

## CHAPTER 16

### MUNICIPAL AIRPORT REGULATIONS

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## MUNICIPAL AIRPORT REGULATIONS

### 16.01 DEFINITIONS

A. Definitions used in this Chapter of the following words and phrases shall have the meaning given herein unless the context otherwise requires:

1. Aircraft fuel dispensing service operator. A person or persons, firm or corporation engaged in the sale and into-plane delivery of recognized brands of aviation fuels, lubricants, and other related aviation petroleum products. The operator shall provide servicing of aircraft, including ramp assistance and the parking and tie-down of aircraft.
2. Aircraft rental operator. A person or persons, firm, or corporation engaged in the rental of aircraft to the public.
3. Aircraft sales operator. A person or persons, firm, or corporation engaged in the sale of new or used aircraft through franchise or licensed dealership or distribution (either on a retail or wholesale basis) of an aircraft manufacturer or otherwise; and proceeds such repair, services and parts as necessary to meet any guarantee or warranty on new or used aircraft sold by him.
4. Aircraft and power plant repair facilities. A person or persons, firm, or corporation providing one or a combination of airframe and power plant repair service, but with at least one person currently certified by the Federal Aviation Administration with ratings appropriate to the work being performed. This category of aeronautical services shall also include the sale of aircraft parts and accessories, but such is not an exclusive right.
5. Airport. The Prairie du Chien Municipal Airport located in Farm Lots 41, 42, 43, Town 6N, Range 6W, Crawford County, Wisconsin.
6. Airport Committee. The Airport Commission.
7. Airport Hazard. Any structure, object of natural growth, or use which obstructs the air space required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or taking off.
8. Airport manager. A person, firm, or corporation, whether an employee of the City or an independent contractor, whose duties and responsibilities include the management of the Prairie du Chien Municipal Airport.

9. Apron. An area adjacent to the administrative business hangar sections of the airport designed and used solely for the parking and servicing of aircraft.
10. Charter, air taxi operator. A person or persons, firm or corporation engaged in the business of providing air transportation (person or property) to the general public for hire, either on a charter basis (commercial operation) or as an air taxi operator, as defined in the Federal Aviation Act.
11. Emergency Equipment. Crash fire and rescue, or police motor vehicles, and such other equipment as the Airport Manager may designate as necessary to safeguard airport runways, taxiways, ramps, buildings and other property.
12. Fixed Base Operator. Any person, firm, occupation or association carrying persons or property for hire, or furnishing aeronautical services, supplies or instruction, and carrying on such business on the Municipal airport.
13. Flight training operator. A person or persons, firm or corporation engaged in instructing pilots in dual and solo flight training, in fixed or rotary wing aircraft, and provides such related ground school instruction as is necessary preparatory to taking a written examination and flight check ride for the category or categories of pilots license and ratings involved.
14. Hangar. Any building designed and used for aeronautical purposes providing space for aircraft storage and service activities.
15. \* **Height. The elevation above Mean Sea Level of the top of a structure, including any appurtenances installed thereon.**
16. Landing strip. Any area designed and used for the landing and taking off of aircraft.
17. Multiple service provider. One who engages in any two or more of the aeronautical services for which minimum standards have been herein provided.
18. Nonconforming Use. Any structure, tree or use which does not conform to a regulation prescribed in this Chapter or amendments thereto.
19. Owner. The City of Prairie du Chien.
20. Pedestrian. Any person on foot.

21. \* **Permit.** Written permission from the City of Prairie du Chien on a form provided by the municipality stating that the proposed structure site conforms to the Height Limitation Zoning Regulations, or has been granted a variance per subsection I.

22. Person. Means any individual, firm, partnership, corporation, company, association, joint stock association, or body politic , and includes any trustee, receiver, assignees, or other similar representative thereof.

23. Public thoroughfare. All areas located in the administration section of the airport designed and used for the passage of vehicles and pedestrians.

24. Radio, instrument, or propeller repair operator. A person or persons, firm, or corporation engaged in the business of and providing a shop for the repair of aircraft radios, propellers, instruments, and accessories for general aviation aircraft. This category shall include the sale of new or used aircraft radios, propellers, instruments, and accessories, but such is not an exclusive right. The operator shall hold the appropriate repair shop certificates issued by FAA.

25. Runway. Any hard surfaced area used and designed for taking off and landing of aircraft.

26. Service, Maintenance and Construction Equipment. Approved equipment normally operated by a fixed base operator, the owner and/or the Federal Aviation Administration on landing areas, runways, taxiways and peripheral roads for the servicing, maintenance and construction of Airport facilities and services or for the servicing of aircraft. This definition shall include equipment owned and operated by a contractor performing work on the Airport under a contractual agreement with owner.

27. Shop. A building capable of housing one or more aircraft while such aircraft are being repaired.

28. Special flying service operator. A person or persons, firm or corporation engaged in air transportation for hire for the purpose of providing the use of aircraft for the activities listed below:

- (1) Nonstop sightseeing flights that begin and end at the same airport, not to exceed 25 statute miles;
- (2) Crop dusting, seeding, spraying, and bird chasing;
- (3) Banner towing and aerial advertising;
- (4) Aerial photography or survey;
- (5) Firefighting;

- (6) Power line or pipe line patrol; and
  - (7) any other operations specifically excluded from part 135 of the Federal Aviation Regulations.
29. Structure. Any object, \* **including a mobile object**, constructed, installed, or located by a person.
30. T-Hanger. A multiple or single T-shaped building capable of housing one or more airplanes.
31. Taxiway. An area designated and used solely for the taxiing of aircraft, except apron areas.
32. Tie-down. An area designed and used for the parking tying down and storage of aircraft.
33. Tree. Any object of natural growth, except farm crops which are cut at least once a year, and except shrubs, bushes or plants which do not grow to a height of more than 20 feet.
34. Vehicle. Every device in, upon or by which any person or property is or may be transported or drawn, except aircraft.

## 16.02 AIRPORT ZONING.

### A. ZONES ESTABLISHED.

Pursuant to ss. 114.136, Wisconsin Statutes, all zones established by this chapter are shown on the Map dated February 15, 2000, entitled "Height Limitation Zoning Map, Prairie du Chien Municipal Airport, Crawford County, Wisconsin, which is hereby attached and adopted by reference.

### B. AIRPORT ZONE HEIGHT LIMITATIONS.

No structure shall be constructed, altered or located at a height in excess of the elevation indicated on the map referred to in subsection A., of this subchapter. Any structure constructed, altered or located in violation of this subchapter shall be removed at the owner's expense.

### C. PERMITS.

- \* 1. **Future Uses. No Structure shall hereafter be constructed or located that exceeds the height indicated in any zone created by subsection A. until the owner or his/her agent shall have applied in writing and obtained a permit from the Zoning Administrator of the City of Prairie du Chien. Applications for such permit shall indicate the purpose for which the permit is desired, with sufficient information to allow the Zoning**

**Administrator to determine whether such structure would conform to the regulations herein prescribed. In such determination is in the affirmative, the permit shall be granted.**

**2. Existing Uses. Before any nonconforming structure may be replaced, altered or rebuilt, a permit shall be applied for a secured in the manner prescribed in subsection C. 1 authorizing such change, replacement or repair. Such permit shall be granted if the structure will not become a greater hazard to air navigation than it was on the effective date of this chapter, or than it was when the application for permit was made.**

**3. Exemptions. Airport Zoning Permits are not required for structures which are less than thirty-five (35) feet in height above the ground level at the structure site.**

**4. Posting. Said Airport Zoning Permit shall be posted in a prominent place on the premises prior to and during the period of construction, erection, installation or establishment.**

**5. Variances. Upon appeal in special cases, the Zoning Board of Appeals may, after investigation and public hearing, grant a variance from the terms of this subsection. Such variance shall not be contrary to the public interest or create a hazard to the safe, normal operation of aircraft.**

**D. INTERFERING USES PROHIBITED.**

In addition to the restrictions set forth in sub B and C above, no use may be made of land in any zone in such a manner as to create electrical interference with radio communications between the Airport and aircraft , or make it difficult for pilots to distinguish business between Airport lights and others, or result in glare in the eyes of pilots using the Airport, or impair visibility in the vicinity of the Airport or otherwise endanger the landing, taking off or maneuvering of aircraft.

**E. NONCONFORMING USES.**

1. Not retroactive. The regulations prescribed in subs. A and B. above shall not be construed to require the removal, lowering or other change or alteration of any structure not conforming to the regulations as of the effective date of this Chapter, or otherwise interfere with the continuance of any nonconforming use, except as otherwise provided by sub. C.2.

2. Changes. Nothing herein contained shall require any change in the construction, alteration or intended use of any structure if the construction or alteration of such was commenced prior to the effective date of this subchapter and was diligently prosecuted.

3. Removal of Purchase. This section shall not preclude the removal of nonconforming uses by purchases or the use of eminent domain.

F. ADMINISTRATION. It shall be the duty of the City Zoning Administrator to administer and enforce the regulations prescribed in this subchapter. Applications for permits and variances shall be made to the Zoning Administrator upon a form provided by the Zoning Administrator. Applications for permits shall be granted or denied with ten (10) days of the date of filing of the application. Applications for variances shall include evidence of Federal Aviation Administration review of the proposed construction (FAA form 7460-1 "Notice of Proposed Construction"). Appeals shall be transmitted by the Zoning Administrator to the Board of Appeals for hearing and decision. There shall be a charge of \* **\$25.00** payable to the City Treasurer prior to issuance of the Zoning Permit. \* **Fees for Appeals shall be consistent with the fees for appeals filing set forth in Chapter 17 of the Municipal Code.**

G. HAZARD MARKING AND LIGHTING. Any permit or variance granted under this subscription may, if such actions is deemed advisable by the Zoning Administrator to effectuate the purpose of this subchapter and if it is reasonable in the circumstances, be so conditioned as to require the owner of the structure of trees in question to install, operate thereon such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard. **(Ord. No. 91-1 Reg Mtg – April 9, 1991)**

H. BOARD OF ZONING APPEALS. The City Board of Appeals shall hear and decide appeals brought under the provisions of this subchapter.

I. APPEALS AND REVIEW.

1. Variances. Upon appeal in special cases, the Board of Zoning Appeals may, after investigation and public hearing, grant such variance from the terms of this subchapter as well not be contrary to the public interest where due to special conditions, a literal enforcement of this subchapter would result in unnecessary hardship, and such relief will do substantial justice and be in accord with the spirit of this subchapter, and does not create a hazard to the safe and normal operation of aircraft.

2. Aggrieved Person. Any person aggrieved or affected by any decision or action of the Zoning Administrator made in administration of this subchapter may appeal such decision or action to the Board.

3. Procedure. Any appeal taken pursuant to this subchapter shall be in conformity with the procedure established by applicable Wisconsin Statutes.

J. \* **CONFLICTING REGULATIONS.** Where there exists a conflict between any of the regulations or limitations prescribed in this subchapter and other regulations applicable to the same area, whether the conflict be with respect to the height of the structure or any other matter, the more stringent limitations or requirements shall govern and prevail.

16.03 AIRPORT COMMISSION.

A. MEMBERSHIP. See Section 1.30(1) of this Code.

B. POWERS AND DUTIES.

1. Management. As provided in 114.14, Wisconsin Statutes, the Airport Commission shall have charge of the operations, maintenance improvements, construction, equipment and management of the Airport and other aviation facilities of the City.

2. Regulations, Fees and Charges. The Commission is empowered to adopt regulations and establish fees or charges for the use of said Airport not inconsistent with the provisions of this chapter.

3. Airport Budget. It shall be the duty of the Commission to submit an annual budget to the Council as provided in Sec. 3.04 of this Code.

16.04 SPECIAL PROVISIONS FOR ACCESS TO AND USES OF THE AIRPORT GROUNDS AND FACILITIES.

A. ACCESS AND TRESPASS REGULATIONS.

1. No person shall enter upon any part of the Airport in violations of any City, State, or Federal rule or regulation. Access to any part of the facility, other than the administration and public parking areas is prohibited unless authorized by the Airport Commission or its representative.

2. Except for public parking areas, no person shall enter the Airport with any type of vehicle without the permission of the Airport Commission or its representative or in violations of any City, State or Federal rule or regulation.

3. No pedestrian shall be allowed beyond the administration area or upon the apron or aircraft tie-down area unless for the purposes of embarking in or disembarking from a aircraft, or unless authorized by the Airport Manager. Pedestrian traffic is prohibited on taxiway, runways and outlying areas of the Airport except for those employees of the City, State, Federal government, or contractors engaged in Airport construction or maintenance work.

B. OPERATION OF VEHICLES ON RUNWAYS, TAXIWAYS AND RAMPS.

No vehicle shall enter, be driven upon or operated upon any Airport runway, taxiway, ramp, tie-down area, or any area posted by signs prohibiting the entrance thereon, except as follows:

1. Emergency equipment or service, maintenance and construction equipment when engaged in performing normal duties.
2. Aircraft owners granted authorization by the Airport Manager or his designated representative to operate a vehicle to reach their own aircraft in a tie-down area. Aircraft owners desiring to operate a vehicle for this purpose shall request such authorization in advance. Any authorization granted shall apply only to a specific need request. Blanket-type authorizations shall not be granted. Unless specifically authorized, aircraft owners shall not pass over any runway, taxiway or ramp and shall proceed through said tie-down area at a speed not to exceed 10 miles per hour. They shall not at any time park a vehicle on any area used for the movement of aircraft. Such authorization shall not be granted contrary to the provisions of Part 139 or Part 107, Federal Aviation Regulations.
3. Speed of Vehicles. No vehicle shall be driven upon any road within the perimeter of the airport or upon other airport areas in excess of the speed limit posted, nor shall the driver of any vehicle fail to adhere to any sign posted to regulate vehicle traffic on or about the Prairie du Chien Municipal Airport.

16.05 \* **MINIMUM STANDARDS FOR AERONAUTICAL SERVICES**

A. \***GENERAL REQUIREMENTS OF ALL OPERATORS**

No person, persons, firm or corporation shall engage in any authorized commercial aviation activity, or business defined under Section 16.01 at the Prairie du Chien Municipal Airport unless they meet the following minimum standards, adhere to the following minimum standards, and operate in the best interest of the airport. This/these persons, persons, firm or corporation shall operate under the terms and conditions prescribed in a written agreement between the operator, airport committee, airport manager, and the City. Operators shall be selected on the basis of their qualifications, financial capabilities, and services offered; and not solely by proposal basis. In determining the use of public building space, first consideration shall be given to public necessity and convenience.

1. \***SPACE.**

- a. An operator shall lease from the City ten thousand (10,000) square feet of land on the airport and either lease or construct a building to provide at least three thousand six hundred (3,600) square feet of

floor space for its service and at least nine hundred (900) square feet of floor space for office, customer lounge, and restrooms, which shall be properly heated and lighted; and shall provide telephone facilities for customer use. These specific requirements may be waived by the airport committee, manager and the City in the event that a specific operator has demonstrated that alternative requirements would serve the public necessity and convenience.

b. Buildings to be constructed by operators shall conform to all state and local building codes, and the building plans shall be subject to the approval of the City; Wisconsin Department of Commerce, Wisconsin Division of Aeronautics; and the Federal Aviation Administration as required.

c. The minimum space requirements as hereinbefore provided shall be satisfied with one building, attached buildings, or separate buildings.

d. An operator shall provide a paved aircraft apron to accommodate aircraft movement from the operator's building to the existing ramps or taxiway.

## **2. \*INSURANCE.**

a. An operator providing services under this chapter shall be required to maintain, in addition to any insurance coverage issued by a company licensed to do business in the State of Wisconsin for its operations; and, in addition thereto, for any related exposure at the Prairie du Chien Municipal Airport, in an amount not less than \*\*One Million Dollars (\$1,000,000.00), single limit coverage or equivalent, provided that this \*\*One Million Dollars (\$1,000,000.00) limit shall be increased operator's expense, if additional amounts are required by any federal or state regulations. All policies of insurance required under this subchapter shall be approved by the City as to form and shall contain a provision that the same may not be canceled before the expiration of its term except upon thirty (30) days' notice to the City.

b. Hangar keepers: Five Hundred Thousand Dollars (\$500,000.00) per occurrence; One Hundred Thousand Dollars (\$100,000.00) per plane needed only if non-owned aircraft are left in operator's care.

c. The City of Prairie du Chien will pay for liability insurance for the airport managers.

**3. \*HOURS.** An operator providing service under this subchapter shall maintain the following hours of operation, except in the event of inclement weather, unless otherwise specified in this subchapter:

- a. Summer Hours (Memorial Day through Labor Day):  
Tuesday through Sunday, 10:00 am to 4:00 pm.
- b. Winter Hours:  
Tuesday through Sunday, 10:00 am to 4:00 pm.  
Closed Monday.

**4. \*EMPLOYEES.** An operator shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in an efficient manner. An operator shall make provision for someone to be in attendance on the premises at all times during the required operating hours. All personnel hereinbefore required to hold Federal Aviation Administration certificates and ratings.

**B. SPECIFIC REQUIREMENTS OF OPERATORS.**

In addition to the general requirements stated in Section A. of this subchapter, the following are required of specified operators:

**1. Aircraft Fuel Dispensing Service Operator.**

a. The aircraft fuel dispensing service operator shall provide at least two (2) ten thousand (10,000) gallon fuel storage tanks at the Prairie du Chien Municipal Airport and maintain an adequate supply of fuel of a recognized brand of aviation fuel as closely related as possible to the popular demand of the general aviation users of the Prairie du Chien Municipal Airport. The aircraft fuel dispensing service operator shall provide at least two (2) metered filter-equipped dispensers, fixed or mobile for dispensing pumps and meters are required for each grade of fuel. All fuel shall be tested for contaminants by the operator.

b. The aircraft fuel dispensing service operator may procure and maintain tools, jacks, light aircraft towing equipment, pre-heaters, the servicing of general aviation aircraft using the Prairie du Chien Municipal Airport. All equipment shall be maintained and operated in accordance with local and state industrial codes.

c. The aircraft fuel dispensing operator shall have on file a suitable fuel spill plan with the airport, committee, and City, approved by the committee and the appropriate environmental agencies, and shall be responsible for abiding by all DNR, FAA and EPA regulations.

d. The City of Prairie du Chien shall be paid a fuel flowage fee as determined by the City and operator.

e. Insurance. The aircraft fuel dispensing service operator is required to carry the following types of insurance in the limited specified in addition to the coverage required in subsection A.2.

(1) Fuel contamination, misfueling, and premises liability: \*\* One Million Dollars (\$1,000,000.00) single limit or equivalent.

(2) The City of Prairie du Chien will file and pay all costs for fuel tank financial responsibility, licenses, maintenance, etc., for the City owned fuel systems.

## **2. Aircraft Rental Operator.**

a. The aircraft rental operator shall have available for rental, either owned by or under written lease to the aircraft rental operator, not less than two certified and currently airworthy aircraft, at least one (1) of which must be a four-place aircraft, and at least one (1) of which must be equipped for and capable of flight under instrument conditions.

b. The aircraft rental operator shall never have less than one (1) person having a current, effective commercial certificate with single engine rating and instructor rating on duty during the appropriate business hours.

c. The aircraft rental operator shall have premises open and services available eight (8) hours daily, six (6) days per week.

d. Insurance. The aircraft rental operator is required to carry the following types of insurance in the limited specified in addition to the coverage required in subsection A.2.

(1) Aircraft liability: One Million Dollars (\$1,000,000.00) single limit or equivalent for bodily injury, passenger liability, and property damage.

## **3. Aircraft Sales Operator.**

a. The aircraft sales operator shall provide necessary and satisfactory arrangements or arrange to provide for the repair and servicing of aircraft, but only for the duration of any sales guarantee or warranty period. The aircraft sales operator who is engaged in the business of selling new aircraft shall have available or on call at least one (1) single-engine demonstrator. Servicing facilities may be provided through written agreement with a repair operator at the Prairie du Chien Municipal Airport. The operator shall provide an adequate inventory of spare parts for the type of aircraft for which sales privileges are granted.

b. The aircraft sales operator shall have at least one (1) person having a current, effective commercial certificate with single engine rating on duty during hours as mutually agreed between the operator and the City.

c. Insurance. The aircraft sales operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in subsection A.2.

(1) Aircraft liability: One Million Dollars (\$1,000,000.00) combined single limit or equivalent for bodily injury, passenger liability, and property damage.

#### **4. Airframe and Power Plant Repair Operator.**

a. The airframe and power plant repair operator shall provide equipment, supplies, and availability of parts sufficient to meet the requirements of operations to be performed.

b. The airframe and power plant repair operator shall never have less than one (1) person currently certified by the Federal Aviation Administration with ratings appropriate to the work being performed and who holds an airframe, power plant, or an aircraft inspector rating.

c. Eight (8) hours daily, five (5) days each week, operator shall have premises open and services available.

d. Insurance. The airframe and power plant repair operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in subsection A.2.

(1) Hanger keepers: Five Hundred Thousand Dollars (\$500,000.00) per occurrence; One Hundred Thousand Dollars (\$100,000.00) per plane.

(2) Premises and products liability: \*\* One Million Dollars (\$1,000,000.00)

#### **5. Charter Air Taxi Operator**

a. The charter air taxi operator shall provide, either owned or under written lease to the charter air taxi operator, not less than one (1) multi-engine aircraft which must meet the requirements of the air taxi commercial operator certificate held by the charter, air taxi operator, including instrument operations.

b. The charter taxi operator shall never have less than at least one (1) Federal Aviation Administration certified commercial pilot and otherwise appropriately rated pilot to permit the flight activity offered by the charter air taxi operator.

c. Insurance. The charter air taxi operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in subsection A.2.

(1) Aircraft liability: One Million Dollars (\$1,000,000.00) single limit equivalent for bodily injury, passenger liability, and property damage.

## **6. Flight Training Operator**

a. The flight training operator shall have available for rental, either owned by or under written lease to the operator, not less than two properly certified and currently airworthy aircraft, at least one of which must be a four-place aircraft, and at least one of which must be equipped for and capable of use in instrument flight instruction.

b. The flight training operator shall have at least one person who has a current, effective commercial certificate with single engine rating and instructor rating on duty during the appropriate business hours.

c. Insurance. The flight training operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in Subsection A.2.

(1) Aircraft liability: One million dollars single limit or equivalent for bodily injury, passenger liability and property damage.

(2) Student and renters liability: One million dollars each accident to be recommended to all students and all renters must sign a rental agreement that the flight training operator has informed the student/renter of this recommended level of insurance.

## **7. Radio, Instrument or Propeller Repair Operator.**

a. The radio, instrument, or propeller repair operator shall never have less than one (1) person who is a Federal Aviation Administration rated radio, instrument or propeller repairman on duty during hours as determined by mutual agreement between the City and the operator.

b. Insurance. The radio, instrument, or propeller repair operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in subsection A.2.

(1) Hangar keepers: Five Hundred Thousand Dollars (\$5,000,000.00) per occurrence; One Hundred Thousand Dollars (\$100,000.00) per plane.

(2) Products liability: \*\* One Million Dollars (\$1,000,000.00)

## **8. Specialized Flying Service Operator.**

a. No operator may conduct operations as defined under (specialized flying service operator) found in Section 16.01 out of the animal building or display advertising on airport property without a written agreement with the committee, manager, and City.

b. In the case of crop dusting, aerial application, or other commercial use of chemicals, the specialized flying service operator shall provide a centrally drained, paved area of not less than one thousand (1,000) square feet for aircraft loading, washing and servicing. The specialized flying service operator shall also provide for the safe storage and containment of noxious chemical materials. Such Airport which will provide the greatest safeguard to the public.

In the case of crop dusting or aerial application, the specialized flying service operator shall provide tank trucks for the handling of liquid spray and mixing liquids. The specialized flying service operator shall all provide adequate ground equipment for the safe handling and safe loading of dusting materials.

c. The specialized flying service operator shall provide and have based on his leasehold, either owned or underwritten lease to the specialized flying service operator, not less than one (1) aircraft which will be airworthy, meeting all the requirements of the Federal Aviation Administration and applicable regulations of the State of Wisconsin with respect to the type of operations to be performed.

d. The specialized flying service operator shall never have less than one (1) person holding a current Federal Aviation Administration commercial certificate, properly rated for the aircraft to be used and the type of operation to be performed and one (1) other person to assist in the loading and servicing of aircraft.

e. The specialized flying service operator shall file a suitable spill plan with the airport committee to be approved by the committee and the appropriate environmental agencies and shall be responsible for adherence to all DNR, FFA, and EPA regulations. In the case of the specialized flying service operator is a crop duster or aerial applicator, he shall file a suitable spill plan.

f. Insurance. The specialized flying service operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in subsection A.2.

(1) Aircraft liability: \*\* One Million Dollars (\$1,000,000.00) single limit or equivalent for bodily injury, passenger liability, and property damage;

(2) Products liability; minimum figure to be determined depending upon type of work being performed.

## **9. Multiple Service Provider**

a. If flight training is one of the multiple services offered, the multiple service provider shall provide classroom and briefing room facilities in the aforementioned building.

b. If crop dusting, aerial application, or other commercial use of chemicals are part of the multiple services provided, the multiple service provider shall provide a centrally drained, paved area of not less than one thousand (1,000) square feet for aircraft loading, washing and servicing. The multiple service provider shall also provide for the safe storage and containment of noxious chemical material. Such facilities will be in a location on the Prairie du Chien Municipal Airport which will provide the greatest safeguard to the public.

c. The multiple service provider shall comply with the aircraft requirements, including the equipment thereon, for each aeronautical service to be performed except as hereinafter provided.

The multiple service provider, except if he is performing combinations of multiple services for which aircraft are not required, shall have available and based at the Prairie du Chien Municipal Airport, either owned by the multiple service provider or under written lease to the multiple service provider, not less than two (2) certified and currently airworthy aircraft. These aircraft shall be equipped and capable of flight to meet the minimum standards as hereinbefore provided for each aeronautical service to be performed.

The multiple service provider shall provide the equipment and services required to meet the minimum standards as hereinbefore provided for each aeronautical service the multiple service provider is performing.

d. The multiple service provider shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards for each aeronautical service operator is performing as hereinbefore provided. Multiple responsibilities may be assigned to meet the personnel requirements for each aeronautical service being performed by the multiple service provider.

e. Insurance. The multiple service provider must obtain, as a minimum insurance coverage which is equal to the highest individual insurance requirement of all the aeronautical services being performed by the operator.

## 10. \*Flying Clubs.

a. Flying Club Organizations. Each club must be a Wisconsin corporation or partnership not operated for profit. Each member must be a bonafide owner of the aircraft or a stockholder in the corporation. The club may not derive greater revenue from the use of its aircraft than the amount necessary for the actual use of operation, maintenance, and replacement of its aircraft. The club will file and keep current with the airport owner a complete list of the club's membership.

b. Aircraft. The club's aircraft will not be used by other than bonafide members for rental and by no one for hire, charter, or air taxi. Student instruction can be given by a lessee based on the airport who provided flight training.

c. Violations. In the event that the club fails to comply with these conditions, the airport manager will notify the club in writing of such violations. If the club fails to correct the violations in fifteen (15) days, the City may take any action deemed advisable by the City.

### C. NON-AERONAUTICAL ACTIVITY

1. No person shall engage in any other non-aeronautical related activity on the premises of the Prairie du Chien Municipal Airport without prior consent of the City.

### D. PENALTY

1. Any person, firm, or corporation who violates any provision of this subsection shall forfeit not less than Fifty Dollars (\$50.00) no more than Two Hundred Dollars (\$200.00) and is further subject to any other enforcement rights of the City as provided for in Section 25.04 of the Municipal Code. Each day this chapter is violated shall constitute a separate offense.

16.06 SEVERABILITY. If any of the provisions of this section or the application thereof to any persons or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the section which can be given effect without the invalid provisions or applications and to this end the provisions of this ordinance are declared to be severable.

16.07 ENFORCEMENT. Except as may be otherwise specifically provided in this Chapter the Airport Manager, the City Police Dept. and/or the City Attorney shall enforce the provisions of this Chapter and also report all violations hereof to the Airport Committee.

16.08 PENALTY. Except as may be otherwise specifically provided in this Chapter, any person who shall violate any provisions of this Chapter shall be subject to forfeitures and other relief as provided in Sec. 25.04 of this Code.