

DANVILLE REGIONAL AIRPORT

Minimum Operating Standards

Adopted January 19, 2016

CHAPTER I

GENERAL PROVISIONS

Section 1 Purpose

These Airport Minimum Standards and Rules and Regulations, hereinafter referred to as “regulations and standards” are adopted by the City of Danville to establish administrative, operational, and safety regulations and standards for the management, government, development and use of Danville Regional Airport. These regulations and standards apply to everyone using the Airport and shall be observed in the interest of safety, security, and the financial well being of all interested parties.

Section 2 Definitions

The following words and terms shall have meaning as indicated below, unless the context clearly requires otherwise.

- **Aeronautical Activity** is any activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations. Aeronautical activities are addressed in Section 2 of Chapter IV and elsewhere in these regulations and standards.
- **AIM** means Aeronautical Information Manual, which is a publication containing Basic Flight Information and ATC Procedures designed primarily as a pilot’s instructional manual for use in the National Airspace System of the United States.
- **Air Carrier also Airline** means a business using the airport for the transport of passengers or goods and operating the business under the terms and conditions of FAR Part 121.
- **Aircraft also Airplane, Balloon, Ultralight, Helicopter.** Any contrivance now known or hereafter invented and used for navigation and flight in air or space.
- **Aircraft Emergency.** A problem or condition involving an aircraft in flight or on the ground that could endanger lives or property.

- **Aircraft Maintenance.** Any work performed on an aircraft by a pilot, owner or mechanic other than the routine cleaning, upkeep and servicing of an aircraft in preparation for flight. Removal of engine cowling, replacement of parts, defueling of an aircraft or temporary removal of parts normally used for safe flight are activities that place any aircraft in an “aircraft maintenance” mode.
- **Aircraft Operation.** Any aircraft takeoff, landing or other ground movement.
- **Aircraft Operator.** Any person who pilots, controls, owns or maintains an aircraft.
- **Aircraft Parking and Storage Areas.** Those hangar and apron locations of the airport designated by the Airport Layout Plan (ALP) or the Airport Manager for the parking and storage of aircraft. These areas include “tie-down” aprons equipped with rope or chain devices that are used to secure light-weight aircraft during windy conditions.
- **Airfield.** See Air Operations Area.
- **Air Operations Area also AOA.** Any area of the airport used for landing, takeoff or surface maneuvering of aircraft. The AOA is considered a restricted area and is off-limits to the general public.
- **Airport** means the Danville Regional Airport and all of the areas, buildings, facilities and improvements within the interior boundaries of such airport as it now exists or as it may hereinafter be extended or enlarged and as depicted on a recognized current Airport Master Plan.
- **Airport Commission** means the Commission established by the provisions of Division 2, entitled “Airport Commission”, of Article II, entitled “Danville Regional Airport”, of Chapter 6, entitled “Transportation and Aviation” of the Code of the City of Danville, Virginia, 1986, as amended.
- **Airport Layout Plan also ALP.** A graphic presentation to scale of existing and proposed airport facilities, their location on the airport and the pertinent clearance and dimensional information required to show conformance with applicable standards.
- **Airport Manager** means the Airport Manager or Director of Transportation Services, who, as authorized by the City, shall be responsible for the operations, management and maintenance of the Airport and for the enforcement of the provisions of these standards and regulations.
- **Airside** means the buildings, hangars, instrument and communications facilities, runways, taxiways, ramps, aprons and run-up areas used by aircraft on the Airport.

- **ASOS** means Automated Surface Observation System.
- **ATC** means air traffic control, as established by the FAA.
- **Based Aircraft** means any aircraft whose “home base” or “permanent residency” is identified with a specific airport.
- **City** means the City of Danville, Virginia.
- **Department of Transportation Services** is the managing city agency.
- **Emergency Vehicles** are vehicles that are painted, marked, lighted or escorted and used by the police (security officers), fire department, ambulances or other airport officials in response to an emergency situation.
- **EPA** is the U.S. Environment Protection Agency.
- **FAA** means the Federal Aviation Administration.
- **FAR** means the Federal Aviation Regulations as written, approved and published by the FAA.
- **FBO** means Fixed Base Operator or any person or organization which is duly authorized by written agreement with the authority to operate one or more aeronautical activities, as described in Section 8, of Chapter IV of these regulations and standards, which will be made available to the public for profit.
- **Flammable Liquid** is a liquid having a closed cup flash point below 100°F (38°C). Flammable liquids are further categorized into a group known as Class I liquids. The Class I category is subdivided as follows:
 - **Class IA.** Liquids having a flash point below 73°F (23°C) and having a boiling point below 100°F (38°C).
 - **Class IB.** Liquids having a flash point below 73°F (23°C) and having a boiling point at or above 100°F (38°C).
 - **Class IC.** Liquids having a flash point at or above 73°F (23°C) and below 100°F (38°C).
- **IFR** means Instrumental Flight Rules, as defined within FARs, which govern the procedures for conducting instrument flight.
- **Large Aircraft** is an aircraft of 12,500 or more pounds certified takeoff weight as defined within FARs.
- **Master Plan** includes the official concept of the ultimate development of the airport. It presents the research and logic from which the plan evolved and displays the plan in written and graphic forms. It presents a schedule of proposed development in the 0-5, 6-10 and 11-20- year time periods.

- **Minimum Operating Standards** means qualifications that may be established as the minimum requirements to be met as a condition for right to conduct an aeronautical activity on the airport.
- **MSL** means an altitude expressed in feet measured above Mean Sea Level. (See AIM)
- **NFPA** is National Fire Protection Association.
- **OC** means Operation Center, which is the location of UNICOM.
- **NDB** means Non-Directional Beacon. (See AIM)
- **NOTAM** means Notice to Airmen, which are distributed by the FAA.
- **Parking Areas also Parking Lot.** Those areas designated by the Airport Layout Plan (ALP) as vehicle parking areas for passengers, other customers, employees and ground transportation staging areas (rental cars, taxicabs, buses and shuttles).
- **PAPI's** means Precision Approach Path Indicator. (See AIM)
- **Public Use Areas** are those areas normally used by the general public. These areas include restrooms, passenger terminal lobbies, hallways, public transportation waiting areas, viewing areas, roads, sidewalks and public motor vehicle parking lots. They do not include areas leased by Commercial Aviation Businesses unless those businesses so designate certain areas as public use areas. They do not include the AOA and restricted areas.
- **Ramp also Apron, Tarmac** are areas of the airport, both public and privately leased, designated by the Airport Manager for the parking or storage of aircraft. As a rule, these areas are usually restricted areas and involve activities such as enplaning and deplaning passengers, servicing aircraft, air cargo movements and the general aviation ramp.
- **Restricted Areas** are areas closed to access by the general public. These are limited access areas that the Airport Manager, the FAA, or Commercial Aviation Business owners have elected to restrict for purposes of security or safety. These areas include but are not limited to the AOA, airport perimeter roadways, fenced-in areas, aircraft hangars and maintenance shops, fuel storage areas and hazardous materials storage areas.
- **Runway.** An area of the airport developed and improved for the purpose of accommodating the landing and takeoff of aircraft.

- **Small Aircraft** means an aircraft of less than 12,500 pounds maximum certified takeoff weight as defined within FARs.
- **Taxilane** is an area of the airport developed and improved for the purpose of maneuvering aircraft between taxiways and aircraft parking positions.
- **Taxiway** is an area of the airport developed and improved for the purpose of maneuvering aircraft on the ground between runways and aprons and between other parts of the airport.
- **Tenant.** An entity having a written lease, rental agreement or other agreement with the City, which grants that entity certain rights and privileges on the airport.
- **Terminal also Terminal Building, Passenger Terminal and General Aviation Terminal.** That central or primary facility or facilities in which airport passengers, air cargo and general aviation activities are accommodated, housed and processed.
- **Touch and Go Landing also Stop and Go Landing, Transitional Landing.** An aircraft landing on an airport runway, slowing down or coming to a full stop on that runway, remaining on that runway and then adding full power to the aircraft and proceeding to takeoff.
- **UNICOM** means a communication, which provides airport and weather advisory information.
- **VASI** means Visual Approach Slope Indicator. (See AIM)
- **VDOA** means the Virginia Department of Aviation.
- **VFR** means Visual Flight Rules, as defined within FARs, used when weather minimums are above those required by IFR (Instrument Flight Rules).

Section 3 Rules and Regulations

All aeronautical activities at the Airport and all business and other activities at the Airport and all hangar lease provisions shall be conducted in conformity with these regulations and standards, and all pertinent rules, regulations, orders, rulings and ordinances of the City of Danville, Virginia, specifically including Chapter 6 of the Code of the City of Danville, Virginia, as amended, and the 2012 Virginia Statewide Fire Prevention Code as appropriate, which are made a part of these regulations and standards by this reference. In the event of any conflict between these regulations and standards and any law, rule, regulation, order or ordinance of any governmental agency cited in this Section or any

other State or federal agency exercising the same or similar jurisdiction, the latter shall prevail.

Section 4 Special Events

Special Events, including but not limited to the following:

- Air Shows
- Balloon Festivals
- War Bird Shows
- Fly-In Meets
- Remote Controlled Aircraft
- Parachute Jumps or Demonstrations

or other similar events requiring the general use of the Airport, for other than normal or routine airport traffic, shall not be held unless written approval is obtained from the Airport Manager. The written authorization shall specify the areas of the Airport authorized for such special use, dates, insurance, as required by the City, and such other terms and conditions as the City may require.

Section 5 Public Use

The Airport common use areas shall be open for public use during designated hours, subject to regulations, restrictions due to weather or, the conditions of the Airport operational area, special events or like causes, as may be determined by the Airport Manager.

Section 6 Vehicular Traffic

No person shall take or drive any vehicle on Airport airside surfaces unless permission has been first obtained from the Airport Manager or his/her designee.

The following rules of operation apply to vehicles operated on the Airport airside:

- A. No person shall operate a motor vehicle of any kind on the Airport in a reckless or negligent manner or in excess of 15 miles an hour.
- B. Pedestrians and aircraft shall have the right of way at all times.

- C. When parking on the tie-down or transient apron for purposes of ramp privilege, vehicles shall be parked clear of taxi lanes and parked aircraft so as not to endanger or damage such aircraft.
- D. The operator of any vehicle on the Airport must have a valid driver's license and be qualified to drive the vehicle being operated.

Section 7 Pedestrians

All pedestrians or visitors at the Airport should follow all safety regulations and remain outside the airside operational areas, unless arriving or departing in an aircraft. No reckless activity shall take place by pedestrians. Sightseers should remain outside of the airside operations areas, unless accompanied by a licensed pilot or agent of the City of Danville.

Section 8 Advertising and Signs

Signs or other advertising shall not be placed or constructed upon the Airport or on any building or structure or improvement thereon without having first obtained written approval from the Airport Manager. All Airport signs must comply with City zoning and building regulations.

Section 9 Acceptance of Regulations and Standards by Users

The use of the Airport or any of its facilities in any manner shall constitute an acceptance by the user of these regulations and standards and create an obligation on the part of the user to abide by and obey these regulations and standards.

Section 10 Airport Manager

The Airport Manager is authorized to take all actions necessary for the handling, policing, protection and safeguarding of the public while on Airport premises, to regulate aircraft and vehicular traffic at the Airport and to oversee all Airport operations consistent with these minimum standards, FAA rules and regulations, and the laws of the Commonwealth of Virginia. The Airport Manager is the City Representative at the Airport and shall report to the City Manager and shall keep the Airport Commission informed of any changes or contemplated changes in the operation of the Airport.

Section 11 Airport Commission

Duties are defined by City Code Sec. 6-38

CHAPTER II

AIRCRAFT OPERATION AND AIRPORT TRAFFIC

Section 1 General

- A. Persons operating an aircraft shall comply with all pertinent rules, regulations, orders and ruling of the City, FAA, VDOA, and other appropriate governmental agencies. Persons operating aircraft are responsible for the safe operation of their aircraft and the safety of others exposed to such operation.
- B. In the event an aircraft is wrecked or damaged to the extent that it cannot be moved under its own power, the Airport Manager, or designee, shall be immediately notified by the operator and/or FBO. After the local Emergency Services Agency (911), has been notified, the dispatch will communicate with appropriate agencies. Subject to governmental investigations and inspection of the wreckage, the owner or pilot of the wrecked or damaged aircraft, or the owner's agent or legal representative shall, as soon as reasonably possible, obtain the necessary permission from the Airport Manager to relocate and conduct such relocation of the wreckage to an area designated by the Airport Manager. In the event the owner of the aircraft fails for any reason to remove the wrecked or damaged aircraft from the Airport as may be requested by the Airport Manager, the Airport Manager may cause the removal and storage or disposal of such wrecked or damaged aircraft at the expense of the aircraft owner.

Section 2 Parked / Hangared Aircraft

- A. The pilot or owner shall properly secure his/her aircraft while parked or stored. Aircraft pilots or owners are solely responsible for parking and tying down their aircraft, including any special security measures required by weather or other conditions at the Airport. Aircraft pilots or owners shall also be responsible for securing aircraft in a manner necessary to avoid damage to other aircraft or buildings at the Airport in the event of winds or other severe weather. Owners of all aircraft shall be held solely responsible for any damage or loss resulting from the failure of such owner or the pilot of such aircraft to comply with this rule. The City's obligation, unless otherwise provided in a lease agreement, shall be limited

to the maintenance of the aircraft parking space. Parking space maintenance shall include, but not be limited to, such things as line painting, rope replacement, grommet repair, and asphalt or sod repair. Snow removal shall be limited to paved taxilanes adjacent to tie down spaces.

- B. A specific tie-down space shall be assigned each aircraft when space is rented on a monthly basis. Separate areas shall be designated by the Airport Manager for itinerant tie-downs. No one shall take or use any aircraft anchoring or tie-down facilities when such facilities are reserved for another aircraft.
- C. Aircraft engines shall not be run up unless the aircraft is in such a position that the propeller or jet blast clears all hangars, shops and buildings, persons, other aircraft, automobiles or vehicles, and the flight path of landing aircraft.
- D. Hangars are rented with the understanding that they are for the primary purpose of harboring aircraft. Incidental use of hangar for storing items (vehicles, shelves, chairs etc...) is permissible provided they do not impede the primary usage of aircraft storage.

Section 3 Maintenance of Aircraft

A. Scheduled Aircraft Maintenance

- 1. Any aircraft owner or operator may perform Federal Aviation Regulation (FAR) Part 43 Authorized Owner Maintenance on his owned aircraft provided such maintenance or service is performed by the owner or approved employee. Any owner utilizing an employee to perform aircraft maintenance may be required to produce evidence of employment in a form acceptable to the Commission.
- 2. An aircraft owner shall not contract with a second party, such as an aircraft maintenance company or contractor, to perform scheduled maintenance on his aircraft at Danville Regional Airport unless said contractor is recognized by the City of Danville Airport Management and the scheduled maintenance cannot be performed by an existing FBO (Fixed Based Operator).

B. Unscheduled Aircraft Maintenance

1. No person shall allow a person onto the airport to perform unscheduled maintenance on their owned or operated aircraft unless warranted maintenance work that requires repair by the warranting company, malfunction prevents the aircraft from being flown to another airport for maintenance work that requires a specialty service that is not provided by an existing FBO (Fixed Based Operator).

Section 4 Traffic Rules

- A. All traffic must be in compliance with the FARs.
- B. In VFR conditions, traffic pattern traffic shall have the right of way over all instrument practice approaches.
- C. All aircraft should minimize the time period of being stopped on runway.

Section 5 Specialized Aeronautical Activities

A. Activities Regulated by Airport Management

1. Specialized Aeronautical Activities include, but are not limited to, the following:
 - Ultralight aircraft
 - Hot air balloons
 - Parachute drops

These aeronautical activities require coordination and regulation through the office of the Airport Manager.

2. Operation of ultralight aircraft into the airport traffic area and landings, parking and takeoffs require prior coordination and approval of the Airport Manager.
3. The Airport Manager has the authority and responsibility to designate specific runways, taxiways, or other suitable paved or prepared surfaces for occasional ultralight activity.
4. The Airport Manager has the authority and responsibility to approve/disapprove locations on airport property and specific dates for hot air balloon launches, experimental aircraft tests and parachute drops.

B. Mandatory Compliance by Owners/Operators of Specialized Aeronautical Activity Equipment

1. Prior to operating any type of equipment listed above, the owner/operator of the specialized aeronautical equipment must obtain approval in writing from the Airport Manager.
2. The owner/operator of such specialized aeronautical equipment will be limited by the Airport Manager to launching, testing, high speed taxi or parachute landing to/from specific sites on the airport. Those sites might be runways, portions of runways, taxiways, clear zones or other airport property. Specific site location may also be limited by designated time of day use.
3. Proof of liability insurance, as required by the city.

CHAPTER III
FIRE PREVENTION AND AIRCRAFT SELF-FUELING

Section 1 General

The purpose of the Section is to provide fire prevention and self-fueling regulations and standards for pilots and aircraft owners operating on the Airport who engage in servicing and fueling their own aircraft. Persons operating aircraft on the Airport and who intend to use flammable or volatile liquids on the Airport and/or fuel their own aircraft shall do so in accordance with the requirements of National Fire Protection Association (NFPA) 407 Standard for Aircraft Fuel Servicing, and FAA Advisory Circular 150/5230-4B (as amended).

Section 2 Flammable and Volatile Liquids

No person shall use flammable or volatile liquids having a flash point of less than 100° F. in the cleaning of aircraft, aircraft engines, propellers, appliances, or for any other purpose. The procedures and precautions outlined in the criteria of NFPA 410 for Safeguarding Aircraft Cleaning, Painting, and Paint Removal and Aircraft Cabin Cleaning and Refurbishing Operations are hereby incorporated by reference and made part of this chapter as if fully set out herein, and shall be adhered to in addition to the 2012 Virginia Statewide Fire Prevention Code in all cleaning, painting, and refurbishing operations using flammable and volatile fluids, including the storage of such fluids.

Section 3 Spills

Cleanup of any spill of flammable and combustible liquids shall comply with Chapter 20, Section 2004.4 and Section 2006.11 of the 2012 Virginia Statewide Fire Prevention Code.

Section 4 Liquid Disposal

Fuels, oils, dopes, paints, solvents and acids shall not be dumped into drains, on the aprons, catch basins, ditches (on or adjacent to the Airport) or elsewhere on the Airport and shall

comply with Chapter 50 Section 5003.3 of the 2012 Virginia Statewide Fire Prevention Code.

Section 5 Cleaning Floors

Floors shall be kept clean and free of oil. The use of volatile, flammable solvents for cleaning floors is prohibited.

Section 6 Drip Pans

If required by aircraft design, drip pans shall be placed under engines and kept clean as required by NFPA 410.

Section 7 Compressed Gasses

Cylinders or flasks of compressed flammable gases shall not be stored inside of hangars or occupied buildings but shall be stored external to occupied buildings and hangars in facilities approved in writing by the Manager.

Section 8 Fueling Operations

- A. Persons may self-fuel aircraft owned or leased (by written lease) to them provided such operation is conducted in accordance with NFPA 407 and the 2012 Virginia Statewide Fire Prevention Code and the following provisions are met:
1. Fuel needed is not provided on the field by the FBO (Fixed Based Operator)
 2. A request to self-fuel must be submitted in writing to the Airport Manager
 3. Self-fueling equipment must be inspected by the City of Danville Fire Marshall's Office
 4. Self-fueling location to be specified by Airport Management. Refueling is not allowed in hangars.

Section 9 Fuel Storage

A maximum of five (5) gallons of fuel may be stored in a UL listed safety can in the hangars. No other fuels shall be stored on airport property other than in the bulk storage and distribution systems owned and operated by the City.

Section 10 Fuel Servicing Vehicles

Persons operating on the Airport and electing to, with the written permission of the City, use a fuel servicing vehicle (hereinafter referred to as “refueler”) for the purpose of dispensing fuel to service their owned aircraft, must meet the following rules:

- A. Refuelers and their systems shall be maintained and operated in accordance with NFPA 407 and NFPA 385 (if applicable for highway use) and shall conform with FAA Advisory Circular 150/5230-4B as amended.
- B. Refuelers of any kind shall not be stored or parked on Airport property other than in the order designated by the Airport Manager. Refuelers shall be parked or positioned on other portions of Airport property only when actually dispensing fuel to the owner’s aircraft. Once fuel dispensing is complete, refuelers shall be immediately returned to the area designated for the storage or parking of refuelers.
- C. Refuelers shall use only the entrance, exit, and route designated by the Airport Manager during the transportation of fuel onto and off the Airport.

Section 11 Contracts Prohibited

An aircraft owner shall not contract with a second party, such as an oil company or fuel contract, to refuel his aircraft. The second party is considered a commercial aeronautical activity.

Section 12 Fuel Farm

The fuel farm, utilizing above ground storage tanks, will be operated and managed under contract with the City and an FBO. All fuel used in fueling aircraft at the Airport, except in the case of aircraft owners who choose to self-fuel, shall be obtained from said fuel farm.

CHAPTER IV
AIRPORT OPERATORS, LEASED, AND CONCESSION

Section 1 Business Activity Compliance

Subject to applicable orders, certificates or permits of the FAA, or its successors, Grant Agreements with the FAA and the laws of the Commonwealth of Virginia, no person shall use the airport or any portion thereof or any of its improvements or facilities for commercial, business or aeronautical activities who has not first complied with these regulations and standards and obtained the required approval and written consent of and/or permit or license for such activities from the City and entered into such written leases and other agreements prescribed by the City.

Section 2 Application

Application for leases of ground on the Airport, or for permission to carry on any commercial, business or aeronautical activity at the Airport shall be made to the Airport Manager on forms prescribed by the City. The city may, if it deems advisable, have a public hearing upon the receipt of the application. The applicant shall submit all information and material necessary or requested by the City to establish to the satisfaction of the City that the applicant can qualify and will comply with these regulations and standard. The application shall contain a statement of the names of every party owning an interest in the business, the sole proprietor or every partner of the partnership, or each director and officer of the corporation as the case may be, and such application shall be signed by such persons who shall have authority to do so under the laws of the Commonwealth of Virginia. The City shall take such actions as it deems appropriate, which may include acceptance or rejection, or denial or modification of such application, the city shall decide any proposal made pursuant to this Section within 120 days from receipt of such unsolicited proposal.

Section 3 Airport License and Leases Nontransferable

Rights, privileges, permits or licensed to do business at the Airport, or any lease of any area of the Airport or part thereof shall not be assigned, sold or otherwise transferred or conveyed in whole or in part without the prior express written consent of the City. Leases, or any portion thereof, shall not be assigned or sublet without prior approval of the City and all assignees or subleased as approved by the city shall comply with these regulations and standards.

Section 4 Rate

Rates charged by an FBO at its leasehold that hold a certificate authorizing operations, maintenance and training under the following parts but not limited to 119, 121, 125, 135, 141, 142 and 145 shall not be excessive, discriminatory or otherwise unreasonable.

Section 5 Refuse

Persons shall not throw, dump or deposit any waste, refuse or garbage on the Airport. All waste, refuse or garbage shall be placed and kept in proper containers until disposed of as specifically prescribed by the Airport Manager. All operating areas shall be kept in a safe, neat, clean and orderly manner at all times and in such a manner as to minimize any hazards.

Section 6 Approval of Construction

Buildings, structures, tie-downs, ramps, paving, taxi areas or any other improvements or addition shall not be placed, constructed, altered or removed without prior written approval of the City. In the event of any construction, the City may, at its discretion, require an appropriate bond to guarantee the completion of the construction in accordance with its approval. The City shall consider conformance to the Airport's Capital Improvement Program and Airport Master Plan prior to the approval or denial of any construction or development at the airport.

Section 7 Operation Area

Persons authorized to operate or conduct business activities at the Airport shall do so only on areas specified by the lease agreement, or approved in writing by the City.

Section 8 Fixed Base Operators

- A. An FBO shall be an entity which carries on or conducts one or more of the following services at the Airport including, but not limited to and be considered by the Airport Manager, Airport Commission and the City of Danville. No person shall operate a non-leased operation without disclosing relevant information for the approval of the Airport Manager.
1. Aircraft Sales
 2. Parts and Accessories Sales
 3. Charter operations which include, without limitations: passenger or air taxi, freight or freight delivery, photography, aerial survey, agricultural spraying, etc.
 4. Aircraft Rental
 5. Flight instruction or ground schools
 6. Maintenance services which shall include services in one or more of the following:
 - a. Airframe overhaul and repair
 - b. Engine overhaul and repair
 - c. Radio and electrical shop
 - d. Instrument shop
 - e. Aircraft interior work
 - f. Refinishing and painting
 7. Lines services which shall include one or more of the following services:
 - a. Supplying the fuel, oil and other fluids
 - b. Deicing fluid
 - c. Interior cleaning
 8. Aircraft Storage, inside and outside
- B. An applicant for an FBO's license shall specify all services mentioned in Subsection A of this Section, which the applicant desires to conduct on the Airport. An FBO shall carry on or conduct only those services which have been granted by license or other written approval by the City.

Section 9 Flying Clubs

All flying clubs desiring to base their aircraft and operate on the Airport must comply with the applicable provisions of these regulations and standards. However, they shall be exempt from regular fixed base operator requirements upon satisfactory fulfillment of the conditions contained herein.

- A. The clubs shall be nonprofit entity (corporation, association or partnership) organized for the express purpose of providing its members with aircraft for their personal use and enjoyment only.
- B. The flying club, with its initial application, shall furnish the City with,
 - 1. A copy of its charter and bylaws;
 - 2. Articles of association, partnership agreement or other documentation supporting its existence;
 - 3. A current roster, or list of members, including names of officers and directors, (to be revised annually or within thirty (30) days of change);
 - 4. Number and type of aircraft;
 - 5. Evidence that ownership or leasehold is vested in the club;
 - 6. Operating rules of the club; and
 - 7. Evidence of insurance, as required by the city, in the form of a certificate of insurance and policy coverage limits. These limits shall be subject to review by the Airport Commission and/or Airport Manager

A flying club that violates any of the foregoing, or permits one or more members to do so, shall be warned in writing. If the condition is not corrected within a reasonable specified time, as established by the City, the club will be required to terminate all operations.

Section 10 Waiver of Chapter IV Provisions

The City, upon the recommendation of the Airport Commission, may in its discretion, waive all or any portion of this chapter for the benefit of any government or governmental agency performing nonprofit public services for the aircraft industry, or performing fire prevention or fire fighting operations, but only to the extent permitted by the rules of the FAA and the laws of the Commonwealth of Virginia.

Section 11 Pioneers

When an applicant wishes to qualify as a specialized FBO in order to provide services not already provided at the airport, the foregoing minimum standards may be modified subject to the written approval of the City for a limited period of time (not to exceed one (1) year). It is the express purpose of this provision to encourage the expansion of services at the airport where they do not exist and only to the extent and for the period of time necessary to create an inducement to the establishment of such service.

Section 12 Acts of God

Nothing contained in these regulations and standards shall be construed as requiring the City to maintain, repair, restore or replace any structure, improvement or facility which is substantially damaged or destroyed due to an Act of God or other condition or circumstance beyond the control of the City.

CHAPTER V
PENALTIES

Section 1 General

In addition to any penalties otherwise provided by City ordinance, or the Federal Aviation Regulations, and all other rules and regulations of the Commonwealth of Virginia and the FAA, any person violating these regulations and standards may be promptly removed or ejected, either temporarily or permanently, from the Airport by the Airport Manager. The City shall, in writing, within 14 days of any such removal or ejection, render to the same person removed or ejected under this section, a letter to his last known mailing address delineating the specific violation of these regulations and standards which necessitated such removal. Any person so removed may within ten (10) days of receipt of such letter from the City request in writing a hearing on the propriety or reasonableness of his removal. The request for such hearing shall be addressed to the Airport Manager. The Airport Commission will hear any such appeal within thirty (30) days of the receipt by the Airport Manager of such request and shall forward their recommendations on the question to the City Manager within five (5) days thereafter. The City Manager will render a decision on such appeal within five (5) days of the receipt of the recommendations of the Airport Commission.