CHANDLER MUNICIPAL AIRPORT

RULES AND REGULATIONS, 2006

July 24, 2006

Note: These rules and regulations were adopted pursuant to Ordinance No. 3767 on July 24, 2006, and became effective 30 days thereafter. They amend and revise previously existing rules and regulations known as "Chandler Municipal Airport Rules and Regulations, 2000, which were adopted on February 24, 2000.

Table of Contents

PART I: GENERAL PROVISIONS

ARTICLE 1. DEFINITIONS 1

ARTICLE 2. PURPOSE AND APPLICATION 4

Section 2.1 Purpose of Rules and Regulations 4
Section 2.2 Application of Minimum Operating Standards for Commercial Activity 4
Section 2.3 Conflicting Laws, Ordinances, Regulations and Contracts 4

ARTICLE 3. GENERAL USE OF THE AIRPORT

Section 3.1 Responsible Party 5
Section 3.2 Use of Airport Facilities 5
Section 3.3 Closing of Airport 5
Section 3.4 Aircraft Parking 5
Section 3.5 Aircraft Maintenance Areas (reserved) 6
Section 3.6 Aircraft Maintenance and Self-services 6
Section 3.7 Major Aircraft Alterations and Repair 6
Section 3.8 Wash Rack (reserved) 6
Section 3.9 Passenger Transfer Area(s) 6
Section 3.10 Smoking Areas 6
Section 3.11 Restricted Areas 7
Section 3.12 Access Code or Device 7
Section 3.13 Maintenance of Airport Property 7
Section 3.14 Interference with Utilities and Systems 7
Section 3.15 Waste Receptacles and Disposal 7
Section 3.16 Model Aircraft, Kites, Fireworks, etc. 7
Section 3.17 Commercial Photography 7
Section 3.18 Advertisements 8
Section 3.19 Animals 8
Section 3.20 Firearms, Explosives, etc. 8
Section 3.21 Intoxicating Liquors 8
Section 3.22 Property Damage, Injurious or Detrimental Activities 8
Section 3.23 Alteration of Airport Property 8
Section 3.24 Lost Articles 8
Section 3.25 Abandoned Property 9
Section 3.26 Flying Clubs 9

ARTICLE 4. AIRCRAFT RULES 10
Section 4.1 Landing and Takeoff of Aircraft 10
Section 4.2 Aircraft Wingspan & Weight Restrictions 10
Section 4.3 Requested Noise Abatement Practices 10
Section 4.4 Traffic Pattern Altitudes 11
Section 4.5 Disabled Aircraft 11
Section 4.6 Negligent Operation of Aircraft 11
Section 4.7 Required Aircraft Equipment 11
Section 4.8 Motorless Aircraft or Ultralight Vehicles 11
Section 4.9 Running of Aircraft Engines, Exhaust, Propeller Blast or Rotorwash 11
Section 4.10 Taxiing of Aircraft 12
Section 4.11 Common Traffic Advisory Frequency 12
Section 4.12 Accident Reports 12
Section 4.13 Refusal of Clearance or Use 12
Section 4.14 Interfering or Tampering with Aircraft 12

ARTICLE 5. VEHICLES, PEDESTRIANS, ETC. 13
Section 5.1 General Requirements 13
Section 5.2 Licensing, Registration and Insurance 13
Section 5.3 Control of Vehicles 13
Section 5.4 Speed Limits 13
Section 5.5 Vehicles Operating on Runway and Taxiways 13
Section 5.6 Airport Vehicle and Pedestrian Access Control 14
Section 5.7 Airport Perimeter Road 14
Section 5.8 Authority to Remove Vehicles 14
Section 5.9 Bicycles and Miscellaneous Vehicles 14
Section 5.10 Motor Homes, Boats, Trailers and Recreational Vehicles 14
Section 5.11 Accidents 15
Section 5.12 Careless Operation, Driving While Intoxicated, etc. 15
Section 5.13 Parking Restrictions 15
Section 5.14 Volunteer Assistance 15
Section 5.15 Pedestrians in the Airside Area 15
Section 5.16 Vehicle Repair 16

ARTICLE 6. FUELING, FLAMMABLE FLUIDS, AND SAFETY 17
Section 6.1 Fuel Safety 17
Section 6.2 Storage of Aircraft Fuel Trucks, Trailers and Other Aircraft Refueling Devices 17
Section 6.3 Aircraft Fueling Locations 17
Section 6.4 Maintenance of Fuel Servicing Vehicles 17
Section 6.5 Open Flame 17
Section 6.6 Removal of Gas, Oil, Grease, Aircraft Washing Effluent, etc. 18
Section 6.7 Lubricating Oils 18
Section 6.8 Fire Extinguishers 18
Section 6.9 Moveable Fuel Storage Tanks 18
Section 6.10 Self-fueling/Defueling 19
Section 6.11 Vehicle Fuel 19

ARTICLE 7. WAIVER OF RULES & REGULATIONS 20
Section 7.1 Waiver of Rules and Regulations 20

PART II: AIRPORT MINIMUM OPERATING STANDARDS

ARTICLE 8. COMPLIANCE WITH MINIMUM OPERATING STANDARDS 21
Section 8.1 Application of Minimum Operating Standards 21
Section 8.2 Multiple Activities by One Commercial Aviation Operator 21

ARTICLE 9. PERMIT APPLICATION PROCESS 22
Section 9.1 Applications 22
Section 9.2 Review Process; Denial 23
Section 9.3 Appeal Process 24
Section 9.4 Temporary Aeronautical Services Permit 24

ARTICLE 10. GENERAL PERMIT MATTERS 25
Section 10.1 General Permit Provisions 25
Section 10.2 Permit Display 25
Section 10.3 Fees 25
Section 10.4 No Exclusivity 25
Section 10.5 Duration of Permit; Non-transferability; Revocation 25

ARTICLE 11. INSURANCE 26
Section 11.1 General Insurance Requirements 26
Section 11.2 Indemnification 27

ARTICLE 12. GENERAL OPERATIONAL REQUIREMENTS 28
Section 12.1 Taxiway Access 28
Section 12.2 Rates and Charges 28
Section 12.3 Personnel, Subtenants and Invitees; Control and Demeanor 28
Section 12.4 Vehicle Identification 28

ARTICLE 13. FIXED BASE OPERATOR (FBO) 29
Section 13.1 Requirements for the FBO 29
Section 13.2 Subcontracting Restrictions 29
Section 13.3 Land Leased for Aircraft Operating Area 29
Section 13.4 Personnel Qualification Requirements 30
Section 13.5 Hours of Operation 30
Section 13.6 Minimum Requirements of FBO Services 30
Section 13.7 Insurance 31

ARTICLE 14. SPECIALIZED AVIATION SERVICE OPERATORS (SASO) 32
Section 14.1 SASO Activities 32
Section 14.2 General Requirements 32
Section 14.3 Hangar/Shade Leasing Services SASO 32
Section 14.4 Aircraft Sales Services SASO 33
Section 14.5 Aircraft Maintenance and Repair Services SASO 34
Section 14.6 Aircraft and/or Ultralight Vehicle Leasing or Rental SASO 35
Section 14.7 Flight Training Services SASO 36
Section 14.8 Specialized Aircraft Repair Services and Sales SASO 36
Section 14.9 Aircraft Charter and Air Taxi SASO 37
Section 14.10 Specialized Commercial Flying Services SASO 38
Section 14.11 Aircraft Management Services SASO 39
Section 14.12 Mobile Aircraft Washing and Detailing Services SASO 39
Section 14.13 Mobile Aircraft Maintenance and Repair SASO 40
Section 14.14 On-Airport Rental Car Concession SASO 40
Section 14.15 Reserved 41
Section 14.16 Charter Brokerage Services SASO 41

PART I: GENERAL PROVISIONS

ARTICLE 1. DEFINITIONS

The following words and phrases, whenever used in these Rules and Regulations shall be construed as defined in this article unless from the context a different meaning is intended, or unless a different meaning is specifically defined and more particularly ascribed to the use of such words or phrases. All definitions contained in 49 U.S.C. § 40101 *et seq.* (hereinafter cited as the "FAA Act"), all amendments, and any implementing regulations shall be considered as included herein; and all such definitions shall be interpreted on the basis and intention of the FAA Act and amendments thereto unless from the context a different meaning is intended, or unless a different meaning is specifically defined or more particularly ascribed to the use of such words or phrases.

Aeronautical activity means any activity or service which involves, makes possible, or is required for the operation of aircraft, or contributes to, or is required for, the safety of such operations. "Aeronautical activities" include, but are not limited to, charter operations (under either Federal Aviation Regulation [FAR] Part 121 or 135), charter brokerage, aircraft hangar leasing, pilot training, aircraft rental and sight-seeing, aerial photography, crop dusting, fire suppression, aerial advertising and surveying, aircraft sales, leasing and servicing, aircraft management, and sale of aviation petroleum products, whether or not conducted in conjunction with other included activities which have a direct relationship to the operation of aircraft, repair and maintenance of aircraft, sale of general aviation aircraft parts, and any other activities which because of their relationship to the operation of aircraft can appropriately be regarded as an "aeronautical activity."

Aeronautical business permit means a written permit issued by the airport manager that authorizes the permittee to conduct commercial aeronautical activity at the airport.

Air traffic means aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas. (*Aeronautical Information Manual [AIM])*

Aircraft means any device intended to be used, or designed to, navigate or fly in the air.

Aircraft fuel means all flammable liquids manufactured for the purpose operating a reciprocating or turbine engine.

Aircraft operation means an aircraft arrival at, or departure from, the airport.

Aircraft parking and storage areas means those hangar and apron locations of the airport designated by the airport manager for the parking and storage of aircraft.

Airport means all of the city-owned or leased real or personal property comprising Chandler Airport as now exists or as may hereafter be expanded and developed. "Airport" includes all of its facilities as shown on the most current airport layout plan.

Airport manager means the duly appointed manager of the airport or the manager's designee.

Airside means the area of the airport that is either contained within the airport perimeter fence, or which requires access through a building located on or adjacent to airport property, or which requires access through a controlled airport access point.

Based means located, hangared, tied down or headquartered with the intent to remain for an indefinite period of time. An aircraft will be considered "based" at the Chandler Municipal Airport if: (1) the owner physically locates at the airport with no present intention of removal and with the purpose to remain for an undetermined period; (2) whenever absent from the airport, its owner intends to return to the airport for permanent hangaring; and (3) its presence in the airport is something other than merely transitory in nature.

Based location means the location on the airport, which is listed as an aircraft's hangar, shade or tiedown location as registered with the airport manager.

Commercial activity means the conduct of any aspect of a business, concession or service in order to provide goods or services to any person for compensation. An activity is considered commercial activity regardless of whether the business is nonprofit, charitable, or tax-exempt.

Commercial aeronautical activity or *commercial aviation activity* means a form of commercial activity in which aeronautical activity is conducted in order to provide goods or services to any person for compensation.

Commercial aviation operator means a person who conducts commercial aeronautical activity at the airport.

Fixed base operator (FBO) means a commercial aviation operator who conducts that type of commercial aviation activity described in Article 13 of the Rules and Regulations.

Fuel handling means the transportation, delivery, draining of fuel or fuel waste products, and the fueling/defueling of aircraft.

Fuel storage area means any portion of the airport designated temporarily or permanently by the city as an area in which fuel may be stored or loaded.

General aviation means that portion of civil aviation, which encompasses all facets of aviation except air carriers holding a certificate of public convenience and necessity from the Civil Aeronautics Board and large aircraft commercial operators. *(AIM)*

Hazardous material means any chemical, substance, material, waste or similar matter defined, classified, listed or designated as harmful, hazardous, extremely hazardous, dangerous, toxic or radioactive, or as a contaminant or pollutant, or other similar term, by, and/or which is subject to regulation under, any federal, state or local environmental statute, regulation or ordinance presently in effect or that may be promulgated in the future, and as they may be amended from time to time.

Landside or *public area* means those areas normally used by the general public, including structures and devices such as roadways, sidewalks and terminal facilities that are maintained and kept at the airport for use by the general public.

Local aircraft operations means aircraft operating in the local air traffic pattern or within sight of the air traffic control tower, or aircraft known to be departing or arriving from flight in local practice areas or aircraft executing practice instrument approaches at the airport. *(AIM)*

Major aircraft alterations and repair means major alterations and repairs of the parts or of the types listed in FAR Part 43 Appendix A.a and A.b.

Movement area means the runways, taxiways and other areas of the airport, which require permission from air traffic control prior to entering. The designation of movement areas shall apply at all times including hours when the airport traffic control tower is closed.

Owner of an aircraft means a person whose name appears as an owner on the aircraft registration and who holds legal title to an aircraft, or any person having exclusive possession of an aircraft pursuant to a written lease for a minimum term of twelve (12) months.

Permittee means a commercial aviation operator who holds a valid and effective aeronautical business permit issued by the airport manager.

Person means any human being, any governmental or political subdivision or public agency, any public or private corporation, any partnership, any firm, association or other organization, any receiver, trustee, assignee, agent, or other legal representative of any of the foregoing or any other legal entity.

Preventive aircraft maintenance means maintenance that is not a major aircraft alteration or repair and does not involve complex assembly operations as listed in FAR Part 43 Appendix A.c, except that item 22 thereof, replacing prefabricated fuel lines, shall, for purposes of these regulations, be considered major aircraft repair.

Rules and Regulations means the Chandler Municipal Airport Rules and Regulations, 2006, including minimum operating standards for commercial aviation activity, or any amendments thereto.

Specialized aviation service operator (SASO) means a commercial aviation operator who conducts that type of commercial aviation activity described in Article 14 of the Rules and Regulations.

Staging area means open space immediately adjacent to a hangar.

Taxilane means the portion of the aircraft parking areas used for access between taxiways and aircraft parking positions. *(AC 150/5300-13)*

Taxiway means a defined path established for the taxiing of aircraft from one part of the airport to another.

Technical specialist means a technical representative of an aircraft manufacturer, aircraft engine manufacturer, aircraft appliance manufacturer, or a non-destructive inspection specialist.

Traffic pattern means the traffic flow that is prescribed for aircraft using the airport.

Vehicle means a device, except aircraft, in, upon, or by which any person or property is or may be propelled or moved. *(A.R.S. 28-101[52])*

Vehicle parking area means any portion of the airport designated and made available temporarily or permanently by the city for the parking of vehicles.

ARTICLE 2. PURPOSE AND APPLICATION

Section 2.1 Purpose of Rules and Regulations

The Rules and Regulations are intended for the safe, orderly and efficient operation of the airport, and apply to all persons using the airport, except as indicated in Section 2-2 below. (*FAA Order 5190.6A, Chapter 3, Section 4-7)*

Section 2.2 Application of Minimum Operating Standards for Commercial Activity

The provisions contained in Part II of the Rules and Regulations are additional requirements intended to apply only to any commercial aviation operator at the airport.

Section 2.3 Conflicting Laws, Ordinances, Regulations and Contracts

(a) Where there exists a conflict between any regulations or limitations prescribed in the Rules and Regulations, or between any such regulations or limitations and any other applicable regulations, the more stringent limitations or requirements shall govern and prevail.

(b) Compliance with these Rules and Regulations does not excuse failure to comply with any other applicable law.

ARTICLE 3. GENERAL USE OF THE AIRPORT

Section 3.1 Responsible Party

Persons accessing the airport shall be responsible for their own actions and the actions of any other person to whom they provide access, whether directly or indirectly, and shall defend, indemnify and hold harmless the city from any damages or losses resulting therefrom, including any fines levied against the city by the FAA.

Section 3.2 Use of Airport Facilities

(a) No person shall use the airport or its facilities except in conformity with these Rules and Regulations, applicable requirements of the Chandler City Code, and all other applicable state and federal laws, rules and regulations.

(b) No person shall engage in any aeronautical activity at the airport except in conformity with all Federal Aviation Administration regulations; the applicable provisions of Title 28, Chapter 12, Arizona Revised Statutes; the applicable provisions of the Chandler City Code; and these Rules and Regulations.

(c) No person shall conduct or operate any commercial aeronautical activity at the airport without first obtaining an aeronautical business permit which must be in effect at the time the commercial aeronautical activity is performed.

Section 3.3 Closing of Airport

In the event the airport manager believes conditions of the airport are unsafe for aircraft operations, it shall be within the manager's authority to close the entire airport or any part of the airport thereof. *(FAA Order 5190.6A, Chapter 4, Section 4-8e)*

Section 3.4 Aircraft Parking

(a) Tiedowns painted white are reserved tiedowns and shall not be used without the user first having obtained an approved lease agreement.

(b) Tiedowns painted yellow are transient tiedowns for the purposes of short-term or overnight parking. No person shall park an aircraft in a transient tiedown for a period greater than ten (10) consecutive calendar days. Aircraft parked longer than 10 days shall be relocated to a permanent tie down and charged the monthly tie down rate.

(c) No person shall park or allow to remain stationary any aircraft at the airport except within a designated aircraft parking and storage area. No person shall park an aircraft in a reserved aircraft parking and storage area without first having obtained an approved lease agreement. No person shall leave an aircraft parked in a shade or tiedown without first having secured the aircraft with chains or other approved fasteners in order to adequately tiedown the aircraft to pavement.

(d) If any aircraft is parked in violation of this section, or in the determination of the airport manager, presents an operational or safety hazard in any area of the airport, the airport manager may cause said aircraft, at the owner's/operator's expense and without liability for damage which may result in the course of such moving, to be delivered into the care of a representative of an FBO or SASO authorized to do business on the airport.

Section 3.5 Aircraft Maintenance Areas (reserved)

Section 3.6 Aircraft Maintenance and Self-services

(a) An aircraft owner is permitted to fuel, wash, paint and provide preventive aircraft maintenance only to the owner's own aircraft which is based at the airport at its based location *provided that* the owner complies with these regulations and all applicable laws and city code provisions. An aircraft owner may not perform such services on a commercial basis for others unless the owner holds a valid aeronautical business permit or a temporary aeronautical services permit.

(b) An owner of an aircraft based at the Airport may hire or allow a person, other than a commercial aviation operator holding a valid aeronautical business permit, to provide any of the services described in Section 3.6(a) or in Section 3.7 only if such services are provided (i) under the presence and direct supervision of the aircraft owner, (ii) at the based location of the aircraft at the airport, and (iii) in conformance with these regulations and all applicable laws and city code provisions. Where the services are provided for the benefit of the aircraft owner as a commercial activity, the individual shall be a direct employee (not independent contractor) of the aircraft owner, an FAA certified mechanic holding a temporary aeronautical services permit, or an approved technical specialist. (*FAA Order 5190.6A, Chapter 3, Section 2, 3-9.e)*

Section 3.7 Major Aircraft Alterations and Repair

Major aircraft alterations and repairs are prohibited on the airport except:

(a) By a person holding a valid aeronautical business permit for such activity; or

(b) By the owner of the aircraft under the provisions provided in these regulations. (*FAA Order 5190.6A, Chapter 3, Section 2.3-9e; FAR Part 43 Appendix A)*

Section 3.8 Wash Rack. (reserved)

Section 3.9 Passenger Transfer Area(s)

(a) No person shall enplane or deplane an aircraft operated for the purpose of commercial activity that has a seating capacity greater than eight (8) passenger, except in areas designated by the airport manager.

(b) The passenger transfer area(s) shall only be used for the following purposes:

(1) Safe and expeditious enplanement and deplanement of passengers on the airport; or

(2) Parking of commercial aircraft for a duration no longer than two (2) hours, unless otherwise deemed inconsistent with aviation safety by the airport manager.

(c) Additionally, no person shall repair any aircraft while it is parked in a designated passenger transfer area except for repairs necessary for the relocation of the aircraft.

Section 3.10 Smoking Areas

No smoking shall be permitted within fifty (50) feet of an aircraft, fuel truck and/or fuel storage area or where specifically prohibited by the City. *(U.F.C. Article 24, NFPA 407-2.7)*

Section 3.11 Restricted Areas

No person shall enter the airside area except: (1) As necessary for the lawful use of an aircraft thereon; (2) To conduct a permitted business activity; and (3) With the consent of the airport manager.

Section 3.12 Access Code or Device

Persons provided with either a code or access device for the purpose of obtaining access to the airport shall only use airport-issued codes/devices and shall not allow any other person to use such code or device nor divulge, duplicate, or otherwise distribute the same to any other person.

Section 3.13 Maintenance of Airport Property

All persons using any portions of the airport shall at all times maintain such premises in clean, serviceable, safe and operable condition and repair.

Section 3.14 Interference with Utilities and Systems

No airport tenant nor any other person shall do or permit to be done anything that may interfere with the effectiveness or accessibility of any public utility system, drainage system, sewer system, fire protection system, sprinkler system, alarm system or fire hydrant and hoses.

Section 3.15 Waste Receptacles and Disposal

(a) All persons at the airport shall dispose of all solid waste off of the airport or in those receptacles on the airport provided for the designated waste. Types of waste receptacles and their locations shall be designated by the airport manager and no other receptacles or areas shall be used. Receptacles for recyclable materials shall be used in strict accordance with the rules posted for such use. No waste will be stored on the airport. All petroleum products or hazardous material shall be properly disposed of off the airport by the person generating the products or material or by a licensed transporter unless allowed to be recycled or disposed of as noted above.

(b) No petroleum waste or other hazardous material shall be dumped or otherwise disposed of on the airport property.

(c) Airport Waste Aircraft Engine Oil Recycling Stations are provided solely for the disposal of waste aircraft engine oil, and for the exclusive use of non-commercial general aviation tenants

Section 3.16 Model Aircraft, Kites, Fireworks etc.

No person shall fly or release a model aircraft, rocket, kite, fireworks, tethered-balloon, etc., on or within two (2) miles of the airport if such activity would create a hazard to aircraft operations. *(FAR Part 101)*

Section 3.17 Commercial Photography

No person shall take still, motion or sound pictures of, at, or on the airport for commercial purposes without first receiving a written temporary activity permit issued by the airport manager.

Section 3.18 Advertisements

No person shall post, distribute or display signs, advertisements, circulars, printed or written matter at the airport except in designated areas.

Section 3.19 Animals

No person shall enter the airport with a dog or other animal unless the animal is restrained by a leash or properly confined as determined by the airport manager. No person in charge of a dog or other animal shall permit the animal to wander unrestrained on any portion of the airport. (*Chandler City Code, Section 4-22)*

Section 3.20 Firearms, Explosives, etc.

(a) No person, except authorized law enforcement officers or members of the Armed Forces of the United States on official duty, shall carry openly, or concealed, any firearms on the airport. This provision does not apply to firearms in a case that are unloaded and stored in a vehicle or aircraft; or such firearms in a case as are unloaded and intended for immediate transport on or off the airport.

(b) No person, except authorized law enforcement officers or members of the Armed Forces of the United States on official duty, shall possess any explosives on the airport.

(c) No person shall store, keep, handle, use, dispense or transport at, in, or upon the airport any radioactive substance or material (except for minimum amounts of radioactive substances, such as radioactive paint illuminating instrument dials), without prior authorization from the airport manager. *(A.R.S. 13.31)*

Section 3.21 Intoxicating Liquors

No person shall drink any intoxicating liquor upon any public area of the airport, except in such restaurant facilities as may be lawfully established or other place as shall be properly designated and licensed for on-sale liquor dispensing by the city.

Section 3.22 Property Damage, Injurious or Detrimental Activities

No person shall damage in any way airport property or conduct activities at the airport that are damaging to airport property or to activities and business of the airport. Any person causing any damage shall be fully responsible for the full cost of repairs. Any person failing to comply with this section may be refused the use of any airport facility until the city has been fully reimbursed for damage done. *(FAA Order 5190.6A, Chapter 4, Section 2.4-7b)*

Section 3.23 Alteration of Airport Property

(a) No person shall make any alterations to any signs, buildings, aircraft parking and storage areas, leased areas or other airport property, nor erect any signs, buildings or other structures without prior permission of the airport manager.

(b) Any construction on the airport must be approved by the airport manager. A person constructing or causing the construction on the airport shall comply with all building codes and permit procedures of the city and shall deliver to the airport manager as-built plans upon completion.

Section 3.24 Lost Articles

Any person finding lost articles at the airport shall immediately deposit them at the office of the airport manager or, if after normal business hours, with an airport staff member on duty at the airport. Articles unclaimed shall be disposed of in accordance with law.

Section 3.25 Abandoned Property

No person shall abandon any item on airport property or in any building on the airport.

Section 3.26 Flying Clubs

A flying club is a non-profit entity or organization organized solely for the purpose of providing its members with one or more aircraft for their personal use and enjoyment. A flying club shall meet the standards listed on the Registration of Flying Clubs form available from the airport office, and shall comply with these Rules and Regulations.

ARTICLE 4. AIRCRAFT RULES

Section 4.1 Landing and Takeoff of Aircraft

(a) Except in an emergency, all fixed wing aircraft landings and takeoffs shall be made on the runways.

(b) No aircraft shall make a one hundred eighty degree (180°) turn after landing on a runway unless instructed to do so by the airport traffic control tower.

(c) Landing aircraft shall clear the runway as soon as practical, consistent with safety, taxiing ahead to the nearest turn-off.

(d) Touch and go landings shall be performed on the runway designated by the airport manager when the airport traffic control tower is not in operation.

Section 4.2 Aircraft Wingspan & Weight Restrictions

(a) Aircraft shall not occupy any hangar, shade or tiedown, nor shall aircraft be operated in areas of the airport, where the aircraft's wingspan exceeds the maximum approved wingspan designation for that area as specified by the airport manager or as published.

(b) Aircraft shall not occupy any hangar, shade or tiedown, nor shall aircraft be operated in areas of the airport, where the aircraft's weight exceeds the maximum approved weight restriction for that area as specified by the airport manager or as published.

***(c) The city assumes no liability for damage or loss resulting from aircraft operations in areas where aircraft wingspan or weight exceeds the designated wingspan or weight restrictions. Any such operation and/or resulting damage is solely at the risk of the aircraft operator*. (FAA Order 5190.6A, Chapter 4, Section 4-8a.2)**

Section 4.3 Requested Noise Abatement Practices

Unless otherwise directed by the airport traffic control tower, the following requested noise abatement practices will be effective:

(a) Aircraft are advised to utilize appropriate noise abatement practices whenever possible consistent with safety.

(b) Practice instrument approaches below 2,500 feet mean sea level are discouraged.

(c) Aircraft using Runway 22L fly to airport boundary/road before turning left.

(d) Aircraft using Runway 22R fly to airport boundary/canal before turning right.

(e) Piston aircraft operators are advised to use Aircraft Owners & Pilots Association (AOPA) "*Noise Awareness Steps.*"

(f) Turbine aircraft operators are advised to use National Business Aircraft Association (NBAA) "*Standard Noise Abatement Departure Procedures*" or comparable procedure of aircraft manufacturer.

(g) Helicopter operators are advised to use Helicopter Association International (HAI) "*Fly Neighborly*" program.

Section 4.4 Traffic Pattern Altitudes

Recommended minimum traffic pattern altitudes above ground level (AGL) for aircraft operations at the airport are as follows:

(a) Helicopters, five hundred (500) feet (AGL).

(b) Single-engine, one thousand (1,000) feet (AGL).

(c) Multi-engine & turbine-powered, one thousand two hundred (1,200) feet (AGL).

Section 4.5 Disabled Aircraft

Aircraft owners and pilots, shall be responsible for the prompt removal of disabled aircraft, and parts thereof, from the movement area to the non-movement area unless required or directed by the airport manager, FAA or NTSB to delay such action pending an investigation of an accident. In the event of failure to promptly remove such disabled aircraft, the airport manager may cause the aircraft to be removed and bill the owners thereof for all charges incurred in the removal. The city shall not be responsible for damage to disabled aircraft removed by the owner, operator, pilot, the city or other persons.

Section 4.6 Negligent Operation of Aircraft

No aircraft shall be operated in a careless, negligent or reckless manner, or in disregard of the rights and safety of others, or in an unmaintained or otherwise hazardous condition, or while any person controlling the aircraft would be prohibited by law from operating an automobile on public streets due to alcohol or drug influence or impairment, or at a speed or in a manner which endangers, or is likely to endanger, persons or property. (*FAR Part 91.13 & 91.17)*

Section 4.7 Required Aircraft Equipment

No aircraft shall land or take off at the airport unless it is equipped with brakes and, when the airport traffic control tower is in operation, must have a functioning radio capable of direct two-way communications with the airport traffic control tower, except in the case of an emergency or with prior consent of the airport manager and/or the airport traffic control tower. *(FAA Order 5190.6A, Chapter 4, Section 2,4-8.2) (FAR Part 91.129)*

Section 4.8 Motorless Aircraft or Ultralight Vehicles

No motorless aircraft or ultralight vehicles as defined by FAR Part 103 may land or take off at the airport without prior permission of the airport manager. *(FAR Part 103.19); (FAA Order 5190.6A, Chapter 4, Section 2,4-8.c)*

Section 4.9 Running of Aircraft Engines, Exhaust, Propeller Blast or Rotor Wash

(a) Aircraft engines shall be run at idle except as may be necessary for safe taxiing operations, taking off, landing, preflight testing, and maintenance testing.

(b) All aircraft engine run-ups shall be conducted in areas designated by the airport manager. Except in an emergency, all aircraft engine run-ups for maintenance testing purposes shall be conducted between the hours of 7:00 a.m. and 10:00 p.m.

(c) At no time shall an aircraft's engine(s) be operated while the aircraft is in a hangar or covered tiedown space.

(d) No aircraft engine shall be started or aircraft taxied where the exhaust, propeller blast or rotor wash may cause injury to persons or do damage to property or spread debris on airport or airpark areas.

Section 4.10 Taxiing of Aircraft

No person shall taxi an aircraft until they have ascertained that there will be no danger of a collision with other aircraft, persons or objects. Aircraft shall not be taxied into or out of any hangar, shade, or other covered area. No taxiing shall be done except on areas designated for taxiing. If it is impossible to taxi aircraft without compliance with this section, then the engine must be shut off and the aircraft towed to the new location.

Section 4.11 Common Traffic Advisory Frequency

During hours when the airport traffic control tower is not in operation, aircraft operators shall utilize the common traffic advisory frequency (CTAF), as published in the current Airport/ Facility Directory to broadcast their intentions as detailed in the *Aeronautical Information Manual (AIM) 2000, Chapter 4, Section 1, Paragraph 4-1-9.*

Section 4.12 Accident / Incident Reports

Any persons involved in an aircraft accident, or in an incident involving non-aircraft property damage occurring on the airport, regardless of dollar amount, shall make a full report to the airport manager as soon after the accident/incident as possible, but in no event later than the time required for reporting an accident to the FAA or to any other governmental agency, or within twenty-four (24) hours of the accident/incident, whichever is sooner. The report shall include the name(s), address(es) and telephone number(s) of the persons involved, registration number(s) of the aircraft involved, and a description of the accident/incident and its cause. When a written report of an accident is required by federal or state law, regulation, or agency, a copy of such report shall also be submitted to the airport manager. (*Aeronautical Information Manual (AIM) 2000, Chapter 7, Section 6-2)*

Section 4.13 Refusal of Clearance or Use

The airport manager may delay or restrict any flight or other operations at the airport and may refuse takeoff clearance to any aircraft for any reason believed to be justifiable for safety or security reasons.

Section 4.14 Interfering or Tampering with Aircraft

No person shall interfere or tamper with any aircraft, aircraft parts, instruments or tools without permission of the owner, or under the specific direction of the airport manager in an emergency.

ARTICLE 5. VEHICLES, PEDESTRIANS, ETC.

Section 5.1 General Requirements

No person shall operate a vehicle on the airport except in accordance with these rules and all federal, state and local law.

(a) Vehicles shall access all airport facilities and businesses from the landside public parking or appropriate gate areas for said facility or business.

(b) When an airport gate is out-of-service, vehicles shall access a secondary gate as specified by the out-of-service notification.

(c) All vehicles shall yield right of way to aircraft in motion and emergency vehicles.

(d) No vehicle, excluding ground service and emergency vehicles, shall approach closer than fifty (50) feet to any aircraft whose engines are running.

(e) All vehicles, upon entering or exiting an airport access gate, shall wait for the gate to completely close behind them before proceeding to their destination so as to not allow the entry of an unauthorized vehicle.

Section 5.2 Licensing, Registration and Insurance

(a) No person shall operate a motorized vehicle of any kind on the airport without a valid state operator's license.

(b) All motorized vehicles shall maintain the appropriate type and amount of vehicle liability insurance in accordance with state law.

(c) All motorized vehicles that are not registered for use on public streets must have separate liability coverage in the amount prescribed by the city's risk manager and approved by airport manager.

Section 5.3 Control of Vehicles

(a) No person shall operate or park a vehicle at the airport in a manner prohibited by signs, pavement markings, or other signals posted by the city or by regulations under this article. The airport manager has the authority to regulate or prohibit any class or type of vehicle or other form of transport that operates in the airside area.

(b) No person shall operate or park a vehicle on the airside area without appropriate need for access and possession of valid access privileges.

Section 5.4 Speed Limits

All vehicles shall be operated in strict compliance with all posted speed limits at the airport. The maximum speed limit for all vehicles in the airside, with the exception of authorized municipal and emergency services vehicles in the performance their official duties, is fifteen (15) miles per hour, or less, if conditions warrant to ensure safe operation.

Section 5.5 Vehicles Operating on Runways and Taxiways

(a) Only authorized vehicles will be allowed to operate on the air movement area of the airport. No vehicle shall be operated on the runways and taxiways unless so authorized by the airport manager. *(A.R.S. 28.624)*

(b) Any vehicle authorized to operate on the airport runways or taxiways shall display an amber rotating beacon or a 3' x 3' white and orange checkered flag that complies with FAA Advisory Circular 150/5210-5B and is visible to the airport traffic control tower personnel. Exceptions to this rule must be authorized by the airport manager.

(c) All vehicles that are authorized to operate on the runways or taxiways must be equipped with a two-way aviation radio, receive a clearance from, and remain in continuous communications with, the airport traffic control tower. The installation of a two-way radio does not permit the unauthorized operation of vehicles on runways or taxiways.

(d) If vehicles are not equipped with radios, prior approval must be obtained from the airport manager. Additionally, all vehicle operators shall comply with the standard airport light gun signals.

Section 5.6 Airport Vehicle and Pedestrian Access Control

Persons owning, operating or otherwise responsible for airport property which contains any portion of the airport security perimeter (as defined by the airport manager), shall operate and maintain all vehicular and pedestrian access points and airport security perimeter on their property in a manner, acceptable to the airport manager, which limits access from their property to the airport to only those persons authorized by the airport manager.

Section 5.7 Airport Perimeter Road

The airport perimeter road shall only be used by airport administration vehicles, FBO fuel trucks, and other vehicles authorized by the airport manager.

Section 5.8 Authority to Remove Vehicles

The airport manager may cause to be removed from any area of the airport any vehicle which is disabled, abandoned, parked in violation of these regulations, or which presents an operational hazard as determined by the airport manager to any area of the airport, at the operator's expense and without liability for damage which may result in the course of such movement.

Section 5.9 Bicycles and Miscellaneous Vehicles

(a) The use of bicycles is permitted in accordance with all applicable regulations set forth herein for vehicles as may apply to bicycles. For safety, bicycles used after dark must be equipped with reflectors and a light.

(b) No person shall use at the airport any go-cart, go-ped, skateboard, rollerblade, all terrain vehicle or other vehicle not licensed or otherwise permitted by state law for operation on a public street or highway with the exception of golf carts.

(c) This section does not pertain to city vehicles or vehicles used solely for tugging, marshaling, or refueling aircraft.

Section 5.10 Motor Homes, Boats, Trailers and Recreational Vehicles

Motor homes, boats, trailers and recreational vehicles shall not be stored anywhere on the airport unless in accordance with a city-approved lease. *(FAA Order 5190.6A, Chapter 3, Section 2e.4g)*

Section 5.11 Accidents

The driver of any vehicle involved in an accident on the airport which results in injury or death to any person, or damage to any property, shall immediately stop such vehicle at the scene of the accident; render reasonable assistance to a person injured in the accident, including making arrangement for the transporting of the person to a physician, surgeon or hospital for medical or surgical treatment if it is apparent that treatment is necessary or if the transporting is requested by the injured person; and give his/her name, address and operator's license and registration number to the person injured, the airport manager and to any police officer or witnesses of the accident. The operator of such vehicle shall make a report of such accident in accordance with state law and provide a copy of same to the airport manager.

Section 5.12 Careless Operation, Driving While Intoxicated, etc.

No vehicle, of any kind, shall be operated at the airport:

(a) In a careless, negligent or reckless manner, or in disregard of the rights and safety of others, or while the driver would be prohibited by law from operating an automobile upon the public streets of the city due to drug or alcohol impairment or influence, or at a speed or in a manner which endangers or is likely to endanger persons or property;

(b) If the vehicle is constructed, equipped or loaded as to endanger or be likely to endanger persons or property, or to result in the load or other materials becoming separated from the vehicle; or

(c) Without operating headlights, tail lights, turn signals, and brake lights during hours of darkness or during inclement weather.

Section 5.13 Parking Restrictions

(a) No person shall park or leave any vehicle standing, whether occupied or not, except within a designated parking area.

(b) Aircraft owners and operators shall only park their vehicle in the aircraft storage and parking space designated for their aircraft.

(c) Vehicles parked in an aircraft parking and storage area shall be parked in a manner so as to be completely contained in the aircraft parking or storage space and to not obstruct adjacent aircraft parking and storage areas, or taxilanes unless for the purposes of immediate and temporary loading, unloading, or staging of an aircraft.

(d) The vehicle shall only be parked in a manner that allows the vehicle to be immediately driven or towed away from any nearby aircraft in case of emergency.

Section 5.14 Volunteer Assistance

No person shall enter the airside area of the airport for the purposes of attending, observing or assisting at the scene of an accident except persons authorized by law or otherwise requested or with consent of the airport manager or airport traffic control tower.

Section 5.15 Pedestrians in the Airside Area

No person shall walk, stand, or loiter in the airside area if such activity is determined to be an operational or safety concern as determined by the airport manager.

Section 5.16 Vehicle Repair

(a) No person shall clean or make any repairs to vehicles anywhere on the airport except those minor repairs necessary to remove such vehicles from the airport.

(b) No person shall move, interfere or tamper with any vehicle, or take or use any vehicle part, or tool thereof, without the written permission of the owner or satisfactory evidence of the right to do so duly presented to the airport manager.

ARTICLE 6. FUELING, FLAMMABLE FLUIDS, AND SAFETY

Section 6.1 Fuel Safety

All transportation, storage and other handling of aircraft and vehicle fuel shall comply with the City of Chandler Fire Code and FAA Advisory Circular 150/5230-4, as amended, all requirements of these regulations, and all other applicable law.

Section 6.2 Storage of Aircraft Fuel Trucks, Trailers and Other Aircraft Refueling Devices

(a) Aircraft refueling vehicles, other moveable aircraft fuel containers and refueling devices shall be stored outside and not less than fifty (50) feet from a building or such other distance as shall be approved by airport manager and city fire department. (NFPA Section 4-13)

(b) Aircraft refueling vehicles shall be parked in a manner which provides a minimum of ten (10) feet of separation between said vehicle and any other vehicle or aircraft refueling device. (NFPA 407, Section 4-13)

(c) No aircraft refueling vehicle, aircraft fuel container, or other aircraft refueling device, empty or otherwise, shall be brought into, kept or stored within any building at the airport unless the building is used exclusively for that purpose. This section does not apply to vehicle fuel cans with a capacity of not more than five (5) gallons, provided no more than one (1) such can may be located within a single hangar, or up to fifteen (15) gallons with a city permit approved by the Fire Marshall.

Section 6.3 Aircraft Fueling Locations

All aircraft fueling shall be performed outdoors. Aircraft being fueled shall be positioned so that aircraft fuel system vents or fuel tank openings are not closer than twenty-five (25) feet from any building, hangar, T-hangar or T-shade unless otherwise approved by the airport manager and city fire department. *(NFPA 207, Section 2-11)*

Section 6.4 Maintenance of Fuel Servicing Vehicles

Maintenance and servicing of aircraft fuel servicing vehicles shall be performed outdoors or in a building approved for that purpose by the fire department. *(U.F.C. Article 24, NFPA 407, Section 4-12.3)*

Section 6.5 Open Flame

(a) There shall be no open flames on the airport, within fifty (50) feet of any aircraft, fuel truck, and/or fuel storage area, or where specifically prohibited by the city.

(b) The category of open flames and lighted open-flame devices shall include, but shall not be limited to the following: (1) lighted cigarettes, cigars, pipes, etc.; (2) exposed flame heaters, liquid, solid or gaseous devices, including portable and wheeled gasoline or kerosene heaters and gas or charcoal; (3) heat-producing, welding, or cutting devices and blowtorches; and (4) flare pots or other open-flame lights.

(c) Any exceptions to the requirements of this section must be approved in writing by the Fire Marshal. (*NFPA 407, Section 2-7)*

Section 6.6 Removal of Gas, Oil, Grease, Aircraft Washing Effluent, etc.

(a) In the event of spillage or dripping of gasoline, oil, grease or any material which may be unsightly or detrimental to the airport, the same shall be removed immediately by the operator or owner of the equipment causing the same or by the tenant, concessionaire or property owner responsible for the deposit.

(b) In the event of such spillage, and the failure of the operator or owner to restore the area to its original safe and environmentally sound status, the city may clean up any material spilled, placed or otherwise deposited at the airport and may charge the responsible person(s) for the cost of the cleanup, any required environmental remediation, and any expenses incurred by, or fines or damages imposed on, the city as a result thereof.

(c) Such an event may constitute grounds for denying access to the airport in accordance with the provisions of Chandler City Code. (*U.F.C. Article 24)*

Section 6.7 Lubricating Oils

No more than sixty (60) gallons of lubricating oils which are necessary for minor aircraft maintenance and have a flash point at or above 100° F, may be stored in hangars or other suitable storage devices as approved by the airport manager, provided they are stored in their original container and have original manufacturer's labeling. (*U.F.C. Article 79)*

Section 6.8 Fire Extinguishers

(a) Unless supplied and maintained as part of a city lease, all tenants, airport tenants and, lessees, shall supply and maintain such adequate and readily accessible fire extinguishers as may be required by the city fire department. Each fire extinguisher shall carry a suitable tag showing the date of most recent inspection.

(b) Use of any fire extinguishing equipment on airport property under any circumstances shall be reported to the Airport Management immediately after use in accordance with state statute. *(1998 NFPA 10, Section 4-5; 1997 U.F.C., Section 10-02)*

(c) At least two (2) fire extinguishers, each having a rating of 20-BC, shall be available for use in connection with the aircraft fuel handling operations. *(U.F.C. Standard NO. 10-1, NFPA 407, Section 4-3.10)*

Section 6.9 Moveable Fuel Storage Tanks

Unless otherwise approved by the airport manager and city fire department, moveable aircraft fuel storage tanks are prohibited at the airport except for:

(a) Aircraft fuel trucks and trailers constructed, operated and maintained in all respects as required by law.

(b) Permanent fuel tanks in an operable aircraft.

(c) Tanks not exceeding one-gallon capacity used solely for sampling and testing fuel, engines and fuel handling apparatus.

(d) No more than one (1) tank with a capacity of not more than fifty-five (55) gallons used by a person to fuel their own aircraft pursuant to a self-fueling permit.

(e) Tanks lawfully transporting fuel for immediate dispensing into a fuel storage tank permitted by the city. Such vehicles shall access the airport at a point approved by the

airport manager and remain under escort by a representative of the company receiving the fuel.

Section 6.10 Self-fueling/Defueling

Airport-based aircraft owners wishing to self-fuel/defuel their own based-aircraft must apply for a self-fueling permit issued by the airport manager and comply with the requirements of the self-fueling permit, these regulations and all applicable laws.

Section 6.11 Vehicle Fuel

No person shall possess vehicle fuel on the airport except:

(a) Within the permanently installed fuel tank of a vehicle for use only by that vehicle;

(b) Within a moveable container designed for storage of vehicle fuel and having a capacity of not more than five (5) gallons. No more than one (1) moveable container containing vehicle fuel shall be located in a single vehicle, or up to fifteen (15) gallons with a permit issued by the fire marshal; or

(c) Within above ground storage tanks with a capacity of not more than two thousand (2,000) gallons, lawfully installed and maintained in accordance with Section 6.1 of the Rules and Regulations.

ARTICLE 7. WAIVER OF RULES AND REGULATIONS

Section 7.1 Waiver of Rules and Regulations

(a) In the interest of addressing unforeseen and unusual circumstances regarding airport operations, safety or security, the City, in its sole and absolute discretion, may waive all or parts of the regulations in accordance with the process set forth in subsection (b) below.

(b) The waiver process for the airport is as follows:

(1) The applicant must apply for a waiver on the form supplied by the airport manager.

(2) The form will be reviewed and acted upon by the airport manager.

(3) If the application is denied, then upon the written request of the applicant filed with the airport manager within ten (10) days after the denial, the decision of the airport manager may be reviewed by the public works director. The director may decline to review the decision, in which case it is final, or the director may sustain, reverse, or modify the decision.

(c) In no event, shall a waiver be granted if to do so would be inconsistent with the applicable requirements of the City Code.

PART II: AIRPORT MINIMUM OPERATING STANDARDS

ARTICLE 8. COMPLIANCE WITH MINIMUM OPERATING STANDARDS

Section 8.1 Application of Minimum Operating Standards

(a) All persons conducting commercial aeronautical activities at the airport shall, as a condition of conducting such activities, comply with all applicable requirements set forth in this Part II of the Rules and Regulations. The requirements set forth in this Part II are the minimum operating standards that are applicable to commercial aviation operators at the airport and all such commercial aviation operators are encouraged to exceed such minimum standards in conducting their activities.

(b) These minimum operating standards shall be deemed to be a part of the aeronautical business permit which each commercial aviation operator must obtain from the city unless any such provisions are waived or modified by the city pursuant to Article 7 of the Rules and Regulations. The mere omission of any particular standard from an aeronautical business permit does not constitute a waiver or modification of any minimum operating standard; rather, any such waiver or modification must be expressly set forth upon the permit.

Section 8.2 Multiple Activities by One Commercial Aviation Operator

Whenever a commercial aviation operator conducts multiple activities pursuant to one permit with the city, the permittee must comply with the minimum standards set forth herein that apply for each separate activity being conducted. If the minimum standards for one the permittee's activities are inconsistent with the minimum standards for another of the permittee's activities, then the minimum standards, which are most stringent, shall apply.

ARTICLE 9. PERMIT APPLICATION PROCESS

Section 9.1 Applications

(a) A person may make application for an aeronautical business permit in the manner stated below. Notwithstanding any other requirement, an aeronautical business permit will not issue until the permittee enters into a written lease with the city for use of a portion of airport land or a city-approved written sublease with a commercial aviation operator already under lease with the city.

(b) A person who wishes to make application for an aeronautical business permit is advised to discuss all aspects of the application and the permit with the airport manager in a pre-application meeting.

(c) Application for an aeronautical business permit shall be made on forms furnished by the airport manager and accompanied by both proof of possession of all required city business or privilege tax licenses and the application fee required by city code. In addition, the applicant shall submit the following required information or documentation:

(1) A detailed description of the scope of the intended operation, including all commercial aviation and other services to be offered;

(2) The amount of land, office space, and/or aircraft storage areas required for the operation;

(3) A detailed description of any improvements or modifications to be constructed or made to airport property, including cost estimates and a construction timetable;

(4) The proposed hours of operation;

(5) Documentation of the applicant's financial capabilities to construct any improvements and to conduct any proposed activities;

(6) A detailed description and/or evidence of the applicant's technical abilities and experience in conducting the proposed activities, including personal references;

(7) The proposed commencement date for the applicant's activities and the term of the lease, license, permit or agreement sought, including all option periods;

(8) One of the following:

(i) If the applicant is a corporation, a certified copy of the articles of incorporation as filed with the Corporation Commission;

(ii) If the applicant is a limited liability company, a certified copy of the articles of organization filed with the Corporation Commission;

(iii) If the applicant is a limited partnership, a certified copy of the certificate of limited partnership filed with the Secretary of State; or

(iv) If the applicant is a general partnership, an executed copy of the written partnership agreement, if any, and any amendments thereto; and

(9) Such additional information as may be requested by the airport manager to assure compliance with requirements of the Chandler City Code and the Rules and Regulations.

(d) If the application is approved or conditionally approved, then, prior to the issuance of the permit and the conducting of the commercial aeronautical activity, the applicant shall provide the following items:

(1) An original copy of a certificate of insurance, in the amounts outlined hereunder, naming the city as an additional insured;

(2) A copy of a lease/sublease agreement with the city or a commercial aviation operator;

(3) An intended rates and charges schedule of all services to be conducted at Chandler Municipal Airport; and

(4) Copies of applicable Federal Aviation Administration (FAA) certificates.

Section 9.2 Review Process; Denial

The airport manager, in accordance with Chandler City Code Section 8-6.2**,** shall review the application and either approve, deny or conditionally approve the application. The airport manager may deny any application if it is determined that:

(a) The applicant does not meet the qualifications and standards set forth in the Chandler City Code, regulations, or these minimum operating standards;

(b) The proposed activities are likely to create a safety hazard at the airport;

(c) The activities will require the city to expend funds, or to supply labor or materials as a result of the applicant's activities, or will result in a financial loss to the airport;

(d) No appropriate space or land is available to accommodate the proposed activities;

(e) The proposed activities are not consistent with the airport's master plan and/or airport layout plan;

(f) The proposed activities are likely to result in a congestion of aircraft or buildings, a reduction in airport capacity, or an undue interference with airport operations or the operations of any existing airport users at the airport;

(g) The applicant or any of its principals has knowingly made any false or misleading statements in the course of applying for a lease, license, permit or agreement;

(h) The applicant or any of its principals has a record of violating the Chandler City Code, the rules and regulations, these minimum operating standards, federal aviation regulations or any other applicable laws, ordinances, rules or regulations;

(i) The applicant does not have the technical capabilities or experience or financial resources to properly conduct the proposed activities;

(j) The applicant has not submitted appropriate documentation supporting the proposed activity as outlined in Section 9.1 of the Rules and Regulations.

Section 9.3 Appeal Process

The decision of the airport manager shall be final unless the applicant files an appeal to the public works director in accordance with the requirements of Section 8-6.3 of the Chandler City Code.

Section 9.4 Temporary Aeronautical Services Permit

Any commercial aviation operator not holding an aeronautical business permit, and wishing to perform commercial service on a temporary basis, is required to obtain a Temporary Aeronautical Services Permit.

(a) An applicant for a Temporary Aeronautical Services Permit must comply with the following requirements:

(1) Provide copies of applicable Federal Aviation Administration licenses, and/or ratings to the airport manager.

(2) Provide an original copy of a certificate of insurance for the insurance specified in Section 11.1(a)(1), only and in the amount of $1,000,000 per occurrence and $1,000,000 annual aggregate, naming the City as an additional insured.

(3) Provide a current business license from the City of Chandler.

(4) Comply with all applicable provisions of the Chandler City Code; Airport Rules and Regulations, Minimum Operating Standards; and Federal, State and local laws and ordinances.

(5) Pay all applicable fees set for the Temporary Aeronautical Services Permit listed on the airport Rates and Fees Schedule as established by City Council resolution.

(b) Terms and conditions:

(1) Each permit is valid for a time period of from one to seven (1-7) days, and cannot exceed one (1) week. An applicant may receive a maximum of ten (10) permits per calendar year, but total days permitted cannot exceed sixty (60) days per calendar year, unless granted a waiver as described in Section 7 of the Rules and Regulations.

(2) A temporary services permit is not assignable or transferable. Authorized permits are valid only for the days specified on an approved application. Unused time is non-transferable.

(3) The permitted activity is authorized only on aircraft registered as based at the Chandler Municipal Airport, and aircraft owner must be present at all times that work is being performed.

(4) Violations of the terms of this permit will result in the applicant being denied future Temporary Aeronautical Services Permit privileges and access to the airside areas of the airport.

(5) The airport manager may deny any request for a Temporary Aeronautical Services Permit in accordance with Section 9.2, and any appeals can be filed as outlined in Section 9.3 of the Rules and Regulations.

ARTICLE 10. GENERAL PERMIT MATTERS

Section 10.1 -- General Permit Provisions

Except as otherwise provided in the Chandler City Code, an aeronautical business permit affecting the airport shall: (1) designate the permittee as a Fixed Base Operator (FBO) or Specialized Aviation Services Operator (SASO); (2) state the type(s) of commercial aviation activity permitted; (3) indicate that the permit is conditioned upon compliance with the Rules and Regulations, applicable FAA provisions, and applicable requirements of the city code and of state and federal law; and (4) state any special conditions under which the permit is issued.

Section 10.2 -- Permit Display

A permittee shall permanently post an aeronautical business permit in a conspicuous place in the permittee's business office, or a temporary aeronautical services permit in the temporary service area.

Section 10.3 -- Fees

A permittee shall pay the required aeronautical business fee and comply with all other requirements of Section 8-6 of the Chandler City Code.

Section 10.4 -- No Exclusivity

A permit does not entitle the permittee to possess, occupy or exclusively use any portion of the airport, grant any exclusive right to conduct any business or activity, or authorize any conduct prohibited by zoning or other applicable law.

Section 10.5 -- Duration of Permit; Non-transferability; Revocation

In accordance with city code, an aeronautical business permit:

(a) Shall remain in effect for three (3) years unless abandoned by the permittee or revoked by the City;

(b) Is not transferable; and

(c) Is subject to revocation in accordance with requirements and procedures of the City Code.

ARTICLE 11. INSURANCE

Section 11.1 -- General Insurance Requirements

(a) Except as otherwise provided in Articles 13 or 14 of the Rules and Regulations, a commercial aviation operator shall at all times maintain in effect the following types and minimum amounts of insurance as applicable to the business to be conducted:

(1) Commercial General Liability insurance in the amount of $2,000,000 per occurrence and $2,000,000 annual aggregate. Such insurance shall contain contractual liability insurance covering applicable leases, licenses, permits, or agreements.

(2) Commercial/business automobile liability insurance for all owned, non-owned and hired vehicles assigned to or used in performance of commercial aeronautical activities in the amount of a least $1,000,000 per occurrence.

(3) Fire and extended property coverage for all improvements and fixtures on the commercial airport operator's premises in an amount not less then the full replacement cost thereof, to the, extent of the commercial airport operator's insurable interest in the premises.

(4) Worker's compensation insurance as required by law and employers liability insurance in the amount of $100,000 per accident, $100,000 disease per person, $500,000 disease policy limit.

(5) Aircraft liability insurance in the amount of at least $1,000,000 per occurrence.

(6) Hangarkeeper's liability insurance in the amount of at least $500,000 per occurrence, or more as values require.

(7) Fueling products-completed liability insurance in the amount of at least $5,000,000 per occurrence.

(8) Products-completed operations liability insurance in the amount of at least $2,000,000 per occurrence.

(9) Chemical and environmental clean-up liability insurance in the amount of at least $1,000,000 per occurrence or such greater or lesser amount of coverage as approved in writing by the City of Chandler Risk Manager.

(10) Non-Owner/Renter/Student pilot liability in the amount of at least $100,000 per occurrence.

(11) Such other insurance as the City's Risk Manager may reasonably determine to be necessary for such commercial aviation operator's activities.

(b) All insurance policies cited herein shall contain a waiver of subrogation rights endorsement with respect to the city.

(c) All insurance shall be in a form and from an insurance company with a Best's financial rating of at least B ++ 6. All policies, except worker's compensation policy, shall name the city and its elected or appointed officials, officers, representatives, directors, commissioners, agents and employees as "Additional Insureds," and the commercial aviation operator shall furnish certificates of insurance evidencing the required coverage cited herein prior to engaging in any commercial aeronautical activities. Such certificates shall provide for unequivocal thirty (30) day notice of cancellation or material change of any policy limits or conditions.

(d) All insurance policies must remain in force and effect at all times while the aeronautical business permit is in effect. If any required insurance coverage is not in force and effect during the permit period, the commercial aviation operator shall cease all commercial aviation activities and other activities that allowed under the permit until the appropriate insurance coverage is reinstated.

Section 11.2 -- Indemnification

A commercial aviation operator shall indemnify, defend and hold harmless the city and its elected or appointed officials, officers, representatives, directors, commissioners, agents and employees from and against all damages, claims, suits, actions, losses and expenses (including court costs and reasonable attorney's fees) for personal injury or death or for property damage or loss arising out of the use of the airport.

ARTICLE 12. GENERAL OPERATIONAL REQUIREMENTS

Section 12.1 -- Taxiway Access

If not already provided, a commercial aviation operator shall provide paved access from the premises leased or sublet to the operator (the "leased premises") to the airport's taxiway/taxilane/apron system. Such access shall meet all applicable FAA standards for the largest aircraft type anticipated to use the leased premises or any improvements located upon the leased premises.

Section 12.2 -- Rates and Charges

Each commercial aviation operator may determine the rates and charges for all of its activities and services, provided that such rates and charges shall be reasonable and fairly applied to all of the commercial aviation operator's customers.

Section 12.3 -- Personnel, Subtenants and Invitees; Control and Demeanor

A commercial aviation operator shall employ a sufficient number of trained, on-duty personnel to provide for the efficient, safe, orderly and proper compliance with its obligations under its permit. Each commercial aviation operator shall conduct its operations in a safe, orderly, efficient and proper manner so as not to unreasonably disturb, endanger or be offensive to others.

Section 12.4 -- Vehicle Identification

Any commercial aviation use vehicle used in the airside area must bear identification designating the commercial aviation operator to whom the vehicle is assigned. Letters shall be a minimum of three (3) inches in height on a contrasting background and displayed in a manner that is acceptable to the airport manager.

ARTICLE 13. FIXED BASE OPERATOR (FBO)

Section 13.1 -- Requirements for the FBO

The FBO shall engage in a wide range of commercial aeronautical activities, which shall include all of the following:

(a) Each of the following basic FBO services: aircraft fueling; aircraft line services; aircraft storage; and customary services to general aviation users, such as public restrooms, waiting lounges, conference rooms, crew lounges and flight planning services; and

(b) At least three (3) of the additional commercial aeronautical activities described in Article 14 of the Rules and Regulations.

Section 13.2 -- Subcontracting Restrictions

(a) The FBO may not subcontract any of the FBO basic services described in subsection 13.1(a) above. The FBO may subcontract any of the activities described in subsection 13.1(b), provided that the subcontractor meets the requirements of Article 14 of the Rules and Regulations and operates from the FBO's leased premises and in such other areas as may be approved by the airport manager.

(b) The FBO shall not sublease, permit or allow any other person to operate as a specialized aviation service operation or a fixed base operator in or on any portion of the leased premises or within any other area that the FBO is permitted to operate without first determining that said person has a valid aeronautical business permit.

Section 13.3 -- Land Leased for Aircraft Operating Area

(a) The FBO shall lease from the City, or sublease from a commercial aviation operator already under lease with the City, a minimum of 80,000 square feet of contiguous land for the FBO's commercial aeronautical activities and upon which shall be located the FBO's intended buildings, structures and other improvements (including, but not limited to, automobile parking areaand fuel storage area). This area shall accommodate the following minimum standards:

(1) Site design must accommodate the largest Airplane Design Group anticipated for use and service on the site. The Chandler Municipal Airport runway/taxiway system is designed to FAA standards for Airplane Design Group II aircraft (wingspans up to 79 feet);

(2) A minimum of 7,000 square feet of usable building floor space shall be available for aircraft storage and maintenance;

(3) A minimum of 1,500 square feet of usable building floor space shall be available for office area, customer lounge and restrooms, which shall be properly cooled, heated and lighted, and a public telephone facility for customer use shall be available;

(4) There shall be available transient aircraft parking for a minimum of five (5) Airplane Design Group I aircraft and one (1) Airplane Design Group II aircraft;

(5) There shall be circulation taxilanes on and around aircraft operating areas;

(6) There shall be an area on the site adequate to simultaneously accommodate transient activities while emptying aircraft from storage hangars/shades; and

(7) There shall be paved vehicle parking for the FBO's customers and employees sufficient to meet the parking and space requirements of applicable city codes, including, but not limited to, the Chandler Zoning Code.

(b) Any business currently operating on the Airport as an FBO effective December 15, 2005 that does not meet the requirements of land leased or minimum facility sizes as described in this Section 13 are exempted from those requirements until and if, such time as the FBO leases additional land or constructs additional facilities adequate to meet these requirements. If such land lease or construction occurs, the FBO must adhere to the full requirements of this Section 13.

Section 13.4 -- Personnel Qualification Requirements

The FBO shall have onstaff a manager with a minimum of five (5) years recent experience managing a similar facility at an airport of similar size and activity.

Section 13.5 -- Hours of Operation

Unless otherwise agreed to in writing by the airport manager, the FBO shall provide aircraft fueling and line services seven (7) days-per-week from 6:00 a.m. to 8:00 p.m., and shall also be on-call on a twenty-four (24) hour basis with after hours response times of one (1) hour or less. Accomodations may be approved by the airport manager in writing to allow limited services or hours in the case of holidays. The FBO must request in writing a variance for holiday exclusions.

Section 13.6 -- Minimum requirements of FBO services

(a) Aviation fueling.

(1) In the handling, dispensing and storage of aircraft fuel, the FBO shall comply with the fuel safety provisions of Section 6.1 of the Rules and Regulations and shall meet the National Fire Protection Association's codes and standards, as amended, FAA Advisory Circular 150/5230-4, as amended and all other applicable laws related to aircraft fuel handling, dispensing and storage.

(2) The FBO shall maintain, on the FBO's leased premises at the airport, an above-ground fuel storage facility for aviation fuels with capacities capable of providing three days supply of aviation fuel for aircraft being serviced by the FBO. In no event shall the total storage capacity be less than 8,000 gallons of aviation gasoline and if turbine fuel is to be provided, 10,000 gallons of turbine fuel, in an area to be designated by the airport manager. The FBO shall not construct or modify any fuel storage or distribution facilities without the written consent of the city and without complying with all city safety standards. The city may inspect such facilities periodically to assure compliance with all standards.

(3) The FBO shall provide mobile dispensing equipment and trucks sufficient to serve the needs of the aircraft normally using the airport. Mobile fueling trucks must be available for use when the FBO's fueling operations begin. All equipment must be approved by the airport manager and shall meet all city safety standards. Jet fuel refueling vehicles shall have single-point and over-the-wing fueling capabilities and minimum capacity of 2,000 gallons. Avgas refueling vehicles shall have minimum

capacity of 750 gallons. All dispensing equipment shall possess in-line metering devices which shall be annually inspected, checked and certified by appropriate state and local agencies. The city may inspect such equipment periodically to ensure compliance with all standards.

(4) The FBO shall require all of the FBO's fuel-handling personnel to attend training courses, obtain a fuel handler's permit, and receive periodic refresher training as required by the airport manager and city fire department. The FBO shall develop a standard operating procedure for aviation fueling activities and provide a current copy of the same to the airport manager. The city and FAA may periodically conduct inspections of the FBO's activities and personnel to ensure adherence to safe practices.

(b) Aircraft line services

(1) Every FBO shall employ and have on duty during required hours of operation at least one properly trained and qualified employee capable of providing aircraft fueling, aircraft parking, and ancillary aircraft ground services and related customer services and support.

(2) Every FBO shall have and maintain the equipment that is required to safely and efficiently move (tow) the aircraft normally frequenting the airport, including a tug and tow bars with rated draw bar pull sufficient for such aircraft.

(3) Every FBO shall maintain tools, jacks, tugs, tire repair equipment, ground power units, emergency starting equipment, portable compressed air tanks, oxygen cart and supplies, fire extinguishers, chocks, ropes and tiedown supplies as are necessary for the servicing of aircraft types expected to use the airport.

(c) Other Services

(1) An FBO shall meet the minimum requirements for any other commercial aeronautical activities performed by the FBO as described in Article 14 and as required in Section 13.1(b).

Section 13.7 -- Insurance

The FBO shall maintain the applicable types and amounts of insurance required under Article 11, except that the FBO shall at all times maintain, as a minimum amount, commercial general liability insurance in the amount of at least $2,000,000 per occurrence and $4,000,000 annual aggregate and any other types of coverage or amounts as may be determined in writing by the City's Risk Manager.

ARTICLE 14. SPECIALIZED AVIATION SERVICE OPERATORS (SASO)

Section 14.1 -- SASO Activities

The SASO shall engage in one or more of those commercial aviation activities described in this Article 14 as are stated in the SASO's aeronautical business permit. The SASO's permitted activities shall not be subcontracted.

Section 14.2 -- General Requirements

In addition to any other requirements of these Rules and Regulations, the SASO must comply with the special requirements related to the specific activities described in this Article 14 and with the general requirements set forth below:

(a) The SASO shall have on staff a manager with a minimum of two (2) years recent experience managing a similar facility at an airport of similar size and activity.

(b) The SASO shall lease from the city, or sublease from a person that the airport manager determines is a bona fide airport tenant and commercial aviation operator, a minimum of 100 square feet of office space; and further, the SASO shall lease from the city, or sublease from a bona fide tenant, a leased premises of sufficient land area to accommodate the SASO's commercial aviation activities.

(c) All pavement on the SASO's leased premises, including but not limited to the taxiways, taxilanes, ramp areas, parking areas and auto parking areas, shall be maintained in good order and clean from debris and FOD at all times. At a minimum all pavement must be repainted, crack sealed, and receive a sand seal or plastic seal once every five years.

(d) The SASO shall at all times maintain the types and amounts of insurance required under Article 11 for any and all of the SASO's commercial aviation activities. At a minimum, the SASO shall maintain commercial general liability insurance and products completed coverages in the amounts specified in Article 11.

(e) The SASO shall pay all fees as prescribed by lease, license, permit or agreement.

(f) Any business currently operating on the Airport as an SASO effective December 15, 2005 that does not meet the requirements for land leased or minimum facility sizes as described in Section 14 are exempted from those requirements until and if, such time as the SASO leases additional land or constructs additional facilities adequate to meet these requirements. If such land or construction occurs, the SASO must adhere to the full requirements of this Section 14.

Section 14.3 -- Hangar/Shade Leasing Services SASO

A hangar/shade leasing services operator means a person engaged in the business of leasing hangars/shades to aircraft owners or operators solely for aircraft storage purposes. A hangar/shade leasing services operator may engage in the business of constructing and operating hangars/shades to be leased. In addition to meeting the requirements of Sections 14.1 and 14.2, ahangar/shade leasing services operator shall comply with the following special requirements:

(a) A hangar/shade leasing services operator shall lease sufficient land to accommodate the proposed number of hangars/shades based on the following:

(1) The minimum standards for hangars/shades for the storage of aircraft are: 2,500 square feet for jet aircraft, 2,000 square feet for turboprop and twin engine aircraft, and 1,000 square feet for single engine aircraft and helicopters.

(b) Taxilanes and the minimum clear span between any hangars where aircraft shall taxi shall be a minimum distance of equal to the widest hangar door in either hangar +15% of the widest door width+20 feet. For shades the taxilanes and the minimum clear span between any two shade structures shall be a minimum distance of equal to the wingspan of the largest aircraft either shade structure is designed to accommodate +15% +20 feet.

(c) Each hangar/shade leasing services operator shall register with the airport manager only as many aircraft to be based at Chandler Airport as can be stored within the operator's hangar/shade under the guidelines in section 14.3(a)(1). Transient aircraft storage is prohibited without written consent or agreement from the airport manager or through the terms of a ground lease. If permitted in writing by airport manager, any transient aircraft storage allowed as part of the hangar/shade leasing services, shall pay to the airport, one-half (1/2) the current approved, overnight tiedown rate for that category of aircraft.

(d) The hangar/shade leasing services operator shall ensure strict compliance with the requirement that the storage of automobiles, boats, recreational vehicles, and other non-aviation related equipment in aircraft hangars is strictly prohibited unless these items are in addition and incidental to the storage of an airworthy aircraft and such items do not create a hazard or nuisance to the hangar facility or to the airport.

(e) The hangar/shade leasing services operator shall ensure that hangar tenants only perform preventive aircraft maintenance within the hangar property on their own aircraft. Painting, welding, and any type of hazardous material storage shall not be permitted within the hangar property unless authorized specifically in writing by the Airport. The piling and storage of crates, boxes, barrels, containers, refuse, and surplus property shall not be permitted.

(f) The construction plans and specifications for any hangars or covered tiedowns to be constructed, including minimum hangar/covered tiedown sizes and architectural design plans, are subject to the written approval of the Airport Manager and the City of Chandler.

(e) The hangar/shade leasing services operator shall provide at least one (1) indoor restroom for every thirty (30) hangar/shade units for the use by operator's tenants, and appropriate office and lounge areas for the operator's employees when applicable.

Section 14.4 -- Aircraft Sales Services SASO

An aircraft sales services operator means a person engaged in the sale or brokerage of new and/or used aircraft.

New Aircraft Sales: An aircraft sales SASO engages in the sale of new aircraft through franchises or licensed dealerships (if required by local, county or state authority) or distributorship (either on a retail or wholesale basis) of an aircraft manufacturer or used aircraft; and provides such repair, services, and parts as necessary to meet any guarantee or warranty on aircraft sold.

New Aircraft Brokerage: An aircraft brokerage engages in the matching of potential purchasers of a new aircraft with a new aircraft sales franchise, dealership or distributorship.

Used Aircraft Sales & Brokerage: A used aircraft sales or brokerage SASO engages in the purchasing and selling of used aircraft. This is accomplished 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. In many cases these SASOs also provide such repair, services, and parts as necessary to support the operation of aircraft sold. Some of the requirements may not be appropriate to the sale of used aircraft because of each aircraft's unique history.

In addition to meeting the requirements of Sections 14.1 and 14.2, an aircraft sales services operator shall comply with the following minimum standards:

(a) The aircraft sales services operator shall provide necessary and satisfactory arrangements for repair and servicing of aircraft, but only for the duration of any sales guarantee or warranty period; shall provide an adequate inventory of spare parts for the type of new aircraft for which sales privileges are granted; and shall have available a representative example of any new aircraft product being sold.

(b) The aircraft sales services operator shall have in the operator's employ, on duty 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 operator 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 operator, and provide check ride pilots for aircraft sold.

(c) Operate the service in a minimum of 100 square feet of office space leased from the Airport or through an approved sublease with a legitimate airport tenant. If conducting sales services, SASO shall have immediate access to customer lounge, public telephones, and restrooms. Operator must lease or sublease a minimum of tiedown area to accommodate at least two (2) of the largest of the aircraft authorized for sale. If the operator leases hangar space for the storage of sale aircraft the tiedown area provision is waived.

(d) If conducting sales services, employ and have on duty at least one (1) qualified aircraft salesperson and access to a demonstration pilot that has a current commercial pilot certificate with appropriate aircraft type ratings.

(e) If conducting sales services, maintain an approved Aircraft Dealers Certificate from the State of Arizona.

Section 14.5 -- Aircraft Maintenance and Repair Services SASO

An aircraft maintenance and repair services operator means a person providing one or more of the following services: airframe, engine or accessory overhaul; repair services on aircraft, including jet aircraft and helicopters; and sales of aircraft parts and accessories. In addition to meeting the requirements of Sections 14.1 and 14.2, an aircraft maintenance and repair services operator shall comply with the following minimum standards:

(a) Operate the service from land of sufficient size to accommodate a minimum of seven thousand (7,000) square feet of ventilated hangar and shop space on the Airport. Facility shall include office space and a paved aircraft parking apron and shall have

immediate access to an adequate number of paved automobile parking spaces for its customers, a public lounge and waiting room and public restrooms on its premises.

(b) Provide sufficient equipment, supplies, manuals, and availability of parts equivalent to that required for certification by the FAA as an approved repair station.

(c) Provide equipment, supplies, and parts required for aircraft airframe, power plant, inspection, tire, battery, oxygen, and other routine aircraft maintenance functions.

(d) The FBO or SASO shall have in his employ, and on duty during 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 the FAA with ratings appropriate to the work being performed and who holds an airframe, power plant or aircraft inspector rating authorized by the FAA.

(e) Employ and have on duty a minimum of one (1) FAA certified technician who possesses an airframe, power plant or aircraft inspector rating, or the maintenance facility must be certified as a repair station under 14 CFR Part 145.

(f) Keep premises open and services available a minimum of eight (8) hours daily, five (5) days a week. A technician shall also be available on-call twenty-four (24) hours, seven (7) days per week for emergency purposes only with after hours response times of two (2) hours or less. If more than one (1) maintenance facility meeting the terms of this Section 14.5 is located on the airport, the on-call responsibility may be rotated on a mutually agreeable schedule, which shall be provided in writing to the airport manager.

(g) Not conduct major maintenance, repair operations, or business activities at any time inside hangars/shades or other structures not designed for such function. Specific lease agreement and/or city fire codes shall determine what hangars/shades or other structures shall be approved for major maintenance activities.

Section 14.6 -- Aircraft and/or Ultralight Vehicle Leasing or Rental SASO

An aircraft and/or ultralight vehicle leasing or rental services operator means a person engaged in the leasing or rental of aircraft and/or ultralight vehicles to the public. In addition to meeting the requirements of Sections 14.1 and 14.2, an aircraft and/or ultralight vehicle leasing or rental services operator shall comply with the following minimum standards:

Aircraft:

(a) The operator shall have available for rental, either owned or under written lease, two (2) certificated and currently airworthy aircraft, one (1) of which must be a four-place aircraft, and one (1) of which must be equipped for and capable of flight under instrument meteorological conditions.

(b) Operate the service in an area either leased from the Airport or through an approved sublease through an approved sublease with a legitimate airport tenant and have immediate access to customer lounge, public telephones, and restrooms. SASO must have a minimum of 100 square feet of office space and arrange for lease, adequate ramp or hangar space available for their aircraft meeting the space requirements specified in Section 14.3(a)(1).

(c) Employ and have on duty at least one (1) person having a current commercial pilot certificate with appropriate ratings, including instructor rating.

(d) Keep premises open and services available a minimum of eight (8) hours daily, five (5) days a week.

Ultralight Vehicles:

(a) The operator shall have available for rental, either owned or under written lease to the FBO, one approved two-place ultralight vehicle.

(b) Operate the service in an area either leased from the Airport or through approved sublease with a legitimate airport tenant and have immediate access to customer lounge, public telephones, and restrooms. The operator must have a minimum of 100 square feet of office space and arrange for lease, adequate ramp or hangar space available for their aircraft meeting the space requirements specified in Section 14.3(a)(1).

(c) The operator shall have in the operator's employ and on duty during 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 14.7 -- Flight Training Services SASO

A flight training services operator means a person engaged in instructing pilots in dual and solo flight training, in fixed-wing and/or rotary-wing aircraft, and providing such related ground school instruction as is necessary to take a written examination and flight check ride for the categories of pilot's licenses and ratings involved. In addition to meeting the requirements of Sections 14.1 and 14.2, a flight training services operator shall comply with the following minimum standards:

(a) The operator shall have available for use in flight training, either owned or under written lease, properly certificated aircraft, one (1) of which must be a four-place aircraft, and one (1) of which must be equipped for and capable of use in instrument flight instruction.

(b) The operator shall have employed and on duty during business hours, at least one flight instructor who has been properly certificated by the FAA to provide the type of training offered.

(c) Operate the service from an area leased from the Airport or through an approved sublease with a legitimate airport tenant providing space for parking all aircraft used in the SASOs business, adequate classroom space and a minimum of 100 square feet of office space and have immediate access to customer lounge, public telephones, and restrooms.

(d) Flight training operations shall include adequate mock-ups, pictures, slides, filmstrips, movies, videotapes, or other training aides necessary to provide proper and effective ground school instruction. All materials shall meet FAA requirements for the training offered.

Section 14.8 -- Specialized Aircraft Repair Services and Sales SASO

A specialized aircraft repair services operator means a person engaged in the business of repairing aircraft radios, avionics, instruments, propellers, accessories, upholstery, painting and/or similar aircraft components. A specialized aircraft repair services operator sells new or used parts and components necessary for such repairs. In addition to meeting the requirements of Sections 14.1 and 14.2, a specialized aircraft repair services operator shall comply with the following minimum standards:

(a) Operate the service in an area leased from the airport or through an approved sublease with a legitimate airport tenant with adequate space for operations and administration within the leasehold and have immediate access to customer lounge, public telephones, and restrooms. Have adequate hangar space to work on aircraft of a minimum size to meet the criteria contained in Section 14.3(a)(1) for each aircraft planned to be hangared at any one time, and adequate parking apron to accommodate all customer aircraft.

(b) The operator shall have in the operator's employ and on duty during 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 has an FAA rating appropriate to the services offered.

(c) Keep premises open and services available a minimum of eight (8) hours daily, five (5) days a week.

(d) Hold the appropriate FAA repair station certificates for the types of equipment the operator plans to service and/or install.

(e) Not conduct maintenance or repair operations or business activities at any time inside hangars/shades or other structures not designed for such functions.

Section 14.9 -- Aircraft Charter and Air Taxi SASO

An unscheduled, or scheduled aircraft charter or air taxi services operator means a person engaged in the business of providing air transportation (persons or property) to the general public for hire, either on an unscheduled or scheduled basis or as defined by the FAA in 14 CFR Part 135 as applicable. Aircraft charter services may include the performance of aircraft management services as defined in these minimum operating standards, as long as all requirements of such services are met. In addition to meeting the requirements of Sections 14.1 and 14.2, an aircraft charter services operator shall comply with the following minimum standards:

(a) Operate the service from an area leased from the airport or through an approved sublease with a legitimate airport tenant. Said area shall include a minimum of 100 square feet of office space and have immediate access to customer lounge, public telephones, and restrooms. If storing aircraft at the airport, have control of, through lease with the airport or through an approved sublease with a legitimate airport tenant, adequate hangar/shade space meeting the criteria of Section 14.3(a)(1) or appropriate apron area to store the aircraft.

(b) The operator shall provide, either owned or under written lease, the type, class, size and number of aircraft intended to be used by the operator. Said list shall denote aircraft that must meet the requirements of the air taxi certificate held by the operator. The aircraft shall be certificated for instrument operations.

(c) The operator shall have in the operator's employ and on duty during business hours, trained personnel in such numbers as are required to meet the Minimum Standards set forth in this category in an efficient manner.

(d) Employ and make available at least one (1) person who holds a current FAA commercial pilot certificate and appropriate medical certificate and ratings appropriate for each aircraft listed on the operator's certificate. In addition, all flight personnel shall be properly rated for the aircraft operated. The operator shall provide reasonable assurance of the continued availability of qualified operating crews.

(e) The operator shall have dispatch capability within six (6) hours of a customer request. Operator shall be open and services available five days per week eight hours per day.

(f) Own or lease or manage at least one (1) certified and continuously airworthy instrument qualified multi-engine aircraft.

(g) Have, provide a copy to the city, and display in the public office, a current FAR Part 135 Air Taxi Certificate or provisional FAR Part 135 Certificate, in addition to, the aircraft identification page from the operating specifications manual of each aircraft listed on the certificate.

If applicable to rotorcraft operation, the operator providing external-loading capabilities will comply with the requirements contained within 14 CFR Part 133.

Section 14.10 -- Specialized Commercial Flying Services SASO

A specialized commercial flying services operator means a person engaged in air transportation for hire for any of the following purposes: nonstop sightseeing flights that begin and end at the airport, aerial photography or survey, banner towing and aerial advertising, powerline or pipeline patrol, fire-fighting or fire patrol, air ambulance service, airborne mineral exploration, or any other operations specifically excluded from 14 CFR Part 135. In addition to meeting the requirements of Sections 14.1 and 14.2, a specialized commercial flying services operator shall comply with the following minimum standards:

(a) Lease adequate area from the airport or through an approved sublease with a legitimate airport tenant, from which to conduct the operator's activities. The lease shall include a minimum of 100 square feet of office space and if required, a building or accommodations to construct a building sufficient to accommodate all activities and operations proposed by the operator. The minimum areas in each instance shall be subject to the approval of the City on a case by case basis, based upon the intended use. All operators shall demonstrate that they have the availability of aircraft suitably equipped for the particular type of operation they intend to perform.

(b) The operator shall have in the operator's employ, and on duty during business hours, at least one person who holds a current commercial pilot certificate with appropriate ratings for the aircraft to be flown and any other trained personnel in such numbers as may be required to meet the Minimum Standards herein, set forth in an efficient manner.

(c) The operator must provide, by means of an office or a telephone, a point of contact for the public desiring to use the operator's services.

Section 14.11 -- Aircraft Management Services SASO

An aircraft management services operator means a person performing one or more of the following services in the management of another person's aircraft: pilot staffing, records management, and other aircraft-related services not including services detailed in any other sections contained herein. Aircraft management also encompasses the exercise of the privilege of operating large and turbine-powered multiengine airplanes and fractional ownership program aircraft as denoted in 14 CFR Part 91.501 on behalf of the owner and the brokerage of a qualified aircraft through a commuter and/or on demand operations certificate as denoted in 14 CFR Part 135 operator to the general public. Aircraft management does not include the control of, or operation of, aircraft under 14 CFR Part 135. In addition to meeting the requirements of Sections 14.1 and 14.2, an aircraft management services operator shall comply with the following minimum standards:

(a) If needed to conduct operations, lease from the airport or through an approved sublease with a legitimate airport tenant, a minimum of 100 square feet of office space and adequate hangar/shade or apron space meeting the criteria of Section 14.3(a)(1) or appropriate apron area to store or stage aircraft used in the operation.

Section 14.12 – Mobile Aircraft Washing and Detailing Services SASO

A mobile aircraft washing services operator means a person who engages in the cleaning, detailing and/or washing of aircraft either for the general public or for individual businesses. Aircraft washing is restricted to designated wash rack/pad areas and/or other areas permitted under an Approved Washing Plan (AWP). In addition to meeting the requirements of Sections 14.1 and 14.2, the operator providing mobile aircraft washing services shall comply with the following minimum standards:

(a) Submit and receive approval of an Aircraft Washing Plan (AWP) that contains the following information:

  (1) Name of individual/company conducting washing services, contact name and phone number.

  (2) List of individuals/companies contracting for washing services; or list of aircraft to be washed, including FAA registration numbers, makes and models of aircraft.

  (3) A site map of the area in which the washing will occur. The site map must contain the following:

    (i) An outline of the washing location to include location of runoff control features.

    (ii) Approximate distance (in feet) from washing area to nearest storm drain(s).

    (iii) Reference to surrounding landmarks on the airport (buildings, terminal, tower, roads, etc.).

    (iv) North arrow

  (4) A detailed description of washing method/operation, including the following details:

    (i) Wash water containment method(s), (ramp scrubber, berms, tarps, containment boom, dry, etc.),

(ii) An estimate of the amount of water used per wash and frequency of operation,

(iii) Name and amount of chemical(s) used per wash,

(iv) If "dry" washing or waxing/coating operations are conducted, provide affirmation that tarps, vacuum system and/or sweeping will be used to collect residual material for its proper disposal and to protect the ramp (if applicable). Operators must properly dispose of "dry" wash materials and/or residual waste.

(v) Material Safety Data Sheets (MSDS) for all chemicals to be used.

Section 14.13 – Mobile aircraft maintenance and repair SASO

A mobile aircraft maintenance and repair services operator means a person providing one or more of the following services within designated aircraft maintenance areas on the airport: airframe, engine or accessory overhaul; repair services on aircraft; and sales of aircraft parts and accessories. In addition to meeting the requirements of Sections 14.1 and 14.2, a mobile aircraft maintenance and repair services operator shall comply with the following minimum standards:

(a) Either:

(1) Employ at least one person who is currently certified by the FAA with ratings appropriate to the work being performed and who holds an airframe, power plant, or aircraft inspector rating; or

(2) Maintain a current FAR Part 145 Certificate.

(b) Only conduct aircraft maintenance and repair services on piston aircraft weighing less than 12,500 pounds certificated maximum takeoff weight.

(c) Not conduct major aircraft alterations or repairs or business activities at any time inside hangars/shades or other structures not designed for such function. Specific lease agreement and/or city fire codes shall determine what hangars/shades or other structures shall be approved for major aircraft alterations or repairs.

Section 14.14 – On-Airport Rental Car Concession SASO

An on-airport rental car concession services operator means a person providing rental car services at the airport. In addition to meeting the requirements of Sections 14.1 and 14.2, an on-airport rental car concession services operator shall comply with the following minimum standards:

(a) Lease from the city or an airport tenant, a minimum of 100 square feet of office space at a building on the airport.

(b) Employ and have on duty at the airport at least one person during normal business hours.

(c) Pay fees as prescribed by lease, permit or agreement. At a minimum an operator, in addition to paying any applicable monthly land rental payment per lease agreement, shall pay the aeronautical business permit fee commensurate with the current rates and fees as approved by the Chandler City Council and a monthly permit fee of two and one-half (2.5) percent of the gross income from the operator's sales of all services at Chandler Municipal Airport. Automobiles are considered rented at Chandler Municipal Airport if:

(1) The automobile is delivered to the customer at the airport; or

(2) The rental agreement is entered into at the airport even though the automobile is delivered elsewhere; or

(3) The automobile was reserved in advance at the airport through an airport FBO or SASO tenant; or

(4) A vehicle rented at the airport is exchanged for another vehicle at any location within twenty-five (25) miles of the Chandler Municipal Airport for a time period running consecutively with the original rental agreement.

Section 14.15 – Reserved

Section 14.16 – Charter Brokerage Services SASO

A charter brokerage services operator means a person brokering another person's aircraft for use in charter operation or filling seats in an aircraft for purposes of charter operation. Charter brokerage service does not include the control or operation of aircraft under FAR Part 135. In addition to meeting the requirements of Sections 14.1 and 14.2, a charter brokerage services operator shall comply with the following minimum standards:

Pay fees as prescribed by lease, permit or agreement. At a minimum an operator, shall pay the aeronautical business permit fee commensurate with the current rates and fees as approved by the Chandler City Council.