pattern shall be five hundred forty-two feet Mean Sea Level (MSL), or four hundred feet Above Ground Level (AGL).

(3) The ultralight pattern entry and exit path shall be flown at the same altitude as the ultralight traffic pattern altitude from a point of at least three nautical miles from the airport.

(4) Care shall be taken by all ultralight operators so as not to cross over any active runway approach area, runway, ramp, restricted zones, or hangar area, and to stay at least eight hundred feet horizontally from any of the above areas.

(5) The airport manager shall have the right to change, alter, or adjust the ultralight traffic pattern to insure safety and minimum impact in respect to noise and to foster good relationships with persons living near the airport.

(b) Ultralight flight operations shall be conducted only during daylight hours and during V.F.R. weather conditions as prescribed by the Federal Aviation regulations.

(c) Operation Announcements:



(1) The proper and approved ultralight operation area diagram shall be displayed at all times in the designated ultralight operations area (see ultralight operations diagram, attached hereto as Exhibit 14.06-1).

(2) Ultralight activity information shall be included in the Airport/Facility Directory.

(3) All ultralight operators with knowledge of an unusual concentration of ultralight activity, such as a “fly-in”, competitive event, display or demonstration, shall notify the airport manager, who shall endeavor to issue a “NOTAM” with the FAA.

Section 4. Arlington Municipal Code Section 14.06.050 is amended to read as follows:

14.06.050 Safety. The following safety rules shall govern ultralight aircraft operations at the airport:

(a) Pilot Qualifications:

(1) Ultralight pilots shall be familiar with local IFR procedures and with the nonstandard patterns flown by aircraft operating IFR or practice IFR.

(2) Ultralight pilots shall be aware of the effect of wake and helicopter rotor turbulence upon ultralight aircraft and aware of the proper separation criteria to be observed.

(3) Each ultralight pilot operating on the airport must demonstrate to the airport manager or to such individual or association as the airport manager has appointed for this purpose that pilot’s knowledge of the following matters and that pilot’s abilities in the following respects:

(a) Shall operate the ultralight aircraft in a safe and orderly manner;

(b) Shall operate the ultralight aircraft within the allotted and designated area;

(c) Shall operate the aircraft consistent with flight rules, traffic patterns and ground procedures.

(b) Equipment Qualifications

(1) Each operator of an ultralight aircraft operating on the airport shall be responsible for determining the safe operating condition of the aircraft and that the aircraft meets the following conditions:

(a) All aircraft must be equipped with an approved muffler system in perfect working condition.



(b) All aircraft must be equipped with a properly operating and accurate altimeter.

Section 5. Arlington Municipal Code Section 14.06.060 is amended to read as follows:

14.06.060 Ultralight operation diagram. The ultralight operation diagram, attached hereto as Exhibit 14.06-1, is adopted and made a part of this chapter.

Section 6. Arlington Municipal Code Section 14.07.020 is amended to read as follows:

14.07.020 Definitions. As used in this chapter:

(a) “Airport” means the Arlington Municipal Airport at Arlington, Washington and includes all of the land, improvements, facilities, and developments within the boundaries of the airport.

(b) “Airport Manager” means that person appointed by the mayor to be responsible for the day-to-day administration, operations, and maintenance of all city-owned Airport property, material assets, financial assets, and employees, or that person’s designee.

(c) “Commercial Glider Operation” means any glider operation conducted by a person, firm or association where money is exchanged in return for services.

(d) “Glider” means a heavier-than-air aircraft, that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine. (FAR/AIM 1998)

(e) “Glider Club” means a nonprofit entity organized for the purpose of providing members access to aircraft for members’ personal use and enjoyment.

(f) “Glider Operations Area” means the area where gliders are launched, recovered, and parked during glider operations.

(g) “Glider Trailer” means any trailer used to transport and/or store a glider.

(h) “Operation” means any glider activities conducted by commercial glider organizations, club glider organizations, or private individuals on the airport.

(i) “Runway” means a defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

(j) “Staging Area” means that area where all individuals who are not directly part of the glider operations gather (pedestrians, customers not flying, families, club members not assisting



in operations, etc.). This area will be used by the commercial and club organizations to answer questions, take money, and register customers.

(k) "Taxiway" means an area of the airport developed and improved for the purpose of maneuvering aircraft on the ground between runways and aprons and between one part of the airport and another.

(l) "Taxiway Connector" means an area of pavement that separates the runway from the taxiway. Aircraft use this area to move onto and off of the runway.

(m) "Tow Plane" means any aircraft used to launch a glider.

Section 7. Arlington Municipal Code Section 14.07.030 is amended to read as follows:

14.07.030 General rules. The following general rules shall govern all aeronautical activities of glider aircraft at the airport:

(a) All aeronautical activities of glider aircraft and tow plane operators at the airport shall be conducted in conformity with the current pertinent provisions of the Federal Aviation Administration (FAA) and all other pertinent airport rules and regulations as set forth in this chapter.

(b) The airport manager or his or her duly authorized representative shall at all times have the authority to take such action as he or she may deem necessary for safety of operation and to safeguard the public at the airport (See regulation 14.20.100).

(c) The airport manager may suspend or restrict any or all glider operations for reasons of safety or adverse airport conditions whenever such action is deemed necessary by him or her.

(d) No person, firm, corporation or association shall conduct any commercial or glider club operations on the airport without first securing written permission to do so from the airport manager or his or her duly authorized representative.

(e) All glider organizations conducting operations on the Airport are to possess the required level of insurance as indicated in the Airport's Title 14.

(f) All gliders and tow planes shall use a functioning two-way VHF radio.

(g) No glider shall be left unattended unless it is properly tied down in an approved tie-down location. Glider owners are to provide their own tie-down ropes.

(h) Gliders will not be parked or left with any part extending over any taxiway.

(i) Glider trailers are to be parked either on leased property or in the designated trailer parking area.



Section 8. Arlington Municipal Code Section 14.07.040 is amended to read as follows:

14.07.040 Staging. The following general rules shall govern all glider staging operations at the airport:

(a) As part of the glider operations at Arlington Municipal Airport, there shall be a designated staging area to control pedestrian access to the airport operations area. The staging area shall be separate from the glider operations area, and shall be located east of Taxiway Alpha. In addition, the staging area shall not be located on any aircraft movement surface and shall not interfere with normal aircraft operations.

(b) The designated staging area shall be used by the commercial and club glider organizations to answer questions and register customers, and shall be the location from which customers are escorted to the glider operations area.

(c) The glider clubs shall use the staging area during any club events, and should use it as a viewing area for any individuals not directly involved in club operations.

(d) The glider organizations among themselves shall coordinate safe access to the glider operations area from the staging area. In addition, each day at the start of operations, a field manager shall be designated to coordinate the operations between all glider organizations. The field manager shall wear an identifying safety vest at all times.

(e) All individuals are to be given a safety briefing regarding the procedure and hazards associated with airport operations before being allowed access to the glider operations area.

(f) As soon as an individual has finished a glider ride, he or she is to be directed back to the staging area. The only exception is if the individual must remain in the glider operations area for training purposes. (See AMC 14.20.090(e).)

(g) The glider operations area shall be free of all objects except tow planes, gliders, and that equipment which is necessary for conducting safe operations. No vehicles may be parked or left standing in the glider operations area.

(h) Each glider organization shall be held responsible for the violation of any of these regulations by customers or members of that organization.

Section 9. Arlington Municipal Code Section 14.07.050 is amended to read as follows:

14.07.050 Launching. The following general rules shall govern all glider launching operations at the airport:



(a) Standard Soaring Society of America (S.S.A.) procedures and hand signals are to be used.

(b) At no time shall a glider be launched when there is conflicting traffic. The pilot and wing runner shall assure that departures will not conflict with aircraft that are taxiing, taking-off or landing.

(c) The tow pilot shall announce all departures on UNICOM frequency prior to take-off roll.

(d) When taking-off to the North, gliders shall be launched from the grass area adjacent to taxiway connector A2. When taking off to the South, the gliders shall be launched from the grass area adjacent to taxiway connector A3. (Refer to Figure 14-1).

Section 10. Arlington Municipal Code Section 14.07.080 is amended to read as follows:

14.07.080 Landing. The following rules shall govern glider landing procedures at the airport:

(a) Gliders shall announce traffic pattern entry on the CTAF frequency, and shall announce their position in the traffic pattern (45 and Downwind).

(b) Except in cases of emergency, gliders shall utilize only the designated glider landing areas as indicated in the Airport Master Plan.

(c) When landing to the North, gliders shall land on that portion of the glider landing area that is located South of taxiway connector A2. When landing to the South, gliders shall land on that portion of the glider landing area that is located North of taxiway connector A3. (Refer to Diagram).

Section 11. Arlington Municipal Code Section 14.07.100 is amended to read as follows:

14.07.100 Enforcement. The city and its duly authorized employees and representatives shall have the power and authority to enforce this chapter and all parts thereof, and may, at its discretion to protect the safety and welfare of the public, prohibit the use of the airport to any person, firm or corporation violating or having violated any rule, regulation or provision of this chapter, such prohibition to continue until such time as it may reasonably appear to the city that such violations will not recur. The city, or its representatives, may summarily eject or remove any such violators, together with the personal property of the violators, from the airport premises, whether or not the violation occurred upon leased premises on the airport.

Section 12. Arlington Municipal Code Section 14.08.010 is amended to read as follows:



14.08.010     Illegal parking of aircraft defined. It is a violation of the municipal code for any person to park any aircraft at the Arlington Municipal Airport longer than twenty-four consecutive hours unless that person has entered into a signed written lease or rental agreement for the payment of rent for the privilege of parking the aircraft, and anyone so violating this section shall be guilty of the offense of illegal parking of aircraft.

Section 13.     Arlington Municipal Code Section 14.08.020 is amended to read as follows:

14.08.020     Summary impoundment and storage of illegally parked aircraft--Expense of impounding and storage--Notice not required. Any aircraft parked in violation of Section 14.08.010 shall be subject to be summarily impounded, stored and held by the city, acting through its airport manager, airport custodian, police department, or other authorized person, entirely at the expense and risk of the person so parking the aircraft. It is unnecessary for the city to give any prior notice of such impounding and storage.

Section 14.     Arlington Municipal Code Section 14.08.030 is amended to read as follows:

14.08.030     Possession of impounded aircraft--Impounding and storage charges--Lien--Enforcement of lien--Release of aircraft. The city shall have the right to retain possession of any aircraft impounded and stored for a violation of Section 14.08.010, and charges for impounding and storage as set forth in Section 14.08.040 shall be assessed and payable, and the city shall have a lien upon the aircraft for these charges, which lien may be enforced in the same manner as towing and storage liens generally are enforced under the laws of the state of Washington. No aircraft impounded shall be released until all charges and storage fees shall have been paid.

Section 15.     Arlington Municipal Code Section 14.08.070 is amended to read as follows:

14.08.070     Civil penalty for violation. The penalty for a first violation of Chapter 14.08 shall be a Class 2 Civil infraction as provided in Section 1.04.020. A second or subsequent violation of Chapter 14.08 shall be a Class 1 Civil infraction as provided in Section 1.04.020.

Section 16.     Arlington Municipal Code Chapter 14.14 is hereby renamed "Aircraft Storage, Tie-Down, and Hangar - Rental Fees.

Section 17.     Arlington Municipal Code Section 14.14.010 is amended to read as follows:

14.14.010     Payment of storage, tie-down and hangar-rental fees. Every person using the Arlington Municipal Airport for aircraft storage, tie-down parking or storage, and hangar storage of aircraft shall, at the time specified, pay to the city such fees therefore as shall from



time to time be fixed in the manner set forth in this chapter; provided, that the airport commission may waive any storage or tie-down fees for aircraft in connection with authorized air shows and fly-ins.

Section 18. Arlington Municipal Code Section 14.14.020 is amended to read as follows:

14.14.020 Fees for aircraft storage, tie-down and hangar rental. The fees and the method and time of payment thereof which shall be charged for aircraft storage, including tie-down parking or storage fees, and hangar-rental fees, shall be fixed from time to time by the airport commission in such amounts as to provide reasonable returns for the facility leased or used, which fees shall be approved by the city council. A schedule of current fees shall be made available by the airport manager upon request. T-hangar rental shall require a written agreement between the tenant and the city in a form acceptable to the City.

Section 19. Arlington Municipal Code Section 14.14.030 is repealed in its entirety.

Section 20. Arlington Municipal Code Section 14.20.050 is amended to read as follows:

14.20.050 Insurance. Tenants of the Arlington Municipal Airport shall provide insurance in such coverages as may be agreed upon between the airport and the tenant, which insurance provisions shall be made applicable to any subtenants on tenants' leased property. In the absence of a contractual provision, airport tenants and subtenants shall maintain liability insurance in a company or companies rated in the current edition of Best's General Ratings as at least A (Excellent), and Financial Size Category of not less than Class X or in such other company or companies not so rated which may be acceptable to Arlington, insuring tenant against all claims for damages for bodily injury, including death, and against all claims for damage and destruction of property, which may arise by the acts or negligence of the tenant, its agents, employees or servants, or by any means of transportation whatsoever including owned, non-owned and hired automobiles, to the extent of at least the minimum required insurance limit as stated in the Airport's most current policy, whichever is greater. In such policy or policies, the city of Arlington shall be named as an additional insured, and shall be provided with a certificate of insurance to confirm compliance with this requirement.

Section 21. Arlington Municipal Code Section 14.20.070 is amended to read as follows:

14.20.070 Violation, penalties and fines.

(a) Any violation of this chapter is a misdemeanor, and the penalty shall be as provided by the laws of the city and the state of Washington.

(b) The airport manager has the authority to restrict a person from the airport premises and to further deny use of the airport by that person until such time as the conditions causing the



restriction are corrected to the satisfaction of the airport manager, airport commission, city council, or other responsible agency.

Section 22. Arlington Municipal Code Section 14.20.080 is amended to read as follows:

14.20.080 Definitions. As used in this chapter:

- (a) "Aircraft" means any device that is used or intended to be used for flight in the air.
- (b) "Aircraft maintenance" means any work performed on an aircraft by a pilot, owner, or mechanic other than routine cleaning, upkeep, and servicing of an aircraft in preparation for flight. Removal of engine cowling, replacement of parts, defueling of an aircraft, or temporary removal of parts normally used for flight are activities that place an aircraft in a "maintenance" status. For safety and liability purposes, aircraft maintenance must be accomplished in designated areas only.
- (c) "Aircraft operation" means either an aircraft takeoff or an aircraft landing.
- (d) "Aircraft operator" means any person who pilots, controls, owns, or maintains an aircraft.
- (e) "Aircraft parking and storage areas" means those hangar and apron locations of the airport designated by the airport manager for the parking and storage of aircraft. These areas include "tie-down" aprons equipped with rope or chain devices which are used to secure light-weight air- craft during windy conditions.
- (f) "Air operations area (AOA)" means any area of the Air- port used for landing, takeoff, or surface maneuvering of aircraft.
- (g) "Airport" means the Arlington Municipal Airport at Arlington, Washington and includes all of the land, improvements, facilities, and developments within the boundaries of the airport.
- (h) "Airport manager" means that person appointed by the mayor to be responsible for the day-to-day administration, operations, and maintenance of all city-owned Airport property, material assets, financial assets, and employees, or that person's designee.
- (i) "Airport property" means all real estate and other material assets owned by the city.
- (j) "Commercial aviation business" (also "airport business firm," "business operation/operator," "aviation operator," includes FBOS) means any person or organization engaged in any business on the airport and authorized to conduct such business by virtue of a



contract or agreement with the airport manager. The business may be directly associated with aircraft and aeronautical activities or may be associated with non-aeronautical activities such as retailing, wholesaling, manufacturing, warehousing, and service industries.

(k) "FAA" means the U.S. Federal Aviation Administration.

(l) "FBO" means fixed base operator, which further means a commercial aviation business engaged in the enterprise of supplying transient and home-based aircraft services as authorized and contracted with the airport manager. FBO services may include the following: aircraft fueling, flight training, aircraft sales, airframe and power plant repair and maintenance, hangaring, parking (tie-down), aircraft rental, and air-taxi/air-charter service.

(m) "Flying club" means a nonprofit entity organized for the purpose of providing members access to aircraft for members personal use and enjoyment. Flying clubs at the Arlington Municipal Airport include glider and reciprocating engine powered aircraft.

(n) "General aviation" means all types of aircraft and associated categories of aviation businesses dealing with these aircraft in the U.S. except for certified air carriers (under FAR Part 121), and Department of Defense military aviation/aircraft.

(o) "Hangar" means any fully or partially enclosed storage space for an aircraft.

(p) "Hazardous material" means a substance or material in a quantity or form that may pose an unreasonable risk to health or safety, or property when stored, transported, or used in commerce as defined by the U.S. Department of Transportation or the Environmental Protection Agency.

(q) "Motor vehicle" means any surface transportation self-propelled or trailer-hitched vehicle used for the convenience of transporting people and/or goods or used for the service and maintenance of equipment or property on the airport.

(r) "NOTAM" means notice to airmen as issued by a representative of the FAA, the airport manager, or other authorized official.

(s) "Pilot" means any person who controls an aircraft.

(t) "Restricted area" means an area closed to access by the general public. This is a limited access area which the airport manager, the FAA, or commercial aviation business owner have elected to restrict for purposes of security or safety. These areas include but are not limited to the AOA, airport perimeter roadways, fenced-in areas, aircraft hangars and maintenance shops, fuel storage areas, and hazardous materials storage areas.

(u) "Runway" means an area of the airport developed and improved for the purpose of accommodating the landing and takeoff of aircraft.



(v) "Taxiway" means an area of the airport developed and improved for the purpose of maneuvering aircraft on the ground between runways and aprons and between one part of the airport to another part.

(w) "Tenant" means an individual or private or public entity having a written lease, rental agreement, or other agreement with the airport manager which grants that entity certain rights and privileges on the airport.

(x) "Ultralight vehicle" means an aeronautical vehicle operated for sport or recreational purposes which does not require FAA registration, an airworthiness certificate, or pilot certification. They are primarily single occupant vehicles, although some two-place vehicles are authorized for training purposes.

Section 23. Arlington Municipal Code Section 14.20.090 is amended to read as follows:

14.20.090 General requirements

(a) Accidents resulting in damage to property or injury requiring professional medical treatment must be reported as soon as practical in person or by telephone to the airport manager's office.

(b) Commercial activity of any kind, involving the tender of money or barter, requires the written authorization of the airport manager and payment of fees if required.

(c) Flying clubs at the airport are considered airport businesses and shall comply with all requirements applicable to businesses, including insurance requirements. Flying clubs shall also meet applicable portions of the airport minimum standards document.

(d) Lost or mislaid property shall be deposited at the airport office, 18204 59th Dr. N.E.

(e) Restricted areas are established for safety and security reasons. Only tenants are authorized to access their aircraft and hangars within the AOA. All other portions of the AOA are restricted to authorized personnel and vehicles. Aircraft shall have the right of way at all times in restricted areas and air operations areas.

Section 24. Arlington Municipal Code Section 14.20.100 is amended to read as follows:

14.20.100 Aircraft activities regulated by airport.

(a) Airport Closure. The airport manager is authorized to close the airport to aircraft operations or to close the landside access roads to the airport.



(b) Restricted Flight. The airport manager following consultation with aviation business owners will determine restricted or prohibited flight activities on the AOA.

(c) NOTAMs (Notice To Airmen) affecting the airport may be issued by the airport manager or his/her designee. NOTAMs are also issued by the FAA.

(d) Fees. The airport commission has the authority to set rates and fees charged for landing or parking of aircraft, plus other fees related to customer use of the airport.

(e) Special Events. The airport commission and city council have responsibility and authority to grant written approval for fly-ins, air shows, and other special events at the airport.

(f) Flight operations Restricted. The airport manager has the authority to restrict or suspend any aircraft operation on the airport when such action is deemed necessary in the interest of safety or to avoid risk of personal injury or damage to property.

(g) Special Operations Restricted. Aerial spraying, banner towing, crop dusting, aerial firefighting operations, or other operations requiring FAA special waivers require adherence to certain risk terms and conditions, contained in a written agreement, and approved by the airport manager.

(h) Relocating Aircraft. The airport manager is authorized to direct the towing or other methods of relocating aircraft parked or stored in unauthorized or unsafe areas.

(i) Qualified Pilot. A qualified pilot or mechanic must be in the cockpit and at the controls of the aircraft when an aircraft engine is operating.

(j) Primary Runway. Aircraft operators shall use Runway 16-34 as the primary runway.

(k) Aircraft Maintenance. Aircraft repair, maintenance, and cleaning shall be performed only in designated areas.

(l) Hangar Restriction. Operating aircraft engines inside a hangar is prohibited. Aircraft shall not taxi into or out of any hangar under actual aircraft engine power. Aircraft shall be towed or pushed by machines or by hand into and out of hangars.

(m) Authorized Aircraft Parking. Aircraft shall be parked, serviced, loaded, and unloaded at parking locations designed and designated by the airport manager or the commercial tenant holding a lease for that portion of the airport.

(n) Derelict/non-flyable aircraft shall be parked in a derelict aircraft storage area as designated by the airport manager, or shall be removed from the airport.

(o) Privately owned aircraft hangars shall be used for aircraft storage and related aviation purposes only. Other uses must be approved in writing by the airport manager.



(p) Prior Written Approval Required. The following aircraft activity is prohibited on or from the airport without prior written approval of the airport manager or the FAA:

(1) Parachute or parasail demonstrations or sky diving activities;

The airport manager shall coordinate requests for this activity, subject to review by the airport commission and/or city council. Proof of liability insurance is required in an amount and under terms acceptable to the airport manager.

(q) Exhaust and propeller/rotor blast. No aircraft engine shall be started or aircraft taxied where the exhaust or propeller/rotor blast may cause injury to persons, do damage to property, or spread debris on the airside area or into hangars.

(r) Taxiing of aircraft. No person shall taxi an aircraft without first taking all necessary precautions to prevent a collision with other aircraft, persons or objects, injury to persons or damage to property, or spreading of debris on the airside area or into hangars. If it is impossible to taxi aircraft in compliance with this section, then the engine must be shut off and the aircraft towed to the new location.

Section 25. Arlington Municipal Code Section 14.20.140 is amended to read as follows:

14.20.140 Safety requirements.

(a) Smoking. Smoking is not permitted on airport tie-down and ramp areas or in city-owned hangars or storage facilities.

(b) Explosives, Poisons, Radioactive Material. No Class A or Class B explosives, Class A poisons, or radioactive material is permitted on the airport. Storage of hazardous or toxic materials must be inspected by the fire chief or his or her designee and approved in writing by the airport manager.

(c) Removal of Unsafe Objects. The airport manager has the authority to direct immediate removal of unauthorized fuel tanks, fuel trucks, or other unauthorized/unsafe vehicles from the airport.

(d) International Fire Code Standards. All persons shall comply with all applicable International Fire Code standards during fueling activities.

(e) Propelling Objects Onto Airport or into Paths of Aircraft. No person may operate, launch, or discharge any object upon the airport, over the boundaries of the airport, or into aircraft approach zones without the prior written consent of the airport manager.

(f) Radio Controlled Devices. No person, firm, or corporation shall operate a model or full-sized radio controlled aircraft either (1) on the premises of the Arlington Municipal



Airport, or (2) within the city limits and within one mile of the perimeter boundary of the Arlington Municipal Airport, without said person, firm, or corporation first having obtained the permission of the airport manager. The permission of the airport manager may be either withheld or conditioned on compliance with safety regulations deemed necessary to avoid conflict with aero- nautical uses. Any person violating any of the provisions of this section shall be deemed guilty of a misdemeanor, and any such person shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violations of any of the provisions of this code is committed, continued, or permitted, and upon conviction of any such violation such person shall be punishable by a fine only in an amount not to exceed two hundred fifty dollars.

Section 26. Severability. If any provision, section, or part of this ordinance shall be adjudged to be invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

Section 27. Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

PASSED by the City Council of the City of Arlington and APPROVED by the Mayor  
this \_\_\_\_\_ day of \_\_\_\_\_, 2010.

CITY OF ARLINGTON

\_\_\_\_\_  
Margaret Larson, Mayor

ATTEST:

\_\_\_\_\_  
Kristin Banfield, City Clerk

APPROVED AS TO FORM:

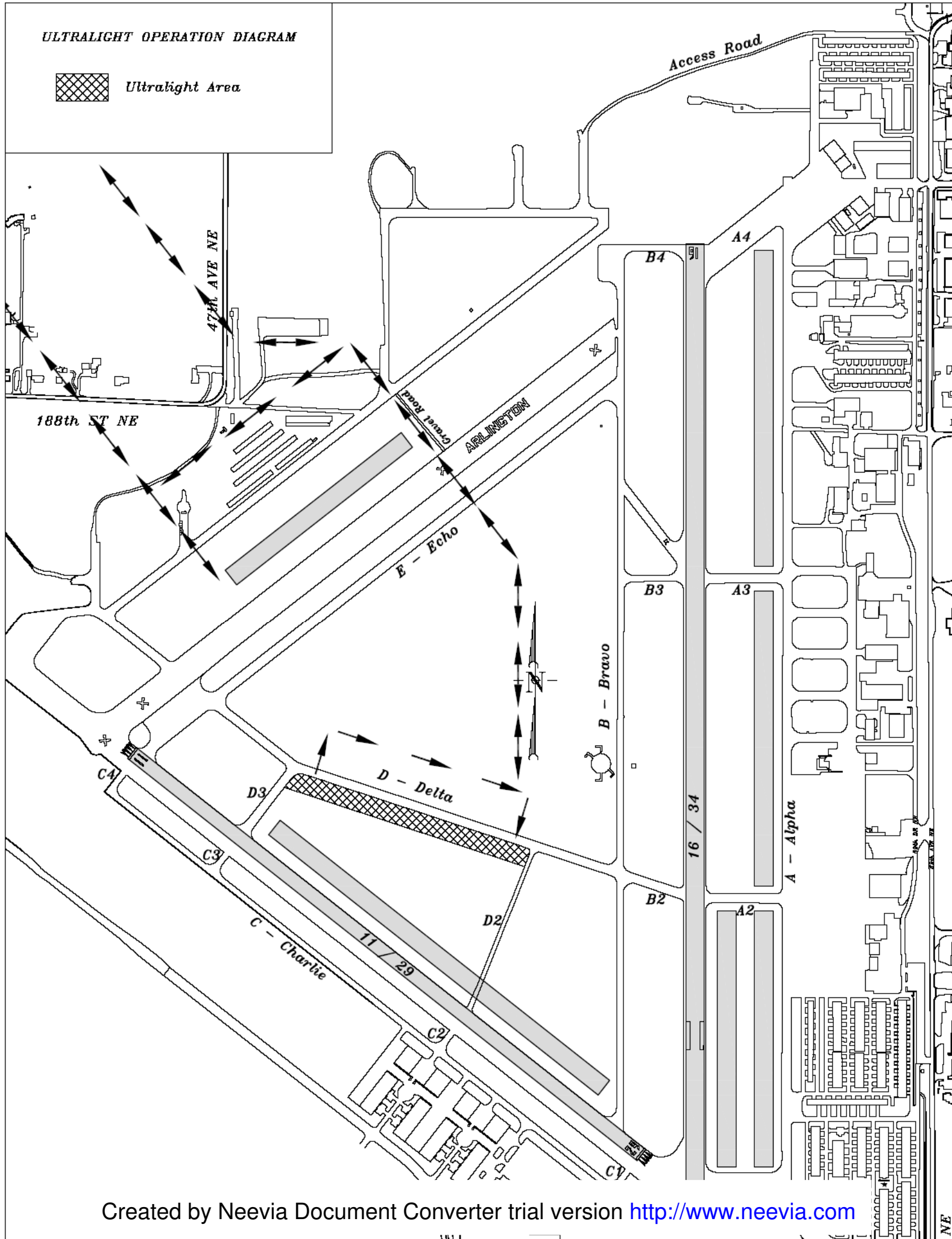
\_\_\_\_\_  
Steven J. Peiffle, City Attorney



ULTRALIGHT OPERATION DIAGRAM



Ultralight Area





# GLIDER TRAFFIC PATTERN DIAGRAM

----- TOW PLANE PATTERN

———— GLIDER PATTERN

