

# COLEMAN A. YOUNG MUNICIPAL AIRPORT



# RULES & REGULATIONS

# COLEMAN A. YOUNG MUNICIPAL AIRPORT

## Preface

In accordance with Section 5-106 of the 1974 Charter of the City of Detroit the Director of the Airport Department shall prepare reasonable rules governing dealings between the department and the public. A rule becomes effective in accordance with. Public notification and hearings required in Section 2-111.

If any section, sentence or clause of these Rules and Regulations is for any reason held void or inoperative, the remaining provisions shall not be affected thereby. The titles of various sections are for convenience

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## **PART A – DEFINITIONS**

"**AIRCRAFT**" – A device that is used or intended to be used for flight in the air.

"**AIRCRAFT PARKING AND STORAGE AREA**" - Shall mean and include those portions of the airport designated and made available temporarily or permanently by the City of Detroit for the parking or storage of aircraft.

"**AIR OPERATIONS AREA**" - (AOA) shall mean any area of the airport used or intended to be used for landing, takeoff or surface maneuvering of aircraft.

"**AIRPORT**" - Shall mean the land and developments owned, operated and maintained by the City of Detroit. The land shall consist of runways, taxiways, hangars, ramps, aprons, buildings, structures, roads, parking and storage areas, improvements, utilities, facilities, or other real property, necessary or convenient or desirable for the landing, take-off, accommodation of aircraft of all types.

"**AIRPORT DEPARTMENT**" - An agency of the City of Detroit charged, with the responsibility of managing and directing the activities of Detroit City Airport; planning for advancement and improvement of the City's aviation program and aeronautical facilities; representing the City in aviation matters with federal and other officials on the use of the airport facilities.

"**AIRPORT POLICE OFFICER**" - A law enforcement officer authorized to enforce airport rules and regulations and City ordinances, maintain airport security, direct and regulate vehicular traffic and respond to all airport emergencies.

"**APRON/RAMP**" - A defined area of paved land on the airport intended to accommodate aircraft for purposes of loading and/or unloading passengers or cargo, refueling, parking and general maintenance.

"**BASED AIRCRAFT**" - Shall include all aircraft which are permanently hangered in a hangar bay, T-hangar or tie-down as a result of a current lease or a current field storage agreement with the Airport Department.

"**COMMERCIAL/BUSINESS OPERATIONS**" - Includes, but is not limited to operations by a person, persons, or corporation who for compensation or hire engages in the carriage by aircraft in air commerce of persons or property, including air carriers as defined in Part I of the Federal Aviation Regulations. This definition shall also include those non-aviation and aviation related activities offering service or product for compensation.

"**DEPUTY DIRECTOR**" - Performs the staff functions involving leasing, finance, passenger and airline matters; performs the duties of the Director during his absence,

"**DESIGNATED PARKING SPACE**" - Shall mean a space designated under a valid rental agreement in 90day standing' with the Airport Department for an original term of not less than ninety (90 days for the parking of a specific aircraft owned or operated by an airport tenant.

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**"DIRECTOR"** - Directs and manages the activities of the Detroit City Airport; plans for advancement and improvement of the City's aviation program and aeronautical facilities; representing the City in aviation matters federal and, other officials on the use of the airport facilities.

**"EXECUTIVE TERMINAL BUILDING"** - The former air carrier terminal building providing office space; accommodations for corporate passengers and hangar bays for the storage and maintenance of aircraft; flight schools; concessions and various companies.

**"FIREMAN"** - Shall mean and include Fire Engineers of the Detroit Fire Department assigned to Detroit City Airport.

**"FUEL CONCESSIONAIRE"** - A company authorized by the City of Detroit to sell, deliver and to provide into-aircraft services, aviation fuel, lubricants and supplies to all owners and operators of aircraft.

**"FLIGHT SCHOOL"** - A school which has Michigan Aeronautics Commission approval and certification pursuant to Michigan Aeronautics Commission Regulations R259.321-R259,325 and has a current lease agreement as a flight school with the Airport Department.

**"FUEL SERVICING VEHICLE"** - Shall mean and include any vehicle designated and operated for the purpose of fuel transfer handling in connection with the fueling or defueling of aircraft.

**"FUEL TRANSFER HANDLING"** - Shall mean and include the process of transferring petroleum fuels on the airport between a bulk storage facility and a fuel servicing vehicle or between a fuel servicing vehicle and an aircraft.

**"LANDING AREA"** - Land which is used or intended to be used, for the landing and takeoff of aircraft.

**"MAINTENANCE FOREMAN"** - Provides general supervision over grounds and building maintenance and security operations.

**"OPERATIONS MANAGER"** - Assists airport management in supervising operational functions of airport facilities; maintaining liaison with FAA and State Officials; securing special grants for airport improvement and development.

**"PASSENGER TERMINAL"** - Houses the administrative. Offices for the Airport Department, fuel concessionaire, flight schools, air charter companies, flight service station, air carriers and air taxis and various concessions.

**"RUN-UP"** - Shall mean any operation of a stationary aircraft engine above idle power except to overcome inertia for taxiing.

**"SOUTHWEST FREIGHT AREA"** - Includes the fuel farm, one medium size hangar, T-hangars and tie-downs and air freight operations.

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**"TAXI"** - The movement of an airplane under its own power on the surface of the airport, not to exceed 15 miles per hour.

**"TOUCH AND GO LANDING"** - Shall mean a landing in which power is applied during the landing roll and a subsequent takeoff results.

**"TOWER/AIRPORT TRAFFIC CONTROL TOWER"** - A terminal facility operated by the Federal Aviation Administration which through the use of air/ground communications, visual signaling and other devices provides ATC services to airborne aircraft operating in the vicinity of an airport and to aircraft operating on the movement area.

**"TRANSIENT AIRCRAFT"** - Shall include any aircraft using the airport, the operator of which has not entered into a lease agreement, a sublease agreement with a leased tenant, or other special agreement with the Airport Department.

**"VEHICLE"** - Shall mean and include automobiles, trucks, buses, motorcycles, bicycles, limosines, taxicabs, vehicles or carriers for hire, charter motor vehicles and any other service in or upon or by which any person or property is or may be transported, carried or drawn upon land except railroad rolling equipment or other devices running only on stationary rails or tracks and except aircraft.

**"VEHICULAR PARKING AND STORAGE AREA"** - Shall mean and include those portions of the airport designated and made available temporarily or permanently by the City of Detroit as vehicular parking and storage areas to which the public and/or tenants have access.

## **Part B - GENERAL RULES AND REGULATIONS**

To the extent permitted by law, the City of Detroit shall maintain and enforce a policy of non-discrimination. Accordingly, no person doing business with the City of Detroit as a lessee, tenant, licensee or permittee at Detroit City Airport shall discriminate in the provision of goods, services or employment on the basis of race, color, creed, national origin, age or sex or be in violation of any provisions of local, state or federal law regarding non-discrimination and equal employment opportunities.

### **ARTICLE I - GENERAL OPERATIONS**

#### **a) Compliance with Rules and Regulations**

Any permission granted by the Director directly or indirectly, expressly or by implication, to any person or persons to enter upon or use the Airport for the purpose of conducting business or recreational activities is conditioned upon compliance with the Airport Rules and Regulations and entry upon or into the Airport by any person shall constitute an agreement by such person to comply with the Airport Rules and Regulations. Director's memoranda shall supplement and have the same force and effect as the Rules and Regulations. The Director may cause to be removed or evicted from.

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The Airport any person who knowingly or willfully violates any Rule or Regulation prescribed herein, or any Rule or Regulation in effect by the Federal Aviation Administration or the Michigan Aeronautics Commission and may deny the use of the Airport and its facilities to any such person.

## **b) Restricted Areas**

No person shall enter upon the air operational area, Control Tower, utilities and service rooms or areas or other areas as may be designated restricted except:

1. Persons assigned to duty or having official business therein.
2. Authorized representatives of the City of Detroit.
3. Authorized representatives of the Michigan Aeronautics Commission.
4. Authorized representatives of the United States Government.
5. Persons having prior permission of the Director.
6. Passengers, under appropriate supervision, entering upon the ramp and apron areas for purposes of embarkation or debarkation.

In the case of educational or public tours, written approval from the Director shall be required for access to Airport Property.

## **c) Soliciting, Advertising**

No person, unless duly authorized in writing by the Director, shall enter in or upon any area of Airport Property to:

1. Sell, or offer for sale any article of merchandise.
2. Carry on any commercial activity or conduct operations of a commercial nature.
3. Solicit any business or trade.
4. Post, distribute or display signs, advertisements, and circulars, printed or written material.
5. Solicit alms or funds for any purpose.
6. Establish picket lines.

Persons applying for permission to conduct one of the above mentioned activities or otherwise to act in a manner not in conformity with the preceding, shall, if it is established to the reasonable satisfaction of the Director that such activity is in the exercise of a constitutionally protected right be granted such permission or authorization subject to conditions and limitations reasonably imposed for the safety of the applicants orderly flow of the traveling public and Aviation community at the Airport.



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## **d) Use of Airport Facilities**

1. No person shall travel on any portion of the Airport, except upon the roads, walkways, or places provided for the particular class of traffic; nor occupy the roads or walkways in such manner as to hinder or obstruct their proper use.
2. No person shall place, discharge or deposit in any manner garbage or any refuse in or upon any landing area, ramp and apron area, aircraft parking and storage area or any public building area on the Airport except in receptacles provided for that purpose. No trash or garbage shall be brought on to the Airport for any purpose or placed on any part of the Airport.
3. No person shall enter upon the landing areas, ramps or apron areas or aircraft parking or storage areas of the Airport with a dog or other animal except a "seeing eye" dog or one properly confined for shipment. Dogs or other animals may be permitted in other public areas of the Airport if on a leash or confined in such a manner as to be under positive control.
4. Unless otherwise provided in a lease or other agreement, no person shall use any area of the Airport for storage of cargo or property without written permission of the Airport Director. Unauthorized cargo storage shall be grounds for removal from Airport Property.
5. Any person coming into possession of lost or abandoned articles of money or personal property shall present said articles to the City Airport Office. During after-hours said property shall be given to the service representative at the. Fuel Concessionaire's service counters and forwarded to the City Airport Office for safekeeping and disposition in accordance with law.

## **e) Conduct**

1. No person shall do or omit to do any act if the doing or omission thereof endangers or is likely to endanger person or property upon the Airport.
2. No person shall loiter in or about any public or non-public area at the Airport.
3. No person shall commit any disorderly, obscene, indecent or unlawful act or commit any kind of a nuisance on the Airport.

## **f) Firearms and Explosives**



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No person shall carry any weapons, explosives or inflammable material on the Airport except federal, state or city police, post office, customs and immigration officers and members of the armed forces of the United States on official duty.

## **g) Accidents**

All persons in an accident occurring on the Airport, other than one involving an aircraft, shall make a full and prompt report to the Airport Police Officer or the Detroit Police Department.

## **h) Preservation of Property**

No person shall injure, deface, disturb or destroy: or attempt to injure, deface, disturb or destroy any building, sign, equipment, fixture, marker or other structure on property on the Airport. No alteration shall be made to any area; leased or sub leased, public or non-public, unless approved in writing by the Airport Department.

## **i) Use of Cameras, Videotape of, other Visual Recording Equipment**

No persons shall take still, motion or sound pictures for commercial purposes on the Airport without the permission of the Director. Accredited news, newsreel or television cameramen shall secure clearance for their activities from the office of the Director to insure compliance with applicable Federal, State, or local regulations.

In all such cases, both commercial and non-commercial, written approval from the Director will be required for access to the Air Operations Area and other restricted areas.

## **Article II - Aircraft Operations**

### **a) Rules and Regulations**

1. No person shall conduct any aircraft operation on or from the Airport, other than in conformity with the current Federal Aviation Administration Michigan Aeronautics Commission and Detroit City Airport's Rules and Regulations.
2. The Airport Director shall have complete authority to deny the use of the Airport to any aircraft or pilot violating the rules and regulations of the Airport, Michigan Aeronautics Commission or Federal Aviation Administration.
3. Only licensed aircraft are allowed to operate at the Airport. Licensing and registration must be in accordance with Federal Aviation Administration and Michigan Aeronautics Commission Rules and Regulations, Unlicensed aircraft involved in ferry operations shall be conducted under a valid ferry permit.

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4. A minimum of a private pilot's license will be required to operate from the Airport. In the case of pilot training, all student pilots must be under the direct personal supervision of a licensed flight instructor on site, who has the responsibility for determining the safety of flight operations. All instructors will be held responsible for the aeronautical conduct of their students. Persons instructing transient student pilots landing at the Airport will comply with all applicable federal, state and Airport rules and regulations.
5. The pilot, owner or operator of non-based aircraft landing at the Airport shall register at the fixed base operations office immediately after landing. The pilot shall also check out at the office immediately before departure.

## **b) Aircraft Requirements**

1. Prior written authorization by the Director is required before such aircraft as airships, dirigibles, ultralights and motor-less aircraft land or takes off at the Airport, emergencies. Accepted.
2. Aircraft with tail skids are prohibited from operating at the Airport.
3. Aircraft operating at the Airport must maintain communications with the Control Tower. This can be accomplished using two-way radio communication with the Tower on appropriate frequencies. If the aircraft does not have two-way radio capability, prior approval for landing or departure must be secured before commencing any operation. Visual signals will be issued from the Tower in accordance with Federal Aviation regulations.

## **c) Operation Safety Requirements**

1. Aircraft landing at the Airport shall make the runway available to others by leaving the line of traffic as promptly as possible unless otherwise instructed by the Tower.
2. Aircraft shall use the runways for landing and departing only; taxiways shall be used only for taxiing of aircraft.
3. Prior approval must be obtained from the Tower for touch and go landings and approach maneuvers.
4. No aircraft shall be flown acrobatically over the Airport without written approval of the Airport Director.

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5. A Pilot shall not tow anything with an aircraft unless authority for the operation has been issued in writing by the Director, the appropriate federal waivers and other appropriate authority, comprehensive and personal liability banner towing insurance documents are on file with the Airport Department. Authorization shall be good for one year with renewal upon request. Such authorization shall state its condition and terms of banner towing operations at the Airport. The pilot must notify in writing the tower and Airport Director before commencing towing operations. Runway 7-25 shall be the primary runway for banner towing operations. The Director shall have the authority to cease operations when such operations jeopardize the orderly operations of the airport or when conditions are of such a nature to make towing operations unsafe.
6. The pilot of an aircraft shall not permit an object to be dropped from an aircraft in flight over the City of Detroit without written approval from the Director and in full compliance with all federal and state regulations.
7. No person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft over the Airport unless prior approval has been obtained from the Airport Department and the Federal Aviation Administration.
8. No aircraft shall use any part of the air operations area considered temporarily unsafe for landing, departures or taxiing; the boundaries of such areas will be marked with flags by day and lights by night; and notice will be given to the Controller by the Operations Manager or his representative.
9. No aircraft shall be operated on a runway, taxiway, ramp and apron area, aircraft parking and storage area in a careless or negligent manner or in disregard of the right and safety of others or at a speed or in a manner which endangers, unreasonably, persons and property or while the pilot is under the influence of intoxicating liquor or any narcotic or habit forming drug.
10. All aircraft being taxied, towed or otherwise moved at the Airport shall proceed with running lights on during the hours between sunset and sunrise, and during periods of reduced visibility. All aircraft which are being taxied, towed or otherwise moved at the Airport shall be under control of a fully qualified individual, when two-way radio communication isn't available prior approval from the Control Tower shall be obtained
11. No aircraft shall be taxied in or out of a hangar under its own power.

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12. Aircraft run-up or other engine test operations are prohibited in all terminal buildings, ramps and aprons. Maintenance operations shall be conducted at the run-up area near the approach end of runway 7
13. No aircraft shall be started or taxied in a manner that the exhaust blast may cause injury to persons or do damage to property.
14. No aircraft engine shall be started or run at the Airport unless a licensed pilot certificated to operate that particular type of aircraft or a certificated Airframe and Power plant mechanic qualified to start and run the engines of that particular type of aircraft shall be attending the controls.
15. Jet aircraft will not shut down their engines in front of the passenger terminal without prior written approval of the Director. General Aviation jet aircraft shall be parked both south and north of the apron directly in front of the Air Carrier Terminal.
16. All aircraft shall be parked or left unattended so as to prevent access by emergency vehicles, service vehicles or passage by other aircraft; in all instances of aircraft parking, precautions will be taken to ensure proper wing-tip clearance of all obstructions and equipment.
17. All aircraft will park where specified by the Airport Department or the fixed base operator. Upon requests from the Airport Department or the fixed base operator all aircraft will be moved promptly.
18. While the aircraft is in a parking position, wheel blocks or other approved devices for blocking an aircraft shall be placed at the front and rear of each landing wheel.

## **d) Helicopter Operations**

1. The primary helicopter parking area shall be the area south of the passenger terminal. However, in all cases, parking will be at the direction and guidance of the Fuel Concessionaire.
2. Helicopters shall not be taxied, towed or otherwise moved with rotors turning at the Airport unless there is a clear area of at least fifty (50) feet from the outer tip of each rotor.
3. Helicopter landings and takeoffs shall be made from runways or taxiways parallel to the active runways or other clear areas approved by the Control Tower. Conventional taxiing or air taxiing is authorized to a parking area as directed by the Control Tower or Airport Director. Under no conditions will air taxiing be authorized in close proximity to other aircraft, vehicles, buildings or pedestrians.

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4. Helicopters shall not take off or land immediately over hangars, parked aircraft, buildings, obstructions, automobile parking areas or any group of assembled people.
5. Permission to conduct helicopter landings of a temporary or permanent nature at sites within the City of Detroit other than at Detroit City Airport shall be obtained from the following agencies:
  - a. Federal Aviation Administration,
  - b. Aviation District Office
  - c. Director of Traffic Division,
  - d. Detroit Police Department
  - e. Precinct Station involved
  - f. Director of Buildings and Safety,
  - g. Department of Public Works
  - h. Property owners involved
  - i. Director, Airport Department

## **e) Moving of Aircraft and Equipment**

The owner or pilot has an obligation to promptly move his aircraft or equipment when it poses an operational problem to the Airport, in order to facilitate snow removal and sweeping operations or any other necessary maintenance function. Such action shall be taken at the direction of the Director or his representative. If the owner or pilot refuses to promptly comply with such direction, the Director may tow or remove said aircraft or equipment to such designated areas and at the pilot or owner's expense and without liability for damages which may result in the course of such action.

## **f) Disabled Aircraft**

1. The pilot or owner shall be responsible for the prompt disposal of wrecked or disabled aircraft and parts at the direction of the Director, in the event of the pilot or owner's failure to comply, disabled aircraft and parts may be removed by the Director or his agent so specified, at cost to the pilot or operator and without liability for damage which may result in the course of such removal. Such removal operations shall be completed within a reasonable amount of time as defined by the Director.
2. In order to restore flight service, the Director may remove damaged aircraft from the landing areas or ramp and apron areas of the Airport at the expense of the operator and/or owner and without liability for damage which may result in the course of such removal.

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## **g) Accidents**

The pilot or owner of any aircraft, involved in any accident at the Airport, shall make a prompt report of said accident to the Airport Department during office hours and to Airport Security during non-office hours.

## **h) Authority to Prohibit Operations**

The Director has the authority to prohibit aircraft operations at any time when in his experience or judgment such action endangers the orderly operations and conduct of business at Detroit City Airport.

## **Article III - Vehicle Operations**

### **a) General**

1. No motor vehicle shall be permitted upon the Airport unless it shall be in sound mechanical order with adequate headlights, horn and brakes in good working order and clear vision from the driver's seat. Said vehicle must be properly licensed, and registered in accordance with the laws of the State of Michigan.
2. No person shall drive a motor vehicle anywhere upon the Airport without a regular motor vehicle operator's license and verification of adequate vehicular insurance coverage.
3. No person shall operate a vehicle on the Airport in a careless or negligent manner or in a manner which endangers or is likely to endanger persons or property or while under the influence of intoxicating liquor, or any narcotic or habit-forming drug.
4. No person shall stop or park a vehicle or cause a vehicle to be stopped or parked:
  - a. In front of a driveway.
  - b. Within a no parking zone.
  - c. On the roadway side of any stopped or parked vehicle (double parking).
  - d. Within a radius fifteen (15) feet of a fire hydrant.
  - e. Other than in accordance with restrictions posted on authorized signs or indicated by painted markings on pavements or curbs.
  - f. In any area or road other than those designated for vehicular parking and storage.

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5. Motor vehicles on the Airport shall be operated in strict compliance with speed limits prescribed by the Director, as indicated by posted traffic signs, and in no case in excess. Of fifteen (15) miles per hour, except fire, police and other emergency vehicles in case of emergency.
6. The Director may remove by towing from any area of the Airport, at the owner's expense, any vehicle which is disabled or parked in violation of these rules and regulations. The Owner shall be responsible for towing and parking charges and any other charges which may result in the course of such moving.
7. No person shall operate a snowmobile upon any public land used as an airport unless specifically approve in writing by the Director.

## **b) Operation of Taxicabs, Vehicle of Carriers for Hire and Rental Cars**

1. The operator of a taxicab, while positioned at the taxicab stand, shall at all times until engaged for hire, remain in the vehicle. If the operator does not remain in the cab, he shall be considered unavailable for hire. At that time, the operator shall remove his cab from the free taxicab stand parking area and park the vehicle in the public parking lot at the prevailing parking rates. Those taxicab operators in violation shall be issued a summons for no parking.
2. The operator of a taxicab for hire upon entering the Airport shall proceed to the end of the line to await passengers.
3. No driver shall refuse to carry any person asking to be carried as a passenger unless such person is drunk or disorderly or unless the taxicab already contains a passenger
4. On a regularly scheduled basis, no person shall solicit rental car business or transact business on the Airport premises unless the individual is a holder of a permit or concession agreement issued by the City of Detroit. No person shall solicit or cause to be delivered rental cars to the Airport without being the holder of a concession agreement or permit issued by the City of Detroit.

## **Article IV - Fire Prevention and Safety**

### **a) General**



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1. During the course of actual incidents on the Airport, involving fire or threat of fire which may endanger life or property, the Fireman shall be in charge of firefighting and rescue operation.
2. All rules, regulations and recommended practices pertaining to safety and fire prevention contained in State and City Fire and Building Codes shall be observed, whether or not specifically provided herein.

## **b) Safety and Fire Prevention Requirements**

1. All persons injury to persons or at the Airport shall exercise the utmost care to guard against property by fire or otherwise.
2. Detected fire or safety hazards shall be immediately reported to the Airport Department, Tower Personnel or Fuel Concessionaire.
3. No person shall smoke or carry lighted cigars, cigarettes, pipes, matches or any naked flame in or upon the ramps, aprons, boarding area, observation deck, in any place where smoking is prohibited by signs or within fifty (50) feet of any stationary fuel servicing vehicle.
4. No person shall conduct any open flame operations, operate an acetylene torch, electric arc or similar flame or spark producing device on any part of the Airport except in areas within leased premises designated for such use by the Airport Director.
5. No person shall, without prior written permission of the Director, keep, transport, handle or store at, in or upon the Airport any explosives or other dangerous articles which are barred from transportation by civil aircraft in the United States under the current provision of Part 49 of the Federal Air Regulations promulgated by FAA. Advance notice of at least forty-eight (48) hours shall be given the Airport Director to permit full investigation and clearance of any operation requiring a waiver of his rule. In emergency situations the 48 hour rule could be shortened.
6. No person shall, at any time, store, keep, handle, use or transport at, in or upon the Airport any article employing atomic fission or radioactive force without the permission of the Director.
7. Aircraft shall be parked on ramp and apron areas so as to permit free access of fire apparatus.

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8. No aircraft, vehicles, mobile equipment, power units, ramps or associated equipment shall be located so as to prevent free access to the gates, doors, passage- ways or within a radius of twenty (20) feet of any fire hydrant.
9. Fire extinguisher equipment at the Airport shall not be tampered with at any time or used for any purpose other than firefighting or fire prevention. All such equipment shall be inspected in conformity with the State and City Building Code.

## **c) Housekeeping Practices**

1. No person shall use volatile liquids for. Cleaning purposes unless such cleaning operations are conducted in an outside and remote area, or in a room or building specifically set aside for such operations and approved by the Buildings and Safety Engineering Department for that purpose. The room or building shall be properly ventilated, fireproofed and equip with adequate readily accessible fire extinguishing apparatus in accordance with the rules of the State and City Building Codes.
2. Discarded inflatable liquids shall be properly contained and labeled as may be required and shall be removed by the Lessee from the Airport.
3. Lessees of hangars or other aircraft servicing or maintenance buildings, terminal buildings or ramps and apron areas shall provide suitable metal receptacle with self- closing lids for the storage of oily wastes, rags and all other combustible rubbish or trash. All such materials shall be disposed of by the Lessee off of the Airport.
4. All Lessees on the Airport shall keep the floors of hangars or other building r ramp and apron areas free and clear of oil, grease and other inflatable able medals. The floors of hangars and other buildings and ramps and apron areas shall be cleaned daily, and kept free of rags, waste material or other trash.
5. Any person causing overflow or spillage of any petro-chemical, oil or gre,lse on any apron area shall be responsible for cleaning such area.
6. No petroleum or petro-chemical products or objectionable industrial waste matter shall be dumped or be permitted to drain into drainage ditches, gutters, or into sewer systems or storm drains.

## **d) Fuel Transfer Handling**

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1. All fuel transfer handling shall be done out of doors. All aircraft shall be positioned so that the vents and fill openings of their fuel tanks are not less than twenty-five (25) feet from the terminal or any other building.
2. During fuel transfer handling in connection with any aircraft, no person shall operate any radio transmitter or receiver in such aircraft, or switch electrical appliances on or off in such aircraft, nor shall any person do any act or use any material which is likely to cause a spark within fifty (50) feet of such aircraft.
3. During all fuel transfer handling operations in connection with any aircraft at the Airport, the aircraft and the fuel dispensing or draining apparatus shall be rounded by wire to a point or points of zero electric potential to prevent the possibility of static ignition of volatile liquids.
4. No person shall start the engine or engines of any aircraft when there is gasoline or any type of fuel on the ground under the aircraft. In the event of spillage-gasoline or any type of fuel no person shall start an aircraft engine in the area in all the spillage occurred, until permission has been granted by the Foreman, for the starting of engines in the area.
5. Fuel transfer handling is prohibited while the engine of the aircraft being fueled or defueled is running or is being heated. Fuel shall be delivered or drained through hose and connections approved by the State and City Building Codes.
6. Persons engaged in aircraft fuel transfer handling shall exercise every precaution to prevent overflow of fuel.
7. Fuel servicing vehicles shall be parked only in approved and designated areas in manner to permit rapid removal, accessibility of fire apparatus and spaced at least twenty (20) feet apart. Parking elsewhere is permitted only during actual fuel transfer handling operations or for short periods with a driver in the vehicle. At no time shall fuel servicing vehicle be parked within fifty (50) feet of any building.

## e) **Spill Prevention and Control**

1. immediate action must be taken by the person responsible for any fuel spillage to prevent said fuel spillage from entering into drainage ditches, gutters, or into sewer systems or storm drains of the Airport.

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2. Any person or agency causing any fuel spillage during fuel transfer operations or otherwise, shall be responsible for all consequences arising therefrom.
3. Persons responsible for large fuel spillage (six (6) feet or more in diameter) shall immediately notify or cause to be notified with the least delay, the Airport Fire Department. Upon notification, corrective action will be immediately initiated at the discretion of the Fireman and at the expense of the responsible person or agency
4. Conditions within large fuel spill areas shall be left undisturbed (except as required above by sub-paragraph l of this Paragraph E) pending the arrival of the Airport Fire Department.
5. Persons responsible for small fuel spillage (less than six(6) feet in diameter) shall cause a fire guard to be posted and the spill to be promptly cleaned up using techniques recommended by the National Fire Protective Association.
6. No person shall proceed with any operation without prior approval of the Fireman which is likely to result in fuel spillage

## **Part C - SPECIAL RULES AND REGULATIONS FOR AERODROME OPERATIONS**

### **Article I - Security**

1. All persons in non-public access areas of Detroit City Airport must be duly authorized and must have in their possession an official identification which will clearly establish the individual by name, company affiliation, issued by the City of Detroit.
2. Walking or driving on landing field, etc., of Detroit City Airport. It shall be unlawful for any person, without express permission of the management of the Detroit City Airport, either to walk or .to drive a vehicle or a bicycle across or on the loading ramp, landing field or any portion thereof, on the runways or field-taxi strips of such airport except tenants who have implied consent to use designated portions of the airport according to their rental agreement, or their guests, or passengers of airplanes who are assisted by personnel of the airport upon their departure or arrival at the airport. (Ord. No. 721-F, l.)

### **Article II - Traffic Rules and Regulations on the Aerodrome**

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1. No person shall operate a motor vehicle of any kind on the aerodrome in a reckless manner or in excess of fifteen (15) mph on ramps, aprons or access roads. Exceptions to this rule shall be emergency vehicles responding to an emergency.
2. A moving aircraft or one with engines running ready to move or an aircraft under tower control has the right of way over all vehicles except in the case of emergency responding vehicles which shall be under the direction of the tower.
3. All vehicle lights shall be lighted during the hours of darkness or during the time of reduced visibility (rain, fog, snow, etc.) when said vehicle is being operated on the aerodrome.
4. All authorized vehicles operating on the landing area shall be under the direction of the Control Tower and shall obtain radio clearance prior to entering upon or crossing any runway or taxiway. Such vehicles shall be equipped with an operating two-way radio on the appropriate ground control frequency. At all hours such vehicles shall display an overhead flashing red, amber or blue light or headlights and emergency flashers. All vehicles operating on the landing area shall continuously monitor ground control frequency and shall immediately comply with instructions from the Control Tower. During daylight hours, construction vehicles may enter upon the landing areas under special provision which shall be prescribed by the Director with the concurrence of the Control Tower.
5. Those vehicles unequipped with FAA Ground Control frequency having a need to proceed into the Air Operational Area shall be escorted by authorized radio equipped vehicles. In situations when a radio equipped vehicle is not available, prior permission of the Control Tower shall be obtained. In moving through the Air Operational Area, the vehicle operator will watch for pre-arranged light signals from the Tower to conduct his movements.
6. In driving across all ramps and aprons, vehicles shall travel to the rear of all moving and stationary aircraft when possible.

## **Article III - Classification and Requirements of Vehicles Operating on Aerodrome**

### **a) General**

1. All vehicles operating on the aerodrome shall have a valid parking permit secured from the Airport Director.

### **b) Classification of Vehicles**

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1. Aircraft Support Vehicles - should be marked with identifying symbols and/or name of company owning the vehicles and appropriate lighting.
2. Contractor Vehicles - display two, three-foot square flags of checkered pattern of international orange and white. Vehicles should have flashing or revolving yellow beacon.
3. Privately Owned Vehicles - the operation of privately owned vehicles is prohibited in the air operations area, the transient apron and the perimeter roadway system.
4. Airport Department Vehicles - owned and operated by the City of Detroit. These vehicles are used for the maintenance, inspection and administrative support of the Airport. Those vehicles equipped with two-way radio ground control shall have proper access to the Air Operations Area.

## **PART D - RULES, REGULATIONS AND MINIMUM STANDARDS FOR TENANTS, BUSINESS, AND COMMERCIAL OPERATIONS**

The management of the Coleman A. Young Airport and its employees will exert every effort to prevent any injury or loss. The City of Detroit will not be responsible for any injury or losses sustained by fire, theft, rain, windstorm, hail, freezing or any other causes whatsoever to any aircraft, automobile, personal property or equipment that may be located in the executive hangars, T-hangars, offices, aprons, field or any other location at the Coleman A. Young Airport. Aircraft and their contents are stored at the lessees' risks.

### **Article I - Based Tenants**

1. All monthly rents and charges are payable in advance on the first of every month. All lessees and tenants shall sign an affirmation of the Rules and Regulations.
2. All lessees and tenants on the Airport shall keep the floors of the hangars, hangar areas and apron and ramp areas leased or sub-leased by them respectively, or used in their operation, clean and clear of oil, grease and other materials. All operators and users shall be responsible for cleaning up any spills of oil, gas, grease and other materials.
3. No lessee or tenant on the Airport shall store or stack materials or equipment in such a manner as to constitute a hazard to persons or property.

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4. All lessees and tenants shall be required to maintain their leased property in a condition of repair, cleanliness and general maintenance agreeable to the Airport Department. All leased property shall be free from fire hazards. The use of space heater is prohibited, unless authorized in writing by the Director.
5. No lessee or tenant shall effect structural changes or additions of any type without prior permission of the Director. No lessee or tenant of a building owned by the Airport shall effect decorative changes of any type without prior permission of the Director.
6. The lessee must receive a written approval of the Director before subleasing said premises or a part of the premises to another party or business entity.
7. Lessees and tenants shall be fully responsible for all damage or injury to any real or personal property of the Airport caused by the intentional acts or negligent acts or omissions of the lessees or tenant, their employees, agents, servants, supplier or persons with whom they do business. Lessees and tenants shall be fully responsible for all damages or injury to any real or personal property of the Airport leased by them caused by the intentional acts or negligent acts or omissions of customers and visitors of the lessee or tenant.
8. No tenant or airport user shall use the ramps, aprons or any part of the airport for the storage of equipment, materials or aircraft without prior written approval of the Director unless such areas are designated for such purposes in advance.
9. In order to keep the taxiways clear for use of aircraft in the T-hangar area, automobiles and aircraft may not be left unattended or parked between the T-hangars and the Conner Avenue fence or at any other place that will block taxiways. Tenants shall park their cars in T-hangars or tie-downs in place of the aircraft. Public parking and other designated areas shall be used when the aircraft remains in its designated parking place.
10. Storage of Aircraft
  1. T-hangars, bays and tie-downs shall not be used for the storage of any other items but aircraft.
  2. T-hangars shall not be used for commercial purposes.
  3. The Airport Department must be notified in writing of any intention to claim an airplane or its ownership stored in a T-hangar or in permanent field storage. Transfer of a T-hangar to another party is not permitted. The Airport



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Department will make all T-hangar assignments in the order of application on file.

4. Tenants violating the rules against sub-leasing or transfer of T-hangars or occupying a T-hangar without permission of the Airport Department shall be subject to the loss of the T-hangar and could be treated as trespassers.

5. An approved agreement for aircraft storage for T-hangars, or field storages must be filed with the Airport Office. Provision of the agreement will be strictly enforced.

6. Owners or operators of aircraft stored at Coleman A. Young Airport must furnish the Airport Management with a copy of their insurance policy naming the Airport as additional insured and provide the Airport with a thirty-day notice of cancellation clause.

7. Running the engine of an aircraft in any hangar is prohibited.

8. Aircraft parking or storage shall be permitted in only authorized areas designated for aircraft parking.

## 11. Flying Clubs

1. The following additional requirements pertain to all flying clubs desiring to base their aircraft on the airport, and will be complied with prior to commencing flight operations from the airport.

a. A listing of aircraft models and registration numbers, copies of the club's by-laws, State of Michigan articles of incorporation, and aircraft lease or ownership agreements must be on file in the Director's Office.

b. The club must be a non-profit corporation or partnership with each member a bonafide owner of the aircraft or a stockholder in the corporation.

c. The club will file and keep current in the Director's Office a list of members complete with addresses and telephone numbers.

d. Club aircraft will not be used by other than bonafide members for rental and by no one for commercial operations

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- e. Student instruction can be given in club aircraft to club members provided user instruction is given by a lessee based on the airport who is authorized by the Aeronautics Board to provide flight instruction or by a certificated instructor who shall not receive remuneration in any manner for such service.
2. In the event that the club fails to comply with the above conditions after having been notified in writing of the violations, the Director may, 15 days after such notification cause the club aircraft to be removed from the airport.

## **Article II - Business and Commercial Operations**

### **a. General**

The requirements of Part *D*, Article I shall apply to all Business and Commercial operators based at Coleman A. Young Airport.

1. No person shall engage in the sale of any commodities, supplies, services or any business or commercial activity whatsoever on the Airport without a current agreement, contract, lease or other written agreement with the Airport, permitting such operation.
2. Any person engaging in a business or commercial activity on the Airport shall carry insurance for the protection of the public covering all risks. The insurance shall name the city as an additional insured. The Airport shall have the right to purchase the proper insurance and charge the tenant the cost of such insurance. The amount of this coverage shall be established in the agreement, contract, lease or other written agreement with the Airport.
3. Any person engaging in any business or commercial activity on the Airport shall accept all legal and financial responsibilities of its operation and hold the Airport harmless of any liability incurred because of such activity.
4. Any lessee or operator who is subject to Article. II of this part and who shall violate any of the provisions hereof, shall be subject to cancellation and termination of their agreement, contract, lease or other written agreement with the Airport upon notice

### **b. Requirement for Commercial Aviation Activities**

1. No person shall use the Airport as a base or terminal for the transaction of regularly scheduled commercial aviation activities including, but not limited to: fixed base operations, aircraft maintenance, scheduled or non-scheduled air

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transport of passengers, freight, mail, student instruction, communications or other commercial flying, without a current commercial operating agreement authorizing such activity with the Airport or without a contract, lease or other written agreement with the city.

2. No person shall engage or employ any person to provide commercial aviation services as defined above except from those persons officially authorized by the Airport to conduct such commercial activities on the Airport.
3. Unless otherwise permitted by an agreement, lease or contract, any person desiring to conduct a pilot school or engage in student training shall comply with the regulation set forth in the Michigan Aeronautics Commission Rules and Regulations Part 12 and have a valid license issued by that Commission, such Certificate will be prominently displayed.
4. All persons and companies conducting a maintenance service for the repair of aircraft engines, air frame, propellers, instruments, accessories, radio or other aircraft parts shall have a copy of their insurance coverage forms on file with the Airport Department.
5. Any person desiring to fly aircraft for hire for the transportation of people or property shall comply with the regulations set forth in Federal Aviation Regulation Part 135, as applied to "Air Taxi/Commercial Operator Certificate," issued by the Administrator of the Federal Aviation Administration, authorizing such activity. Operators of Part 135 aircraft are required to file their business address and officers with the City Airport Office, during off duty hours with the Fuel Concessionaire. Part 135 operators shall also file annual enplanement operations, freight for Coleman A. Young Airport with the FAA and Coleman A. Young Airport
6. Any person desiring to fly large aircraft for hire for the transportation of persons or property shall comply with the economic regulations of the Civil Aeronautics Board and the regulations set forth in Federal Aviation Regulations Part 121, as applied to "Certification and Operations: Domestic, and Supplemental Air Carriers and Commercial Operators of Large Aircraft," and shall hold a valid "Operating Certificate," issued by the Administrator of the Federal Aviation Administration, authorizing such activity. Such certificate shall be produced upon the request of the Airport Manager or his representative. Large aircraft shall mean aircraft weighing 12,500 pounds and over.
7. Any person desiring to fly large aircraft for the transportation of people or property shall comply with the economic regulations of the Civil Aeronautics Board and the regulations set forth in the Federal Aviation Regulation, Part 123,

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as applied to the "Certification and Operations: Air Travel Clubs Using Large Airplanes," and shall hold valid "Air Travel Club Operating Certificate," issued by the Administrator of the Federal Aviation Administration, authorizing such activity. Such Certificate shall be produced upon the request of the Airport Manager or his representative. Large aircraft are aircraft weighing 12,500 pounds and over.

8. Any person making application for a concession at the Airport will be required to show, that they are financially sound and will be able to meet the standard qualifications and requirements set forth in these Rules and Regulations and such other conditions are set forth in an agreement, lease, contract or other written agreement to be entered into between such person and the Airport.

## **PART E- AIRPORT USER FEES**

### **Article I-Landing and Field Parking Fees (City Ordinance 432-H)**

#### **a. General**

The rates for landing and field parking fees are governed by City Ordinance; they are available for inspection in the Coleman A. Young Airport Office and the Offices of the Fixed Base Operator.

#### **b. Exemptions and Qualifications**

1. Based aircraft weighing less than 3,000 lbs. that are not engaged in commercial operations or the carriage of persons and/or freight for hire shall not be assessed a landing fee.
2. Flight schools based at Detroit City Airport shall pay only one landing fee per aircraft per day when an aircraft is operated for student training.
3. There shall be no charge for touch and go operations. Touch and go operations include those requirements to meet Federal Aviation Regulation (FAR) 91. Sections C and D.
4. Fixed Base Operators (FBO's) and tenants based at Detroit City Airport, who customarily repair aircraft and must check flight those aircraft because of those repairs, as defined in Federal Aviation Regulation (FAR) 91 shall not be charged a landing fee for that flight.

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5. Aircraft belonging to federal, state, local or foreign governments shall be exempt from the payment of landing and field parking fees.
6. All non-based aircraft parked on the airport in other than designated spaces for more than a period of six (6) hours after landing shall be assessed a daily field parking fee. An additional daily fee will be assessed for each additional twenty-four hour period.
7. Helicopters shall pay only one landing fee per day for each day on which the helicopter lands at Detroit City Airport.

## **c. Assessments and Collections**

1. It shall be the responsibility of the pilot to pay the landing fees and field parking fee for the Coleman A. Young Airport prior to leaving the airport. Fees shall be paid in cash, unless the aircraft operator has a prior written agreement or credit card arrangement with airport management
2. It shall be the responsibility of the operators of based aircraft to maintain an accurate record of their landings at Detroit City Airport.
3. It shall be the responsibility of pilots to register at Detroit City Airport after he or she has landed the aircraft.
4. Detroit City Airport shall have the right to designate another organization to collect landing and parking fees and to register the pilot and aircraft upon landing.
5. The landing and field parking fees shall be posted in a conspicuous place in the City Airport Offices of the organization collecting the fees. A copy of the landing and field fee ordinance shall be available to the pilot upon request.
6. Penalties - A violation of this regulation is a violation of City Ordinance 432-H, is punishable by a fine not exceeding five hundred dollars (\$500.00) or by imprisonment in the City House of Correction not to exceed ninety (90) days, or by both such fines and imprisonment in the discretion of the court, for each such offense. A separate offense shall exist for each day that this ordinance is violated.

## **Article II - Other Fees and Charges**

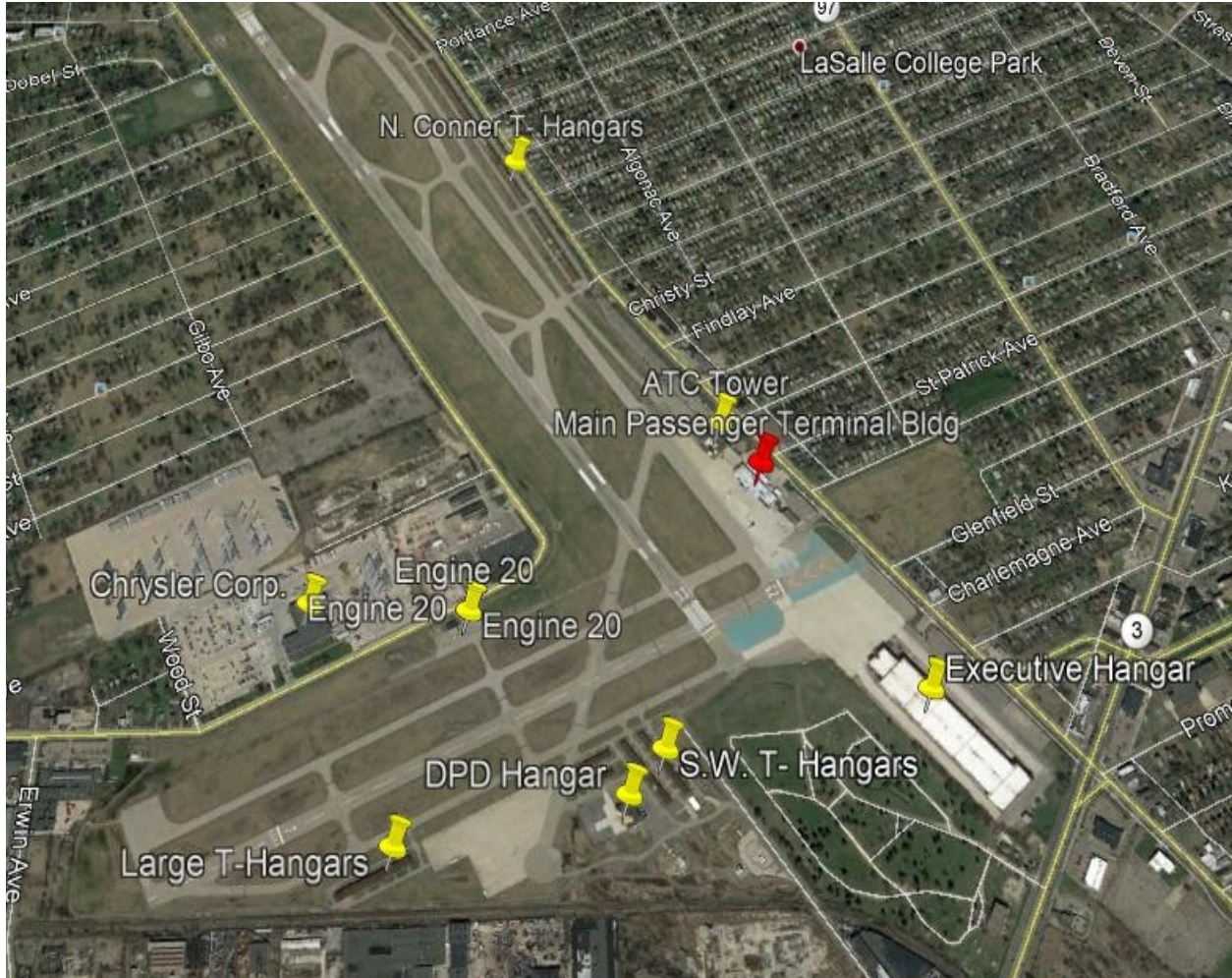
# COLEMAN A. YOUNG MUNICIPAL AIRPORT

The Director of the Airport Department shall have the right to assess charges deemed necessary for the operation, maintenance and use of Detroit City Airport. All assessed charges must be reasonable and in conformance with federal, state and municipal laws:

Fuel Flowage Fees - All individuals, partnerships and corporations conducting fuel transfer handling at Coleman A. Young Airport shall pay a flowage fee to the City. The amount of the fee shall be determined by the city and based upon the number of gallons delivered to the tenant for the purposes of aircraft fueling. No fuel transfer handling shall be done on the Airport without prior permission of the Director or a written flowage fee agreement.



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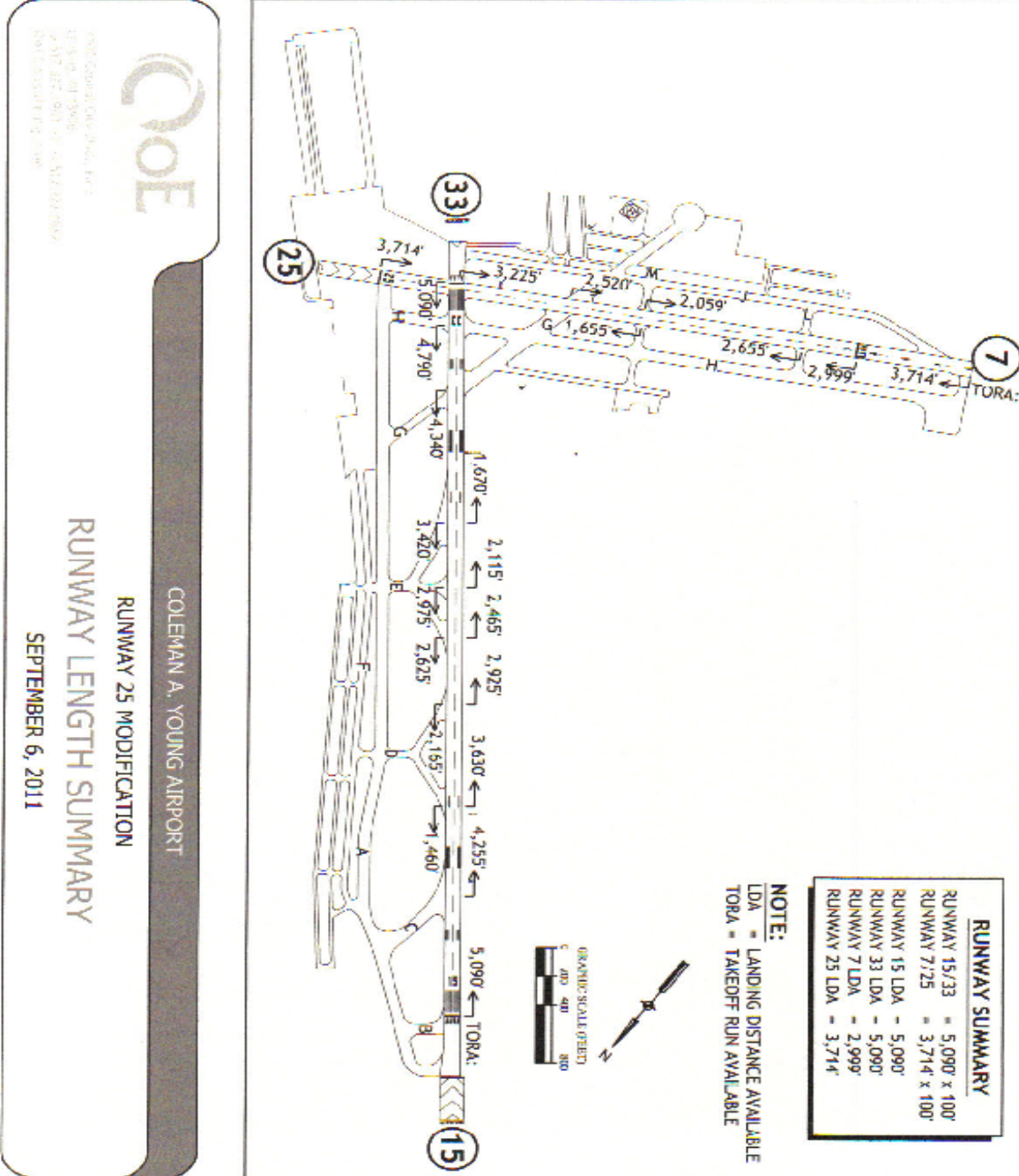


## Airport Aerial View



# COLEMAN A. YOUNG MUNICIPAL AIRPORT

File Name: M:\2069\Drawings\Runway 25 Intersection\CAD\Runway Length Summary.dwg - Layout  
 Worksheet: September 14, 2011 10:42:35 AM 1 sheet



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 Phone: (202) 331-1100  
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COLEMAN A. YOUNG AIRPORT  
 RUNWAY 25 MODIFICATION  
 RUNWAY LENGTH SUMMARY  
 SEPTEMBER 6, 2011

## RUNWAY, TAXI WAY, and INTERSECTION LENGTHS