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RULES & REGULATIONS OF THE LOGAN-CACHE AIRPORT

GENERAL REGULATIONS

1. Aircraft operators, pilots, student pilots and all other persons using the Logan-Cache Airport, are subject to these rules at all times. Federal Air Regulations, Laws of Utah Governing Aeronautics, Ordinances of Cache County and Logan City are made a part hereof.
2. The use of the Airport, or any of its facilities, in any manner, shall create an obligation on the part of the user thereof, to obey all the regulations herein provided.
3. The privilege of using the Airport and its facilities shall be conditioned on the assumption of full responsibility or risk by the user thereof and he or she shall release, hold harmless and indemnify the County, the City, the Board, their officers and employees, from any liability or loss resulting from such use--as well as against claims of third persons as against those of the person so using the Airport. The exercise of the privilege of use shall constitute an acknowledgment that the County and City Board maintain said Airport in a governmental capacity.
4. Any person refusing to comply with these rules may be removed or ejected from the Airport upon the order of the Airport Manager, and may be deprived of the further use of the Airport and its facilities for such length of time as may be required to insure the safeguarding of County and City property and the public and its interest therein.
5. Pilots are subject to violation and irregularity reports being filed against them for failure to comply with FAA Rules and Regulations while on the Airport or within the vicinity thereof.
6. No person shall enter any hangar, or portion of any building, occupied by any other person or operator under lease or license from the County without the consent of such lessee or licensee.
7. No person shall take or use any aircraft, parts or accessories thereof or tools or other equipment owned or controlled by any other person and stored or otherwise left at the Airport, without the consent of the owner or operator thereof, and other satisfactory evidence of his right to do so.
8. Any person, firm, or corporation wishing to use the Airport as a base for conducting a business in any form of commercial aviation, shall first make application in writing and secure permission from the Cache County Commission and shall pay such fees and charges as the Commission may determine for the use of the Airport, its facilities and services rendered.
9. Any person, firm, or corporation wishing to engage in the business of selling food, refreshment, or any other commodity, shall first make application in writing and secure permission from the Cache County Commission and shall pay such fees and charges as the Commission may determine for the use of the Airport, its facilities and services rendered.
10. Any person, firm, or corporation wishing to use the Airport for the purpose of utilizing the professional skill of himself or employees, for remuneration or reward, shall first make application in writing and secure permission from the Cache County Commission and shall pay such fees and charges as the Commission may determine for the use of the Airport, its facilities and services rendered.

11. Damage to field lighting or other Airport facilities shall be paid for by the owner of the aircraft involved or by the operator, pilot or other person, firm or corporation responsible therefor, it being understood that any person, firm or corporation shall be responsible to Cache County for the acts of its employees or agents; also for any damage caused to the field lighting or other Airport facility by aircraft owned by them, whether said aircraft was being operated or moved by themselves, their employees, agents or others with their consent when said damage occurred.

12. Sight-seeing ticket sellers shall confine their activities to the space allotted to the operators for whom they work, and any other area prescribed by the Airport Management. Ticket sellers shall not be permitted to solicit unless they wear uniform caps, displaying the name of the operator for whom they work.

13. Pilots and aircraft owners will be held responsible for the observance of all Airport rules by individuals accompanying them to the Airport as their guests.

14. No soliciting or canvassing, by any individual or agency, will be permitted within the confines of the Airport or buildings thereon, without prior approval of the Airport Management.

15. No person, group of persons, nor vehicles of any kind will be permitted on the landing area, aprons, taxiways, or runways until permission has been received from the Airport Manager.

16. The fueling of all aircraft at the Logan-Cache Airport will be accomplished by use of approved-type gasoline trucks, pumps and pits. Aircraft will be properly grounded while being refueled. Refueling from barrels or other containers will not be permitted.

GENERAL FLIGHT REGULATIONS

1. No person shall pilot a civil aircraft within the limits of the Airport unless possessed of a valid student permit or airman's certificate of competency, and a current effective medical certificate.

2. No flight of civil aircraft shall be made or be authorized to be made within the limits of the Airport unless such aircraft is possessed of a valid aircraft registration and airworthiness or experimental certificate.

3. No flight of aircraft shall be made within the limits of the Airport unless such aircraft is equipped with an approved type tail or nose wheel. The operation of aircraft equipped with tail skids is prohibited.

4. Persons obviously under the influence, or in the possession of, intoxicating liquors or narcotics, shall not be permitted to operate, nor to be taken as passengers, in aircraft within the limits of the Airport.

5. When, in the operation of civil aircraft within the limits of the Airport, death or injury to person or damage to aircraft or other property results, a report shall be made, immediately, by the pilot and the registered owner, to the FAA District Safety Office located in the Administration Building, Salt Lake City Airport #1, to the Utah State Aeronautics Commission, and to the Airport Manager, stating the registration number of the aircraft, the time and place of the accident, and giving such other information as may be required in the approved-type accident reports.

6. No operator or owner shall rent, or otherwise permit any pilot to operate any aircraft on or within the limits of the Logan-Cache Airport until such owner or operator has satisfied himself with the following:

- A. That the renter has in his or her possession a current airman's certificate of competency qualifying him or her to operate the particular aircraft involved, or a student pilot certificate properly endorsed for the type of flight involved.
- B. That the pilot has in his or her possession a currently effective medical certificate.
- C. That the pilot is acquainted with CAR-60, Local Airport Rules, and State Regulations Governing Aeronautics.

7. All pilots and student pilots will familiarize them-selves with the Airport Traffic Patterns, and practice areas in the vicinity of the Cities and Towns of Cache County.

8. Any individual who demonstrates a willful disregard for the safety of others, through reckless flying or through the violation of Local Airport Rules, Federal Air Regulations, or Laws of Utah Governing Aeronautics, may be denied the use of the Logan-Cache Airport for such time as the Airport Management may deem necessary to insure the safety of persons or property on the ground or in the air.

GENERAL TRAFFIC RULES

In addition to CAR-60 the following traffic rules will govern flight operations at the Logan-Cache Airport:

TAXIING RULES

1. Aircraft shall be taxied carefully with due regard to the safety of other aircraft and the safety of persons and property on the ground.

2. Aircraft will not cross any runway until there is no danger of collision with other aircraft landing or taking off.

3. No aircraft shall pass other taxiing aircraft unless such aircraft overtaken is stalled, in which case, passing shall be done with due caution as to aircraft and field conditions.

4. After landing, aircraft shall not turn and taxi back on the runway in use, but shall follow the established taxi pattern, clearing the runway in use as soon as possible by taxiing in the same direction to landing, on hangar side of runway, and leaving runway at first intersection. When taxiing on runways always taxi on hangar side.

5. Aircraft taxiing shall conform to the attached taxi patterns, which are made a supplement to these rules.

TAKE-OFF PROCEDURE

1. Take-off shall not be commenced until there is no danger of collision with other aircraft taxiing, landing or taking off and shall commence at the extreme end of the designated runway.

2. Take-offs and landings shall be made directly into the wind or on the runway or landing-strip most nearly aligned with the wind, or when the wind is 5 to 7 knots or less all such take-offs and landings shall be made on runway 35 (toward the north). Exceptions may be made through Special Notam or authorization by the Airport Manager.

3. Aircraft, after taking off, shall attain a minimum altitude of 400 feet above the ground and shall have reached the Airport boundary before making the first turn of 90 degrees to the left.

4. No landing or take-off shall be made except at a safe distance from other aircraft.

5. Before any type of maneuver is practiced outside of normal take-offs and landings, permission must be obtained from the Airport Manager.

6. All aircraft practicing touch-and-go landings and take-offs shall clear runway as soon as possible.

7. No aircraft will take-off until the engine or engines have been run up and magnetos tested.

TRAFFIC PATTERN

1. All aircraft landing or taking off from Logan-Cache Airport shall conform to the Traffic and Taxi Patterns for Logan-Cache Airport attached here-to.

2. The traffic pattern at the Logan-Cache Airport for slow aircraft is a left rectangular pattern at an altitude of 800 feet above the ground with respect to the active runway, the down-wind leg being 2,000 feet from the center line of said runway, maintaining a straight track from the take-off point with all 90 degree turns in pattern. Pilots of fast aircraft will use a circular pattern at 1,200 feet altitude above the ground and sufficiently large to compensate for increased speed, yet small enough to expedite the general flow of traffic and permit safe maneuverability with straight approach to the runway being used.

3. Aircraft entering the traffic pattern shall exercise caution and courtesy so as not to cause aircraft already in the pattern to deviate from their course.

4. Entry to slow aircraft pattern will be made at an altitude of 800 feet above the ground and at a 45 degree angle to the down-wind leg of the pattern rectangle.

5. Entry into the fast aircraft pattern should be made tangent to the circle at any point prior to or on the down-wind course at an altitude of 1,200 feet above the ground.

6. Exit from slow aircraft pattern will be made before pattern altitude has been reached and at a 45 degree right turn with respect to the cross-wind leg after a 90 degree left turn from the take-off leg.

7. Departure for fast or heavily loaded aircraft, may at the pilot's discretion, execute a straight-out departure rather than complete the first 90 degree turn to the left from the take-off leg and except that such departure shall in no way cause or effect the normal flight of other aircraft in the Approved Combination Patterns, or aircraft entering and departing from these patterns in the approved manner, to deviate in altitude or change their course because of the straight-out departure.

8. Light or slow aircraft intending to remain in the traffic pattern shall continue to climb to traffic altitude of 800 feet after the first 90 degree turn and shall there-after follow the pattern as set forth on the attached Traffic Pattern Chart.

9. Large or fast aircraft intending to remain in the traffic pattern shall continue to climb to traffic altitude of 1,200 feet after the initial 90 degree left turn and shall there-after follow the pattern as set forth on the attached Traffic Pattern Chart.

LANDING RULES

1. Landings and take-offs shall be made directly into the wind or on the runway or landing-strip most nearly aligned with the wind, or when the wind is 5 to 7 knots or less all such landings and take-offs shall be made on runway 35 (toward the north). Exceptions may be made through Special Notam or authorization by the Airport Manager.

2. Aircraft approaching for a landing shall maintain a straight approach for at least 1,000 feet before crossing the runway-threshold, with the exception that pilots practicing maneuvers required for a flight test may with permission of the Airport Manager deviate as much as is necessary from such straight approach.

3. No landing shall take place until there is no danger of collision with other aircraft taxiing, landing, or taking off.

4. No aircraft shall land on the landing-strip or runway in such a manner that it will overtake or pass another landing or landed aircraft on the landing area.

MISCELLANEOUS TRAFFIC RULES

1. No person shall board or disembark from any aircraft on the landing or take-off area except in the case of an emergency. Aircraft shall not hold on runway or landing strip while Instructor is coaching a Student or disembarking to solo a Student, but shall conform to the established taxi pattern and taxi back to the end of runway so that the full length of runway is available for take-off and Instructor shall disembark on the taxi-way or at the run-up area.

2. All aircraft engines should be sufficiently warmed up for take-off before leaving the parking or ramp area, in order to expedite general flow of traffic at the take-off point.

3. No aircraft shall be permitted to remain on any part of the landing or take-off area for the purpose of repairs, and all repairs shall be effected at the places designated there-fore.

4. Every aircraft owner, his pilot and agents severally, shall be responsible for the prompt removal of wrecked aircraft as soon as possible after being authorized by FAA Safety Agent and under the direction of the Airport Manager.

5. The Airport Management may refuse clearance to any aircraft until charges for storage, supplies or services rendered to it shall have been paid.

FLIGHT INSTRUCTION

1. Until further notice, pilots may practice landings at the Logan-Cache Airport, but such landing practice will include normal 180 degree side approach. 180 degree overhead and 360 degree overhead approaches will not be permitted.

2. Instructors shall assure them-selves that their students are fully acquainted with the standard FAA CAR-60, with rules and regulations of the Utah State Aeronautics Commission, and with rules of the Logan-Cache Airport, and shall be held responsible for the conduct of students while they are under his or her supervision.

3. Student pilots must accomplish a satisfactory written examination on Rules and Regulations of the Logan-Cache Airport, before solo flight. It will be the responsibility of all flight instructors to make sure that an adequate examination has been satisfactorily accomplished before endorsing a student certificate for solo.

AIRCRAFT PARKING RULES

1. Outside parking of aircraft over night, is not advisable, however, if hangar space is not available, suitable tie-downs are provided for the parking of light aircraft. It shall be the responsibility of aircraft owners to make sure their airplanes are securely fastened to the tie-downs provided for this purpose. Chains, ropes, or straps in good condition and having a tensile strength of 3,000 lbs. may be used.

2. Aircraft parking on the apron shall have adequate parking brakes fully applied or the wheels securely blocked. It will be the responsibility of the aircraft owner and operator to see that such aircraft are not left parked on the apron when weather and traffic conditions are such that they might be blown into and damage other aircraft. If such damage occurs, the aircraft owner whose plane damages another will be held responsible.

AUTOMOBILE TRAFFIC RULES

1. A parking area for automobiles and similar vehicles shall be set aside for Airport employees and for the visiting public. No such vehicle shall be parked in any other place on the Airport without special permission of the Airport Management.

2. Automobiles will not be permitted in or around hangars or on the landing field, runways, aprons, taxiways, etc., unless on official Airport business. Automobiles, trucks and other equipment being driven on the landing area, runways, taxiways and aprons must display standard checkered flags and must not be operated without prior permission of the Airport Manager.

3. Drivers of automobile equipment, operating on any part of the landing area, shall acquaint themselves with the meaning of Local Airport Traffic Rules and will drive cautiously with due regard for the safety of aircraft, other vehicles, and persons using the Airport.

RUNNING ENGINES

1. Aircraft engines shall not be started unless a competent operator is at the controls and unless the aircraft is equipped with adequate parking brakes, fully applied, or the wheels are securely blocked with blocks equipped with ropes suitable to remove them safely.

2. Aircraft engines will not be started or run in the hangars.

3. Aircraft shall not be fueled or drained while engine in running.

4. Aircraft engines shall be run up only in areas designated by the Airport Management and shall be so placed that hangars, shops, groups of persons, and other aircraft will not be in the path of the propeller stream.

5. Persons employed at the Airport shall observe every precaution when in the vicinity of turning propellers and shall make it their duty to warn uninitiated persons of the danger of being struck.

FIRE REGULATIONS

1. All articles and sections of the Logan City Fire Prevention Ordinance of 1948 that are applicable to Airports and Hangars shall become a part hereof.

2. Every person using the Airport or its facilities in any way shall use the utmost caution to prevent fire.

3. Smoking is prohibited in all Airport buildings except in offices and waiting rooms.

4. No aircraft shall be refueled while the engine is running or while in a hangar or other closed place. Fueling will be done in such a manner and with such equipment that adequate connections for the grounding of static electricity shall be continuously maintained until fueling is completed.

5. Painting and doping of aircraft is prohibited except in rooms provided for that purpose and approved by the Fire Chief of Logan City.

6. The cleaning of motors or other parts of aircraft shall not be carried on in any hangar except with noninflammable substances. If inflammable liquids are employed for this purpose, the operation shall be carried on in the open air, away from buildings and other aircraft.

7. The heating of oil shall be restricted to steam, hot water, hot air, or electric heaters.

8. Welding operations or the use of any appliances with an open flame or highly heated parts, including electric soldering irons, shall not be carried on except in the shop spaces designated for such purposes by the Airport Management, or in the open air.

9. No automobile or other motor vehicle shall enter or remain inside any hangar except in connection with, and then only while engaged in, necessary operations.

10. Hangar entrances shall be kept clear at all times.

11. Floors shall be kept clean and free from oil, and no volatile inflammable solvent shall be used for cleaning floors.

12. Metal receptacles with self-closing covers shall be provided for the disposal of oily waste, rags and other rubbish, and the contents thereof shall be removed at least daily.

13. No boxes, crates, rubbish, paper or other litter shall be permitted to accumulate in or about any hangar, and all oil, paint and varnish cans, bottles or other containers shall be removed from the hangar immediately upon being emptied and deposited in a container 50 feet away from any buildings, and such container to be emptied regularly at nearest authorized dump ground.

14. Every building on the Airport and every repair shop, doping or welding room, shall be equipped with adequate fire extinguishers and first aid equipment approved by the Fire Chief of Logan City. Such extinguishers and equipment shall be maintained in first class working condition at all times.

PENALTIES

1. It shall be unlawful for any person to violate or refuse to obey any of the foregoing rules or regulations.

2. Any person operating or handling any aircraft in violation of these rules, or refusing to comply therewith, may be removed or ejected from the Airport or may be temporarily grounded by, or under the authority of, the Airport Management, and may be deprived of the further use of the Airport and its facilities, for such length of time as may be deemed necessary to insure the safeguarding of the same and the public and its interest therein.

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These revised rules and regulations have been adopted by the Cache County and Logan City Commissions and are the official rules and regulations governing the use of the Logan-Cache Airport, effective the 2nd day of January, 1961.