DeLand Municipal Airport

Minimum Standards

Adopted November 19, 2012

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Section 1. Introduction

1.1. Purpose – The purpose of this document is to establish acceptable qualifications of participants, level and quality of service, and other conditions which will be required of all those proposing to conduct commercial operations at DeLand Municipal Airport. The City of DeLand adopted these minimum standards to foster, encourage, promote and develop general aviation and related aeronautical activities at DeLand Municipal Airport, while promoting safety in all activities, enhancing the availability of high quality services for Airport users and promoting the orderly development of Airport land. In promulgating these minimum standards, the Airport will provide a fair and reasonable opportunity without creating an exclusive right or unjust discrimination to any potential operators to qualify or otherwise compete for available Airport facilities and the furnishing of selected aeronautical activities. These standards ensure that each operator is reasonably fit and able to perform both its service and economic obligations to the Airport community. These minimum standards will be administered by the Airport Manager or his designee.

All persons conducting commercial aeronautical activities at the Airport, shall, as a condition of conducting such activities, comply with all applicable requirements concerning such activities as set forth in these minimum operating standards and any amendments thereto. The requirements set forth herein are the minimum standards which are applicable to persons conducting commercial aeronautical activities at the Airport and all persons are encouraged to exceed such minimum standards in conducting their activities. These minimum operating standards shall be deemed to be a part of each commercial Airport operator's lease agreement with or from the City of DeLand unless any such provisions are waived or modified by the City of DeLand or Airport Manager. The mere omission of any particular standard from a commercial Airport operator's written lease agreement with the City of DeLand shall not constitute a waiver or modification of such standard in the absence of clear and convincing evidence that the City intended to waive or modify such standard.

1.2. Amendments to Standards – The City of DeLand may promulgate future amendments, additions, deletions or corrections to these standards. The Airport Manager may waive or modify any portion of these minimum operating standards for the benefit of any governmental agency performing non-profit public services, fire protection or fire-fighting operations.

1.3. Enforcement by City of DeLand – City of DeLand police personnel and other representatives as designated by the Airport Manager are empowered to require compliance with these standards.

1.4. Previous Standards – These standards supersede and cancel all previous standards for DeLand Municipal Airport.

1.5. Special Regulations, Notices or Directives – Special notices, memorandums or directives of interest to persons engaged in business with the Airport, shall be issued under the authority of these regulations.

1.6. Airport Rules and Regulations – Each commercial operator shall abide by the Code of Ordinances of the City of DeLand, these Minimum Standards, the DeLand

Airport Rules and Regulations and any other orders, regulations or other controls established by the City of DeLand for the safe, orderly and efficient operation of the Airport.

1.7. Violation of Standards – Any person who knowingly or willfully violates any standard prescribed in these Minimum Standards, the Code of Ordinances of the City of DeLand, the DeLand Airport Rules and Regulations or any order or instruction issued by the Airport Manager or his designee, may be removed or rejected from the Airport and its facilities, if it is determined by the Airport Manager that such removal or rejection is necessary under the circumstances.

1.8. Validity – Voiding of any particular standard contained herein shall not affect the validity of the remainder of these regulations. Any activities for which there are no specific minimum standards set forth herein shall be subject to such standards and provisions as are developed by the City of DeLand on a case-by-case basis or as set forth in such airport operator's written lease with the City of DeLand.

Section 2. Definitions

Terms used in these minimum standards are defined below. Words relating to aeronautical practices, processes and equipment will be construed according to their general usage in the aviation industry, unless a different meaning is apparent from the context or specifically defined otherwise. All other words will be construed to their common literal meaning.

A&P - Airframe and Powerplant.

Abandoned - as applied to property, other than Aircraft, left at the Airport, means that the object has been left on City property or the property of another without consent of the City for forty-eight (48) hours without the owner moving or claiming it. Such property may be impounded by the City of DeLand in order to protect the safe operation of the Airport; as applied to Aircraft, the term shall have the meaning provided in Section 705.183, Florida Statutes.

ADA - Americans with Disabilities Act.

Advisory Circulars (AC) - means Federal Aviation Administration Advisory Circulars ACs for the aviation industry.

Aeronautical activity or service - any activity that involves, makes possible, or is required for the operation of Aircraft or that contributes to or is required for the safety of such operations.

Aircraft - a device that is used or intended to be used for flight in the air.

Aircraft Operations Area (AOA) - any area used or intended for use for the parking, taxiing, takeoff, landing or other ground-based aircraft activity.

Airport - the entirety of DeLand Municipal Airport.

Airport Layout Plan - the plan of the Airport showing the layout of existing and proposed airport facilities.

Airport Manager - the Airport Manager (or his designee) for the DeLand Municipal Airport as assigned by the City of DeLand.

Airport Tenant - a person, firm or corporation leasing or using airport property solely for the purpose of storing an Aircraft and is not engaged in or providing any aviation related commercial activity or service at the Airport. An airport tenant is not authorized to function as or provide the services of an FBO without express authorization therefor.

Avgas - aviation gasoline used by piston powered aircraft.

Based Aircraft - Aircraft stationed at an airport on a long-term or permanent basis usually by some form of agreement between the aircraft owner and an Airport Tenant or airport management.

Building - the main portion of each structure, all projections or extensions there from, and any additions or changes thereto, and shall include garages, outside platforms, docks, carports, canopies, eaves, and porches. Paving, ground cover, fences, signs and landscaping shall not be included.

City - the City of DeLand.

Commercial operator - any person, firm or corporation providing goods or services relating to the operation, maintenance or fabrication of Aircraft to others on the Airport. This includes FBOs, SASO's or any other business enterprise established on the Airport for the purpose of performing commercial aeronautical activities or services. A Commercial operator may also be referred to as operator within this document.

Crew quarters - commercial job related living quarters required for crew rest periods per FARs.

Fixed Based Operator (FBO) - any person, firm or corporation which meets the requirements set forth in Section 4.1 hereof.

Master lease – a lease agreement pursuant to which the City of DeLand leases a portion of the Airport directly to an individual or entity.

Minimum standards - the qualifications or criteria that are established as the minimum requirement(s) that must be met by businesses engaged in on-airport aeronautical activities for the right to conduct those activities.

Ramp/Apron - an area on the Airport or intended to accommodate aircraft for the purposes of parking, loading and unloading passengers or cargo, refueling, or maintenance.

Pedestrian - a person on foot, on a bicycle, in a wheelchair (motorized or manual), on a skateboard (motorized or manual) or on a scooter (motorized or manual).

Person - any individual, estate, firm, association, political body, business, organization, group, partnership, business trust, company, corporation, or other legal entity including any member trustee, agent, employee, officer, receiver, assignee, or other representative of any of these.

Self-Fueling - the fueling of an aircraft by the owner of the aircraft with his or her own employees and using his or her own equipment. Self-Fueling does not include the fueling of Aircraft with subcontracted personnel or companies or other third parties. Self-Fueling also does not include fueling at a self-service fuel facility.

Self-Service - includes activities such as adjusting, repairing, cleaning and otherwise providing service to an Aircraft, provided the service is performed by the Aircraft owner or his/her employees with resources supplied by the Aircraft owner. See FAR Part 43 for allowed self-service activities.

Specialized Aviation Service Operation (SASO) - an aeronautical business that offers a single or limited service.

Sublease - a portion of the Airport that is subleased to an individual person or entity by a Master Lease/Lessee for a portion of the Master Lease parcel with approval of the City Commission.

SWPPP - Storm Water Pollution Prevention Plan.

Taxilane - the portion of the aircraft parking area used for access between taxiways, aircraft parking positions, hangars, storage facilities, etc.

Taxiway - a defined path established for the taxiing of Aircraft from one part of an airport to another.

Transient Aircraft – an Aircraft which is not a Based Aircraft.

Vehicle – an automobile, truck, fuel truck, golf cart, motorcycle, moped, or any motorized equipment.

Section 3. General Requirements

3.1. Application – Any person, firm or corporation wishing to perform commercial aeronautical activities shall submit an application, in writing, to the Airport Manager, who must approve them, 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 Aircraft to be operated;

G. Number of personnel to be employed;

H. Hours of proposed operation;

I. Ability to comply with City insurance requirements;

J. Evidence of financial capability, from a bank or other source that may be readily verified, to initiate operations and for the construction of buildings, improvements, appurtenances and the ability to provide working capital to carry on the contemplated operation, once initiated;

K. Evidence of technical capability to perform the proposed services. Statements of past experience in the specified aviation services proposed to be provided at the Airport together with a statement setting forth personnel to be used for the operations and the experience of said personnel. Resumes/curriculum vitaes of key staff should be included.

L. Submittal of a site layout plan depicting the facilities to be used in the operation which comply with the requirements of these Minimum Standards. This includes areas for Aircraft staging, maintenance, loading, retail, administration, etc.

M. Any other information specifically required for a particular type of operation as more particularly set forth in these standards.

3.2. Processing; denial – The Airport Manager shall be responsible for processing an application for a lease agreement to conduct activities at the Airport. The Airport Manager may deny any application if he determines that:

A. The applicant does not meet the qualifications and standards set forth in the rules and regulations, or these minimum operating standards;

B. The proposed activities are likely to create a safety hazard at the Airport;

C. The activities will require the City to expend funds or to supply labor or materials as a result of the applicant's activities, or will result in a financial loss to the Airport;

D. No appropriate space or land is available to accommodate the proposed activities;

E. The proposed activities are not consistent with the Airport's master plan and/or Airport Layout Plan;

F. The proposed activities are likely to result in a congestion of Aircraft or buildings, a reduction in Airport capacity, or an undue interference with Airport operations or the operations of any existing Airport users at the Airport;

G. The applicant or any of its principals has knowingly made any false or misleading statements in the course of applying for a lease;

H. The applicant does not have the technical capabilities or experience or financial resources to properly conduct the proposed activities;

I. The applicant has not submitted appropriate documentation supporting the proposed activity as outlined in Section 3.1.

3.3 Appeal Process – The applicant shall have the ability to appeal the denial of an application by the Airport Manager, subject to the following provisions:

A. Providing written notice of appeal to the Airport Manager within ten (10) days of said denial.

B. The notice of appeal will be forwarded to the city manager for review.

C. Applicant shall be notified in writing of the date of the scheduled appeal review.

D. Applicant shall be present at the appeal review to justify the applicant's application. If applicant is not present, the Airport Manager's denial shall remain unchanged.

E. The city manager shall render its decision in writing within ten (10) calendar days of the conclusion of the hearing.

F. An additional appeal may then be made through the City Commission, if desired. The notice of appeal will be forwarded to the City Commission for review.

G. Applicant shall be notified in writing of the date of the scheduled appeal review.

H. Applicant shall be present at the appeal review to justify the applicant's application. If applicant is not present, the city manager's denial shall remain unchanged.

I. The City Commission shall render its decision in writing within ten (10) calendar days of the conclusion of the hearing and the decision shall be final as to the denial or approval of the application.

3.4. Written Contract – Any person, firm or corporation capable of meeting the minimum standards set forth herein for commercial operator is eligible to become a commercial operator at DeLand Municipal Airport, subject to the execution of a written lease for not less than two (2) years containing such terms and conditions as may be determined by the Airport Manager. A commercial operator shall not engage in any business or activity on the Airport other than that authorized under its lease. Any commercial operator desiring to extend its operation by expansion or sublease into more than one category or to discontinue operations in a particular category, shall first apply in writing to the City of DeLand for permission to do so, setting forth in detail the reasons and conditions of the request. The City of DeLand shall then grant or deny the request on such terms and conditions as it deems to be prudent and proper under the circumstances. Each Commercial Operator shall provide its own buildings, personnel, equipment, and other requirements as herein stated upon leased lands from the City of

DeLand. A Commercial Operator may utilize a City owned building if one is suitable for such a business and is available for lease.

3.5. Maintenance – All operators shall be required to maintain their leased property in a condition of repair, cleanliness and general maintenance in a manner acceptable to the Airport Manager, in accordance with their lease agreements and free from all hazards.

3.6. Improvements – Before any operator makes any changes, improvements, additions, or removal to or from any real property, appurtenances, or signs thereon, shall, before the fact, notify the Airport Manager for approval of said changes, improvements, additions, removal to said real property or appurtenances.

3.7. Fire Equipment – All operators shall supply and maintain such adequate and readily accessible fire extinguishers and other fire suppression or life safety equipment as are required and approved by the DeLand Fire Department for the particular hazard involved.

3.8. Damages – All operators shall be fully responsible for all damages to building, equipment, real property and appurtenances in the ownership or custody of DeLand Municipal Airport, normal wear and tear excepted. Property damage caused by negligence, abuse or carelessness on the part of their employees, agents, customer, visitors, suppliers or persons with whom the operator may do business will be the responsibility of the operator.

3.9. Prohibited Activities

A. No permanent residential domicile may be established anywhere on Airport premises unless specifically authorized under the lease. Limited and temporary domicile may be provided with permission of the Airport Manager and on a case by case basis.

B. No non-aeronautical operators are allowed within the AOA.

C. No non-aeronautical operations shall be established on any area that has, or could reasonably be developed with, direct access to the AOA.

Section 4. Minimum Standards for Commercial Operators

All commercial operators shall provide a paved walkway within the leased area to accommodate pedestrian access to the operator's office, a paved Aircraft apron with tie-down facilities within the leased area sufficient to accommodate the activities being performed, when appropriate. Sufficient hard surface and on site automobile parking space shall also be provided. Additional details related to land and facilities required by specific types of commercial operators are included in this section.

The rates and charges for any and all activities and services for commercial operators shall be determined by the operators, and subject, further, to the requirement that all

such rates and charges shall be reasonable and be equally and fairly applied to all users of the services.

All commercial operators at the Airport shall be full-time, financially sound business enterprises, with adequately manned and equipped facilities, and who observe normal or specifically required business hours.

In the event the operator becomes insolvent, or the subject of any kind or chapter of bankruptcy proceeding or if a receiver, assignee, or other liquidating officer is appointed for the business of the operator, the City of DeLand may cancel the lease at the City's option upon giving written notice to the operator.

All commercial operators shall, at their own expense, pay all taxes and assessments against any building or other structures placed on the premises by them as well as all taxes and assessments against the personal property used by them in their operations.

All commercial operators shall comply with all of the standards and requirements contained in this article. In addition, a commercial operator may engage in any general aviation specialty service activity identified below upon meeting all standards identified for the specific activity.

4.1. Fixed Base Operator (FBO) – Any operator proposing to engage in the operation of an FBO must lease and/or provide as a minimum the following:

A. Land – The leasehold shall contain adequate square footage of land to provide space for building, Aircraft parking area equipped with a minimum of ten (10) tie downs and fuel storage and dispensing equipment, and at least 25,000 square feet of concrete rigid pavement or flexible asphalt surface with access to the aircraft operations area.

B. Buildings – Lease or construct a minimum of 1,000 contiguous square feet of properly lighted, air-conditioned and heated floor space for office, crew and passenger lounge, restroom and public telephone.

C. Personnel – Properly trained and uniformed personnel on full-time duty during normal operating hours of 8:00 a.m. to 6:00 p.m. 365 days per year. Personnel must be adequately trained to operate fuel dispensing equipment in accordance with all applicable local, state and federal laws.

D. Services – Fuel, park and tie down, oil, inflate tires, starting equipment, portable pressure tanks, towing equipment. The operator shall have readily available a mechanic or other properly qualified person to perform major and minor repairs.

E. Fuel – The operator must provide at least two (2) grades of Aircraft fuel, including standard Avgas (i.e. 100-octane) and Jet A.

F. Fuel Dispensing Equipment – Two (2) permanent (not mobile) metered filter-equipped dispensers for dispensing two (2) grades of fuel. One (1) mobile fuel truck for each grade of fuel capable of holding a minimum of 500 gallons of fuel. Jet A fuel dispensing equipment must have single point refueling capability.

Storage tanks capable of holding a minimum of 10,000 gallons of fuel. Separate dispensing pumps and meters for each grade of fuel are required. The service provider shall maintain at all times, for each bulk loading/unloading and fuel storage facility, spill kit(s) reasonably capable of containing and cleaning up all fuel/oil spills that could arise as a result of its operation. Mobile fuel trucks shall have markings and or signage that clearly identifies itself as to fuel grade. Markings (individual letters) shall be no less that 3" in height and in contrasting color to the background. In addition, mobile fuel trucks shall be properly maintained, operated and equipped in accordance with applicable FAA, Florida Department of Environmental Protection, and National Fire Protection Association (NFPA) requirements and regulations.

G. Records – The service provider under this provision shall keep a current, complete and accurate record of all fuel sold and shall, at the request of the Airport Manager, make available all records of such sales for at least two (2) years after the sale of such products. Failure of an aeronautical activity or service provider to keep an accurate record of all sales shall be reason to revoke the aeronautical activity or service provider's permit and/or authority to do business at the Airport.

4.2. Hangar Leasing Services – Hangar leasing services operator means a person engaged in the business of leasing, renting or licensing hangars to Aircraft owners or operators solely for Aircraft storage purposes. A hangar leasing services operator shall comply with the following minimum standards:

A. Submit construction plans and specifications for any hangars to be constructed, including minimum hangar sizes and architectural design plans, are subject to the written approval of the City in accordance with the City's regular construction permitting process.

B. A hangar leasing services operator's hangars shall provide at least one (1) indoor restroom for every leasehold property or one (1) indoor restroom for every (35) T-hangars for the use by the operator's lessees, whichever is greater.

4.3. Aircraft Brokerage – Any operator engaged in the brokerage of new or used Aircraft must lease and/or provide at a minimum the following:

A. Land – The leasehold shall contain adequate square footage of land to provide space for building, storage of Aircraft and display as dictated by expected on-site inventory.

B. Buildings – Lease or construct a minimum of 300 contiguous square feet of properly lighted, air-conditioned and heated floor space for office, public restroom and public telephone.

C. Personnel – One (1) person available with a current commercial pilot certificate with rating appropriate for the types of Aircraft to be demonstrated.

D. Dealerships – New Aircraft dealers shall hold an authorized factory or sub-dealership certification. All Aircraft dealers shall hold a dealership license or permit if required by State law or other applicable regulation.

E. Aircraft – A dealer of new Aircraft shall have available or on-call one (1) current model demonstrator.

F. Services – A dealer of new Aircraft shall provide for adequate parts and servicing of Aircraft and accessories during warranty periods.

4.4. Aircraft Rental – Any operator engaged in the rental of Aircraft must lease and/or provide at a minimum the following:

A. Land – The leasehold shall contain sufficient square footage of land to provide space for Aircraft parking and a building.

B. Buildings – Lease or construct a building which will provide 1,000 square feet of properly air-conditioned, heated and lighted floor space for office, public lounge, restrooms and public telephone.

C. Personnel – One (1) person must be available having a current commercial pilot certificate with ratings. Office is to be attended during operating hours.

D. Aircraft – Two (2) airworthy Aircraft owned or leased in writing to the operator.

4.5. Flight Schools – Any operator engaged in pilot flight instruction shall provide at a minimum the following:

A. Land – The leasehold shall contain sufficient square footage of land to provide space for buildings and Aircraft tie-downs.

B. Buildings – Lease or construct building which will provide 1,000 square feet of properly air conditioned, heated and lighted floor space for office, classroom, briefing room pilot lounge, restrooms and public telephone.

C. Personnel – One (1) person properly certified by the FAA as a flight instructor to cover the type of training offered. Office to be attended during operating hours.

D. Aircraft – At least two (2) airworthy Aircraft owned or leased in writing to the operator. Both Aircraft shall be properly certified and equipped for flight instruction.

4.6. Airframe and/or Powerplant Repair – Any operator engaged in airframe and/or powerplant repair service must provide at a minimum the following:

A. Land – The leasehold shall contain sufficient square footage of land to provide space to accommodate parking for at least two (2) Aircraft and building.

B. Buildings – Lease or construct building that will provide 2,500 square feet of floor space for office, shop, hangar, restrooms. Hangars must meet all safety standards, including but not limited to, current fire code.

C. Personnel – One (1) person properly certificated by the FAA with ratings appropriate for work being performed.

D. Equipment – Sufficient equipment, tools, supplies and availability of parts to perform maintenance in accordance with manufacturer's recommendations or equivalent.

E. Safety – Comply with the current standards of the Florida Department of Environmental Protection, the National Fire Protection Association (NFPA), and any other applicable regulations.

F. Environment - Properly treat and dispose of all hazardous material in compliance with the governing agencies and in accordance with the Airport Storm Water Pollution and Prevention Plan (SWPPP) and/or any other rules, regulations or ordinances restricting the discharge of pollutants into the air, water or ground at the Airport.

4.7. Air Taxi Service – Any operator engaged in air taxi service must hold an FAA Air Taxi Commercial Operator's Certificate with ratings appropriate to function, and provide at a minimum the following:

A. Land – The leasehold shall contain sufficient square footage of land to provide space for buildings and necessary improvements.

B. Buildings – Lease or construct building which will provide 1,000 square feet of properly air conditioned, heated and lighted floor space for office, public lounge, satisfactory arrangements for checking in passengers, handling of luggage, ground transportation, and other related activities, restrooms and public telephone.

C. Personnel – One (1) person properly certificated by the FAA who is appropriately rated to conduct the air taxi service offered.

D. Aircraft – One (1) Aircraft, owned or leased in writing to the operator, meeting all the requirements of the Air Taxi/Commercial Operator Certificate held.

4.8. Radio, Instrument, Avionics or Propeller Repair Service – Any operator engaged in providing radio, instrument, avionics or propeller repair services must hold an FAA Repair Station Certificate and ratings for it and provide at a minimum the following:

A. Land – The leasehold shall contain sufficient square footage of land for building.

B. Buildings - Lease or construct a building which will provide the greater of 1,000 square feet of floor space for office, shop and hangar space or the amount of

space required by the operator's FAA Repair Station Certificate; and provide satisfactory arrangements for access to and storage of Aircraft being worked on.

C. Personnel – One (1) person properly certificated by the FAA as a repairman qualified in accordance with the terms of the Repair Station Certificate.

4.9. Specialized Commercial Flight Services –Any person performing Aircraft support services or providing the use of Aircraft for, but not limited to, the activities listed below:

A. Non-stop, sight-seeing flights;

B. Banner towing and aerial advertising;

C. Firefighting or fire patrol;

D. Any other operations specifically excluded from FAR Part 135 or directly related to Aircraft support or transportation.

Any operator engaged in specialized commercial flight services activities, including but not limited to those listed above, shall provide at a minimum the following:

A. Land – The leasehold shall contain sufficient square footage of land for building, Aircraft parking and tie downs.

B. Buildings – Lease or construct a building which will provide 500 square feet of floor space for an office.

C. Personnel – One (1) person properly certificated by the FAA as a commercial pilot with appropriate ratings for the Aircraft to be flown.

D. Aircraft – One (1) airworthy Aircraft owned or leased in writing to the operator.

E. Hours of Operation – The hours of operation shall be at the operator's discretion, but should be reasonably available to the public.

4.10. Commercial Flying Club – A commercial flying club is any person, firm or corporation engaged in the ownership or lease of Aircraft and providing flying services for its members and others for profit. Any operator establishing a commercial flying club at the Airport must provide at a minimum the following:

A. Land – The leasehold shall contain sufficient square footage of land for building, Aircraft parking and tie downs.

B. Buildings – Lease or construct building which will provide 200 square feet of floor space.

C. Personnel – If the operator conducts flight training, it shall have in its employ or as a member a flight instructor who has been properly certificated by the FAA.

D. Aircraft – One (1) certificated and airworthy Aircraft owned or leased in writing to the operator.

4.11. Non-Commercial Flying Club –Any Person engaged in the ownership or leasing of Aircraft that are used to provide flying services only to its members. Any non-commercial flying club proposing to base their operation at the Airport must comply with the applicable provisions in these minimum standards. However, they shall be exempt from regular Commercial Operator requirements upon satisfactory fulfillment of the conditions listed below:

A. The club must be a non-profit corporation or partnership organized for the express purpose of providing its members with Aircraft for their personal use and enjoyment.

B. Each member must be a bona fide owner of the Aircraft, a stockholder in the corporation or a partner in the partnership. At the time of applying for a lease, license, permit or agreement to operate at the Airport, the Club shall furnish the Airport Manager with a copy of its documents of organization; the Club's list of members, including names of officers and managers; evidence of required insurance; a description of all Aircraft used; evidence that such Aircraft are properly certificated; evidence of ownership of such Aircraft; any operating rules of the Club.

C. Neither the club nor any member may derive a profit from the operation, maintenance, or replacement of its Aircraft. Club Aircraft may not be used by other than bona fide members for rental, and by no one for commercial operations.

D. Flight instruction may not be given in club Aircraft except when such instruction is given by an operator based on the Airport authorized to provide flight training or by an instructor who is a member of the club and who shall not receive remuneration in any manner for such service.

4.12 Skydiving Center – Any operator engaged in a parachuting/skydiving operation shall meet, at a minimum the following requirements:

A. The Skydiving Center shall have available for skydiving, either owned or under lease, at least one properly certificated Aircraft. The jump plane pilot must be appropriately certificated by the FAA and be appropriately rated for the Aircraft being operated.

B. The Skydiving Center shall meet or exceed the requirements of FAR Part 105 and related FAA Advisory Circulars, as the same may be amended from time to time, and any other applicable governmental regulations.

C. The Skydiving Center shall have available for its exclusive use the following land area and buildings:

An enclosed building with at least 5,000 square feet of lighted floor area. Such building must have at least two restrooms and otherwise comply with all applicable building codes and zoning regulations.

At least 6,000 square feet of ramp space plus 4,000 square feet of ramp space for each additional skydiving Aircraft above one (1).

A designated spectator area which is separated or cordoned off from any areas in which Aircraft will be operating.

A designated Aircraft staging area, landing area location and loading area shown on a site plan as required in the application process (see Section 3.1L).

An available parking area for customer and employee parking with a capacity as determined to be required by the City's Planning Department.

D. Prior to the commencing operations, the Skydiving Center shall enter into a Letter of Agreement with the Daytona Beach Air Traffic Control Tower and Jacksonville ARTCC for the purpose of supplementing FAR Part 105 by further defining procedures for skydiving activity at the DeLand Airport. Such Letter of Agreement shall remain in effect throughout the duration of the Skydiving Center's operations at the DeLand Airport.

E. The Skydiving Center shall obtain through a lease with the City of DeLand, or through a sublease approved by the City of DeLand, the rights to operate a facility which complies with the Minimum Standards for Skydiving Center for a period of not less than two (2) years.

F. The Skydiving Center shall operate 52 weeks per year and at a minimum 5 days per week. On each day the Skydiving Service is in operation, it must be open at least eight (8) hours.

G. The Skydiving Center shall have on duty an adequately qualified manifestor at all times while jump operations are taking place who shall communicate with all skydiving Aircraft operating at the Airport.

H. The Skydiving Center shall have each of its customers execute a hold harmless agreement, on a form to be approved by the City's risk manager, which agreement will name the City of DeLand as a party released from liability.

I. Establishment of a new Skydiving Service shall be subject to the following:

Safety and Efficiency Plan submittal - A safety and efficiency study to determine whether the DeLand Municipal Airport can safely accommodate the proposed operation without adversely impacting the efficient operation of the Airport. In the event that the City of DeLand uses a consultant for the purpose of assisting in this analysis, the party proposing to establish the Skydiving Service shall pay for the cost of the consultant to the City of DeLand, and shall deposit the anticipated cost thereof with the City of

DeLand prior to the City undertaking such study. The City of DeLand will seek input from the FAA, and request its own analysis, before making any decision on establishment of a new skydiving service operation.

4.13. Agriculture Spraying Services - Agricultural spraying operations will be conducted in accordance with procedures approved by the Airport Manager and made known to all persons conducting agricultural spraying operations. Agricultural spraying operations shall be accomplished in accordance with the standards of the US Environmental Protection Agency and the Florida Department of Environmental Protection in an area so designated by the Airport Manager. Each agricultural spraying operator shall be responsible for the cleanup of any chemical spills on the Airport property caused by the Ag operator.

4.14. Multiple Commercial Activities – A multiple commercial activity operator is any person, firm or corporation performing any combination of commercial aeronautical activities listed in this section. Whenever a commercial operator conducts multiple activities pursuant to one lease agreement, such commercial operator must comply with the minimum standards set forth herein for each separate activity being conducted. If the minimum standards for one of the commercial operator's activities are inconsistent with the minimum standards for another of the commercial operator's activities, then the minimum standards which are most beneficial to the City and/or which are most protective of the public's health, safety and welfare, shall apply.

Section 5. Insurance Requirements

There are many existing leases for Commercial Operators and other tenants at the Airport whose use and occupancy of the Airport is regulated by these Minimum Standards. Many of those existing leases have insurance requirements which are lower than the amounts set forth below in these Minimum Standards. To the extent that the insurance requirements contained in a lease of Airport property entered into by the City of DeLand prior to October 01, 2012 are lower than the limits set forth below, such requirement shall control over these minimum standards with respect to that particular lease. However, all new leases for Airport property which would otherwise be subject to theses Minimum Standards, including leases which expire without a renewal option, shall comply with the insurance requirements set forth below in these Minimum Standards.

Each Commercial Operator shall at all times maintain in effect the following types and minimum amounts of insurance as applicable to the business to be conducted:

Schedule of Minimum Insurance Requirements

Fixed Based Operator Commercial general aviation liability policy with coverage for premises, operation and products.	$2,000,000 Combined Single Limit (CSL)
Airframe and Powerplant Repair, Avionics, Instrument, or Propeller Repair Commercial general aviation liability policy with coverage for premises,	$1,000,000 CSL

operation and products.	
Air Taxi and Charter Commercial general aviation liability policy with coverage for premises, operations and products. Aircraft liability with coverage for bodily injury and property damage including passengers.	 $1,000,000 CSL $1,000,000 CSL
Aircraft Rental and Flight Training Commercial general aviation liability policy with coverage for premises, operations and products. Aircraft liability with coverage for bodily injury and property damage including passengers. Student and renters liability	 $1,000,000 CSL $1,000,000 CSL $500,000 CSL
Clubs Commercial general aviation liability policy with coverage for premises, operations and products.	 $1,000,000 CSL
Skydiving Commercial general aviation liability policy with coverage for premises, operations and products. Aircraft liability with coverage for bodily injury and property damage including passengers.	 $1,000,000 CSL $1,000,000 CSL
Agricultural Spraying General Liability Policy	 $2,000,000 CSL
Hangar Operations General Liability Policy	 $1,000,000 CSL

In addition to the types and amounts of insurance required, each Commercial Operator shall at all times maintain such other insurance as the City's risk management director may reasonably determine to be necessary for such activity. All insurance policies shall list the City of DeLand as an additional insured and shall require that the City of DeLand be given at least thirty (30) days advance written notice of cancellation.