



Jackson Municipal Airport Authority

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Regulation: **Minimum Standards- Specialized Aviation Service Operators (SASOs) at Jackson Municipal Airport Authority.**

Purpose: These Minimum Standards govern Specialized Aviation Service Operators at JMAA. The purpose of these Minimum Standards for SASOs is to encourage, promote, and ensure; (1) the delivery of high quality General Aviation products, services, and facilities to JMAA users, (2) the design and development of quality General Aviation Improvements at JMAA, (3) safety and security, (4) the economic health of JMAA General Aviation Businesses, and (5) the orderly development of JMAA property.

The information and requirements defined in these Minimum Standards have been derived from Federal Aviation Administration documents, City of Jackson Ordinances, and the JMAA Rules and Regulations and tailored to the nature and scope of current and projected aviation use at JMAA. All amendments to these documents shall be considered as included and all definitions shall be interpreted on that basis and in consideration of the intentions of these documents.

**General
Terms and
Conditions:**

These Minimum Standards incorporate all provisions contained in the Jackson Municipal Airport Authority Rules and Regulations: General Terms and Conditions for Commercial Aeronautical Activities.

Definitions: Defined terms used in these and all other JMAA Minimum Standards shall be capitalized throughout the Minimum Standards. Definitions may be provided in the text or reflected in the JMAA Rules and Regulations; Definitions. Terms which are neither capitalized nor listed shall be construed using the common meaning as they apply to generally known aviation industry standards.

**Application
Processing:**

Application for SASO Permits may be obtained from and submitted to the CEO. JMAA shall be responsible for processing and approving or denying applications for SASO activities at JMAA. Jackson Municipal Airport Authority will make its best effort to process applications within thirty (30) days of submittal.

**Introduction and
Application of
Minimum
Standards:**

For purposes of these Minimum Standards, SASOs at JMAA and their associated Minimum Standards are detailed in the following sections:

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Each SASO at JMAA shall comply with these Minimum Standards, restrictions and conditions at all times.

A. AIRCRAFT MAINTENANCE OPERATOR

An Aircraft Maintenance Operator is a Commercial Operator engaged in providing Aircraft Maintenance (as defined in 14 CFR Part 43) for airframe and power plant and selling Aircraft parts and accessories. Commercial Operators who maintain only those Aircraft that are owned, leased, and/or operated under the full and exclusive control of the Commercial Operator and who otherwise qualify as doing self-maintenance shall not be considered Aircraft Maintenance Operators.

I. Leased Premises

Aircraft Maintenance Operator shall have adequate land, Apron, facilities, and Vehicle Parking to accommodate all activities of the Aircraft Maintenance Operator and all approved Sub lessees.

The minimum requirements for facilities are based upon the largest Aircraft Design Group that the Aircraft Maintenance Operator proposes to maintain (e.g. an approved Aircraft Maintenance Operator providing Aircraft Maintenance to Groups I and II Piston and Turboprop Aircraft at the Airport shall meet the facility requirements for Group II Piston and Turboprop Aircraft).

1. Facilities shall be located on Contiguous Land contained within available parcels of land at the Airport.
 - a. Facilities shall comply at all times with JMAA Rules and Regulations and other applicable Regulatory Measures pertaining, but not limited, to drainage, building setbacks, and available Vehicle Parking. Construction of any facility must comply with the JMAA's Tenant Improvement Process and must be approved by the CEO.
 - b. Customer area shall include adequate space for (or in the case of a Sub lessee, immediate access to) customer lounge(s), public use telephone, and restrooms.
 - c. Administrative area shall include adequate and dedicated space for employee offices, work areas, and storage.
 - d. Maintenance area shall include adequate and dedicated space for Aircraft Maintenance Operator employee work areas, shop areas, and storage for Aircraft parts and Equipment.
 - e. Hangar area shall be at least equal to the square footage (as identified below) required for the Aircraft Design Group(s) for which Aircraft Maintenance is provided

The minimum facility requirements for an Aircraft Maintenance Operator at the Airport are as follows:

Facilities	Group I Piston and Turboprop Aircraft	Group II Piston and Turboprop Aircraft	Groups I and II Turbojet Aircraft	Group III Turbojet Aircraft
Customer Area (Lessee)	400 SF	400 SF	400 SF	400 SF
Customer Area (Sub lessee)	Immediate Access	Immediate Access	Immediate Access	Immediate Access
Administrative Area	250 SF	250 SF	250 SF	250 SF
Maintenance Area	250 SF	250 SF	500 SF	750 SF
Hangar	7,500 SF	10,000 SF	10,000 SF	15,000 SF

1. Aircraft Maintenance Operator must ensure that it will have apron available, either by constructing the apron or by entering into an agreement with JMAA or an approved Lessee, which will meet the following requirements:
 - a. Sufficient to accommodate the movement of Aircraft into an out of the hangar, staging, and Parking of customers' and/or Aircraft Maintenance Operators' Aircraft without interfering with the movement of Aircraft in and out of other facilities and Aircraft operating to/from/on Taxilanes or Taxiways,
 - b. Of sufficient weight bearing capacity to accommodate Aircraft undergoing Aircraft Maintenance, and
 - c. Consistent with Advisory Circular 150/5320-6D

II. Licenses and Certifications

1. An Aircraft Maintenance Operator performing Aircraft Maintenance or Turboprop or Turbojet Aircraft shall be property certificated as an FAA Repair Station, as defined by 14 CFR Part 145.
2. All Aircraft Maintenance Operator's personnel shall be properly certificated by the FAA, current, and hold the appropriate ratings for the work being performed.

III. Personnel

1. Aircraft Maintenance Operator shall provide a sufficient number of personnel (including Airframe and Powerplant (A &P Mechanics and customer service representatives) to adequately and safely carry out the Aircraft Maintenance Operator's activity (ies) in a courteous, prompt, and efficient manner and meet the reasonable demands of the public
2. Aircraft Maintenance Operators providing 100 hour, annual, or phase inspections shall employ an A&P Mechanic certified as an IA (Inspection Authority).

IV. Equipment

1. Aircraft Maintenance Operator shall maintain enough Equipment and supplies to accommodate the largest Aircraft services.
2. Equipment requirements include that equipment needed to safely accommodate the largest customer Aircraft serviced, such as tugs, tow bars, jacks, dollies, and other equipment, supplies, and parts required to perform this activity.

V. Hours of Activity

1. Aircraft Maintenance Operator shall be open, and services shall be available to meet reasonable demands of the general public for this activity

VI. Fees

1. Aircraft Maintenance Operator shall remit all fees associated with these Minimum Standards in accordance with JMAA payment policies.

VII. Insurance

1. Aircraft Maintenance Operator shall maintain, at a minimum, the coverage limits of insurance set forth in Attachment A-Minimum Insurance Requirements.

B. INDEPENDENT AIRCRAFT MAINTENANCE OPERATOR

An Independent Aircraft Maintenance Operator is a Commercial Operator:

- Engaged in providing preventative Aircraft Maintenance (as defined in 14 CFR Part 43) for airframe and powerplant;
- For Based Aircraft other than those owned, leased, and/or operated by (and under the full and exclusive control of) the Independent Aircraft Maintenance Operator, and

- That does not lease land or facilities from the JMAA or an existing Lessee or Sub lessee at the Airport for commercial purposes.

I. Scope of Activity

1. Independent Aircraft Maintenance Operator:
 - a. Shall not engage in Activity(ies) which it is not properly licensed and certified to perform, and
 - b. Shall fully comply with all applicable JMAA Rules and Regulations and/or Regulatory Measures specific to the location where the Activity (ies) is performed.
 - c. Shall not solicit transient Aircraft for any reason. In the event a transient Aircraft operator or owner requires and requests emergency Aircraft Maintenance, the CEO may allow such Aircraft Maintenance to take place on a limited basis only.

II. Licenses and Certifications

1. Independent Aircraft Maintenance Operator shall maintain, and provide to the CEO prior to engaging in Activities at the Airport, all licenses, certifications, and permits required by the JMAA and/or other Agencies.
2. All Activity(ies) involving Aircraft Maintenance by the Independent Aircraft Maintenance Operator shall fully comply with JMAA and FAA requirements for certification, currency, and ratings for the work being performed.

III. Fees

1. Independent Aircraft Maintenance Operator shall remit all fees associated with these Minimum Standards in accordance with Section 4-160 of JMAA Code.

IV. Insurance

1. Independent Aircraft Maintenance Operator shall maintain, at a minimum, the coverage limits of insurance set forth in Attachment A- Minimum Insurance Requirements.

C. AVIONICS OR INSTRUMENT MAINETENACE OPERATOR

An Avionics or Instrument Maintenance Operator is a Commercial Operator engaged in the business of maintenance or alteration of one or more of the items described in 14 CFR Part 43, Appendix A (i.e., Aircraft radios, electrical systems, or instruments).

I. Leased Premises

Avionics or Instrument Maintenance Operator shall have adequate land, Apron, facilities, and Vehicle Parking to accommodate all activities of the Avionics or Instrument Maintenance Operator and all approved Sublessees.

The minimum requirements for facilities are based upon the largest Aircraft Design Group avionics or instrument maintenance is provided for by the Avionics or Instrument Maintenance Operator (e.g. an approved Avionics or Instrument Maintenance Operator providing avionics or instrument maintenance to Groups I and II Piston and Turboprop Aircraft at the Airport shall meet the facility requirements for Group II Piston and Turboprop Aircraft.

1. Facilities shall be located on Contiguous Land contained within available parcels of land at the Airport.
 - a) Facilities shall comply at all times with JMAA Rules and Regulations and other applicable Regulatory Measures pertaining, but not limited, to drainage, building setbacks, and available Vehicle Parking. Construction of any facility must comply with JMAA's Tenant Improvement Process and must be approved by the CEO.
 - b) Customer area shall include adequate space for (or in the case of a Sublessess, immediate access to) customer lounge(s), public use telephone, and restrooms.
 - c) Administrative area shall include adequate and dedicated space for Avionics or Instrument Maintenance Operator employee offices, work areas, and storage.
 - d) Maintenance area/shop area shall include adequate and dedicated space for Avionics or Instrument Maintenance Operator employee work areas, shop areas, and storage for Aircraft parts and Equipment.
 - e) Hangar area (if required) shall be at least equal to the square footage (as identified below) required for the Aircraft Design Group(s) for which avionics or instrument maintenance is provided.

2. For Avionics or Instrument Maintenance Operator performing just bench work (i.e., no removal and replacement services are being performed), the minimum facility requirements are as follows:

Facilities	Group I Piston and Turboprop Aircraft	Group II Piston and Turboprop Aircraft	Groups I and II Turbojet Aircraft	Group III Turbojet Aircraft
Customer Area (Lessee)	400 SF	400 SF	400 SF	400 SF
Customer Area (Sub lessee)	Immediate Access	Immediate Access	Immediate Access	Immediate Access
Administrative Area	250 SF	250 SF	250 SF	250 SF
Maintenance Area	250 SF	250 SF	500 SF	

1. For Avionics or Instruments Maintenance Operators performing services beyond bench work (i.e., removal and replacement services are being performed), the minimum facility requirements are as follows:

Facilities	Group I Piston and Turboprop Aircraft	Group II Piston and Turboprop Aircraft	Groups I and II Turbojet Aircraft	Group III Turbojet Aircraft
Customer Area (Lessee)	400 SF	400 SF	400 SF	400 SF
Customer Area (Sub lessee)	Immediate Access	Immediate Access	Immediate Access	Immediate Access
Administrative Area	250 SF	250 SF	250 SF	250 SF
Maintenance Area	250 SF	250 SF	500 SF	750 SF
Hangar	7,500 SF	10,000 SF	10,000 SF	15,000 SF

2. Avionics or Instrument Maintenance Operator must ensure that it will have apron available (if performing services beyond Bench work), either by constructing the apron or by entering into an agreement with JMAA or an approved Lessee, which will meet the following requirements:
 - a. sufficient to accommodate the movement of Aircraft into and out of the hangar, staging, and Parking of customers' and/ or Avionics or Instrument Maintenance Operators' Aircraft without interfering with the movement of Aircraft in and out of other facilities and Aircraft operating to/from/on Taxilanes or Taxiways.
 - b. sufficient weight bearing capacity to accommodate the Aircraft undergoing avionics or instrument maintenance, and

- c. consistent with Advisory Circular 150/5320-6D.

II. Licenses and Certifications

1. An Avionics or Instrument Maintenance Operator performing avionics or instrument maintenance on Turboprop or Turbojet Aircraft shall be properly certificated as an FAA Repair Station, as defined by 14 CFR Part 145.
2. All Avionics or Instrument Maintenance Operator's personnel shall be properly certificated by the FAA and Federal Communications Commission (FCC), current, and hold the appropriate ratings for the work being performed.

III. Personnel

1. Avionics or Instrument Maintenance Operator shall provide a sufficient number of personnel (including, avionics technicians and/or instrument technicians and customer service representatives) to adequately and safely carry out the Avionics or Instrument Maintenance Operator's activity (ies) in a courteous, prompt, and efficient manner and meet the reasonable demands of the public.

IV. Equipment

1. Avionics or Instrument Maintenance Operator shall maintain sufficient Equipment and supplies to accommodate the largest Aircraft serviced.

V. Hours of Activity

1. Avionics or Instrument Maintenance Operator shall be open and services shall be available to meet reasonable demands of the public for this Activity.

VI. Fees

1. Avionics or Instrument Maintenance Operator shall remit all fees associated with these Minimum Standards in accordance with Section 4-160 of JMAA payment policies.

VII. Insurance

1. Avionics or Instrument Maintenance Operator shall maintain, at a minimum, the coverage limits of insurance set for in Attachment A-Minimum Insurance Requirements.

D. INDEPENDENT AVIONICS OR INSTRUMENT MAINTENANCE OPERATOR

An Independent Avionics or Instrument Maintenance Operator is a Commercial Operator:

- Engaged in providing limited maintenance or alteration of one or more of the items described in 14 CFR Part 43, Appendix A (i.e. Aircraft radios, electrical systems, or instruments);
- For Based Aircraft other than those owned, leased, and/or operated by (and under the full and exclusive control of) the Independent Avionics or Instrument Maintenance Operator; and
- The does not lease land or facilities from JMAA or an existing Lessee or Sublessee at the Airport for Commercial purposes.

I. Scope of Activity

1. Independent Avionics or Instrument Maintenance Operator:
 - a. Shall not engage in Activity (ies) which it is not properly licensed and certified to perform,
 - b. Shall fully comply with all applicable JMAA Rules and Regulations and/or Regulatory Measures specific to the location where the Activity (ies) is performed, and
 - c. Shall not solicit or provide limited maintenance or alteration of one or more of the items described in 14 CFR Part43, Appendix A (i.e. Aircraft radios, electrical systems, or instruments) to transient Aircraft unless a specific request is made and approval is provided by the CEO, on an emergency basis only.

II. Licenses and Certifications

1. Independent Avionics or Instrument Maintenance Operator shall maintain, and provide to the CEO prior to engaging in Activities at the Airport, all licenses, certifications, and permits required by JMAA and/or other Agencies.

2. All Activity (ies) involving avionics or instrument maintenance by the Independent Aircraft Maintenance Operator shall fully comply with JMAA and FAA requirements for certifications, currency, and ratings for the work being performed.

III. Fee

1. Independent Avionics or Instrument Maintenance Operator shall remit all fees associated with these Minimum Standards in accordance with Section 4-160 of JMAA payment policies.

IV. Insurance

1. Independent Avionics or Instrument Maintenance Operator shall maintain, at a minimum, the coverage limits of insurance set forth in Attachment A-Minimum Insurance Requirements.

E. AIRCRAFT RENTAL OR FLIGHT TRAINING OPERATOR

An Aircraft Rental Operator is a Commercial Operator engaged in the rental of Aircraft.

A Flight Training Operator is a Commercial Operator engaged in providing flight instruction.

I. Leased Premises

Aircraft Rental or Flight Training Operator shall lease or sublease adequate land, Apron, facilities, and Vehicle Parking to accommodate all activities of the Operator and all approved Sublessees.

1. Facilities shall be located on Contiguous Land contained within available parcels of land at the Airport.
 - a. Facilities shall comply at all time with JMAA Rules and Regulations and other applicable Regulatory Measures pertaining, but not limited, to drainage, building setbacks, and available Vehicle Parking. Construction of any facility must comply with JMAA's Tenant Improvement Process and must be approved by the CEO.
 - b. Customer area shall include adequate space for (or immediate access to) customer lounge (s), class/training rooms, public use telephone, and restrooms.
 - c. Administrative area shall include adequate and dedicated space for employee offices, work areas, and storage

- d. If Aircraft Rental or Flight Training Operator is performing Aircraft Maintenance on Operator's Aircraft, Operator shall have Hangar area large enough to accommodate the largest Aircraft in the Operator's fleet at the Airport being maintained by the operator and adequate and dedicated maintenance area space for employee work areas, shop areas, and storage for Aircraft parts and Equipment. The General Aviation Handbook should be referenced for additional information on Aircraft Maintenance.
2. Aircraft Rental or Flight Training Operator must ensure that it will have Apron available, either by constructing the Apron or by entering into an agreement with JMAA or an approved Lessee, which will meet the following requirements:
 - a. sufficient to accommodate the Aircraft owned, operated, or leased (not required if the Operator utilizes a hangar for the storage of the Operator's Aircraft) and the movement of Aircraft into and out of the hangar (if required), staging and Parking of the Operator's Aircraft without interfering with the movement of Aircraft's in and out of other facilities and Aircraft operating to/from/on Taxilanes or Taxiways, and of sufficient weight bearing capacity to accommodate the Operator's Aircraft, and consistent with AC 150/5320-6D.

II. Licenses and Certifications

1. Personnel performing Aircraft proficiency checks and/or Flight Training shall be properly certificated by the FAA, current, and hold the appropriate ratings and medical certification for the Aircraft being utilized and/or Flight Training being provided.
2. Appropriate documentation shall be provided to the CEO verifying the ownership of the Aircraft operated by the Operator.

III. Personnel

1. Aircraft Rental or Flight Training Operator shall provide a sufficient number of personnel to adequately and safely carry out Aircraft rental and /or Flight Training in a courteous, prompt, and efficient manner adequate to meet the reasonable demands of the public/ members seeking such services.
2. Flight Training Operator shall have available a properly certificated ground school instructor capable of providing on-demand ground school instruction sufficient to enable students to pass the FAA written examinations for Flight training offered.

IV. Equipment

1. Aircraft Rental Operator shall have available for rental, either owned by or under written lease to the Operator and under the full and exclusive control of the Operator, at least one (1) properly certified and continuously airworthy Aircraft.
2. Flight Training Operator shall have available for use in Flight Training, either owned by or under written lease to the Operator and under the full and exclusive control of the Operator, at least one (1) properly certified and continuously airworthy Aircraft for each type of Flight Training offered.

V. Hours of Activity

1. Aircraft Rental of Flight Training Operator shall be open and services shall be available to meet reasonable demands of the general public for the activity.

VI. Fees

1. Aircraft Rental or Flight Training Operator shall remit all fees associated with these Minimum Standards in accordance with Section 4-160 of JMAA payment policy.

VII. Insurance

1. Aircraft Rental or Flight Training Operator shall maintain, at a minimum, the coverage limits of insurance set forth in Attachment A- Minimum Insurance Requirements.
2. Disclosure Requirement: Aircraft Rental or Flight Training Operator shall post a notice and incorporate within the rental and instruction agreements the coverage and limits provided to the renter or student by the Operator, as well as a statement advising that additional coverage is available to such renter or student through the purchase of an individual non-ownership liability policy. Copies of disclosure notices and statements shall be provided to the CEO.

F. AIRCRAFT CHARTER OR AIRCRAFT MANAGEMENT OPERATOR

An aircraft Charter Operator is a Commercial Operator engaged in on-demand common carriage for persons or Property (as defined in 14 CFR Part 135) or operates in private carriage (as defined in 14 CFR Part 125).

An Aircraft Management Operator is a Commercial Operator engaged in the business of providing Aircraft management including, but not limited to, flight dispatch, flight crews, or Aircraft Maintenance coordination.

I. Leased Premises

Aircraft Charter or Aircraft Management Operator shall lease or sublease adequate land, Apron, facilities, and Vehicle Parking to accommodate all activities of the Operator and all approved Sublessees.

1. Facilities shall be located on Contiguous Land contained within available parcels of land at the Airport.
 - a. Facilities shall comply at all times with JMAA Rules and Regulations and other applicable Regulatory Measures pertaining, but not limited, to drainage, building setbacks, and available Vehicle Parking. Construction of any facility must comply with the JMAA Tenant Improvement Process and must be approved by the CEO.
 - b. Customer area shall include adequate space for (or immediate access to) customer lounge(s), public use telephone, and restrooms.
 - c. Administrative area shall be adequate and dedicated space for employee offices, work areas, and storage, Administrative area may be located off Airport.
 - d. If Aircraft Charter or Aircraft Management Operator is performing Aircraft Maintenance on Operator's Aircraft, Operator shall have Hangar area large enough to accommodate the largest Aircraft in the Operator's fleet at the Airport being maintained by the Operator and adequate and dedicated maintenance areas space for employee work areas, shop areas, and storage for aircraft parts and equipment. The General Aviation Handbook should be referenced for additional information on Aircraft Maintenance.
2. Operator must ensure that it will have Apron available, either by constructing the Apron or by entering into an agreement with JMAA or an approved Lessee, which will meet the following requirements:

- a. sufficient to accommodate the Aircraft owned, operated, or leased (not required if the Operator utilizes a hangar for the storage of the Operator's Aircraft) and the movement of Aircraft into and out of the hangar (if required), staging and Parking of the Operator's Aircraft without interfering with the movement of Aircraft in and out of other facilities and Aircraft operating to/from/on Taxilanes or Taxiways, and of sufficient weight bearing capacity to accommodate the Operator's Aircraft, and consistent with AC 150-5320-6D.

II. Licenses and Certifications

1. Operator shall have, and provide copies to the CEO, all appropriate certifications and approvals. Any time certifications or approvals are modified, the updated documentation (reflecting the changes) shall be immediately provided to the CEO.
2. Personnel shall be properly certificated by the FAA, current, and hold the appropriate ratings in the Aircraft utilized and medical certifications for Activity.
3. Appropriate documentation shall be provided to the CEO verifying the ownership of the Aircraft operated by the Operator.

III. Personnel

1. Operator shall provide a sufficient number of personnel to adequately and safely carry out Aircraft charter or management in a courteous, prompt, and efficient manner adequate to meet the reasonable demands of the seeking such services.

IV. Equipment

1. Aircraft Charter Operator shall provide, either owned or under written lease to the Operator and under the full and exclusive control of Operator, no less than one (1) properly certified and continuously airworthy Aircraft.

V. Hours of Activity

1. Operator shall be open and services shall be available to meet reasonable demands of the general public for this active

VI. Fees

1. Operator shall remit all fees associated with these Minimum Standards in accordance with payment policies.
 - a. Rents associated with land and improvements are separate and apart from fees associated with these Minimum Standards.

VII. Insurance

1. Operator shall maintain, at a minimum, the coverage limits of insurance set forth in **Attachment A-Minimum Insurance Requirements**.

G. SIGHTSEEING FLIGHT OPERATOR

A Sightseeing Flight Operator is a Commercial Operator engaged in non-stop sightseeing flights (flights that begin and end at the Airport and are conducted within a 25 statute mile radius of the Airport), as defined in 14 CFR Part 91.147.

I. Leased Premises

Sightseeing Flight Operator shall lease or sublease adequate land, Apron, facilities, and Vehicle Parking to accommodate all activities of the Operator and all approved Sublessees.

1. Facilities located on the Airport shall be located on Contiguous Land contained within available parcels of land at the Airport.
 - a. Facilities shall comply at all times with JMAA Rules and Regulations and the other applicable Regulatory Measures pertaining, but not limited, to drainage, building setbacks, and available Vehicle Parking. Construction of any facility must comply with JMAA's Tenant Improvement Process and must be approved by the CEO.
 - b. Customer area shall include adequate space for (or immediate access to) customer lounge(s), public use telephone, and restrooms.
 - c. Administrative area shall be adequate and dedicated space for employee offices, work areas, and storage. Administrative area may be located off Airport.
 - d. If Operator is performing Aircraft Maintenance on Operator's Aircraft, Operator shall have Hangar area large enough to accommodate the largest Aircraft in the Operator's fleet at the Airport being maintained by the Operator and adequate and dedicated maintenance area space for employee work areas,

shop areas, and storage for Aircraft parts and equipment. The General Aviation Handbook should be referenced for additional information on Aircraft Maintenance.

2. Operator must ensure that it will have Apron available, either by constructing the Apron or by entering into an agreement with JMAA or an approved Lessee, which will meet the following requirements:
 - a. Sufficient to accommodate the Aircraft owned, operated, or lease (not required if the Operator utilizes a hangar for the storage of the Operator's Aircraft) and the movement of Aircraft into and out of the hangar (if required), staging and Paring of the Operator's Aircraft without interfering with the movement of Aircraft in and out of other facilities and Aircraft operating to/from/on Taxilanes or Taxiways, and of sufficient weight bearing capacity to accommodate the Operator's Aircraft, and consistent with AC 150/5320-6D.

II. Licenses and Certifications

1. Operator shall have, and provide copies to the CEO, all appropriate certifications and approvals. Any time certifications or approvals are modified, the updated documentation (reflecting the changes) shall be immediately provided to the CEO.
2. Personnel shall be properly certificated by the FAA, current, and hold the appropriate ratings in the Aircraft utilized and medical certifications for Activity.
3. Appropriate documentation shall be provided to the Aviation Director verifying the ownership of the Aircraft operated by the Operator.

III. Personnel

1. Operator shall provide a sufficient number of personnel to adequately and safely carry out Aircraft charter or management in a courteous, prompt, and efficient manner adequate to meet the reasonable demands of the public seeking such services.

IV. Equipment

1. Operator shall provide, either owned or under written lease to the Operator and under the full exclusive control Operator, no less than one (1) properly certified and continuously airworthy Aircraft.

V. Hours of Activity

1. Operator shall be open and services shall be available to meet reasonable demands of the general public for the activity.

VI. Fees

1. Operator shall remit all fees associated with these Minimum Standards in accordance with Section 4-160 of JMAA payment policies.
 - a. Rents associated with land and improvements are separate and apart from fees associated with these Minimum Standards.

VII. Insurance

1. Operator shall maintain, at a minimum, the coverage limits of insurance set forth in Attachment A- Minimum Insurance Requirements.

H. AIRCRAFT SALES OPERATOR

An Aircraft Sales Operator is a Commercial Operator who regularly negotiates (and advertises) the buying or selling of new or used Aircraft.

I. Leased Premises

Aircraft Sales Operator shall lease or sublease adequate land, Apron, facilities, and Vehicle Parking to accommodate all activities of Operator and all approved Sublessees.

1. Facilities located on the Airport shall be located on Contiguous Land contained within available parcels of land at the Airport.
 - a. Facilities shall comply at all times with JMAA Rules and Regulations and other applicable Regulatory Measures pertaining, but not limited, to drainage, building setbacks, and Vehicle Parking. Construction of any facility must comply with the Airport's Tenant Improvement Process and must be approved by Aviation Director.
 - b. Customer area shall include adequate space for (or immediate access to) customer lounge(s), public use telephone, and restrooms.

- c. Administrative area shall be adequate and dedicated space for employee offices, work areas, and storage. Administrative area may be located off Airport.
 - d. If Aircraft Sales Operator is performing Aircraft Maintenance on Operator's Aircraft, Operator shall have Hangar area large enough to accommodate the largest Aircraft in the Operator's fleet at the Airport being maintained by the Operator and adequate and dedicated maintenance area space for employee work areas, shop areas, and storage for Aircraft parts and Equipment. The General Aviation Handbook should be referenced for additional information on Aircraft Maintenance.
 - e. If Aircraft Sales Operator is performing Aircraft Maintenance on non-owned and operated Aircraft, Operator shall meet the Aircraft Maintenance Operator Minimum Standards in Section A.
2. Aircraft Sales Operator must ensure that it will have Apron available, either by constructing the Apron or by entering into an agreement with JMAA or an approved Lessee, which will meet the following requirements:
- a. sufficient to accommodate the Aircraft owned, operated, leased, or under contract for sale (not required if the Operator utilizes a hangar for the storage of the Operator's Aircraft) and the movement of Aircraft into and out of the hangar (if required), staging and parking of the Operator's Aircraft without interfering with the movement of Aircraft in and out of other facilities and Aircraft operation to/from/on Taxilanes or Taxiways, and of sufficient weight bearing capacity to accommodate Operator's Aircraft, and consistent with AC 150-5320-6D.

II. Licenses and Certification

1. Aircraft Sales Operator shall have, and provide copies to the CEO, all appropriate certifications and approvals. Any time certifications or approvals are modified, the updated documentation (reflecting the changes) shall be immediately provided to the CEO.
2. Aircraft Sales Operator shall be properly certificated by the FAA, current, and hold the appropriate ratings and medical certification for providing flight demonstration in all aircraft offered for sale, if applicable.

III. Personnel

1. Aircraft Sales Operator shall provide a sufficient number of personnel to adequately and safely carry out Aircraft sales in a courteous, prompt, and efficient manner adequate to meet the reasonable demands of the public seeking such services.

IV. Equipment

1. Aircraft Sales Operator shall provide necessary and satisfactory arrangements for Aircraft Maintenance in accordance with any sales guarantee or warranty period.

V. Hours of Activity

1. Aircraft Sales Operator shall be open and services shall be available to meet reasonable demands of the general public for this activity.

VI. Fees

1. Aircraft Sales Operator shall remit all fees associated with these Minimum Standard in accordance with JMAA payment policies.

VII. Insurance

1. Operator shall maintain, at a minimum, the coverage limits of insurance set forth in Attachment A- Minimum Insurance Requirements.