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9.010. Nature of Chapter. This chapter shall be deemed a regulatory measure; and the provisions herein provided shall be for the purpose of operation, regulation, and control of the Salem Municipal Airport, known as McNary Field and referred to in this chapter as "the airport." (Ord No. 102-67; Ord No. 62-79)

9.015. Definitions. As used herein, the following terms shall have the meanings indicated:

- (a) Airport: The Salem Municipal Airport otherwise known as McNary Field or future airports owned and operated by the City of Salem.
- (b) Airport Master Plan: The current approved layout of the airport property, indicating current and proposed usage for each identifiable segment, as approved by the city and amended from time to time.
- (c) Airport superintendent: The individual designated with responsibility and authority for the management and direction of the City of Salem's airports.
- (d) Commercial activity: An operation or service performed for compensation which is conducted on or based at the airport, excepting those activities specifically designated herein as noncommercial operations. This definition applies, but not necessarily limited to:
 - (1) Any service for compensation by a licensed mechanic, flight instructor, or commercial pilot.
 - (2) The short-term rental of aircraft to multiple users.

- (3) The sale of aircraft, parts, fuel, accessories, and/or aviation equipment.
- (e) Commercial operator: Any person involved in a commercial activity.
- (f) Noncommercial activity: Any airport activity which does not involve the providing of aviation goods or services for compensation. This includes the use and maintenance of an aircraft by its registered owner(s) and the following activities specifically designated as noncommercial:
 - (1) The sale of an aircraft, its parts, or accessories by the registered owner, providing said owner has not sold an aircraft, similar part, or accessory within the preceding 12 months. Prior written approval of the city will be required for the second such sale within a 12-month period on a noncommercial basis. Such approval will be withheld only in those cases where the city determines the sale to be part of a continuing sales activity by the owner.
 - (2) The rental of aircraft from a nonprofit flying club by registered members.
 - (3) Flight instruction provided to a flying club member by another flying club member provided such instruction is provided for nonmonetary compensation (dues credit, reduced rental rate, etc.).
 - (4) Maintenance performed on an aircraft owned or controlled by a flying club by a member of that flying club, provided such service is provided for nonmonetary compensation.
- (g) Noncommercial operator: Any person involved in a noncommercial activity.
- (h) Employee: Any individual performing services for another person and designated as an employee for the purpose of federal/state unemployment insurance, federal social security, or federal/state withholding.
- (i) FAA: The Federal Aviation Administration.
- (j) Fixed base operator: A proprietor of a commercial operation offering aeronautical related activities and services to the general public.
- (k) Person: Any person, firm, general or limited partnership, corporation, company, organization, trust, or association leasing or using any land or facility at the airport.
- (l) Rules and regulations: That body of directions as may be approved and promulgated from time to time by the city to protect the public health, safety, interest, and welfare on the airport and to augment any ordinances and resolutions pertaining to the airport. (Ord No. 62-79)

9.020. License Required. No service, operation, or activity shall be offered or performed at the airport without a license for such service, operation, or activity having first been obtained from the Airport Superintendent. Such license shall be issued upon recommendation of the Airport Advisory Commission. Any action by the commission may be appealed to the council. Aeronautical activities of scheduled airlines and municipal, state, and federal agencies are exempt from this provision. The rental of hangar space shall not be deemed a service, operation, or activity under the provisions of this chapter. (Ord No. 102-67; Ord No. 176-69; Ord No. 62-79; Ord No. 10-93; Ord No. 35-95; Ord No. 51-96)

GENERAL PRIVILEGES AND RIGHTS

9.022. In General. In addition to any specific requirements contained in this chapter for a particular category of operation, the requirements set forth in SRC 9.024 to 9.048 shall be common requirements of all operators, permittees, licensees, and lessees on the airport. (Ord No. 62-79)

9.024. Activities Per Agreement. Each licensee on the airport is granted the right to conduct only one integrated activity per agreement, that is, fixed based operators shall have services to be offered enumerated in their leases. This does not preclude a licensee from applying for another concession or privilege provided, however, that this concession or privilege will be the subject of a separate and distinct agreement if not included in the original agreement. The licensee must meet the standard

qualifications for the particular operation category regarding related experience, quality, and depth of management, personnel, etc. (Ord No. 62-79)

9.026. Activity Limitation. Each licensee is hereby prohibited from conducting any activity at the airport other than that provided by agreement. Any commercial user of airport facilities is hereby restricted from entering into any other commercial activity at the airport without the prior written consent of the city. (Ord No. 62-79)

9.028. Nondiscrimination. In the operation and use of the facilities at the airport, no licensee shall discriminate or permit discrimination against any person or group of persons in any manner on the grounds of race, color, or national origin. (Ord No. 62-79)

9.032. Operations Covenants. All agreements granting commercial privileges at the airport shall include covenants that govern the hours of operation, the type of operation, the extent of services to be offered, and the quality of performance required of the lessee. Each licensee to whom a concession is granted shall operate the premises for the use and benefit of the public. This shall include, but not be limited to:

- (a) Furnishing goods, prompt, and efficient service adequate to meet normal demands for its service at the airport.
- (b) Furnishing such service on a fair, equal, and nondiscriminatory basis to all users.
- (c) Charging fair, reasonable, and nondiscriminatory prices for each unit of sale of service, provided that operator may make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- (d) Having telephone service and offices on the airport, if the licensee is leasing space or real property from the city.
- (e) Maintaining a current registry with the Airport Superintendent of officers and supervisory employees and their telephone numbers for emergency use. (Ord No. 62-79; Ord No. 35-95)

9.034. Ground Space Leasing.

- (a) Licensees for activities at the airport who are required to provide ground space and structures for such activities shall enter into lease agreements with the city for the rental of such space or into sublease agreements with a lessee previously approved by the City. Sublease agreements may be used in lieu of direct lease agreements with the City to meet the building and lot requirements of SRC 9.104 through SRC 9.116. Sublease agreements shall comply with SRC 9.098. Ground space allocations to licensees under lease agreements will be made in accordance with the Airport Master Plan for the development of the airport recommended by the Airport Advisory Commission and approved by the council.
- (b) Termination of an agreement for ground lease without other satisfactory arrangements having been made with the city shall automatically revoke a license for an activity, service, or operation. (Ord No. 62-79; Ord No.175-82; Ord No. 10-93; Ord No. 51-96)

9.036. Lease Plat Descriptions. The city shall attach a description of any leased area to the lease, use permit, or agreement. Such attachment will include a plan of the area showing dimensions and square footage or acreage, as appropriate, and a legal description of the metes and bounds. (Ord No. 62-79)

9.038. Structures on Airport. All structures erected on the airport shall comply with all applicable city and state building, health, and safety regulations, including the city building, fire, sign, electrical, heating, zoning, and plumbing codes. Architectural design of all structures shall be reviewed and approved by the Airport Advisory Commission. (Ord No. 62-79; Ord No. 10-93)

9.042. Airport Master Plan. The Airport Master Plan shall be as currently approved by the Federal Aviation Administration. Nothing in these standards shall be construed as limiting the right of the city to revise said plan from time to time as may be deemed necessary. (Ord No. 62-79)

9.044. Licenses Subject to Laws and Regulations.

(a) Each licensee and his officers, agents, and employees shall carry on his activities and operations on said airport in compliance with federal laws and Federal Aviation Administration regulations, state statutes, the rules and regulations governing the use of the airport, and all other applicable city ordinances. Each licensee shall be responsible for the actions of his officers, agents, and employees.

(b) Each licensee shall designate in writing to the city the name and title of the officer or manager responsible for such actions. (Ord No. 62-79)

9.046. Right of Aircraft Service. No right or privilege granted a licensee shall in any way interfere with or prevent any person, firm, or corporation operating on the airport from performing any FAA approved services on its own aircraft with its own employees as are compatible with the airport rules and regulations established by the city and with the appropriate Building and Fire Codes. (Ord No. 62-79)

9.048. Privileges, Uses, Rights, and Interests. In addition to the specific privileges, uses, rights, and interests granted to a licensee under terms of the license or lease agreement, the following common privileges, uses, rights, and interests shall be granted to all licensees:

(a) The loading and unloading of aircraft in any lawful commercial or noncommercial activity in designated areas and locations.

(b) The nonexclusive use of the public airport facilities and navigational aids for purpose of commercial and noncommercial landings, takeoffs and taxiing of aircraft.

(c) The right of ingress to and egress from any premises leased by the licensee.

(d) The nonexclusive use of common-use areas which shall be kept clear at all times. (Ord No. 62-79)

TERM

9.052. Basis for Determination. The length of the term of any license agreement, lease, or permit shall be determined on the following basis:

(a) All agreements should be of sufficient length to permit any licensee making a substantial capital investment, either in terminal building facilities or in hangar and building area improvements, to amortize fully the capital investment over the term of the agreement. A licensee may depreciate such investments over the lease term, although the useful life of the improvements may be longer.

(b) All agreements for use of any building or hangar which do not involve more than a nominal capital investment on the part of the lessee shall have maximum lease terms of three years.

(c) All agreements for the use of city-operated tie-down space and T-hangar bays shall be on a month-to-month basis with a five day cancellation provision.

(d) All agreements with a term in excess of three years will provide for a suitable means for adjusting charges and fees at stated periods, as follows:

(1) For airport operating and landing area agreements, such adjustments shall be on a negotiated basis, with the operation and maintenance expenses and improvement costs, as developed by a cost accounting system, used as a basic criteria for the rate adjustment.

(2) For hangar and building area agreements, a readjustment of ground rental shall be based on either (1) the current market value of the land or (2) an agreed-upon

incremental increase as the basic criteria for readjustment. The latter basis, an agreed-upon increase, may be tied to an established measure, such as the Consumer Price Index. Rentals for city-owned buildings shall be negotiated. (Ord No. 62-79)

9.054. Options for Renewal. Options for additional terms will not be granted, provided, there may be cases where an airport option to renew with renegotiated terms and conditions would be beneficial, retain a competent and satisfactory operator, net the city more return, and avoid management cost and time-consuming procedures. In such cases options for additional terms may be granted. (Ord No. 62-79)

RATES AND CHARGES

9.056. User Pay Policy. It is hereby declared that the policy underlying the establishment of rates and charges shall be that each licensee at the airport and each user of the landing area pay an appropriate rate or fee for such license or use. To assure the calculation of proper rates and charges, the city will continue to generate cost data through the city's cost accounting system to serve as a valid basis for negotiating rates and charges. (Ord No. 62-79)

9.058. Types of Rates. Rentals shall be expressed in terms of either a standard or variable rate. The standard rate will be incorporated into any agreement for space or ground rentals. The variable rate, which can be a percentage rental or fuel flowage fee, will be incorporated in so far as is feasible into agreements for concession privileges, such as the sale of consumer goods and services on the airport. (Ord No. 62-79)

9.062. Guaranteed Minimum. All agreements which specify a variable rate (percentage of gross, fuel flowage) shall include a negotiated minimum to be paid the city. The amount should be established below the average projected monthly payment, at a level consistent with the city's desire to encourage each operator to provide the highest possible level of public service. (Ord No. 62-79)

9.064. Audits. When an agreement specifies a percentage rental, the city will, in addition to the right of confidential review of records, reserve the right to audit the accounts and records of the licensee. Should a discrepancy of five percent or more be found in gross receipts reported to the city, the cost of such an audit will be borne by the licensee. The gross sales of any major concession on the airport shall be verified by an unqualified opinion of a certified public accountant. These provisions will be included in any percentage rental agreement. (Ord No. 62-79)

9.066. User Fees. With regard to the various users of the airport, the following policy shall apply:

(a) Airport space and ground rentals:

(1) All hangar and self-constructed building area leases shall be required to pay a ground rental for the gross area leased, including any exclusive-use aprons, parking area, etc.

(2) All lessees of space in city-owned airport buildings except food or restaurant concessionaires shall pay a rental rate per square foot of space leased plus any additional user fees appropriate to said lessees use. Rental rates and user fees shall be fixed by contract between the city and lessee. Any food or restaurant concessionaire shall pay a percentage rental or a minimum annual guarantee, whichever is greater.

(3) The rates or charges for aircraft parking and tie-down (permanent or transient) shall be set by the city unless set by lease agreement. Storage charges made by licensees may be

determined by the licensees, subject to the approval of the city and subject further to the requirement that all such rates or charges shall be reasonable and be equally and fairly applied to all users of the services. The city shall receive not less than 50

percent of all aircraft tie-down and parking fees collected by the licensee on city-owned aircraft ramp area managed (but not leased) by the licensee.

(b) Landing area and field-use fees. All users of the landing area shall pay a field-use fee in addition to any other airport space or ground rentals that they may currently be paying. The following basic policy will apply:

(1) For scheduled commuter airline users, a specific landing fee will be negotiated on the basis of maximum approved gross landing weight of aircraft operated which will then be charged for each and every landing aircraft, regardless of whether such landings are extra sections, training flights, etc.

(2) For general aviation aircraft users, the city shall establish a fuel flowage fee from time to time by resolutions, which shall provide for a return to the city by owners or operators of fuel storage tanks. The resolution shall establish a schedule of fees for each gallon of various classes of product delivered to any airport premise.

(3) For military and government users, a service charge shall be negotiated with the appropriate agency on the basis of the type of missions and the aircraft operated, if on a continual basis.

(c) Special use permits:

(1) For any off-airport user desiring airfield access, a special airfield use agreement shall be negotiated, including specific provisions requiring the user to pay the cost of any taxiway extended to the airport boundary, a fuel flowage fee, and a special airport access fee.

(2) Other special use permits may be issued by the city on a case-by-case basis and subject to any appropriate fees, charges, or conditions deemed reasonable by the city. (Ord No. 62-79; Ord No. 133-79; Ord No. 21-87)

MAINTENANCE AND OPERATIONAL OBLIGATIONS

9.072. Policy. Reduction of expenses shall be the basic policy of sound airport fiscal management. The lease policy will be explicit regarding the maintenance and operational obligations of both the city and each licensee. (Ord No. 62-79)

9.074. Maintenance Obligations. To hold operating expenses at a minimum, the following maintenance policy will be adopted for various users of the airport.

(a) In the landing area, the city shall be obligated for full maintenance of all public-use runways, taxiways, and aprons. Exclusive-use aprons, taxiways, or ramps will be maintained by the licensee.

(b) In the hangar and building area, the city shall not be required to provide any maintenance of gross area leased or of buildings or facilities erected by licensee. All agreements for the leasing of any city-owned buildings (single tenant) will be negotiated on a "net" basis, with the licensee required to assume the responsibility for providing its own day-to-day services including, but not limited, to:

(1) Provide and pay for all light, gas, electric current, water, janitorial, and sewer charges used or incurred in or about the leased premises.

(2) Keep all leased area facilities and structures in an acceptable state of repair and maintained at all times. The licensee shall be responsible for maintaining all leased areas, landscaping, facilities, and structures in an acceptable state of repair and in good appearance.

(c) The use of net lease agreements in hangar and building area.

(d) A covenant shall be included in each agreement stipulating that the city shall be the sole judge of the quality of maintenance and that, upon 30-day written notice, the city may require the licensee to perform all necessary maintenance. In the event such maintenance is not undertaken as required, the agreement will further provide that the city may perform such

maintenance upon behalf of the licensee and at the licensee's expense, plus 10 percent for administration. (Ord No. 62-79)

9.076. Tax and Insurance Obligations.

(a) Each licensee shall pay all taxes and assessments against any buildings or other structures placed on the premises by licensee, all taxes and assessments against the real and personal property used by licensee in his operations and, if imposed at any future date, any and all real property taxes assessed against the land leased from the airport.

(b) All licensees shall be required to provide all insurance as specified in SRC 9.082 for the particular category of operation or activity for which the licensee is authorized. (Ord No. 62-79)

9.078. Operational Obligations. In addition to the above, licensees shall be responsible for the following items, as appropriate:

(a) Obtain permits from appropriate agencies as necessary to conduct business operations on the airport. Licensees must also conform to all applicable industrial, building, safety, health, fire, and sanitation Codes and ordinances.

(b) To the extent necessary to protect the rights and interest of the city or to ascertain compliance with these standards and rules and regulations, the airport superintendent or his authorized representative shall have the right to inspect, during reasonable hours, all aircraft, equipment, structures, premises, facilities, and improvements on the airport.

(c) Where a licensee is authorized to conduct one or more types of activity, multiple use may be made of the same office space, passenger lounge, public telephones, and rest rooms.

(d) Licensees shall be required to remove promptly from any public landing area any of their owned or leased disabled aircraft as soon as permitted or directed by cognizant FAA or National Transportation Safety Board authorities or the city. (Ord No. 62-79; Ord No. 35-95)

INSURANCE AND BONDING

9.082. Requirements.

(a) All agreements shall require the licensee to provide at his own cost the indicated insurance coverage shown in Appendix 1 for the category of the licensed operation, in a manner and form acceptable to the city and underwritten by a responsible insurance carrier(s) which are authorized by the State of Oregon to provide such coverage in Oregon.

(1) Third-party comprehensive general liability coverage for bodily injury and property damage including owned and nonowned vehicles and/or aircraft.

(2) Products liability coverage in addition to the foregoing comprehensive general liability insurance where the licensee operates a food service or offers goods or merchandise for sale.

(3) Statutory workers' compensation and employer's liability coverage.

(4) Fire and extended coverage and vandalism and malicious mischief insurance, as provided by the lease agreements, for damage or destruction of real property or leasehold improvements, where the city has, or will have, an interest in such property by virtue of an existing lease.

(5) Hangarkeeper's liability coverage where the licensee operates a fixed base operation.

(6) All licensees erecting substantial improvements at the airport shall be required to furnish to the city a copy of a contract between licensee and a licensed contractor. The contract shall be protected by a performance bond to guarantee that the improvements will be completed according to the existing codes and said improvements will be free from any liens. A cash deposit or the pledging of a savings account to the city in the amount of ten percent of the estimated improvement value

may be used by the licensee in lieu of a performance bond. Such deposit or pledging of a savings account to be returned to the licensee upon acceptance of the completed improvements by the city.

(7) All licensees shall provide a lease bond of an amount equaling to six months' rent on all leases.

(b) The limits of insurance coverage specified above (except for workers' compensation coverage) will be as specified in Appendix 1.

(c) The city shall be named as an additional insured and require that the insurance carrier underwriting such coverage give the city 30 days' written notice of cancellation of or material alteration to the policy.

(d) The city shall require that each licensee provide the city with a certificate of insurance evidencing the coverage in effect, including limits and expiration date. Such policy or policies shall be maintained in full force and effect during all terms of existing leases, contracts, or agreements, and renewals or extension of same. A copy of the policy shall be delivered to the airport superintendent. In addition, the city shall receive an endorsement to the policy that (1) the city is an additional insured and (2) the insurance carrier will give the city 30 days written notice of cancellation of or alteration to the policy.

(e) In addition to providing liability insurance, the licensee shall agree to hold the city harmless from all claims and liabilities occasioned by the operator's activities under his agreement with the city.

(f) The city shall reserve the right to restrict the licensee from conducting any activity or storing inflammable materials or substances, which would increase the city's insurance rate or cause an insurance agreement of the city to be canceled.

(g) Where the licensee is authorized to conduct more than one type of activity, he will obtain the largest single coverage established for each type of insurance required for each specific activity.

(h) All agreements with a term in excess of three years will provide a suitable means for adjusting the insurance coverages based on then current industry standards. (Ord No. 62-79)

PRIVATE DEVELOPMENT

9.084. In General.

(a) Any new development at the airport, wherever possible, should be undertaken upon the basis of a net ground lease, with the lessee privately financing all improvements.

(b) The available building area should be platted with all utilities and improvements extended to the limits of the platted leasehold on an as-required basis. The building areas of the airport shall be zoned, with structural and design standards established for the construction of hangars or buildings within each of the areas. Each agreement will specify the minimum improvement standards required, and such standards will be consistent for each general class of lessee.

(c) If required by any federal, state, or local agency, the lessee shall prepare and submit an environmental impact statement to measure the effect of the proposed project on the ecology of the area.

(d) Each lessee shall be responsible for all utility connections without any charge to the city. All lessees will pay a rental for the area effectively leased, including any auto parking area, apron areas, or other areas exclusively used. (Ord No. 62-79)

9.086. Ground Rental Rate. The ground rental rate for a given plot or parcel shall be based upon the appraisal of that land to insure the rental rates are consistent with current market values of the land. If it is found that the rate which the city is currently using for ground leases at the airport is lower than the appraised market value, a new rental rate shall be established for ground leases. The rental rate will be subject to readjustment at periodic intervals of no less than three years so that the city may at all times receive fair income appropriate to the increasing value of the land. The readjustment can be

based upon either reappraisal or an agreed-upon increase, but any adjustments made (positive or negative) will be in increments of no less than one-half cent per square foot per year. (Ord No. 62-79)

9.088 Construction of Improvements.

(a) All ground leases shall specifically provide that, in addition to having the right to build, the lessee is obligated to construct facilities within a reasonable time period as determined jointly by the lessee and the city.

(b) All construction undertaken upon the basis of a ground lease shall obligate the lessee to meet a minimum improvement standard as established by the city. In addition, design standards will be required so that compatible and aesthetically pleasing developments occur. The inclusion of minimum improvement and design standards insure the development of desirable facilities on airport property, promotes free enterprise at the airport, and serves to protect the investment of initial operators who contribute their resources to the development of the airport.

(c) All buildings or structures constructed on leased premises at the airport shall be constructed in a manner to conform to all safety regulations of the State of Oregon and the City of Salem and shall be in compliance with the requirements of current building codes and fire regulations of the City of Salem. (Ord No. 62-79)

9.092. Removal of Improvements Upon Termination. Each agreement shall require removal by the lessee at his cost of all lessee-constructed improvements upon termination of the agreement and for restoration of the premises. This covenant expressly precludes the city from becoming liable for the acceptance of obsolete facilities and the possible financial liability for removing such improvements and restoring the premises. Title shall at all times remain in the lessee, but the city shall have the option on termination to take title in lieu of removal. (Ord No. 62-79)

9.094. Subordination. All agreements shall be subordinated to any present or future sponsor's assurance agreement with the Federal Aviation Administration. A covenant to this effect will be included in any new agreement or in any amendment to an existing agreement. (Ord No. 62-79)

9.096. Relocation. The facilities of any lessee shall be subject to relocation at the cost of the city to a suitable location at the airport if the leased premises are required by the city for the development of the airport. (Ord No. 62-79)

9.098. Assignment and Subleasing.

(a) No lessee shall sublease or sublet any premises leased from the city, or assign such lease without the prior written approval of the city. Any such subletting or assignment shall be subject to all of the minimum standards set forth herein. In the event the lessee sublets any portion of his lease, the sublessee must assume the full obligations of the lease and must fully cooperate with the city in seeing that these standards are complied with.

(b) Approval of any sublease by the city, upon complete and thorough investigation of the proposed assignee or sublessee, will be based upon the following:

- (1) The assigning or subleasing will only be to individuals, firms, or corporations who can meet the required qualifications and stipulations of these standards.
- (2) Conformity with the Airport Master Plan.
- (3) Continuity of performance standards.

(c) The city shall reserve the right to assign, pledge, or hypothecate any agreement without the consent of the other party. For example, the sale of revenue bonds at a later date for airport expansion could possibly require the formation of an authority, this provision would simplify the assignment of all agreements to an authority.

COMMERCIAL OPERATOR STANDARDS - GENERAL AVIATION

9.102. General Requirements. The city shall require that any person desiring to provide general aviation commercial services comply with all applicable elements (insurance, maintenance, and operational obligations, etc.) of the lease policy as set forth herein.

Additionally, the person shall be required to comply with the minimum standards applicable to the services provided as set forth in the following sections. (Ord No. 62-79)

9.104. Providing Multiple Services. Nothing in these standards shall preclude a person from applying for and providing services in more than one category assuming that all appropriate provisions and specifications are met for each proposed service. In conjunction with multiple service licenses, the maximum cumulative requirements shall be 110,000 square feet (lot size) and a building or buildings sufficient to operate each proposed service. Additionally, the person shall not be required to duplicate the stipulated public convenience requirements (lounge, rest rooms, telephone). (Ord No. 62-79; Ord No. 35-95)

9.106. Aircraft Repair and Maintenance. A commercial operation in this category shall be required to provide as a minimum:

(a) Personnel: One FAA certified repairman or mechanic, licensed for type of repair work to be performed.

(b) Lot size: Not less than 55,000 square feet of ground area shall be leased from the airport.

(c) Building:

(1) Sufficient hangar space, in an approved occupancy usage hangar, to house any aircraft upon which airframe and/or engine maintenance is being performed.

(2) Sufficient space for office, customer lounge, parts storage, rest rooms, and public telephone.

(d) Hours of Operation: Minimum personnel as specified in Item 1 above on duty a minimum of eight hours per day, five days per week. "On-call" mechanic service until 10:00 p.m. daily and seven day coverage will be on a scheduled basis as developed by airport superintendent on a rotating basis in consultation with all FBO's holding repair and maintenance concessions.

(e) Equipment and parts: The minimum stock of equipment and readily expendable spare parts or adequate arrangements for securing spare parts required for the type of aircraft and models to be serviced.

(f) Other:

(1) Aircraft washing, polishing, and cleaning service.

(2) Capability for removal of disabled aircraft from the airport. (The combined capabilities of all such operators must provide suitable equipment assistance to remove promptly any general aviation disabled aircraft upon request of airport superintendent.)

(3) The following additional commercial aircraft maintenance operations shall be allowed:

(a) Employees of repair facilities, not located at the airport, may perform such work on the airport, as required to prepare an aircraft for ferry from the airport, provided that such employees are properly licensed by the FAA and acceptable proof of minimum insurance and bonding, as specified in Appendix I of this chapter, is provided to the airport superintendent.

(b) Pre-purchase inspections of aircraft may be performed by FAA licensed aircraft mechanics without the need for a city "Aircraft Maintenance/Repair" license.

(c) Manufacturers of "Homebuilt" aircraft may utilize the services of FAA licensed aircraft mechanics, who are paid home built kit manufacturer's representatives, in the production or maintenance of their aircraft in

compliance with existing Federal Aviation Regulations. Manufacturers of homebuilt aircraft may perform, on their own aircraft, all activities and maintenance allowed by the FAA. (Ord No. 62-79; Ord No. 35-95)

9.108. Aircraft Sales. A commercial operator in this category shall be required to provide as a minimum:

- (a) Assurance that the operator meets all the FAA requirements concerning the type of aircraft offered for sale.
- (b) At least one pilot with current certificates and ratings appropriate for the aircraft offered for sale. (Ord No. 62-79; Ord No. 101-91; Ord No. 35-95)

9.112. Instruction and Aircraft Rental. A commercial operation in this category shall be required to provide as a minimum:

- (a) Qualifications:
 - (1) Instruction for private, commercial, and instrument ratings and a continuing ability to meet FAA requirements for the flight training proposed.
 - (2) Adequate facilities for storing, parking, servicing, and repairing all its aircraft or satisfactory arrangements with other operators on the airport licensed or otherwise permitted by the city to provide such services.
- (b) Personnel:
 - (1) At least one full-time (eight hours per day, six days per week) properly certificated flight instructor for the types and models of aircraft in which instruction is given.
 - (2) A properly certificated ground school instructor capable of providing ground school instruction sufficient to enable students to pass the FAA written examination for private, commercial, and instrument ratings.
 - (3) There shall be available, at least during eight hours of the working day, a properly certificated pilot capable of checking out rental aircraft.
- (c) Lot size: Not less than 55,000 square feet of ground area shall be leased from the airport.
- (d) Building sufficient for suitable office space, classroom, ground training space, lounge, rest rooms, and public telephone.
- (e) Hours of Operation: In addition to specifications for personnel outlined in SRC 9.112(b), the office shall be open for business eight hours per day, six days per week during normal airport hours appropriate to season.
- (f) Equipment and parts:
 - (1) At least one dual equipped single-engine aircraft properly equipped and maintained for flight instruction and such additional types of aircraft as may be required to give flight instruction of the kind advertised.
 - (2) For rental, at least one airworthy aircraft suitably maintained and certificated, which may be used to meet requirement (1) above.
 - (3) Any aircraft utilized to meet the requirements of subsection (1) and/or subsection (3) above which is available to the operator on a lease-back agreement must be on an exclusive-use agreement. (Ord No. 62-79)

9.114. Aviation Fuel and Petroleum Products Sales. A commercial operator in this category shall be required to provide as a minimum:

- (a) Qualifications: A major national or regional petroleum company franchise.
- (b) Personnel: One properly trained service person qualified as follows:
 - (1) Valid Commercial Driver's license.
 - (2) Competent in all fueling and safety equipment operation and aircraft fueling procedures, as required by the FAA Regulations and the Uniform Fire Code.

- (3) Capable and trained to provide all required ancillary services.
- (4) Supplemented as level of business activity required by additional equally-qualified personnel.
- (c) Lot size: Not less than 27,500 square feet of ground area, including all building and storage areas, shall be leased from the city.
- (d) Building: Sufficient for suitable office space, restrooms, public telephone, customer lounge, and proper storage for required petroleum products (other than oil and fuel) and equipment required for other services.
- (e) Hours of Operation: Minimum personnel as specified in SRC 9.114(b) shall be available to provide aircraft fuel and required services from 7:00 a.m. to sunset daily on a seven day a week basis or longer hours if business warrants same. Operators will be required to furnish "on-call" services after sunset on a rotating scheduled basis as developed by the airport superintendent and agreed to among all authorized operators.
- (f) Provide suitable, adequate and proper storage of fuel and oil which meets all applicable fire codes, federal, state, and local laws, statutes, ordinances, rules and regulations pertaining to fire safety, with a minimum capacity of 5,000 gallons for each grade of fuel.
- (g) Provide suitable and adequate mobile fuel dispensing equipment meeting all NFPA criteria to service aircraft of at least 500-gallon total capacity.
 - (1) Operator must dispense all required grades of fuel from appropriately marked equipment having separate meters and filters for each grade of fuel.
 - (2) Each mobile fuel dispensing facility shall be equipped with fire extinguishers that comply with the FAA Regulations and the Uniform Fire Code.
 - (3) Proper equipment for repairing and inflating aircraft tires, servicing struts, changing engine oil, washing aircraft, aircraft windows, and aircraft windshields, and recharging or energizing discharged aircraft batteries and starters.
- (h) Other: Personnel shall also be able to provide:
 - (1) The directing of transient aircraft to a transient tie-down upon request of owner and the registering of aircraft with the airport superintendent, as necessary for collection of applicable fees and charges.
 - (2) Upon request of transient pilots and crews, information as to available maintenance service, automotive transportation, and other helpful information an aircraft owner or pilot may need to have the aircraft properly attended and to assist in finding transportation, housing, and food if desired.
 - (3) All services utilizing equipment listed in SRC 9.114(g). (Ord No. 62-79; Ord No. 35-95)

9.116. Air Taxi and Charter Services. A commercial operation in this category shall be required to provide as a minimum:

- (a) Qualifications: Hold a current FAR Part 135 Air Taxi-Commercial Operator Certificate with ratings appropriate to the services to be provided.
- (b) Personnel: A person representing the air taxi and charter service shall be located at the airport and available to respond to customer inquiries directly and by telephone, during the hours of operation as delineated in SRC 9.116 (e), and this operation shall have a suitable, properly certificated and qualified operating pilot or crew.
- (c) Lot size: Not less than 27,500 square feet of ground area to be leased from the city.
- (d) Building: Sufficient for suitable office space, restrooms, public telephone, customer lounge, and adequate table, desk, or counter for checking in passengers, handling ticketing or fare collection, and handling luggage.
- (e) Hours of Operation: Minimum personnel as specified in SRC 9.116(b) on duty a minimum of eight hours per day, five days per week during normal airport hours appropriate to season. The on-airport office shall be open for business at all times during the same hours.

(f) Equipment: One aircraft meeting all requirements of the Air Taxi-Commercial Operator Certificate held must be owned or available under exclusive lease agreement and must meet all the relevant requirements of Part 135 of the Federal Aviation Regulations. (Ord No. 62-79)

9.118. Commuter Air Carrier Service. A commercial operation in this category shall be required to provide as a minimum:

(a) Qualifications:

- (1) Provide satisfactory evidence of reliability and responsibility including a current FAA operating permit and current Oregon Public Utilities Commission Permit.
- (2) Publish and fly scheduled operations at published rates.
- (3) Establish, man, and operate an adequate terminal facility, i.e., ticket counters manned in such a manner as to provide proper service before and after each scheduled flight.

(b) Personnel:

- (1) Flight crews and ground personnel with appropriate and current FAA certification as required for class of operations.
- (2) Properly trained passenger service and counter personnel to provide minimum hours of service.

(c) Hours of Operation:

- (1) Reservations services, either by phone or at ticket counter, not less than one hour prior to first scheduled flight of the day and continuously thereafter until one hour after the last scheduled flight of the day.
- (2) Counter personnel available to the public not less than one hour prior to each scheduled flight of the day continuing until one-half hour after each scheduled flight of the day.

(d) Other:

- (1) The applicant shall not begin flight operations at Salem Municipal Airport until an Airport Use Agreement is executed by both parties and the performance bond and insurance certificate at the proper value has been received by the airport superintendent.
- (2) Operator shall furnish operational reports on a monthly basis to the airport superintendent. (Ord No. 62-79)

9.122. Specialty Services.

(a) Commercial operations in this category shall include, but not necessarily be limited, to:

- (1) Agricultural chemical applicators.
- (2) Aerial survey, mapping, and photography.
- (3) Aerial firefighting and pipeline/power line patrol.
- (4) Aerial advertising.
- (5) Aeronautical research.
- (6) Aircraft painting.
- (7) Aircraft storage.
- (8) Aviation mechanic schools.
- (9) Avionics repair and maintenance.
- (10) Helicopter services.
- (11) Propeller repair and maintenance.

(b) Qualifications.

- (1) Provide satisfactory evidence of technical competency to provide proposed services.
- (2) Hold all necessary licenses or permits and meet all requirements of any governmental agency having jurisdiction over the proposed services.

(c) Other.

(1) Because of the anticipated limited nature and proposed location of these activities, the city shall review each application for commercial operations in these categories and establish specific requirements based on the applicant's proposal.

(2) Operators with these categories shall be encouraged to be tenants or sublessees of existing operators; however, leases for separate facilities will be considered if desired by the operator.

(3) The review of applications for these services shall be in accordance with the provisions of SRC 9.132 to 9.139. (Ord No. 62-79)

NONCOMMERCIAL OPERATIONS

9.124. In General. The categories set forth in SRC 9.126 and 9.128 have been designed to allow for bonafide noncommercial activities that take place on the airport. The standards in this category are also designed to preclude any advantage being taken of the noncommercial status of the operators or lessees by requiring that commercial operations be conducted in accordance with applicable standards. (Ord No. 62-79)

9.126. Flying Clubs. A noncommercial operation in this category shall be required to comply with the following:

(a) Qualifications.

(1) A flying club must be a nonprofit corporation or organization as evidenced by articles of incorporation or appropriate legal documents. It may own or lease aircraft. Aircraft cannot be leased from club members or anyone who has a voice or interest in the operation of the flying club; provided, however, one aircraft may be leased at any one time from a club member if said member is not at the same time leasing aircraft to other clubs. A verification of nonprofit status shall be submitted to the city annually by forwarding a Federal Internal Revenue Service Form 990 (if required according to IRS regulations) or a properly notarized statement signed by a club officer affirming the club's continuing nonprofit status.

(2) The club's aircraft will not be used by other than bonafide members for rental and by no one for commercial operations as defined by these standards.

(3) A licensee under this section may be exempt from SRC 9.106 and 9.112 of the standards in so far as they pertain to flight instruction and maintenance, provided such services are rendered by a properly certificated individual who (1) is a bonafide member and (2) does not receive monetary compensation for such services.

(b) Personnel: The club will file and keep current with the airport superintendent a complete list of the club's officers, directors, and general membership and shall list its members qualified to perform the services enumerated in SRC 9.126(a)(3) and the investment share held by each member. Additionally, any change to the membership list shall be reported to the Airport Superintendent within 60 days of the change.

(c) Equipment and parts: Except as provided by SRC 9.126(a)(1), all aircraft shall be owned by the nonprofit corporation or owned in common by all members. Such ownership shall be evidenced by a copy of each club aircraft's current FAA certificate registration, which shall be filed with the airport superintendent. (Ord No. 62-79; Ord No. 35-95)

9.128. Corporate, Business, and Personal Aviation. A noncommercial operation in this category shall be required to comply with the following:

(a) Qualifications.

(1) The activities conducted at the airport must be of a completely noncommercial nature and related only to the conduct of business off the airport premises and in no manner competitive with any commercial operator, licensed or having a contract with

the city to provide aviation services or products on a commercial basis nor shall any aviation services be offered to the public on any basis.

(2) Maintenance of owned aircraft may be provided by the aircraft owner or the owner's bonafide employee(s), provided that all applicable FAA certifications and standards are adhered to and a building provided which meets all applicable building and fire code provisions and other applicable sections of these standards.

(3) Fueling of owned aircraft may be permitted, provided that 1) approved proper storage facilities are constructed and that such fueling operations are performed by the aircraft owner or the owner's bonafide employee(s) or 2) in the case of planes specifically modified to accept automotive fuel, the owner pays such licensing fees and adheres to such requirements as are set forth in Airport Rules and Regulations.

(b) Equipment and parts.

(1) If fueling facilities are desired, provide suitable, adequate and proper storage of fuel and oil which meets all applicable fire codes, federal, state, and local laws, statutes, ordinances, rules and regulations pertaining to fire safety.

(2) Comply with all applicable current fuel flowage fee assessments and fueling procedures as set forth in the Airport Rules and Regulations. (Ord No. 62-79; Ord No. 42-90; Ord No. 35-95)

9.130. Warning, Suspension, or Revocation of Licenses. This chapter and all rules and regulations applying to the airport shall be administered by the City of Salem through a duly designated administrative official and when this term "city" is used herein it shall refer to such official unless context clearly indicates otherwise. Such official shall have the right and authority to enforce this chapter and such rules as are promulgated or enforceable under it, and to issue warnings to violators of the same. Any such enforcement action may be appealed to the council. Any appeal investigation shall examine into the facts of the case and shall uphold or reverse the action of the administrative official as it shall decide upon investigation. The council, at its own option, or upon request of the alleged violator, may hold a public hearing on the matter at its next regular meeting not exceeding 30 days after such request, and shall have the right to seek the advice and/or presence of the proper representative of the Federal Aviation Administration or other recognized aviation authorities. Council also may seek advice of the Airport Advisory Commission on appeal matters.

(a) The alleged violator may be exonerated, or

(b) A written reprimand and warning may be issued, or

(c) May suspend or revoke such license or permit. (Ord No. 102-67; Ord No. 10-93; Ord No. 51-96)

APPLICATION PROCEDURE

9.132. Submission. An applicant desiring a lease or license to engage in any commercial or noncommercial operation at the airport shall submit a written application to the city two months prior to the desired occupancy date. 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 will qualify and will comply with these standards. The application shall be signed and submitted by a party owning an interest in the business, or partner of a partnership, or a director or an officer of a corporation or organization. (Ord No. 62-79; Ord No. 35-95)

9.134. Decision on Application. The city, within 60 days of receipt of all pertinent or requested information relating to the application, shall make its decision concerning the application. If the application is approved by the city, the applicant shall execute a contract for the operation approved. (Ord No. 62-79; Ord No. 35-95)

9.136. Support Documents to be Submitted on Request. If requested by the city, the applicant shall submit the following supporting documents to the city, together with such other documents and information as may be requested by the city.

- (a) Financial statement: A current financial statement certified by a Certified Public Accountant.
- (b) Assets: A written listing of the assets owned or being purchased which will be used in the business on the airport.
- (c) Credit report: A current credit report covering all areas in which the applicant has done business during the past five years.
- (d) Authorization for release of information: A written authorization for the FAA and all aviation or aeronautical commissions, administrators, or department of all states in which the applicant has engaged in aviation business to supply to the city all information in their files relating to the applicant or his operation. The applicant shall execute such forms, releases, and discharges as may be requested by any of these agencies. (Ord No. 62-79; Ord No. 35-95)

9.138. Certain Requirements to be Met. Every applicant for permission to conduct activities at the airport shall satisfy the city that he meets the following requirements, if applicable:

- (a) That such applicant has a history of management and personnel ability in conducting the same or similar or comparable type of service or activity in a good and workmanlike manner.
- (b) That such applicant has the financial responsibility and ability to provide facilities and services proposed.
- (c) That the applicant has or can reasonably secure necessary certificates from the FAA or other authority where the same are required for the activity proposed.
- (d) That the applicant is capable of meeting all lease policy requirements and standards as set forth herein. (Ord No. 62-79)

9.139. Evaluation of Application. In reviewing an application, the city will evaluate the data submitted by the applicant on the basis of compliance with the lease policy and standards, as well as the items listed below. Within 60 days allowed for review, the city will respond in writing indicating approval of the application, disapproval of the application, or a conditional approval of all or part of the application. In the latter cases, the city will identify those areas which resulted in the disapproval or conditional approval in order that the applicant may correct the items and revise the application for a resubmission, if desired.

- (a) Not qualified: The applicant for any reason cannot meet the lease policy qualifications and standards as established herein.
- (b) Safety hazard: The applicant's proposed operations or construction will create a safety hazard on the airport.
- (c) City expenditure: The granting of the application will require the expenditure of city funds, or the supplying of city labor or materials in connection with the proposed operations which will result in a financial loss to the city when compared to the proposed financial gain from the operations.
- (d) Availability: There is no appropriate, adequate, or available space or building on the airport to accommodate the entire activity of the applicant at the time of the application.
- (e) Noncompliance with master plan: The proposed operation or airport development or construction does not comply with the master plan of the airport.
- (f) Congestion: The development or use of the area requested by applicant will result in depriving existing operators of portions of the area in which they are operating, or will result in a congestion of aircraft or buildings, or will result in unduly interfering with the operations of any present operator on the airport through problems in connection with aircraft traffic or service, or preventing free access to another operator's area.

- (g) Misrepresentation: Any party applying or with interest in the business has supplied the city with any false information or has misrepresented any material fact in the party's application or in supporting documents or has failed to make full disclosure on the application or in supporting documents.
- (h) History of violations: Any party applying or with interest in the business has defaulted in the performance of any lease or other agreement with the city.
- (i) Poor credit report: Any party directly applying or with interest in the proposed business has a credit report which contains derogatory information and who does not appear to be a person of satisfactory business responsibility and reputation.
- (j) Lack of finances: The applicant does not appear to have, or have access to, the finances necessary to conduct the proposed operation for a minimum of six months.
- (k) Undesirable reputation: Any party applying or with interest in the business has been convicted of any crime or violation of any ordinance of such nature that it indicates to the city that the applicant would not be a desirable operator on the airport.
- (l) Ecological considerations: The protection of the health, welfare, or safety of the inhabitants of the City of Salem requires such denial. (Ord No. 62-79; Ord No. 35-95)

9.140. Violations. Violation of any of the provisions of this chapter, or of any rule promulgated under SRC 9.190, is an infraction. (Ord No. 102-67; Ord No. 193-79)

9.145. Revocation of Lease or License. The city shall have the right to terminate any lease, license, or agreement covering a commercial or noncommercial operation and to revoke a license on any land or facility upon the airport for any cause or reason provided by these standards, by the lease, license, or agreement itself, or by law, or upon the happening of one or more of the following:

- (a) Filing a petition of voluntary or involuntary bankruptcy with respect to the operator.
- (b) The making by the operator of any general assignment for the benefit of creditors.
- (c) The abandonment or discontinuance of any operation at the airport by the commercial operator or the failure to conduct any service, operation, or activity which the lessee or licensee has agreed to provide under the terms of his contract. If this condition exists for a period of ten days without prior written consent of the city, it will constitute an abandonment of the land or facilities and the lease and/or license shall become null and void.
- (d) The failure of the operator to remedy any default or breach or violation of the Salem Airport Rules and Regulations by him or his employees within 30 days after notice from the airport superintendent.
- (e) Violation of any of these standards and rules and regulations or failure to maintain current licenses required for its operation.
- (f) Intentionally supplying the city with false or misleading information or misrepresenting any material fact on his application or documents, or in his statements to or before the city; or intentional failure to make full disclosure on his financial statement, or other required documents. (Ord No. 62-79)

9.147. Fuel Tank Installation and Operation.

- (a) A noncommercial operator or commercial operator may own, install, and operate fuel tanks as provided in this section. Any fuel tank shall be for the exclusive use of the operator's own aircraft and no fractional or co-op ownership of fuel tanks is allowed.
- (b) **Self-Fueling License.**
 - (1) Any noncommercial operator or commercial operator that wishes to conduct self-fueling operations shall first obtain a Self-Fueling License issued in accordance with this section. A Self-Fueling License is non-transferable and is in addition to an Operators License issued pursuant to SRC 9.132-9.145. Self-Fueling Licenses shall be valid for a period of five years from the date of issuance.

(2) An application for a Self-Fueling License shall be made on forms provided by the Airport Administrator, and shall be accompanied with a license fee, in the amount set by resolution of the City Council.

(3) The Airport Administrator shall issue a Self-Fueling License if the applicant meets the following criteria:

(A) The installation and location of the tank will comply with the requirements of this section and SRC Chapter 58.

(B) The applicant's personnel have satisfied all of the training, inspection, safety and environmental requirements of this section.

(C) The Aircraft Owner demonstrates proof of financial responsibility through bonding and/or insurance requirements. The Aircraft Owner shall carry Commercial (Public Liability) Insurance in the amount set in Appendix 1 of this Chapter or the Aircraft Owner's current lease, whichever is higher. The Commercial (Public) Liability Insurance shall include, at a minimum, Premises/Operations, Products/Completed Operations, Contractual, or Hangarkeeper's Liability, and shall name the City of Salem as an additional insured and provide a waiver of subrogation in favor of the City of Salem.

(4) Every Self-Fueling License shall be subject to the following conditions:

(A) The Airport Administrator has the authority to inspect fueling equipment to insure safety, environmental protection and adequate training.

(B) Self-fueling operations shall be conducted by the licensee's employees only.

(C) Self-fueling operations shall be conducted only on premises the licensee has leased with the City or has subleased from a person having a lease with the City at the Airport or on areas specifically designated by the Airport Administrator and designed for fueling.

(D) Self-fueling shall be dispensed only into aircraft owned, leased or controlled by the licensee.

(E) The licensee shall pay the current applicable fuel flowage fee to the City on all fuel dispensed.

(F) The licensee shall continue to maintain in effect the bonding and/or insurance required by subsection (b)(3)(C) of this section.

(G) Operation, installation and maintenance of the fueling operation is performed in compliance with the provisions of this section and SRC Chapter 58.

(c) Self-Fueling Operations.

(1) Licensee's self-fueling operations shall be conducted in compliance with all applicable federal, state, and local laws and regulations, including, but not limited to:

(A) FAA Advisory Circular 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports.

(B) FAA Advisory Circular 00-34A, Aircraft Ground Handling and Servicing.

(C) SRC Chapter 58.

(D) National Fire Protection Association NFPA 415 – Standard on Fuel Ramp Drainage.

(E) Federal Environmental Protection Administration regulation CFR 40, part 280 involving fuel systems.

(F) Oregon Department of Environmental Quality (DEQ) Guidelines.

(2) Any person dispensing fuel at the Airport shall be trained and certified by the FAA through the FAA examination process on fuel handling and safety. Certifications must be kept current. A copy of certification shall be kept on file with the licensee and shall be provided for inspection by the Airport Administrator upon demand. Certified personnel shall attend a refresher course on fuel handling and safety every three years. A copy of refresher course certificates shall be kept on file with the licensee and shall

be provided for inspection by the Airport Administrator upon demand.

(d) Fuel Tank Standards.

(1) Licensee's fuel tank installation shall be made in compliance with all applicable federal, state, and local laws and regulations, including, but not limited to:

(A) FAA Advisory Circular 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports.

(B) FAA Advisory Circular 00-34A, Aircraft Ground Handling and Servicing.

(C) SRC Chapter 58.

(D) National Fire Protection Association NFPA 415 – Standard on Fuel Ramp Drainage.

(E) Federal Environmental Protection Administration regulation CFR 40, part 280 involving fuel systems.

(F) Oregon Department of Environmental Quality (DEQ) Guidelines.

(2) In addition to the other requirements of this subsection, licensee's fuel tank installation shall:

(A) Satisfy the requirements of the American Petroleum Institute Recommended Practice 1540.

(B) Have a Spill Protection Control Containment Plan approved by the Airport Administrator.

(3) In addition to the requirements of this subsection, licensee's fuel tanks shall be located and installed as follows:

(A) An Above Ground Storage Tank (AST) may be located adjacent to the licensee's hangar if the tank meets the following conditions:

(i) The AST must be installed a minimum of fifty feet from hangars or taxiways.

(ii) The AST must be blast shield protected.

(iii) The AST must conform with Underwriter's Laboratory 2085 standards.

(iv) The AST must contain an electronic monitor system for leaks, with twenty-four hour monitoring.

(v) The AST must have a transfer containment system.

(B) A Below Ground Storage Tank (UST) may be located under the licensee's hangar apron if the tank meets the following conditions:

(i) The UST must conform to Underwriter's Laboratory 58 standards for steel tanks or Underwriter's Laboratory 1316 standards for fiberglass tanks.

(ii) The UST must be contained in an underground vault that is accessible for inspection.

(iii) All underground line joints for the UST must be contained in an accessible vault.

(iv) Both the UST and vault must contain an electronic monitor system for leaks.

(v) Fueling apparatus must be located a minimum of fifty feet from taxiways.

(vi) The UST must have a transfer containment system.

(e) Suspension and Revocation.

(1) If the Airport Administrator finds that a licensee is failing to comply with the term of a Self-Fueling License or this section, the Airport Administrator shall send a notice of non-compliance to the licensee identifying the deficiencies, and the corrective action which would be necessary. Suspension shall be effective upon delivery of the notice to the licensee, unless a later time is specified in the notice of non-compliance. Upon receipt of a notice of non-compliance, the licensee shall immediately cease self-fueling operations, unless a later time is specified in the notice of non-compliance, and, within fifteen days of the notice, notify the Airport Administrator of the date the

corrective action will be completed, which shall be a date not more than thirty days from the date the notice of non-compliance was issued. If corrective action is not completed within the thirty-day period, the Self-Fueling License shall be suspended.

(2) A licensee who has had a license suspended pursuant to this subsection may request reinstatement by filing a request with the Airport Administrator, in writing, not later than sixty days from the date the notice of non-compliance was provided by the Airport Administrator. The request shall include documentation demonstrating that the licensee has corrected all deficiencies, and shall identify adequate measures that the licensee has implemented to prevent future deficiencies. If the Airport Administrator finds that the licensee's request demonstrates that all deficiencies have been corrected, and that adequate measures to prevent future non-compliance have been initiated, the Airport Administrator shall issue a notice of reinstatement. A Self-Fueling License shall be revoked if the licensee fails to timely request reinstatement as provided in this paragraph, fails to demonstrate that the licensee has corrected all deficiencies or fails to identify adequate measures to prevent future deficiencies.

(f) **Appeals.** Appeals of final decisions by the Airport Administrator denying, suspending or revoking a license are contested cases, as defined in SRC 20J.020. The licensee may appeal the final decision by filing a notice of appeal, according to the procedures set forth in SRC 20J.220. The appeal shall be held according to procedures set forth in SRC Chapter 20J. (Ord No. 47-09)

9.160. Airport Advisory Commission. An Airport Advisory Commission is hereby created. Said commission shall have seven members to be appointed by the mayor, who shall serve at his or her pleasure. The commission shall elect a chairperson and vice chairperson annually, at the first commission meeting held in a new calendar year, and they shall serve for the remainder of that calendar year. At least two members of the commission shall be active pilots holding a current valid pilots license with a rating of private pilot or higher. At least one member shall be a resident of the ward in which the airport is located. One member shall be an individual who is appointed by the mayor as a representative of the Army Aviation Support Facility after considering the recommendation of the Adjutant General. The commission shall not receive any compensation for their services. Commission members shall serve terms of three years and under no circumstances will be eligible to serve more than two consecutive terms or six years total. Initially, two members shall be appointed for terms of one year, two members for a term of two years and one member for a term of three years, and for terms of three years thereafter on terminations of such initial appointments. (Ord No. 101-67; Ord No. 58-88; Ord No. 10-93; Ord No. 10-94; Ord No. 35-95)

9.170. Duties of the Airport Advisory Commission. The Airport Advisory Commission shall serve in an advisory capacity only, shall have no executive or administrative powers or authority, and this chapter shall not be construed as depriving the council or city manager of any power they may have under the laws of Oregon or the city charter. The commission shall advise the council, the city manager, the Salem Planning Commission, the director of community development and the airport superintendent, and such other public bodies, groups or officials, as may be interested in aviation or aviation development, improvement, and use of the Salem Municipal Airport, or any other airport under the jurisdiction of the City of Salem, regarding aviation and airports.

Said Airport Advisory Commission shall advise all above listed officers of the city in regards to comprehensive and orderly programs for the development and achievement of airport improvements and betterments and the enhancement of commercial, business, and general aviation within the Salem community.

In case of vacancies on the commission, the mayor shall appoint a successor to fill out the unexpired term.

The airport superintendent shall serve as secretary to the Airport Advisory Commission. (Ord No. 101-67; Ord No. 93-82; Ord No. 58-88; Ord No. 10-93; Ord No. 51-96)

9.180. Compliance with Airport Regulations. It shall be unlawful for any person, firm, or corporation to have or maintain an aircraft upon the Salem Municipal Airport, or to make use of said airport, without first having complied with the provisions of this chapter, the regulations that may be promulgated hereunder, all other city ordinances, and with all federal aviation regulations.

9.190. Rules and Regulations, Violations Thereof. The council shall adopt and cause to be filed with the office of the airport superintendent, and the office of the city recorder from time to time, such rules and regulations governing the use of the Salem Municipal Airport as may be necessary for its proper administration. All such rules and regulations shall be administered by the airport superintendent and he or she shall have the right and authority to enforce such rules, issue warnings to violators of the same, and to suspend or revoke any city license or permit issued to any licensee or plane owner. In case of violation of any of the provisions of this chapter or the rules and regulations herein provided or promulgated hereunder and in addition to the penalties provided under SRC 9.140 permits or licenses may be revoked by said airport superintendent subject to appeal to the council. (Ord No. 101-67; Ord No. 51-96)

(CHAPTER 10 RESERVED FOR EXPANSION)

**APPENDIX I
CITY OF SALEM - MINIMUM INSURANCE AND BONDING COVERAGE REQUIREMENTS**

TYPE OF INSURANCE AND BONDING ¹		Aircraft Repair/ Maintenance & Aircraft Sales (New & Used) ²	Instruction and Aircraft Rental ³	Aviation Fuel/ Petroleum Product Sales ²	Air Taxi & Charter Service ³	Commuter Air Carrier Service	Flying Clubs ³	Corporate Business, and Personal Aviation	Specialty Sales and Service
AIRCRAFT LIABILITY									
Bodily Injury									
Each Person	\$200,000	X	X	None	X	\$ 200,000	X	None	None
Each Occurrence	\$500,000	X	X	None	X	\$1,000,000	X	None	None
Property Damage									
Each Accident	\$500,000	X	X	None	X	\$ 500,000	X	None	None
Passenger Liability									
Each Passenger	\$200,000	X	X	None	X	\$200,000/Seat	X	None	None
HANGARKEEPER'S LIABILITY									
Each Occurrence (as Indicated)		\$200,000	None	\$200,000	None	None	None	None	\$100,000
PRODUCTS LIABILITY									
Bodily Injury									
Each Person	\$200,000	X	None	X	None	None	None	None	X
Each Occurrence	\$500,000	X	None	X	None	None	None	None	X
Property Damage									
Each Accident	\$200,000	X	None	X	None	None	None	None	X
COMPREHENSIVE GENERAL LIABILITY									
Bodily Injury									
Each Person	\$200,000	X	X	X	X	X	X	X	X
Each Occurrence	\$500,000	X	X	X	X	X	X	X	X
Property Damage									
Each Accident	\$200,000	X	X	X	X	X	X	X	X
BONDING									
Construction (10% of Cost)		X	X	X	X	X	None	X	X
Lease (as indicated)		6 Months	6 Months	6 Months	6 Months	6 Months	6 Months	2 Months	6 Months
OR									
Performance (6 months estimated revenue)		X	X	X	X	X	X	None	X

¹ "X" Indicates Minimum Insurance or Bonding Required or as Specified

² If required repair and maintenance operators do not engage in flying aircraft in connection with this activity, they are not required to carry minimum insurance specified for aircraft liability

³ Operators using "leaseback" aircraft for these activities must carry Aircraft Liability and Hangarkeeper's Insurance for such aircraft (Ord 48-90)

