



St. George Municipal Airport

Rules and Regulations

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Airport Manager

Adopted by City Council
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Resolution # _____

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Introduction

The St. George Municipal Airport (SGU) is a class III commercial and general aviation facility that serves the air transportation needs of the citizens of the City of St. George and Washington County, Utah. The airport is owned and operated by the City of St. George, and is a fully FAA certificated facility licensed under 14 CFR Part 139 of the rules and regulations issued by the Federal Aviation Administration.

The Airport is utilized for personal and commercial aeronautical business such as flight instruction, recreational flying, charter and air carrier service, air freight movement, BLM fire suppression and medical transportation. The City of St. George supports the Airport and its activities to assure the viability, safety, and effectiveness necessary to serve the air transportation needs of the flying public.

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Purpose

These Rules and Regulations, hereafter referred to as “regulations”, have been adopted by the St. George City Council and approved through *resolution* by this council. These regulations are designed to establish the structure necessary to ensure the continued viability and safety of the airport for its users and for the citizens of St. George.

These Standards are intended to be reasonable, non-arbitrary and non-discriminatory. These standards apply equally to everyone using the airport and shall be observed, abided by and obeyed.

All aeronautical activities, operations, piloting of aircraft, business and other activities at the airport shall be conducted in accordance with these rules and regulations, and other St. George City Codes, FAA, UDOT and NFPA standards as appropriate.

DEFINITIONS

As used in this chapter, the following words and terms shall have the meanings ascribed to them in this section:

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or *serious_injury* or in which the aircraft receives *substantial damage*.

AERIAL APPLICATIONS - The business of making aerial applications of fire retardants, fertilizers, pesticides, seeding or other dusts or sprays.

AGL – refers to actual altitude above average elevation of terrain or “above ground level”.

AIR SALES OPERATOR - A person, firm or corporation engaged in the business of buying, selling and exchanging new or used aircraft.

AIR TAXI OPERATOR - A person, firm or corporation engaged directly in air transportation of passengers and/or property subject to the provisions of part 135 of the federal aviation regulations and holding any required certification from the state of Utah.

AIRCRAFT - Any device used or intended to be used for flight in the air, including, but not limited to, airplanes, ultralights, balloons and gliders of all types.

AIRCRAFT RADIO - Instrument, Propeller and Accessories Shop - A person, firm or corporation engaged in FAA approved aircraft, radio, and instrumentation or propeller business, including sales, service, repair, exchange and installation of new and/or used aircraft radio equipment, instruments or propellers and parts.

AIRPORT - All city owned or leased real or personal property comprising the St. George airport as now existing or as the same may hereafter be expanded and developed.

AIRPORT BUILDING STANDARDS – means the St. George Municipal Airport Minimum Building Standards as adopted and amended from time to time.

AIRPORT MANAGER - The duly appointed manager of the St. George Municipal Airport or his/her designee.

AIRPORT MINIMUM STANDARDS – means the St. George Municipal Airport Minimum Standards for Commercial Aeronautical Services, as adopted and amended from time to time.

AOA - Airport Operations Area

BASED AIRCRAFT – any aircraft habitually parked or stored on the airport, whether in a hangar or without. This also includes any aircraft or similar vehicle transported onto the airport and assembled and flown from the airport.

CITY – means the City of St. George.

CITY COUNCIL – The governing body of the municipality which owns the Airport, is final authority in all matters of policy.

COMMERCIAL ACTIVITY - The conduct of any aspect of a business or concession on the airport for revenue, whether intended to be profit producing or nonprofit.

CONTROLLED ACCESS AREA - All areas of the airport enclosed by fence or other barrier and to which vehicular access may be obtained only through card activated gates.

FAA – The Federal Aviation Administration or duly designated representative thereof.

FIXED BASE OPERATOR (FBO) - A person, firm or corporation subject to the provisions of a lease engaging in the delivery of fuel and oil products into aircraft, in addition to any number of the following services:

The sales, service, exchange, renting or leasing of new and used aircraft, and/or aircraft parts, accessories and hardware; The repair, overhaul, maintenance and modification of general aviation aircraft and/or aircraft equipment under the provisions of an FAA approved maintenance station; The conduct of FAA approved pilot flight and ground school training; and Charter flight services which may include aerial photography, advertising, map making and crop dusting services.

FLIGHT SCHOOL OPERATOR - A person, firm or corporation engaged in an FAA approved pilot flight training school, limited to dual and solo flight training in fixed and rotary wing aircraft and such related ground school instruction as is necessary to prepare a student pilot to take a written examination and flight check ride for a pilot's license or appropriate aircraft rating from the FAA.

FUEL HANDLING - The transportation, delivery, fueling and draining of fuel or fuel waste products.

FUEL STORAGE AREA - Any portion of the airport designated temporarily or permanently by the Airport Manager as areas in which AvGas or any type of fuel may be stored or loaded.

GENERAL AVIATION SPECIALTY SHOPS - Aircraft Maintenance: A person, firm or corporation engaged in the business of providing FAA approved routine, normal and preventive maintenance of general aviation aircraft.

LAW ENFORCEMENT OFFICER (LEO) – Any sworn peace officer, City Police, County Sherriff, UHP, or similar law enforcement personnel that may be on the Airport in the line of assigned duty.

MOVEMENT AREA - The runways, taxiways and other areas of an airport which are used for taxiing or hover taxiing, air taxiing, take off and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

OPERATIONAL AREA - Any place on the airport not leased or designated to anyone for occupancy.

PARK OR PARKING - The standing of an aircraft or vehicle, whether occupied or not.

PUBLIC AREA - Those areas normally used by the general public, including structures and facilities such as roadways, sidewalks and terminal buildings that are maintained and kept at the airport for use by the general public.

SASO – A specialized aeronautical service provider performing less than full FBO services.

SELF-SERVICE – The fueling, washing, servicing, repair, touch-up painting or maintenance of an aircraft performed by the owner or operator of the aircraft by themselves, and using his or her own equipment. Self-Service can not be contracted out to another party. Maintenance, preventive maintenance, repair, alterations, is authorized under Self-Service provided the Self-Service is performed in accordance with FAR 43, FAR 65, FAR 91 and FAR 103, appropriate to the aircraft.

SIDA - Security Identification Display Area

THROUGH-the-FENCE OPERATIONS – “Through-the-fence” activities are prohibited at the St. George Municipal Airport.

Recreational, light sport and glider aircraft that are designed to be transported by a trailer shall not be considered THROUGH the FENCE Operations as long as NO commercial activity takes place.

AIRPORT MANAGER

The City Council shall employ a qualified individual to manage, direct and coordinate the operations and maintenance of the airport in order to ensure compliance with all federal, state and city regulations. The Airport Manager is authorized to take all reasonable actions necessary to protect and safeguard the public while present at the airport and to oversee all airport operations consistent with these standards. The Airport Manager shall coordinate airport affairs with the Federal Aviation Administration, Utah Department of Transportation Aeronautical Division and other applicable agencies to ensure that the ongoing needs of the airport are met.

PERMISSION TO USE AIRPORT CONDITIONAL

Any permission granted by the city, directly or indirectly, expressed or by implication, to enter upon or use the airport or any part thereof, including, but not limited to, operators, crew members and passengers, spectators, sightseers, pleasure and commercial vehicles, officers and employees of airlines, lessees and other persons occupying space at the airport, persons doing business with the airport, its lessee, sub lessee and permit tees, and all other persons whatsoever whether or not of the type indicated, is conditioned upon compliance with this chapter and any rules, regulations or procedures promulgated hereunder; entry upon or into the airport by any person shall be deemed to constitute an agreement by such person to comply with this chapter and such rules, regulations and procedures. The city reserves the right to deny any or all usage of the airport to any person or persons for cause.

APPROVAL OF AVIATION OPERATIONS

Any commercial activities or operations conducted at the airport shall require the approval of the City Council. Any person wishing to commence activities or operations at the airport shall make application for city approval through the Airport Manager. Such application shall state in writing how the applicant will comply with each requirement set forth in the *Airports Minimum Standards for Commercial Aeronautical Activities* policy and any other applicable provisions of this chapter.

RULES AND REGULATIONS

The following rules and regulations will govern the conduct of all persons at the airport, whether engaged in aeronautical activities or otherwise:

A. Compliance with State and Other Regulations

1. No person shall navigate, land aircraft upon, or conduct any aircraft operations on or from the airport other than in conformity with FAA rules and regulations.
2. No person shall drive on any street, parking lot, driveway or frontage road, whether it be inside or outside of the controlled access area, any vehicle which is required under the laws of the state to be inspected and registered unless such vehicle has been inspected and registered and has attached thereto in proper position a valid and unexpired certificate of inspection as required by the laws of the state. Properties around the airport affected by airport operations shall be subject to compliance with all FAA, UDOT and City standards.
3. All vehicles operated on airport property within the controlled access area shall be maintained in a safe operating condition in accordance with the Utah Department of Transportation (UDOT) codes and standards. All fuel trucks operating on the airport must meet UDOT standards and adhere to the Uniform Fire Code (UFC), National Fire Protection Agency (NFPA) or any City Fire regulations.

B. Vehicle Operations

1. Only official vehicles with the proper identification with the addition of a licensed driver with a current airport ID badge, may be driven into the Airport Operation Areas (AOA) or movement areas. Non official vehicles will not be allowed within the AOA areas but may be driven to hangars or to an aircraft for passenger/baggage loading within the controlled access areas when authorized by the Airport Manager or his/her designee. All vehicles within the controlled access area shall at all times be driven cautiously at a safe and reasonable speed not to exceed twenty (20) miles per hour.
2. Upon completion of the passenger/baggage transfer, vehicles driven to an aircraft for that purpose shall be driven to a designated parking area. Tenants or owners of aircraft hangars may park their vehicle in their own hangar when the aircraft is being flown. Service or delivery vehicles may park next to a tenant's hangar long enough for a delivery to be unloaded. Delivery vehicles may be subject to search in regards to the

Transportation Security Regulations (TSR) Part 1542 and 1544 rules and regulations.

3. Vehicle operators shall observe all applicable rules and regulations of the airport, including all directional signs and pavement markings and shall comply with the lawful orders, signals or directives of the Airport Manager or his/her authorized representative. Blocking of any AOA or access area by motor vehicles or aircraft is prohibited. Violators shall be subject to tow at the owner's expense.
4. Any goods, baggage, mail or supplies shall be secured while in transit within the controlled access area of the airport.
5. Only authorized vehicles or equipment shall be operated within the AOA areas. They shall be lighted with a rotating beacon and equipped with a two way aircraft radio at all times while operating in the above areas. Crossing of runways is **prohibited** by those other than Airport Operation Employees.
6. All vehicles shall yield the right of way to pedestrians, aircraft and emergency vehicles in motion.

C. Security (SIDA and non SIDA areas)

Access to Controlled Areas

The airside of the Airport is secured with card activated automatic gates to control vehicle access onto the airport. Each individual desiring a need for airport access must have a valid need to enter, must complete an application, and must watch a 10 minute security video and understand the locations of all AOA areas on the Airport. Airport operation employees are authorized to issue access gate cards under the guidelines set forth herein:

This section does not apply to transient general aviation pilots and their passengers who are listed on their aircraft manifest.

1. Up to two (2) cards annually may be issued to each of the following who hold a current lease with the City or who have an aircraft based in a hangar at the airport. A \$20.00 fee will be charged for each card to help cover the costs of the security program under TSA Part 1542 and 1544.
 - a. Pilots;
 - b. Aircraft owners;
 - c. FBO owners;
 - d. Renters (businesses, hangar users, etc.);

e. Airport property leaseholders;

One additional card may be issued annually for justifiable reasons such as lost or stolen cards at a cost of \$20.00. In general, access cards may be issued to individuals who have a need for vehicular access on a regular basis or to perform essential airport services.

2. Access gate cards shall be used solely for the holder's personal access to the airport and are nontransferable and un-assignable. Access cards that have been given or loaned to another individual other than that of the applicant, such card will be subject to cancellation. In the event access cards for employees or agents of the holder are needed, separate applications shall be submitted for each such card. An employer shall accept full responsibility for any access cards issued to its employees or agents and must agree to obtain the return of such cards to the city upon termination of the employment or agency relationship.
3. Card holders have the responsibility to see that only authorized personnel enter any gate he/she uses and must remain with any gate until it is completely closed and secured. Unauthorized vehicles may not tailgate those with access cards through an opened gate. Any person entering security gates without an access card shall be in violation of these rules and regulations.
4. No ramp access card shall be issued to an applicant who operates a vehicle of any type without a policy of automobile liability insurance in force with a combined aggregate limit of no less than three hundred thousand dollars (\$300,000.00). Such policy of insurance shall be provided to the Airport Administration for its review upon request.
5. The Airport Operations Area (AOA) consists of all areas within the perimeter fence of the airport. This area is better known as the airside areas. No unauthorized vehicle is allowed within the AOA. Driver training and an Airport Familiarization course is provided to all FBO employees and for those with a need to gain access into the AOA before access is allowed. Upon completion of training, an airport identification badge is issued to the individual and must be worn at all times while operating within the AOA.
6. The Secured Area, or Security Identification Display Area (SIDA), at SGU is where commercial aircraft operators have a security program under TSR 1544 or 1546 to enplane and deplane passengers, sort and load baggage, and includes any adjacent areas that are not separated by adequate security systems, measures or procedures. Boundaries of the SIDA are established by fences, buildings, controlled access points, pavement markings and warning signs. The boundaries and pertinent features of the Secure Areas or SIDA at SGU include the air carrier ramp adjacent to the

passenger terminal building. The area is surrounded by taxiways, the passenger terminal and a seven foot high chain-link fence located at the side of the terminal building. Pavement markings such as red demarcation lines on the perimeter sides of the secure area establish the SIDA area. This area is only accessible to those individuals who have a need to be in the SIDA area. Air carriers, Airport Operation employees, and individuals with SIDA access must pass an FBI background check, attend the SGU airport SIDA class, and must display an issued SIDA identification badge at all times while in the secured area.

Lost or stolen ID badges must be brought to the Airport Security Coordinator or designee's attention immediately. A \$20.00 fee will apply for each re-issuance of an ID badge and recurrent SIDA training must be achieved. In category I, II, or III airports, unlawful entry into the SGU SIDA area could result in a security breach and appropriate fines or other citations as determined by TSA and/or the FAA can be imposed on the individual involved.

7. No vehicle, boat, or any other piece of equipment will be allowed to park with-in 10 feet of any perimeter fence line whether on the airside or landside of the airport. Such vehicle will be cause for removal at the owner's expense.
8. All firearms or weapons are prohibited on the Airport property, including the Airports terminal areas.
9. Law Enforcement Officers (LEO'S) if needed, from the City of St. George Police Department will respond to uphold these regulations.

D. Aircraft Operation:

1. Every person operating an aircraft shall comply with and operate such aircraft in accordance with these Rules and Regulations, and all pertinent rules and regulations of the Federal Aviation Administration (FAA), UDOT/Aero and any other appropriate governmental agencies. Every person operating an aircraft is responsible for the safety of his/her operation and for the safety of others exposed to such operation, and therefore shall exercise good operating procedures at all times. Aircraft shall not be operated carelessly or negligently nor in disregard of the rights and safety of others.
2. A licensed qualified pilot or aircraft mechanic/repairman must be in the cockpit and at the controls of the aircraft whenever an aircraft engine is operating.

3. The St. George Municipal Airport is a non-towered airport. Even though radio communications are not required, it is highly recommended that pilots have radio equipment permitting two-way communication to monitor the airport common traffic advisory frequency (CTAF) while in the vicinity of the airport.
4. All aircraft shall comply with the FAA Federal Aviation Regulations (FAR) and follow the appropriate taxiway and runway guidance markings and lighting when operating on the airport.
5. Any aircraft weighing more than the load bearing capacity is prohibited on the runway, taxiways or apron, unless approved by the Airport Manager.
6. Under no circumstances shall any person approach any aircraft, other than a licensed aircraft mechanic, whether it is fixed wing or rotorcraft, until all blades or propellers have come to a complete stop.
7. Rotorcraft in training are not permitted to perform autorotations to a running or skidding landing on any taxiway surface.

E. Aircraft Parking

1. All aircraft will be parked in areas designated by the Airport Manager. Each aircraft owner or operator occupying a hangar or tie down is responsible for adequately securing his/her own aircraft.
2. Helicopter operations shall be limited to designated helicopter parking areas unless approved otherwise by the Airport Manager.
3. Major repairs to aircraft or engines in a private hangar *shall not* be made unless it's in accordance with FAA FAR 43, FAR 65, FAR 91 and FAR 103.
4. Minor general maintenance or repairs to personal aircraft such as oil changes is permitted as applicable in FAA Part 43, appendix A(C)
5. No derelict, non flyable or un-airworthy aircraft will be permitted to tie down in any movement or non-movement area of the airport over a period of 30 days without the permission of the Airport Manager.
6. The city assumes no responsibility for damages by a third party or theft to aircraft or vehicles operated or parked at the airport. Transient and long term aircraft parking fees are set from time to time by the Airport Manager and the City Council.

F. Vehicle Parking

1. Landside parking in designated public parking areas is open to all members of the public using the airport. Public parking may have a posted time limit and fee structure that will be enforced. Parking areas are limited to one (1), five (5) and fifteen (15) day parking. Requests to park a vehicle on the airport in excess of fifteen (15) days must be made in writing to the Airport Manager or his/her designee. Fees set from time to time by the City Council shall be charged for term parking. Parking is not authorized within the aircraft movement and tie down areas. Any vehicle parked in violation of these rules will be cited, impounded or towed to an appropriate area, at the owner's expense. Parking of motor homes, trailers, boats, etc., is prohibited in *any* parking area without prior permission from the Airport Manager.
2. No common carrier, vehicle for hire, taxicab, rental car, or limousine shall load or unload passengers at the airport at any place not officially designated for such purposes. Standing of vehicles in zones not designated for parking is prohibited.
3. Vehicles not associated with any airport business or function which park at the airport will be towed at the owner's expense.
4. Non-aeronautical vehicles such as boats, trailers, mobile homes, cars, etc. will not be stored in aircraft hangars. Box or open sided trailers used to transport recreational aircraft are permitted with the approval from the Airport Manager. Camping trailers, toy haulers, or any other non-aeronautical use trailers/vehicles will not be approved.

G. Safety Prohibitions

1. All persons using the airport or the facilities of the airport in any way must exercise the utmost care to guard against fire and injuries to persons and property. The following are not authorized on the St. George Municipal Airport:
 - a. Smoking within fifty feet (50') of any aircraft, fuel truck or fuel storage tank of any kind.
 - b. Refueling or defueling of any aircraft is prohibited in any hangar.
 - c. Refueling during an electrical storm is prohibited.
 - d. While fueling aircraft, electronic devices such as cell phones, two way radio's, pagers, etc., shall not be worn or used until all fueling operations have been completed.

- e. Hot fueling aircraft while the propellers or blades are in motion is not permitted without the authorization from the Airport Manager or his/her designee.
 - f. Fueling shall be done in strict accordance with NFPA 407 requirements, City of St. George fire codes, and/or other applicable fire or hazardous materials regulations.
 - g. Aircraft fueling from drums, small containers or similar items is not permitted on the airport without prior approval of a "Self Fueling" application, appropriate insurance coverage, and indemnification of the City of St. George.
 - h. Fuel services shall be administered only by an authorized Fixed Based Operator (FBO) that adheres to the Airport Minimum Commercial Aeronautical Standards and FAA PART 139 regulations. All fuel for aircraft must be purchased from a fuel source on the airport unless approved by the Airport Manager.
 - i. "Flagging" and/or "Hawking" is prohibited at the Airport. For the purposes of these regulations, this is defined as: Any method or means used from any location to attract incoming aircraft for the purposes of selling fuel or providing other services (except the use of fixed signs, such signage to be approved by the Airport Manager.)
2. The following is prohibited in aircraft storage hangars:
- a. Starting or taxiing an aircraft
 - b. Refueling of any aircraft
 - c. Major alterations are limited to self-service maintenance procedures as outlined in FAA FAR 43, and FAR 91. Fire codes such as International Fire Codes (IFC), National Fire Protection Association (NFPA), or local City Fire regulations shall apply.
 - d. Painting is prohibited. Self-service touch-up painting may be authorized with prior approval from the Airport Manager.
 - e. Welding is prohibited.
 - f. Open flame tools are prohibited.
 - g. Storage of any Hazardous Materials other than oily waste rags is prohibited. Suitable small metal receptacles with self closing covers shall be provided by Tenants for the storage of such items.
 - h. Open storage of flammable materials is prohibited. One (1) suitable fire safe container, no larger than four (4) feet in width, and eight (8) feet in height, and complies with OSHA, UL, or NFPA Standards, may be used to store limited amounts of flammable materials such as small spray paint cans, that may be needed to support self-service maintenance requirements.

- i. Storage of non-aeronautic equipment or materials unless approved by the Airport Manager.

H. Accidents

Persons involved in an aircraft accident affecting airport operations or damaging city property shall make a full verbal report to the Airport Manager or his/her designee within one hour after the accident. The report must include names and addresses, time, place, cause, injuries and other information requested by the Airport Manager. When a written report of an accident is required by the FAA, a copy of such report shall be submitted to the Airport Manager. At accident scenes, aircraft owners, the pilots or agents will promptly remove disabled aircraft, parts and accident debris unless directed by the Airport Manager or FAA to delay such action pending an accident investigation. Damage sustained to the airport facility, grounds or buildings will be assessed as a claim against the responsible party.

I. Nuisances

1. Dismantled aircraft, aircraft parts, dismantled or inoperative aircraft or any other unsafe, un-kept, unsightly miscellaneous item or items in disrepair shall not be left over a period of 30 days in open view. This includes all movement areas as well as non movement areas. If the Airport Manager determines that a violation has occurred, he shall so advise the owner. If not corrected within thirty (30) days, he may remove such items and bill the owner or operator for associated costs. Conditions involving safety issues shall be corrected within twenty four (24) hours.
2. Any person, including the operators of an aircraft, causing overflowing of fuel and / or spilling of excess oil or grease on any apron will call Airport Operations immediately. The involved person shall be responsible for cleaning such areas and repair any damage thereto.
3. At no time shall engines be "run up" when other aircraft, hangars, shops, buildings or persons are in the path of the propulsion stream. Any person operating any vehicle or aircraft (including fixed wing and rotor) shall be responsible for damage or cleanup caused by such operations (i.e., scattering of debris from prop blast or rotor down wash).

J. Pedestrians

For their own protection, all pedestrians and sightseers at the airport shall remain in the landside area, behind the fenced operational areas unless arriving or departing in an aircraft.

K. Operators to keep the Rules and Regulations Available

All commercial operators with valid leases to perform aeronautical business on the airport shall keep a current copy of these standards prominently posted in their place of business and available for viewing to all who enter the facilities. It is the responsibility of all owners of aircraft based at the airport and pilots who regularly use the airport to be familiar with the contents of this document. The operators bear the responsibility for compliance and ignorance is not an excuse for violation of any part of these standards.

L. Refuse

No person shall throw, dump or deposit any waste, refuse or garbage on the airport. All waste, refuse or garbage from airport operators or construction crews shall be placed and kept in closed garbage containers and all operating areas shall be kept in a safe, neat, clean and orderly manner at all times and in such manner as to minimize any hazards. Garbage containers and temporary restroom facilities must be in place before any construction starts.

M. Construction

Before any construction project begins on the airport, the contractor or his/her designated project supervisor will be required to attend a one hour training class on Airport Familiarization and Safety. The contractor is required to have in place one port a potty and one enclosed refuse dumpster prior to the start of construction per City Building Ordinance. The Airport Manager or his designee will attend the pre-inspection meeting to discuss the operations at the Airport. Attendance at the post inspection by the Airport designee will also be required before any final inspection is approved.

N. Special Events

Special events include but are not limited to the following:

Air shows	War bird shows
Balloon festivals	Fly-in meets
Air races	Parachute team demonstrations

These special events require written permission and approval from the Airport Manager.

O. Noise Sensitive Areas

In addition to complying with FAA regulations for minimum altitude over flights, all pilots must avoid over flight, per FAA FAR Part 91.119, over the residential sections of St. George City. Pilots are expected to use good judgment and flight procedures that result in minimum noise over sensitive areas such as Zion National Park located 20 NM north east of the Airport.

SELF-SERVICES

The owner of an aircraft located on the airport is permitted to wash, in designated wash areas only, or perform minor repair to his/her own aircraft, provided there is no attempt to perform such services for others. Washing of aircraft is not allowed on any ramp area without prior approval from the Airport Manager or designee.

REVENUE PRODUCING COMMERCIAL ACTIVITIES

No person shall utilize the airport or any portion thereof for revenue producing commercial activities or solicit business or funds for any business or activity except as permitted under the terms of an existing lease or, if such activity does not require a lease, by written permission of the Airport Manager. Failure to fully comply with the Minimum Standards for Commercial Operators as adopted by the City Council from time to time shall be a basis for revocation of the right to utilize the airport for these purposes.

STORAGE AND MAINTENANCE

Aircraft storage hangars shall be used for aircraft storage only unless there is prior written approval of the Airport Manager. Storage in connection with commercial activities performed in the hangars shall be with prior written approval of the Airport Manager. No uncovered trash containers shall be maintained in any outside area, and areas to be used for trash or garbage containers shall be only those areas designated by the Airport. All hangars and other premises on the airport shall be maintained in a condition as to repair, cleanliness and general maintenance that is equal to the level of maintenance maintained by the city in comparable areas. Fuel and oil storage facilities must be approved by and in a location designated by the Airport Manager. Such storage shall comply with any regulations adopted pursuant to the Airports Commercial Standards, Rules and Regulations, as well as applicable federal, state and local fire codes pertaining to fire safety, including, but not limited to, the City Building Code, and the Uniform Fire Code.

STRUCTURE DESIGN

In order to assure an aesthetic appearance and harmonious design of airport improvements, new construction and remodeling or repainting of existing structures shall comply with the Airport Building Standards.

COMMERCIAL STANDARDS

In addition to compliance with the regulations set forth herein, the City Council has adopted Minimum Standards for Commercial Operations at the airport to carry out the purposes of this chapter and serve the best interests of the city. Such standards shall be made available to all members of the public, both at the city recorder's office and at the airport administration office. Failure to comply with such standards shall be considered a violation of this chapter, and the Airport Manager may deny the use and privileges of the airport to any such violator, subject to the appeal rights contained in the Enforcement; Appeal section of this chapter.

ENFORCEMENT; APPEAL

The primary concern of Airport Management is the safe and efficient operations of the Airport. Please refer to the Airport Certification Manual, Appendix 6, page 3 of 13, for *Consequences of Non Compliance* as outlined by the FAA.

A. Citations

The City may issue citations for violations of this chapter, including the rules and regulations contained in this chapter, and/or promulgated pursuant to the Commercial Standards of this Chapter. The city may take enforcement action as set forth herein or it may initiate legal action as it may deem appropriate.

B. Appeal

Any person, who feels aggrieved by staff enforcement of this chapter, rules and regulations promulgated hereunder, or the Minimum Standards for Commercial Operations promulgated hereunder, may appeal to the Public Works Department in writing, setting forth the specific grievance in detail. After evaluation of all facts on the matter, the Public Works Department shall rule on the matter. Appeal of the Public Works Department decision may be made in writing to the City Manager, who after due consideration, shall rule on the matter. Final appeal may be made to the Mayor and City Council. The sole exception to the appeal process herein provided shall apply to criminal citations under state or city traffic law and emergency or safety issues.