

**MINIMUM STANDARDS FOR
COMMERCIAL AERONAUTICAL ACTIVITIES
AT THE CLINTON MUNICIPAL AIRPORT, CLINTON IOWA
Adopted March 19, 2018**

PURPOSE

These regulations prescribe minimum standards for the conduct of commercial aeronautical activities at Clinton Municipal Airport permitting the conduct of such activities.

INTRODUCTION

Prudent and proper administration requires that standards be adopted to establish the desired qualifications of participants, level, and quality of service and other conditions, which will be expected of those proposing to conduct commercial aeronautical activities at the Airport. The requirement to impose standards on those proposing to conduct commercial aeronautical activities on a public airport relates to the public interest and provides protection from irresponsible, unsafe or inadequate service. The adoption of such standards ensures that the Operator is reasonably fit, willing, and able to discharge both its service obligations to its patrons and its economic obligations to the Airport community and thereby protects established commercial enterprises, the aviation user and the public.

APPLICABILITY

The effective date of these Minimum Standards shall be the 19th day of March, 2018, however the Commission reserves the right to revise on occasion.

DEFINITIONS

As used in these regulations, the following terms shall have the following meanings:

- A. "Commission" means the Clinton Municipal Airport Commission formed pursuant to the Code of Iowa, Chapter 330.
- B. "Aircraft" means aeronautical devices including, but not limited to powered aircraft, gliders, helicopters, ultralights, powered parachutes, gyrocopters, parachuting, ground-effect machines, and balloons.
- C. "Aircraft Maintenance" means the repair, adjustment or inspection of aircraft.
 - 1. Major Repairs - major alterations to the airframe, powerplant, propeller and accessories as defined in Part 43 of the Federal Aviation Regulations.
 - 2. Minor Repairs - normal, routine annual inspection with attendant maintenance, repair, calibration or adjustment or repair of aircraft and their accessories.
- D. "Airport" means the entirety of The Clinton Municipal Airport.
- E. "Building" means the main portion of each structure, all projections or extensions there from and any additions or changes thereto, and shall include garages, outside platforms and docks, carports, canopies, eaves and porches. Paving, ground cover, fences, signs, and landscaping shall not be included.
- F. "Commercial Aeronautical Activity" means any commercial activity, which relates to the operation of aircraft. Such activity includes, but is not limited to charter operations, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, advertising and surveying, air taxi operations, aircraft sales and services, sale of aviation petroleum products, repair and maintenance of aircraft, and the sale of aircraft parts.
- G. "Entity" means a person, firm, corporation or partnership.
- H. "Equipment" means all machinery, together with the necessary supplies, tools and apparatus necessary to the proper conduct of the activity being performed.

- I. "Exclusive Rights" means the power, privilege or other right excluding or debarring another from enjoying or exercising a like power, privilege or right. An exclusive right may be conferred either by express agreement, by imposition of unreasonable standards or requirements, or by any other means.
Such a right conferred on one or more parties by excluding others from enjoying or exercising a similar right or rights would be an exclusive right.
The granting of an exclusive right to conduct a commercial aeronautical activity on an airport developed or improved with Federal funds is expressly forbidden by law.
- J. "Fixed Base Operator" (FBO) means an entity which maintains facilities at the Airport for the purpose of engaging in the retail sale of aviation fuels and at least two (2) of the following services: Aircraft sales/rental, flight instruction and training, aircraft charter, aircraft airframe and engine repair, avionics sales and repair, and aircraft line services.
- K. "Improvements" means all buildings, structures, and facilities including pavement, fencing, signs and landscaping constructed, installed or placed on, under or above any leased area by or with the concurrence of a lessee. Plans and specifications for all improvements must be approved in writing by the Commission for conformity with its building and construction standards.
- L. "Lease" means a contractual agreement between the Commission and an entity granting a concession or otherwise authorizing the conduct of certain activities which is in writing and enforceable by law.
- M. "Ramp" means a paved area suitable for aircraft parking.
- N. "Repair Facility" means a facility utilized for the repair of aircraft to include airframe, power-plant, propellers, radios, instruments, and accessories. Such facility will be operated in accordance with pertinent Federal Aviation Regulations.
- O. "Service Operator" or "Operator" means an entity which provides any one of the following services:
 - a. FBO
 - b. Retail sale of aviation fuels and associated line service
 - c. Aircraft airframe and engine repairs
 - d. Flight Training
 - e. Aircraft sales/rental
 - f. Aircraft charter
 - g. Avionics, instrument or propeller repair
 - h. Specialized Commercial Aeronautical Activities
 - i. Commercial Flying Club
 - j. Non-Profit Flying Club
- P. "Sublease" means a lease granted by a lessee to another entity of all or part of the property.
- Q. "Tie-Down" means the area, paved or unpaved, suitable for parking and mooring of aircraft wherein suitable tie-down points have been located.

APPLICATION

- A. Contents of Application
 - 1. Applications to perform commercial aeronautical activities shall be in writing and be filed with the Commission Chairperson, Clinton Municipal Airport, and shall include the following information:
 - a. Name and address
 - b. Proposed date for commencement of operations
 - c. Services to be offered
 - d. Amount, size, location of land to be leased

- e. Description of buildings and improvements to be constructed or leased
 - f. Number of personnel to be employed
 - g. Hours of proposed operation
 - h. Number and types of insurance coverages to be maintained
 - i. Evidence of financial responsibility from a bank or from such other source that may be readily verified through normal banking channels and/or account channels.
 - j. Evidence of financial capability to initiate operations and for the construction of buildings, improvements and appurtenances, and the ability to provide working capital to carry on the contemplated operation, once initiated
 - k. Business plan for the first five (5) years of operation. The business plan will include a written statement addressing the following points:
 - i) definition of target market
 - ii) promotion techniques
 - iii) description of existing competitors
 - iv) percent of intended sales related to aircraft based at The Clinton Municipal Airport, if applicable
 - v) number of people to be employed
 - vi) list of certification and licenses to be sought, if any
 - vii) list of products to be sold or distributed, if any, and list of manufacturer's or distributor's requirements for obtaining dealership
 - viii) list of suppliers, subcontractors and associates as applicable
 - ix) Statement of past experience in the specified aviation services proposed to be provided at the Airport.
- B. Applications of sub-lessees of an FBO's required service or Service Operators are exempt from submitting information in e, j, and k.

HEARING ON APPLICATION

- A. Upon receipt by the Commission Chairperson of an application to perform commercial aeronautical activities, the Commission shall determine if the application warrants a public hearing. Public hearings are required for any lease of more than three (3) years or actually involving the direct lease of Airport property itself, except T-hangars. Should the Commission determine a public hearing is warranted, paragraphs B, C and D of this section apply.
- B. Notice of the time and place of the hearing shall be given by at least one (1) publication in a newspaper of general circulation in Clinton County as required by law.
- C. No public hearing shall be held unless the applicant or his/her duly appointed representative is present.
- D. At the time of the public hearing, the Commission shall hear all evidence for and against the application. After due deliberation, the Commission shall render a written decision upon the application which shall become a matter of public record.

STANDARDS AND LIMITATIONS

- A. The following standards have been developed after consideration of the above elements with special attention to their applicability at the Airport. The standards set forth are applicable to the specific commercial aeronautical activities addressed and must be met by any applicant desiring to conduct such activities at the Airport.
- B. The standards set forth herein are to be considered the minimum, which the Commission will require in agreements authorizing commercial activities. The Commission reserves the right to waive or modify any of the standards if an Operator's application presents a comprehensive business rationale for the granting of a waiver. Any waivers granted by the Commission shall be specifically included in the Agreement executed with the Commission.
- C. Personnel
1. The operator shall have in his/her employ and on duty during operating hours, trained personnel in such numbers as are required to meet the minimum standards and requirements set forth herein, in an efficient manner, for each aeronautical service being performed.
 2. All personnel hereinafter are required to hold Federal Aviation Administration certificates and ratings as they are required.
- D. Maintenance
- The operator shall maintain the pavement constructed by the operator. The maintenance of the interior of any building constructed or leased by the operator including utility costs, snow and trash removal shall be the operator's responsibility. Grass mowing and landscape maintenance within the operator's leased premises shall be the operator's responsibility.
- E. Insurance
1. The operator shall procure, maintain, and pay premiums during the term of his/her agreement, for insurance with the following minimum requirements. Commercial General Liability coverage in the amount of \$1,000,000 combined single limit per occurrence for bodily injury, personal injury, and property damage. Hangar Keepers Liability coverage in the amount of \$500,000 single limit per occurrence for any loss or damage to aircraft of third persons in the custody of the Operator for storage, repair or safekeeping on the airport. Product Liability coverage in the amount of \$1,000,000 per occurrence for bodily injury, personal injury and property damage. Automobile Liability coverage for vehicles owned and operated by the operator in the amount of \$500,000 combined single limit per occurrence for bodily injury, personal injury and property damage. The insurance company writing the required policy or policies shall be licensed to do business in the State of Iowa.
 2. All insurance which the operator is required by the Commission to carry and keep in force shall include the City of Clinton and Clinton Airport Commission and their employees as additional named insured's. The operator shall furnish evidence of his/her compliance with this requirement to the Commission Chairperson with proper certification that such insurance is in force and will furnish additional certification as evidence of changes in insurance not less than ten (10) days prior to any such change, if the change results in a reduction. In the event of cancellation of coverages, thirty (30) days' prior notification shall be conveyed to the Commission by the underwriter.
 3. The applicable insurance coverages shall be in force during the period of any construction of the operator's facilities and/or prior to his/her entry upon the Airport to conduct his/her business.

- F. Motor Vehicles on the Airport
1. The operator shall procure and maintain for any of its motor vehicles which are operated on the Airport, proper motor vehicle liability insurance.
- G. Aircraft Leaseback, Sublease, or other Aircraft Operating Agreements
1. All aircraft leases, leasebacks, subleases or other aircraft operating agreements involving commercial activity between an aircraft owner/operator and other parties operating at the Airport shall conform to the standards stipulated for the respective aeronautical activities being performed under the subject agreement.
 2. A copy of all such agreements shall be provided to the Commission upon the execution of the agreements.
 3. All aircraft leases, leasebacks, subleases or other aircraft operating agreements involving commercial aircraft activity at or from the Airport shall include the following: "This agreement shall not violate the Minimum Standards for Commercial Activities as set by The Clinton Airport nor shall this instrument be used for the purpose of evading The Clinton Municipal Airport Rules and Regulations".
- H. Fees
1. The operator shall pay any and all fees as shall be specifically included in the Agreement executed with the Commission.
 2. Any concession activity conducted on the leased premises shall similarly be subject to fees specifically included in the Agreement executed with the Commission.

GENERAL REQUIREMENTS

- A. Requirement of a Written Agreement with the Commission.
- Prior to the commencement of operation, the operator will be required to enter into a written agreement with the Commission, which agreement will recite the terms and conditions under which the operator will operate his/her business on the Airport including, but not limited to, the term of the agreement, the rentals, fees, and charges, the rights and obligations of the respective parties understood, therefore, that neither the conditions therein contained nor those set forth in these minimum standards represent a complete recitation of the provisions to be included in the written agreement.
- B. Accommodations
- The Fixed Base Operator shall provide a paved walkway within the leased area to accommodate pedestrian access to the operator's office, when appropriate, a paved aircraft apron with tie-down facilities within the leased area sufficient to accommodate the activities being performed, and telephone facilities for customer use. Floor space allotments shall include office, customer lounges, and restroom facilities, all properly heated, ventilated, cooled, and lighted. Sufficient hard surface, on-site auto parking space shall be provided.
- C. Facilities
- For construction of any new facilities, the operator will be subject to the same standards of development as are contained in the Airport Master Plan, and Design and Development Guidelines.

FIXED BASE OPERATOR (FBO)

- A. General
- A Fixed Base Operator (FBO) is an entity, which maintains major facilities at the Airport for the purpose of conducting at least two (2) of the following services:
- a. Retail sale of aviation fuels and associated line service
 - b. Aircraft airframe and engine repairs

- c. Flight training
- d. Aircraft sales/rental
- e. Aircraft charter
- f. Avionics, instrument or propeller repair

B. Minimum Standards

1. Ground Space and Improvements

- a. Operator shall lease from the Commission an existing building or an area of land on which will be erected a building of at least 1,500 square feet.
- b. The principal building used by the FBO shall have space allocated and utilized for crew/passenger lounge facilities, public restrooms (in accordance with City of Clinton Code Requirements), sales/rental administration, aircraft charter and flight instruction, training activities, flight planning.
- c. Paved tie-down facilities will be provided.
- d. A minimum of one (1) hangar with a minimum of 3,600 square feet of floor space shall be provided within which aircraft airframe and engine repair activities, avionics, instrument or propeller repair, if proposed, will be performed. Suitable inside and outside storage space for aircraft before and after repair and maintenance have been accomplished, will be provided.

2. Scope of Service

a. Fueling

- 1. The FBO shall demonstrate that satisfactory arrangements have been made with a recognized aviation petroleum distributor for the delivery of fuel and oil in such quantities as are necessary to meet local demand.
- 2. Fueling and into-plane delivery of aviation fuels shall be provided by the FBO a minimum from 8:00 A.M. to 5:00 P.M. Monday – Friday. The FBO shall be available after hours and on weekends for on-call fueling. The FBO shall provide mobile fuel dispensing equipment capable of safe and efficient servicing all types of general aviation aircraft. FBO shall have two (2) metered filter equipped dispensers (fixed or mobile) for dispensing two (2) grades of fuel (Jet A and 100LL). Mobile dispensing trucks shall have a minimum of 350 gallon capacity for 100LL and 1500 gallon capacity for Jet A. Separate dispensing pumps for each grade of fuel are required.
- 3. Any fixed fuel storage tanks installed after January 2003 shall be above-ground in accordance with Federal and State regulations with a capacity and a location approved by the Commission.
- 4. FBO shall maintain current fuel reports on file and available for auditing at any time by the Commission.

b. Line Services

- 1. FBO shall provide adequate tie-down facilities and equipment, including ropes, chains, and other types of restraining devices and wheel chocks.
- 2. FBO shall provide adequate towing equipment to safely and efficiently move aircraft as necessary.

3. FBO shall provide proper equipment for repairing and inflating aircraft tires, servicing oleo struts, changing oil, washing aircraft and aircraft windows, and recharging or energizing discharged aircraft batteries and starters.
 4. FBO shall provide conveniently located, heated and air conditioned lounge or waiting rooms for passengers and crews and will be maintained in a clean and sanitary manner. At least one telephone will be provided for public use.
- c. Aircraft Airframe and Engine Repair
1. FBO shall provide at least one (1) FAA certificated airframe and power-plant mechanic a minimum of 20 hours per week.
 2. FBO shall provide equipment, supplies and parts equivalent to that required for certification by the Federal Aviation Administration as an approved repair station.
- d. Flight Instruction
1. FBO shall have available for use in flight training, either owned or under written lease to lessee, at least one (1) certificated and airworthy aircraft meeting all FAA requirements with respect to the type of activity to be performed.
 2. FBO shall have in its employ sufficient flight and ground instructors, certificated by the FAA, to provide the type of training offered.
 3. FBO will provide dedicated space to support flight training activity.
- e. Aircraft Sales and Rental
1. FBO shall provide suitable space for consummating sales and rental and the keeping of proper records in connection therewith.
 2. FBO shall have at least one certificated and airworthy aircraft which can be used for demonstration purposes.
 3. FBO shall (if involved in new aircraft sales) have a sales or distributorship franchise from a recognized aircraft manufacturer and maintain one (1) demonstration model of such aircraft.
 4. FBO shall provide a certificated pilot capable of demonstrating new aircraft for sales and/or providing instruction for the rental of aircraft.
 5. FBO shall maintain current, up-to-date specifications, price lists, check lists, and operations manuals for all types of model aircraft sold or rented.
- f. Aircraft Charter
1. FBO shall provide a counter area for the proper check in of passengers.
 2. FBO shall have available for charter at least one (1) aircraft which meets the requirements of the Air Taxi Commercial Certificate held by the operator. The aircraft may be either owned or under written lease to the operator who must provide a copy of such agreement to the Commission.
 3. FBO shall have in its employ a sufficient number of qualified commercial or airline transport rated pilots.
 4. FBO shall have its services available to meet public demand for this category of service.
 5. FBO shall have and provide evidence of an FAR 135 certificate.
- g. Avionics, Instrument or Propeller Repair

1. FBO shall provide a minimum of one (1) person properly certificated to perform the repair service offered on duty a minimum of 20 hours per week, and on call for emergencies.
 2. FBO shall maintain adequate tools, equipment, and devices necessary to perform the maintenance services offered.
- C. Insurance Coverage
- FBO shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.
- D. Miscellaneous Requirements
1. Rates and charges for areas under control of the FBO, aircraft parking, tie-down, and storage shall be subject to prior written approval of the Commission and subject further to the requirements that all rates and charges shall be reasonable and be equally and fairly applied to all users of its services. All rates and charges will be filed with the Commission Chairperson. The Commission will set fees and charges for public use areas and control hangars owned by the City and not under the FBO.
 2. FBO shall, at his/her expense, pay all taxes and assessments against any building or other structure and personal property on the premises owned by the FBO.
 3. All sublease agreements must receive prior written approval of the Commission.

AIRFRAME AND POWERPLANT REPAIR

- A. General
- An Airframe and Powerplant Repair Facility Operator is an entity certified as an FAA Repair Station operating under a Part 145 Certificate and providing one (1) or a combination of airframe and powerplant repair services. This category of service will also include the sale of aircraft parts and accessories.
- B. Minimum Standards
1. Ground Space and Improvements
 - a. Operator shall lease from the Commission a hangar or an area of land on which will be erected a building (or sublease from an FBO with approval of the Commission) of at least 2,200 square feet to provide:
 1. Sufficient hangar space for airframe and powerplant repair services.
 2. Adequate floor spaces for an office, customer lounge with a telephone for customer use, which shall be properly heated and lighted.
 - b. If not already provided, Operator shall provide a paved aircraft apron to accommodate aircraft movement from its facility to the Airport's taxiway system.
 2. Scope of Service
 - a. Operator shall provide service in this category a minimum of 20 hours a week, and on-call services for emergencies.
 - b. Operator shall provide efficient and trained personnel in such numbers as are required to meet the minimum standards set forth in this category but never less than one (1) person currently certificated by the Federal Aviation Administration with ratings appropriate to the work being performed and who hold airframe, powerplant or aircraft inspector ratings.
 - c. Operator shall provide suitable equipment, supplies and parts equivalent to that required for certification by the Federal Aviation Administration as an approved Repair Station.

C. Insurance Coverage

Operator shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.

AVIONICS, INSTRUMENT AND PROPELLER REPAIR

A. General

An Avionics, Instrument or Propeller Repair Facility Operator is an entity engaged in the business of and providing a facility for the repair of aircraft radios and electrical systems, instruments, propellers, and other accessories for aircraft. This category includes the sale of aircraft parts and accessories of the type repaired.

B. Minimum Standards

1. Ground Space and Improvements

a. Operator shall lease from the Commission a hangar or an area of land on which will be erected a building (or sublease from an FBO with approval of the Commission) at least 2,200 square feet to provide:

1. Sufficient hangar space for avionics repair services.
2. Adequate floor spaces for an office, customer lounge with a telephone for customer use, which shall be properly heated and lighted.

b. If not already provided, Operator shall provide a paved aircraft apron to accommodate movement of aircraft from its facility to the taxiway complex.

2. Scope of Service

- a. Operator shall provide this category of activity 20 hours per week.
- b. Operator shall provide efficient and trained personnel in such numbers as are required to meet the minimum standards set forth in this category but never less than one (1) person currently certificated by the Federal Aviation Administration with ratings appropriate to the work being performed.

C. Insurance Coverage

Operator shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.

AIRCRAFT CHARTER AND AIR TAXI

A. General

An Aircraft Charter and Air Taxi Operator is an entity engaged in the business of providing air transportation under FAR 135 for persons or property to the general public for hire, either on a commercial charter basis or as an air taxi operator.

B. Minimum Standards

1. Ground Space and Improvements

a. Operator shall lease from the Commission a hangar or an area of land on which will be erected a building (or sublease from an FBO with approval of the Commission) suitably provided to accommodate the public.

b. Operator shall provide hangar space or lease a paved tie-down area with adequate facilities to park aircraft, with paved access to taxiways.

2. Scope of Service

a. Operator shall have available for charter at least one (1) aircraft, which meets the requirements of the Air Taxi Commercial Certificate held by the

operator. The aircraft may be either owned or under written lease to the operator who must provide a copy of such agreement to the Commission.

- b. Operator shall have in its employ a sufficient number of qualified commercial or airline transport rated pilots.
- c. Operator shall have its services available to meet public demand for this category of service.
- d. Operator shall have and provide evidence of an FAR 135 certificate.

C. Insurance Coverage

Operator shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.

AIRCRAFT RENTAL

A. General

Aircraft Rental Facility Operator is an entity engaged in the rental of aircraft to the public.

B. Minimum Standards

1. Ground Space and Improvements

- a. Operator shall lease from the Commission a hangar or an area of land on which will be erected a building (or sublease from an FBO with approval of the Commission) suitably provided to accommodate the public.
- b. Operator shall provide hangar space or lease a paved tie-down area with adequate facilities to park aircraft, with paved access to taxiways.

2. Personnel

One (1) person being properly licensed to instruct, who shall be current in all models offered for rental.

3. Aircraft

Operator shall have available for use, either owned or under written lease to lessee, (a copy of such Lease shall be provided to the Commission) at least one (1) aircraft certificated and airworthy meeting all FAA requirements with respect to the type of activity to be performed.

C. Insurance Coverage

Operator shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.

AIRCRAFT SALES/BROKERAGE

A. General

An Aircraft Sales/Brokerage Facility Operator is an entity engaged in the sale of new or used aircraft through franchises, licensed dealership, distributorship (either on a retail or wholesale basis) or brokerage of an aircraft.

B. Minimum Standards

1. Ground Space and Improvements

- a. Operator shall lease from the Commission a hangar or an area of land on which will be erected a building (or sublease from an FBO with approval of the Commission) suitably provided to accommodate the public.
- b. Operator shall provide hangar space or lease a paved tie-down area with adequate facilities to park aircraft, with paved access to taxiways.

2. Scope of Service

- a. Operator shall provide, or have available on call, sufficient aircraft of each model offered for sale, for the purpose of demonstration.

- b. Operator shall employ, or have available on call, a sufficient number of pilots, who shall be current in all models to be demonstrated.
 - c. Operator shall provide necessary and satisfactory arrangement for repair and service of aircraft, but only for the duration of guarantee or warranty period. Servicing facilities may be provided through written agreement with any authorized Repair Station operating at the Airport.
- C. Insurance Coverage
Operator shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.

FLIGHT TRAINING

- A. General
Flight Training Facility Operator is an entity engaged in instructing pilots in dual and solo flight training, in fixed or rotary wing aircraft, and provides such related ground school instruction as is necessary preparatory to taking a written examination and flight check for the category or categories or pilot's licenses and ratings involved.
- B. Minimum Standards
 - 1. Ground Space and Improvements
 - a. Operator shall lease from the Commission a hangar or an area of land on which will be erected a building (or sublease from an FBO with approval of the Commission) suitably provided to accommodate the public.
 - b. Operator shall provide hangar space or lease a paved tie-down area with adequate facilities to park aircraft, with paved access to taxiways.
 - 2. Scope of Service
 - a. Operator shall have available for use in flight training, either owned or under written lease to lessee, at least one (1) aircraft which will be certificated and airworthy, meeting all FAA requirements with respect to the type of activity to be performed.
 - b. Operator will have in its employ sufficient flight and ground instructors who meet the standards expressed under the FAA FAR's as certified flight or ground instructor.
- C. Insurance Coverage
Operator shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.

COMMERCIAL FLYING CLUB

- A. General
A Commercial Flying Club is an entity engaged in the ownership or lease of aircraft and providing flying services for its members and others but which does not meet the rigid requirements established for Non-Profit Flying Clubs.
- B. Minimum Standards
 - 1. Ground Space and Improvements
 - a. Operator shall lease from the Commission a hangar or an area of land on which will be erected a building (or sublease from an FBO with approval of the Commission) suitably provided to accommodate the public.
 - b. Operator shall provide hangar space or lease a paved tie-down area with adequate facilities to park aircraft, with paved access to taxiways.
 - 2. Scope of Service

- a. Operator shall have available for use in its services, either owned or under written lease to Operator, at least one (1) aircraft which will be certificated and airworthy, meeting all FAA requirements with respect to the type of activity to be performed.
 - b. If Operator conducts flight training, it shall have in its employ or as members sufficient flight instructors who have been properly certificated by the FAA.
 - c. Operator shall have its premises open and services available to meet the demand for its services.
- C. Insurance Coverage
- Operator shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.

NON-PROFIT FLYING CLUBS

- A. General
- To be exempt from the commercial requirements of the minimum standards, all of the following conditions must exist. Violation of such conditions shall be grounds for termination of Non-Profit status.
1. Club must be non-profit corporation or partnership.
 2. Each member must be a bona fide owner of the aircraft or be a member of the corporation or partner in the partnership.
 3. Club may not derive a profit from the operation, maintenance or replacement of its aircraft.
 4. Club aircraft will not be used by other than bona fide members for rental and by no one for commercial operations.
 5. Club shall file a copy of its By-Laws, Articles of Association, partnership or other documentation supporting its existence and shall keep current with the Airport Commission a complete list of the Club's membership including names of Officers and Directors; evidence that ownership of Club aircraft is vested in the Club; and operating rules of the Club.
- C. Insurance Coverage
- Operator shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.

SPECIALIZED COMMERCIAL AERONAUTICAL ACTIVITIES

- A. General
- A Specialized Commercial Aeronautical Activity is an entity engaged in aircraft support service or in air transportation for hire for the purpose of providing the use of aircraft for the activities listed below:
1. Non-stop sightseeing flights
 2. Aerial photography or survey
 3. Fire fighting
 4. Power line, underground cable or pipeline patrol
 5. Fuel farms - aircraft fueling
 6. Other miscellaneous activities directly related to flight instruction, aircraft support or transportation service
- B. Minimum Standards
1. Ground Space and Improvements:

- a. Operator shall sublease space and facilities adequate for its operations from the Commission, if not available, from a Fixed Base Operator or other tenant under lease with the Commission.
 - b. Operators providing services involving crop dusting, aerial application, other commercial use of chemicals, shall provide a centrally drained, paved area of sufficient size to facilitate aircraft. Operator shall also provide for the safe storage and containment of noxious chemical materials. Such storage facilities shall be in a location on the Airport designated by the Commission, which will provide the greatest safeguard to the public.
2. Scope of Service
- a. When required by the nature of its operation, operator shall provide and have based on its leasehold, either owned or under written lease to lessee, at least one (1) aircraft which will be airworthy, meeting all FAA requirements with applicable regulations of the State of Iowa with respect to the type of activity to be performed.
 - b. Operator shall provide by means of an office or a telephone, a point of contact for the public desiring to utilize the lessee's services.
 - c. Operator shall have and provide evidence of all proper FAA certificates required for the activity.
- C. Insurance Coverage
- Operator shall provide certificates of insurance providing the coverages and in the amounts set forth by the Commission under STANDARDS and LIMITATIONS.

ENFORCEMENT

An entity failing to comply with these minimum standards for Commercial Aeronautical Activities shall be prohibited from using, utilizing, or in any other manner operating on or in connection with Airport property, which prohibitions may be enforced by the Commission by such injunctive, nuisance, or other legal proceedings as may be authorized by law, and in addition, all such entities shall also be subject to such criminal penalties as may be prescribed by ordinance enacted by the City Council of the City of Clinton, Iowa.