



U.S. Department  
of Transportation  
Federal Aviation  
Administration

10A TECHNICAL UNIT

DEC 07 1987

DOT LIBRARY 1-198.2

*Cancelled by AC-150/5300-4B  
dated 1-31-90*

# Advisory Circular

Subject: Change 9 to UTILITY AIRPORTS -- Date: 9/18/87 AC No: 150/5300-4B  
AIR ACCESS TO NATIONAL TRANSPORTATION -- Initiated by: AAS-110 Change: 9  
Refinement of Terminology

1. **PURPOSE.** This Change eliminates association between the term "utility runway" and airport design criteria; removes terminology and dimensions related to Federal Aviation Regulation Part 77, Objects Affecting Navigable Airspace, from Appendix 6, Runway Clear Zone Dimensions; and clarifies the need for and constraints on airport owner regulations.

The Change number and date of the changed material are carried at the top of the page. Changed material is marked by and located between left and right margin asterisks (\*). Pages having no changes retain the same information.

2. **PRINCIPAL CHANGES.** The "utility runway" classification that was related to the clear zone criteria has been replaced with airport design language more consistent with the guidance of this advisory circular. Federal Aviation Regulation Part 77, Objects Affecting Navigable Airspace, terminology and dimensions have been removed from Appendix 6, Runway Clear Zone Dimensions. Finally, guidance on the need for and constraints on airport owner regulations has been updated.

## PAGE CONTROL CHART

Remove Page	Dated	Insert Page	Dated
83	6/24/75	83	9/18/87
84	6/24/75	84	6/24/75
Appendix 6		Appendix 6	
1	4/11/78	1 (and 2)	9/18/87

*Leonard E. Mudd*

LEONARD E. MUDD  
Director, Office of Airport Standards

- (2) The agreement or lease will clearly identify what the tenant is permitted to do. This represents a franchise right to conduct a business of offering commodities and services to those attracted to the airport. It will cite the applicable standards, codes, or ordinances covering the exercise of the franchise.
- (3) The right to use the landing area should be for a separate consideration or payment since the use made of the landing area will vary with traffic. If a landing fee or toll charge is contemplated for others, the lease should clearly indicate who may use the landing area by virtue of the tenant's payments. The payment by the tenant for use of the landing area by his aircraft and those of his customers should not be "frozen" for the duration of a long term lease to real property. Even a utility airport may someday be expanded to accept jet aircraft, and the airport owner should be free to adjust the user charge commensurate with the increased operating costs involved.

71. AIRPORT REGULATIONS. The owner of a public airport should promulgate its policies and rules regarding the use of airport facilities. This may be done by local ordinance or through the publication of airport regulations. Such regulations are needed for the safety and protection of the public and to insure efficient use of airport facilities.

- a. Airport owners should develop regulations to promote safety on airports by implementing restrictions on the usage of airport facilities (e.g., runway, taxiway, apron, and other maneuvering surfaces; jet blast precautions; assignment of parking positions, tiedowns; procedures for cargo and fuel farm services). Proposed regulations on airport operations and changes involving traffic patterns should be coordinated with the appropriate FAA Regional Airports Division. It is further recommended that proposed airport owner regulations be discussed with the appropriate FAA Flight Standards District Office. It should be noted that regulations controlling the use of airspace or the operation of aircraft may not be issued by the airport owner. In addition, any restrictions that could affect access to the airport by aircraft must meet applicable legal tests concerning burden on air commerce, discrimination, and reasonableness. Such restrictions should be coordinated in advance with the appropriate FAA Regional Airports Division. It is particularly important that any proposed operational changes be compatible with other FAA-approved operational practices at the airport, including those approved under a Noise Compatibility Program pursuant to 14 CFR Part 150.
- b. Other matters to be covered by regulations include fire safety precautions; limitations on storage and handling of fuels; and restrictions on paint spraying, arc welding, or other potentially hazardous operations. Some rules or restrictions may be needed to insure sanitary conditions and to control trash disposal. Establish adequate regulations for vehicular traffic and automobile parking. In addition, regulations to control the public and prevent people from venturing upon the aircraft operating areas may be necessary.

72. AIRPORT ACCOUNTS. Although the administration of a public airport is not exactly a proprietary function, it does offer facilities and services at a price. It is in the public interest to efficiently manage such properties, to control costs, to maximize use of assets, and to prudently plan for capital expansion and further development. This requires a carefully designed system for fiscal accounting, preferably a separate airport fund apart from the general fund which finances other activities of the airport owner. If this is not possible, establish separate airport accounts within the general fund
- a. Keep the fiscal data required for a small utility airport simple. The services of a professional accountant should be obtained in order to establish the record system, but the system itself should be simple enough to be maintained by available airport personnel. A Certified Public Accountant should audit the records at periodic intervals.
  - b. In designing an accounting system for an airport the accountant may suggest various alternate arrangements, and it is important that the airport owner give careful consideration to the basic needs for effective management of airport resources. For example, a record system may be suggested which will accumulate all maintenance and operating costs under groups or headings. These may be of various types:
    - (1) By object of expense (salaries, supplies, contracts, utilities, etc.), or
    - (2) By organizational responsibility (maintenance, fire protection, operations, etc.), or
    - (3) By types of facility (total cost per square yard for paving, cost per cubic foot to heat buildings, etc.), or
    - (4) By cost centers which are also centers of revenue recovery (terminal building, landing area, hangar area, etc.), or
    - (5) By a combination of the above.
  - c. Local conditions may dictate a preference for one of the above concepts in cost accounting. At most self-supporting airports the trend is toward the cost (and revenue) center concept exemplified by (4) above. In any event, the owner of a small utility airport should avoid the cumbersome and expensive bookkeeping system that would be required to account for each transaction in more than one of these ways. For instance, an expenditure of \$100 to repair some paving should not have to be recorded as a paving expense and as a maintenance expense and as an expense of the landing area.