

Title 22

AIRPORTS¹

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¹ For statutory provisions pertaining to aeronautics in general, see Chapter 114, Wis. Stats.

Chapter 22.04

DEFINITIONS

Sections:

22.04.010	Generally.
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22.04.010 Generally. As used in this title, unless the context otherwise requires, the definitions set forth in this chapter apply. (Ord. 61-4284 §1(part), 1975.)

22.04.020 Airport. "Airport" means the Wausau Downtown Airport located in Sections 11 and 12, Township 28 North, Range 7 East, Marathon County, Wisconsin. (Ord. 61-4284 §1(part), 1975.)

22.04.030 Airport hazard. "Airport hazard" means any structure, object of natural growth, or use of land which obstructs the air space required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or taking off. (Ord. 61-4284 §1(part), 1975.)

22.04.040 Nonconforming use. "Nonconforming use" means any structure, tree or use of land which does not conform to a regulation prescribed in this title or an amendment thereto, as of the effective date of such regulation. (Ord. 61-4284 §1(part), 1975.)

22.04.050 Person. "Person" means any individual, firm, partnership, corporation, company, association, joint stock association, or body politic, and includes any trustee, receiver, assignee, or other similar representative thereof. (Ord. 61-4284 §1(part), 1975.)

22.04.060 Structure. "Structure" means any object constructed or installed by man. (Ord. 61-4284 §1(part), 1975.)

22.04.070 Tree. "Tree" means any object of natural growth, except farm crops which are cut at least once a year, and except shrubs, bushes or plants which do not grow to a height of more than five feet. (Ord. 61-4284 §1(part), 1975.)

22.04.080 Runway. "Runway" means a level portion of an airport having a surface specially developed and maintained for the landing and takeoff of aircraft. (Ord. 61-4284 §1(part), 1975.)

Chapter 22.08

ZONES

Sections:

22.08.010 Zones.

22.08.010 Zones. All zones established by this section are as shown on the map dated December 6, 2007, entitled, "Height Limitation Zoning Map, Wausau Downtown Airport, Wausau, Wisconsin," prepared by the Wisconsin Bureau of Aeronautics, which is adopted as part of this title. (Ord. 61-5411 §1, 2009, File No. 09-1105; Ord. 61-4284 §1(part), 1975.)

Chapter 22.12

HEIGHT LIMITATION ZONES

Sections:

22.12.010 Height limitation zones.

22.12.010 Height limitation zones. Except as otherwise provided in this title, no structure shall be constructed, altered or located; and no temporary structure shall be permitted to remain after such construction, alteration or location; and no trees shall be allowed to grow, to a height in excess of the height limit indicated on the map referred to in Chapter 22.08. (Ord. 61-4284 §1(part), 1975.)

Chapter 22.16

USES

Sections:

22.16.010 Activities.

22.16.020 Nonconforming uses.

22.16.010 Activities. Notwithstanding the provisions of Chapter 22.12 of this title, no use may be made of land in any zone in such a manner as to create electrical interference with radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, or otherwise endanger the landing, taking off or maneuvering of aircraft. (Ord. 61-4284 §1(part), 1975.)

22.16.020 Nonconforming uses. (a) Not retroactive. The regulations prescribed in Chapters 22.08 and 22.12 of this title shall not be construed to require the removal, lowering or other change or alteration of any nonconforming use, or otherwise to interfere with the continuance of any nonconforming use, except as otherwise provided by section 22.24.020.

(b) Changes. Nothing contained in this title shall require any change in the construction, alteration or intended use of any structure if the construction or alteration of such was begun prior to the effective date of this title, and if such is diligently prosecuted.

(c) Removal. This section shall not interfere with the removal of nonconforming uses by purchase or the use of eminent domain. (Ord. 61-4284 §1(part), 1975.)

Chapter 22.20

ADMINISTRATION

Sections:

22.20.010 Building inspector to administer.

22.20.010 Building inspector to administer. It shall be the duty of the building inspector to administer and enforce the regulations prescribed in this title. Applications for permits and variances shall be made to the building inspector to erect buildings or other structures within the jurisdiction of this title, which shall be promptly considered and the decision made known to the applicant without undue delay. Applications for variances by the zoning board of appeals shall be forthwith transmitted by the building inspector to the board for hearing and decision in accordance with Chapters 23.74, 23.76, and 23.82. The board shall render its decision within ninety days from the filing of the application unless delayed further while awaiting approval from the Federal Aviation Administration. Fees shall be in accordance with Chapters 15.20 and 23.90. (Ord. 61-4284 §1(part), 1975.)

Chapter 22.24

PERMITS

Sections:

- 22.24.010 Future uses.
- 22.24.020 Temporary uses.
- 22.24.030 Existing uses.

22.24.010 Future uses. No structure shall hereafter be constructed, erected, or installed in the airport overlay zone created by Chapter 22.08 of this title until the owner or his agent has applied for a zoning certificate and building permit therefor and obtained the certificate and building permit from the building inspector. The building permit shall be posted in a prominent place on the premises prior to and during the period of construction, erection, or installation. Application for a zoning certificate shall indicate the use for which the building permit is desired and shall describe and locate the use with sufficient particularity to permit the building inspector to determine whether such use would conform to the regulations prescribed in this title. If such determination is in the affirmative, the building inspector shall issue the building permit applied for. The building inspector shall have the authority to order trimmed, pruned, or removed at property owner expense, any tree which was planted on private property after adoption of the ordinance codified in this chapter and found to be in violation of the height restriction of the airport overlay zoning district. (Ord. 61-4284 §1(part), 1975.)

22.24.020 Temporary uses. Any temporary use or structure violating the height restrictions of Chapter 22.12 shall comply with the provisions of section 22.24.010. (Ord. 61-4284 §1(part), 1975.)

22.24.030 Existing uses. Before any nonconforming structure may be replaced, altered, or rebuilt, a zoning certificate and building permit shall be applied for and secured in the manner prescribed by section 22.24.010. No nonconforming structure shall be replaced without zoning board of appeals permission. If the extent of alteration or rebuilding of a nonconforming structure exceeds fifty percent of the assessed value, no building permit shall be issued without permission of the zoning board of appeals. Other structural alteration or repair shall be permitted provided the alteration or repair does not further violate the height restrictions prescribed under Chapter 22.12. (Ord. 61-4284 §1(part), 1975.)

Chapter 22.26

FLAMMABLE SUBSTANCES

Sections:

22.26.010 Restrictions on flammable substances.

22.26.010 Restrictions on flammable substances. No flammable liquids or potentially explosive gases shall be stored at or brought onto the Wausau Downtown Airport premises except:

(a) When in containers of less than one pint in the case of liquid and one cubic liter in the case of gas; or

(b) When used strictly for refueling of aircraft, in which case the following regulations shall apply:

(1) Containers shall be leakproof, designed for the substance which they contain and be UL-rated,

(2) No gravity feed system is allowed,

(3) A static bonding cable with suitable clamps to ground the plane to the tank shall be required,

(4) All fuel hoses shall be marked, tested and certified pursuant to Section 3-2.2 NFPA,

(5) All nozzles shall be equipped with an automatic shutoff device which shall not be blocked off,

(6) Refueling vehicles shall contain at least one "NO SMOKING" sign of a size approved by the Wausau fire department and contain at least one fire extinguisher with a rating of twenty BC,

(7) When refueling an aircraft, the refueling vehicle shall be positioned beyond a ten-foot radius of the aircraft fuel vent openings,

(8) Refueling shall be done only at spots designated for such use by the airport manager.

(Ord. 61-4588 §1, 1986.)

Chapter 22.28

HAZARD MARKING AND LIGHTING

Sections:

22.28.010 Marking and lighting.

22.28.010 Marking and lighting. Any permit or variance granted under Chapters 22.24 and 22.32 may be so conditioned as to require the owner of such tree or structure on the area, at his own expense, to install, operate and maintain thereon such markers and lights as the owners of the airport may require to indicate to operators of aircraft the presence of an airport hazard, or in its discretion, the city may install such markers or lights as it deems necessary to indicate the presence of such airport hazard. The original cost of installation and the upkeep and maintenance thereof shall be charged to the owner of the hazard. (Ord. 61-4284 §1(part), 1975.)

Chapter 22.32

APPEALS AND REVIEW

Sections:

- 22.32.010 Variances.
- 22.32.020 Aggrieved person.
- 22.32.030 Procedure.

22.32.010 Variances. Upon appeal in special cases, the zoning board of appeals may, after investigation and public hearing, grant such variances from the terms of this title as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of this title would result in unnecessary hardship, and such relief will do substantial justice, be in accord with the spirit of this title, and does not create a hazard to the safe, normal operation of aircraft. (Ord. 61-4284 §1(part), 1975.)

22.32.020 Aggrieved person. Any person aggrieved or affected by any decision or action of the building inspector made in his administration of this title may appeal such decision or action to the zoning board of appeals. (Ord. 61-4284 §1(part), 1975.)

22.32.030 Procedure. Any appeal taken pursuant to this section shall be in conformity with the procedure established by Section 62.23(7)(e) of the Wisconsin State Statutes and Chapters 23.74, 23.76, and 23.82 of the Wausau Municipal Code. (Ord. 61-4284 §1(part), 1975.)

Chapter 22.34

MINIMUM STANDARDS FOR AERONAUTICAL SERVICES

Sections:

- 22.34.010 Definitions.
- 22.34.020 General requirements of all operators.
- 22.34.030 Specific requirements of operators.
- 22.34.040 Nonairport activity.
- 22.34.050 Enforcement.
- 22.34.060 Penalty.

22.34.010 Definitions. As used in this chapter:

“Aircraft fuel dispensing service operator” means a person or persons, firm, or corporation engaged in the sale and into—plane delivery of recognized brands of aviation fuels, lubricants, and other related aviation petroleum products. The operator shall provide servicing of aircraft, including ramp assistance and the parking and tiedown of aircraft within the leased area.

“Aircraft sales operator” means a person or persons, firm, or corporation engaged in the sale of new or used aircraft through franchise or licensed dealership or distributorship (either on a retail or wholesale basis) of an aircraft manufacturer or otherwise; and provides such repair, services, and parts as necessary to meet any guarantee or warranty on new or used aircraft sold by him.

“Aircraft rental operator” means a person or persons, firm, or corporation engaged in the rental of aircraft to the public.

“Airframe and power plant repair facilities” means a person or persons, firm or corporation providing one or a combination of airframe and power plant repair service, but, with at least one person currently certificated by the Federal Aviation Administration with ratings appropriate to the work being performed. This category of aeronautical services shall also include the sale of aircraft parts and accessories, but such is not an exclusive right.

“Airport committee” means the committee created by section 2.60.180 of this code.

“Airport manager” means the person, firm, or corporation, whether an employee of the city or an independent contractor, whose duties and responsibilities include the management of the Wausau Downtown Airport.

“Aviation Medical Examiner” means a civilian or military physician designated by the Federal Aviation Administration (a designee), who has been delegated the authority by the Federal Air Surgeon to accept applications and perform physical examinations necessary to determine qualifications for the issuance of second- and third-class Federal Aviation Administration airman medical certificates under 14CFR67. The Aviation Medical Examiner conducts these physical examinations; issues, defers or denies airman medical certificates in accordance with 14CFR67 and

the *Guide for Aviation Medical Examiners*; and issues combined medical/student pilot certificates in accordance with 14CFR61.

“Charter, air taxi operator” means a person or persons, firm, or corporation engaged in the business of providing air transportation (persons or property) to the general public for hire, either on a charter basis (commercial operation) or as an air taxi operator, as defined in the Federal Aviation Act.

“Fixed base operator” means any person, firm, corporation, or association conducting any aeronautical business on the airport.

“Flight training operator” means a person or persons, firm, or corporation engaged in instructing pilots in dual and solo flight training, in fixed or rotary wing aircraft, and provides such related ground school instruction as is necessary preparatory to taking a written examination and flight check ride for the category or categories of pilots license and ratings involved.

“Multiple service provider” means one who engages in any two or more of the aeronautical services for which minimum standards have been herein provided.

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

“Special flying service operator” means a person or persons, firm, or corporation engaged in air transportation for hire for the purpose of providing the use of aircraft for the activities listed below:

- (a) Nonstop sightseeing flights that begin and end at the same airport;
- (b) Crop dusting, seeding, spraying, and bird chasing;
- (c) Banner towing and aerial advertising;
- (d) Aerial photography or survey;
- (e) Firefighting;
- (f) Power line or pipe line patrol; and
- (g) Any other operations specifically excluded from Part 135 of the Federal Aviation Regulations. (Ord. 61-5661 §1, 2015; Ord. 61-4801 §1(part), 1993.)

22.34.020 General requirements of all operators. No person, persons, firm or corporation shall engage in any authorized commercial aviation activity or business defined under Section

22.34.010 at the Wausau Downtown Airport unless they meet the following minimum standards and they are operating under the terms and conditions prescribed in a written agreement between the operator and the city. Operators shall be selected on the basis of their qualifications, financial capabilities, and services offered; and not solely by proposal basis. In determining the use of public building space, first consideration shall be given to public necessity and convenience.

(a) Space.

(1) An operator shall lease from the city ten thousand square feet of land on the airport and either lease or construct a building to provide at least three thousand six hundred square feet of floor space for its services and at least five hundred square feet of floor space for office, customer lounge and rest rooms, which shall be properly heated and lighted; and shall provide telephone facilities for customer use. These specific space requirements may be waived by the airport committee in the event that a specific operator has demonstrated that an alternate amount of space would serve the public necessity and convenience.

(2) Buildings to be constructed by operators shall conform to all state and local building codes, and the building plans shall be subject to the approval of the city; Wisconsin Department of Commerce; Wisconsin Division of Aeronautics; and the Federal Aviation Administration.

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

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

(b) Insurance. An operator providing services under this chapter shall be required to maintain, in addition to any insurance coverage required under this chapter, at a minimum, comprehensive public liability insurance coverage issued by a company licensed to do business in the state of Wisconsin for its operations; and, in addition thereto, for any related exposure at the Wausau Downtown Airport, in an amount not less than two million dollars, single limit coverage or equivalent, provided that this two million dollar limit shall be increased at operator's expense, if additional amounts are required by any federal or state regulations. All policies of insurance required under this chapter shall be approved by the city as to form and shall contain a provision that the same may not be canceled before the expiration of its term except upon thirty days' written notice to the city.

(c) Hours. An operator providing service under this chapter shall maintain the following hours of operation unless otherwise specified in this chapter:

(1) Summer Hours (Memorial Day through Labor Day):

Monday through Friday, eight a.m. to six p.m.
Saturday and Sunday, eight a.m. to five p.m.

(2) Winter hours:

Sunday through Saturday, eight a.m. to five p.m., except for in the event of inclement weather.

(3) Availability outside of those hours shall be on an on-call basis.

(d) Employees. An operator shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in an efficient manner. An operator shall make provision for someone to be in attendance on the premises at all times during the required operating hours. All personnel hereinbefore required to hold Federal Aviation Administration certificates and ratings shall maintain such certificates and ratings. (Ord. 61-5179 §1, 2002, File No. 93-0718; Ord. 61-4931 §1, 1996; Ord. 61-4801 §1(part), 1993.)

22.34.030 Specific requirements of operators. In addition to the general requirements stated in section 22.34.020 of this chapter, the following are required of specific operators:

(a) Aircraft Fuel Dispensing Service Operator.

(1) The aircraft fuel dispensing service operator shall provide at least one ten-thousand-gallon fuel storage tank at the Wausau Downtown Airport and maintain an adequate supply of fuel on hand at all times of at least one grade of fuel of a recognized brand of aviation fuel as closely related as possible to the popular demand of the general aviation users of the Wausau Downtown Airport. The aircraft fuel dispensing service operator shall provide at least one metered filter-equipped dispenser, fixed or mobile, for dispensing the minimum requirement of one grade of fuel. Separate dispensing pumps and meters are required for each grade of fuel. All fuel shall be tested for contaminants by the operator.

(2) The aircraft fuel dispensing service operator shall procure and maintain tools, jacks, light aircraft towing equipment, tire-repairing equipment, pre-heaters, and fire extinguishers, as appropriate and necessary for the servicing of general aviation aircraft using the Wausau Downtown Airport. All equipment shall be maintained and operated in accordance with local and state industrial codes.

(3) The aircraft fuel dispensing operator shall file a suitable fuel spill plan with airport committee to be approved by the committee and the appropriate environmental agencies, and shall be responsible for abiding by all Department of Commerce, DNR, FAA and EPA regulations.

(4) Insurance. The aircraft fuel dispensing service operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in section 22.34.020(b):

(A) Fuel contamination, misfueling and premises liability: two million dollars single limit or equivalent.

(B) Hangarkeepers: five hundred thousand dollars per occurrence; one hundred thousand dollars per plane.

(b) Aircraft Rental Operator.

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

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

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

(4) Insurance. The aircraft rental operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in section 22.34.020(b):

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

(c) Aircraft Sales Operator.

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

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

(3) Insurance. The aircraft sales operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in section 22.34.020(b):

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

(d) Airframe and Power Plant Repair Operator.

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

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

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

(4) Insurance. The airframe and power plant repair operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in section 22.34.020(b):

(A) Hangarkeepers: Five hundred thousand dollars per occurrence; one hundred thousand dollars per plane.

(B) Premises and products liability: Two million dollars.

(e) Charter Air Taxi Operator.

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

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

(3) Insurance. The charter air taxi operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in section 22.34.020(b):

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

(f) Flight training operator.

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

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

(3) Insurance. The flight training operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in section 22.34.020(b):

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

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

(g) Radio, Instrument or Propeller Repair Operator.

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

(2) Insurance. The radio, instrument or propeller repair operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in section 22.34.020(b):

(A) Hangarkeepers: Five hundred thousand dollars per occurrence; one hundred thousand dollars per plane;

(B) Products liability: Two million dollars.

(h) Specialized Flying Service Operator.

(1) In the case of crop dusting, aerial application, or other commercial use of chemicals, the specialized flying service operator shall provide a centrally drained, paved area of not less than one thousand square feet for aircraft loading, washing and servicing. The specialized flying service operator shall also provide for the safe

storage and containment of noxious chemical materials. Such facilities shall be in a location on the Wausau Downtown Airport which will provide the greatest safeguard to the public.

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

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

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

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

(5) Insurance. The specialized flying service operator is required to carry the following types of insurance in the limits specified in addition to the coverage required in section 22.34.020(b):

(A) Aircraft liability: Two million dollars single limit or equivalent for bodily injury, passenger liability and property damage;

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

(i) Multiple Service Provider.

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

(2) If crop dusting, aerial application, or other commercial use of chemicals are part of the multiple services provided, the multiple service provider shall provide a centrally drained, paved area of not less than one thousand square feet for aircraft

loading, washing and servicing. The multiple service provider shall also provide for the safe storage and containment of noxious chemical material. Such facilities will be in a location on the Wausau Downtown Airport which will provide the greatest safeguard to the public.

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

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

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

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

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

(j) Flying Clubs. The following requirements pertain to all flying clubs desiring to base their aircraft on the airport and be exempt from the minimum standards:

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

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

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

(k) Aviation Medical Examiner.

- (1) May have hours by appointment only and is not required to have designated set hours of operation.
- (2) Shall have and maintain at all times the proper and necessary designations and delegations from the Federal Aviation Administration.
- (3) Shall comply with at all times all orders and standards issued by the Federal Aviation Administration for Aviation Medical Examiner.
- (4) May lease or maintain a building or hangar on property leased from the city of a size substantially less than that provided in section 2.34.020(a) upon demonstration to and approval by the Airport Committee that such amount of space serves the public necessity and convenience.
- (5) Shall have at a minimum a private examination area, adequate lighting, bathroom facilities and sound insulated walls, and the facility shall be handicap accessible and comply with all applicable federal, state and local laws, regulations, ordinances and the like.

(Ord. 61-5661 §2(part), 2015; Ord. 61-4801 §1(part), 1993.)

22.34.040 Nonairport activity. No person shall engage in any other nonairport related activity on the premises of the Wausau Downtown Airport without prior consent of the city. (Ord. 61-4801 §1(part), 1993.)

22.34.050 Enforcement. The airport manager, the police department, and the city attorney shall enforce the provisions of this chapter and report all violations to the airport committee. (Ord. 61-4801 §1(part), 1993.)

22.34.060 Penalty. Any person, firm, or corporation who violates any provision of this chapter shall forfeit not less than fifty dollars nor more than two hundred dollars. Each day this chapter is violated shall constitute a separate offense. (Ord. 61-4801 §1(part), 1993.)

Chapter 22.36

PENALTIES

Sections:

22.36.010 Penalties.

22.36.010 Penalties. Any person violating any of the provisions of this title shall, upon conviction, forfeit not less than ten dollars nor more than two hundred dollars for such offense together with the costs of prosecution and, in default of payment of such forfeiture and costs of prosecution, shall be imprisoned in the county jail until the forfeiture and costs are paid, but not to exceed thirty days for each violation. Each day that a violation continues to exist constitutes a separate offense. (Ord. 61-4284 §1(part), 1975.)

Chapter 22.40

SEVERABILITY

Sections:

22.40.010 Severability.

22.40.010 Severability. If any of the provisions of this title or the application thereof to any persons or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the title which can be given effect without the invalid provision or application. To this end the provisions of this title are declared to be severable. (Ord. 61-4284 §1(part), 1975.)