



CHAPTER 7 CODE OF ORDINANCES

AIRPORT RULES AND REGULATIONS

Sec. 7-1. - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Aeronautical activity shall refer to any activity or service conducted at the airport that involves, makes possible, or is required for the operation of an aircraft, or which contributes to or is required for the safety of such operations.

Agency shall mean any federal, state, or local government entity, unit, agency, organization, or authority.

Air traffic control tower (ATCT) shall mean the air traffic control tower located at the airport.

Aircraft shall mean a device that is used or intended to be used for flight in the air.

Aircraft in disrepair shall mean any aircraft that is not whole; has missing parts; has tears or rips in the outside skin; is not airworthy, or any combination thereof.

Aircraft operating area (AOA) shall mean all ramps, taxiways and runways on which aircraft maneuver, taxi, takeoff and/or land.

Aircraft operations shall mean aircraft use, movement, flight, maneuvers, taxi, takeoff or landing.

Aircraft operator shall mean the aircraft owner or other person(s) and/or entity(ies) having lawful possession of an aircraft.

Aircraft owner shall mean the person(s) and/or entity(ies) holding legal title to an aircraft according to the records of the FAA.

Airport shall mean the aviation parcels of Fort Lauderdale Executive Airport, Fort Lauderdale, Florida, more specifically defined as follows:

Portions of sections 8, 9, 16 and 17, Township 49 South, Range 42 East, Broward County, Florida, more particularly described as follows:

Tract 1, Tract 2 and Tract 4, "F-X-E Plat", according to the plat thereof as recorded in Plat Book 119, page 4 of the Public Records of Broward County, Florida.

Together with:

Lot 50 and Lot 51, "Resubdivision of Lots 49, 50 & 51, Fort Lauderdale Industrial Airpark-Section 2", according to the plat thereof as recorded in Plat Book 69, Page 18 of the Public Records of Broward County, Florida.

Together with:

Lots 11 through 20 (inclusive), Little Farms, according to the plat thereof as recorded in Plat Book 27, Page 29 of the Public Records of Broward County, Florida.

Together with:

The West 200 feet of the South 1,750 feet of the Southwest Quarter (SW ¼) of Section 8, Township 49 South, Range 42 East, Broward County, Florida.

Less:

Road rights of way as dedicated for NW 10th Terrace, NW 12 Avenue, NW 56th Street, NW 53rd Street by said "F-X-E Plat".

Also less:

Road right of way as dedicated for NW 31st Avenue (Deblois Road) by Deed Book 245, Page 79 and Official Records Book 4500, Page 364 of the Public Records of Broward County, Florida.

Also less:

Parcels 25, 26, and 27 more particularly described as follows:

A portion of Tract 1, F-X-E Plat, P.B. 119, p. 4, of the Public Records of Broward County, Florida, being described as follows: commencing at the most Southerly East corner of said F-X-E Plat; Thence North 02°04'39" West along the East right-of-way line of Northwest 12 Avenue and the limits of said F-X-E Plat, a distance of 270.63 feet; Thence South 87°55'41" West, a distance of 80.00 feet to the West right of way line of said Northwest 12 Avenue and the point of beginning of this description;

Thence South 88°10'19" West, a distance of 348.58 feet; Thence North 51°34'11" West, a distance of 410.54 feet; Thence North 38°25'49" East, a distance of 225.00 feet; Thence North 57°16'49" West, a distance of 525.86 feet, the last two (2) described courses being along the Southeasterly and Northeasterly boundaries of the Runway Protection Zone (RPZ) of Fort Lauderdale Executive Airport Runway 13-31; Thence North 02°05'28" West, a distance of 1742.31 feet; Thence South 87°54'32" West, a distance of 70.00 feet; Thence North 02°05'28" West, a distance of 448.40 feet; Thence North 83°25'05" East, along a line parallel with and 750.00 feet South of, as measured at right angles, the centerline of Fort Lauderdale Executive Airport Runway 8-26, a distance of 1197.15 feet to a point on the West right of way line of Northwest 12 Avenue, said point being on the arc of a circular curve concave to the Southeast, whose radius point bears south 35°15'36" East from said point; thence Southwesterly and Southerly along said West right of way line and along the arc of said curve to the left, having a radius of 390.00 feet, a central angle of 56°50'34" and an arc distance of 386.92 feet to the point of tangency; thence South 02°04'39" East along said West right of way line, a distance of 2697.48 feet to the point of beginning.

Containing 2,616,330 square feet or 60.0627 acres, more or less.

Also less:

Parcel 19-b more particularly described as follows:

A portion of Tract 1, F-X-E plat, P.B. 119, p. 4, of the Public Records of Broward County, Florida, being described as follows: commencing at the most Southerly East corner of said F-X-E Plat; Thence North 02°04'39" West along the East right-of-way line of Northwest 12 Avenue and the limits of said F-X-E Plat, a distance of 270.63 feet; Thence South 87°55'41" West, a distance of 80.00 feet to the West right of way line of said Northwest 12 Avenue and the point of beginning of this description;

Thence South 88°10'19" West, a distance of 348.58 feet; Thence North 51°34'11" West, a distance of 410.54 feet; Thence South 38°25'49" West, a distance of 118.88 feet; Thence South 46°58'55" East, a distance of 258.18 feet; Thence South 42°34'19" West, a distance of 59.31 feet; Thence South 02°00'27" East, a distance of 72.70 feet; Thence South 45°51'33" East, a distance of 169.23 feet; Thence North 88°10'19" East, a distance of 75.69 feet; Thence South 87°26'38" East, a distance of 65.41 feet, to a point on the North right-of-way of Commercial Boulevard; Thence continue along said North right-of-way North 88°10'19" East, a distance of 40.77 feet, to a point of tangency of a circular curve concave to the Southwest; thence Easterly along the arc of said curve to the right, having a radius of 2,460.00 feet, a central angle of 04°31'51" and an arc distance of 194.53 feet to the point of reverse curvature of a circular curve concave to the North; Thence Easterly and Southeasterly along the arc of said curve to the left, having a radius of 2,340.00 feet, a central angle of 01°39'57" and an arc distance of 68.03 feet to the point of compound curvature of a circular curve concave to the Northwest; Thence Easterly, Northeasterly and North along the arc of said curve to the left, having a radius of 35.00 feet, a central angle of 94°05'40" and an arc distance of 57.48 feet;

Thence North 02°04'39" West, non-tangent to the last described curve, along said West right-of-way line of Northwest 12th Avenue, a distance of 230.80 feet to the point of beginning.

Containing 185,477 square feet or 4.26 acres, more or less.

All said lands lying in the City of Fort Lauderdale, Broward County, Florida.

Airport manager shall mean the individual or designee assigned by the city manager to manage and supervise the operation of the airport.

Airport tenant shall mean an entity leasing property or space at the Fort Lauderdale Executive Airport.

Aviation advisory board shall mean the advisory board of the city having advisory jurisdiction of aviation and aviation facilities.

Based aircraft shall mean an aircraft: (1) which the owner physically locates at the airport with no present intention of definite and early removal and with the purpose to remain for an undetermined period; or (2) which, whenever absent from the airport, its owner intends to return to the airport for permanent hangaring or tie-down; or (3) whose presence at the airport is something other than merely transitory in nature.

City shall mean City of Fort Lauderdale, Florida.

City commission shall mean the city commission of the City of Fort Lauderdale, Florida.

City manager shall mean the city manager of the City of Fort Lauderdale, Florida.

Commercial aviation operations shall mean activities as defined in the minimum standards including, but not limited to, the sale of aviation petroleum products, aircraft ground support services, charter operations as defined by the Federal Aviation Administration, specialized commercial aviation services, charter brokerage, aircraft hangar leasing, pilot training, aircraft rental and sight-seeing, aerial photography, agricultural spraying or dusting, fire suppression, aerial advertising and surveying, aircraft sales and leasing, aircraft management, repair and maintenance of aircraft, sale and repair of aircraft parts, avionics sales and repair, hangar and tie-down rental and leasing, aircraft stripping/painting/refinishing, aircraft interior refinishing, aircraft salvage, and any other activities which because of their relationship to the operation of aircraft can appropriately be regarded as an aeronautical activity.

Commercial aviation operator shall mean an entity that engages in commercial aviation operations as defined in the minimum standards.

Entity shall mean a person, persons, firm, partnership, limited liability company, corporation, unincorporated proprietorship, association, or group other than the City of Fort Lauderdale and any of the City of Fort Lauderdale's employees while acting within the scope of the employee's office or employment.

EPA shall mean the Environmental Protection Agency.

Event shall mean any use of leased property located at the airport that is not associated with normal airport operations.

FAA shall mean the Federal Aviation Administration of the United States government, and any federal agency or its successor.

FAR shall mean The Federal Aviation Regulations (Title 14 CFR) of the United States as may be amended.

Fire code shall mean the currently adopted edition of the Florida Fire Prevention Code and all other applicable fire codes, rules and regulations.

Fire department shall mean the City of Fort Lauderdale Fire-Rescue Department.

Fire marshal shall mean the fire marshal of the City of Fort Lauderdale, Florida.

Fixed base operator (FBO) shall mean an entity that engages in services as defined in the minimum standards including but not limited to delivering, dispensing, providing, or selling aviation fuel and lubricants, hangar storage facilities, ramp parking and tie-down facilities, airframe and power plant repair, and ancillary aircraft ground support services.

Flying club shall mean a nonprofit entity organized for the express purpose of providing its members with any number of aircraft for their personal use only.

FDEP shall mean the Florida Department of Environmental Protection.

FOD shall mean foreign object debris.

Hazardous spills shall mean spills that require immediate clean up and reporting to the airport manager and the appropriate agency including, but not limited to, jet fuel, Avgas, gasoline, fuel oil, hydraulic oil, motor oil, turbine oil, alcohol, glycol, and all other chemicals that could be considered hazardous.

Helistop shall mean the John Fuhrer Downtown Fort Lauderdale Helistop.

Independent contractor or independent operator shall refer to any entity conducting a commercial aviation operation, but without an established place of business at the airport.

Major repairs are characterized as major alterations to the airframe, power plant, propeller and accessories as defined in FAR Part 43 as may be amended.

Minimum standards shall mean those minimum acceptable qualifications, which will be required of those proposing to conduct commercial aviation operations at the airport as prescribed by Resolution No. 05-29, adopted by the city on February 15, 2005, and subsequent revisions of the minimum standards as the city may adopt and which shall be applicable to all aviation businesses operating at the airport, and such other related and co-related facilities and usages reasonably attendant to such usage as permitted by applicable zoning requirements.

Movement area shall mean the area on the airport that includes taxiways and runways and associated safety areas where the ATCT is responsible for providing ATCT services that require clearance from the tower to enter.

NFPA shall refer to the National Fire Protection Association.

NOTAM shall mean a notice to airmen.

Operating directive shall refer to specific written documents detailing approved methods of operations or programs as directed and signed by the airport manager.

Permittee shall mean an entity that engages in self-fueling of aircraft owned or under exclusive written lease of said entity.

Person shall mean any individual, firm, partnership, corporation, company, association, joint stock association, agency or any other group acting as an entity, or any combination thereof; and further includes any trustee, receiver, committee, assignee, or other representative or employee thereof.

Prime lessee shall mean the entity having a lease with the City of Fort Lauderdale.

Public area shall mean the land and/or improvements at the airport available for use on a non-exclusive basis and not controlled by any leasehold.

Ramp or apron shall mean a concrete or asphalt surface that is used for aircraft parking, storage, and staging.

Regulatory measures shall refer to federal, state, county, city, and airport, laws, codes, ordinances, policies, rules and regulations, including, without limitation, those of the United States Department of Transportation ("DOT"), the FAA, Department of Homeland Security, Transportation Security Administration, the Florida Department of Transportation ("FDOT"), NFPA, and the minimum standards, all as may be in existence, hereafter enacted, and amended.

Restricted area shall mean any area of the airport wherein entry or use thereof is restricted to authorized personnel pursuant to regulatory measures, including but not limited to: runways, taxiways and associated safety areas and protection zones, ramps, and vehicle parking areas contained within the perimeter fence and hangars.

Run-up shall mean aircraft engine operation above normal idle power for purposes other than initiating taxi or takeoff.

Self-service shall refer to the refueling, repair, preventive maintenance, towing, adjustment, cleaning and/or other general services of any aircraft performed by an aircraft owner, or by such direct employee(s) of an aircraft owner with resources supplied by the aircraft owner.

Solicitation or *solicit* shall mean to repetitively or continuously, directly or indirectly, actively or passively, openly or subtly, ask orally, in writing, or otherwise, or endeavor to obtain by asking, request, implore, plead for, importune, seek or try to obtain.

Tie-down shall mean a means by which an aircraft is secured to the ground at three (3) points by ropes, chains, or cables that are capable of holding an aircraft in wind gusts of fifty (50) knots or greater.

T-hangar shall mean an aircraft storage hangar in which light aircraft are stored in separate areas and when viewed from above each bay looks like the letter "T".

TTF shall mean through-the-fence operations, accessing the airfield in an aircraft from adjacent private property.

([Ord. No. C-16-15](#), § 1, 8-16-16)

Sec. 7-2. - Purpose.

This chapter 7, including any amendments hereto, is designed to protect the public health, safety, interest, and general welfare on the airport and to restrict (or prevent) any activity or action which would interfere with the safe, orderly, and efficient use of the airport and the helistop by aircraft operators, airport tenants, pilots and users.

([Ord. No. C-16-15](#), § 1, 8-16-16)

Sec. 7-3. - General regulations.

(1) *Applicability, conditional use of airport, and release of city from liability for damages.*

- (a) Any permission granted directly or indirectly, expressly or by implication, to any entity to enter upon or use the airport (including aircraft operators; vehicle operators; aircraft crewmembers and passengers; spectators and sightseers; occupants of private and commercial vehicles; officers, employees, and customers of commercial aviation operators and airport tenants; entities doing business with the city, its contractors, subcontractors, and licensees; and all other persons or entities whatsoever) is conditioned upon:
 1. Assumption of responsibility for their own actions by every entity exercising or taking advantage of such permission; and
 2. Full and complete compliance with this chapter 7, operating directives, the minimum standards, and all applicable regulatory measures.
- (b) Each such entity shall at all times release, hold harmless, and indemnify the city, airport, representatives, officers, officials, employees, agents, and volunteers from any and all responsibility, liability, loss or damage that may result to any entity, be caused by or on their behalf and/or incident to or arising out of the manner in which the airport is operated, constructed, maintained, served, or used.

- (c) The city assumes no responsibility for any loss, injury, or damage to persons or property by reason of fire, theft, vandalism, wind, flood, earthquake, collision, strikes, war, act of terrorism, or act of God nor does it assume liability for injury to persons while at the airport. The direct or indirect grant of permission to use the airport in conformance with this chapter 7 shall in no event constitute a waiver of sovereign immunity as may apply to the city in accordance with the laws of the State of Florida.
 - (d) Entry upon or into the airport by any person shall be deemed to constitute an agreement to comply with this chapter 7.
- (2) *Use generally; authority of manager.*
- (a) Any permission granted by the city manager or the airport manager, directly or indirectly, expressly or by implication, to any entity to enter or use the airport or any portion of it is conditioned upon compliance with this chapter 7 and payment of any applicable rates and charges imposed by the city.
 - (b) The airport manager may suspend operations at the airport, in whole or in part, and may close the airport when necessary to avoid endangering persons or property. Such suspension or closing may restrict or prohibit access to movement areas and operational areas of the airport, including pedestrian access. The airport manager may issue a NOTAM in connection with temporary airport closure.
 - (c) The airport manager may allow operations to resume, permit access to movement areas and operational areas, including pedestrian access, and reopen the airport when such use is determined to no longer endanger persons or property.
 - (d) The airport manager may designate aircraft and motor vehicle parking areas at the airport.
 - (e) The airport manager may promulgate operating directives for the safety and security of the airport.
 - (f) The airport manager may close the airport for special events held by the city, subject to FAA approval.
- (3) *Reserved.*
- (4) *Enforcement.* All sworn police officers of the city may enforce the provisions of this chapter 7 at the airport, and make arrests of persons violating the same. The airport manager has authority to take such actions as may be necessary to safeguard the public in attendance at the airport, as well as all facilities under his/her control. All persons employed at or using the airport shall cooperate with the airport manager in enforcing this chapter 7.
- (5) *Ejection of persons.*
- (a) Any person who violates any rule or regulation specified in this chapter or any reasonable order or instruction issued under lawful authority may be immediately ejected from the airport.
 - (b) Violations of this chapter 7, of any operating directive, or of any rule, regulation, order, or instruction issued by the city may result in withdrawal of permission by the city to use the airport and may be considered a lease default.
- (6) *Right of inspection.* The airport manager shall have the right at all reasonable times to inspect all areas under lease to or occupied by airport tenants.
- (7) *Security.*
- (a) All persons using the airport shall comply with airport security procedures as established by an operating directive and all applicable federal statutes, regulations and security directives of the Transportation Security Administration.
 - (b) No person shall in any way tamper with, interfere, disable, circumvent, or destroy any lock, gate, door, or security device at the airport.

- (8) *Commercial aviation operators.*
- (a) No entity shall occupy or rent space or conduct any business, commercial enterprise, or activity, or other form of revenue producing activity at the airport, without first completing an application and subsequently obtaining a written contract, permit, or other form of written authorization from the city.
 - (b) Entities engaging in commercial aviation operations shall adhere to the minimum standards.
 - (c) No entity shall engage in a commercial aviation operation within the confines of the airport without previously having secured and paid for all licenses and permits, and paid all taxes required by the city or any other regulatory agency.
 - (d) Entities basing or otherwise maintaining an aircraft at the airport shall not permit said aircraft to be used for a commercial aviation operation unless such commercial aviation operation meets all applicable requirements and is expressly authorized by the airport manager.
- (9) *Independent operators and TTF.*
- (a) Independent operators shall be duly licensed and certified as required for all work performed at the airport, maintain the required insurance, and fully comply with the provisions of this chapter 7.
 - (b) Independent operators shall not conduct any business, commercial enterprise or activity, or other form of revenue producing activity at the airport without first completing an application and subsequently obtaining written authorization from the airport manager.
 - (c) TTF operations are prohibited, except as specifically approved by the city in an access permit or similar agreement, specifying the conditions of access and compensation to be paid to the city.
- (10) *Obstruction of airport use or operation.*
- (a) No person shall obstruct, impair or unreasonably interfere with the safe, orderly and efficient use of the airport by any other person, vehicle, or aircraft.
 - (b) No person shall throw, shoot or propel any object at an aircraft.
 - (c) No person shall create glare or other visual disturbance that might interfere with pilots or endanger aircraft operations.
 - (d) No person shall tamper with any aircraft without the aircraft owner's or aircraft operator's permission.
 - (e) No person shall point any laser at an aircraft with the intent to interfere with or endanger aircraft operations.
 - (f) No person shall knowingly, recklessly or negligently cause debris to be left within the aircraft operating area in such manner as may pose a risk to the operation of any aircraft. All persons with access to the aircraft operating area shall keep the same clear of FOD by collecting and disposing of debris in covered containers to prevent potential engine intake or damage to aircraft, or by notifying the airport administrative office.
- (11) *Hazardous waste and materials.*
- (a) No entity shall store, keep, handle, use, dispense, discharge, or transport at the airport any hazardous material in contravention of any regulatory measure.
 - (b) Proper permits relating to hazardous materials and hazardous substances shall be obtained from the appropriate agencies; and copies shall be filed with the fire department.
 - (c) Material safety data sheets (MSDS) for all hazardous materials shall be maintained on site and be readily available to emergency responders in the event of an emergency and for review by the airport manager and fire department personnel.

- (d) No fuels, oils, dopes, paints, solvents, acids, or any other hazardous substance shall be disposed of or dumped in drains, on ramps, catch basins, ditches, or elsewhere on the airport.
 - (e) Any entity who experiences overflowing or spilling of hazardous material or substance anywhere at the airport shall be responsible for the immediate cleanup of the spill, proper disposal of the substance, and notification to the airport administrative offices, the proper regulatory agencies and the fire department.
 - (f) In the event a hazardous spill occurs, the entity shall take appropriate action in the containment, clean up, and rehabilitation of such hazardous spill.
- (12) *Compliance with fire regulations.*
- (a) Entities engaged in any activity at the airport shall comply with the fire code and all other applicable rules and regulations.
 - (b) Entities shall comply with all directives issued by the fire marshal regarding the removal of fire hazards, arrangement or modification of vehicles or equipment, and modifying any procedure that the airport manager considers to be a fire hazard so that it no longer poses a fire hazard.
- (13) *Painting.* Doping processes, application of chemical solvents in preparation for painting, paint stripping, sanding and painting of aircraft, and other similar processes shall be performed only in those facilities approved for such activities by the city and shall be conducted in compliance with all local, state, and federal health and safety regulations, pollution control regulations, and storm water regulations. Shelters, T-hangars, corporate hangars, box hangars, tie-down areas and ramps are not authorized areas for these activities.
- (14) *Aircraft washing.*
- (a) Aircraft cleaning shall only be performed in areas approved by the airport manager and must be performed in accordance with the stormwater pollution prevention plan (SWPPP).
 - (b) All aircraft cleaning shall be accomplished with biodegradable soap, and without the use of solvents or degreasers.
 - (c) Wash water resulting from wet washing shall be processed through an oil-water separator system or into a containment tank before being discharged to the sanitary sewer system.
 - (d) Aircraft, aircraft engines, and aircraft parts may be dry washed in areas not having an oil/water separator.

([Ord. No. C-16-15](#), § 1, 8-16-16)

Sec. 7-4. - Personal conduct.

- (1) *General.*
- (a) No person shall use or otherwise conduct himself or herself upon any portion of the airport in any manner contrary to posted or otherwise visually indicated directions applicable to that area.
 - (b) No person shall destroy, damage, injure, deface, disturb, or tamper with city property at the airport.
 - (c) All persons shall observe and obey all posted signs, fences and barricades governing the activities and demeanor of the public while on airport property.
 - (d) No person shall make, possess, use, offer for sale, pass, or deliver any forged or falsely altered pass, permit, identification, card, sign, or other authorization purporting to be issued by or on behalf of the airport or the city.
 - (e) No person shall loiter on airport property or in any building at the airport.

- (f) No person shall use the airport for storing non-aviation merchandise, supplies, or equipment, or for any unlawful purpose.
- (2) *Animals.*
- (a) No person shall enter any part of the airport with a domesticated animal unless such animal is kept restrained by a leash and is completely and continuously under control.
 - (b) Except as provided in subsection (2)(a), no person shall permit any animal under his/her/its control or custody to enter the airport except those that are properly confined in a cage or other secure enclosure, as determined by the airport manager.
 - (c) No person shall feed or perform any other act to encourage the congregation of birds or other animals at the airport.
 - (d) Hunting, trapping or killing animals at the airport, except for the purposes of wildlife management, is prohibited.
 - (e) Notwithstanding any of the provisions above, supervised animals used for law enforcement, wildlife management, and other governmental purposes may be at the airport without being on a leash.
- (3) *Alcoholic beverages.* Consumption of intoxicating beverages is prohibited in the aircraft operating area except by passengers inside an aircraft preparing for departure or immediately upon arrival or at such times and locations as specifically approved by the city.
- (4) *Environmental protection.*
- (a) No entity shall violate any provision of chapter 28 of this Code, or any federal, state, county or city rule or regulation pertaining to environmental pollution or use and disposal of hazardous substances.
 - (b) Should the airport manager determine that during the course of an environmental incident the responsible party is not capable of, has not, or refuses to take the appropriate action in a timely manner to mitigate the adverse environmental incident, in the sole discretion of the airport manager, then the airport manager may take action and/or employ those services that the airport manager determines appropriate to control and/or clean up the site. The cost of such services shall be borne by the responsible party as specified in section 13-137 of this Code.
- (5) *Parties, rallies, social gatherings and events.* Notwithstanding anything in chapter 15 of this Code, to the contrary, all events held by any prime lessee within a hangar on airport leasehold premises shall comply with the following requirements:
- (a) No event shall be held on airport leasehold premises without prior written authorization from the airport manager and any other agency having jurisdiction over the event.
 - (b) The event application shall be submitted to the airport manager a minimum of three (3) business days prior to the event.
 - (c) The approval process shall be outlined in the event application.

([Ord. No. C-16-15](#), § 1, 8-16-16)

Sec. 7-5. - Aircraft operations.

- (1) *Observance of government rules.*
- (a) No person shall operate an aircraft to, from, or at the airport other than in conformity with the provisions of the FARs; duly promulgated air traffic rules, directives, orders and instructions of the ATCT; applicable regulations of the state; this Code; the minimum standards; and as prescribed herein.

- (b) No person may operate an aircraft at the airport in a reckless or negligent manner, in disregard of the rights or safety of others, without due caution or circumspection, or at a speed or in a manner which endangers persons or property.
 - (c) No person shall operate an aircraft constructed, equipped, or loaded in such a manner as to endanger, or to be likely to endanger, persons or property.
- (2) *Hold harmless.* Any aircraft owner, aircraft operator, or any of their agents or duly authorized representatives who uses the aircraft operating area or related facilities agrees to release, discharge and hold harmless the city, its city commission, its officers, and its employees from and against liability for any damage which may be suffered by any aircraft or its equipment, and from and against liability for personal injury or death. The use of the aircraft operating area or related facilities shall constitute acceptance of the terms of this provision, this chapter, and other airport standards and operating directives.
- (3) *Authorized areas.* No aircraft shall land, take off, or taxi in areas other than those authorized by the ATCT, and in no event shall an aircraft enter a grass or unpaved movement area unless authorized by the ATCT. All aircraft shall park upon paved leased property in accordance with the terms of the respective lease unless specific permission is granted by the airport manager and in accordance with this chapter.
- (4) *Airworthiness.*
- (a) Only aircraft considered airworthy by the FAA or any foreign counterpart or that hold a ferry permit from such agency shall land or take off from the airport and/or use any area of the airport for parking and storage. The airport manager may permit temporary storage for the purpose of obtaining an airworthiness certificate.
 - (b) Each aircraft at the airport must carry on board an airworthiness certificate, and a valid registration number must appear on the aircraft's exterior.
 - (c) No person shall allow an aircraft that does not carry on board an airworthiness certificate to be in the airport unless the aircraft is actively undergoing renovation or restoration or as otherwise provided in this chapter 7 for aircraft in disrepair.
 - (d) Abandoning an aircraft anywhere in the airport is prohibited. The city, at the risk and sole expense of the aircraft owner or aircraft operator, may remove any abandoned aircraft, as defined in F.S. § 705.183(1)(b), as amended, without liability for damage arising from or out of such removal.
 - (e) An abandoned or derelict aircraft may be subject to lien and removal from the airport pursuant to F.S. § 705.183, as amended.
- (5) *Aircraft accidents and disabled aircraft.*
- (a) Aircraft operators involved in an accident at the airport resulting in any serious injury or death to any person or damage to property shall make a full and prompt report of the accident to the airport manager, complete any necessary report and any necessary forms, and comply with all applicable provisions of the National Transportation Safety Board ("NTSB") Regulations, 49 Code of Federal Regulations, Subtitle B, Chapter VIII, Part 830, as such provision may be renumbered or amended. Aircraft operators shall provide copies of all reports and forms to the airport manager.
 - (b) Aircraft or associated aircraft parts involved in an accident at the airport may not be disturbed, moved, or removed from the scene of the accident until authorized by the airport manager, who shall receive authorization to remove the aircraft or associated aircraft parts from the FAA and/or the NTSB, when applicable.
 - (c) The pilot(s) and passengers not requiring medical attention shall remain at the scene until it is determined by all agencies investigating the accident that their presence is no longer needed.
 - (d) Once authorization to remove the aircraft has been issued, the aircraft operator shall make immediate arrangements to have the aircraft removed at the aircraft owner's or aircraft

operator's expense. If immediate arrangements are not made, the city may have the aircraft removed at the aircraft owner's or aircraft operator's risk and expense without liability for damage arising from or out of such removal.

- (e) Containment and cleanup of petroleum spills from an aircraft is considered an integral part of the process of removal of disabled or abandoned aircraft. The airport manager may authorize appropriate licensed firms to clean up petroleum spills without liability to the city at the expense of the aircraft owner or aircraft operator.
- (6) *Lien for landing and other fees.*
- (a) Pursuant to F.S. § 329.40, the city shall have a lien upon all aircraft landing upon the airport for all charges for the use of the facilities of the airport by such aircraft, when payment of such charges and fees is not made immediately upon demand to the aircraft owner or aircraft operator by the airport manager. Such lien may be enforced as provided by law for the enforcement of warehousemen's liens.
 - (b) It is unlawful for any person to remove or attempt to remove any aircraft from the airport after notice of a lien has been served upon the aircraft owner or aircraft operator or after posting of such notice upon such aircraft.
 - (c) The city may impound any abandoned aircraft or aircraft involved in an accident or any incident occurring on airport property when damage to city property has occurred in connection with the aircraft. The aircraft shall not be released until damages are assessed by the city, and the aircraft owner or aircraft operator exhibits either written evidence of appropriate and sufficient insurance coverage or makes payment to the city for such damages. If payment is made by check, the aircraft will be released when the check clears for payment. Any charges incurred by the city for storage shall be paid before such release.
- (7) *Based aircraft registration.*
- (a) All aircraft based at the airport shall be registered with the airport manager. Registration information shall include the following:
 - 1. Aircraft make and model.
 - 2. Aircraft registration number.
 - 3. Aircraft owner name, address, and phone number.
 - 4. If more than one (1) person or a group of people own the aircraft, the name, address, and phone number of all owners shall be provided to the airport manager. Prime lessees are responsible for registration of all aircraft based on their leased premises.
 - 5. Proof of liability insurance in accordance with the minimum standards.
 - (b) Commercial aviation operators shall register all aircraft based on their leased premises when any such aircraft arrives at the airport.
 - (c) Each aircraft owner whose aircraft is based at the airport shall update his/her/its aircraft registration within thirty (30) days of any change in ownership or contact information.
- (8) *Aircraft taxiing.* No person other than a pilot or mechanic certified by the FAA shall taxi an aircraft on any part of the airport. A certified pilot or mechanic shall be at the controls of an aircraft while an engine of such aircraft is being started or operated. All pilots and mechanics shall obey all pavement markings, signage, and ATCT instructions.
- (9) *Aircraft parking and storage.*
- (a) Aircraft shall be parked only in those areas designated for such purpose under the authority of the airport manager and shall not be parked or stored in a movement area or positioned in such a manner as to block a runway, taxiway, taxi lane, or obstruct access to hangars, parked aircraft, or parked vehicles.

- (b) Should a person refuse or fail, upon request by the airport manager, to move an aircraft parked or stored in a movement area or positioned in such a manner as to block a runway, taxiway, taxi lane, or obstruct access to hangars, parked aircraft, or parked vehicles, to a location designated by the airport manager, then the aircraft operator or aircraft owner shall incur a fee in the amount of five hundred dollars (\$500.00) for the first fifteen (15) minutes, and in the amount of fifty dollars (\$50.00) for every fifteen (15) minutes thereafter, that the aircraft remains so parked or stored.
 - (c) Unless otherwise provided in an agreement with, or at the express direction of, the city, prime lessee, or authorized FBO, no person shall use any area of the airport for the parking and storage of aircraft.
 - (d) Should a person use any area of the airport for aircraft parking or storage without first obtaining the prior written permission of the airport manager, a prime lessee, or authorized FBO, or park or store aircraft in a movement area, or position aircraft in such a manner as to block a runway, taxiway, taxi lane, or obstruct access to hangars, parked aircraft, or parked vehicles, the city may remove and store the aircraft at the expense of the aircraft owner or aircraft operator without liability for damage that may arise from such removal or storage. The aircraft will be impounded until all towing, parking and storage charges and fees have been paid by the aircraft owner or aircraft operator.
 - (e) Should a person use any area of the airport for aircraft parking or storage without first obtaining the prior written permission of the airport manager, a prime lessee, or authorized FBO, the city may remove and store the aircraft at the expense of the aircraft owner or aircraft operator without liability for damage that may arise from or out of such removal or storage.
 - (f) Aircraft operators shall ensure that parked and stored aircraft are properly secured in accordance with best industry practice and FAA guidance, including without limitation FAA Advisory Circular 20-35C, Tiedown Sense, as the same may be amended.
 - (g) Upon request of the airport manager in the event of an emergency or other occurrence presenting risk to the safety or security of the airport or airport users, the operator of any aircraft parked or stored at the airport shall move the aircraft to the location and/or position at the airport identified by the airport manager. In the event the aircraft operator refuses, is unable, or unavailable, the city may move the aircraft to the area at the risk and expense of the aircraft operator without liability for damage that may arise from or out of such movement.
 - (h) Major repair or rebuilding of aircraft shall be accomplished inside hangars designated for such purpose.
 - (i) All aircraft parked outside shall have the appearance of being whole. Aircraft that is missing components such as wings, empennage parts, landing gear, or doors, or that has tears in the skin or flat tires, are considered to be in a state of disrepair and create an image detrimental to the city and the airport.
 - (j) If the aircraft owner or aircraft operator of an aircraft in disrepair fails to provide the airport manager with satisfactory evidence that an open work order is being actively pursued within fourteen (14) days of the request from the city, then such aircraft shall be removed from the leasehold premises by the aircraft owner or aircraft operator within ninety (90) days following the date of the airport manager's request.
 - (k) Failure of the owner or operator to timely remove such aircraft in disrepair will result in the city's removal of the aircraft in disrepair, which will be impounded until all towing and storage charges incurred by the city have been paid.
- (10) *Restricted activities.* Use of the airport for any of the following activities is restricted and requires a comprehensive review by the FAA Flight Standards Office, ATCT, and the city to determine if such activities may be conducted safely to, from and at the airport, and further requires prior written permission by the airport manager:
- (a) Use of any portion of the airport as a parachute landing area.

- (b) Operations in gliders, ultralights, lighter-than-air aircraft, or hot air balloons.
- (c) Conducting test flights in experimental aircraft.
- (d) Operating unmanned aerial vehicles to, from, or at the airport.
- (e) Operating model airplanes to, from, or at the airport.

The airport manager has the authority to impose conditions on the conduct of the above-enumerated aeronautical activities at the airport, which conditions may be included in an operating directive, which shall thereafter be heeded by all persons using the airport for the authorized purpose.

Due to the absence of an airport operating certificate for the airport issued by the FAA in accordance with FAR Part 139, no entity shall conduct scheduled air carrier operations in aircraft designed for more than nine (9) passenger seats or in an aircraft on a non-scheduled basis with more than thirty (30) passenger seats.

(11) *Limitations.* Any person transporting radioactive cargo or other hazardous materials shall comply with regulations established in 49 Code of Federal Regulations, Subtitle B, Chapter 1 and all other regulatory measures governing such materials. Any person transporting radioactive cargo or other hazardous materials shall notify the fire department prior to arrival at the airport, and fire department equipment and personnel may be required for this type of operation as a standby precautionary measure. Any costs associated with the required fire department support and oversight shall be borne by the aircraft owner and the aircraft operator, jointly and severally.

(12) *Aircraft T-hangars.*

- (a) All T-hangars shall be used for the storage and self-servicing of aircraft only. No activity other than the normal service of aircraft shall be permitted in such structures. Prohibited activities include, but are not limited to, fuel transfer, welding, torch cutting, soldering, doping, parts cleaning, spray painting, and activities in which hazardous operations are performed.
- (b) No entity shall engage in any commercial aviation operation in T-hangars.
- (c) No aggregate amounts of twenty-five (25) gallons or more or an equivalent dry volume of hazardous material shall be stored, handled, generated, used, processed, manufactured, disposed of, or otherwise be present in a single T-hangar bay.

(13) *Engine runups.*

- (a) All engine runups shall be confined to areas designated by the ATCT or the airport manager.
- (b) Runup of aircraft engines is not allowed in areas outside the movement area unless approved by the airport manager.
- (c) No person shall undertake engine maintenance or repair runups at any location at the airport between the hours of 7:00 p.m. and 7:00 a.m. of the following day.
- (d) No person other than a pilot or mechanic certified by the FAA shall start and/or operate an aircraft engine at the airport.
- (e) Any person operating an aircraft engine shall take precautions to alert and protect the public from hazards of operation.
- (f) Aircraft controls shall not be unattended while aircraft engines are operating.
- (g) High speed or high power engine runups shall be performed in areas designated by the airport manager and authorized by the ATCT.

(14) *Flying clubs.* Flying clubs shall not be permitted at the airport until the following necessary items have been obtained and supplied to the airport manager:

- 1. Copies of aircraft registrations; and
- 2. A current list of members; and

3. A current certificate of insurance showing coverage types and amounts as required by the airport manager, and naming the City of Fort Lauderdale as additional insured; and
4. Evidence of the not for profit status of the flying club; and
5. Copies of bylaws, articles of incorporation, and operating rules; and
6. A roster of officers and directors.

Aircraft shall be vested in the name of the flying club or members on a pro-rata share. The flying club may not derive greater revenue from the use of the aircraft than the cost to operate, maintain and replace the aircraft. Required insurance minimums for flying clubs as outlined in the minimum standards shall be maintained. Flying club aircraft may be used only by members of such flying club and may not be used for commercial aviation operations. Flying club members have a right to self-fuel and self-service flying club aircraft in accordance with this chapter 7.

- (15) *Air traffic rules.* The airport manager may deny access to the airport to any aircraft operator who operates an aircraft at the airport in a reckless or negligent manner, who has been found by the FAA to have violated an air traffic rule or applicable regulation, or who presents an imminent danger to persons or property.
- (16) *Traffic patterns.* Aircraft shall conform to the traffic patterns established by the FAA unless otherwise specifically authorized by the ATCT.
- (17) *Noise abatement procedures.* Pilots and aircraft operators of all aircraft landing or taking off at the airport shall comply with the mandatory noise abatement procedures established jointly by the FAA and the city.
- (18) *Helicopter operations.*
 - (a) No helicopter shall land or take off from an area other than those areas authorized by the city or the ATCT.
 - (b) FBOs desiring to service helicopters shall designate an area on their leased premises, subject to approval by the airport manager, for helicopter takeoffs and landings.
 - (c) Helicopters may land and take off only from the following areas upon authorization by the ATCT:
 1. Leasehold ramp areas.
 2. Runways, taxiways, and other paved areas designated by the ATCT within the movement area.
 3. Other areas designated jointly by the ATCT and the city.
- (19) *Landing at other than established airports; temporary helicopter landing areas.*
 - (a) Except in case of emergency, or when permitted by the city commission in the public interest, no person shall land any aircraft within the corporate limits of the city except at regularly established airports or helistops.
 - (b) The city manager may approve temporary helicopter landing areas, which approval shall be on a temporary basis not to exceed ten (10) days and shall meet the following conditions:
 1. The entity conducting the helicopter operations shall execute a release, hold harmless, and indemnification agreement in favor of the city in a form as prescribed by the city attorney.
 2. The helicopter operation shall be conducted in accordance with applicable FAA regulations and FAA Advisory Circular 150/5390-2B Heliport Design.
 3. The helicopter operation shall be restricted to specific dates and times, and shall be conducted during daylight hours, under visual flight rules conditions and in accordance with this Code.

4. The entity shall provide sufficient personnel, in the sole determination of the city police department, to ensure that members of the general public are prevented from entering the helicopter operations area.
5. If the helicopter operation is to be conducted on a waterway, the aircraft operator shall arrange, at the aircraft operator's expense, for one city police officer to be present at the helicopter operation site during the operation of the helicopter.
6. The entity conducting the helicopter operations shall provide proof of general liability insurance in the amount required by the city.

(20) *Seaplane landing.* Pursuant to F.S. § 330.36, landing a seaplane on a body of water within the corporate limits of the city is prohibited.

([Ord. No. C-16-15](#), § 1, 8-16-16)

Sec. 7-6. - Vehicle rules and regulations.

(1) *Vehicles generally.*

- (a) Pursuant to F.S. § 316.003(53)(c), as may be amended, any area, such as a runway, taxiway, ramp, clear zone, or parking lot, within the boundary of the airport, which area is used for vehicular traffic but which is not open for vehicular operation by the general public, shall be considered a street or highway.
- (b) Pursuant to F.S. § 320.535, as may be amended, airport fuel trucks and equipment are exempt from registration of motor vehicles, the payment of license taxes, and the display of license plates when operated or used for the purpose of transporting aviation fuel within the airport facility of the airport.
- (c) Vehicles shall not be operated within the aircraft operating area unless the vehicle is in sound mechanical order, has adequate lights and brakes, and permits clear visibility from the driver's position.

(2) *Escorting procedures.*

- (a) Vehicles without ramp permits shall be escorted and attended by a prime lessee, FBO, or commercial aviation operator, or other authorized entity at all times while operating on the AOA.
- (b) Unattended vehicles shall display a ramp permit.

(3) *Ramp permits.*

- (a) Except for emergency and law enforcement vehicles, vehicles operating or parking on the AOA shall comply with the ramp permit program and display a current ramp permit. An exception may be granted to airport tenants who develop an alternative plan for a specific area as approved by the airport manager.
- (b) No person shall lend or assign a ramp permit to any other person or knowingly permit the use thereof by another.

(4) *Aircraft operating area.*

- (a) No person shall drive a vehicle in any part of the AOA except to provide service to aircraft, passengers, pilots, or airport tenants, unless specifically designated by the airport manager as being authorized to operate in such areas. The airport manager may restrict vehicles to a certain portion(s) or segment(s) of the AOA. Such restrictions shall prohibit vehicle operations outside designated area(s).
- (b) Use of quad-bikes, three wheelers, scooters, mini-bikes, go-carts, roller blades, skateboards, and the recreational use of bicycles is not permitted in the AOA.

- (c) Manually operated gates providing access to the AOA shall be kept closed and locked at all times. Open gates shall be attended by the airport tenant or the airport tenant's designee.
 - (d) When using electronic automatic security gates, vehicle operators shall stop the vehicle and allow the gate to fully close before proceeding. The vehicle operator shall also ensure that no other vehicles or persons gain access to the airport while the gate is in the process of closing and/or not fully closed.
 - (e) If the vehicle operator cannot prevent access by another vehicle, the operator shall immediately notify airport security.
 - (f) Careless, negligent, unsafe, or reckless operation of a vehicle at the airport is prohibited.
 - (g) All vehicles shall yield to aircraft at all times under all circumstances.
 - (h) Vehicles shall not be operated within the AOA at a speed greater than ten (10) miles per hour.
- (5) *Movement area.*
- (a) Vehicles used in the movement area shall be marked so that the operator's name is clearly visible. Each entity is responsible for clearly marking all of such entity's vehicles operated in the movement area.
 - (b) All vehicles operated in the movement area after sunset and before sunrise shall be equipped with an operational amber rotating or flashing beacon that is visible in all directions.
 - (c) Vehicle operators shall obey all signs and pavement markings unless directed otherwise by the ATCT.
 - (d) Vehicles shall not be operated in such a manner or within such proximity of an aircraft as to create a hazard or interfere with the safe operation of the aircraft.
 - (e) All vehicles shall yield the right-of-way to any and all aircraft in motion.
 - (f) Vehicles used for hauling trash, dirt, or any loose material shall not be operated in the airport except for periods of airport construction or as approved by the airport manager.
 - (g) Positive locking couplings are required for all towing equipment.
 - (h) No person shall operate any vehicle in the movement area unless such person has in his or her possession a movement area badge issued by the airport manager and a valid driver license issued by a state or territory of the United States unless such person is under escort by personnel having a movement area badge.
 - (i) Any person in possession of a movement area badge who wishes to operate a vehicle in the movement area shall establish two-way communication with the ATCT and receive authorization from the ATCT prior to entering the movement area.
 - (j) Failure to follow all ATCT instructions shall result in the immediate suspension of movement area driving privileges. A person whose movement area badge has been suspended may, within five calendar days from the time of suspension, request in writing a meeting with the airport manager to appeal such suspension.
 - (k) In the event of radio failure, all persons operating vehicles in the movement area shall stop their vehicles and hold their positions until escorted or given a directive signal light from the ATCT. Vehicles that experience radio failure while located on a runway shall continue until clear of the holding position markings and await escort or directive signal lights from ATCT.
- (6) *Parking and storage.*
- (a) Vehicles shall be parked only in those areas designated for such purpose by the airport manager.

- (b) Other than vehicles exempt pursuant to F.S. § 320.535, as may be amended, all vehicles on airport property shall have a current registration, display a current license plate, and be fully operational and functional.
 - (c) Vehicles shall not be parked or stopped:
 - 1. In such a manner as to obstruct a parking lot lane, driveway, roadway, walkway, crosswalk, fire lane, runway, taxiway, taxilane, ramp, or access gate or obstruct access to hangars, parked aircraft, or parked vehicles.
 - 2. Other than in accordance with restrictions posted on authorized signs, unless otherwise authorized by the airport manager.
 - (d) Hangar tenants shall be allowed to park vehicles inside their respective hangars for only such periods as may be required in connection with use of the airport or use of aircraft to, from, or at the airport. In no event shall hangar tenants park vehicles inside a hangar for more than thirty (30) consecutive days. Storage of any vehicles inside a hangar for a period exceeding thirty (30) consecutive days must be approved by the airport manager.
 - (e) Boats, recreational vehicles, racecars, personal watercraft, and trailers shall not be parked or stored at the airport except for governmental purposes or incidental or short-term storage authorized by the airport manager.
 - (f) At the discretion of the airport manager or authorized law enforcement officers, any vehicle that is illegally parked may be removed, and the expense of the removal shall be charged to the registered owner of said vehicle.
 - (g) All vehicle parking shall be on paved surfaces except for areas adjacent to T-hangars or where authorized by the airport manager.
 - (h) No person shall conduct maintenance of a private vehicle on airport property.
 - (i) Vehicles, including but not limited to, tow tractors, ground power units, and fuel trucks, operated by commercial aviation operators or prime lessees, shall be cleaned and/or maintained in areas identified by the commercial aviation operator or prime lessee, subject to approval by the airport manager.
 - (j) The city may tow, remove, or cause to be removed from the airport, at the vehicle operator's risk and expense and without liability for damage that may result from such removal, any vehicle that is disabled, abandoned, or parked in violation of this chapter 7, or that creates a safety hazard.
- (7) *Storage of non-aviation related items.* Airport hangars and T-hangars are presumed to be used exclusively for the storage of aircraft and the conduct of aeronautical activities, except with express written permission of the airport manager. Any unauthorized stored or parked vehicles or any other non-aviation related items or property will be removed and placed in storage at the owner's expense, without liability for damages arising from such removal and storage by the city.

([Ord. No. C-16-15](#), § 1, 8-16-16)

Sec. 7-7. - Fueling, defueling, and fuel storage.

- (1) *Regulatory measures.* Refueling, defueling, and fuel storage on the airport shall conform to the current applicable provisions of the NFPA, EPA, FWC, FAA Advisory Circulars, applicable provisions of regulatory measures of the State of Florida, Broward County, and the city.
- (2) *Fueling operations.*
 - (a) Except for self- fueling, fuels shall only be dispensed at the airport by those FBOs or permittees having an agreement with the city granting such permission; holding a current-year fueling inspection decal issued by the fire department for fuel farms and fueling vehicles; and whose

employees engaged in fueling have successfully completed any and all training courses required by the city.

- (b) The city may tow, remove, or cause to be removed from the airport any fueling vehicle that is not in compliance with this section.
 - (c) The aboveground storage of aviation fuel or jet fuel is prohibited. Aviation fuel or jet fuel shall be stored in underground tanks only. Storage of fuel in trucks, other than those trucks that receive fuel from underground storage tanks located at the airport, is prohibited.
 - (d) Any entity dispensing fuel shall maintain a fueling operations and spill prevention control and countermeasure (SPCC) plan that is in compliance with 40 CFR 112.
 - (e) All fueling operations shall be conducted in compliance with NFPA Publication 407 and applicable FAA Advisory Circulars.
- (3) *Fuel safety training.* No person shall engage in any fueling activity at the airport unless such person's employer has provided that person with training in accordance with the minimum standards or without first having completed any and all training courses required by the city.
- (4) *Fueling, defueling, and fuel storage.*
- (a) A person trained as provided in section 7-7(3) shall be present at all times while fuel delivery vehicles transfer fuel into or out of any fuel storage facility.
 - (b) Refueling vehicles and vehicles utilized to deliver fuel to the fuel storage facility shall be subject to inspection by the city at any time to determine compliance with this section.
 - (c) The trained person shall remain within the immediate vicinity and in direct view of all operating controls and equipment.
 - (d) No aircraft shall be fueled or de-fueled while passengers are on board unless a passenger boarding device is in place at the cabin door of the aircraft, the door is open, and a flight crew member or ground person is at or near the cabin door.
 - (e) The trained person shall not leave the discharge end of any hose or hoses unattended at any time while the transfer of fuel is in progress.
 - (f) All fuel handled at the airport shall be treated with due caution and circumspection with regard to the rights and safety of others so as not to endanger, or be likely to endanger persons or property.
 - (g) Smoking is prohibited in or about any aircraft, on any apron, or within one hundred (100) feet of an aircraft being fueled or defueled.
 - (h) No aircraft or vehicle shall be fueled or defueled while the engine of such aircraft or vehicle is operating unless the airport manager and the fire department have granted prior written permission.
- (5) *Fuel spills.*
- (a) FBOs and permittees shall have on hand at all times sufficient fuel spill containment capable of damming/diking a fuel spill or to otherwise form a barrier around the spill in accordance with operating directives.
 - (b) In the event a spill occurs, the FBO or permittee shall contain and clean up the spill and rehabilitate the affected area. All fueling activities shall cease until cleanup is complete.
 - (c) If the spill is greater than ten (10) feet in any direction; or if the spill is greater than fifty (50) square feet; or continues to flow or is hazardous to persons or property; or if the spill reaches a storm drain, pervious surface, ditch, or standing water, the FBO or permittee shall immediately contact the fire department and notify the airport manager.

- (d) In the event that a spill occurs, the FBO or permittee shall notify the airport manager and shall be responsible for making notifications to the Broward County Agency with environmental jurisdiction and the FDEP in accordance with all applicable regulations.
- (6) *Storage of refueling vehicles.* Refueling vehicles shall be stored in accordance with the fire code.
- (7) *Maintenance of refueling vehicles.*
 - (a) Maintenance and servicing of refueling vehicles shall not be performed in a building unless the building is approved by the fire department for such use.
 - (b) FBOs and permittees shall document and maintain vehicle maintenance and inspection records and make such records available to the airport manager or fire or police department upon request.

([Ord. No. C-16-15](#), § 1, 8-16-16)

Sec. 7-8. - Helistop.

- (1) *General.*
 - (a) Access to the helistop is limited to pilots, passengers, and authorized city personnel.
 - (b) Use of the helistop shall be limited to helicopters weighing less than eleven thousand nine hundred (11,900) pounds and having a maximum rotor diameter of forty-six (46) feet.
 - (c) All pilots using the helistop shall immediately report any facility safety, maintenance, or operations problems to the airport manager.
- (2) *Helistop parking.*
 - (a) All helicopter aircraft operators shall obtain permission from the airport manager prior to parking in the east parking position.
 - (b) No more than one (1) helicopter is permitted in the east parking position at one (1) time.
 - (c) All helicopter aircraft operators using the east parking position shall adhere to authorized arrival and departure times.
 - (d) All helicopter aircraft operators using the east parking position shall provide an emergency contact number to the airport manager.
 - (e) [Reserved.]
- (3) *Helicopter operations.*
 - (a) Take-offs and landings are prohibited from the east parking position.
 - (b) Shutting down engine(s) is prohibited in the west takeoff/landing position.
 - (c) Prolonged hovering or waiting is prohibited in the west takeoff/landing position.
 - (d) Each helicopter aircraft operator is responsible for the safety of his/her aircraft operation and the safety of any passengers and guests.
 - (e) Smoking and littering are prohibited on the helistop.
 - (f) Pilots using the helistop shall conform to standard flight procedures required and recommended by, among others, the FAA, the State of Florida, and helicopter manufacturers, for operations to and from elevated facilities.
- (4) *Disabled helicopter.*
 - (a) The pilot, aircraft owner, and aircraft operator of any disabled or abandoned helicopter shall be responsible for its immediate repair and removal from the deck. Failure to comply with this rule shall result in the city's removal and impoundment of the disabled or abandoned helicopter at

the expense of the aircraft owner and the aircraft operator, if any, jointly and severally, without liability to the city for damages incurred as the result of such removal or impoundment, until all city-incurred charges have been paid.

- (b) The city may authorize appropriately licensed firms to clean up any petroleum spills resulting from a disabled helicopter without liability to the city at the aircraft owner's sole cost and expense.
- (5) *Helistop elevator.* Use of the helistop elevator without prior permission from the airport manager is prohibited.
- (6) *Helistop lobby usage.* Access to the helistop lobby is limited to pilots, passengers, and authorized city personnel.

([Ord. No. C-16-15](#), § 1, 8-16-16)

ARTICLE II. - AVIATION ADVISORY BOARD

Sec. 7-9. - Created.

- (1) *Established.* The aviation advisory board in and for the city was created by Ordinance No. C-84-79.
- (2) *Composition; qualifications; appointment; compensation.* The aviation advisory board shall be composed of not more than ten (10) members. Members of the board shall be appointed by the city commission and shall serve without compensation and for a term of one (1) year from the date of their appointment. In addition, one (1) member of the Tamarac City Commission and one (1) member of the Oakland Park City Commission, or their designees, shall be designated by each municipality as the official of that municipality to receive all agendas, any agenda background materials furnished to board members, and minutes of all aviation advisory board meetings. Such commission members, or their designees, shall have the right to sit with and address the aviation advisory board on all matters considered by such board, but shall not be entitled to vote. Matters of concern to the municipalities of Tamarac and Oakland Park may be placed on the agenda of the board in accordance with established procedures. Notwithstanding the above, eligibility for board membership shall be determined in accordance with the provisions of section 2-217 of this Code, as may be amended from time to time.
- (3) *Chairperson; quorum.*
 - (a) The aviation advisory board shall elect its own chairperson and other officers as may be necessary. The chairperson is entitled to vote.
 - (b) Four (4) members of the aviation advisory board meeting shall constitute a quorum.
- (4) *Powers and duties.*
 - (a) The aviation advisory board shall have the power and duty to recommend to the city commission action necessary for the planning, establishment, development, construction, enlargement, improvement, maintenance, operation, regulation, protection, and policing of airports owned, operated, and controlled by the city.
 - (b) The aviation advisory board shall formulate rules and regulations governing its own conduct. Such rules and regulations, to be effective, shall first be considered by the city commission and adopted by resolution.
 - (c) The aviation advisory board shall formulate and recommend to the city commission provisions to be contained in ordinances that govern the operation of all municipal airports, subject to the provisions of any superior law governing the same. Before such ordinances shall be effective, they shall be submitted to the city commission for approval and adoption.

- (d) The aviation advisory board may recommend to the city commission the appointment of a qualified airport consultant, when such need arises, to assist in the planning for the development and operation of all municipal airports.
- (e) Any and all leases entered into by the city with persons for the use of land and facilities at all municipal airports shall first be considered by the aviation advisory board which will recommend to the city commission approval or rejection of same.
- (f) The aviation advisory board shall not make the initial contact with any prospective prime lessee or prospective assignee unless the contact has been preceded by a request to make such contact by the city commission.

([Ord. No. C-16-15](#), § 1, 8-16-16)