



**St. Petersburg-Clearwater
International Airport**

Proposed Airport Rules & Regulations

Introduction

- Federal Aviation Administration (FAA) does not require Airport Rules & Regulations, but highly recommends their establishment; common industry practice.

FAA Definition

An airport sponsor is federally obligated to maintain and operate the aeronautical facility for public use, protect the public using the airport, and ensure safe and efficient flight operations by adopting and enforcing rules, regulations, and ordinances as necessary.

As in the operation of any public service facility, there should be adequate rules covering vehicular traffic, sanitation, security, crowd control, access to certain areas, and fire protection. The sponsor is also expected to control services such as fueling aircraft, storing hazardous materials, and spray painting at a public airport to protect the public.

- Necessary for Airport Director to take measures and actions to protect the safety and security of the airport.



History of Rules & Regs



- First adopted on March 3, 1977.
- Amended on January 24, 1984, July 24, 1984, June 27, 1995, and April 27, 1999.
- Repealed and readopted on December 5, 2000.
- Over 10 years since last adopted version.

Overview



- Airport Rules and Regulations meet FAA Grant Assurance (22h), which imposes on County the obligation to establish and enforce fair, equal, and not unjustly discriminating rules and regulations for the safe and efficient operation of the Airport.
- Consistent with FAA Airport Compliance Manual, Order 5190.6B.
- Update needed to coincide with current local policies, procedures and federal regulations.

Document Preparation & Legal Review



- Airport staff and County Attorney's Office prepared draft documents.
- Reviewed Rules and Regulations from other airports including Jacksonville, Tampa, Tallahassee, Gainesville, Sarasota-Bradenton, and Daytona Beach; generally similar in nature
- Review during drafting process by Kaplan Kirsch & Rockwell LLP (FAA Law specialty) to ensure compliance with FAA guidelines.

Florida Law – Statute 332.08

“Provided, where a county operates one or more airports, its regulations for the government thereof shall be by resolution of the Board of County Commissioners, shall be recorded in the minutes of the Board and promulgated by posting a copy at the courthouse and at every such airport for four consecutive weeks or by publication once a week in a newspaper published in the county for the same period.”

Advertising Process

St. Petersburg - Clearwater International Airport (PIE)
A PINELLAS COUNTY GOVERNMENT SERVICE

14700 Terminal Blvd.
Clearwater, FL 33762
(727) 453-7800

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Welcome to your Tampa Bay Gateway

PIE Flight Information
Up to the minute arrival and departure information

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[Track Your Flight](#)

Airline	Flt #	From	Gate	Time	Status
Vision Airlines	709	Gulfport/Biloxi	5	12:50 PM	ON TIME
Allegiant	825	Des Moines	2	2:40 PM	DELAYED
Allegiant	835	Greensboro	4	4:10 PM	ON TIME
Allegiant	813	Roanoke	2	4:50 PM	ON TIME
Allegiant	883	Grand Rapids	2	9:00 PM	ON TIME
Allegiant	893	Youngstown	3	9:10 PM	ON TIME

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Current Conditions:
Partly Cloudy, 88 F
Wind: SW at 9 mph

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- Letters to tenants dated August 5, 2011 announcing 30 day review and comment period – no responses received.
- Posted at Airport and courthouse from February 15 – June 5, 2012.
- On April 24, 2012, the BCC approved Authority to Advertise for a Public Hearing to repeal any and all former Airport Rules and Regulations of the airport.
- Letter dated May 4, 2012 sent to tenants providing Notice of Public Hearing and posted on Airport website.
- Advertised in the Tampa Bay Times for 10 days (May 25, 2012 – June 3, 2012).
- Public Hearing – June 5, 2012.

Significant Changes



- Definitions have been expanded and updated to coincide with industry phraseology, as well as correspond with the definitions included in the new Minimum Standards.
- Eliminated specific dollar amounts associated with Airport user fees and instead reference County Master Fee Schedule.
- The standards and requirements for Fixed Base Operators were removed, updated, and incorporated in the new Minimum Standards.
- Associated federal agencies were updated to reflect correct administrations (e.g. TSA, not FAA, regulate airport security).
- Updated aircraft fueling section to ensure compliance with current NFPA standards and established the requirement to obtain a permit for non-commercial self-fueling of aircraft.

Significant Changes (continued)



- Airport Director is authorized to waive imposition of penalties and interest for late payment of rent, fees etc., to a maximum of up to \$2,500.
- Expanded insurance requirements to ensure compliance with recommendations from Risk Management.
- Noise Abatement Procedures - This sentence has been deleted: *“The following Noise Abatement Procedures shall apply to all operators of air carrier turbojet aircraft having a certified gross weight of 60,000 lbs. or more arriving at, or departing from St. Petersburg – Clearwater International Airport”.*

Reason: From a practical perspective, there has been no change to the Voluntary Noise Abatement Program, except for the incorporation of two arrival procedures for Runway 18L (VOR/DME-B and RNAV/GPS). An airport cannot enact compulsory noise abatement practices and procedures by federal law.

Summary



- Meets FAA guidelines.
- Consistent with industry practice.
- Approved by County Attorney.
- Meets legal notification process.
- Tenants and public invited to review and comment. No comments received.
- Adopted by Resolution rather than by Ordinance.
- Ensures due process and fair and consistent treatment of all airport users.