

**RULES AND REGULATIONS**  
**FOR THE**  
**LA PORTE MUNICIPAL AIRPORT**

**Adopted November 18, 2009**

The following rules and regulations will govern the conduct of all persons at the La Porte Municipal Airport engaged in activities related to the operations of aircraft flying to or from the La Porte Municipal Airport unless exceptions are specifically provided in federal or state regulations or unless exceptions not in conflict with federal or state regulations have been authorized by the La Porte Municipal Airport Authority Board. No airman or other person shall operate any aircraft to or from the Airport otherwise than in conformity with the provisions of the law of the State of Indiana or the federal laws, rules and regulations applicable to such operations. The rules promulgated hereunder shall also apply to all persons in attendance, visiting or observing at the La Porte Municipal Airport, whether such persons are engaged in any aeronautical activities or not.

**SECTION I**  
**DEFINITIONS**

The following definitions shall apply in the interpretations of these rules and regulations:

1. "Persons" means any individual, firm partnership, corporation, company, association, joint stock association, or body politic, and includes any trustee, receiver assignee, or other similar representative thereof.
2. "Aircraft Operating Area" means that area of the airport regularly used in the movement of aircraft. It includes all paved areas and tie down areas except the automobile parking lot.
3. "Designated Runway Surfaces" means the paved runways designated as Runway 02-20 and Runway 14-32.

**GENERAL SECTION**

1. The La Porte Municipal Airport shall at all times be under the control of the La Porte Municipal Airport Authority designated Airport Manager who is authorized to supervise the operation of such La Porte Municipal Airport. The Airport Manager shall be under the direct supervision and control of the Authority and shall be responsible to the said Board for the execution of the rules and

- regulations promulgated thereby. It shall be the duty of such Airport Manager to see that the rules promulgated by the Board are observed by all persons engaged in any aeronautical activity at such airport and by any other person using the airport premises.
2. The Airport Manager shall at all times be the duly authorized representative or agent of the Board in the execution of these rules and regulations.
  3. No person, persons, or organizations shall be permitted to use the Airport or any part of parts thereof for carrying on any commercial activity, aeronautical or otherwise, including but not limited to the carrying of passengers for hire, freight, mail or express, student instruction, communications, demonstrations, sales or any other commercial enterprise, until such person or organization has received authorization for such commercial activity from the Airport Authority.
  4. All pilots and flight instructors using the La Porte Municipal Airport as a base shall register with the Airport Manager.
  5. The owners of all aircraft based at the La Porte Municipal Airport shall register such aircraft with the Airport Manager, furnishing such information relative to such aircraft as may be required by the Board.
  6. A current list of the names and addresses of all aeronautical students shall be maintained and made available to the Airport Manager at all times by the flight instructor responsible for such students.
  7. The Airport Manager shall at all times have the authority to take such action as may be necessary to safeguard persons in attendance at the Airport as well as private or public property.
  8. The Airport Manager may suspend or restrict any or all operations whenever such action is deemed necessary in the interest of safety.
  9. Instructors shall fully acquaint their students with the aircraft operation rules and shall be responsible for the conduct of students under their direction, during dual instruction. When a student is flying solo, it shall be the student's sole responsibility to observe and abide by these rules.
  10. The aircraft owner or his duly authorized agent shall be responsible for the disposal of damaged aircraft and parts thereof. Any person witnessing or involved in any aircraft accident at the Airport shall report same to the Airport Manager as soon after such accident as possible, leaving their names and addresses, and making such statements regarding the accident as may be appropriate.

**SECTION II**  
**GROUND AND GENERAL AIRCRAFT OPERATION RULES**

1. Aircraft shall not be parked except in areas and in the manner designated by the Airport Manager.
2. No aircraft shall be left unattended on the Airport unless it is adequately secured for the conditions during the time such aircraft is unattended.
3. Except in designated areas, no aircraft shall be parked or left unattended within twenty-five (25) feet of the edge of any taxiway or within two hundred fifty (250) feet of the edge of any runway on the Airport.
4. No aircraft shall be flown within the Airport traffic pattern in maneuvers other than those required in normal routine operation.
5. All aircraft operated from the La Porte Municipal Airport shall be appropriately certified by the FAA. No person shall operate aircraft from such airport unless that person shall hold a valid Airman's Certificate with appropriate ratings. No person shall operate an aircraft in excess of the limitations of the rating held.
6. No passenger shall be loaded or unloaded from any aircraft on the airport in such a manner as to endanger any person.
7. No persons, except airmen, Airport employees, passengers going to or from aircraft, or persons personally conducted by an airman or airport attendant shall be permitted to enter the aircraft operating area. This does not give any person or persons so excepted the privilege of unrestricted use of the space within the aircraft operating area. Entry to the aircraft operating area by any persons, including those excepted from the preceding sentence, is confined to the necessary use of this space in connection with flight operation, instruction, or assigned duties.

**SECTION III**  
**TAXIING RULES**

1. No persons shall taxi an aircraft to or from a hangar, or to or from a designated parking place until he has ascertained, by visual inspection of the area, that there is no danger of collision with any person or object in the immediate area.
2. No aircraft shall be taxied except at a safe and reasonable speed. Particular caution shall be exercised while taxiing near other aircraft or adjacent buildings.
3. No person other than a certified mechanic, licensed pilot, or properly supervised student pilot shall taxi aircraft on any part of the airport. No person other than a

certified mechanic, licensed pilot, or properly supervised student pilot shall be at the controls of any aircraft while engine or engines are being started.

4. Before entering onto any runway or turning for take-off, operators shall ascertain that their right-of-way is unimpaired and there is no conflicting traffic.
5. No run-up shall be performed on the runway.

#### **SECTION IV** **LANDING AND TAKE-OFF RULES**

1. Fixed-wing traffic shall land and depart from designated runway surfaces.
2. After landing, all aircraft shall clear the runway as soon as possible.
3. Except during flight instruction or to maintain pilot proficiency, landings and take-offs shall be made on the runway or landing strip most nearly aligned with the wind. In no wind conditions, landings and take-offs shall be made on Runway 20.
4. No landings or take-offs shall be made except at a safe distance from buildings, and aircraft. Aircraft shall not land or take-off over hangars, buildings, automobiles, parking areas, or spectator unless such glide path is necessitate by an emergency.
5. No turn shall be made after take-off until the end of the runway has been reached and the pilot has attained an altitude of a least 400 hundred (400) feet AGL and has ascertained there will be no danger of turning into the path of a following aircraft.

#### **SECTION V** **AIRCRAFT TRAFFIC PATTERN**

1. Pilots shall fly within the traffic pattern designated below for the airport. Agriculture applicator aircraft may deviate from the pattern only in accordance with FAR 137.45, dated November, 1974, as amended, provided such deviation does not conflict with any other traffic operating at the airport.
2. The standard traffic pattern for fixed wing aircraft at this airport:
  - a. Includes a standard left-hand rectangular pattern.
  - b. Includes a standard altitude of 800 feet above ground level (1,609 feet mean sea level (MSL) on entry and downwind legs)

- c. Maintains pattern altitude until abeam approach end of runway on downwind leg.
  - d. Complete turns to final approach at least ¼ mile from approach end of the runway.
  - e. On take-off, continues straight ahead until beyond 400 feet AGL (1209 MSL).
  - f. If remaining in the traffic pattern, commences a turn to crosswind leg beyond the departure end of the runway, within 400 feet above ground level (1,209 MSL).
  - g. If departing the traffic pattern, exits with a 45 degree left turn beyond the departure end of the runway after reaching pattern altitude.
  - h. Straight in and straight out approaches and departures are permitted by aircraft equipped with two-way radio communication. Pilots of such aircraft shall announce their intentions to execute a straight in approach or straight out departure. In the case of a straight in approach, the pilot shall announce his intentions at least three (3) miles from the runway and shall again announce his intentions one (1) mile from the runway.
3. All aircraft approaching to determine airport conditions shall remain at least five hundred (500) feet above pattern altitude (2,109 feet MSL).
  4. Pilots of approaching aircraft with two-way radio communications shall contact UNICOM 123.0 MHZ three (3) miles from the airport and upon entering the traffic patter, and monitor that frequency throughout the approach.
  5. If unable to contact UNICOM or otherwise determine the flow of traffic, pilots shall over fly the field to determine the active traffic. If unable to communicate with UNICOM operator, pilots of radio equipped aircraft shall blind-broadcast position and intentions at appropriate points.

**SECTION VI**  
**AGRICULTURE APPLICATION**

1. Agriculture operations, whether performed by fixed-wing aircraft or helicopters, shall load and service in those areas of the airport designated by the Airport Manager.

2. No person, firm, or organization shall use the La Porte Municipal Airport to load or service aircraft used in the aerial application of pesticides without having filed with the Airport Manager the following documents:
  - a. a copy of a pesticide business license issued by the office of the State of Indiana Chemist;
  - b. a copy of the surety bond, certificate of liability insurance in force, or certificate of financial responsibility filed with the office of the State Chemist, as a prerequisite to obtaining of a license;
  - c. an agreement to indemnify and hold the Airport Authority harmless from claims or damage arising from loading, carrying or use of pesticides on the Airport or on aircraft using the airport.

**SECTION VII**  
**HELICOPTERS**

1. Helicopter approaches and departures shall not exceed three hundred (300) feet above ground level (1,109 MSL)
2. Helicopters shall land and take-off only in areas designated for helicopter use.
3. Helicopters shall avoid hovering near fixed-wing aircraft.
4. Helicopters shall remain clear of persons, vehicles, and buildings so as not to endanger or interfere with persons or property.

**SECTION VIII**  
**GLIDERS**

Gliders shall comply with standard traffic pattern when not in tow.

**SECTION IX**  
**BALLOONS, PARACHUTES, AND ULTRALIGHT TRAFFIC**

Because of normal air traffic density and congestion, balloons, parachuting, and ultra light aircraft traffic activities are prohibited on or above the airport unless such operations have been approved by the Airport Authority.

**SECTION X**  
**MOTOR CAR TRAFFIC**

1. Automobiles shall park only in parking areas designated by the Airport Manager.
2. Except for the purpose of going to or from a hangar, or as permitted by any written policy of the Airport Authority, no automobile shall be driven into the aircraft operations area without the express permission of the Airport Manager or his designated representative.

**SECTION XI**  
**LEASED BUILDINGS AND PREMISES**

1. No portable electric heaters shall be operated within any leased T-Hangar on the La Porte Municipal Airport at any time other than during the four-hour period immediately preceding the take-off of any aircraft stored within such hangar; provided, however, that this rule shall not apply to any hangar in which the lessee has installed a separately metered electrical service for which electrical usage charges are billed directly to the lessee of the hangar.
2. Officers, agents or employees of the Airport Authority shall have the right to enter any leased hangar at any time to conduct safety inspections or to monitor compliance with the airport rules and regulations or provisions of the hangar lease agreement.
3. No locks other than those furnished by the Airport Authority shall be used to secure any leased T-Hangar. The Airport Authority shall have the right to remove any lock used in violation of this provision.

**SECTION XII**  
**PENALTIES**

1. Failure to comply with these regulations shall constitute sufficient cause for the Airport Authority to order the removal of any aircraft, pilot, agency, or individuals from the airport and deny or restrict the use of the airport by the offending party for such period of time as may be determined by the La Porte Municipal Airport Authority. The Airport Authority may proceed in any court of competent jurisdiction to enjoin the use of the Airport by such offending aircraft or party.

2. The Airport Manager or duly authorized representative shall have the authority in the event of any perceived emergency to deny any aircraft, pilot, or other persons the use of the airport for such period of time as in his judgment it is necessary to prevent injury or damage to persons or property located at or near the airport pending review of such action by the Airport Authority.

ADOPTED THIS 18<sup>TH</sup> DAY OF NOVEMBER, 2009.

**LAPORTE MUNICIPAL AIRPORT AUTHORITY**

**By: /s/ Edward L. Volk** \_\_\_\_\_  
**President**

**/s/ James W. Fleming** \_\_\_\_\_  
**Member**

**/s/ Richard J. Schmitt** \_\_\_\_\_  
**Member**

**/s/ Richard Dugger** \_\_\_\_\_  
**Member**