

STAFF REPORT



SUBJECT: Airport Rules and Regulations
DEPARTMENT: Stephenville Clark Regional Airport
STAFF CONTACT: Darrell Brown/Sean Clemmons

RECOMMENDATION:

On August 30, 2024, the Airport Advisory Board adopted and recommends the City Council adopt the proposed Airport Rules and Regulations.

BACKGROUND:

In accordance with the Airport and Airway Improvement Act of 1982, 49 United States Code (U.S.C.) § 47101, et seq., and the Airport Improvement Program Sponsor Assurances, the owner or operator of any airport (airport sponsor) that has been developed or improved with Federal grant assistance or conveyances of Federal property assistance is required to operate the airport for the use and benefit of the public and to make it available for all types, kinds, and classes of aeronautical activity. The Surplus Property Act of 1944 (as amended by 49 U.S.C., §§ 47151-47153) contains a parallel obligation under its terms for the conveyance of Federal property for airport purposes. Similar obligations exist for airports that have received non-surplus government property under 49 U.S.C. § 47125 and previous corresponding statutes.

These Federal obligations involve several distinct requirements. Most important is that the airport and its facilities must be available for public use as an airport. The terms imposed on those who use the airport, and its services must be reasonable and applied without unjust discrimination, whether by the airport sponsor or by a contractor or licensee who has been granted a right by the airport sponsor to offer services or commodities normally required to serve aeronautical users of the airport.

Federal law requires that recipients of Federal grants (administered by the FAA) sign a grant agreement or covenant in a conveyance of property that sets out the obligations that an airport sponsor assumes in exchange for Federal assistance. The FAA’s policy recommending Rules and Regulations stems from the airport sponsor’s grant assurances and similar property conveyance obligations to make the airport available for public use on reasonable conditions and without unjust discrimination.

FISCAL IMPACT SUMMARY:

None – there is no cost for this service.

ALTERNATIVES

Non eligible for grant funding.