

September 4, 1990
RULES AND REGULATIONS
OF THE
NAMPA MUNICIPAL AIRPORT

APPLICABILITY:

All aeronautical activities at or adjacent the Nampa Municipal Airport shall conform to the current provisions of Federal Aviation Administration Regulations, 14 CFR and the following rules and regulations adopted by the City of Nampa Airport Commission and approved by the City of Nampa City Council.

DEFINITIONS:

- **Aircraft:** A device that is intended to be used for flight in the air.
- **Airport:** The Nampa Municipal Airport.
- **Airport Director:** The person designated by the City of Nampa to direct and supervise the Airport operations and enforces the rules and regulations of the Airport.
- **City:** City of Nampa.
- **Commercial Activity:** Any advertisement or promotion of goods or services, any offer to sell, buy, rent, or lease goods or services directed to the public.
- **FAA:** Federal Aviation Administration
- **Ground Vehicle:** Any device that moves on the ground either self or externally propelled and it not intended to fly.
- **Run-up:** An engine speed (RPM) which is used for an aircraft systems check and which exceeds that needed for normal taxi and/or ground operations.
- **Taxi:** Aircraft movement on the ground.
- **Traffic Pattern:** The traffic flow that is prescribed for aircraft landing at, taxiing on or taking off from the Airport.
- **Ultralight Vehicle:** A device that meets the requirements of FAA Regulation 14CFR103.

COMMERCIAL ACTIVITIES:

No person shall engage in any commercial activity at the Airport without first obtaining the written permission of the Airport Commission. Approval and administration of commercial activities shall be in accordance with City Code Section 9, Chapter 13.

FLYING CLUBS:

A flying club basing their Aircraft at the Airport shall conform to provisions set for in City Code Section 9, Chapter 13.

TIE DOWNS:

Temporary Tie Downs: Aircraft parked at the airport less than 30 days are designated temporary. Fees shall be paid in an amount and manner specified by the Airport Commission. Aircraft shall be tied down at locations approved by the Airport Director.

Permanent Tie Downs: Aircraft parked at the Airport more than 30 days are designated permanent. No permanent parking shall be allowed without the Aircraft owner/pilot executing and adhering to an approved aircraft parking agreement. Fees shall be paid in an amount and manner specified by the Airport Commission. Aircraft shall be tied down at locations approved by the Airport Director.

TIE DOWNS AND SHADE HANGARS:

Regulations: Outside storage on the leased area, which in the opinion of the Airport Director creates unsightly or dangerous conditions, shall not be allowed.

CITY-OWNED HANGARS:

Space Assignment: Lease space in City-owned hangars and shade hangars is available on a first-come, first serve basis. A waiting list for persons wanting a hangar or shade hangar space shall be kept at the Airport Administrative Office. Vacancies shall be filled in accordance with the following priority:

1. aircraft already in a City hangar wishing to change to a different City hangar (same size); **wait list fee is waived and response time reduced to 48 hours.**
2. aircraft that will be utilized by commercial operations based at the airport (with Airport Commission approval);
3. aircraft already in a City shade hangar or tie down at the Airport;
4. new aircraft to the Airport

If a person on the priority waiting list (1-3) waives the offer of a City hangar or shade hangar, that person will be moved to the bottom of the non-priority list (4) or removed from the list by request. The Airport Administration will contact each person allowing fourteen (14) calendar days for a response before moving on to the next person on the list. The Hangar Wait List Policy and Fee Structure will be adhered to.

Regulations: No Aircraft shall be allowed to park in a City-owned hangar or shade hangar unless the Aircraft owner/pilot executes and adheres to an approved aircraft parking agreement. Hangars are for the purpose of storing aircraft and accessories, ultralights, or owner/pilot vehicle when aircraft is gone from hangar unless approved by the Airport Commission. Fees shall be paid in an amount and manner specified by the Airport Commission.

PRIVATE HANGARS:

Aircraft storage in private hangars shall be in accordance with conditions set forth in a Land Lease Agreement between the hangar owner and the City. In addition, the Aircraft operator shall abide by the following regulations:

1. No dispensing, transfer or storage of flammable liquids or cleaning of aircraft with flammable liquids shall be permitted in any hangar.
2. No open flame or other source of ignition shall be permitted in any hangar.
3. Smoking is not allowed in any hangar.
4. No aircraft engine shall be run in any hangar.
5. Combustible materials shall not be stored in any hangar.

ALCOHOL:

Alcohol consumption in any public area of the Airport is prohibited.

GROUND VEHICLES:

- A. No ground vehicle shall, except for emergencies, be driven onto the runways or parallel taxiway without the express, prior permission of the Airport Director.
- B. Ground vehicles are not allowed on any public ramp area, taxiway, tie-down, or hangar area except as follows:
 - 1. Commercial operations or special functions approved by the Airport Director.
 - 2. Aircraft users may drive to and from the access gate to their tie-down or hangar provided the maximum speed does not exceed 20 mph.
 - 3. The maximum speed shall be 20 mph.
- C. Ground vehicles shall yield to all Aircraft.

PARKING:

- A. An aircraft owner/operator of an Aircraft may park his ground vehicle in the space assigned to his Aircraft. Parking adjacent to hangars within 39.5 feet of the centerline of any taxilane, within 65.5 feet of the centerline of any taxiway and on non-rented, tie-down spaces is not allowed.
- B. No ground vehicles shall be parked on the Airport except in areas designated for that purpose by the Airport Director.

SMOKING:

- A. No person shall smoke within 50 feet on any Aircraft, in any hangar, on the tie-down line, or within 50 feet of a fueling facility.
- B. The terminal building is designated a public no smoking area.

AG AIRCRAFT:

Ag aircraft are not permitted on the Airport except during transit or for repairs by an Airport FBO unless approved by the Airport Commission.

AIRCRAFT REFUELING:

Ultralight vehicles and Aircraft may be fueled by their operators in conformance with the Idaho State Code. All other Aircraft shall be fueled from commercial fueling stations or fuel trucks.

GROUND RULES:

- A. No engines shall be started or warmed up except in places designated for such purposes by the Airport Director. At no time shall engines be run-up when the path of the propeller air stream or jet blast would be harmful to buildings, aircraft, or persons.

- B. No Aircraft shall be left unattended at any time the engine is running.
- C. No pedestrian shall enter upon the runway or parallel taxiway unless authorized by the Airport Director.
- D. When applicable, visual hand or light signals, as recommended by FAA, shall be observed.
- E. No Aircraft shall be taxied except at a safe and reasonable speed and the operator has ascertained that there will be no danger of collision with any person or object in the immediate area.
- F. No Aircraft not equipped with adequate brakes shall be taxied near buildings or parked Aircraft unless an assistant to the pilot is at the wing of the Aircraft.
- G. All persons using in any way the Airport area or the facilities of the Airport shall exercise the utmost care to guard against fire and injury to persons or property.
- H. All pilots of appropriately equipped Aircraft are urged to monitor the current radio advisory frequency (Unicom: 122.7 M.H.) and announce take off, taxi, departure, and landing intentions on same.

AIRCRAFT TAKE-OFFS AND LANDINGS:

Note: This section refers to fixed wing aircraft only; special City regulations for gliders, rotor craft, and light than air vehicles have not been adopted at this time.

- A. No Aircraft may take off or land except on a runway.
- B. Take-offs and landings should be made on the runway most nearly aligned into the wind; mid-field take-offs should be avoided. The designated active runway with sustained calm conditions is "11".
- C. Formation take offs or landings shall be in accordance with FAR's.
- D. Except as herein provided, all pilots shall observe standard, left-hand traffic pattern procedures.
- E. The traffic pattern altitude is 1000 feet above ground level (AGL) or 3535 feet above sea level (MSL).
- F. No turn shall be made after take off until the Airport boundary has been reached and the Aircraft has reached an altitude of at least 500 feet below the traffic pattern altitude (500 feet AFL or 3035 feet MSL).
- G. Whenever physically possible and necessary equipment is available, all Aircraft shall monitor the Unicom frequency 122.7 M.H. and announce intentions of runway use i.e., touch-and goes, clear of active, etc.

- H. Except when Airport information is being requested, Aircraft approaching the Airport and using said Unicom should not expect a reply at all times, but said Unicom shall be used merely to advise of landing intentions.
- I. When preparing for take-off, all Aircraft on the ground shall yield to all Aircraft on beginning of the base leg for final approach.

AIRPORT DIRECTOR:

- A. The Airport Director shall have the authority to do the following:
 - 1. Take such action as may be necessary to protect life and property at the Airport.
 - 2. Suspend or restrict any or all operations of the Airport by posted notice or radio advisory whenever such action is deemed necessary by him in the interests of safety.
- B. The Airport Director may designate an individual(s) to function as the Airport Director's representative(s) in the Airport Director's absence. The duty and authority of that individual so designated will be specified by the Airport Director.

ULTRALIGHT VEHICLES:

- A. It is understood that the use of the Airport by ultralight vehicles is a courtesy of the City and the FAA, and the use of the facilities and airspace is predicated upon the members of the ultralight community taking the responsibility to police themselves in accordance with Airport operations and the rules contained herein. Violations of any of these rules or FAA Regulation FAR 103 can result in the denial of further usage of the Airport by the violator.
- B. No person shall operate an ultralight vehicle at the Airport unless he is a licensed aircraft pilot or is a licensed ultralight pilot or has on file with the Airport Director a statement certifying the following:
 - 1. He has read and agrees to abide with the Rules and Regulations of the Airport and FAA Regulation FAR 103.
 - 2. He has had a minimum of 15 hours flying time in an ultralight vehicle. The intent of this regulation is that the Airport is not available for non-license pilots to learn to fly ultralight vehicles on their own without a proper ultralight instructor.
 - 3. He has completed an ultralight ground school approved by the Airport Commission.
- C. Ultralight activities shall be confined to the hours between official sunrise and official sunset except as specified in FAR 103.
- D. All ultralight vehicles shall have an operating altimeter.
- E. All ultralight vehicles shall utilize the traffic pattern shown on Exhibit "A".

- F. Ultralights are to fly in the area outside the ultralight pattern and within the approach corridor only during take off and landing procedures and then at 500 feet.
- G. Take offs and landings should be made from the runway most nearly aligned with the wind. The designated active runway with sustained calm conditions is "11".
- H. All ultralight vehicles shall yield to all general aircraft in the pattern and on the ground so as not to cause any delays to general aircraft.
- I. Take offs are to begin from the end of the runway (no intersection take offs). Ultralights may make a left cross wind turn after reaching a safe altitude between midfield and the end of the runway. No over-flight of the terminal building, hangars, or parking ramps as shown on Exhibit "A" is allowed.

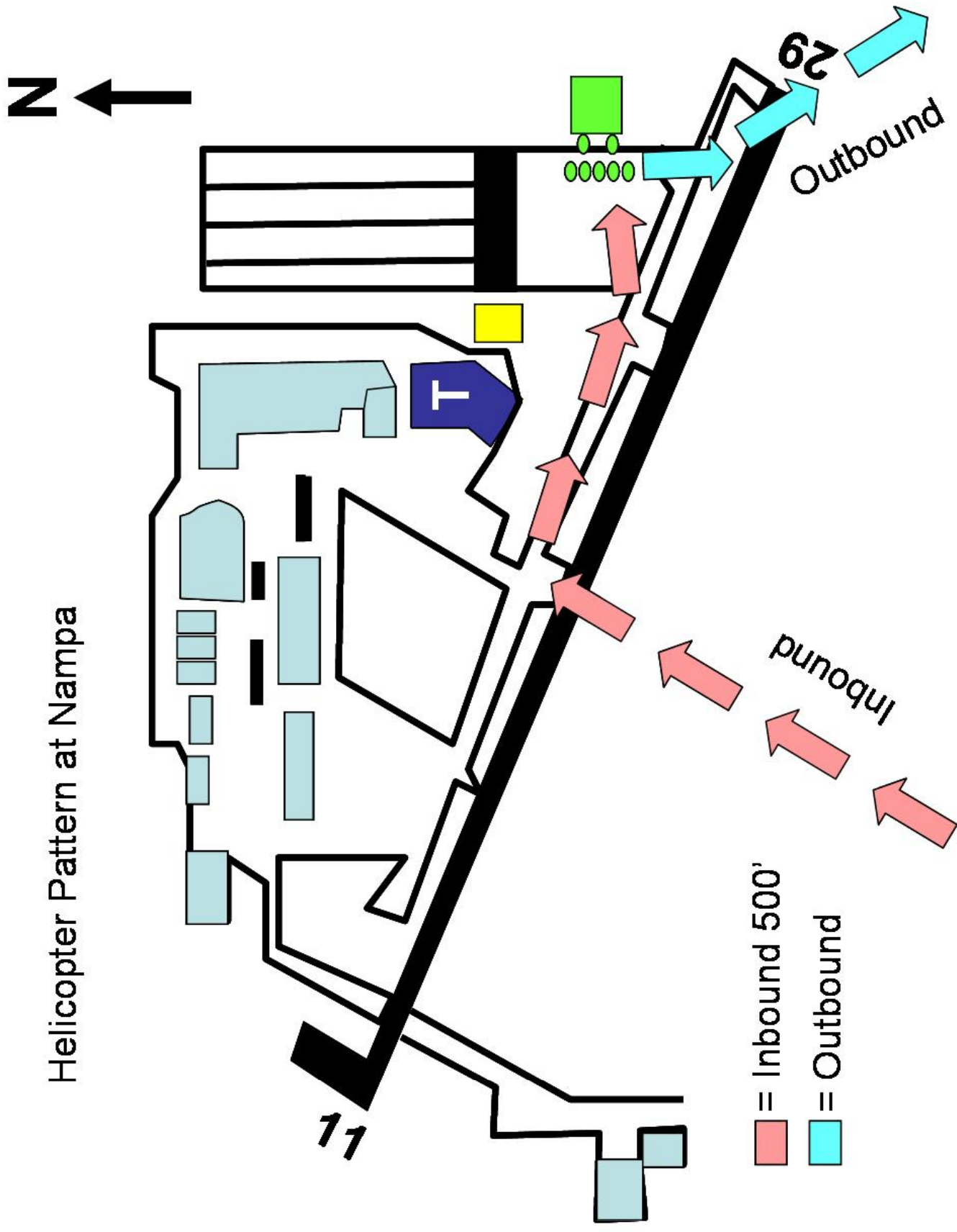
EXHIBITS:

EXHIBIT "A", hereby attached, is incorporated and made a part of these Rules and Regulations. This refers to the Ultralight Vehicle Pattern and Helicopter Pattern at Nampa Airport.

VIOLATIONS:

Violation of any of the above rules and regulations may be punishable through normal City prosecution process or suspension of privileges to utilize the Airport.

Helicopter Pattern at Nampa



Nampa Airport Ultralight Pattern 2004

**Ultralight pattern is
at 3000 ft. MSL within
2 miles of the airport.**

**Red line is ground path
for departing ultralight traffic.**

**Black line is ground path
for inbound ultralight traffic.**

Current Ultralight Pattern

Previous Ultralight Pattern

