

Rock County, Wisconsin



Airport Board Meeting
Monday, June 17, 2019 at 8:00 a.m.
Southern Wisconsin Regional Airport Terminal Conference Room
1716 W. Airport Rd.
Janesville, WI 53546

1. Call to Order
2. Adoption of Agenda
3. Approval of Minutes of May 20, 2019
4. Citizen Participation, Communications, Announcements, and Information
5. Consent Calendar
 - a. Transfers
 - b. Review of Payments
6. Updates, Discussion and Possible Action
 - a. Discuss/Possible Action: Business View Magazine Request
 - b. Discuss/Possible Action: Runway 18/36
 - c. Discuss/Possible Action: Request from Elevation Air for a variance from the Minimum Standards.
 - d. Discuss/Possible Action: Update Airport's Minimum Standards
 - e. Discuss/Possible Action: Request to waive conference room fee for TSA Pre-check registration event.
7. Committee Requests and Motions
8. Next Meeting Date: July 15, 2019 at 8:00 a.m.
9. Adjournment

The County of Rock will provide reasonable accommodations to people with disabilities. Please contact us at 608-757-5510 or e-mail countyadmin@co.rock.wi.us at least 48 hours prior to a public meeting to discuss any accommodations that may be necessary.

Board Members, please contact Cynthia at (608)757-5768 if you are going to be late or be unable to attend the meeting.

Rock County, Wisconsin



Airport Board Meeting - Minutes
Monday, May 20, 2019 at 8:00 a.m.
Southern Wisconsin Regional Airport Terminal Conference Room
1716 W. Airport Rd.
Janesville, WI 53546

Call to Order. Chair Fox called the meeting of the Airport Board to order at 8:00 a.m.

Airport Board Members Present. Supervisors Fox, Mawhinney and Richard, Mr. Eric Baker, Mr. Larry Barton, Mr. Dick Cope, Mr. Joe Quint and Mrs. Katie Reese.

Members Absent. Mr. Greg Johnson

Staff Members: Greg Cullen Airport Director
Cynthia Hevel Airport Specialist

Others Present: Phil Owens County Board Supervisor
David Haas Jetson Aviation
Coral Swanson Janesville League of Women's Voters
Russ Podzilni County Board Chair
William Gempeler Interested Citizen
Jim Freeman HSI
Matt Schuh Airport Tenant
Everett Reese Elevation Air

Adoption of Agenda. Supervisors Richard and Mawhinney moved the Agenda. MOTION CARRIED.

Approval of Minutes of March 18, 2019. Chair Fox asked if there were any changes to the minutes. There were none. Supervisor Mawhinney and Mr. Barton moved the minutes. MOTION CARRIED.

Citizen Participation, Communications, Announcements, and Information. NONE.

Consent Calendar

Transfers. NONE

Review of Payments. Mr. Cope asked about the \$8,000 payment to Decker and Mr. Cullen replied that it was for the portable tie downs for which we received grant money to assist with the purchase. The review was completed.

NOT OFFICIAL UNTIL APPROVED BY COMMITTEE

Updates, Discussion and Possible Action.

Discuss/Possible Action: Business View Magazine Request. Mr. Cullen explained to the Board that he was approached by Business View Magazine about doing a feature story about the Airport. He was told that all he had to do was fill out a form on our letterhead and sign it, and they would take care of the rest. Mr. Cullen has some reservations now that he has seen the magazines forms. While the feature story on Southern Wisconsin Regional Airport is at no cost to the airport, they are using Mr. Cullen's letterhead and signature to solicit advertising from the businesses on the airport. Mr. Cullen stated that he felt hesitant to do this and spoke with the County's Corporation Counsel and with James Otterstein in planning. Both Mr. Greenlee and Mr. Otterstein told him this is common practice but Mr. Greenlee suggested to Mr. Cullen that he bring it to the Airport Board for consideration and Mr. Otterstein noted that a different governing committee had voted against this type of advertising.

Mr. Cope asked how this would benefit the airport and Mr. Cullen replied him that it is national exposure. Chair Fox asked if the tenants were required to purchase advertising from the magazine and Mr. Cullen stated they are not, but the magazine is requesting that he provide the names and number of our tenants and it will appear to the tenants that he is endorsing their purchase of advertising from the magazine. Supervisor Mawhinney asked if it was just one time. Mr. Cullen said that it will be only one article, but he is unsure how many times they may contact the tenants after the fact. Mr. Barton stated that he is uncomfortable authorizing the magazine contact the tenants based on his authorization.

Supervisor Mawhinney made a motion to postpone action until further information can be provided and Supervisor Richard seconded the motion. MOTION CARRIED.

Discuss/Possible Action: Runway 18/36. Mr. Cullen verbally went over the Issue Paper that was included in the Agenda (copy attached) and discussed the options available for Runway 18/36. These options include:

- Removing and re-installing new asphalt
- Rehabbing the runway with a micro-surface layer
- Removing the runway, lights, and the hot-spot and creating a grass/turf runway
- Closing the runway

Mr. Cullen stated that he does not feel that we should close Runway 18/36 and that the best option at this time is to rehab the runway with a micro-surface layer similar to what was done in 2012. This is estimated to cost \$140,000 to \$150,000 and would extend the life of the runway seven to eight years. Mr. Cullen is bringing this to the Airport Board now so that cost can be included in the 2020 Airport budget if they agree.

Chair Fox stated that he thinks the Board will need more information on the cost of the various options before they can make a recommendation.

Mr. Cullen stated that at this time the figures he has are based on conversations with the FAA and the State BOA. The chance of funding for the slurry coat option is very slim, although there could potentially be some money available to shorten that runway in order to eliminate the hot spot. The cost of using the County's Public Works Department to mill out several inches of asphalt and repave would be approximately \$1.5 million and in speaking with Mark Graczykowski from the Bureau of Aeronautics regarding turning the runway into a grass strip, that cost could be as much as \$2 million dollars. The cost estimate on the slurry coat was based on the amount of material that was used in 2012.

Chair Fox feels that the Board will need firmer dollar amounts in order to make a decision. Supervisor Richard asked about the usage of Runway 18/36. Mr. Cullen stated that the tower only tracks total operations, not which runways are used. Discussion on the condition of the runway and benefits of keeping it took place. Supervisor Phil Owens stated that it was a good thing for us to have for the SAFECON event and that, that event brought $\frac{3}{4}$ of million dollars in revenue to the local economy. Mr. Cullen feels that we need to keep the runway asphalt. Supervisor Richard asked if Mr. Cullen has any other projects slated for 2020 with that large of a tax levy and Mr. Cullen responded that he does not.

Mr. Barton made a motion that the Airport Director undertake further analysis and investigation into the options for this runway and to bring this item back to the Board with more financial information. Mrs. Reese seconded the motion. MOTION CARRIED.

SAFECON Wrap Up. Mr. Cullen started out by thanking everyone who had a hand in making SAFECON the successful event that it was. He thanked Mr. David Haas for keeping everything moving smoothly behind the scenes and Meisner Aviation for opening up their hangar to let 600 people take over. Between May 3 and today, the tower handled approximately 12,000 operations and they did a phenomenal job. The fueling team stayed very busy and did a good job. The practice period was actually busier than the event. The SAFECON event was an excellent event and was very safe. During the entire two week event there were no safety violations.

Mr. Cullen stated that he attended the banquet on Saturday night and the 2020 event was awarded to Oshkosh, but he feels that we may have a good chance of getting it back in 2021. He heard all positive comments about our facility from the participants, coaches and judges and they loved the restaurant. Mr. Cullen spoke to several of the participants as they were leaving and they all said how much they liked it here and that they will stop by here next year on their way to Oshkosh. The only negative he heard was that our Wi-Fi got bogged down. If we get this event again, we may want to look at bringing in portable Wi-Fi boosters.

Mr. Barton asked if Mr. Cullen had organized the media event and Mr. Cullen said that he did. Mr. Barton thanked Mr. Cullen for that and said that it was great to hear from the SAFECON people about the event. Mr. Cope agreed with Mr. Barton that the media day was really nice. Supervisor Mawhinney asked if there were any women involved in the event and Mr. Cullen replied that it was more men than woman, but that there were lots of women involved and there was even an

Minutes of the Airport Board
May 20, 2019

award for the best male aviator and the best female aviator. Supervisor Richard asked how the portable tie downs worked out and Mr. Cullen said they worked out really well. Mrs. Reese thanked everyone as well and Mr. Cullen and his staff. Mr. Cullen said he thought his staff did a really good job and the airport looked good.

Committee Requests and Motions. None.

Next Meeting Date. The next meeting of the Airport Board will be on Monday, June 17, 2019, at 8:00 a.m.

Adjournment. Supervisor Richard and Mr. Quint moved to adjourn at 8:32 a.m. MOTION CARRIED.

Respectfully Submitted,

Cynthia J. Hevel
Airport Specialist

**COMMITTEE REVIEW REPORT
WITH DESCRIPTION
FOR THE MONTH OF MAY 2019**

Account Number	Account Name	PO#	Check Date	Vendor Name	Description	Inv/Enc Amt
43-4453-4110-62210	TELEPHONE		05/16/2019	AT AND T	APRIL PHONE SERVICE	93.93
		P1900962	05/23/2019	CHARTER COMMUNICATIONS	MAY SERVICE AMMO BLD	1,067.00
43-4453-4110-63100	OFC SUPP & EXP		05/16/2019	US BANK	OFFICE SUPPLIES	6.77
		P1900660	05/23/2019	OFFICE PRO INC	LETTER LEGAL LEDGER 1 CASE EA	118.98
43-4453-4110-64200	TRAINING EXP		05/16/2019	US BANK	HOTEL K. SMITH SNOW SYMPOSIUM	1,839.94
Airport Administration PROG TOTAL						3,126.62
43-4453-4453-62119	OTHER SERVICES		05/30/2019	5 ALARM FIRE AND SAFETY EQUIPM	TRAVEL TIME	910.00
		P1901582				
43-4453-4453-62160	CLEANING CONTRAC		05/30/2019	ALSCO INC	UNIFORM WK OF 5/20	138.40
		P1900634				
		P1900637	05/09/2019	DIVERSIFIED BUILDING MAINTENAN	CLEANING	628.22
		P1900653	05/30/2019	JAYS BIG ROLLS INC	MULTI FOLD TOWELS FOR TERMINAL	229.00
43-4453-4453-62164	DISPOSAL SERV		05/16/2019	ADVANCED DISPOSAL SERVICES	APRIL TRASH PICK UP	65.94
		P1900635				
		P1900636	05/09/2019	ACE PORTABLES INC	PORTABLE TOILETS MAY	142.00
43-4453-4453-62201	ELECTRIC		05/30/2019	ALLIANT ENERGY/WP&L	ALLIANT ENERGY	3,987.26
43-4453-4453-62202	WATER		05/02/2019	CITY OF JANESVILLE	1ST QTR WATER	140.00
43-4453-4453-62203	NATURAL GAS		05/23/2019	ALLIANT ENERGY/WP&L	ALLIANT ENERGY \ MAY	539.97
43-4453-4453-62206	SEWER		05/02/2019	CITY OF JANESVILLE	1ST QTR WASTE	211.78
43-4453-4453-62207	STORM WATER CHGS		05/02/2019	CITY OF JANESVILLE	1ST QTR STORM WATER	19,937.14
43-4453-4453-62290	OTHER SERV		05/02/2019	CITY OF JANESVILLE	1ST QTR FIRE PROTECTION	249.54
43-4453-4453-62400	R & M SERV		05/09/2019	FERTILIZER DEALER SUPPLY	PARTS FOR TOOLCAT	177.04
		P1900646				
		P1901495	05/16/2019	FERRELLGAS LP	PROPANE	83.41

**COMMITTEE REVIEW REPORT
WITH DESCRIPTION
FOR THE MONTH OF MAY 2019**

Account Number	Account Name	PO#	Check Date	Vendor Name	Description	Inv/Enc Amt
43-4453-4453-62473	PAINTING					
		P1900721	05/16/2019	HALLMAN LINDSAY INC	TRAFFIC YELLOW-AQUA ZONE BLACK	2,551.96
43-4453-4453-63501	GAS & FUELS					
		P1900864	05/16/2019	BROWN OIL CO INC	APRIL 2019 DIESEL FUEL	233.70
		P1901317	05/16/2019	KWIK TRIP EXTENDED NETWORK	APRIL ON ROAD DEISEL	653.63
43-4453-4453-64900	OTHER SUPPL/EXP					
		P1900594	05/30/2019	MENARDS	STUDS & 10' STAND RATCHET	473.19
		P1900595	05/16/2019	US BANK	TALL SCREEN FOR PILOTS LOUNGE	124.99
		P1900642	05/16/2019	HARRIS ACE HARDWARE LLP	KEYS, FASTENERS	133.04
		P1900647	05/16/2019	FASTENAL COMPANY	FASTENERS	30.15
		P1900653	05/16/2019	JAYS BIG ROLLS INC	METERED AIR DISP, NITRILE GLVS	67.00
		P1900655	05/30/2019	GRAINGER	MICROTORCH BUTANE REFILL	198.53
		P1900657	05/02/2019	NAPA AUTO PARTS	FLAT	44.93
		P1901190	05/09/2019	AIRGAS INC	COMPRESSED AIR	65.46
		P1901546	05/23/2019	RIGHT CHOICE ROOTER SERVICE	EMERGENCY SERVICE AT TERMINAL	290.00
43-4453-4453-67120	CAP ASSETS					
		P1900688	05/30/2019	JNB SIGNS INC	QUOTE #31587	3,691.13
		P1900689	05/30/2019	JNB SIGNS INC	QUOTE #31586	1,428.87
		P1901259	05/30/2019	LA CROSSE SIGN CO INC	PRODUCE AND INSTALL ONE	7,060.00
Airport Maintenance PROG TOTAL						44,486.28
43-4453-4454-67200	CAPITAL IMPROV					
		P1901422	05/02/2019	WISCONSIN DEPARTMENT OF TRANSP	LABOR-DELIVERY-OTHER	2,406.14
Airport Capital PROG TOTAL						2,406.14

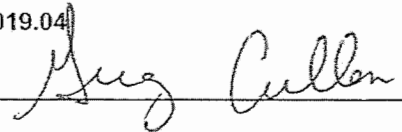
COMMITTEE REVIEW REPORT
WITH DESCRIPTION
FOR THE MONTH OF MAY 2019

Account Number	Account Name	PO#	Check Date	Vendor Name	Description	Inv/Enc Amt
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I have reviewed the preceding payments in the total amount of \$50,019.04

Date:

Dept Head



Committee Chair

Greg Cullen

Subject: FW: Southern Wisconsin Regional Airport Lead Feature in Business View's G.A. Series Following AOPA Premier - Templates, Specs & Interview Topics

From: Paul Payne [mailto:paul@businessviewmagazine.com]

Sent: Wednesday, May 22, 2019 8:04 AM

To: Greg Cullen <Greg.Cullen@co.rock.wi.us>

Subject: RE: Southern Wisconsin Regional Airport Lead Feature in Business View's G.A. Series Following AOPA Premier - Templates, Specs & Interview Topics

Good morning Greg,

Thank you for the update and no problem on the delay, I'll keep my production team in the loop regarding the extended timeline. Following is some information on our process that should be helpful for your team regarding the letter to announce the JVL Feature.

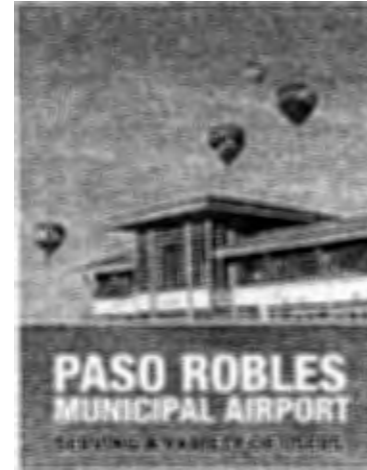
As Business View Magazine is an invitation-only business to business publication, the invitation letter merely serves to properly inform any related partners of Southern Wisconsin Regional Airport's upcoming Feature and provides them the opportunity to share in the exposure if they so choose. It's important to note that the invitees are under no obligation to participate whatsoever and there is no hard-sale from my team on this end. This also protects our executive audience from being contacted by any unrelated partners.

The invite process is in line with our company policy of not communicating with any partners or suppliers without a proper introduction of the project at hand.

This protocol follows the invariable contact we typically receive from numerous partner companies or suppliers of the facilities and companies we feature, stating that they've enjoyed great long-term relationships with those facilities or companies and would love to have shared in the exposure of the Feature in front of our North American executive audience, had they have been made aware.

The complimentary airport brochures we've created for previously featured airports and their partners in this series that follow below, show some of the space that their partners elected to utilize within their respective features to share in the airport's exposure.

CLICK ON THE COVERS BELOW, TO VIEW THE COMPLIMENTARY CORPORATE BROCHURES WE HAVE CREATED FOR THESE FEATURED AIRPORTS AND THEIR PARTNERS:



Hope this helps and I'll look forward to reconnecting with you in a couple of weeks.

Runway 18-36 Options – Cost Comparison

A). Remove 6" of existing material and replace with fill and sifted topsoil. State Aid Project (SAP) working with airport engineer Mead & Hunt (M&H). The 10' asphalt runway shoulder where the lights currently set would be removed and grass planted instead to save money. Cost \$803,855.

B). Remove 12" of existing material and rest remains unchanged as stated above. Cost \$1,019,980.

C). Mill off existing pavement and replace with 2" of asphalt. SAP with M&H. Cost \$1,293,500.

D). Mill off existing pavement and replace with 4" of asphalt. SAP with M&H. Cost \$1,917,500.

E). Mill off 4" of existing asphalt and replace with 4" of asphalt. Rock County Public Works Highway Division will complete the work. Public works charge \$674,510 plus airfield marking contractor needed \$7,500 = total cost \$682,010.

F). Micro-surfacing over existing asphalt. Contractor would crack seal and probably crack repair/leveling first then apply the micro-surface layer. This product has the same texture, thickness, and color as a slurry seal but allegedly is more durable and is quicker curing. This product + \$7,500 runway markings = total cost \$132,500.

G). permanently close the runway. Assuming the existing asphalt is left alone and no alterations made: Remove lights \$22,900. Paint yellow Xs' \$1,500. Manpower and equipment to mow the weeds occasionally that will grow without upkeep \$500. Total cost \$24,900. Making an alteration to remove Hot Spot at the approach end of Runway 32 – add \$15,000.

NOTE- these are estimates based on approximate square yards and measurements using industry standard averages. A project of this size and scope will follow the proper Rock County policy to be bid competitively.

Rock County – Airport Department Issue Paper

Issue – Runway 18-36 pavement condition

Discussion – As mentioned during the April Airport Board meeting, the pavement condition of runway 18-36 has lived its life expectancy and is now deteriorating quickly. While the runway is useable to most airplanes in its current state, the FAA Certification Inspector removed this runway from our Airport Compliance Manual in May of 2018. This means we can't use this runway for aircraft hired to transport people. Because we have two other runways in very good condition, not having the smallest of the three to use for commercial services isn't critical in itself. However, the runway is producing quite a bit of foreign object debris (FOD), more and more cracking is occurring, and the painted markings are fading which could cause pilot confusion and most certainly, FAA certification infractions during the next inspection.

I've been considering various options for several months. I've discussed this issue with pilots, engineers, staff, and Bureau of Aeronautics members. We've explored removing several inches of asphalt and installing new asphalt within the existing dimensions. We've explored rehabbing the runway with a micro-surface layer, which would extend the life 7-8 years, similar to what was accomplished in 2012. We've discussed removing the runway and lights, removing the "hot-spot" at the approach end of runway 36, but creating a grass/turf runway strip. And, there was a discussion about simply closing the runway by painting yellow Xs', issuing a permanent NOTAM, and turning off the lights. There are pros and cons with each.

Recommendation – At this time, I recommend to rehab this runway with a micro-surface product in the 2020 budget. While closing the runway could be done quickly and would cost the least amount of money, I believe this airport should maintain three runways while further long-range planning can take place. A micro-surface product can correct the FOD issue, provide a reliable third runway, and give us time to properly engineer a plan within the next 7-8 years. A mill and overlay project would require more engineering and expense and delay an immediate need. Additionally, as we are currently updating our Airport Master Plan and Airport Layout Plan (ALP), we can properly annotate those documents and plan for an asphalt runway with possible taxiway improvements and/or a turf runway. In either case, having an updated ALP will be a great starting point when planning with the FAA, BOA, and other partners.

Further discussion and action at meeting.

Greg Cullen

From: Everett Reese III <Everett@Elevation-Air.com>
Sent: Thursday, June 06, 2019 1:24 PM
To: Greg Cullen
Cc: Everett Reese III
Subject: Lease Variance Request

Director Cullen,

Please accept this email as my formal request for a variance of Minimum Standard, 5.7.g. "Provide a waste oil receptacle within the immediate vicinity of the hangar. This receptacle shall be capable of holding a minimum of fifty gallons, have secondary containment protection, and be emptied at regular intervals, and be in compliance with all regulatory requirements, as now or hereafter amended." In regard to the proposed lease of 1710 W Airport Road Janesville WI 53546 to operate as a special air service operator as defined within the Southern Wisconsin Regional Airport Minimum Standards.

This request is built on our past, current, and future practice of sub-contracting aircraft maintenance that would require waste oil recycling to other vendors that specialize in aircraft maintenance at KJVL. Additionally it will be our policy that all entities participating in a sub-lease of 1710 W Airport Road Janesville WI 53546 make comparable arrangements.

Best Regards,

Everett Reese III

Managing Member
Elevation Air LLC

**Rock County Department of Public Works
Airport Division – Issue Paper**

Issues:

Revise and update the Southern Wisconsin Regional Airport's Minimum Standards.

Discussions:

In order to insure adequate aeronautical services and facilities to the users of Southern Wisconsin Regional Airport, and to encourage the development of the physical Airport and its activity, and to foster the economic health and orderly development of commercial aeronautical operators at Southern Wisconsin Regional Airport, the minimum requirements and standards have been approved by the Rock County Board of Supervisors. These standards may be amended, changed, or modified from time to time by action of the governing body of the Southern Wisconsin Regional Airport.

This revision is needed in order to update the standards to replace "Rock County Public Works Committee" with "Airport Board" throughout the entire document. In addition a new definition was added and an old definition was deleted. Updates were also needed to correct some minor formatting and typographical errors.

Recommendation:

Recommend approval of the proposed change.

Updates for Minimum Standards - June 2019

Page Number	Changes Made
Cover	Change Revision Date
2	2. added hyphen to tiedown (tie-down) 6. added hyphen to ultra lights (ultra-lights)
3	14. Deleted extra space after Maintenance. Added definition 18. Airport Board Adjusted numbers of remaining items on page due to addition above
4	Adjusted numbers through #27 due to addition of definition on Page 3 26. deleted extra space after Fueling and before means Deleted # 28
5	30. deleted extra space between where by (whereby) 34. added apostrophe to pilot (pilot's) 35. deleted extra space after Club 40. Improvements moved to page 6
6	40. Improvements added to top 46. c. added hyphen to tiedowns (tie-downs) 49. Preventative Aircraft Maintenance moved to Page 7
7	49. Preventative Aircraft Maintenance added to top 50. Public Works Committee - Definition deleted adjusted numbers of remaining items on page due to deletion of #50 51. Rock County Public Works Committee changed to Airport Board 56. Public Works Committee changed to Airport Board 59. Tiedown moved to page 8
8	Numbers adjusted to deletion on Page 7 59. Tiedown added to top 59. Hyphen added to Tiedown (Tie-down) 2 times
9	2.4.1 Change Public Works Committee to Airport Board 2.4.2 Change Public Works Committee to Airport Board 2.4.3 Change Public Works Committee to Airport Board
16	c. Aircraft Line Services, added hyphen to tiedowns (tie-downs)
30	delete i. Provide a customer lounge, public telephones, and restrooms change j. to i. due to deletion above e. from page 31 moved to bottom of page 30
31	e. moved to page 30 i. Changed Public Works Committee to Airport Board l. Changed Public Works Committee to Airport Board and deletes "the Committee" 7.2 Changed Public Works Committee to the Airport Board
32	c. Delete comma, remove underline, delete "petroleum" add "s" to product (products) change "is" to "are"

**Minimum Standards
For
Commercial Aeronautical Activities**



Rock County, Wisconsin

Approved by the Rock County Board of Supervisors on April 26, 2012

Effective June 1, 2012

Revised June 17, 2019

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SECTION 1 PURPOSE OF MINIMUM STANDARDS

Rock County owns and operates Southern Wisconsin Regional Airport (Airport), which is located in Janesville, Wisconsin. These Minimum Standards were developed to provide the minimum threshold entry requirements for those desiring to provide Commercial Aeronautical Activities to the public at the Airport and provide reasonable opportunities without unjust discrimination. These Minimum Standards are established based upon the conditions at the Airport, the existing and planned facilities at the Airport, and the current and future aviation role of the Airport. Any prospective Commercial Operator will be required to provide the described minimum level of services in order to enter into an Agreement, Permit, or Lease with the County to operate on the Airport. In summary, these Minimum Standards establish the minimum requirements to be met by individuals and companies for the privilege of providing Commercial Aeronautical Activities at the Airport. All commercial operators are encouraged to exceed the "minimum" in terms of quality of facilities and/or services. The purpose of these Minimum Standards is to:

- Promote safety;
- Promote the economic health of Airport businesses;
- Promote the orderly development of Airport property; and
- Encourage high quality products, services and facilities to Airport users.

SECTION 2 DEFINITIONS AND APPLICABILITY

2.1 Definitions

The following words, terms and phrases when used herein shall have the meanings ascribed below.

1. *AC* - Advisory Circular.
2. *Aeronautical Activity* (or "*Aeronautical Activities*" or "*Activity*" or "*Activities*") - means any activity or service that involves, makes possible, facilitates, is related to, assists in, or is required for the operation of aircraft, or another aeronautical activity, or which contributes to or is required for the safety of such operations. Aeronautical activities include, but are not limited to, sale of aircraft fuel and/or lubricants; passenger, crew, and aircraft ground services; support and amenities; tie-down, aircraft storage/hangar, aircraft parking, office, and shop rental/subleasing; airframe and power plant maintenance; avionics sales and maintenance; aircraft rental; flight training; air charter, taxi; aircraft management operations; aircraft sales; sightseeing aerial photography; aerial spraying and agriculture aviation services; aerial advertising; aerial surveying; and any other activities, which in the judgment of the County, because of their direct relationship to the operation of aircraft or the airport, can appropriately be regarded as an "aeronautical activity." For all purposes of these Minimum Standards, all products and services described herein are deemed to be "aeronautical activities".
3. *Agency* – means any federal, state, or local governmental entity, unit, organization, or authority.
4. *Agreement* – means a written contract executed by both parties, and enforceable by law between the County and an entity granting a concession, transferring rights or interest in land and/or improvements, and/or otherwise authorizing and/or prohibiting the conduct of certain activities.
5. *Air Charter or Taxi* – means the commercial aeronautical activity of providing air transportation of persons or property for hire on either a charter basis or as an air taxi operator.
6. *Aircraft* – means any contrivance now known or hereafter invented which is used or designed for navigation of, or flight in air, except a parachute or other contrivance designed for such navigation but used primarily for safety equipment. This includes, but is not limited to, airplanes, airships, balloons, dirigibles, rockets, helicopters, gliders, gyrocopters, ground-effect machines, sailplanes, amphibians, ultra-lights and seaplanes.
7. *Aircraft Fuel* – means all flammable liquids composed of a mixture of selected hydrocarbons expressly manufactured and blended for the purpose of effectively and efficiently operating an internal combustion, jet, or turbine engine, which includes, any substance (solid, liquid, or gaseous) used to operate any engine of an aircraft or vehicle.
8. *Aircraft Line Service* – means providing the necessary equipment, supplies, and trained personnel for aircraft apron assistance, towing, parking, and tie downs, within the leased premises.

Equipment shall be sufficient to facilitate the handling of aircraft up to and including corporate jets.

9. *Aircraft Management Operations* – means a Commercial Operator engaged in the business of providing aircraft flight dispatch, flight crews, or aircraft maintenance coordination on behalf of an aircraft owner.
10. *Aircraft Owner* - means an entity holding legal title to an aircraft, or any entity having exclusive legal possession of an aircraft.
11. *Aircraft Parking and Storage Areas* – means those hangar and apron locations of the Airport designated by the County for the parking and storage of aircraft.
12. *Aircraft Rental* – means the commercial activity of renting or leasing aircraft to the public for compensation.
13. *Aircraft Sales* – means the commercial activity of the sale of new or used aircraft through brokerage, ownership, franchise, distributorship, or licensed dealership.
14. *Airframe and Power Plant Maintenance* - means the commercial activity of providing airframe and power plant services, which includes service, the repair, maintenance, inspection, constructing, and making of modifications and alterations to aircraft, aircraft engines, propellers and appliances including the removal of engines for major overhaul as defined in 14 CFR part 43, as now or hereafter amended. This category of service also includes the sale of aircraft parts and accessories.
15. *Airframe and Powerplant Mechanic (A&P)* – means an individual who holds an aircraft mechanic certificate with both airframe and powerplant ratings issued by the FAA under the provisions of 14 CFR Part 65, as now or hereafter amended.
16. *Airport* - means the Southern Wisconsin Regional Airport, operated by County of Rock, and all land, improvements, and appurtenances within the legal boundaries of the Airport as it now exists on the Airport Layout Plan as currently approved within the Master Plan and as the Airport Layout Plan may be extended, enlarged, or modified.
17. *Airport Layout Plan (ALP)* – means the currently approved scale drawing depicting the boundaries and physical layout of the Airport and identifying the location, type, dimensions and configuration of existing and proposed infrastructure and improvements, including but not limited to runways, taxiways, aprons, buildings, roadways, utilities, navaids, as well as proposed extensions and reductions of existing Airport facilities.
18. *Airport Board* – means an entity comprised of three (3) Rock County board Supervisors and six (6) citizens at large which has policy and financial oversight over all airport matters and makes recommendations to the entire County Board of Supervisors.
19. *Apron* – means those paved areas of the Airport within the non-movement area designated by the County for the loading or unloading of passengers, servicing, or parking of aircraft.

20. *Avionics Sales and Maintenance* – means the commercial activity of providing for the repair and service, or installation of aircraft radios, instruments and accessories. Such operation may include the sale of new or used aircraft radios, instruments and accessories.
21. *Based Aircraft* – means an aircraft which the owner physically locates at the Airport for an undetermined period, and whenever absent from the Airport, its owner intends to return the aircraft to the Airport for long-term storage.
22. *Certificate of Insurance* – means a certificate provided by and executed by an insurance company or its authorized representative, evidencing the insurance coverages and limits of an operator.
23. *CFR* – means the Code of Federal Regulations, as may be amended from time to time.
24. *Commercial Activity (or “Commercial Aeronautical Activity” or “Commercial Aeronautical Activities”)* - means any activity (including Aeronautical Activities) conducted at or on the Airport by any entity in which:
 - a. The exchange, trading, buying, or selling of commodities, goods, services or property of any kind at the Airport; or
 - b. Engaging in any activity (including Aeronautical Activities) on the Airport for the purpose of securing revenue, earnings, income, and/or compensation, whether or not such revenue, earnings, and/or compensation are ultimately exchanged, obtained, or transferred; or
 - c. The offering or exchange of any product, service, or facility on the Airport as a part of other revenue, earnings, income, and/or compensation producing activity on or off the Airport.
25. *Commercial Operator* – means an entity engaging in an activity which involves, makes possible or is required for the operation of aircraft, or which contributes to, or is required for the safe conduct and utility of such operation of aircraft, the purpose of such activity being to generate and/or secure earnings, income, compensation, and/or profit, whether or not such objectives are accomplished.
26. *Commercial Self-Service Fueling* – means the fueling of an aircraft by the pilot using commercial aircraft fuel pumps installed for that purpose. The commercial self-service fueling facility may or may not be attended by the vendor, which is a multiple services operator or an airport sponsor/operator that is exercising its right to sell aircraft fuel.
27. *Contiguous Land* – means land that is sharing an edge or boundary or is separated by no more than a taxi lane.
28. *County* – means County of Rock, a political subdivision of the State of Wisconsin. County includes County, the Airport Department and Airport Management and staff having Airport responsibilities designated by and through the County.
29. *Director* – means the Director of the Department of Airports or such other employee of the Department as the Director may from time to time designate in writing to carry out the duties of the Director.

30. *Employee(s)* – means any individual employed by an entity or employment agency whereby said entity or employment agency collects and pays all associated taxes on behalf of employee (i.e., Social Security and Medicare).
31. *Entity (or Entities)* – includes a person; persons; firm; partnership; limited liability; partnership or corporation; agency: unincorporated proprietorship, association, or group; or corporation other than the Airport, and includes any trustee, receiver, assignee, or other similar representative.
32. *Equipment* – means all property and machinery, together with the necessary supplies, tools, and apparatus for the proper conduct of the activity being performed.
33. *FAA* – means the Federal Aviation Administration.
34. *Flight Training* - means the commercial aeronautical activity of instructing pilots in dual and solo flight, in fixed or rotary wing aircraft, and related ground school instruction as necessary to complete a FAA written pilot's examination and flight check ride for various categories of pilot's licenses and ratings. Flight training includes any portion of a flight between two or more airports or other destinations where the primary purpose is to increase or maintain pilot or crew member proficiency.
35. *Flying Club* – means a non-commercial and nonprofit entity organized for the purpose of providing its members with any number of aircraft for their personal use and enjoyment. Aircraft must be vested in the name of the flying club owners on a pro-rata share, and the flying club may not derive greater revenue from the use of the aircraft than the cost to operate, maintain, and replace the aircraft.
36. *Fuel Storage Area* – means any portion of the Airport designated temporarily or permanently by the Airport as an area in which aviation or motor vehicle gasoline or any other type of aircraft fuel or fuel additives may be stored or loaded.
37. *Fueling or Fuel Handling* - the transportation, delivering, dispensing, storage, or draining of fuel or fuel waste products.
38. *General Aviation* – means all aviation with the exception of aircraft manufacturing, military aviation, and scheduled commercial air carrier operations. General aviation aircraft are utilized for commercial and non-commercial purposes including business/corporate, recreational/pleasure, charter/air taxi, industrial/special purpose, and instructional.
39. *Hazardous Material* – means any oil petroleum products flammable substances, explosives, radioactive materials, hazardous waste, toxic waste, or substances or any other waste, materials or pollutants which pose a threat to the health and safety of the owners, occupants, or any persons on entering the leased premises or properties adjacent to it and/or cause the property to be in violation of any Federal, State or local law, rules or regulation.

40. *Improvements* – means all buildings, structure and facilities including pavement, concrete, fencing, signs, lighting, and landscaping constructed, installed or placed on, under or above any land on the Airport.
41. *Lease* – means the written contract between the County and one non-commercial operator (Lessee) specifying the terms and conditions under which an Operator may occupy and operate from certain Airport facilities and/or property.
42. *Leased Premises* – means the land and/or improvements leased by the Lessee for the conduct of the Lessee's activities.
43. *Lessee* – means an entity that has entered into an Agreement with the County to occupy, use, and/or develop land and/or improvements and engage in aeronautical activities.
44. *Light-Sport Aircraft* - An aircraft intended for recreation per 14 CFR Part 1.1.
45. *Minimum Standards* – means the qualifications, standards, and criteria, as a condition set forth as the minimum requirements that are to be met by as a condition for the right to engage in commercial aeronautical activities at the Airport.
46. *Multiple Services Operator* – means a Commercial Operator who is authorized to engage in the sale of products, services, and facilities to Aircraft operators and is required to provide at a minimum aircraft fueling to include jet fuel, avgas, and aircraft lubricants, and two or more of the following services:
 - a. Aircraft line services
 - b. Airframe and power plant maintenance
 - c. Aircraft storage/hangars rentals and tie-downs
 - d. Passenger, crew, and aircraft ground services, support and amenities

In addition to the required services multiple services operators may also provide optional services as approved by the County, which may include, but are not limited to: Flight Training, Aircraft Rental, Air Charter or Air Taxi, Aircraft Management Operations, Avionics Sales and Maintenance.

47. *Non-Commercial Operator* – means an entity that either owns or leases and operates aircraft for personal or recreational purposes. In the case of a business, the operation of aircraft must be an ancillary activity to support the businesses purposes by providing transportation for the exclusive use of its employees, agents, and/or customers. In all cases, the non-commercial operator neither offers nor engages in commercial aeronautical activities. For purposes of these minimum standards, all governmental agencies shall be considered non-commercial operators per federal regulations.
48. *Permit* – means an administrative approval issued by the County to conduct an aeronautical activity on the Airport, and/or to provide authorized services, to based and transient aircraft on the Airport, only from facilities and locations where such services are authorized.

49. *Preventive Aircraft Maintenance* - means maintenance that is not considered a major aircraft alteration or repair and does not involve complex assembly operations. The replacement of prefabricated aircraft fuel lines, shall, for purposes of these Minimum Standards, be considered a major aircraft repair.
50. *Roadway* – means any street or road whether improved or unimproved, within the boundaries of the Airport and designated for use by ground vehicles.
51. *Rules and Regulations* – means the Airport Rules and Regulations, adopted by the County, as may be amended from time to time, or any successor ordinance, rule, or regulation adopted by the Airport Board.
52. *Self-Fueling* – means the fueling of aircraft owned or leased by the Operator. (Fuel may not be dispensed to the general public or to others. Co-Ops are prohibited.)
53. *Specialized Aviation Service Operation (SASO)* - a commercial aeronautical operator that is authorized to provide any one or combination of the following activities:
- a. Flight Training
 - b. Airframe and Power Plant Maintenance
 - c. Avionics Sales and Maintenance
 - d. Aircraft Rental
 - e. Aircraft Charter or Taxi and Aircraft Management Operations
 - f. Aircraft Storage Hangars
 - g. Aircraft Sales
 - h. Aircraft Restoration and Refurbishing
 - i. Specialized Flying Services
 - j. Light-Sport Aircraft Service Provider
 - k. Agricultural Aircraft Spraying Operation
54. *Specialized Flying Services* – means providing specialized commercial flying services such non-stop sightseeing tours, aerial photography or surveying, power line or pipeline patrol, firefighting or fire patrol, air ambulance, airborne mineral exploration, and other air transportation operations specifically excluded from 14 CFR Part 135, as now or hereafter amended.
55. *SOP* – means Standard Operating Procedures.
56. *Sublease* - means a written agreement, consented to or approved by the Airport Board stating the terms and conditions under which a third party commercial operator leases space from a Lessee for the purpose of providing an aeronautical activity at the airport.
57. *Taxilane* – means the portion of the Airport apron area, or any other area, used for access between taxiways and aircraft parking or storage area, i.e. non-movement areas.
58. *Taxiway* – means a defined path established for the taxiing of aircraft from one part of the Airport to another, i.e. movement areas.

59. *Tie-down* – means an area paved or unpaved suitable for parking and mooring of aircraft wherein suitable tie-down points are located.
60. *UNICOM* – means a two-way communication system operated by a non-governmental entity that may provide airport advisory information.
61. *Vehicle* – means any device that is capable of moving itself, or being moved from place to place on wheels; but does not include any device designed to be moved by human muscular power or designed to move primarily through the air.
62. *Vehicle Parking Area* – means any portion of the Airport designated and made available temporarily or permanently by the Airport for parking of vehicles.

2.2 Application of Minimum Standards

- 2.2.1 Except as otherwise provided for herein, all entities conducting commercial aeronautical activities at the Airport shall, as a condition of conducting such activities, meet or exceed the requirements of Sections 2 and 3 as well as meet the Minimum Standards applicable to the entity's specific activities set forth in subsequent sections. These Minimum Standards are the "minimum" requirements to do business on the airport, and all entities are encouraged to exceed such Minimum Standards in conducting their activities.
- 2.2.2 These Minimum Standards shall not affect any agreement entered into by the Airport prior to the effective date of these Minimum Standards, except as otherwise provided for in such agreement, in which case these Minimum Standards shall apply to the extent permitted by such agreement. These Minimum Standards shall not be deemed to modify any existing agreement under which a commercial operator is required to exceed these Minimum Standards, nor shall they prohibit the Airport from entering into or enforcing an agreement that requires a commercial operator to exceed these Minimum Standards. If a commercial operator desires to modify an existing agreement, the Airport shall require compliance with these Minimum Standards as a condition of its approval.
- 2.2.3 Whenever a SASO conducts multiple activities pursuant to one lease, license, permit or agreement with the Airport, and the Minimum Standards for one of the commercial operator's activities are inconsistent with the Minimum Standards for another of the commercial operator's activities, then the Minimum Standards which are more stringent, and/or which are most protective of the public's health, safety and welfare, shall apply. When one or more activity is conducted, the minimum requirements may vary depending on the nature of each activity or combination of activities, but shall not necessarily be cumulative.

2.3 Activities Not Covered by Minimum Standards

Any activities for which there are no specific Minimum Standards established will be addressed by the Department on a case-by-case basis and set forth in such Commercial Operator's written lease, license, permit or agreement with the County.

2.4 Variance or Exemption

- 2.4.1 The Airport Board may approve variances to these Minimum Standards when a specific clause, section, or provision does not seem justified in a particular case because of special conditions and unique circumstances.
- 2.4.2 Any variance or exception approved by the Airport Board shall apply only to the special conditions or unique circumstances of the particular case under which the variance or exemption is granted and shall not serve to amend, modify, or alter these Minimum Standards.
- 2.4.3 When a specific product, service, or facility is not currently being provided at the Airport, the Airport, with approval of the Airport Board, may enter into an agreement with a multiple services operator or SASO with terms and conditions that are less than those outlined in these Minimum Standards (e.g., lower Minimum Standards, etc.), only for a limited time period (i.e., pioneering period). The duration of the pioneering period shall be specified in the Agreement and shall only be valid during that specific period of time.

2.5 Conflicting Standards

If a provision in these Minimum Standards is found to be in conflict with any other provision of these Minimum Standards, the provision that establishes the higher standard shall prevail.

SECTION 3 BUSINESS OPERATIONS

3.1 Employee Conduct and Customer Service Emphasis

The Airport works diligently to provide high quality services to the growing needs and requests from Airport users. As such, the Airport requires its commercial operators, businesses, and tenants to do the same. Consequently, the goal of the Airport is straight-forward: offer the tenants and users of the Airport, commercial operators that provide high quality customer service by meeting and exceeding customer needs through consistent, responsive, and professional service.

3.2 Management Control and Supervision

Each commercial operator is required to employ the necessary quantity of trained staff, on-duty management and supervisors to provide for the efficient, safe, and orderly compliance with its lease, agreement, sublease or permit. In addition, each commercial operator is required to control the conduct and demeanor of its personnel and subtenants, as well as to conduct its business operations in a safe, orderly, efficient and proper manner so as not to unreasonably disturb, endanger or offend any customers, tenants, or competitive operators.

3.3 Personnel Training and Certification

3.3.1 General

All commercial operator personnel shall be fully qualified and trained or be in training with supervision, to provide a high quality standard of courteous, efficient, and safe service to the general public, customers, and Airport users. Personnel shall meet all Federal, State, and local training and certification requirements applicable to their individual duties and company services.

3.3.2 Drivers Training

All persons driving within the Air Operations Area (AOA) must be authorized by the Southern Wisconsin Regional Airport. All vehicle operators will possess a valid driver's license, and will successfully complete a driver safety training course conducted by Airport Operations. Vehicle operators will comply with airport regulations while driving within the AOA. Failure to comply with regulations will result in the revocation of driving privileges.

3.4 Corporate Identification Requirement

3.4.1 Personnel

All personnel employed by the commercial operator to perform aeronautical activities on the Airport are required to be appropriately dressed and identifiable while on duty. The commercial operator's business name shall be included in the means of identification of each employee.

3.4.2 Buildings, Vehicles, and Equipment

Each building, vehicle, and piece of mobile or vehicular equipment used on the Airport in conjunction with the commercial activity shall bear the commercial operator's identification in the form of a company logo, sign, emblem, or other means to designate the operator to whom the building, vehicle, or equipment is assigned. Identification shall be a legible on a contrasting background and shall be displayed in a manner that is acceptable to the Airport.

SECTION 4 MINIMUM STANDARDS FOR MULTIPLE SERVICES OPERATOR

4.1 Required Aeronautical Activities

- 4.1.1 A multiple services operator is a full service commercial operator who is authorized to engage in the sale of products, services, and facilities to aircraft operators and is required to provide fueling services plus two of the following services at a minimum:
- a. Aircraft line services
 - b. Airframe and power plant maintenance
 - c. Aircraft storage hangars
 - d. Passenger, crew, and aircraft ground services, pilot supplies, support and amenities
 - e. Flight briefing capabilities including weather
 - f. Access to limousine services and rental cars
- 4.1.2 Multiple Services Operators may also provide optional services as approved by the County, which may include, but are not limited to: flight training, aircraft rental, aircraft sales, air charter or air taxi, aircraft management operations, and avionics sales and maintenance.
- 4.1.3 Only multiple services operators shall be permitted to provide commercial aircraft fueling services and operate retail aircraft fueling facilities at the Airport.
- 4.1.4 Multiple services operator may subcontract or use third-party operators to provide any of the required services, or optional services, with the exception of aircraft fueling and aircraft line services, which services must be provided directly by the multiple services operator and its employees. Subcontractors and third-party operators shall meet all Minimum Standards applicable to such services when performed by a multiple services operator operating at the Airport.
- 4.1.5 Each multiple services operator shall conduct its business and activities on and from the leased premises in a safe and professional manner consistent with the degree of care and skill exercised by experienced multiple services operators providing comparable products, services, and activities from similar airports in like markets.

4.2 Aircraft Design Group Serviceability

Each multiple services operator shall provide the personnel, equipment, and facilities required to service all types of aircraft normally frequenting the Airport. The Airport Reference Code (ARC) to be supported is category ARC C-III, this includes aircraft with an approach speed up to 141 knots and wingspans up to 118 feet.

4.3 Leased Premises Size

4.3.1 Minimum Leased Premises Requirements

Buildings & Leasehold	Minimum Size
Total Leased Premises	4 acres
Multiple Services Operator Terminal	2,000 square feet
Maintenance Hangar	5,000 square feet
Maintenance Hangar Offices	1,500 square feet
Storage Hangar	8,000 square feet
Aircraft Storage Hangar Offices	500 square feet
Apron (within the Leased Premises)	40,000 square feet
Fuel Storage Area	1,400 square feet

4.3.2 Buildings and Multiple Services Operator Leaseholds

Each multiple services operator shall lease from the County a minimum of four (4) acres of land. Each multiple services operator shall lease or construct, on the leased premises, a public use terminal building with a minimum of two thousand (2,000) square feet of floor space for customer lobby, office, pilot's lounge, flight planning and weather briefing area, and public rest rooms.

4.3.3 Vehicle Parking

Each multiple services operator shall provide parking as required by the City of Janesville, as now or hereafter amended, or as required by other applicable laws, but not less than 30 parking spaces.

4.3.4 Aircraft Parking

Each multiple services operator shall lease from the County sufficient airport property for its aircraft operating area (Apron), independent of any building area, vehicle parking area, and aircraft fuel storage area. This paved apron area shall be a minimum of forty thousand (40,000) square feet and adequate to support all the activities of the multiple services operator and all approved subtenants and shall be constructed to engineering standards for the current Airport design aircraft as defined in the existing Airport Master Plan.

4.3.5 Hours of Operation

Each multiple services operator is required to be open for business and provide aircraft fueling and aircraft line services a minimum of fifty-six (56) hours per week and seven (7)

days per week and shall have a person on call at all times except as otherwise approved in writing by the Department.

Service hours for optional multiple services operator services are listed in their specific categories in Section 4.7.

Except as otherwise approved in writing by the Department business hours shall be provided to the Department upon request.

4.4 Staffing and Employee Qualifications

4.4.1 Staffing

During the required hours of operation, each multiple services operator shall employ and have on duty sufficient staff to meet the Minimum Standards for each aeronautical activity provided. However, multiple responsibilities may be assigned to employees where feasible. Each multiple services operator shall be adequately staffed to conduct safe operations and shall have a 2nd person present during fueling operations. The multiple services operator will provide to the Department a current written statement of the names, addresses, telephone numbers and other necessary contact information for all personnel responsible for the operation and management of the multiple services operator. In addition, the Department shall be provided a point-of-contact with phone numbers for emergency situations.

4.4.2 Employee Qualifications

All multiple services operator aircraft fuel handling personnel shall be trained to comply with FAR Part 139.321, and NFPA 407.

Each fueling agent will have a supervisor complete an aviation fuel-training course in fire safety that is acceptable to the FAA. The supervisor will receive recurrent training at least once every 24 months. If a new supervisor is hired, he/she will successfully complete an authorized aviation fuel-training course within 90 days.

All other employees at each fueling agent who fuel aircraft, accept fuel shipments, or handle fuel, shall receive at least initial on-the-job training in fire safety and recurrent training every 24 months from the supervisor who has been trained in the fuel-training course in fire safety acceptable to the FAA.

4.5 Insurance Requirements

Each multiple services operator shall maintain the types and amounts of insurance required by the County of Rock and the Southern Wisconsin Regional Airport. Insurance policies shall name the County of Rock and the Southern Wisconsin Regional Airport as additional insured. The County shall have the right to modify and/or change insurance requirements from time to time. Certificates of insurance naming the County of Rock and the Southern Wisconsin Regional Airport as additional insured shall be provided to the department for each required policy.

4.6 Required Multiple Services Operator Services

Each multiple services operator shall be required to provide, at a minimum, aircraft fueling plus two additional services at the Airport:

a. Aircraft Fuel

- (1) Each multiple services operator must provide the sale and into-plane delivery of common and recognized brands of aircraft fuels, lubricants and other aviation petroleum products. Each multiple services operator shall provide, store, and dispense 100LL/AvGas and Jet-A aircraft fuel. All equipment used for the storage and/or dispensing of aircraft fuel must meet all applicable Federal, State, local laws, rules and regulations. The location of the aircraft fuel storage area shall be in conformance with the Airport's Master Plan and approved by the County.
- (2) Each multiple services operator shall manage/and provide a stationary, secure aircraft fuel storage area encompassing a minimum of fourteen hundred (1,400) square feet, with safety features and filtration systems to ensure aircraft fuel quality. Each multiple services operator shall ensure that all aircraft fuel is delivered clean, bright, pure and free of microscopic organisms, water, or other contaminants. Ensuring the quality of the aircraft fuel is the sole responsibility of the multiple services operator.
- (3) The 100LL AvGas and Jet-A aircraft fuel storage area tanks shall each be a minimum of twelve thousand (12,000) gallon capacity, and the multiple services operator shall also provide adequate mobile or stationary dispensing equipment and be adequately staffed a minimum of fifty-six (56) hours per week and seven (7) days per week and shall have a person on call at all times, to serve the Airport's aircraft fuel demand. A second person must be present during all fueling operations. Filter-equipped Aircraft fuel dispensers with separate dispensing pumps and meter systems for each grade of aircraft fuel shall be provided. All metering devices must be inspected, checked and certified annually by appropriate local and State agencies. Aircraft fuel storage facility tanks shall meet all applicable Federal, State and local laws, and the Airport Rules and Regulations.
- (4) Each multiple services operator, at its own expense, will maintain the aircraft fuel storage area, all improvements thereon, and all appurtenances thereto, in a presentable condition consistent with good business practices and in accordance with the appropriate rules, regulations and requirements at the time of construction and any mandated upgrades.
- (5) Each multiple services operator shall provide two operating and fully functional aircraft fueling trucks containing a minimum capacity of twenty-five hundred (2,500) gallons for Jet-A and seven hundred fifty (750) gallons for 100LL fuel. Each aircraft fueling vehicle shall be equipped with metering devices that meet all applicable Federal, State, local laws, rules and regulations. One aircraft-fueling vehicle dispensing Jet-A aircraft fuel shall have over the wing and single point

servicing capability and one truck shall be capable of dispensing 100LL fuel. Each fuel truck will be inspected and approved by the airport before being placed into service on the airport.

- (6) Each multiple services operator shall operate an aircraft fuel storage area designed in accordance with all Environmental Protection Agency (EPA) and the State of Wisconsin regulations including proper aircraft fuel spill prevention features and containment capabilities. In addition, each multiple services operator shall provide a current copy of their Aircraft Fuel spill prevention, countermeasures, and control plan (SPCC) to the Department thirty (30) days prior to commencing operations. DEP standards and inventory details will be provided to the Department when requested including total of gallons delivered by type and date.
- (7) Each multiple services operator shall conduct the lawful, sanitary, and timely handling and disposal of all solid waste, regulated waste, and other materials including, but not limited to, sump aircraft fuel, used oil, solvents, and other regulated waste. The piling and storage of crates, boxes, barrels, containers, refuse, and surplus property is not permitted upon the leased premises.
- (8) The multiple services operator shall develop and maintain SOP for aircraft fuel and ground handling operations and shall ensure compliance with standards set forth in FAA Advisory Circular 00-34, Aircraft Ground Handling and Servicing, as now or hereafter amended. The SOP shall address bonding and fire protection, public protection, control of access to the aircraft fuel storage facility, and marking and labeling of aircraft fuel storage tanks and fuel dispensing equipment, and shall be submitted to the Department prior to the multiple services operator commencing fueling activities.
- (9) Additionally, each multiple services operator shall comply with the Wisconsin Fire Prevention Code, FAA Advisory Circular 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports, Airport Rules and Regulations, and all other applicable Federal, State and local laws related to aircraft fuel handling, dispensing, sale and storage. Each multiple services operator shall obtain all applicable aircraft fueling certifications and permits, and receive periodic refresher training as required. The County and/or the FAA may periodically conduct inspections of the multiple services operator activities and facilities to ensure compliance with all applicable laws and regulations, and these Minimum Standards.
- (10) Each multiple services operator shall provide an adequate supply of properly located, type, size and operable fire extinguishers and other safety equipment. All fire extinguisher certifications must be current. Fire extinguishers shall be maintained within all hangars, on apron areas, at aircraft fuel storage area, and on all ground handling and fueling vehicles as required by applicable State and local fire codes for the type of operations conducted.
- (11) Each multiple services operator shall provide monthly fuel inventory reconciliation reports to the Department listing the total amounts of aircraft fuel delivered to the

site. A copy of each bill of lading for each fuel delivery shall be delivered to the airport administration office on the day of delivery for each load of fuel received by all operators.

b. Commercial Self-Service Fueling

- (1) A multiple services operator may provide commercial self-service fueling equipment in addition to the required aircraft fuel equipment set forth in Sections 4.6, A.1-11, with the prior written consent of the Department. Commercial self-service fueling equipment must be in compliance with all applicable Federal, State, local laws, rules and regulations and cannot be substituted for the required full-service aircraft fueling equipment set forth in Sections 4.6.A.1-11.
- (2) Any multiple services operator authorized to provide commercial self-service fueling services at the Airport shall provide, at a minimum, 100LL aviation gasoline. The products and equipment must meet all applicable Federal, State, and local laws, rules, regulations, and requirements, including but not limited, to applicable FAA Advisory Circulars.
- (3) The aircraft fuel storage areas are the locations on the Airport designated temporarily or permanently by the Department as the only areas in which aircraft fuel may be stored.
- (4) The aircraft fuel storage and dispensing equipment shall meet all applicable Federal, State, local laws, rules, regulations and requirements, including, but not limited to, the State of Wisconsin Fire Prevention Code and FAA Advisory Circular 150/5230-4, as now or hereafter amended.
- (5) Each multiple services operator providing the commercial self-service fueling services shall be knowledgeable of and comply with all Federal, State, and local environmental laws, and rules and regulations. Each multiple services operator shall provide the Department with a current fuel spill prevention, countermeasures, and control plan (SPCCC) that contains methods and procedures to prevent, control, and clean up an aircraft fuel spill on Airport property.
- (6) Each multiple services operator authorized to install and maintain a commercial self-service fueling system shall provide quarterly aircraft fuel inventory reconciliation reports to the Department listing the total amounts of aircraft fuel delivered to the site. The storage tank for this facility shall be a minimum of 12,000 gallons.

c. Aircraft Line Services

If offered, each multiple services operator shall provide necessary equipment and supplies, and be adequately staffed with trained employees for aircraft apron assistance, towing, parking, and tie-downs, within the leased premises. The trained employees may also serve as the required refuelers as stated in section 4.6.A.(3). Equipment shall be

sufficient to facilitate the handling of aircraft up to and including small corporate jets as defined by FAA Category ARC C-III. Equipment shall consist of one (1) tug, one (1) ground power unit, one (1) universal tow bar, and one (1) tow bar with changeable heads for turbine aircraft. Recognizing that aircraft removal is the responsibility of the aircraft owner/operator, the multiple services operator shall be prepared to lend assistance within thirty (30) minutes upon request in order to maintain the operational readiness of the Airport. The multiple services operator shall prepare an aircraft removal plan and have the equipment available that is necessary to remove aircraft normally frequenting the Airport within two (2) hours following the incident or accident.

d. Passenger, Crew, and Aircraft Ground Services, Support and Amenities

If offered, each multiple services operator shall provide the following services and concessions inside the multiple services operator terminal building located within the leased premises:

- (1) Customer service counter stocked with basic pilots supplies;
- (2) Public lounge and waiting area;
- (3) Flight planning work area with flight service station and weather service communication links;
- (4) Local ground transportation contacts.

e. Airframe and Power Plant Maintenance

If offered, each multiple services operator or sub-lessee of a multiple services operator engaging in Airframe and Power Plant Maintenance shall:

- (1) Operate the service from a minimum of five thousand (5,000) square feet of ventilated hangar and shop space and have immediate access to customer lounge, public telephones, and restrooms.
- (2) Have an additional one thousand five hundred (1,500) square feet for management, record keeping and reception areas.
- (3) Employ and have available a minimum of one (1) employee. The employee on-duty must be an FAA certified technician who possess an airframe, power plant, or aircraft inspector rating as specified in 14 CFR Part 65, as now or hereafter amended, or the maintenance facility shall be certified under and satisfy all the requirements as specified in 14 CAR Part 145, as now or hereafter amended.
- (4) Keep premises open and services available a minimum of eight (8) hours daily, five (5) days a week. A technician shall also be available twenty-four (24) hours a day, seven (7) days a week on-call for emergencies, with a response time of not more than two (2) hours. If more than one (1) airframe and power plant

maintenance facility is located on the airport, this responsibility may be rotated on a mutually agreeable rotating on-call schedule.

- (5) Provide equipment, supplies and parts required for aircraft airframe, power plant, inspection, tire, battery, oxygen, and other routine Aircraft maintenance functions appropriate for the type of aircraft serviced.

f. Aircraft Storage Hangars

If offered, each multiple services operator or sub-lessee of a multiple services operator engaging in aircraft storage hangar activities shall

- (1) Lease the necessary amount of land to accommodate the proper quantity and required size of hangars. The minimum land area shall be at the sole discretion of the Department and shall be dependent upon the number and size of hangars proposed.
- (2) Each aircraft hangar must be a minimum of three thousand (3,000) square feet with five hundred (500) square feet of office, and storage area.
- (3) Provide emergency contact name and phone numbers via posted informational sign at each multiple services operator terminal.
- (4) Provide a listing of all Aircraft stored within the multiple services operator's or sub-lessee's hangar facilities to the Department semi-annually.
- (5) Ensure that hangar tenants only perform preventive aircraft maintenance within the hangar on their own aircraft to the extent permitted in 14 CFR Part 43, as now or hereafter amended. Painting, welding, and any type of hazardous material storage shall not be permitted within aircraft hangars unless authorized specifically by the Department in writing. The piling and storage of crates, boxes, barrels, containers, refuse, and surplus property shall not be permitted.
- (6) Provide a waste oil receptacle within the immediate vicinity of the hangar(s). This receptacle shall be capable of holding a minimum of fifty (50) gallons, have secondary containment protection and be emptied at regular intervals and be in compliance with all regulatory requirements as now or hereafter amended.
- (7) Have on duty, adequate trained personnel during the operational hours.

4.7 Optional Multiple Services Operator Services

Each multiple services operator may provide aeronautical activities at the Airport in addition to the required multiple services operator services with the consent of the County, which may include, but are not necessarily limited to, the services listed below. Any multiple services provider providing optional services, either directly or through a sublessee or subcontractor, shall

comply with the standards set forth in this Section 4.7, in addition to all other applicable Minimum Standards (See 5.1.1).

Type of Activity	Minimum Office Space	Minimum Hangar Space
Flight Training	500	Not required
Air Charter or Taxi or Aircraft Management	500	Not required
Aircraft Rental	500	Not required
Avionics Sales and Maintenance	500	1,500

a. Flight Training

Each multiple services operator or sub-lessee of a multiple services operator engaging in flight training services shall:

- (1) Operate the service from a minimum of five hundred (500) square feet of classroom and office space within the multiple services operator's leased premises and have immediate access to customer lounge, public telephones, and restrooms.
- (2) Make available at least one (1) FAA certified flight instructor as necessary to meet the flight training demand and schedule requirements.
- (3) Own or lease one (1) or more airworthy aircraft necessary to meet the flight training demand and schedule requirements. Aircraft may be fixed or rotary wing.
- (4) Flight training operations shall include adequate training aides necessary to provide proper and effective ground school instruction.

b. Air Charter or Taxi and Aircraft Management Operations

Each multiple services operator or sub-lessee of a multiple services operator engaging in air charter or taxi or aircraft management operations shall:

- (1) Operate the service from not less than five hundred (500) square feet of office space within the multiple services operator leased premises and have immediate access to customer lounge, public telephones, and restrooms.
- (2) Employ and make available at least two (2) employees who hold current FAA commercial pilot certificates and current Class I or II medical certificates. In addition, all flight personnel shall be properly rated for the aircraft operated.

- (3) Be open and have services available five (5) days per week, eight (8) hours per day. Employ at least one (1) employee with experience and ability to provide charter quotes, schedule and dispatch support and customer service.
- (4) Own or lease or manage at least one (1) certified and continuously airworthy qualified aircraft.
- (5) Have and display in the public office, a current 14 CFR Part 135 Air Taxi Certificate or provisional FAR Part 135 Certificate, in addition to, the aircraft identification page from the operating specifications manual of each aircraft listed on the certificate.
- (6) Have and display in the public office a current copy of 14 CFR Part 133 for rotorcraft operations detailing the external-loading requirements.
- (7) Aircraft management activities must be operated in accordance with the provision as specified in 14 CFR Part 91 as now or hereafter amended.

c. Aircraft Rental

Each multiple services operator or sub-lessee of a multiple services operator engaging in aircraft rental services shall:

- (1) Operate the service in a minimum of five hundred (500) square feet of office space within the multiple services operator's leased premises and have immediate access to customer lounge, public telephones, and restrooms.

Employ and have on duty at least one (1) qualified employee.

- (2) Keep the premises open and services available a minimum of eight (8) hours per day, six (6) days a week.
- (3) Have available for rental or use in flight training, either owned or leased and under exclusive control of commercial operator, a minimum of one (1) certified and airworthy aircraft.

d. Avionics Sales and Maintenance

Each multiple services operator or sub-lessee of a multiple services operator engaging in avionics sales and maintenance shall:

- (1) Operate the service in a minimum of five hundred (500) square feet of space for operations, bench testing and administration within the multiple services operator's leased premises have immediate access to customer lounge, public telephones, and restrooms.
- (2) Have one thousand five hundred (1,500) square feet of hangar space to work on aircraft.

- (3) Employ and have on duty at least one (1) trained and FAA certified technician
- (4) Keep premises open and services available a minimum of eight (8) hours a day, five (5) days a week.
- (5) Having the appropriate FAA repair station certificates for the types of equipment serviced and/or installed is preferred.

SECTION 5 SPECIALIZED AVIATION SERVICE OPERATIONS (SASO)

5.1 General Requirements

5.1.1 Compliance

In addition to the general requirements set forth in Sections 2 and 3, SASOs leasing Airport property directly from the County shall be required to comply with applicable Minimum Standards as set forth in this Section 5. An SASO leasing Airport property as a sub-lessee of a multiple services operator shall be required to comply with all the Minimum Standards as set forth in Section 4 above, in addition to the general requirements set forth in Sections 2 and 3. SASOs shall not be permitted to provide commercial aircraft fueling services.

5.1.2 Leased Space Requirement for SASO's

Type of Activity	Minimum Office Space	Minimum Hangar Space	Total Building Space	Minimum Land Lease
Flight Training	1,000 square feet	Not Required	1,000 square feet	5,000 square feet
Airframe and Powerplant Maintenance	750 square feet	3,600 square feet	4,350 square feet	15,000 square feet
Air Charter or Taxi or Aircraft Management	750 square feet	3,600 square feet	4,350 square feet	15,000 square feet
Aircraft Rental	500 square feet	3,600 square feet	4,100 square feet	15,000 square feet
Avionics Sales and Maintenance	500 square feet	3,600 square feet	4,100 square feet	15,000 square feet
Aircraft Storage Hangar	500 square feet	3,600 square feet	4,100 square feet	15,000 square feet
Aircraft Sales	500 square feet	3,600 square feet	4,100 square feet	15,000 square feet
Aircraft Restoration or Refurbishing	500 square feet	3,600 square feet	4,100 square feet	15,000 square feet
Specialized Flying Services	500 square feet	Not Required	500 square feet	5,000 square feet
Light Sport Aircraft Services	500 square feet	2,000 square feet	2,500 square feet	10,000 or 5,000 for a start-up company
Agricultural Aircraft Spraying Operation	500 square feet	3,600 square feet	4,100 square feet	15,000 square feet

5.1.3 Responsible Personnel

Each SASO shall have at least the number of employees as specified below on duty at all times during hours of operation, and provide to the County a current written statement of the names, addresses, telephone numbers and other necessary contact information for all personnel responsible for the operation and management of the SASO. In addition, the Airport shall be provided a point-of-contact with phone numbers for emergency situations.

5.1.4 Insurance Requirements

Each SASO shall maintain the types and amounts of insurance required by the County. Insurance policies shall name the County of Rock and the Southern Wisconsin Regional Airport as additional

insured in the manner specified by the County, and the County shall have the right to modify and/or change the insurance requirements from time to time. Certificates of insurance naming the County of Rock and the Southern Wisconsin Regional Airport as additional insured shall be provided to the Airport for each required policy.

5.2 Flight Training

SASOs engaging in flight training services shall:

- a. Lease or sub-lease not less than five thousand (5,000) square feet of land for offices, apron, aircraft parking, auto parking and green space.
- b. Operate the service from a minimum of one thousand (1,000) square feet of classroom and office space on the Airport and have at a minimum; customer lounge, and restrooms.
- c. Employ or make available at least one (1) employee that is FAA certified flight instructor necessary to meet the flight training demand and schedule requirements.
- d. Own or lease one (1) or more airworthy aircraft necessary to meet the flight training demand and schedule requirements. Aircraft may be fixed or rotary wing.
- e. Include adequate training aides necessary to provide proper and effective ground school instruction. All materials shall meet FAA requirements for the training offered.
- f. Lessee shall comply with the City of Janesville parking requirements but provide no less than ten (10) parking spaces.
- g. Services shall be available a minimum of five (5) days per week.

5.3 Airframe and Power Plant Maintenance

SASOs engaging in Aircraft Airframe and Power Plant Maintenance shall:

- a. Lease not less than fifteen thousand (15,000) square feet of land for offices, apron, aircraft parking, auto parking and green space.
- b. Operate the service from a minimum of three thousand six hundred (3,600) square feet of ventilated hangar and shop space and seven hundred fifty (750) square feet of office space on the Airport and provide a customer lounge, public telephones, and restrooms.
- c. Employ and have available a minimum of one (1) employee. The employee on-duty or available must be an FAA certified technician who possesses an airframe, power plant, or aircraft inspector rating as required in 14 CFR Part 65, as now or hereafter amended, or the maintenance facility must be certified under 14 CFR Part 145, as now or hereafter amended.
- d. Keep premises open and services available a minimum of eight (8) hours per day, five (5) per week. A technician shall also be available on-call twenty-four (24) hours, seven (7) days for

- emergency purposes only. If more than one (1) maintenance facility is located on the airport the on-call responsibility may be rotated on a mutually agreeable schedule.
- e. Provide equipment, supplies and parts required for aircraft airframe, power plant, inspection, tire, battery, oxygen, and other routine Aircraft maintenance functions.
 - f. Lessee shall comply with the City of Janesville parking requirements but provide no less than ten (10) parking spaces.

5.4 Air Charter or Taxi or Aircraft Management Operations

SASOs engaging in air charter or air taxi or aircraft management operations shall:

- a. Lease not less than fifteen thousand (15,000) square feet of land for offices, apron, aircraft parking, auto parking, and green space.
- b. Operate the service from a minimum of three thousand six hundred (3,600) square feet of floor space for aircraft storage and at least seven hundred fifty (750) square feet of office space on the Airport and provide a customer lounge, public telephones, and restrooms.
- c. Employ and make available at least one (1) employee who holds a current FAA commercial pilot certificate, current Class I or II medical certificate. In addition, all flight personnel shall be properly rated for the aircraft operated. Employ at least one (1) employee with experience and ability to provide charter quotes, schedule and dispatch support and customer service.
- d. Own or lease or manage at least one (1) certified and continuously airworthy instrument qualified aircraft.
- e. Have and display in the public office, a current 14 CFR Part 135 Certificate or provisional 14 CFR Part 135 Certificate, in addition to, the aircraft identification page from the operating specifications manual of each aircraft listed on the certificate.
- f. Have and display in the public office a current copy of 14 CFR Part 133 for rotorcraft operations detailing the external-loading requirements if applicable.
- g. Aircraft management activities must be operated in accordance with the provision as specified in 14 CFR Part 91 as now or hereafter amended.
- h. Lessee shall comply with the City of Janesville parking requirements but provide no less than ten (10) parking spaces.

5.5 Aircraft Rental

SASOs engaging in aircraft rental services shall:

- a. Lease not less than fifteen thousand (15,000) square feet of land for offices, apron, aircraft parking, auto parking and green space.

- b. Operate the service in a minimum of three thousand six hundred (3,600) square feet for aircraft storage and at least five hundred (500) square feet of office space on the Airport and provide a customer lounge, public telephones, and restrooms.
- c. Employ and have on duty at least one (1) employee having a current commercial pilot certificate with appropriate ratings, including instructor rating.
- d. Keep premises open and services available a minimum of eight (8) hours per day, six (6) days a week.
- e. Have available for rental, a minimum of one (1) owned or leased, certified, and airworthy aircraft.
- f. Lessee shall comply with the City of Janesville parking requirements but provide no less than five (5) parking spaces.

5.6 Avionics Sales and Maintenance

SASOs providing avionics sales and maintenance shall:

- a. Lease not less than fifteen thousand (15,000) square feet of land for offices, Apron, Aircraft parking, auto parking and green space.
- b. Operate the service in a minimum of three thousand six hundred (3,600) square feet of hangar and shop space, and no less than five hundred square feet (500) of office space on the Airport and provide a customer lounge, public telephones, and restrooms.
- c. Employ and have on duty at least one (1) trained and FAA certified airframe technician and one (1) administrative or customer service employee.
- d. Provide for the sale of new or used aircraft avionics, radios, instruments, and accessories.
- e. Keep premises open and services available a minimum of eight (8) hours per day, five (5) days a week.
- f. Hold the appropriate FAA repair station certificates for the types of equipment the SASO plans to service and/or install.
- g. Lessee shall comply with the City of Janesville parking requirements but provide no less than five (5) parking spaces.

5.7 Aircraft Storage Hangars

SASOs engaging in the business of renting and leasing hangars storage space to aircraft owners or operators solely for aircraft storage purposes shall:

- a. Lease not less than fifteen thousand (15,000) square feet of land for offices, apron, aircraft parking, auto parking and green space.
- b. Operate the business in a hangar of no less the three thousand six hundred (3,600) square feet of hangar and not less than five hundred (500) square feet of office space on the Airport office and aircraft storage space on the Airport and provide a customer lounge, public telephones, and restrooms.
- c. Provide SASO contact name and phone numbers, hangar availability, and rental rates known to prospective customers via posted informational sign inside the Airport terminal.
- d. Provide a list of the based aircraft stored within the SASO hangar facilities to the County semi-annually.
- e. Keep premises open and services available as needed.
- f. Ensure that hangar tenants only perform preventive aircraft maintenance within the hangar on their own aircraft to the extent permitted in 14 CFR Part 43, as now or hereafter amended. Painting, welding, and any type of hazardous material storage shall not be permitted within aircraft hangars unless authorized by the County in writing. The piling and storage of crates, boxes, barrels, containers, refuse, and surplus property shall not be permitted.
- g. Provide a waste oil receptacle within the immediate vicinity of the hangar(s). This receptacle shall be capable of holding a minimum of fifty (50) gallons, have secondary containment protection, and be emptied at regular intervals, and be in compliance with all regulatory requirements, as now or hereafter amended.
- h. All aircraft handling personnel shall be trained in the safe and proper handling, of aircraft towing and movement. Acceptable training shall be NATA Safety 1st or an equivalent training program.
- i. Lessee shall comply with the City of Janesville parking requirements but provide no less than one (1) parking space for each seat of each aircraft stored.

5.8 Aircraft Sales

SASOs engaging in new and/or used aircraft sales shall:

- a. Lease not less than fifteen thousand (15,000) square feet of land for offices, apron, aircraft parking, auto parking and green space.
- b. Operate the service in a minimum of three thousand six hundred (3,600) square feet for aircraft storage and five hundred (500) square feet of office space on the Airport and provide a customer lounge, public telephones, and restrooms.

- c. Employ and have on duty at least one (1) qualified aircraft salesperson and access to a demonstration pilot that has a current commercial pilot certificate with appropriate aircraft type ratings.
- d. Keep premises open and services available as needed.
- e. Lessee shall comply with the City of Janesville parking requirements but provide no less than ten (10) parking spaces.

5.9 Aircraft Restoration and Refurbishing

SASOs engaging in aircraft restoration and refurbishing of aircraft structures, propellers, accessories, interiors, exteriors, and components shall:

- a. Lease not less than fifteen thousand (15,000) square feet of land for offices, ramp, aircraft parking, auto parking and green space.
- b. Operate the service in a minimum of five hundred (500) square feet of office space and provide a customer lounge, public telephones, and restrooms and three thousand six hundred (3,600) feet of ventilated hangar space on the Airport.
- c. Employ and have on duty at least one (1) qualified employees that have current required certificate, licenses, and ratings.
- d. Keep premises open and services available a minimum of eight (8) hours per day, five (5) days per week.
- e. Lessee shall comply with the City of Janesville parking requirements but provide no less than five (5) parking spaces.

5.10 Specialized Flying Services

SASOs engaging in specialized flying services shall:

- a. Lease not less than five thousand (5,000) square feet of land for offices, apron, aircraft parking, auto parking and green space.
- b. Operate the service from a minimum of five hundred (500) square feet of office space on the Airport and provide a customer lounge, public telephones, and restrooms.
- c. Employ and make available at least one (1) employee who holds a current FAA commercial pilot certificate and medical certificate with ratings appropriate for the operator's Aircraft.
- d. Provide contact information (i.e. telephone, pager, etc.) and keep the premises open eight (8) hours per day, five (5) days per week.
- e. Own or lease at least one (1) airworthy aircraft.

- f. Lessee shall comply with the City of Janesville parking requirements but provide no less than five (5) parking spaces.

5.11 Light-Sport Aircraft Service Provider

SASO's engaging in light-sport aircraft services shall:

- a. Lease not less than the number of feet of land for offices, apron, aircraft parking, auto parking, and green space as designated in 5.1.2.
- b. Operate the service from the required number of square feet of office space on the airport as designated in 5.1.2.
- c. Employ at least one employee to meet customer demands. A minimum of one employee will hold an FAA certificate (A&P, Repairman, Pilot, and/or Instructor) appropriate to the services provided.
- d. Provide contact information (i.e., telephone, pager, etc.) to the Department and have services available within a set number of days and hours per those approved in the lease.

SASO's engaging in light-sport aircraft service shall provide one or more of the following:

- a. Provide light-sport aircraft flight instruction or rental. Must own or lease at least one (1) airworthy aircraft appropriate for the level of service provided.
- b. Provide retail aircraft fueling facilities at the airport. As a minimum, provide at least one fully functioning fuel pump containing unleaded auto fuel (ASTM D4814) or avgas (ASTM 6227) light-sport approved fuels. The fuel may be obtained from off-airport fuel vendors who meet appropriate unleaded ASTM specifications. Other avgas and turbine fuels will be provided only by the airfields multiple services operator. Will comply with paragraph 4.6a(6)-(11) of this Minimum Standards document. Any and all fuel equipment and or installations will be approved by the Director or his/her designee.
- c. Provide light-sport aircraft maintenance.
- d. Provide light-sport aircraft sales.
- e. Provide light-sport aircraft construction.
- f. Provide light-sport aircraft avionics sales and service.
- g. Provide light-sport aircraft storage hangers.
- h. Provide light-sport aircraft restoration and/or refurbishing.

- i. Provide basic pilot supplies, a flight planning area with weather service and communications links, a snack food and beverage machine area and contacts for local ground transportation and restaurants.
- j. Provide a customer lounge, public telephones, and restrooms.
- k. Lessee shall comply with the City of Janesville parking requirements but provide no less than ten (10) parking spaces.

5.12 Agricultural Aircraft Spraying Operation

SASO's engaging in Aerial Spraying services shall:

- a. Lease not less than the number of feet of land for offices, apron, aircraft parking, auto parking, and green space as designated in 5.1.2.
- b. Operate the service from the required number of square feet of office space on the airport as designated in 5.1.2.
- c. Employ at least one employee to meet customer demands. A minimum of one employee will hold an FAA certificate (A&P, Repairman, Commercial Pilot, and/or Instructor) with type rating appropriate to the services provided.
- d. Shall abide by all applicable federal, state and local rules and regulations pertaining to aerial agricultural spraying operations, including but not limited to Federal Aviation Regulations. Will provide copies of the following upon request:
 - 1. Commercial pilots license and FAA medical certificates
 - 2. Aircraft registrations and airworthiness certificates
 - 3. Wisconsin commercial pesticide applicator's license
 - 4. Federal Aviation Regulations Part 137 Certificate
 - 5. Safety Data Sheets (SDS) for each chemical brought onto the airport
- e. Shall comply with all federal, state and local rules and regulations regarding the storage, application and disposal of pesticides and other chemicals, including but not limited to, Chapter ATCP 29 of the Wisconsin Administrative Code. All chemicals must be stored in a locked enclosure, sheltered from the wind and/or rain. The locked enclosure must be neat in appearance and sealed tight to prevent intrusion.
- f. The operator shall construct, establish and maintain a spill containment system that conforms to all applicable rules and regulations.
- g. The Operator shall be responsible for the cleanup of any contamination that is caused by its own actions or omissions (or the actions or omissions of its designated agents) and costs for said cleanup.

- h. Provide contact information (i.e., telephone, pager, etc.) to the County and have services available within a set number of days and hours per those approved in the lease.
- i. Lessee shall comply with the City of Janesville parking requirements, but provide no less than ten (10) parking spaces.

SECTION 6 FLYING CLUBS

6.1 Requirements

The airport has the right to require a flying club to furnish documents such as insurance policies, club by-laws, meeting minutes and notifications, and a current list of members to ensure that the club remains a non-commercial and non-profit organization. Each flying club shall be required to provide the County with indemnification and insurance at the limits and types determined by the County's Risk Management Department.

- 6.1.1 No member (owner) of a flying club shall receive compensation for services provided for such flying club or its members (owners) unless such member is an authorized commercial operator with the County.
- 6.1.2 Flying club member's aircraft shall not be used by non-members.
- 6.1.3 No member (owner) shall use flying club aircraft in exchange for compensation.
- 6.1.4 Flying club members (owners) shall file and keep current with the County a complete membership (owner) list and the investment share held by each member.

SECTION 7 SELF-FUELING OPERATORS

7.1 Requirements

A self-fueling operator, as a condition of being permitted to operate at the Airport shall

- a. Lease a minimum of 30,000 square feet of ground space.
- b. Provide a building with a minimum of 3,600 square feet of floor space for aircraft storage, office, and restrooms, all properly heated and lighted.
- c. Lease aircraft parking ramp area adequate for operation to accommodate aircraft movement from the Operator's building to the taxiway or the access to the taxiway that has been provided for the Operator.
- d. Lessee shall comply with the City of Janesville parking requirements but shall provide not less than five (5) parking spaces.
- e. Provide a paved walkway within the leased area to accommodate pedestrian access to the Operator's office.

- f. Provide a paved aircraft apron within the leased area to accommodate aircraft movement from the Operator's land or buildings to the taxiway or to the access to the taxiway that is provided by owner.
- g. Provide at least 12,000 gallons of fuel storage for each type of fuel.
- h. Provide metered, filter-equipped dispenser, fixed or mobile, which meets all Federal, State and local laws, rules and regulations for the dispensing of fuel.
- i. All locations and types of fuel storage must be approved by the Airport Board.
- j. Employ trained personnel approved for the dispensing of aviation fuel in accordance with F.A.A. guidelines.
- k. A fuel flowage fee will be paid by operator on the 15th day of each month for each gallon of gasoline, lubricants, and aviation fuel dispensed during the preceding month
- l. The Airport Board establishes the Fuel Flowage Fees and reserves the right to reasonably adjust the fees from time to time.
- m. Operator will remit to the Airport Director's Office, at time of delivery, a copy of the delivery invoice as provided by the supplier, showing the date of delivery, type of fuel, and the number of gallons.
- n. Failure to submit report of fuel delivered and/or failure to pay Fuel Flowage Fees may subject the operator to termination of fueling privileges or require the operator to pay Fuel Flowage Fees upon delivery from supplier.
- o. Use leased premises and provide commercial services in accordance with any other applicable Federal, State or local law, rule or regulation.

7.2 **Insurance Policies**

Operator shall procure and maintain, during the term of any lease or agreement the insurance policies hereinafter specified. Said policies must be issued by an insurance company or companies authorized to do business in the State of Wisconsin and licensed by the Insurance Department of the State. Operator shall furnish a Certificate of Insurance indicating compliance with the foregoing, including the naming of County as an "additional insured", and proof of payment of premium to the Airport Director for approval. The insurance policy or policies shall contain a clause that in the event that any policy issued is cancelled or terminated for any reason, or any material changes are made therein, the Airport Director will be notified, in writing, by the insurer at least fifteen (15) days before any cancellation, termination or change takes effect. If for any reason, the insurance coverage required herein lapses, the Airport Board may declare the lease or agreement null and void as of the date no valid insurance policy was in effect. Certificates of policy renewals shall be furnished to the Airport Director throughout the term of lease.

The Following insurance coverages shall be obtained and continue in effect during the term of the lease or agreement in not less than the amounts specified:

- a. Worker's Compensation – Statutory – in compliance with the Worker's Compensation Law of the State of Wisconsin;
- b. General liability insurance with a minimum limit of One Million (\$1,000,000.00) Dollars per occurrence having the following coverages:
 - (1) Premises and Operations, including hangar keepers;
 - (2) Independent Contractor and Subcontractors;
 - (3) Products and completed operations;
 - (4) Contractual; and,
 - (5) Death and personal injury.
- c. Where aerial spraying chemicals, aviation fuel or other hazardous products are dispensed on leased premises, environmental liability (pollution) insurance coverage, with a minimum limit of One Million (\$1,000,000.00) Dollars, is required, including third party bodily injury and property damage protection and resulting cleanup, as a consequence of fuel spill, overfill, leak accident or other event from underground/aboveground storage tanks or fueling or petroleum dispensing trucks.

SECTION 8 THROUGH-THE-FENCE AGREEMENTS

The Federal Aviation Administration (FAA) in Order 5190.6B recommends that airport owners refrain from entering into through-the-fence agreements. This Wisconsin Department of Transportation Bureau of Aeronautics supports the FAA recommendation.

SECTION 9 AIRPORT SECURITY

The Airport Security Program as written and amended addresses Federal Aviation Administration requirements for airport security. Airport security at Southern Wisconsin Regional Airport is dependent upon the cooperation of all users of the Airport. For the purposes of the Minimum Standards for Southern Wisconsin Regional Airport, compliance with the Airport Security Program is required. Requirements include but are not limited to:

- a. Multiple services operator and SASO tenants shall provide a list of contact people and phone numbers to the airport administration office for emergency purposes.
- b. A current list of employees who access the airfield shall be provided to the Airport office.
- c. A list of subtenants and contact numbers shall be provided to the Airport office.
- d. All tenants shall insure that unattended vehicles, aircraft, buildings, and other equipment are locked. Outdoor lighting in tenant's control should be in good operating condition.

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- e. Gates not actively in use shall be closed and locked. If any gate located within a tenants leased area is found open and not actively in use and security is breached through the tenant's neglect, the tenant shall pay to Southern Wisconsin Regional Airport all costs associated with the security breach, including, but not limited to fines, legal costs, equipment replacement, and repair of damage.
- f. All tenants/users should be alert to unusual or strange activity in the vicinity of the aircraft operating area.
- g. All tenants will comply with the requirements of the Transportation Security Administration requirements as now and hereinafter amended.