



RED BLUFF MUNICIPAL AIRPORT

OPERATING RULES & REGULATIONS

AND

***MINIMUM STANDARDS FOR AIRPORT
AERONAUTICAL SERVICE PROVIDERS***

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PREFACE

The City of Red Bluff as owner of a Federally obligated airport, "Red Bluff Municipal Airport", is responsible for instituting airport Rules and Regulations for the safe operation of the airport and instituting Minimum Standards for those wishing to provide public, private, or commercial aeronautical service at the Red Bluff Municipal Airport or within the airport operational area.

It has been generally acknowledged and proven by history that the development, updating, and enforcement of Airport Operating Rules & Regulations and Minimum Standards can diminish complaints by airport users and potential or existing aviation businesses.

The following airport Operating Rules & Regulations and Minimum Standards were prepared through the cooperative efforts of the Airport Commission, FAA, State Department of Aeronautics, City Council, Airport user groups, and the aviation business community.

OPERATING RULES & REGULATIONS

Section 1 – General

The Federal Aviation Administration (FAA) contends that it is the prerogative of the airport owner to impose Rules and Regulations for the operation and use of its airport and Minimum Standards for those wishing to engage in providing public, private, or commercial aeronautical service at the Red Bluff Municipal Airport or within the airport operational area. Two of the assurances given by the airport sponsor in exchange for Federal funding to assist in developing runways, taxiways, etc. at the airport address the obligation of establishing Minimum Standards. These assurances are:

1. Grant Assurance 22h – Imposes the obligation on the Airport operator to establish and enforce fair, equal and not unjustly discriminatory airport Rules and Regulations for the safe and efficient operation of the airport. Most Airport Operators codify the airport Rules and Regulations to ease enforceability. The FAA highly recommends the establishment and continual updating of the airport Rules and Regulations in the early stages of airport development.
2. Grant Assurance 22a – Imposes the obligation on the Airport operator to make the airport available for public use on fair and reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical use. It is therefore implicit upon the Airport operator, in the early stages of airport development, to establish Minimum Standards to be met by individuals or companies wishing to provide public, private, or commercial aeronautical service at the airport or within the airport operational area. The FAA fully supports the early development and continual updating of the Minimum Standards.

Section 2 – Minimum Standards as Conditions on Airport Users

Minimum Standards are intended to provide the threshold entry requirements for those wishing to provide public, private, or commercial aeronautical services at the airport. The Minimum Standards are established based upon the conditions at the individual airport, the existing and planned facilities at the airport, and the current and future aviation role of the airport. The prospective aeronautical service provider or fixed base operator (FBO) must agree to offer, whether specialized in services offered or providing a variety of aeronautical services, the minimum service levels will be specifically stated in the lease agreement or operation agreement which becomes the enforcement vehicle for the airport owner. Therefore the airport Minimum Standards establish the minimum requirements to be met by individuals and companies as a condition for the privilege of providing public, private, or commercial aeronautical service(s) at the airport.

1. The Minimum Standards:
 - a. Establish a template for safe tenant operations.

- b. Minimize exposure to claims of discrimination or unfair treatment by providers of aeronautical activities and users.
- c. Address environmental liability.
- d. Assure that prospective tenants are treated equally and without unjust discrimination.

The standards provide the operating and/or business foundation from which the airport manager can evaluate requests by individuals or businesses. FBO managers use the standards to develop their business plans and evaluate the potential profitability of locating at Red Bluff Municipal Airport, or renewing or expanding at their existing location.

2. Minimum Standards Review and Approval – The FAA does not officially endorse or approve Minimum Standards for their relevance or reasonableness, however, the Agency will make an official determination of their relevance or reasonableness when the effect of a standard denies access to a public-use airport. FAA’s determination should be limited to a judgment as to whether failure to meet the qualifications of the standard is a reasonable basis for such denial or the standard results in an attempt by application of Minimum Standards to create a monopoly or exclusive right.
3. Minimum Standards as Basis for Lease Negotiations – The City of Red Bluff will develop, publish, maintain, and apply Minimum Standards to be met by individuals or FBO’s in advance of negotiations with any prospective tenant or FBO.

Section 3 – Provision of Aeronautical Services

Red Bluff Municipal Airport is a general aviation facility providing service to a broad spectrum of public and private uses. The goal of the City of Red Bluff is to provide the highest level of aeronautical services at the most reasonable possible cost to make the Red Bluff Municipal Airport as financially self-sustaining as possible.

Basic aeronautical services shall be provided at Red Bluff Municipal Airport under the terms of a contractual agreement with a private FBO with the understanding that an FBO could provide a broad range of services, i.e., airport maintenance, operations and management responsibilities. As demand for products and services grow under this arrangement and other parties desiring to provide aeronautical services enter the airport, the airport manager will review the need for the duplication of services performed by the FBO on behalf of the City to determine their financial impact.

Section 4 – Purpose of Minimum Standards

Minimum Standards affect the operation of airports and its users. The implementation of these standards will aid in the orderly growth and development of airport services. The following are some examples of the affect of Minimum Standards:

1. Affect on Airport Management – Implementation of airport Minimum Standards will assist airport management by:

- a. Establishing uniform requirements and their application to all prospective operators and users.
 - b. Maintaining compliance with federal and state grant assurances.
 - c. Maintaining the orderly and efficient development of an airport and the airport's public, private, or commercial aeronautical service.
 - d. Establishing a consistent level for entry into an aeronautical service.
 - e. Avoiding conflicts and relieving political pressures.
2. Affect on Fixed Operators – Implementation of airport Minimum Standards will assist privately-owned and operated FBO's by:
- a. Establishing balanced, fair, and consistent entry level requirements for all aeronautical services (a level playing field).
 - b. Allowing the airport to develop to its full potential to enhance business and customer demand for products and services.
 - c. Avoid conflicts with airport management, sponsors and other FBO's.
 - d. Establish basis for business plan.
3. Minimum Standards are designed to:
- a. Ensure adequate services and facilities provided by an FBO meet the need of the airport users.
 - b. Encourage development of the airport and its activity.
 - c. Be sensitive to the total investment or expenditure required to meet the standards.

Section 5 – Federal Grant Obligations

Grant obligations involve several distinct requirements. The following issues are most often referred to in lease negotiations.

1. Airport Use and Availability – The sponsor of any airport developed with Federal grant assistance is required to operate it for the use and benefit of the public and to make it available to all types and kinds of aeronautical activity on fair and reasonable terms and without unjust discrimination.
2. Terms Imposed on FBO's and Airport Users – The terms imposed on those who use the airport and its services, including rates and charges, must be fair, reasonable, and applied uniformly without unjust discrimination, whether by the sponsor or an FBO, who has been granted rights to offer services or commodities normally required at an airport. Furthermore, each FBO at any airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other FBO's making the same or similar uses of such airport using the same or similar facilities.
3. Negotiation is Key – It is ultimately the airport owner's responsibility under Federal obligations to make the airport as self-sustaining as possible. It is also the airport owner's responsibility to ensure that the rates and charges are fair and uniformly applied.

Section 6 – Rules and Regulations

The implementation of Rules and Regulations in addition to Minimum Standards provides the airport owner with added control of certain activities as necessary for the safety, preservation of facilities and protection of public interests. Among those activities are:

1. The use and storage of paints, dopes, and thinners.
2. Storage and transport of aviation fuels and self-fueling.
3. Restraints on the use of washing solvents.
4. Weight limitations on trucks and other vehicles using airport roads and paved areas as well as aircraft weight limitations on runways, taxiways and aprons.
5. Time limits on clearing non-airworthy aircraft, wreckage, or unsightly major components.
6. Environmental restrictions and protections.
7. Restraints on non-aeronautical vehicle parking and storage on the airport.
8. The operation and storage of fueling vehicles and equipment on the airport.
9. On-airport aircraft, ground vehicle, ultra light, and radio control model traffic rules.

Section 7 – Flying Clubs

Flying clubs are nonprofit entities organized for the express purpose of providing its members with any number of aircraft for their personal use and enjoyment only. Aircraft must be vested in the name of the club or owners on a pro-rata share. The club may not derive greater revenue from the use of the aircraft than the cost to operate, maintain and replace the aircraft. A flying club qualifies as an individual under the grant assurances and, as such, has the right to fuel and maintain the aircraft with its members. The airport owner has the right to require the club to furnish documents such as insurance policies, and maintain a current list of members as reasonably necessary to ensure that the club is a nonprofit organization rather than an FBO masquerading as a flying club.

MINIMUM STANDARD REQUIREMENT FOR AIRPORT AERONAUTICAL SERVICES

Section 1 – Preamble and Policy

The City of Red Bluff being the owner and in a position of responsibility for the administration of the Red Bluff Municipal Airport does hereby establish the following Policy as Minimum Standards:

The Minimum Standards are intended to be the threshold entry requirements for those wishing to provide public, private, or commercial aeronautical services to the public and to insure that those who have undertaken to provide commodities and services as approved are not exposed to unfair or irresponsible competition. These Minimum Standards were developed taking into consideration the aviation role of the Red Bluff Municipal Airport, facilities that currently exist at the Airport, services being offered at the Airport, the future development planned for the Airport and to promote fair competition at Red Bluff Municipal Airport. The uniform application of these Minimum Standards, containing the minimum levels of service that must be offered by the prospective service provider, relates primarily to the public interest and discourages substandard and unsafe entrepreneurial operations, thereby protecting both the established aeronautical activity and the Red Bluff Municipal Airport patrons.

Section 2 – Definitions

Aeronautical Activity means any activity conducted at airports which involves, makes possible or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations. These activities include, but are not limited to air taxi and charter operations, pilot training, aircraft renting, sightseeing, aerial photography, crop dusting, aerial advertising, aerial surveying, air carrier operations, ultralight operations, aircraft sales and services, sale of aviation petroleum products, repair and maintenance of aircraft, or sale of aircraft parts and aircraft storage.

Aeronautical Service means any service which involves, makes possible or is required for the operation of aircraft, or which contributes to or is required for the safety of aircraft operations commonly conducted on the airport by a person who has a lease from the airport owner to provide such service.

Airport means the Red Bluff Municipal Airport, and all of the property, buildings, facilities and improvements within the exterior boundaries of such airport as it exists on the Airport Layout Plan or as it may hereinafter be extended, enlarged or modified.

FAA means the Federal Aviation Administration.

FAR means Federal Aviation Regulation.

FBO means any aviation business or Fixed Base Operator duly licensed and authorized by written agreement with the airport owner to provide aeronautical activities at the airport under strict compliance with such agreement and pursuant to these regulations and standards.

Flying Club means a non-commercial organization established to promote flying, develop skills in aeronautics, including pilotage, navigation, and awareness and appreciation of aviation requirements and techniques. See the Airport Rules and Regulations for Requirements.

Fuel any petroleum product used to power an aircraft.

Fueling Operations means the dispensing of aviation fuel into aircraft.

Fuel Vendor means an individual or entity engaged in selling or dispensing aviation fuel to aircraft other than that owned or leased by the entity.

Fueling Operations Permit means a permit issued by the Airport Manager to a person or entity that dispenses aviation fuel within the operational area of the Red Bluff Municipal Airport (see Appendix C). There are two types: (1) Fuel Vendor's Permit; and (2) Self-fueling Permit.

Landside means all buildings and surfaces on the airport used by surface vehicular and pedestrian traffic.

Large Aircraft is an aircraft of more than 12,500 pounds maximum certified takeoff weight or turboprop and turbojet aircraft.

Lease means a written agreement established on a minimum basis of thirty (30) days wherein the Lessee shall have full control over the scheduling and use of aircraft and the aircraft is insured as required by these Minimum Standards for the use of the aircraft by Lessee.

Manager means the Airport Manager or his/her designee.

Minimum Standards means the standards that are established by the airport owner as the minimum requirements to be met as a condition for the right to conduct an aeronautical activity on the airport.

NFPA means the National Fire Protection Association.

NOTAM means a Notice to Airmen published by the FAA.

Owner means the City of Red Bluff or group providing anyone or a combination of aeronautical services to or for aviation users at the Airport.

Persons mean an individual, corporation, government or governmental subdivision, partnership, association, or any other legal entity.

Ramp Privilege means the driving of a vehicle upon an aircraft parking ramp on the airside of the airport to deliver persons, cargo or equipment to an aircraft as a matter of convenience or necessity.

Self-fueling operator means a permitted person who dispenses aviation fuel to aircraft owned by such person, or leased from others and operated by such person.

Unicom means a non-governmental communication facility that provides airport advisory information.

Section 3 – Minimum Standards for all FBO's

The following shall apply to all prospective aeronautical service providers wishing to become FBO's at the Red Bluff Municipal Airport:

1. Leases shall be for a term to be mutually agreed upon between the parties with due consideration for the financial investment and the need to amortize improvements to the leasehold.
2. A person shall have such business background and shall have demonstrated their business capability to the satisfaction of, and in such manner as to meet with the approval of the City of Red Bluff (see Appendix B).
3. The prospective FBO shall have their premises open and services available as necessary to meet service demands during the appropriate operating hours.
4. All prospective FBO's shall demonstrate to the City of Red Bluff's satisfaction, evidence of its ability to acquire insurance coverage as stipulated for each particular type of operation. An FBO should make its own analysis to determine if more is needed. However, such policies of insurance shall be maintained in full force and effect during all terms of existing leases, agreements or business licenses or renewals or extensions thereof with a 30-calendar day notice of cancellation to City of Red Bluff. Such policies shall not be for less than the amounts listed in Appendix A however, in all cases, amounts of policies must meet the statutory requirements of applicable governmental agencies and be approved by the City of Red Bluff.

Section 4 – Application and Qualifications

Demonstration of intent to conduct a business operation at the Airport shall be by application to the City of Red Bluff. The written application shall contain at the minimum:

1. The proposed nature of the business. A business plan may be used to express the proposed nature of the business (see a business plan outline in Appendix B).
2. The signatures of all parties whose names are being submitted as owning an interest in the business or will appear on leases or other documents as being a partner, director or corporate officer and those that will manage the business.

3. Preliminary plans, specifications and dates for any improvements, which the applicant intends to make on the Airport as part of the activity for which approval is sought. Applicant must comply with appropriate review procedures, operating rules & regulations, minimum standards for airport aeronautical service providers, and applicable City of Red Bluff requirements.
4. Proof of general and comprehensive liability coverage for the business operation, flight operations, itinerant aircraft and operators and premises insurance as appropriate for the proposed operations.
5. Such other information as the City of Red Bluff may require.

Section 5 – Action on Application

All applications will be reviewed and acted upon by the City of Red Bluff within 90 days from the receipt of the application. Applications may be denied for one or more of the following reasons:

1. The applicant does not meet qualifications, standards and requirements established by these Minimum Standards.
2. The applicant's proposed operations or construction will create a safety hazard on the Airport.
3. The granting of the application will require the expenditure of local funds, labor or materials on the facilities described in or related to the application, or the operation will result in a financial loss to the City of Red Bluff.
4. There is no appropriate or adequate available space or building on the Airport to accommodate the entire activity of the applicant.
5. The proposed operation, airport development or construction does not comply with the approved Airport Layout Plan.
6. The development or use of the area requested will result in a congestion of aircraft or buildings, or will result in unduly interfering with the operations of any present fixed base operator on the Airport, such as problems in connection with aircraft traffic or service, or preventing free access and egress to the existing fixed base operator area, or will result in depriving, without the proper economic study, an existing fixed base operator of portions of its leased area in which it is operating.
7. Any party applying, or interested in the business, has supplied false information, or has misrepresented any material fact in the application or in supporting documents, or has failed to make full disclosure on the application.
8. Any party applying, or having an interest in the business, has a record of violating the Rules, or the Rules and Regulations of any other Airport, Civil Air Regulations, Federal Aviation Regulations, or any other Rules and Regulations applicable to this or any other Airport.

9. Any party applying or having an interest in the business has defaulted in the performance of any lease or other agreement with the City of Red Bluff or any lease or other agreement at any other airport.
10. The applicant does not have the necessary finances to conduct the operation being proposed.
11. The applicant has been convicted of any crime, or violated any local ordinance rule or regulations, which reflect on the proponent's ability to conduct the FBO operation applied for.

Section 6 – Aircraft Sales

Statement of Concept

1. An aircraft sales FBO engages in the sale of new and/or used aircraft through franchises or licensed dealerships and provides such repair, services, and parts as necessary to meet any guarantee or warranty on aircraft sold.
2. The purchasing and selling of used aircraft through various methods including matching potential purchasers with an aircraft (brokering), assisting a customer in the purchase or sale of an aircraft, or purchasing used aircraft and marketing them to potential purchasers.

Minimum Standards

1. The FBO engaged in the sale of new or used aircraft shall provide necessary and satisfactory arrangements for repair and servicing of aircraft for the duration of any sales guarantee or warranty period. The FBO engaged in the business of selling new aircraft shall have the availability of a representative sample of the product.
2. The FBO shall have in his employ or available, during the appropriate business hours, trained personnel in such numbers as are required to meet the Minimum Standards set forth in an efficient manner. The FBO shall also maintain, during all business hours, a responsible person in charge to supervise the operations in the leased area with the authorization to represent and act for and on behalf of the FBO, and provide check ride pilots for aircraft sold.

Section 7 – Aircraft Airframe, Engine and Accessory Maintenance Repair

Statement of Concept

An Aircraft airframe, engine and accessory maintenance and repair FBO provides one or a combination of airframe, engine and accessory overhauls and repair services on aircraft up to and may include business jet aircraft and helicopters. This category shall also include the sale of aircraft parts and accessories.

Minimum Standards

1. The FBO shall have available sufficient equipment, supplies, manuals and availability of parts equivalent to that required for certification by the FAA.
2. The FBO shall have in his employ or available, during the appropriate business hours, trained personnel in such numbers as are required to meet the Minimum Standards set forth in this category of services in an efficient manner, but never less than one person currently certificated by FAA with ratings appropriate to the work being performed and who holds a mechanic certification with an airframe, power plant or an authorized aircraft inspector rating.

Section 8 – Aircraft and/or Ultralight Vehicle Lease and RentalStatement of Concept

An aircraft and/or ultralight vehicle lease or rental FBO engages in the rental or lease of aircraft and/or ultralight vehicle to the public.

Minimum Standards

Aircraft:

1. The FBO shall have available for rental, either owned or under written lease to FBO a sufficient number of certified and currently airworthy aircraft.
2. The FBO shall have in his employ or available during the appropriate business hours, a minimum of one person having a current FAA commercial pilot certificate with appropriate ratings, including instructor rating.

Ultralight Vehicles:

1. The FBO shall have available for rental, either owned or under written lease to the FBO, one approved two-place ultralight vehicle.
2. The FBO shall have in his employ or available during the appropriate business hours, a minimum of one person having a current FAA commercial pilot certificate or an Advanced Flight Instructor's (AFI) rating from the United States Ultralight Association (USUA).

Section 9 – Flight TrainingStatement of Concept

A flight training FBO engages in instructing pilots in dual and solo flight training, in fixed and/or rotary wing aircraft, and provides such related ground school instruction as is necessary preparatory to taking a written examination and flight check ride for the category or categories of pilots' licenses and ratings involved.

Minimum Standards

1. The FBO shall have available for use in flight training, either owned or under written lease to FBO, an airworthy aircraft, to meet the minimum requirements of the flight instruction provided.
2. The FBO shall have available at least one flight instructor who has been properly certificated by the FAA to provide the type of training offered.

Section 10 – Aircraft Fuels and Oil ServiceState of Concept

An aircraft fuels and oil service FBO provides aviation fuels, lubricants and other services supporting itinerant aircraft operations and operations of aircraft based on or off the airport.

Minimum Standards

Except as otherwise provided in any agreement between FBO and the City, an FBO conducting aviation fuel and oil sales or service to the public on the airport shall be required to provide the following services and equipment:

1. Full range of aviation fuels as appropriate to meet the demands of the airport as determined by the City.
2. An adequate inventory of generally accepted grades of aviation engine oil
3. Fixed and mobile fuel dispensing equipment, meeting all applicable Federal, State, and City requirements for each type of fuel dispensed.
4. Adequate bonding wires that are properly maintained on all fueling equipment to reduce the hazards of static electricity.
5. An adequate supply of certified fire extinguishers properly located and other precautions and/or equipment required by applicable fire codes.
6. Unless provided by the airport owner, the FBO shall have a fixed fuel storage system that shall contain safety fixtures and filtration systems to ensure airline-type quality. The system shall be required to have at least 12,000 gallons of storage for each type of fuel the FBO if required to provide. The storage system must include adequate fuel spill prevention features and containment capabilities, together with an approved fuel Spill Prevention Countermeasures and Control Plan (SPCC), as applicable.
7. Payment of a fuel flowage fee is required for all fueling operations in excess of 50 gallons whether it is for public or private use.

8. The safe storage and handling of fuel in conformance with all Federal, State, County requirements and fire codes pertaining to safe storage and handling of fuel.

9. The lawful and sanitary handling and timely disposal, away from the Airport, of all solid waste, regulated waste, and other materials including, but not limited to, used oil, solvents, and other regulated waste. The piling and storage of crates, boxes, barrels, and other containers will not be permitted within the leased premises.

10. Permanent restroom facilities for personnel and customers.

11. Auto parking for customers and employees.

12. A flight planning area with appropriate work areas, communication facilities, directories and all items necessary for complete flight planning .

13. A pilot lounge and waiting area for transition of air passengers to ground transportation and vice versa.

Section 11 – Avionics, Instruments or Propeller Repair Station

Statement of Concept

An Avionics, instrument, or propeller repair station FBO engages in the business of and provides a shop for the repair of aircraft avionics, propellers, instruments, and accessories for general aviation aircraft. This category may include the sale of new and used aircraft avionics, propellers, instruments, and accessories. The FBO shall hold the appropriate repair station certificates issued by FAA for the types of equipment sold, serviced or installed.

Minimum Standards

The FBO shall have in his employ or available during the appropriate business hours trained personnel in such numbers as are required to meet the Minimum Standards set forth in this category in a efficient manner but never less than one person who is an FAA rated radio, instrument or propeller repairman.

Section 12 – Aircraft Charter and Air Taxi

Statement of Concept

An unscheduled, or scheduled air charter or air taxi FBO engages in the business of providing air transportation (persons or property) to the general public for hire, on an unscheduled or scheduled basis under Code of Federal Regulations CFR 14 Part 135 of the Federal Aviation Regulations.

Minimum Standards

1. The FBO shall provide, either owned or under written lease type, class, size, and number of aircraft intended to be used by the FBO, which meet the requirements of the air taxi commercial FBO certificate held by the FBO. Multi-engine aircraft shall be certified for instrument operations.

2. The FBO shall have in his employ or available during the appropriate business hours trained personnel in such numbers as are required to meet the Minimum Standards set forth in this category in an efficient manner but never less than one person who is an FAA certified commercial pilot and otherwise appropriately rated to permit the flight activity offered by FBO.

Section 13 – Aircraft StorageStatement of Concept

An aircraft storage FBO engages in the rental of conventional hangars or multiple T-hangars.

Minimum Standards

1. The conventional hangar FBO shall have his facilities available for the tenant's aircraft removal and storage on a continuous basis.

2. The FBO shall have in his employ or available personnel trained to meet all requirements for the storage and handling of aircraft including the appropriate equipment.

Section 14 – Specialized Commercial Flying ServicesState of Concept

1. A specialized commercial flying services FBO engages in air transportation for hire for the purpose of providing the use of aircraft for the following activities:

- a. Non-stop sightseeing flights that begin and end at the same airport.
- b. Crop dusting, seeding, and spraying.
- c. Banner towing and aerial advertising.
- d. Aerial photography or survey.
- e. Power line or pipeline patrol.
- f. Fire fighting.
- g. Any other operations specifically excluded from Part 135 of the Federal Aviation Regulations.

Minimum Standards

1. The FBO shall lease from the City an area or building sufficient to accommodate all activities and operations proposed by the FBO. The minimum areas in each instance shall be subject to the approval of the City. In the case of crop dusting or aerial application, the FBO shall make suitable arrangements and have such space available in his lease area for safe loading and unloading and storage and containment of chemical materials. All FBO's shall demonstrate that they have the availability of aircraft suitably equipped for the particular type of operation they intend to perform.

2. The City shall set the minimum insurance requirements as they pertain to the particular type of operation to be performed. These minimum requirements shall be applicable to all operations of a similar nature. All FBO's will, however, be required to maintain the Aircraft Liability Coverage as set forth for all FBO's.

3. The FBO shall have in his employ or available, during appropriate business hours, trained personnel in such numbers as may be required to meet the Minimum Standards herein set forth in an efficient manner.

4. The FBO must provide, by means of an office or a telephone, a point of contact for the public desiring to utilize FBO's services.

Section 15 – Multiple ServicesStatement of Concept

A multiple services FBO engages in any two or more of the aeronautical services for which Minimum Standards have been herein provided.

Minimum Standards

1. The FBO shall comply with the aircraft requirements, including the equipment thereon for each aeronautical service to be performed except that multiple uses can be made of all aircraft owned or under lease by FBO.

2. The FBO shall provide the facilities, equipment and services required to meet the Minimum Standards as herein provided for all aeronautical service the FBO is performing.

3. The FBO shall obtain, as a minimum, that insurance coverage which is equal to individual insurance requirements of all aeronautical services being performed by FBO.

4. The FBO shall have in his employ or available, during the appropriate business hours, trained personnel in such numbers as are required to meet the Minimum Standards for each aeronautical service the FBO is performing as herein provided. Multiple responsibilities may be assigned to meet the personnel requirements for each aeronautical service being performed by the FBO.

Section 16 – Flying Clubs

See requirements for Flying Clubs in Airport Rules and Regulations, Article I, Section 7.

Section 17 – FBO’s Subleasing From Another Commercial FBO

Prior to finalizing an agreement, the lessee and sublessee shall obtain the written approval of the City for the business proposed. Said sublease shall define the type of business and service to be offered by the sublessee FBO.

The sublessee FBO shall meet all of the Minimum Standards established by the City for the categories of services to be furnished by the FBO. The Minimum Standards may be met in combination between lessee and sublessee. The sublease agreement shall specifically define those services to be provided by the lessee to the sublessee that shall be used to meet the standards. Failure of original FBO to obtain written approval from the City is considered a breach of contract.

Section 18 – Environmental

Any FBO, person, party, firm or corporation operating on this airport must comply with all federal, state and local environmental requirements