



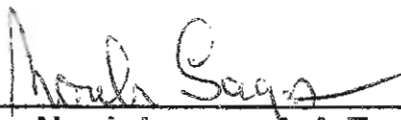
St. Petersburg-Clearwater International Airport

® A Pinellas County Government Service

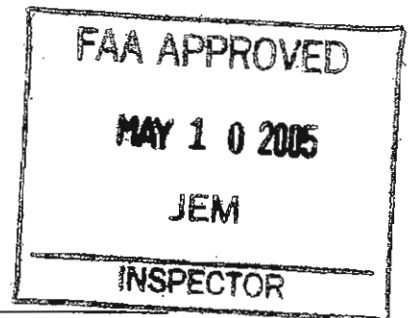
AIRPORT CERTIFICATION MANUAL

Class I Airport

TO COMPLY WITH CFR 14 PART 139
AS ADMINISTERED BY THE
FEDERAL AVIATION ADMINISTRATION



Noah Lagos, A.A.E.
Airport Director



Original Date:
Revision Date:

FAA Approval: _____

ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

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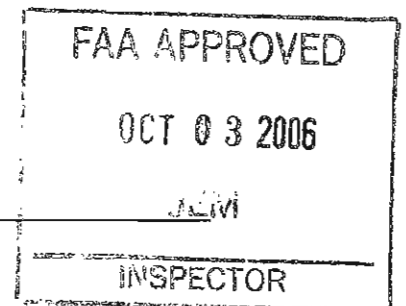
EXHIBITS

- 1 - Organization Chart
- 2 - Runway/Taxiway Widths & Safety Areas
- 3 - Airport Nav aids
- 4 - Area Chart
- 5 - ARFF Equipment
- 6 - Self-Inspection Form
- 7 - NOTAM Form and Log Sheet
- 8 Letter of Agreement (LAHSO)
- 9 - Letter of Agreement (Movement Area)
- 10 - Letter of Agreement (Airport Emergency Procedures)
- 11 - Guidance Sign Plan
- 12 - Bird Control Procedures
- 13 - Safety Inspection Form
- 14 - Personnel Training
- 15 - Airport Emergency Plan

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DISTRIBUTION LIST

AIRPORT CERTIFICATION MANUAL:

Airport Director's Office	4
FAA Air Traffic Control Tower	2
Sheltair Aviation Services, FBO	1
Signature Flight Support, FBO	1
Station Manager, (each airline)	1
United States Coast Guard Air Station, Clearwater	2
United States Customs & Border Protection	1
United States Army Reserve	1

EMERGENCY PLAN ONLY:

Florida Highway Patrol	1
Largo Fire Department	1
Pinellas County Emergency Management	1
Pinellas County Medical Services & Fire	1
Pinellas County Sheriff's Department	1
Pinellas Park Fire Department	1
United States Coast Guard Seventh District Office	1

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INTRODUCTION

This Certification Manual includes operating procedures and a description of facilities and equipment used to satisfy the requirements of FAR Part 139. Personnel concerned with operating the airport are expected to carry out their duties and responsibilities in accordance with this manual. Any changes to this Certification Manual on behalf of St. Petersburg-Clearwater International Airport requires approval of the Airport Director.

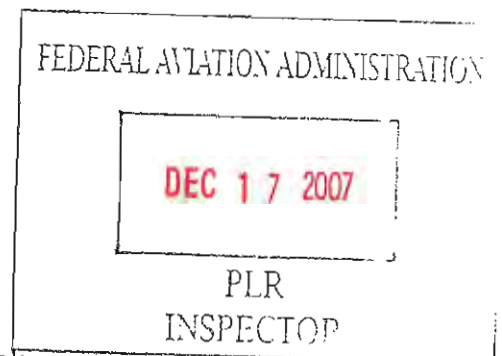
This manual will be kept current and an approved copy will be available for inspection upon request. A complete and current copy will be provided to the Federal Aviation Administration (FAA).

The St. Petersburg-Clearwater International Airport is a completely equipped, FAA Part 139-certified airport having an 9730' runway capable of handling any airplane, as well as three utility runways. FAA operated Control Tower, Automated Flight Service Station, and U.S. Customs and Border Protection facilities are also important airport services along with the U.S. Coast Guard Air Station, the nations largest air station.

The Airport Director under the jurisdiction of the Board of County Commissioners of Pinellas County, the elected body that governs the west Florida County, manages the airport. The Airport Director is the officially designated representative of the Airport Sponsor, the Board of County Commissioners, in who is vested the statutory authority and managerial responsibility of the St. Petersburg-Clearwater International Airport.

The St. Petersburg-Clearwater International Airport is a public airport owned by Pinellas County, a political subdivision of the State of Florida, located midway between St. Petersburg and Clearwater, Florida, and whose mailing address is:

Airport Director
St. Petersburg-Clearwater International Airport
14700 Terminal Boulevard, Suite 221
Clearwater, Florida 33762
(727) 453-7800



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SECTION 101 – GENERAL

A. ADMINISTRATOR'S ADDITIONAL PROVISIONS, LIMITATIONS, & EXEMPTIONS

1. Additional Provisions – None.
2. Limitations – None.
3. Exemptions – None.

B. AIRPORT INFORMATION

1. ADDRESS

Mailing address:

St. Petersburg-Clearwater International Airport
14700 Terminal Blvd
Suite 221
Clearwater, FL 33762

2. LOCATION

The St. Petersburg-Clearwater International Airport is located approximately 10 miles southeast of downtown Clearwater, in Pinellas County, Florida.

3. AIRPORT OPERATOR/CLASS

The airport is owned and operated by Pinellas County and operates as a Class I airport under 14 CFR Part 139.

4. RUNWAY AND TAXIWAY IDENTIFICATION SYSTEM

The runways carry the standard magnetic heading identification, which are as follows:

- Runway 17L-35R, 150' x 9,730'
- Runway 17R-35L, 75' x 4,000'
- Runway 4-22, 150' x 5,900'
- Runway 9-27, 150' x 5,165'

Taxiways are identified by a single letter and include the following:

- Taxiway A – Parallel to runway 17L-35R
- Taxiways B, C, D, H – Stub taxiway for runway 9-27
- Taxiway E, – Stub taxiway for runway 17L-35R
- Taxiway F – Connector between taxiway A and runway 4-22
- Taxiway G, L – Stub taxiway for runway 17L-35R

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- Taxiway J – Connector between abandoned ramp and taxiway M
- Taxiway K – Connector between runway 4-22 and runway 9-27
- Taxiway M – Parallel to runway 4-22
- Taxiway T – Parallel to west end runway 9-27
- Taxiway U – Connector between taxiway K, and general aviation hangars

5. AREAS AVAILABLE FOR AIR CARRIERS

The following movement areas are available for use by small and large air carrier aircraft:

- Runway 17L-35R and associated taxiways
- Runway 9-27 and associated taxiways
- Runway 4-22 and associated taxiways

6. AREAS NOT AVAILABLE FOR AIR CARRIERS

The following areas are not available for use by air carriers and are excluded from airport certification requirements:

- Runway 17R-35L
- "The Landings" general aviation hangars
- Army National Guard aviation facility
- United States Coast Guard facility
- "Sheltair North" general aviation hangars
- Pinellas County Sheriff's Office aviation facility

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SECTION 105 – INSPECTION AUTHORITY

The Airport shall allow the Administrator to make any inspections, including unannounced inspections, or tests to determine compliance with 14 CFR Part 139.

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SECTION 113 – DEVIATIONS

A. DEVIATION

In an emergency condition requiring immediate action for the protection of life or property, the Airport may deviate from an operations requirement of Title 14 CFR part 139, Subpart D, or the Airport Certification Manual, to the extent required meeting that emergency.

B. REPORTING

In the event of a deviation, the Airport shall notify the FAA Regional Airports Division by phone or email within 14 days of the nature, extent, and duration of the deviation. If requested by FAA the Airport shall submit a report in writing to the FAA Regional Airports Division Manager.

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SECTION 201 – ACM MAINTENANCE/REVISIONS

A. ACM MAINTENANCE

The Airport will:

1. Maintain the ACM current at all times. The Airport Director is responsible for maintaining currency of the ACM.
2. Maintain at least one complete and current copy of the approved ACM on the airport, which will be available for inspection by the FAA. This copy will be maintained in the Airport Director's office.
3. Furnish the applicable portions of the FAA approved ACM to the personnel responsible for its implementation.
4. Ensure that the Regional Airports Division is provided a complete copy of the most current ACM including any amendments approved on 139.205.

B. ACM REVISIONS/AMENDMENTS

The following procedure is in effect for revisions/amendments to the ACM:

1. Two copies of the revision will be submitted to the following address:

Federal Aviation Administration
Southern Region, Airports Division, ASO 620
P.O. Box 20636
Atlanta, GA 30320
2. Amendments to the ACM are significant changes to the ACM concerning method of compliance to part 139 requirements and will be submitted at least 30 days prior to the proposed effective date. Revisions will be submitted as needed to maintain currency.
3. The ACM Page Revision Log will be completed and submitted with the revision.
4. Each page of the revision, including the Page Revision Log, will have the date of the revision.
5. Upon FAA approval, copies of the approved revision will be made and distributed to holders of the Airport Certification Manual listed on the Distribution List.

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SECTION 301 – RECORDS

A. FURNISH RECORDS

Upon request of the Administrator, the Airport will furnish records listed under this section.

B. LIST OF REQUIRED RECORDS

The Airport will maintain the following records:

1. Personnel Training – 24 consecutive months for personnel training records under Sections 303 and 327.
2. Emergency Personnel Training – 24 consecutive months for ARFF & emergency medical service personnel training records under Section 319.
3. Airport Fueling Agent Inspection – 12 consecutive months for records of inspection of airport fueling agents under Section 321.
4. Fueling Personnel Training – 24 consecutive months for training records of fueling personnel under Section 321.
5. Self-Inspection – 12 consecutive months for self-inspection records under Section 327.
6. Movement Areas and Safety Areas Training – 24 consecutive months for records of training given to pedestrians and ground vehicle operators with access to movement areas and safety areas under Section 329.
7. Accident and Incident – 12 consecutive months for each accident or incident in movement areas and safety areas involving an air carrier aircraft and/or ground vehicle under Section 329.
8. Wildlife Hazard Management (If applicable) – 24 consecutive months for training related to wildlife hazard management.
9. Airport Condition – 12 consecutive months for records of airport condition information dissemination under Section 339.

C. ADDITIONAL RECORDS

The Airport will furnish and maintain any additional records required by the Administrator.

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SECTION 303 – PERSONNEL

A. LINES OF SUCCESSION OF OPERATIONAL RESPONSIBILITY

See Exhibit 1.

B. PERSONNEL REQUIREMENTS

The Airport will comply with the following personnel requirements:

1. Maintain sufficient qualified personnel to comply with the requirements of the ACM and the requirements of Title 14 CFR part 139.
2. Equip personnel with sufficient resources needed to comply with the requirements of Title 14 CFR part 139.
3. Train all personnel who access movement areas and safety areas and perform duties in compliance with the requirements of the ACM and Part 139. This training shall be completed before the initial performance of such duties and at least once every 12 consecutive calendar months. The curriculum for initial and recurrent training shall include at least the following areas:
 - a. Airport Familiarization, including airport marking, lighting, and signs system.
 - b. Procedures for access to, and operation in, movement areas and safety areas, as specified under Part 139.329.
 - c. Airport communications, including radio communication between the air traffic control tower and personnel, use of the common traffic advisory frequency (CTAF) if there is no air traffic control tower or the tower is not in operation, and procedures for reporting unsafe airport conditions.
 - d. Duties required under the Airport Certification Manual and the requirements of Part 139.
 - e. Any additional subject areas required under Part 139 Sections 319, 321, 327, 329, 337, and 339, as appropriate.
4. Make a record of all training completed by each individual in compliance with this section that includes, at a minimum, a description and date of training received. Such records shall be maintained for 24 consecutive calendar months after completion of training.
5. As appropriate, comply with the following training requirements of this ACM:

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- a. Section 319 - Aircraft rescue and firefighting: Operational requirements;
- b. Section 321 - Handling and storage of hazardous substances and materials;
- c. Section 327 - Self-inspection program;
- d. Section 329 - Pedestrians and Ground Vehicles;
- e. Section 337 - Wildlife hazard management; and
- f. Section 339 - Airport condition reporting

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SECTION 305 – PAVED AREAS

RUNWAYS:

<u>Runway</u>	<u>Length</u>	<u>Width</u>	<u>Surface</u>	<u>Strength</u>	<u>Safety Area</u>
17L	9,180' TORA 9,730' TODA 9,180' ASDA 9,180' LDA	150'	Asphalt	75,000S 195,000D 320,000DT 700,000DDT	L - 1000' W - 500'
35R	9,650' TORA 9,730' TODA 9,650' ASDA 8,720' LDA	150'	Asphalt	75,000S 195,000D 320,000DT 700,000DDT	L - 491' W - 500'
04	5,900'	150'	Asphalt	80,000S 130,000D 235,000DT	L - 1000' W - 300'
22	5,900'	150'	Asphalt	80,000S 130,000D 235,000DT	L - 375' W - 300'
09/27	5165'	150'	Asphalt	60,000S 115,000D 200,000DT	L - 1000' W - 300'
17R	4000'	75'	Asphalt	75,000S 150,000D 220,000DT 500,000DDT	L - 300' W - 150'
35L	4000'	75'	Asphalt	75,000S 150,000D 220,000DT 500,000DDT	L - 300' W - 150'

The Airport Director is responsible for inspection and maintenance of all the paved areas. This task is delegated to the Airport Operations Division who performs one daily airfield inspection. When the Airport Operations Division is not available, Aircraft Rescue and Firefighting will conduct the airfield inspections. The Airport Facilities Division accomplishes maintenance.

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St. Petersburg-Clearwater International Airport pavement areas shall be maintained and promptly repaired to ensure the following:

- A. The pavement edges shall not exceed three (3) inches difference in elevation between abutting pavement sections and between full strength pavement and abutting shoulders.
- B. The pavement shall have no holes which exceed three (3) inches in depth, nor any hole the slope of which from any point in the hole to the nearest point at the lip is 45 degrees or more measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a five (5) inch diameter circle.
- C. The pavement area must be free of cracks and surface variations, which could impair directional control of air carrier aircraft. Any pavement crack or surface deterioration that produces loose aggregate or other contaminants shall be repaired.
- D. Mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants shall be removed promptly and as completely as practicable.
- E. Any chemical solvent used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent, except for the associated use of deicing solutions for snow and ice control.
- F. The pavement is well drained and free of depressions so that there is no ponding of a depth that obscures markings or impairs safe aircraft operations.

COMPLIANCE: The aforementioned items are subject to daily inspections required by Section 139.327 of this Manual. Corrective action will be taken as soon as practical when unsatisfactory conditions exist. This action shall consist of immediately repairing the condition, if applicable, or getting outside assistance to resolve the problem. If corrective action must be deferred, a NOTAM will be issued, as appropriate, in accordance with the provision of Section 139.339 of the Manual.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5320-6, Current Edition, *Airport Pavement Design and Evaluation*

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SECTION 309 – SAFETY AREAS

The safety areas associated with the runways and taxiways at St. Petersburg-Clearwater International Airport conform to FAA standards in accordance with AC 150/5300-13, *Airport Design* as a minimum to those in existence as of December 31, 1987. The sizes of runway and taxiway safety areas are depicted in Section 139.305 and Exhibit 2 of this Manual, respectively. Safety areas will be upgraded (if required) to current dimensions acceptable to the Administrator when new construction is undertaken. These areas shall be maintained as follows:

- A. Each safety area shall be cleared and graded, and shall be maintained free of potentially hazardous ruts, humps, depressions, or other surface variation.
- B. Each safety area shall be drained by grading or storm sewers to prevent water accumulation.
- C. Each safety area shall be capable under dry conditions of supporting aircraft rescue and firefighting equipment and the occasional passage of aircraft without causing major damage. Manhole or duct access covers are constructed from steel of sufficient thickness and strength to support equipment and aircraft.
- D. No objects shall be located in any safety area, except for objects that need to be located in the safety areas because of their function. These objects shall be constructed; to the extent practical, on frangible mounted structures of the lowest practical height and maintained so the frangible point is no higher than 3 inches above grade.
- E. Safety areas shall conform to dimensions acceptable to the FAA if any runways or taxiways are constructed, reconstructed, or extended.

COMPLIANCE: The runway and taxiway safety areas are inspected in accordance with Section 139.327 of this Manual. NOTAMs, as required, will be issued in accordance with Section 139.339 of this Manual. When safety areas cannot be maintained in conformance with AC 150/5300-13, *Airport Design*, the movement area associated with the safety area shall be restricted or closed to air carrier operations with over 30 passenger seats.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5300-13, Current Edition, *Airport Design*
150/5320-5, Current Edition, *Airport Drainage*

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SECTION 311 – MARKING AND LIGHTING

St. Petersburg-Clearwater International Airport meets the requirements of AC 150/5340-1, Current Edition, *Standards for Airport Markings*. The following marking and lighting systems are provided and operable at St. Petersburg-Clearwater International Airport:

- A. Ground guidance signs identifying runways and taxi routes (see Exhibit 11),
- B. Runway markings appropriate to authorized operation,
- C. Taxiway centerline and edge markings (if applicable),
- D. Holding position markings and lighted guidance signs for each runway and ILS critical area,
- E. Runway lights to support night operations appropriate for the approved instrument approach procedures for that runway,
- F. Taxiway lighting which serve runways, used for night operations by air carrier aircraft with over thirty (30) passenger seats.
- G. An airport rotating beacon; located midfield, north of runway 9-27, and east of runway 17L-35R.
- H. Obstruction lighting for obstructions identified under FAR Part 77;
- I. Any lighting including apron, vehicle and aircraft parking areas, roadways, fuel storage areas, buildings, etc., shall be adjusted or shielded to prevent interference with aircraft operations and air traffic control.
 - 1. COMPLIANCE: Each marking, sign, and lighting system installed on the airport that is owned by the airport will be properly maintained by cleaning, replacing, or repairing any faded, missing, or nonfunctional item. Items will also be maintained unobscured, clearly visible, and each item shall provide an accurate reference to airport users.
 - 2. Each lighting system will be maintained at least to the minimum operational criteria listed in Appendix A, Table A-8, of AC 150/5340-26, current edition, *Maintenance of Airport Visual Aid Facilities*. The operating limits for lighting systems before a system is considered inoperable are as follows:

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Runway edge lights

- 85% operable for Visual, Non-precision or Cat 1 runways
- 95% operable for Cat 2 & 3

Runway centerline lights

- 95% operable

Runway TDZ lights

- 90% operable

Runway end/threshold lights

- 75% operable (No more than two lights inoperable at any runway end)

Taxiway edge lights

- 85% operable

In order to provide continuity of visual guidance, the allowable percentage of inoperable lights shall not be in such a way as to alter the basic pattern of the lighting system. In addition, an unserviceable light shall not be adjacent to another unserviceable light. Lights are considered adjacent if located either laterally or longitudinally in a lighting system.

Airport Maintenance personnel shall initiate corrective action when any unsatisfactory conditions are found in the marking or lighting systems. If the above operating limits cannot be maintained, and airport management determines that the outage may not provide an accurate reference to airport users, information concerning the outage shall be disseminated locally to the ATCT and airlines. If an entire lighting system is inoperable or out of service, an airport condition report shall be issued in accordance with Section 339.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

70/7460-1, Current Edition, *Obstruction Marking and Lighting*

150/5340-1, Current Edition, *Standards for Airport Markings*

150/5340-18, Current Edition, *Standards for Airport Sign Systems*

150/5340-30, Current Edition, *Design and Installation Details for Airport Visual Aids*

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SECTION 313 – SNOW AND ICE CONTROL

By virtue of its location and favorable climate, no snowfall or icing occurs at St. Petersburg-Clearwater International Airport requiring snow fencing or snow removal procedures. Should any significant accumulations of snow or ice occur, the airport would close affected surfaces until conditions improve.

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SECTIONS 315-319 – AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)

INDEX/EQUIPMENT:

The ARFF personnel are employees of the St. Petersburg-Clearwater International Airport and report to the Airport Director through the chain-of-command.

- A. The St. Petersburg-Clearwater International Airport is classified as an Index C airport serving an average of five (5) or more daily departures of aircraft up to 159 feet in length. ARFF equipment appropriate to this index will be provided during all air carrier operations with over 30 passenger seats, unless otherwise reduced in accordance with FAR Part 139.319(c) as so noted.
- B. The ARFF equipment provided is listed in Exhibit 5.
- C. Each required vehicle is equipped with two-way voice radio communication linked with the alerting authority, other related vehicles, and command post if appropriate.
- D. Each required vehicle has a flashing beacon and is marked in colors to enhance contrast with the background environment and optimize daytime and nighttime visibility, assuring rapid, positive identification.
- E. Each ARFF vehicle is equipped with the *North American Emergency Response Guidebook.*

MAINTENANCE:

Each vehicle shall be maintained in an operable condition and be protected against freezing temperatures. If a required firefighting vehicle becomes inoperative, each air carrier user and the FAA shall be so notified in accordance with FAR Part 139.339. If the vehicle cannot be repaired or replaced within 48 hours, air carrier service will be reduced until the appropriate level of service is restored and a NOTAM issued in accordance with Section 139.339 of this Manual, and FAR Part 139.339.

RESPONSE TIMES:

At least one required firefighting vehicle can reach the midpoint of the farthest air carrier runway or reach any other specified point of comparable distance on the movement area available to air carriers from the fire station and begin extinguishing agent application within three (3) minutes from the time of alarm. All other required vehicles can respond in the same manner within four (4) minutes. Periodically the

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Chief initiates drills to insure that firefighters maintain the established response times required under FAR Part 139.

PERSONNEL:

All assigned firefighting and rescue personnel are equipped with acceptable clothing and equipment needed to perform their duties. Sufficient firefighting and rescue personnel shall be available to operate vehicles, meet response times, and meet the minimum agent discharge rates required by Index C.

TRAINING:

All ARFF personnel receive initial and recurrent training to perform their duties in an acceptable manner in accordance with FAR Part 139.319(j). ARFF personnel are trained following a site-specific training curriculum. Each assigned firefighter participates in at least one (1) live fire drill every consecutive 12 months and has received instruction in the following areas:

- A. Airport familiarization
- B. Aircraft familiarization
- C. Rescue and firefighting personnel safety
- D. Familiarization with the emergency communications system on the airport, including fire alarms.
- E. Use of the fire hoses, nozzles, turrets, and appliances used by the airport for compliance with this part
- F. Types and application of extinguishing agents used by the airport for compliance with this part.
- G. Forced entry into aircraft, ventilation of aircraft, extraction of persons from aircraft, and evacuation measures.
- H. Firefighting operations
- I. Adapting and using structural rescue and firefighting for ARFF
- J. Aircraft cargo hazards and considerations
- K. Familiarization with the firefighter's duties under the Airport Emergency Plan.
Training records are maintained for three (3) years.

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EMERGENCY MEDICAL CARE:

During each Air Carrier operation, a minimum of one (1) person shall be available having at least 40 hours training and is current in basic emergency medical care including bleeding, cardiopulmonary resuscitation, shock, primary patient survey, injuries to the skull, spine, chest, and extremities, internal injuries, moving patients, burns and triage. ARFF personnel shall provide this service.

ALARM SYSTEMS:

The procedure utilized and the means of alerting firefighting and rescue personnel of any existing or impending emergency that may require their assistance has been incorporated into the Airport Emergency Plan and is included in this manual as part of Exhibit 10.

During hours when the Air Traffic Control Tower is non-operational, the Operations Supervisor on duty, ARFF, or the Airport Director's designee shall visually monitor the final approach, landing, ground taxiing, take-off, and departure climb-out of all passenger air carriers and immediately notify ARFF and Flight Service Station if an Alert 3 Activation is needed.

ACCESS ROADS:

Designated emergency access roads shall be maintained in usable condition per FAR Part 139.319(k).

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5210-6, Current Edition, *Aircraft Fire and Rescue Facilities and Extinguishing Agents*

150/5210-7, Current Edition, *Aircraft Rescue and Firefighting Communications*

150/5210-13, Current Edition, *Water Rescue Plans, Facilities, and Equipment*

150/5210-14, Current Edition, *Airport Fire and Rescue Personnel Protective Clothing*

150/5210-15, Current Edition, *Aircraft Rescue and Firefighting Station Building Design*

150/5210-17, Current Edition, *Programs for Training of Aircraft Rescue and Firefighting Personnel*

150/5210-18, Current Edition, *Systems for Training of Airport Personnel*

150/5220-4, Current Edition, *Water Supply Systems for Aircraft Fire and Rescue Protection*

150/5220-10, Current Edition, *Guide Specifications for Water/Foam ARFF Vehicles*

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SECTION 321 – HANDLING AND STORING HAZARDOUS SUBSTANCES/MATERIALS

Airport employees do not act as handling agents for any material regulated by 49 CFR Part 171. The only substances handled by airport personnel are those substances used in normal daily airport operations and maintenance.

The following procedures have been established and shall be maintained for protecting against fire and explosion in storing, dispensing, and otherwise handling fuel, lubricants, and oxygen (other than aircraft cargo) on the airport:

- A. All fuel storage areas and refueling facilities are fenced with gates to restrict entrance or are within the perimeter fence of the airport. All storage areas are lighted. Appropriate fire extinguishers are located at all fuel storage areas and on all mobile refuellers used at the airport. Warning signs and fuel identification markings are permanently displayed in fuel storage areas.
- B. Warning signs and fire extinguishers are permanently located at all storage areas including cabinets, fueling pits, and mobile refuellers. Storage areas are periodically inspected by Fire Inspectors of the Pinellas Park Fire Department as provided. All fuel storage areas are kept clean of flammable materials, debris and vegetation.
- C. Training: Those airport tenants dispensing fuel to Part 139 operators are required to be trained and shall ensure that at least one supervisor has completed an aviation fuel fire safety-training course. This training will be completed prior to initial performance of duties, or enroll in an authorized course that will be completed within 90 days of initiating duties. The aviation fuel fire safety-training course shall be completed at least every 24 months. All other fueling personnel receive on-the-job training in fire safety from their supervisor.

COMPLIANCE:

The Airport Fire Chief will provide qualified personnel to inspect all airport fueling facilities and equipment every 90 days. A record of the inspection shall be provided to the Airport Director and that record shall be maintained for a minimum of 12 months by the Airport Director (see Exhibit #13). Any discrepancies found during the inspection shall be corrected under the enforcement powers provided in Pinellas County Ordinances.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5230-4, Current Edition, *Aircraft Fuel Storage, Handling, and Dispensing on Airports*

18

Original Date:
Revision Date:

FAA Approval: _____



SECTION 323 – TRAFFIC AND WIND DIRECTION INDICATORS

Wind cones are provided for all runways. FAA maintains center field wind direction/speed equipment for use by Tower and Flight Service Station, which provide around the clock traffic advisories and wind information.

MAINTENANCE

Wind cones are inspected daily by Airport Operations Personnel.

Wind cones are maintained clearly visible and functional. Airport Maintenance personnel shall initiate corrective action as soon as practical when any unsatisfactory conditions are found with the wind cones.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5340-30, Current Edition, *Design and Installation Details for Airport Visual Aids*
150/5345-27, Current Edition, *Specifications for Wind Cone Assemblies*

Original Date:
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19

FAA Approval: _____



SECTION 325 – AIRPORT EMERGENCY PLAN

A. AIRPORT EMERGENCY PLAN (AEP)

An Airport Emergency Plan is included Exhibit 10. The plan was developed and coordinated with law enforcement agencies, rescue and firefighting agencies, medical personnel and organizations, the principal tenants at the airport, and all other persons who have responsibilities under the plan.

B. TRAINING OF AIRPORT PERSONNEL

All airport personnel having duties and responsibilities under the AEP are properly trained and familiar with their assignments.

C. ANNUAL REVIEW OF THE AEP

A review of the AEP is conducted at least every 12 months to ensure that the AEP is current and all parties with whom the plan is coordinated are familiar with their responsibilities. All of the agencies involved in the AEP are invited to participate in either an annual review meeting or tabletop exercise at the airport.

D. FULL-SCALE AIRPORT EMERGENCY PLAN EXERCISE

A full-scale exercise of the AEP is conducted at least once every 36 months. The full-scale exercise involves, to the extent practicable, all mutual aid participants and a reasonable amount of emergency equipment. The purpose of the exercise is to test the effectiveness of the AEP through a response of the airport and its mutual aid to an aircraft accident at the airport, and to familiarize emergency personnel with their responsibilities in the plan.

E. CONSISTENCY WITH SECURITY REGULATIONS

The AEP contains instructions for response to bomb incidents, including designation of parking areas for the aircraft involved; and sabotage, hijack incidents, and other unlawful interference with operations; that are consistent with the approved airport security program.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5200-31, Current Edition, *Airport Emergency Plan*

150/5210-2, Current Edition, *Airport Emergency Medical Facilities and Services*

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Original Date:
Revision Date:

FAA Approval: _____

FAA APPROVED
MAY 10 2005
JEM
INSPECTOR

SECTION 327 -- SELF-INSPECTION PROGRAM

A. FREQUENCY OF INSPECTIONS

Airport Operations personnel conduct safety inspections once daily. Additional safety inspections shall be conducted whenever required by the following circumstances:

1. During construction and daily at the end of construction activity.
2. During rapidly changing meteorological conditions.
3. Immediately after any incident or accident.
4. After any other unusual condition on the airport.

B. REPORTING SYSTEM

Paragraph E of this section lists the areas to be inspected during self-inspections. Any unsatisfactory conditions noted during an inspection will be recorded on the inspection checklist. A Maintenance Work Order is also completed for unsatisfactory conditions listed in paragraph E of this section and routed to the Airport facilities Division. Unsatisfactory conditions that cannot be promptly corrected shall be disseminated by NOTAM in accordance with Section 339 of this ACM if determined to be potentially unsafe by the Airport Manager or his designated representative. If the AFSS will not accept the NOTAM, information on the potentially unsafe condition will be disseminated locally to the ATCT and airlines. The airport will notify interested tenants and government agencies of construction or other matters that may affect aircraft operations. This notification is done through the use of pre-construction conferences, periodic airport/tenant meeting and through the use of NOTAMs to assure the widest distribution of pertinent information.

C. TRAINING

The Operations Manager is responsible for training the Airport Operations personnel to ensure that qualified personnel perform the inspections. In addition to On-The-Job Training, a training program has been established and includes initial and recurrent training every 12 months in the following subjects:

1. Airport Familiarization, including airport signs, marking, and lighting
2. Airport Emergency Plan (AEP)
3. Notice to Airmen (NOTAM) notification procedures
4. Procedures for pedestrians and ground vehicles in movement areas and safety areas
5. Discrepancy reporting procedures
6. Inspection Procedures and Record Keeping

Original Date:
Revision Date:

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INSPECTOR

D. RECORDS

1. Inspection

A copy of the Airport Safety Inspection Checklist used is included as Exhibit 6. Inspection records will show the conditions found and the corresponding work order number. Corrective action will be shown in the Operations Work Order database. Records of this database are kept electronically; paper copies may be printed for documentation purposes. Inspection records are kept on file in the Airport operations office for at least 12 months.

2. Training

Training records for each individual include a description and date of training received. Training records are kept for at least 24 months.

E. AREAS INSPECTED DAILY AND UNSATISFACTORY CONDITIONS NOTED

FAA Advisory Circulars shall be used to establish conditions acceptable to the administrator. Areas include:

- o Pavement Areas
- o Safety Areas
- o Pavement Markings
- o Guidance Signs
- o Holding Position Markings/Signs
- o Lighting
- o NAVAIDS
- o Obstructions
- o Fueling Operations (Periodic)
- o Airfield Construction Areas
- o Fencing
- o Wildlife Hazards

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5200-18, Current Edition, *Airport Safety Self-Inspection*

150/5200-28, Current Edition, *Notice to Airmen (NOTAMS) for Airport Operators*

Original Date:
Revision Date:

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FAA Approval: _____



SECTION 329 – PEDESTRIANS AND GROUND VEHICLES

Movement and safety areas shall be restricted to pedestrians and ground vehicles required for airport operations. Pedestrian and ground vehicles on the Airport Movement Areas require the express permission of the Airport Director. Only airport approved and FAA maintenance vehicles are permitted on movement areas. The Airport Director may grant exceptions, provided compliance with the following is maintained. All vehicles remain in radio contact with the Control Tower on ground frequency 121.9 MHz when operating in the movement area. When the tower is closed (11:00 pm to 6:00 am) vehicle operators shall monitor 118.3 MHz (common traffic advisory frequency) and announce intentions prior to entering the movement area. Vehicles not equipped with a radio, will require an escort with a vehicle equipped with a two-way radio while on the movement area.

No vehicle operator will be permitted to operate on the movement area without the specific authorization of the control tower. The Airport Director and the FAA Air Traffic Control Tower have signed a Letter of Agreement (see Exhibit 9), which defines responsibilities and designates movement/non-movement areas on the airport. In addition, all communications on the ground control frequency shall be repeated in their entirety by the vehicle operator and acknowledged by ground control as being correct prior to permitting a vehicle onto the movement area. The Airport Director, whenever possible, will provide contractors access routes that avoid crossing taxiways and runways.

All personnel who work at the airport and whose duties require that they operate a vehicle in either a movement or non-movement area on the AOA shall complete a driver training safety course conducted by Airport Operations. All personnel who successfully complete the driver-training course shall have a distinctive symbol imprinted on their airport identification badge to identify individuals authorized to operate a vehicle on the AOA. Training must be completed prior to initial performance of duties and at least once every 24 consecutive calendar months. Airport Operations shall maintain records of training given to pedestrians and ground vehicle operators with access to movement areas and safety areas for 24 consecutive calendar months.

Drivers who violate the rules shall have their driving privileges revoked and will have to complete the driver training course a second time before driving privileges are reinstated. No driver shall be permitted to have his or her driving privilege reinstated more than three (3) times. Drivers operating on the movement area will be familiar with the following light signals:

FEDERAL AVIATION ADMINISTRATION

11-11-10 10:00

23

Original Date: October 1, 2004
Revision Date: May 25, 2010

FAA Approval: _____
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INSPECTOR

COLOR & TYPE OF SIGNAL

Steady Green
Steady Red
Flashing Red
Flashing White
Alternating Red and Green

TYPE OF MOVEMENT PERMITTED

Cleared to cross, proceed or go
STOP
Clear the taxiway/runway
Return to starting point
Exercise extreme caution

MARKING AND LIGHTING:

ARFF vehicles are equipped with red rotating beacons. All other airport owned vehicles are equipped with a yellow rotating beacon mounted on the highest point of each vehicle. Vehicle operators shall ensure that the rotating beacon is on prior to entering the movement area.

CONSTRUCTION VEHICLES:

During times when construction related vehicles are required to enter or work within the aircraft movement area, they will be marked with an approved 3' x 3' orange and white checkered flag, or yellow rotating beacon. If a construction vehicle is not equipped with a radio capable of contact with the ATCT, it will either require an escort or flagman (with radio contact) stationed at area(s) designated by the Airport Director, to give instructions to the vehicle.

COMPLIANCE:

In the event an unauthorized vehicle or person is observed on the AOA, an airport vehicle will be dispatched to intercept and escort the violator from the premises. A report will be prepared and kept on file concerning all incidents. Appropriate corrective action will be taken as determined by the Airport Director. Continuous surveillance shall be maintained to insure that only authorized vehicles operate on the movement areas, that established rules are complied with, and that appropriate action is taken when violations are observed or reported.

The Airport maintains records of accidents or incidents in the movement areas and safety areas, involving air carrier aircraft and/or ground vehicles. Records of each accident or incident are maintained for 12 months from the date of the accident or incident.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5210-5, Current Edition, *Painting, Marking, and Lighting of Vehicles Used on an Airport*

150/5210-20, Current Edition, *Ground Vehicle Operations on Airports*

Original Date:
Revision Date:

FAA Approval: _____



SECTION 331 – OBSTRUCTIONS

Each object in any area within the authority of the airport that is identified as an obstruction under FAR Part 77 will either be removed, or marked and lighted, if appropriate, unless such removal, marking and lighting is not required as determined by FAA aeronautical study under the provisions of FAR Part 77. See Exhibit 3 for location of lighted and/or marked obstructions.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

70/7460-1, Current Edition, *Obstruction Marking and Lighting*

Original Date:
Revision Date:

25

FAA Approval: _____



SECTION 333 – PROTECTION OF NAVAIDS

All NAVAIDS located on the airport will be protected against vandalism and theft by either fencing or by closely monitoring those areas not fenced. All NAVAIDS located on the Airport are depicted on Exhibit 3. Access on and within the perimeter of the AOA is closely monitored and controlled.

All construction projects on the airfield are evaluated to determine any possible interference with NAVAID signals or operation. FAA is to be notified before construction commences. Individuals planning construction projects on the airport (or in the vicinity of the airport which could cause a hazard to air navigation) must submit FAA Form 7460-1 prior to construction. Preconstruction conferences are held on all projects that impact the AOA.

"As built" prints are on file in the Airport Director's office showing all underground utility lines which, if interrupted, would cause interference with the facility. Contractors are required to have prints of the underground utility lines in their area of activity and to contact all utility companies, so that the latter will mark their respective lines. The contractor's plans are coordinated with the appropriate county engineering, building and zoning departments to assure no interruption of service. If any line is cut, it will be reported to the Airport Director immediately so that repairs can be arranged. If the break involves the operation of a NAVAID, FSS shall be notified for issuance of the appropriate NOTAM.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5300-13, Current Edition, *Airport Design*

150/5340-1, Current Edition, *Standards for Airport Markings*

26

Original Date:
Revision Date:

FAA Approval: _____

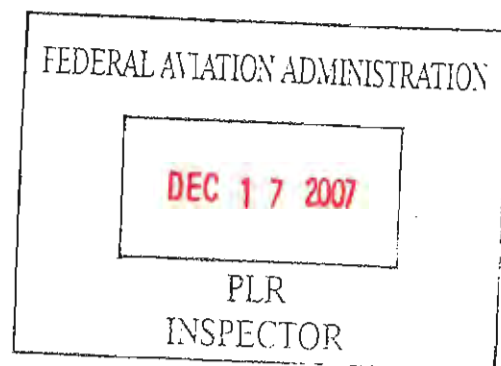
FAA APPROVED
MAY 10 2005
JEM
INSPECTOR

SECTION 335 – PUBLIC PROTECTION

- A. The airport provides fencing, gates, signs and procedures to safeguard against inadvertent entry onto any airport movement area by persons or vehicles that may endanger aircraft operations.
- B. Access onto apron areas is limited to persons who have a need. Procedures for controlling access onto apron areas are included in the TSA approved Airport Security Program. An airport Identification system has been established in accordance with the Airport Security Plan for persons authorized on the air operations area or portions of the AOA. Procedures for authorizing temporary access on the AOA are also addressed in the Airport Security Plan.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

150/5300-13, Current Edition, *Airport Design*



SECTION 337 – WILDLIFE HAZARD MANAGEMENT

The airport shall take immediate measure to alleviate wildlife hazards whenever they are detected. The Airport Director has instituted a wildlife hazard control program, which consists of the following:

Airport personnel, who perform daily airfield inspections, shall take corrective action to disperse wildlife found on the airport. Approved methods of dispersal include:

- A. Scare Shot
- B. Siren
- C. Bird Shot (kill)

In addition a "Kill Permit" has been obtained from the Department of Interior, Fish and Wildlife. Lethal remedies will be used only after exhausting all non-lethal methods.

Airport personnel shall conduct regular wildlife inspections in accordance with the Wildlife Control Procedures issued by the Airport Director (see Exhibit 12). Documentation of findings shall be documented in the remarks section of the Airport Safety Inspection Checklist (Exhibit 6).

FAA ATCT will promptly notify airport personnel of wildlife hazard on the runways or wildlife strikes. If a wildlife strike is reported, a report will be written on the required FAA form.

The certificated holder shall provide for the conduct of a wildlife hazard assessment, acceptable to the Administrator, when any of the following events occurs on or near the airport:

- A. An air carrier aircraft experiences a multiple wildlife strike or engine ingestion.
- B. An air carrier aircraft experiences a damaging collision with wildlife.
- C. Wildlife of size or in numbers capable of causing an event described in (1) and (2) of this section is observed to have access to any airport flight pattern or movement area.

The following FAA Advisory Circulars shall be used as guidance for compliance with this Section:

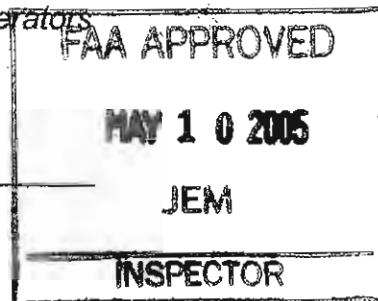
150/5200-33, Current Edition, *Hazardous Wildlife Attractants on or Near Airports*

150/5200-28, Current Edition, *Notice to Airmen (NOTAMS) for Airport Operators*

Original Date:
Revision Date:

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FAA Approval: _____



SECTION 341 – IDENTIFYING, MARKING, & REPORTING CONSTRUCTION AREAS

The following areas shall be marked and/or lighted in accordance with FAA Advisory Circular 150/5370-2, Current Edition, *Operational Safety on Airports During Construction* or as approved by FAA:

- A. Each construction area and unserviceable area, which is on/or adjacent to any movement area. Advisory Circular 150/5340-1, Current Edition, *Standards for Airport Markings* will be used.
- B. Each item of construction equipment and each construction roadway, which affects or may affect the safe movement of aircraft on the airport.
- C. Any area adjacent to a NAVAID that, if traversed, could cause false signals or failure of the NAVAID.

Drawings of existing utility facilities are on file and available so that during construction, procedures can be developed to avoid interfering with existing utilities, cables, wires, conduits, pipelines, or other underground facilities.

Original Date:
Revision Date:

30

FAA Approval: _____

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MAY 10 2005
JEM
INSPECTOR

SECTION 343 - NONCOMPLYING CONDITIONS

Unless otherwise authorized by the Administrator, whenever the provisions of this Manual and FAR Part 139 Sub-part D cannot be met to the extent that uncorrected, unsafe conditions exist on the airport, air carrier operations shall be restricted to those portions of the airport not rendered unsafe by those conditions.

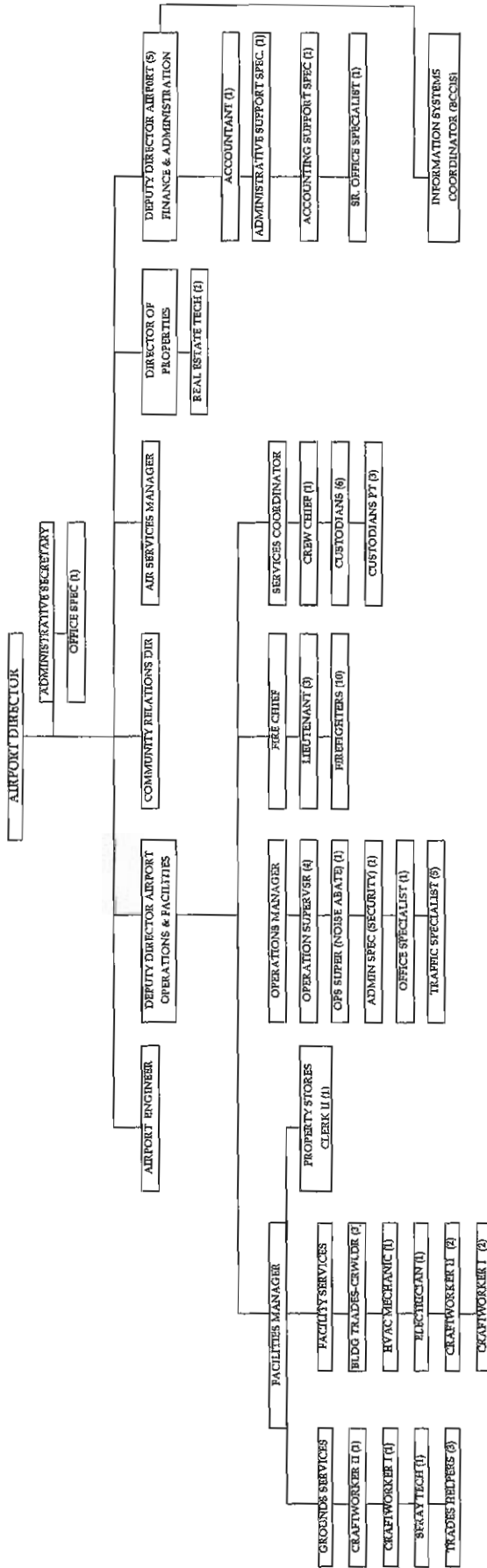
Original Date:
Revision Date:

31

FAA Approval: _____



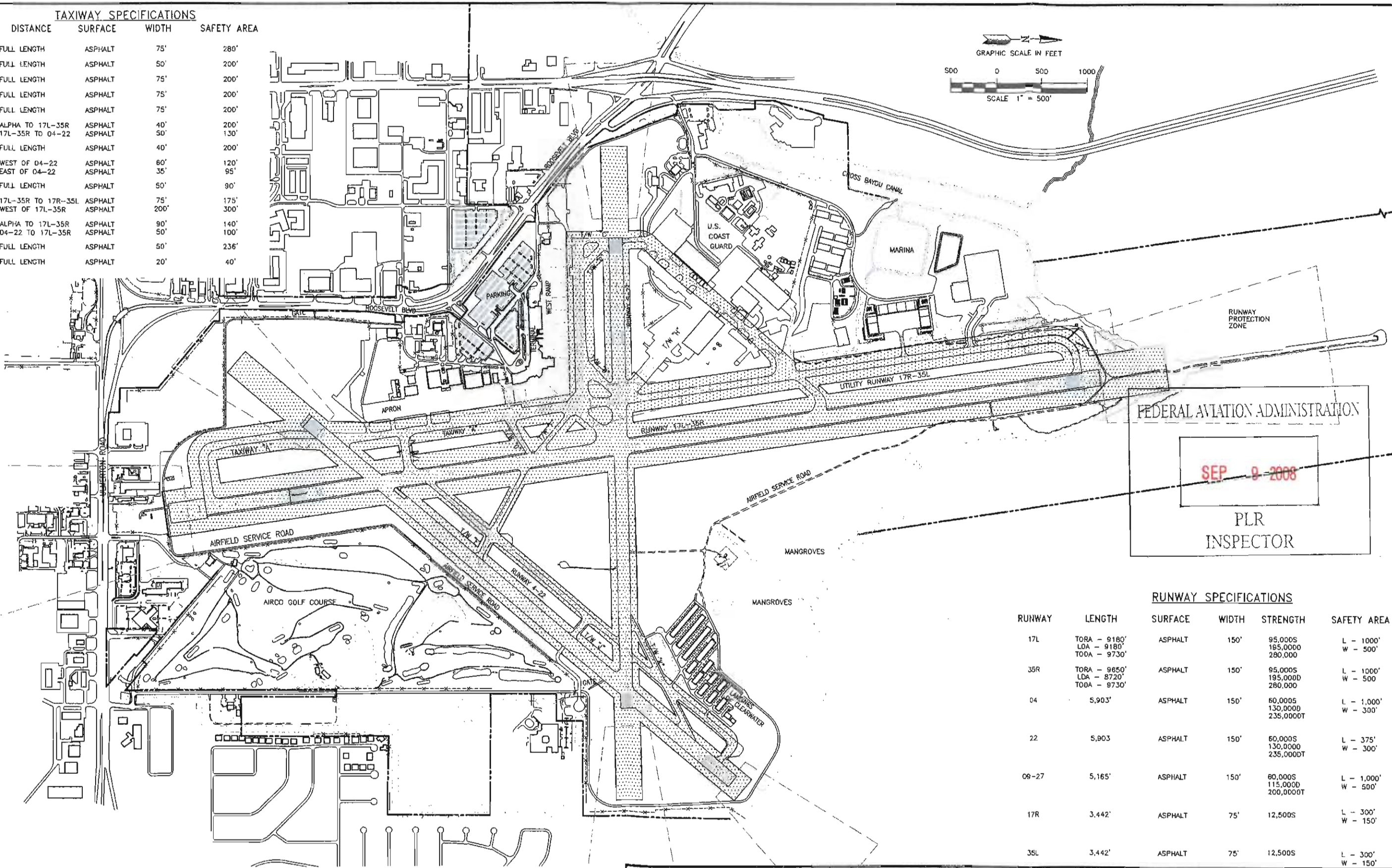
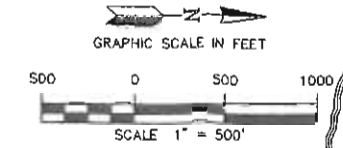
St. Petersburg-Clearwater International Airport Organizational Chart



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MAY 10 2005
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INSPECTOR

TAXIWAY SPECIFICATIONS

TAXIWAY	DISTANCE	SURFACE	WIDTH	SAFETY AREA
ALPHA	FULL LENGTH	ASPHALT	75'	280'
BRAVO	FULL LENGTH	ASPHALT	50'	200'
CHARLIE	FULL LENGTH	ASPHALT	75'	200'
DELTA	FULL LENGTH	ASPHALT	75'	200'
ECHO	FULL LENGTH	ASPHALT	75'	200'
FOXTROT	ALPHA TO 17L-35R 17L-35R TO 04-22	ASPHALT ASPHALT	40' 50'	200' 130'
GOLF	FULL LENGTH	ASPHALT	40'	200'
JULIET	WEST OF 04-22 EAST OF 04-22	ASPHALT ASPHALT	60' 35'	120' 95'
KILO	FULL LENGTH	ASPHALT	50'	90'
LIMA	17L-35R TO 17R-35L WEST OF 17L-35R	ASPHALT ASPHALT	75' 200'	175' 300'
MIKE	ALPHA TO 17L-35R 04-22 TO 17L-35R	ASPHALT ASPHALT	90' 50'	140' 100'
TANGO	FULL LENGTH	ASPHALT	50'	236'
UNIFORM	FULL LENGTH	ASPHALT	20'	40'



FEDERAL AVIATION ADMINISTRATION

SEP 9 2008

PLR
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RUNWAY SPECIFICATIONS

RUNWAY	LENGTH	SURFACE	WIDTH	STRENGTH	SAFETY AREA
17L	TORA - 9180' LOA - 9180' TODA - 9730'	ASPHALT	150'	95,000S 195,000D 280,000T	L - 1000' W - 500'
35R	TORA - 9850' LOA - 8720' TODA - 9730'	ASPHALT	150'	95,000S 195,000D 280,000T	L - 1000' W - 500'
04	5,903'	ASPHALT	150'	60,000S 130,000D 235,000DT	L - 1,000' W - 300'
22	5,903'	ASPHALT	150'	60,000S 130,000D 235,000DT	L - 375' W - 300'
09-27	5,165'	ASPHALT	150'	60,000S 115,000D 200,000DT	L - 1,000' W - 500'
17R	3,442'	ASPHALT	75'	12,500S	L - 300' W - 150'
35L	3,442'	ASPHALT	75'	12,500S	L - 300' W - 150'

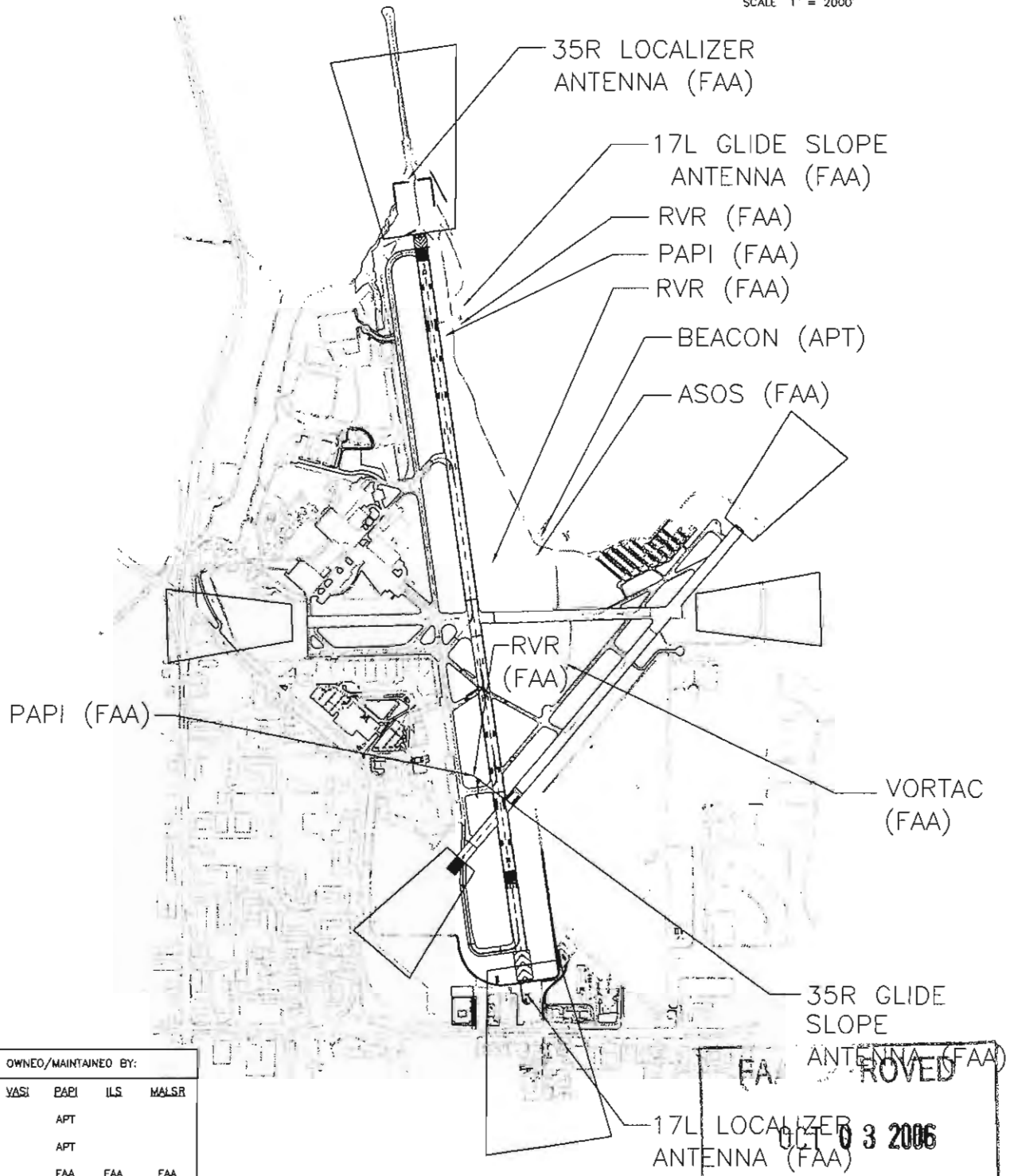
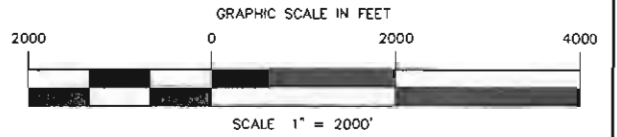
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DATE	REVISION	BY	AUTH.

URS
URS Corporation
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462

ST. PETERSBURG - CLEARWATER INTERNATIONAL AIRPORT
PINELLAS COUNTY, FLORIDA

RUNWAY/TAXIWAY SAFETY AREAS		SHEET NO: 1
EXHIBIT 2 PLAN VIEW		
Proj. No: 170123650.0000	DWG. BY: NIP	
DATE: JUNE, 2006	CHK. BY: DGC	
SCALE: AS NOTED	DSG. BY:	
CAD NO: EXHIBIT-2-5-15-06.DWG		



NAVAIDS OWNED/MAINTAINED BY:

RW	REIL	VASI	PAPI	ILS	MALSR
04			APT		
09	FAA		APT		
17L			FAA	FAA	FAA
17R					
22	APT	APT			
27	FAA	FAA			
35L			APT		
35R			FAA	FAA	

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 OCT 03 2006
 JEM
 INSPECTOR

URS
 URS Corporation
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1482

ST. PETERSBURG - CLEARWATER INTERNATIONAL AIRPORT
 PINELLAS COUNTY, FLORIDA

ST. PETERSBURG-CLEARWATER AIRPORT NAVAIDS
EXHIBIT 3

PROJ. NO:	DWG. BY:	SHEET NO:
DATE: 07/2006	CHK. BY:	1
SCALE:	DSC. BY:	
CAD NO:		

HIGH POINT, CLEARWATER, FEATHER SOUND, ST. PETE-CLW. AIRPORT

RANGE 16 E

RANGE 16 E

TOWNSHIP 20 S

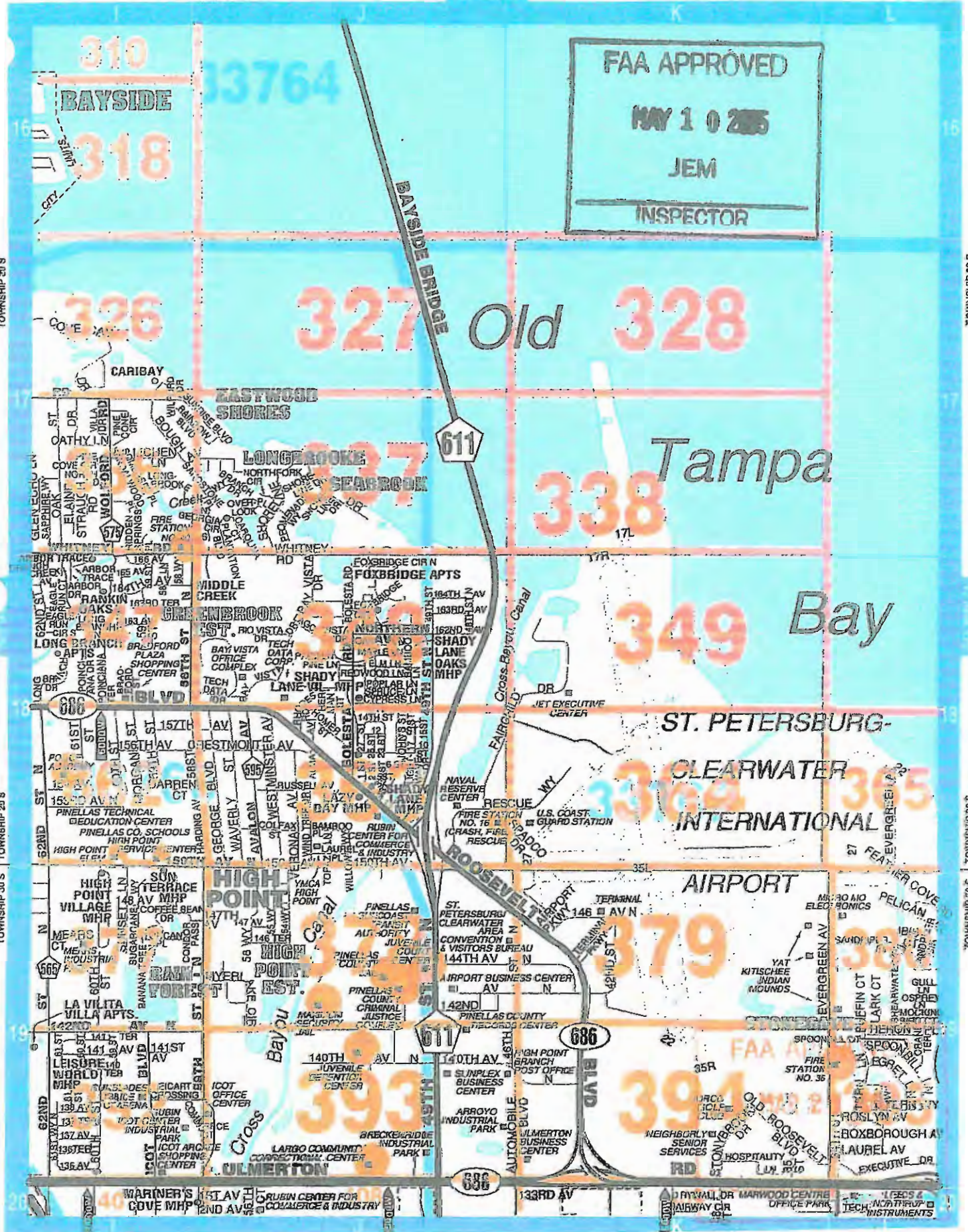
TOWNSHIP 20 S

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TOWNSHIP 20 S

TOWNSHIP 20 S



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MAY 1 0 2005
JEM
INSPECTOR

611

338

Tampa

349

Bay

ST. PETERSBURG-

CLEARWATER

INTERNATIONAL

AIRPORT

379

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611

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686

686

**ST. PETESBURG-CLEARWATER INTERNATIONAL AIRPORT
AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES
PERSONNEL & EXTINGUISHING AGENTS**

Vehicle Number	Type Vehicle	Manufacturer Name	Year	Condition	Firefighters Per Shift	*Agent	Water (gal)	AFFF (gal)	Dry Chem Halotron	Radio Equipment
C-1	4x4	CHEVY	1994	GOOD	N/A	N/A	N/A	N/A	N/A	911 TWR
C-2	4x4 Full-time	E-ONE	1997	GOOD	RESERVE	A B	1500 1250 gpm	200	460 Halotron 05 lbs/sec	911 TWR
C-3	4x4 Full-time	E-ONE	2006	EXCELLENT	1	A B	1500 1250 gpm	200	500 lbs Hydro-Chem 16 lbs/sec	911 TWR
C-4	4x4 Full-time	E-ONE HRP	2003	EXCELLENT	2	A B	1500 1250 gpm	205	500 lbs Hydro-Chem 16 lbs/sec	911 TWR
M-16	Boat	NAUTICA	2002	EXCELLENT	N/A	N/A	N/A	N/A	N/A	911 Marine

*AGENT LEGEND:

- A: QUANTITY OF EXTINGUISHING AGENT
- B: DISCHARGE RATE IN GAL/MIN OR LBS/SEC

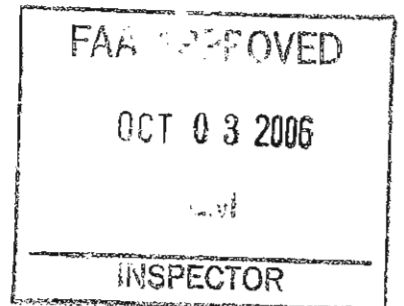


EXHIBIT 5

FAA Approval: _____

St. Petersburg-Clearwater International Airport

AIRFIELD INSPECTION REPORT

INSPECTOR'S INITIALS:	DATE			DISCREPANCY	WO #	NOTAM
	TIME:					
AIRFIELD LIGHTING:						
Rwy Edge Lighting						
Twy Edge Lighting						
Guidance Signs						
In pavement Lights						
Threshold Lights						
Distance Markers						
MALSR						
PAPI						
REIL						
VASI						
Obstruction Lights						
Rotating Beacon						
Ramp Flood Lights						
Wind Socks						
PAVEMENT AREAS:						
Pavement lip over 3"						
Hole 5" diam. 3" deep						
Cracks/Spalling						
Vegetation Growth						
Low Spots						
FOD/Debris						
SAFETY AREA:						
Runways						
Taxiways						
ILS Critical Area						
PAVEMENT MARKINGS:						
Runways						
Taxiways						
Ramps						
OTHER:						
AOA Fencing/Gates						
Construction Area						
Pavement Condition						
Wildlife Hazards						

REMARKS:

Exhibit 6

FAA Approval: _____

FAA APPROVED
NOV 10 2005
JEM
INSPECTOR

St. Petersburg-Clearwater International Airport NOTAM

DATE LOCAL NO. FSS NUMBER
[] [] []

[]

ISSUED BY, NAME
[]

ISSUED BY, TITLE
[]

ISSUED AFSS DATE
[]

ISSUED AFSS TIME
[]

ISSUED AFSS INITIALS
[]

ISSUED ATCT DATE
[]

ISSUED ATCT TIME
[]

ISSUED ATCT INITIALS
[]

CANCELLED BY, NAME
[]

CANCELLED BY, TITLE
[]

CANCELLED AFSS DATE
[]

CANCELLED AFSS TIME
[]

CANCELLED AFSS INITIALS
[]

CANCELLED ATCT DATE
[]

CANCELLED ATCT TIME
[]

CANCELLED ATCT INITIALS
[]

COMMENTS
[]

Exhibit 7

FAA Approval: _____

FAA APPROVED
MAY 10 2005
JEM
INSPECTOR

LETTER OF AGREEMENT

ST. PETERSBURG-CLEARWATER AIR TRAFFIC CONTROL TOWER
AND
PINELLAS COUNTY, FLORIDA

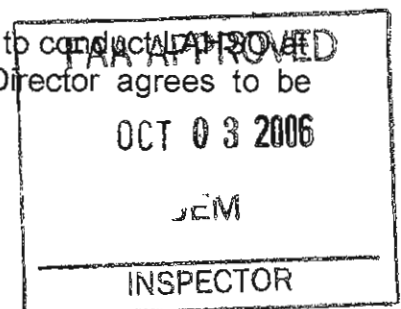
Effective: June 1, 2006

Subject: Land and Hold Short Operations (LASHO)


1. PURPOSE: This Letter of Agreement delineates the responsibilities of the FAA Air Traffic Control Tower and the Airport Director, St. Petersburg-Clearwater International Airport (PIE) that are necessary for initiating and carrying out Land and Hold Short Operations (LAHSO) on specified runways at St. Petersburg-Clearwater International Airport.
2. CANCELLATION: St. Petersburg-Clearwater Air Traffic Control Tower and Pinellas County, Florida, Letter of Agreement "Land and Hold Short Operations (LASHO)" dated April 1, 2005 is canceled.
3. BACKGROUND: LAHSO is an air traffic control procedure which permits the issuance of landing clearances to aircraft to land and hold short of an intersecting runway, taxiway, or other designated point on the runway. It is a procedure designed to increase airport capacity and to more efficiently move aircraft within the terminal airspace and on the airport surface.
4. APPROVED LAHSO RUNWAYS/LOCATION: The following runway hold short locations are approved for conducting LAHSO at St. Petersburg-Clearwater International Airport:

<u>Runway</u>	<u>Location</u>	<u>Distance</u>	<u>Designation</u>
04	Prior to Rwy 09-27 intersection	4,286 feet	Day
09	Prior to Rwy 04-22 intersection	4,733 feet	Day
22	Prior to Rwy 17L-35R intersection	4,514 feet	Day
17L	Prior to Rwy 04-22 intersection	7,557 feet	Day
35R	Prior to Rwy 09-27 intersection	3,405 feet	Day

5. RESPONSIBILITIES OF THE AIRPORT DIRECTOR: In order to conduct LAHSO at St. Petersburg-Clearwater International Airport, the Airport Director agrees to be responsible for the following actions:

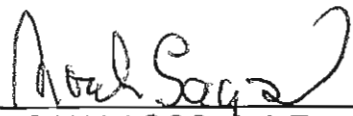


- a. Installing LAHSO runway markings and signs at all of the above specified locations in accordance with FAA AC 150/5340-1 and AC 150/5340-18.
 - b. Providing FAA with distance measurements from the landing threshold to the LAHSO position marking at each specified LAHSO location.
 - c. Notifying the FAA air traffic control tower whenever runway markings, signs, and/or lighting systems are inoperative.
6. RESPONSIBILITIES OF FAA AIR TRAFFIC CONTROL: In conducting LAHSO at St. Petersburg-Clearwater International Airport, the FAA shall be responsible for the following:
- a. Publishing a list of runways at St. Petersburg-Clearwater International Airport that are approved for LAHSO, together with the available landing distances for each hold-short location.
 - b. Terminating LAHSO on any approved runway location whenever the Airport Director reports that signs and markings are not installed or are not in accordance with this order.
 - c. Terminating LAHSO at any location when, in the judgment of the Air Traffic Manager, conditions are such that an unsafe operation may result.
 - d. Issuing appropriate NOTAM's relating to LAHSO.
 - e. Meeting annually or as necessary to review events.



 EDWARD ROGERS
 INTERM AIR TRAFFIC MANAGER
 Air Traffic Control Tower
 St. Petersburg-Clearwater
 International Airport

Date: 6/1/06



 NOAH LAGOS, A.A.E.
 AIRPORT DIRECTOR
 St. Petersburg-Clearwater
 International Airport
 Pinellas County

Date: June 1, 2006



LETTER OF AGREEMENT

ST. PETERSBURG-CLEARWATER AIR TRAFFIC CONTROL TOWER
AND
PINELLAS COUNTY, FLORIDA

Effective: February 15, 2007

Subject: MOVEMENT AREAS AT ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

1. PURPOSE: This agreement between the St. Petersburg-Clearwater Air Traffic Control Tower, hereafter called "Tower" and Pinellas County, Florida, hereafter called "County" or "Airport" defines responsibilities of the Tower and County for airport movement/non-movement areas (see attachment A) by precisely designating movement areas at St. Petersburg-Clearwater International Airport.
2. CANCELLATION: The Tower and County, Letter of Agreement dated October 1, 2005 is canceled.
3. SCOPE: This Agreement includes all aircraft and vehicle operations at the Airport.
4. RESPONSIBILITIES: The Tower is responsible for issuing clearances to aircraft and vehicles operating on the movement area and they are valid only while aircraft or vehicles are on the movement areas. Tower instructions in a non-movement area are advisory in nature only and do not imply control responsibility. These advisories will be given on a workload-permitting basis. The County, along with the pilots and aircraft operators, is responsible for all movement in the non-movement areas.
5. DESIGNATED NON-MOVEMENT AREAS: The following areas are designated as non-movement on the Airport:
 - Taxiway "H" from taxiway "L" to the southeast edge of the compass rose.
 - Taxiway "J" southeast of runway 04-22 is for prearranged use only.
 - Taxiway "L" from runway 17R-35L southwest to AvAero is available for aircraft taxi purposes; it is designated as uncontrolled due to non-visibility from the Tower and vehicular service road crossings.
 - Taxiways "P" and "N" are available for aircraft taxi purposes; it is designated as uncontrolled due to non-visibility from the Tower and vehicular service road crossings respectively.
 - Taxiway "U", northwest of Runway 09-27, is available for aircraft taxi purposes.

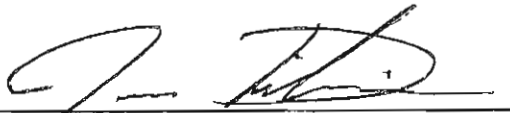
FEDERAL AVIATION ADMINISTRATION

JUN 11 2007

JEM


INSPECTOR

6. LIMITED VISIBILITY MOVEMENT AREAS: Taxiway "T", Taxiway "C" and Taxiway "B" south of Runway 09-27 are controlled, but with restricted visibility from the Tower.
7. PERIMETER ROADS INTERSECTING SAFETY & APPROACH AREAS: The Safety Areas (and/or Approach Areas) of Runways 17L, 17R, and 35R intersect the Airport's perimeter road. It is understood that vehicular traffic that transverse through these areas will require clearance from the Tower. The Airport will post "ATCT CLEARANCE REQUIRED BEYOND THIS POINT" signs (see Attachment B) at locations along the perimeter road that intersect the Safety Areas (location points are noted on Attachment A). Vehicle drivers will be responsible for obtaining clearance from the Tower before entering the Safety Area. Drivers are instructed of this responsibility when they attend Movement Area Driver Training by the Airport.
8. HOLD HARMLESS: The County covenants and agrees to indemnify and save harmless the UNITED STATES OF AMERICA to the extent that it may be acting by and through its agents, employees, or designees, against any loss, damage, cost and expense which it may hereafter incur, suffer or pay by any reason of negligence of its agents, employees or designees, arising out the operation of aircraft or vehicles in a non-movement area.



JIM DICKINSON
AIR TRAFFIC MANAGER
Air Traffic Control Tower
St. Petersburg-Clearwater
International Airport

Date: 1/19/07



NOAH LAGOS, A.A.E.
AIRPORT DIRECTOR
St. Petersburg-Clearwater
International Airport
Pinellas County

Date: 1/23/07

Attachments

FEDERAL AVIATION ADMINISTRATION

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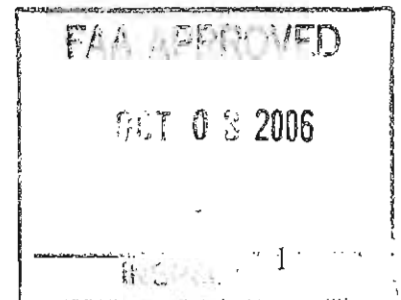
ST. PETERSBURG-CLEARWATER INTERNATIONAL
AIR TRAFFIC CONTROL TOWER, ST. PETERSBURG-CLEARWATER
INTERNATIONAL AIRPORT AND AIRCRAFT RESCUE AND FIRE FIGHTING

LETTER OF AGREEMENT

Effective: August 1, 2006

SUBJECT: AIRPORT EMERGENCY PROCEDURES

- A. PURPOSE. To establish operating procedures to be utilized, to the extent practicable, in the event of an aircraft accident, emergency or potential emergency on or in the vicinity of the St. Petersburg-Clearwater International Airport (PIE, Airport).
- B. SCOPE. This agreement applies to all vehicles, personnel, and equipment connected with emergency services provided at PIE.
- C. RESPONSIBILITIES.
1. In the event of an aircraft accident, emergency, or potential emergency, on or in the vicinity of the Airport, Air Traffic Control Tower (ATCT) personnel shall alert Aircraft Rescue and Fire Fighting (ARFF). An alert may be initiated by:
 - (a.) The ATCT specialist on duty.
 - (b.) The pilot of the aircraft concerned.
 - (c.) The operator of the aircraft or his/her representative.
 - (d.) A representative of the Airport Director.
 2. ARFF shall:
 - (a.) Respond to all alerts with the necessary equipment as defined by FAR 139.317 for a level "C" index airport.
 - (b.) Up-grade an alert if the emergency warrants.
 - (c.) Take command of the accident.
 - (d.) Dispatch additional units to the scene deemed necessary.
 - (e.) Terminate all alerts with ATCT
 3. Airport Director's representative shall:
 - (a.) Coordinate opening/closing of the Airport.
 - (b.) Conduct airfield inspections.
 - (c.) Issue/cancel NOTAM(s) as required.
 - (d.) Act as the primary liaison for ATCT.



D. PROCEDURES. The following procedures apply when St. Petersburg ATCT is operational (daily from 0600–2300 local).

1. St. Petersburg Tower shall:

(a.) Utilize the Emergency Net Line (Crash Phone) and provide the type of aircraft, nature of emergency (including alert type, location and landing runway), number of personnel on board, and amount of fuel.

(b.) Categorize alert phases as follows:

(1.) **Alert I:** Indicating an aircraft approaching the airport is in minor difficulty; e.g., feathered propeller, oil leak, etc. The emergency equipment and crews would standby at the equipment house for further instructions.

(2.) **Alert II:** Indicating an aircraft approaching the airport is in major difficulty; e.g., engine on fire, faulty landing gear, no hydraulic pressure, etc. This could mean emergency equipment would proceed to a predetermined location (end of runway, etc.) to await development of the potential emergency.

(3.) **Alert III:** Indicating an aircraft involved in an accident on or near the airport and emergency equipment should proceed immediately to the scene.

NOTE: Once the emergency aircraft has touched down for an Alert II/III, the affected runway is automatically closed until Airport Operations has inspected and reopened the runway.

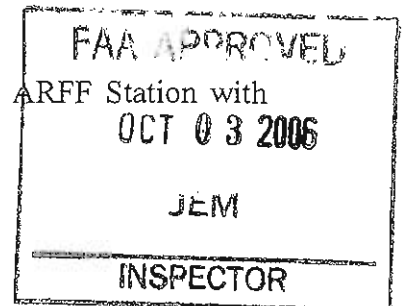
(c.) Control air and ground traffic so as not to interfere with or inhibit the movement of emergency equipment.

(d.) After alerting the emergency equipment, notify the local aircraft operator or his/her representative and the Airport Director's Representative.

2. ARFF shall:

(a.) Upon notification of an aircraft/airfield emergency, ARFF will advise ATCT personnel of their level of response as follows on ground control frequency 121.9:

(1.) Alert I - Come to a standby condition at the ARFF Station with equipment.



(2.) Alert II/III - Proceed to standby position (Appendix 1) or to the scene of the crash/accident.

(b.) If warranted request and obtain authorization from ATCT to communicate directly with the pilot on frequency 120.6 MHz per the Letter of Agreement (LOA) referencing "ARFF Communication Operating Procedures".

3. Airport Directors Representative shall monitor communications and prepare to respond to the scene of the incident as required.

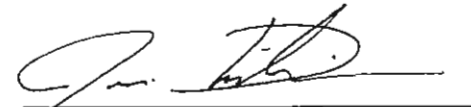
E. GENERAL.

1. ARFF shall test the Crash Phone with ATCT each morning, at approximately 0830 local.

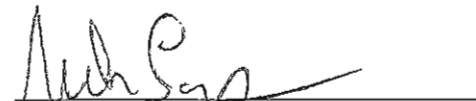
2. Airport Director's representative will conduct a runway safety inspection after an Alert II/III and open the runway with ATCT.

3. Direct communication procedures between ATCT and ARFF are established in a separate LOA.

4. Additional emergency response procedures not covered in this agreement are located in the PIE Emergency Plan.



Jim Dickinson
Air Traffic Manager
ATCT, Clearwater, Florida

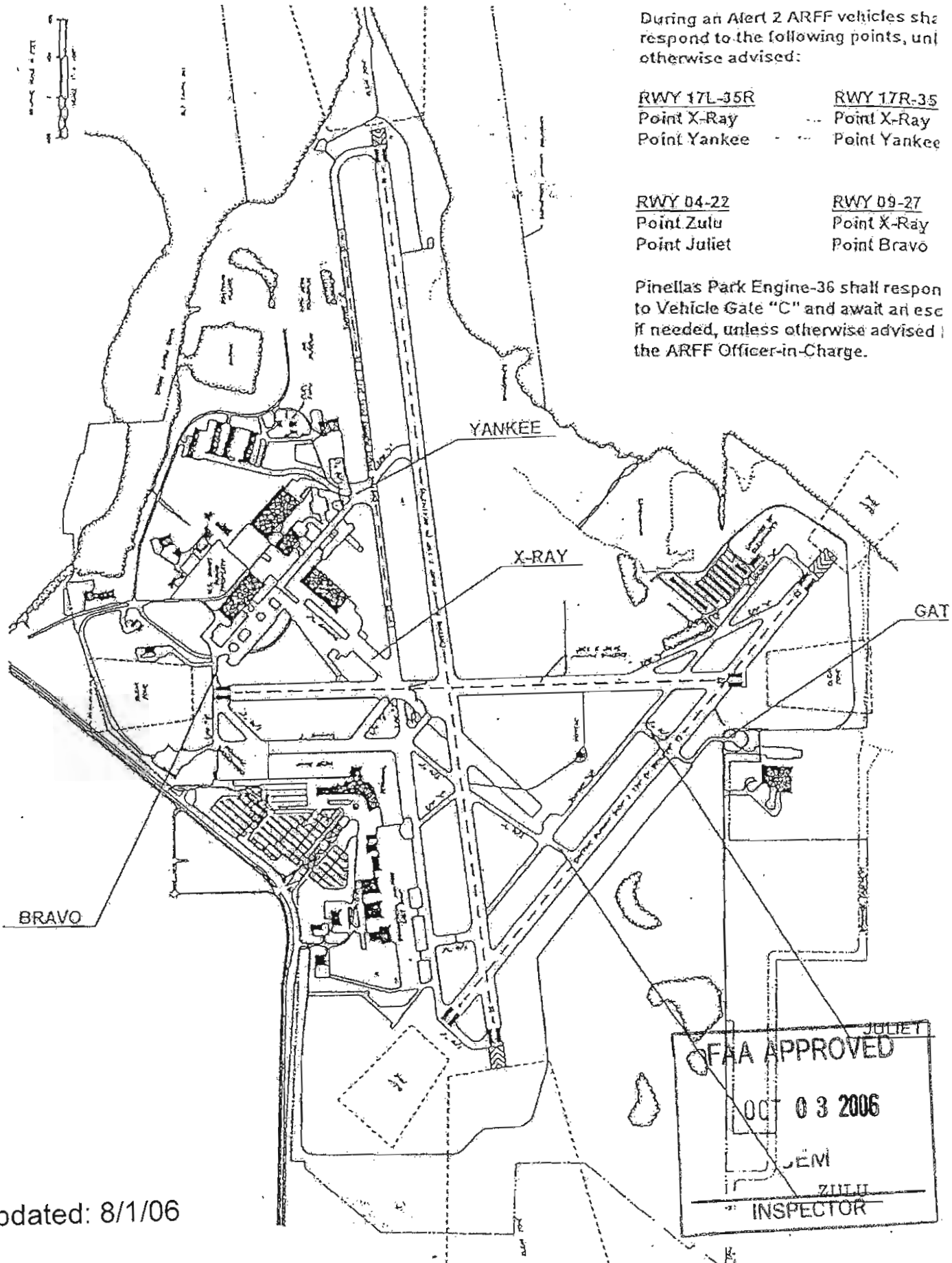


Noah Lagos, A.A.E.
Airport Director
St. Petersburg-Clearwater
International Airport

FAA APPROVED
OCT 03 2006
JEM

INSPECTOR

Appendix 1



During an Alert 2 ARFF vehicles shall respond to the following points, unless otherwise advised:

<u>RWY 17L-35R</u>	<u>RWY 17R-35</u>
Point X-Ray	Point X-Ray
Point Yankee	Point Yankee

<u>RWY 04-22</u>	<u>RWY 09-27</u>
Point Zulu	Point X-Ray
Point Juliet	Point Bravo

Pinellas Park Engine-36 shall respond to Vehicle Gate "C" and await an escort if needed, unless otherwise advised by the ARFF Officer-in-Charge.

Updated: 8/1/06



FEDERAL AVIATION ADMINISTRATION

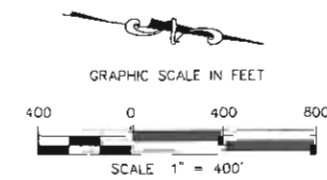
APR 22 2011

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FAA APPROVAL: _____

**ST. PETERSBURG-CLEARWATER
INTERNATIONAL AIRPORT**
PINELLAS COUNTY, FLORIDA

**EXISTING AIRFIELD SIGNAGE
AND MARKING**
EXHIBIT 11



ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT
WILDLIFE CONTROL PROCEDURES
NOVEMBER 2003

1. Responsibilities

The primary responsibility for initiating and conducting these regular bird inspections will be assigned to the Operations Division. At times when Operations is unavailable to either inspect or perform bird control functions, Operations will assign ARFF to perform those functions as necessary. During periods of inclement weather or if ponding is present and there has been known continuous bird activity, ARFF should respond with frequent inspections and bird control activity as directed by Operations or independently if necessary.

2. Techniques

Personnel may use a variety of means to deal with each bird situation. Common techniques include scare tactics (i.e. sirens, pyrotechniques) and, as a last resort, depredation. If a particular surface is un-used and the birds are not creating a hazard, the best course of action may be to leave the birds as is. Scaring the birds can risk disbursing or moving them toward active runway surfaces. The Operations Supervisor on-duty will determine the best course of action in coordination with the local ATCT.

3. Dry Weather Conditions

During dry weather conditions, Airport personnel will inspect the airfield twice per day for all aspects of airfield safety, including bird activity. In addition to scheduled airfield inspections, Airport personnel will conduct periodic bird inspections throughout the day, in an effort to help prevent birds from congregating on or in the vicinity of the airfield. Whenever unusual bird activity is observed by ATCT personnel or reported by pilots, Airport personnel will respond and take appropriate actions needed in order to alleviate the problem.

4. Wet Weather Conditions

During periods of inclement weather or ponding on the airfield, Airport personnel will increase the frequency of checks for bird activity in addition to the scheduled airfield inspections. If the bird activity is heavy, Airport personnel will remain on the airfield for continuous bird control action. Airport personnel will also coordinate with ATCT personnel regarding which runways are active at the time to avoid moving birds from an area on the airfield where they are not a problem to areas around active runways.

Exhibit 12

FAA Approval:

FAA APPROVED
MAY 10 2005
JEM
INSPECTOR



St. Petersburg-Clearwater International Airport

Aircraft Rescue Firefighting Division
4660 Rescue Way
Clearwater, FL 33762
(727) 453-7823 Fax: (727) 453-7849

SAFETY INSPECTION

FUEL STORAGE AREAS AND LOADING/UNLOADING STATIONS & FUEL TRUCKS

Agency: _____

Date _____

TRUCK _____

ARFF _____

Type of Survey New _____ 90 Day Inspection _____ Follow-up _____	Jet A Section			Tank Farm Section			AV-Gas Section		
	S	U	R	S	U	R	S	U	R
Fencing/Locks									
No Smoking Signs									
Fuel Leaks									
Fire Extinguishers (Two 20-BC)									
Emergency Cutoff-Loading Stations									
Deadman Control-Loading Stations									
Fuel System Bonded and Grounded									
Piping Protected									
Condition of Hoses									
Evidence of Smoking									
Ignition Sources									
NFPA 407 Items									
Grounding Rods Available									
Fueling Procedures Observed									
Personnel Training Requirements									
Remarks:							S - Satisfactory		
							U - Unsatisfactory		
							R - Remark		
FEDERAL AVIATION ADMINISTRATION									

EXHIBIT #13

APR 29 2011

FAA Approval: _____

JCM
INSPECTOR

EXHIBIT 14 Personnel training

Purpose

Train all personnel who access movement areas and safety areas and perform duties in compliance with the requirements of the ACM and Part 139.

Procedures

Prior to initial performance of duties, personnel will receive training as follows:

- 1) **Aircraft Rescue and Firefighting.**
Training conducted by the Airport Fire Chief through the use of facilitator guides, FAA & AAAE video training aids, and practical "hands on" training.
- 2) **Handling and storage of hazardous substances and materials.**
Training conducted by individual tenants via "in house" training program.
- 3) **Pedestrian & ground vehicle training.**
Airport Familiarization, including airport marking, lighting, and signs system. This training will be conducted by Airport Operations Supervisors through the use of facilitator guides and video training aids ("Driving on the Airport Operations Area").
A written test will be completed for either the movement area or Non-movement area at the end of each training session.

Procedures for access to, and operation in, movement areas and safety areas, as specified under Part 139.329. This training will be conducted by Airport Operations Supervisors through the use of facilitator guides and video training aids.

Airport communications, including radio communication between the air traffic control tower and personnel, use of the common traffic advisory frequency (CTAF) when the tower is not in operation, and procedures for reporting unsafe airport conditions.

This training will be conducted by Airport Operations Supervisors through the use of facilitator guides and video training aids



- 4) **Wildlife hazard management**
Training in wildlife hazard awareness and dispersal will be conducted by Airport Operations personnel through classroom style instruction and hands on training.

- 5) **Airport condition reporting**
Training will be conducted by Airport Operations personnel through the use of facilitator guides and classroom style instruction.

