

MINIMUM STANDARDS FOR THE PAYETTE MUNICIPAL AIRPORT

Purpose, Intent, and requirements

A. The purpose herein is:

1. To allow for the establishment of a sound economic base upon which the airport will thrive and experience a stable growth pattern;
2. To ensure that the public receives reliable, adequate, and non-discriminatory air transportation service;
3. To ensure that the tenants and operators receive fair, equitable, and non-discriminatory treatment in the conduct of authorized activities at the Airport.
4. The intent herein is to categorically identify those minimum standards and procedures by which all persons, firms, or other legal entities conducting commercial (revenue producing) or noncommercial aeronautical or non-aeronautical activities at the Airport shall conduct their respective operations.
5. The requirements, as set forth in these Standards and Procedures, are intended to ultimately protect the public health, safety, and other interests; and to foster and promote the continued development of the Airport in a safe and efficient manner.

Statement of Policy

It is the policy of the City to grant to the Airport Commission, subject to the control and authority of the City Council, the authority to: (a) operate the Airport, and (b) grant lease and/or operating rights to those qualified applicants who have duly made application for said lease right in the manner and form prescribed.

1. Upon the consideration of the applicant, the Airport Commission shall determine whether or not the applicant meets the standards and qualifications as herein set out and whether or not such application should be granted in whole or in part, and if so, upon what terms and conditions.
2. It is the City's intent to have prepared, and make available, an Airport Layout Plan which will be a scaled, dimensional layout of the entire airport property, indicating, in general, current, and proposed usage for each identifiable segment. The plan will be updated as needed.
3. All present Tenants and Operators conducting operations on the Airport prior to the effective date of these Standard and Procedures may be allowed to continue operations without fully complying with the portions of these Standard and Procedures relating to the physical requirements of the land and buildings so long as the City determines that the continuation of such operation is in the public interest and does not conflict with any FAA or State requirement; or if the City determines that it would be an extreme hardship,

- financial or otherwise, for such an Operator to fully comply with the said portions of these Standards and Procedures. When an existing lease of any Tenant, who in accordance with this subsection is not made to fully comply with these Minimum Standards and Procedures, expires, such Tenant shall at the time of expiration of such existing lease be require to comply with all the provisions of these Minimum Standards and Procedures.
4. All applicants shall meet the Minimum Standards as recited herein and which pertain to their respective category.
 5. It is the intent of the Airport Commission to examine each application. Each applicant shall be responsible to provide satisfactory evidence to the Airport Commission of their respective technical ability and financial responsibility, including the capability to meet insurance requirements as stated herein.
 6. The City may review the Minimum Standards and Procedures for the Payette Municipal airport from time to time and may make such revisions or amendments as shall be deemed necessary to properly protect the health, safety, and interest of the public.
 7. In addition to the requirements of the FAA, or the State, the City may establish such rules and regulations as may be required for the (a) safe and orderly operation of the Airport, (b) the safe and orderly operation of the aircraft traffic area and airspace surrounding the airport, (c) and the safe and orderly operation of aircraft on the ground.
 8. No person(s), firm or legal entity shall act as any Operator/Tenant or conduct any commercial activity of any kind or nature whatsoever on the Airport until such time as the person(s), firm or legal entity has applied for and received permission to and has entered into and executed a lease/operating agreement with the City. Each successful applicant shall, within thirty(30) business days after having received written approval of this application, be ready, willing, and able to enter into a written lease/operating agreement with the City in a form and manner prescribed by the City. In the case of an air charter operation which is not based at the Airport but which operates to and from the Airport, the payment of all applicable parking and other levied fees shall be deemed sufficient to meet the requirements of this paragraph.
 9. All businesses operating on the field must maintain a positive relationship with the general public and the airport commission.

Definition of Terms

Activity License: any license, permit or other authorization which is or may be required by the United States Government, the State, the City or any duly authorized agency or subdivision thereof for the conduct of the applicant's business.

Aeronautical Activity: any activity which involves, make possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations.

Aircraft: Any and all contrivances now or hereafter used for navigation of, or flight in air space, including but not necessarily limited to airplanes, airships, dirigible, helicopters, and gliders.

Airport: the land, and development of improvements thereon, which are owned, leased, or otherwise controlled by the City of Payette or its tenants and operated as the Payette Municipal Airport.

Applicant Person(s), firm or legal entity desiring to acquire use of a portion of the Airport or establish or use any of the facilities on the Airport for an aeronautical activity or other purpose.

City or Owner means the City of Payette, Idaho.

FAA the Federal Aviation Administration; the federal governmental agency is responsible for governing all aviation activities.

Federal Aviation Regulations: Hereafter referred to as FARs means all regulations included in the unabridged edition of pertinent governmental regulations.

Fixed Based Operator: Hereafter referred to as “FBO”, shall be any operator located on the Airport and performing any one or more of the following FBO categories and functions. All FBOs shall lease from the Owner an area to provide floor space and ground space in accordance with FBO classification as further explained in the Definition of Terms. All FBOs shall provide floor space for office, customer lounge, rest rooms and shall be property heated, lighted, and provide telephone facilities for customer use.

Leasehold Improvements: Any modifications, alteration, or repairs, at tenants’ sole cost and expense. Any such improvements shall be accomplished only after the City has approved the tenant’s written application requesting same.

FBO – Classification A: Four or more services and shall require a minimum of 10,000 square feet of ground space and at least 5,000 square feet of floor space. **Classification B:** less than four services and shall require at least 5,000 square feet of ground space and 3,000 square feet of floor space.

Operator: Any person, firm, Partnership, corporation, association, or group providing any one or a combination of aeronautical services to or for aviation user at the Airport.

Minimum Standards: The qualifications which are established herein by the airport Owner as the minimum requirements to be met as a condition for the right to conduct an aeronautical activity on the airport.

Standard Construction Specifications: Refers to FAA “Standards for Specifying Construction of Airports” and all other applicable Federal, State and City building codes or other rules and/or regulations controlling construction on public airports.

State: Means the State of Idaho and, as applicable, the State of Idaho Department of Aeronautics.

Tenant: any person(s), firm, or legal entity having applied for and received written permission to establish a leasehold or other right at the airport whether for commercial activity or not.

Classification of FBO Services

FBO, Flight Instruction: This category shall include Operators who provide flight training and instruction of pilots and provide such related ground school instruction as is necessary prior to taking a written examination and flight check ride for the category of pilot’s licenses and ratings involved. Operation shall in all cases comply with relevant sections of FAR Part 61 and 141 regulations.

FBO, Aircraft Sales: This category shall include Operators engaged in the sale of new or used aircraft through franchises, licensed dealerships, or distributorship (either on a retail or wholesale basis) or otherwise.

FBO, Aircraft Rental: This category shall include Operators engaged in the rental of aircraft for operation by student pilots or other pilots not employed by the Operator.

FBO, Airframe, Prop, and Accessories Repair and Maintenance: This category shall include Operators engaged in maintenance and repair of airframe, engine, prop, and accessories, including the sale of aircraft parts and accessories. Operations shall comply with FAR Part 145 Operations.

FBO, Painting and repair of Interiors: This category shall include operators engaged in the business of the painting of aircraft and/or the repair, rehabilitation, or renovation of aircraft interiors. Operations shall comply with FAR Part 145 Operations.

FBO, Avionics Sales and Service: This category shall include Operators engaged in the repair of aircraft radios, instruments, and accessories for aircraft. Included in this category shall be the sale of new and used aircraft radios, instruments, and accessories. Operations shall comply with FAR Part 145 Operations.

FBO, Aircraft Parking and Storage: This category includes Operators engaged in the temporary and/or permanent parking or storage of aircraft at the airport.

FBO, Aircraft Charter and air Taxi: This category shall include Operators engaged in the business of providing air transportation for persons or property

to the general public for hire, or on a charter basis (Commercial Operations) as defined in the Federal Aviation Act and FAR Part 135 as amended or replaced.

MINIMUM STANDARDS FOR ALL OPERATORS

The following standards shall apply to all Operators with the exception of flying clubs whose complete list of standards are presented in the section which pertains solely to that type of operation.

1. Lease shall be for a term to be mutually agreed upon between the parties commensurate with the Operator's financial investment in his facility.
2. Operator shall have had experience in the aeronautical service he wishes to provide for a period of five years. It will be satisfactory if the Operator has, in a reasonable supervisory position, a person with such minimum experience requirements. Should an Operator not have such experience but can demonstrate to the Owner's satisfaction that Operator has had equivalent related experience, such will be deemed acceptable. A statement of qualifications shall accompany the Operator's letter of intent to the airport Owner.
3. Any Operator seeking to conduct aeronautical services at the airport must provide the Owner a letter setting forth the Operator's financial integrity, to the Owner's satisfaction, from a bank or trust company doing business in the area, or other such source that may be readily verified through normal banking channels. The Operator must also demonstrate that it has the financial ability or backing, where applicable, for the construction of facilities that may be required for the proposed concept of operation. In addition, the financial institution letter should include a current financial net worth showing the applicant holds unencumbered current assets in a total amount at least equaling three (3) month's estimate maintenance and operating expenses.
4. All operators shall demonstrate to the Owner's satisfaction evidence of its ability to acquire insurance coverage as stipulated for each particular type of operation. The following shall be established a minimum coverage.
 - a. Aircraft liability Bodily Injury and Property Damage combined Single Limit \$1,000,000
 - b. Comprehensive Public Liability and Comprehensive Property Damage, Including Vehicular; Bodily Injury and Property Damage \$1,000,000;
 - c. Hangar Keepers Liability \$1,000,000 each accident;
 - d. Products Liability \$1,000,000 each accident;
 - e. Student and Renters Liability \$300,000 each accident. In addition, the Owner requires the Operator to include the Owner as an additional

insured and stipulates the Operator hold harmless the Owner in all action against it.

5. Each lease for ground space and contract for business at the airport entered into by the Owner shall include each of the following provisions as are required by State and Federal governments:
 - a. Fair and Nondiscriminatory Provisions;
 - b. Affirmative Action Assurances;
 - c. Civil Rights Assurances;
 - d. Non-exclusive Rights Provision;
 - e. Other mandated provisions the most current amendment or form of such mandatory (easement provisions shall be obtained from the State or Federal governments and shall be included in each lease at the time of execution).
6. All Operators shall have the right in common with others so authorized, to use common areas of the airport, including runways, taxiways, aprons, roadways, floodlights, landing lights, signals, and other conveniences for the take-off, flying, and landing of aircraft.
7. Any construction required of any Operator shall be in accordance with design and construction requirements of the Owner, State and Federal regulations and applicable codes. All plans and specifications shall be submitted to the Owner for approval.
8. The Operator shall provide adequate, paved auto parking space within the leased area sufficient to accommodate all activities and operations.
9. The Operator shall provide a paved aircraft apron within the leased area to accommodate aircraft movement from the Operator to building to the taxiway or the access that has been or will be provided by the Operator.

AIRCRAFT CHARTER AND AIR TAXI

STATEMENT OF CONCEPT: This Minimum Standard covers aircraft charter and an air taxi operator engaging in the business of providing air transportation (persons or property) to the general public for hire, either on a charter basis or an air taxi operator, as defined by the FARs.

MINIMUM STANDARDS

1. The Operator shall lease from the owner an area under written lease from the owner in accordance with the classification established by the type of service.

2. The Operator shall provide, either owned or under written lease to Operator, not less than one (1) single engine four-place aircraft and/or one (1) multi-engine aircraft, both which must meet the requirements of the air taxi commercial operator certificate held by the Operator, including instrument operations.

3. The following types of insurance are required:

- a. Aircraft Liability
- b. Comprehensive Public Liability
- c. Property Damage, including Vehicular
- d. Product Liability (e) Aircraft Renters Liability

4. The operator shall have in his employ and on duty during the appropriate business hours trained personnel in such numbers as are required to meet the minimum standards set forth in this category.

5. The operator shall provide the owner with copies of Owner's Aircraft Registrations and FAA Operating Certificates.

FLIGHT INSTRUCTION

STATEMENT OF CONCEPT: This Minimum Standard covers flight training operators 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 ride for the category or categories of pilots' licenses and ratings involved.

All independent flight instructors, defined as not full time and less than 4 times per month using the open airport facilities are exempt from this article of the minimum standards. They will be required to obtain a Payette City business license and sign a hold harmless agreement.

MINIMUM STANDARDS

1. The Operator shall lease from the Owner an area in accordance with the classification established by the type of service.

2. The Operator shall have available for use in flight instruction, either owned or under written lease to Operator, at least one (1) properly certificated aircraft, which must be equipped for and capable of use in flight instruction. The aircraft shall be equipped consistent with the types of flight instruction offered.

3. The following types of insurance are required:

- a. Aircraft Liability
- b. Comprehensive Public Liability
- c. Comprehensive Property Damage including Vehicular
- d. Student and Renter's Liability

4. The Operator shall have on a full-time basis at least one flight instructor who has been properly certificated by the FAA to provide the type of training offered.

5. The Operator shall provide adequate mock-ups, pictures, slides, CDs, DVDs, or other visual aids necessary to provide proper ground school instruction.

AIRCRAFT SALES

STATEMENT OF CONCEPT: This Minimum Standard covers the sale of new and used aircraft.

MINIMUM STANDARDS

1. The operator shall provide necessary and satisfactory arrangements for servicing of all aircraft offered for sale. Servicing facilities may be provided through written agreement with a repair shop operator at the airport.
2. The operator shall provide current, up to date specifications and price lists for the types and models of aircraft sold.
3. The operator shall have in his employ and on duty during the appropriate business hours trained personnel in such numbers as are required to meet the minimum standards set forth in this category in an efficient manner.
4. The following types of insurance are required:
 - a. Aircraft Liability
 - b. Comprehensive Public Liability
 - c. Comprehensive Property Damage, including Vehicular
 - d. Hangar Keepers Liability (if non-owned aircraft are left in operator's care)
 - e. Products Liability

AIRCRAFT RENTAL

STATEMENT OF CONCEPT: This Minimum Standard covers an operator engaged in the rental or lease of aircraft to the public.

MINIMUM STANDARDS

1. The Operator shall lease from the Owner an area in accordance with the classification established by the type of service.
2. The Operator shall have available for rental, either owned or under written lease to Operator, at least one (1) certified and currently airworthy aircraft.
3. The following types of insurance are required:
 - a. Aircraft Liability
 - b. Comprehensive Public Liability

- C. comprehensive Property Damage, including Vehicular
- d. Student and Renter's Liability

4. The Operator shall have in his employ and on duty during the appropriate business hours, a minimum of one (1) person having a current FAA commercial pilot certificate with appropriate ratings.

5. The Operator shall provide the owner with copies of Owner Aircraft Registration and Aircraft lease documents.

RADIO, INSTRUMENT, OR PROPELLER REPAIR STATION

STATEMENT OF CONCEPT: This Minimum Standard covers operators who sell and service aircraft radios, instruments, and accessories.

MINIMUM STANDARDS

1. The Operator shall lease from the Owner an area in accordance with the classification established by the type of service.
2. The following types of insurance are required:
 - a. Comprehensive Public Liability
 - b. Comprehensive Property Damage, including vehicular
 - c. Hangar Keepers Liability
 - d. Products Liability
3. The Operator shall have in his employ and on duty during the appropriate business hours trained personnel in such numbers as are required to meet the minimum standards set forth in this category in an efficient manner but never less than one (1) person who is an FAA rated radio, instrument, or propeller repairman.

AIRCRAFT AIRFRAME, ENGINE, PROP AND ACCESSORY MAINTENANCE AND REPAIR

STATEMENT OF CONCEPT: This Minimum Standard covers operators who provide one or a combination of airframe, engine and accessory overhauls and repair services. This category shall also include the sale of aircraft parts and accessories, but such is not an exclusive right. All independent aircraft airframe, engine, prop and accessory maintenance and repair persons, defined as not full time and less than 4 times per month using the open airport facilities are exempt from this article of the minimum standards. They will be required to obtain a Payette City business license and sign a hold harmless agreement.

MINIMUM STANDARDS

1. The Operator shall lease from the Owner an area in accordance with the classification established by the type of service.

2. The Operator shall provide sufficient equipment, supplies, and availability of parts equivalent to that required for certification by the FAA as an approved repair station.

3. The following types of insurance are required:

- a. Comprehensive Public Liability
- b. Comprehensive Property Damage, including Vehicular
- c. Hangar Keepers Liability
- d. Products Liability

4. The Operator shall have in its employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in this category of services in an efficient manner, but never less than one (1) person currently certificated by the FAA with ratings appropriate to the work being performed and who holds an airframe, power plant or an aircraft inspector rating, a one (1) other person not necessarily rated.

AIRCRAFT PAINTING AND REPAIR OF INTERIORS

STATEMENT OF CONCEPT: This Minimum Standard covers operators who provide painting and/or repair of aircraft interiors.

MINIMUM STANDARDS

1. The Operator shall lease from the owner an area in accordance with the classification established by the type of service.

2. The following types of insurance are required:

- a. Comprehensive Public Liability
- b. Comprehensive Property Damage including Vehicular
- c. Hangar Keeper's Liability
- d. Products Liability

AIRCRAFT PARKING AND STORAGE

STATEMENT OF CONCEPT: This Minimum Standard covers operators who rent hangars for the parking and storage of aircraft.

MINIMUM STANDARDS

1. The Operator shall lease from the Owner an area in accordance with the classification established by the type of service.

2. The following types of insurance are required:

- a. Comprehensive Liability
- b. Comprehensive Property Damage, including Vehicular

c. Hangar-Keepers Liability

3. The conventional hangar Operator shall have his facilities available for the tenant's aircraft removal and storage twenty-four (24) hours per day, seven (7) days per week.
4. The Operator shall demonstrate that it can provide sufficient personnel trained to meet all requirements for the storage of aircraft with appropriate equipment.

FLYING CLUBS

STATEMENT OF CONCEPT: The club must be a non-profit Idaho corporation or partnership.

MINIMUM STANDARDS

1. The club will keep current a complete list of the club's membership and a record of club finances and will make such available to the Owner upon request.
2. The club's aircraft will not be used by other than bona-fide members and by no one for hire, charter, or air taxi.
3. In the event the club fails to comply with these conditions, the Owner will notify the club in writing of such violations. The club shall have fourteen (14) days to correct such violations. If the club fails to correct the violations, the Owner may demand the club's removal from the Airport.
4. The following types of insurance are required:
 - a. Aircraft Liability
 - b. Comprehensive Public Liability and
 - c. Comprehensive Property Damage, including Vehicular

AGRICULTURE TENANTS AND/OR OPERATORS

STATEMENT OF CONCEPT: This Minimum Standard covers lease or operating agreements for the conduct of agricultural activity on the Airport.

MINIMUM STANDARDS

1. There shall be no agreements for the conduct of agricultural activity, agriculture tenants and/or operators at the Airport without prior approval of the Payette City Council.

OPERATORS SUBLEASING FROM ANOTHER COMMERCIAL OPERATOR ON THE AIRPORT

1. Prior to finalizing an agreement the lessee and sublessee shall obtain the written approval of the Owner for the business proposed. Said sublease shall define the type of business and service to be offered by the sublessee Operator.
2. The sublessee Operator shall meet all of the minimum standards established by the Owner for the categories of service to be furnished by the Operator. The minimum standards may be met in combination between lessee and sublessee. The sublease agreement shall specifically define those services to be provided by the lessee to the sublessee that shall be used to meet the standards.

AIRCRAFT FUEL AND OIL SERVICE

STATEMENT OF CONCEPT: This Minimum Standard covers the sale and into-plane delivery of recognized brands of aviation fuels, lubricants, and other related aviation petroleum products.

MINIMUM STANDARDS

1. The Operator shall lease from the Owner an area in accordance with the classification established by the type of service.
2. As part of the leasehold, land shall be set aside in a designated area for the bulk fuel storage facility. The storage facility shall be capable of maintaining at a minimum the agreed upon storage capacity for each grade of fuel maintained by the Operator and must be compliant with all current applicable codes. The Operator shall provide the required pumping equipment either mobile or fixed to meet all applicable safety requirements relative to fuel dispensing as required by federal, state, and local regulations, and shall provide reliable metering devices which conform to federal, state, and local regulations.
3. The Operator shall provide such minor repair service that does not require a certificated mechanic rating, and cabin services, to general aviation aircraft as can be performed efficiently on the ramp or apron parking area, but only within the premises leased to the Operator.
4. The following types of insurance are required:
 - a. Comprehensive Public Liability
 - b. Comprehensive Property Damage, including Vehicular
 - c. Hangar Keepers Liability
 - d. Product Liability
5. The Operator shall have his business open and serviced available forty (40) hours per week. The Operator shall make provision for someone to be in attendance in the office at all times during the required operating hours or must

provide a controlled inventory access by means of card, key, or keyless activated system.

6. The Operator shall maintain an accurate record of all deliveries of aviation fuel and oil and such records shall be subject to examination and audit by the Owner or its representatives.

7. The Operator shall provide separate pumps, meters, and filter equipped dispensers, fixed or mobile, for dispensing the required grades of fuel. The operator shall provide reliable pumps and meters to conform to legal standards for trade use as established by federal, state, and local regulations.

NON-AVIATION TENANTS AND/OR OPERATORS

STATEMENT OF CONCEPT: This Minimum Standard concerns a lease or operating agreement for the conduct of non-aviation activity on the airport, not specifically enumerated in this chapter.

MINIMUM STANDARDS

1. Any person(s), firm, or entity wishing to obtain the right to conduct and/or establish such other activity shall make application to the City. Such applicant shall submit the following:

- a. A complete description of the type of activity proposed.
- b. A listing and description of the types of vehicles, equipment and machinery required for conduct of the activity.
- c. Location of storage facilities for machinery, equipment, and supplies.
- d. A listing of and plan for the onsite handling of any attendees, other persons, and vehicles.

2. All lease/operating agreements for such other shall include, among other things, a covenant reciting the owner's right to:

- a. restrict, limit, or otherwise control such activity in any manner it sees fit to insure the safe and unimpeded aeronautical activity at the airport, and
- b. designate areas for the activity and to designate the type of security required in each such areas.
- c. such other restrictions or limitations which the Owner may deem appropriate.

3. All lease/operating agreements for such activities shall also include a covenant reciting the tenant obligation, in addition to all aforementioned obligations, to protect the general public, customers, or clients and the City from any and all damages, claims, or liability, whether by the tenant or others, relating to any monetary or other loss or damage in the conduct of any such activity resulting from or alleged to have resulted from the City's exercise of its rights and privileges, whether specifically enumerated above or not.

4. The following types of insurance are required:
 - a. Comprehensive Public Liability
 - b. Comprehensive Property Damage, including Vehicular

NON-COMMERCIAL AVIATION FUEL USAGE

STATEMENT OF CONCEPT: This Minimum Standard covers all non-commercial aviation fuel use and is defined as a user who is not generating revenue from the sale of fuel and/or maintains fuel storage and transfer only for his own aircraft or aircraft leased for his exclusive use.

1. No person shall engage in the activity of storing, transporting, or dispensing of non-commercial aviation fuels except those persons holding a written agreement with the Owner.
2. At no time shall Lessee share, sub -lease or in any other manner provide fuel or fueling facilities to any other tenant or any other aircraft except those aircraft owned or leased for the exclusive use of the tenant designated in the agreement.
3. Lessee shall install and maintain all fuel facilities within the Fuel Farm in accordance with plans and specifications approved in writing by the Owner.
4. Lessee shall comply with all local, state, and federal laws and regulations governing the installation, operation, and maintenance, including environmental, of all fueling facilities, equipment, and dispensing trucks.
5. Fuel storage may only be stored in approved above ground systems.
6. Each prospective fuel Lessee shall submit to the Owner a written proposal which sets forth the extent of operations to include: fuel grades; estimated annual volume; experience and training of fuel handling personnel; type, size, and condition of all fueling facilities and equipment to be used; assurance provisions for the security and safety of the facility; and any cost that may be expected by the Owner.
7. The following types of insurance are required:
 - a. Comprehensive Public Liability
 - b. Comprehensive Property Damage, including Vehicular

SPECIALIZED COMMERCIAL FLYING SERVICES

STATEMENT OF CONCEPT: This Minimum Standard covers operators engaged in air transportation for hire for the activities listed below:

1. Nonstop sightseeing flights that begin and end at the same airport;
2. Banner towing and aerial advertising;
3. Aerial photography or Survey

4. Power line or pipe line patrol;
5. Any other operation specifically excluded from Part 135 of the FARS.

MINIMUM STANDARDS

1. The Operator shall lease land from the Owner. The minimum areas in each instance shall be subject to the approval of the Owner. In the case of crop dusting or aerial application, the operator shall make suitable arrangements and have such space available in his leased area for safe loading and unloading and storage and containment of chemical materials. All operators shall demonstrate that they have the availability of aircraft suitably equipped for the particular type of operation they intend to perform.
2. The Owner shall set the minimum insurance requirements as they pertain to the particular type of operation to be performed. These minimum requirements shall be applicable to all operations of a similar nature. All Operators will, however, be required to maintain the Aircraft Liability coverage as set forth for all operators.
3. The Operator shall have in his employ, and on duty during appropriate business hours, trained personnel in such numbers as may be required to meet the minimum Standards herein set forth in an efficient manner.
4. The Operator must provide, by means of an office or a telephone, a point of contact for the public desiring to utilize Operators services.

PRIVATE HANGARS

STATEMENT OF CONCEPT: This Minimum Standard covers persons entering into a lease agreement with the City of Payette and with the intent of constructing an aircraft hangar on a designated parcel at the Airport for private use.

MINIMUM STANDARDS

1. Persons shall enter into a formal lease agreement with the City of Payette to construct a building or structure for the purpose of private aircraft storage.
2. The lessee shall have the right to erect, maintain, and alter the hangar building providing it conforms to the administrative code requirements of Idaho Statutes and any ordinance of the City of Payette now or hereafter in effect. All plans for such buildings shall be reviewed and approved by the Payette Airport Commission.
When submitting the Commercial Building Permit Application, the following shall be included:

- ✓ a diagram showing the dimensions of the lot upon which the building is to be constructed.
- ✓ the proposed location of the building upon the lot; the dimensions of the building, and a **detailed drawing of the proposed construction. (Plans must be stamped by the design professional)**
- ✓ Drainage Plans with calculations
- ✓ Landscape Plans

3. The Payette Airport Commission requires that the exterior color of all hangars conform to the ivory color as designated by the City of Payette. The trim is to be red, hunter green, or brown and the roof galvanized or ivory as designated by the City of Payette.

4. Private hangars can be constructed with one access door which is protected by an awning cover, provided the awning is less than 120 square feet in area. Such awning shall not project more than eight feet from the main hangar building and shall remain an open structure. Storage of any type is prohibited outside of the hangar or under the awning structure. The lease payment for the square footage of the awning shall be computed in the same manner as the lease payment for the hangar.

5. The lessee will maintain the hangar and surrounding grounds in good order and make repairs as are necessary. In the event of fire or other casualty, the owner of the hangar shall either repair or replace the damaged building or remove the building and restore the leased area to its original condition. Such action must be accomplished within 120 days of the date the damage occurred. Under certain circumstances, extension of time may be granted by the Airport Commission if petitioned by the lessee.

6. Snow removal on the apron area in front or rear of the hangar is the responsibility of the hangar owner. However, the City will make reasonable effort to assist the hangar owner in keeping the apron clear of snow, drifts, and windows.

THROUGH THE FENCE OPERATIONS

Access for "Through the Fence" commercial or non-commercial aeronautical activities are not permitted at the Payette Municipal Airport.

DISABLED AIRCRAFT

Any aircraft encountering mechanical or other problems resulting in that aircraft being considered un-airworthy shall be considered disabled.

1. The registered owner will have 45 days to resolve the problem and during that time shall inform the airport commission or airport manager of the time needed to make repairs.

2. If more time is needed, the owner shall inform the airport commission in person or by mail as to the reason(s) and the expected additional time needed. A tie down charge of \$3.00 per day may be charged starting on the 31st day.

3. After 60 days the aircraft shall be considered abandoned and a tie down charge of \$10.00 per day charged. This may be set aside if approval is granted by the airport commission after the owner states the reason in writing or in person.

ABANDONED AIRCRAFT

Any aircraft left on the field over 60 days with no activity and no contact to the airport manager or airport commission shall be considered abandoned. Disabled aircraft also may be considered abandoned as discussed above.

1. Notification to the registered owner (basis the N number) shall be sent via registered mail to the mailing address indicated by the FAA. As a minimum the letter shall indicate that the aircraft will incur tie down fees of \$50.00 per day beginning on the 61st day and that the owner must respond by a specific date.
2. After 30 days, airport personnel may move the aircraft to allow for field maintenance. The Owner will be charged for the move and the airport is not liable for any incurred damage to the aircraft.
3. After the 61st day the aircraft owner will be charged \$50.00 per day and may be disposed at the discretion of the airport commission at their next meeting providing it is on the published agenda. Disposal can include selling to a salvage operation, auction, the taking of bids or any other action deemed appropriate by the airport commission. Due to the severity of this action, the following Idaho statutes

Sewer and Water Systems

All sewer and water systems will be installed and owned by the City of Payette. Requests may be made to the Airport Commission for these systems by a hangar owner only and, if installed, will be charged as deemed appropriate by the Airport Commission. Charges for any sewer and water system installed and associated fee stay with the hangar owner and all future owners of said hangar. The City Council reserves the right to adjust fees as deemed appropriate.

PENALTIES

Any person, party, firm, or corporation who shall violate any of the provisions of these standards shall be a misdemeanor punishable by fine and/or imprisonment up to but not exceeding the maximum penalties set forth in Idaho Code § 50-302, as amended, as per PMC 02.75.030. Each day's failure to comply with any of the provisions of this ordinance shall constitute a separate violation.

