



Definitions for Use
regarding the
Venice Municipal Airport

Definitions for Use Regarding the Venice Municipal Airport

The following words, terms and phrases when used herein shall have the meanings described. Words, terms, and phrases which relate to aeronautical practices, processes, and procedures not defined herein, shall be construed according to the definitions in Title 14 of the Code of Federal Regulations, Florida Statutes Title 332.004 or, if not defined therein, according to their general accepted usage in the aviation industry.

“Accelerate-stop distance available” or “ASDA” shall mean the runway distance available to safely stop after aborting a takeoff as defined in the Advisory Circular. Stopways are included in the ASDA if available. ASDAs apply to each runway direction.

“Advisory Circular” shall mean the FAA’s Advisory Circular No. 150/5300-13 “Airport Design” including all changes and amendments.

“Aeronautical Activity” or “Aeronautical Service” shall refer to any activity or service conducted at the Airport that involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations. Common activities conducted as commercial aeronautical activities include but are not limited to this definition:

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| Charter Flights | Flight Training |
| Aircraft Rental | Aircraft Rides/Aerial Tours |
| Aerial Photography & Surveying | Skydiving |
| Air Carrier Operations (Passenger and/or Cargo) | Aircraft Sales & Services |
| Petroleum Products Sales | Aircraft Maintenance and Repair |
| Aircraft Parts, Radios, & Navigational Equipment Sales | |

“Agreement” or “Lease” or “Lease Agreement” shall refer to a written contract between the City and an entity or person specifying the terms and conditions under which any aeronautical activity or performance of any aeronautical service may be conducted. The agreement shall recite the terms and conditions under which the activity or service will be conducted at the Airport including, but not limited to, term of the agreement, rents, fees and charges to be paid, and the rights and obligations of the respective parties.

“Air Charter” or “Air Taxi” shall refer to the operation of providing air transportation of person(s) and/or property for hire thru either a charter or air taxi operator in accordance with Federal Aviation Regulations contained at 14 CFR Part 135.

“Air Operations Area” or “AOA” or “Movement Area” shall refer to any area of the Airport used or intended to be used for landing, takeoff, or the maneuvering of aircraft to use these facilities. The AOA is part of the Airport which is designated as an area restricted from unauthorized vehicles or pedestrians.

“Aircraft” shall mean any contrivance now known or hereafter designed, invented, or used for navigation or flight in the air, except a parachute or other contrivance used primarily as safety equipment.

“Aircraft Approach Category” shall mean the grouping of aircraft symbolized by the letters A through E, as used in the Advisory Circular for determining the dimensional design standards for airport facilities. The grouping is based on the stalling speed of aircraft in their normal landing configuration at their maximum certificated weight.

“Aircraft Fuel” shall mean all flammable liquids expressly manufactured or blended for the purpose of operating an internal combustion or turbine engine.

“Aircraft Maintenance” shall refer to the inspection, overhaul, repair, preservation, and the replacement of parts as identified in 14 CFR Part 43, but excludes preventative maintenance. Preventive maintenance means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.

“Aircraft Management” shall refer to an entity engaged in the operational management of based aircraft for specific aircraft owners. Typically, a management service operator ensures or provides aircraft maintenance, storage, dispatch, aircrew assignment, and ground servicing for these aircraft.

“Aircraft Operation” shall refer to the movement of any aircraft on airport property including, without limitation, the landing, take-off, and taxiing of aircraft at the Airport.

“Aircraft Owner” shall refer to the person(s) and/or entity(ies) holding legal title to an aircraft including persons having exclusive and lawful possession of an aircraft.

“Aircraft Parking” or **“Aircraft Storage Areas”** shall refer to the temporary or long-term parking or storage of aircraft and as further confined to within those areas of the Airport depicted on the Airport Layout Plan (ALP) or as expressly permitted by the Airport Director in writing and subject to all terms and conditions imposed thereon.

“Aircraft Rental” or **“Aircraft Leasing”** shall refer to the operation of renting or leasing aircraft to the public.

“Aircraft Sales” shall mean the sale of new or used aircraft through brokerage, ownership, franchise, distributorship, or licensed dealership.

“Airfield” shall mean the area on the Airport established expressly for the take-off and landing of aircraft and shall include the runways and taxiway pavement, safety areas, object free areas and other designated areas where vehicles and persons are normally prohibited from entering.

“Airframe and Powerplant Mechanic” or **“A&P”** shall refer to any person who holds an aircraft mechanic certificate with both airframe and powerplant ratings as authorized and described in 14 CFR Part 65.

“Airplane Design Group” or **“ADG”** shall mean the grouping of aircraft, symbolized by the roman numerals I through VI, as used in the Advisory Circular. The grouping is based on the wingspan of the aircraft.

“Airport” shall refer to the Venice Municipal Airport owned by the City and includes all owned or leased real or personal property, buildings, facilities, and improvements within the legal boundaries of the land.

“Airport Director” (hereinafter called “Director”) shall mean the person having immediate charge of the Airport and acting under the direction of the City.

“Airport Director’s Office” shall mean the regular business office of the Airport Director.

“Airport Elevation” shall mean the highest point of an Airport's usable landing area measured in feet above mean sea level (AMSL). The current airport elevation is 18 feet AMSL.

“Airport Hazard (Obstruction)” shall mean any structure or object of natural growth or use of land which would exceed the federal obstruction standards as contained in 14 CFR §§ 77.21, 77.23 and 77.25, and its successors and amendments, and which obstructs the airspace required for the flight of aircraft in landing, maneuvering, or takeoff at the Airport or is otherwise hazardous to such landing, maneuvering, or takeoff of aircraft and is unpermitted or for which a variance has not been granted.

“Airport Layout Plan” or **“ALP”** shall refer to the most recent plan or drawing as approved by the FAA depicting the physical layout of the Airport and identifying the location and configuration of current runways, taxiways, buildings, roadways, utilities, navigational aids, etc. It also depicts planned future facilities and uses of the Airport. The ALP is a component of the airport’s master plan.

“Airport Primary Surface” shall mean a surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred (200) feet beyond each end of that runway. The width of the primary surface of a runway will be that width prescribed in Part 77 of the Federal Aviation Regulations (FAR), and its successor and amendments, for the most precise approach existing or planned for either end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

“Airport Reference Code” shall mean the “...coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to use the airport” as promulgated by the Advisory Circular. The ARC is used to determine design dimensions for the various separation and safety standards, Runway Protection Zones (RPZ) and Object Free Zones (OFZ) dimensions, surface gradients, and threshold siting standards, etc.

“Airport Sponsor” shall mean the City of Venice as owner and operator of the Venice Municipal Airport.

“Airport Vehicle” shall mean any vehicle owned or operated by the City for use at the Airport.

“Apron” or “Ramp” shall mean those areas of the Airport for the loading or unloading of cargo or passengers, servicing, or parking of aircraft. Ramps are generally considered not part of the AOA.

“Authorized Representative” shall refer to such person or persons as designated by the City with authority to act on the matter or matters specified.

“Avigation Easement” is a legal document that grants to the owner/operator of a nearby airport a right to continue to operate the Airport, despite potential nuisance effects upon uses that are being established in close proximity to the Airport. Property owners shall submit an easement document in a form acceptable to the City and upon approval, shall be executed in a recordable form by the property owner.

“Avionics Sales and Maintenance” shall refer to the operation 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.

“Based Aircraft” shall refer to any operational and airworthy aircraft that the aircraft owner physically locates or stores at the Airport for the majority of the year.

“Building” shall refer to any existing or planned permanent structure facility located on airport property. The erection, construction, or expansion of any building after adoption or amendment of the City’s Airport Policy Guiding Documents, standards shall be pursuant to all applicable City planning policies and zoning regulations and appropriate building codes.

“City” shall mean the City of Venice, Florida and/or the Venice City Council.

“City Council” refers to the duly elected representatives of the City.

“City Manager” refers to the duly appointed representative of the City Council responsible for administering the Council’s policies.

“Club Aircraft” shall mean aircraft owned by a Flying Club but shall not mean an aircraft managed as part of a fractional ownership program as defined in the Federal Aviation Regulations.

“Commercial Activity” shall mean the operation of any business, aeronautical or otherwise, for the exchange, trading, buying, hiring, selling or bartering of any commodities, goods, services or property of any kind or any other revenue producing activity, whether or not a profit is produced.

“Commercial Operator” shall refer to any person engaged in a business of an aviation nature under the authority of a lease or permit from the City. A Commercial Operator may be classified as Fixed Base Operator (FBO), a Specialized Aeronautical Service Provider (SASO), or an Independent Operator (IO).

“Common Traffic Advisory Frequency” or **“CTAF”** refers to the VHF radio frequency used for air-to-air communication in the vicinity of the Airport. The Airport’s current CTAF is 122.725.

“County” shall mean Sarasota County, Florida.

“County Code” shall mean the Code of Laws and Ordinances of Sarasota County, Florida as may be amended from time to time.

“County Commission” shall refer to the Board of County Commissioners for Sarasota County, Florida.

“Courtesy Vehicle” shall mean any vehicle, other than a taxicab, used to transport persons, baggage or goods, or any combination thereof, between the Airport and the business establishment owning or operating such vehicle, the operation of which is generally performed as a service without direct costs to the passenger.

“Declared Distance” shall mean the runway distances available for meeting an airplane’s takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements.

“Derelict aircraft” or **“Abandoned aircraft”** shall mean a non-operational aircraft that has been left on airport property without permission for more than ninety (90) days.

“Drop Zone” shall mean any pre-determined area on the Airport designated for the landing of parachutists or objects after a parachute jump.

“Emergency Vehicle” shall mean any vehicle designated by the Airport Director, City’s Police or Fire Department, or any other vehicle authorized to provide emergency services at the Airport.

“Entity” shall mean a person, persons, firm, limited-liability company, corporation, partnership, unincorporated proprietorship, association, or group formed for the purpose of conducting the proposed activity.

“Escort” shall mean a person who has authority to access the AOA or other restricted area on the Airport who may accompany and maintain direct control over the activities of a person without such authority.

“Exclusive Right” shall mean a power, privilege, or other right excluding or debarring another from enjoying or exercising a like power, privilege, or right. An Exclusive Right may be conferred either by express agreement, by imposition of unreasonable standards or requirements, or by any other means. Such a right conferred on one or more parties but excluding others from enjoying or exercising a similar right or rights would be an Exclusive Right. The granting of an Exclusive Right to conduct an aeronautical activity for any entity on the Airport other than the airport sponsor is expressly forbidden by federal law.

“Federal Aviation Administration” or **“FAA”** shall mean the United States Department of Transportation, Federal Aviation Administration or any successor federal agency thereto.

“Federal Aviation Regulations” or **“FAR”** shall mean the regulations of the Federal Aviation Administration as codified in Title 14 of the US Code of Federal Regulations (CFR) as currently in effect or as hereafter amended. Compliance with the FARs is mandatory.

“Fire Department” shall refer to the City of Venice Fire Department having jurisdiction over the Airport.

“Fixed Base Operator” or “FBO” shall refer to a full-service commercial aeronautical business under license or authority by the City that is authorized to engage in the primary activity of aircraft refueling, aircraft handling, flight crew, and passenger services. Other services can include secondary activities such as airframe and powerplant maintenance, flight training, aircraft rental, aircraft charter or air taxi, avionics sales, and service, and aircraft storage/hangar rentals.

“Flammable Liquid” shall refer to any liquid or agent which when in contact with another property or properties may ignite, combust, or cause a flame.

“Flight School” shall mean a Tenant that is authorized by the FAA to offer flight instruction under the provisions of 14 CFR Part 61, “Certification: Pilots, Flight Instructors, and Ground Instructors” or Part 141, “Pilot Schools”.

“Flight Training” shall mean the commercial operation 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 licenses and ratings. Flight training shall also include 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.

“Florida Department of Transportation” or “FDOT” shall mean the State of Florida, Department of Transportation or any successor state agency thereto.

“Florida Statutes” shall mean the Code of Statutes of the State of Florida as may be amended from time to time.

“Flying Club” shall mean 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 club may not derive greater revenue from the use of the aircraft than the cost to operate, maintain and replace the aircraft. It shall not mean any entity that manages aircraft as part of a fractional ownership program, as defined by the Federal Aviation Regulations.

“Fractional Owner” shall mean owners who share ownership of aircraft that are scheduled and maintained by a management company which also provide furnished trained flight crews. Fractional ownership programs are operated under FAR Part 91, Subpart K.

“Fuel Service Facility” shall refer to any facility used to dispense aircraft fuel at the Airport (excluding any facility owned and operated by an authorized FBO)."

“Fuel Storage Area” shall mean any portion of the Airport designated as an area in which aviation or motor vehicle gasoline or any other type of fuel or fuel additive may be stored or loaded.

“Fuel Tank Vehicle” shall mean a vehicle used exclusively for the storage and dispensing of fuel.

“Fueling” or “Fuel Handling” shall mean the transportation, sale, delivery, dispensing, storage, or draining of fuel or fuel waste products to or from aircraft, vehicles or equipment.

“General Aviation” shall mean all phases of aviation activity other than aircraft manufacturing, military aviation, and scheduled or non-scheduled commercial air carrier operations.

“Hazardous Material” shall mean any chemical, substance, material, waste, or similar matter defined, classified, listed, or designated as harmful, hazardous, extremely hazardous, dangerous, toxic, or radioactive, or as a contaminate or pollutant, or other similar term. Hazardous material is identified and subject to regulation under any federal, state, or local environmental statute, regulation, or ordinance presently in effect or that may be promulgated in the future, and as they may be amended from time to time.

“Helicopter” or “Rotorcraft” shall refer to any heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors.

“Independent Operator” shall refer to any person or operator offering a ‘single’ aeronautical service which is not currently provided by an existing FBO or SASO and which does so without an established place of business on the Airport. Independent Operators shall be duly licensed or certificated as required for all work performed, maintain the required insurance, and fully comply with the City’s ***Minimum Standards***.

“Instrument Runway” shall mean a runway having an existing instrument approach procedure utilizing air navigation facilities or area type navigation equipment for which an instrument approach procedure has been approved or planned.

“Jet Aircraft” shall mean aircraft powered by turbine or any other engines where thrust is not provided by an external propeller.

“Landing area” means the area on the Airport used or intended to be used for the landing, takeoff, or surface maneuvering of an aircraft.

“Landing Distance Available” or **“LDA”** shall mean the runway length available for landing as defined in the Advisory Circular.

“Law Enforcement Agency” shall refer to City’s Police Department or any other agency having jurisdiction over the Airport.

“Law Enforcement Officer” or **“LEO”** shall mean a duly authorized person from any city, county, state or federal agency having legal arresting powers at the Airport.

“Lease” shall refer to the written contract between the City and an operator (lessee) specifying the terms and conditions under which an operator may occupy or operate from certain designated airport facilities and/or property.

“Leased Aircraft” – All leased aircraft are divided into the following two categories:

“Exclusive Aircraft Lease” shall mean Aircraft leased by written lease to a single lessee for a minimum of six (6) months, which aircraft may not be rented, re-leased, or used by the owner during the term of the lease. Such aircraft shall be for the exclusive use of, and under the exclusive control of, the lessee and may only be used for the express purpose of lessee’s aeronautical operator agreement with the City. Aircraft leased in this manner may be self-fueled by the lessee.

“Nonexclusive Aircraft Lease” shall mean Aircraft leased by written lease to a single lessee for a minimum of six (6) months, which aircraft may be rented, re-leased or used by the owner during the term of the lease. Such aircraft are not for the exclusive use of the lessee, and may not be under the lessee’s exclusive control. Aircraft leased in this manner shall not be authorized to be self-fueled by the lessee.

“Lessee” shall refer to any person(s) or entity(ies) who has entered into a lease directly with the City regarding property located within the airport boundaries.

“Lessor” shall refer to the City of Venice.

“Limousine” shall mean any motor vehicle having a rated seating capacity of six (6) or more persons, not including the driver, operating to and from the Airport in accordance with a valid permit from the Florida Public Service Commission, but shall not include the vehicles commonly designated as “taxicabs” or “buses.”

“Maintenance Run-up” shall mean the operation of the engines on an aircraft for any purpose other than for proceeding expeditiously to and from the Airport runway system for takeoff, landing, or taxiing to and from an approved Run-up location.

“Master Plan” shall refer to the current accepted master plan report and includes the approved Airport Layout Plan.

“Maximum Gross Landing Weight” or **“MGLW”** shall refer to the maximum allowable gross landing weight of an aircraft as determined by the aircraft manufacturer.

“Maximum Gross Takeoff Weight” or **“MGTOw”** shall refer to the maximum allowable gross takeoff weight of an aircraft as determined by the aircraft manufacturer.

“Minimum Standards” or **“Standards”** shall mean the qualifications which are established as the minimum requirements to be met as a condition for the privilege to conduct a commercial aeronautical service or activity on the Airport. The Minimum Standards are not intended to be all-inclusive, as the operator of a commercial enterprise which is based on the Airport will be subject additionally to all applicable federal, state, and local laws, orders, codes, ordinances, and other similar regulatory measures, including any Airport Rules and Regulations promulgated by the City. To the extent of any conflict that exist between the Minimum Standards and the Rules and Regulations, the Rules and Regulations shall prevail. (See the City’s *Minimum Standards for Commercial Aeronautical Activities*).

“Motor Vehicle” or **“Vehicle”** shall refer to a self-propelled device in, upon or by which a person or property may be transported, carried or otherwise moved from point to point.

“National Fire Protection Association” or **“NFPA”** shall refer to all codes and standards contained in the Standards of the National Fire Protection Association as the same may be amended from time to time.

“Non-aeronautical Lease” shall refer to any lease of airport property that does not pertain to an aeronautical activity.

“Non-commercial Activity” shall refer to those not-for-profit activities undertaken for philanthropic, religious, charitable, benevolent, humane, public interest, or similar purpose.

“Non-movement Area” shall mean portions of the Airport used for aircraft loading and parking areas. Non-movement Areas are not part of the AOA.

“Non-operating Aircraft” shall mean any aircraft on the Airport which does not possess a current certificate of airworthiness (i.e., having completed all required inspections, maintenance, etc.) issued by the FAA and is not actively being repaired or restored to meet airworthiness conditions.

“NTSB” shall mean the National Transportation Safety Board.

“Operating Directive” shall mean a written order issued by the City or designated representative requiring specific operational procedures, prohibiting specific operational procedures, prohibiting specific operations or types of operations on the Airport, or establishing designated and restricted uses of various areas of the Airport.

“Operational Areas” refer to areas that fall inside or outside the fenced areas of airport property are generally divided in the following two categories:

“Airside” shall mean those areas involved in any aircraft movement or operation, i.e., runways, taxiways, ramps, tie-down areas, hangar areas, etc.

“Landside” shall mean those areas not involved in aircraft movement or operation.

“Operator” shall mean a person or persons, firm, company, joint venture, partnership, or corporation engaging in any aeronautical activity on the Airport.

“Owner” shall mean a person in whose name the legal title of an aircraft or motor vehicle is held. The lessee or mortgagor of any aircraft or motor vehicle, which is subject to a conditional sale with the right to purchase, and with the immediate right of possession vested in the lessee or one in possession of the aircraft or motor vehicle, shall also be deemed an Owner.

“Parachute” or “Skydiving” Operation shall mean any and all activities associated with or in support of, a parachute jump. A parachute operation can involve, but is not limited to, the following persons: parachutist, parachutist-in-command and passenger-in-tandem parachute operations, drop zone or owner operator, jump master, certificated parachute rigger, or pilot.

“Parachute Jump” shall mean any activity that involves the descent of one or more persons to the surface, after jumping from an aircraft or other aeronautical vehicle in flight.

“Parachutist” or “Skydiver” shall mean any person who intends to exit an aircraft while in flight using a parachute to descend to the surface.

“Park” shall refer to putting or leaving or letting an aircraft or motor vehicle stand or stop in any location whether the operator leaves or remains in such vehicle or aircraft whether the engine is operating or not.

“Permission” shall refer to a right or approval granted by the Airport Director under the authority delegated by the City.

“Permit” shall refer to any administrative written approval, lease, or other agreement issued by the City to any person for conducting any commercial activity or other event on Airport property on a temporary basis, and under such terms, conditions, and duration as may be imposed and strictly limited to such location or locations as authorized.

“Person” shall mean any individual, partnership, firm, organization, association, company, corporation, their agent, or duly authorized representative. Person includes a trustee, receiver, assignee, or similar representative.

“Preventive Aircraft Maintenance” shall refer to any maintenance as listed in 14 CFR Part 43 that is not considered a major aircraft alteration or repair and does not involve complex assembly operations.

“Private Vehicle” shall refer to a vehicle transporting persons or property for which no charge is paid directly or indirectly by the passenger or by any other entity.

“Propeller Aircraft” shall mean any aircraft powered by reciprocating or turbine engines where the majority of thrust is provided by propeller.

“Public Areas” shall refer to a specified location or locations within the Airport maintained for public or community use on a non-exclusive basis and not controlled by any leasehold or other agreement.

“Public Parking Facilities” shall refer to all parking facilities provided for the public at the Airport as depicted on the airport layout plan.

“Rental Aircraft” shall mean aircraft rented to more than a single person or to a single person for less than six (6) months. Aircraft leased in such a manner shall not be self-maintained, self-serviced, or self-fueled by the lessee.

“Repair Station” shall mean a FAA-approved facility utilized for the repair of aircraft. Activities may include repair and maintenance of airframes, power plants, propellers, radios, instruments and/or accessories.

“Restricted Area” shall mean any area of the Airport, which is locked or has a posted notice, for which access is prohibited or limited to specific authorized persons.

“Roadway” shall mean any street or road whether improved or unimproved; within the boundaries of the Airport and designated for use by ground vehicles.

“Rotorcraft” shall mean any powered aircraft where lift is generated primarily by rotating blades (wings).

“Rules and Regulations” or **“Rules”** shall mean the Rules and Regulations for the Airport, as may be amended from time to time. To the extent any conflict exists between the Minimum Standards and the Rules and Regulations, the Rules and Regulations shall prevail. *(See the City’s **Rules and Regulations** for the Airport)*

“Runway” shall refer to that portion of the airfield operations area prepared for and used solely for take-off and landing of aircraft along its length. Runways are considered part of the AOA.

“Scheduled Operations” shall mean all operations of aircraft by scheduled air carriers.

“Security Program” shall mean an approved program developed for the protection and safety of aircraft operations and uses of the Airport.

“Security Violation” shall mean any breach in the approved Security Program developed for the protection and safety of aircraft operations and uses of the Airport.

“Self-fueling” shall mean the fueling of an aircraft by the Owner of the aircraft, the owner’s employee, or the exclusive lessee of the aircraft, as specifically approved by the City, using resources supplied by the aircraft owner.

“Self-service” shall refer to the refueling, repair, preventive maintenance, towing, adjustment, cleaning and/or other general services of any aircraft performed by an aircraft owner, or by such direct employee(s) of an aircraft owner with resources supplied by the aircraft owner.

“Self-service fueling” shall mean the fueling of an aircraft by the operator using unattended commercial fuel pumps installed for that purpose.

“Solicitation” or **“To Solicit”** shall mean to directly or indirectly, actively or passively, openly or subtly, as (or endeavor to obtain by asking), request, implore, plead for, importune, seek or try to obtain.

“Specialized Aeronautical Service Operation or Operator” or **“SASO”** shall refer to any aeronautical or aviation-related business that offers a single or limited aeronautical service that does not include fueling. Examples of a SASO include, but are not limited to, flight training, aircraft maintenance, air charter, air taxi, aircraft sales, aircraft rental, avionics sales and maintenance, aircraft storage, and sale of pilot supplies. *(See the City’s **Minimum Standards**)*

“Subcontract” shall mean a written agreement stating the terms and conditions under which a third party person renders aeronautical services or materials on the Airport necessary for the performance of another contract at the Airport.

“Sublease” shall mean a written agreement, approved by the City, stating the terms and conditions under which a third party Operator leases space from a Lessee for the purpose of providing services at the Airport.

“Takeoff Distance Available” or **“TODA”** shall mean the runway length and clearway available for takeoff as defined in the Advisory Circular.

“Takeoff Run Available” or **“TORA”** shall mean the runway length available for takeoff as defined in the Advisory Circular.

“Taxicab” or **“Taxi”** shall mean any automobile that carries persons for a fare, usually determined by a meter, and that is appropriately licensed as a taxicab by the proper municipal authority.

“Taxilane” shall mean the portion of the Airport apron area, or any other area, used for access between taxiways and aircraft parking or storage areas. Taxilanes are not generally considered part of the AOA.

“Taxiway” shall mean that portion of the airfield established for aircraft access directly to/from the runways. Taxiways are generally considered part of the AOA.

“Tenant” shall mean a person who leases real property on the Airport for Airport-related functions and whose premises have access to the Airport. For purposes of these Rules, “Tenant” shall include subtenants and other persons who occupy a Tenant’s premises with the consent of the Tenant.

“Terminal” shall mean any Airport or Tenant facilities accessed by the public related to air transportation, including all buildings, roadways, vehicular circulation areas, and parking facilities provided by the City or by Tenants.

“Terminal Area” shall mean any Airport facilities accessed by the flying public related to air transportation including terminal buildings, aircraft aprons, temporary aircraft parking areas, access taxiways and taxilanes, fueling facilities, aircraft wash racks, and other Tenant or Airport facilities.

“Through-the-Fence” shall mean an aeronautical activity or service that is directly related to the use of the Airport, but is developed or located off airport property. The term also includes commercial aeronautical activities or services performed on the Airport by individuals or businesses, which may or may not have a lease or permit from the City to perform such services. Access to the airfield by through-the-fence operators is at the sole discretion of the City and may be withheld without cause.

“Transient Aircraft” shall refer to an aircraft not using the Airport as its permanent base of operations.

“Transportation Network Company” or “TNC” shall refer to an organization that pairs passengers with drivers who provide transportation services via the internet and mobile apps.

“UNICOM” shall mean a public two-way VHF aviation radio communication system that allows the transmission of airport advisory information to/from a base station, aircraft and vehicles operating on or in the vicinity of the Airport. The Airport’s current UNICOM frequency is 122.725.

“Unmanned aircraft” or “unmanned aerial vehicle” or “UAV” or “drone” shall mean an aircraft operated without the possibility of direct human intervention from within or on the aircraft.

“Unmanned aircraft system” or “UAS” shall include an UAV, a ground-based controller, and a system of communications between the two.

“Variance” shall refer to any approved deviation from the City’s minimum standards or other requirements.

“Vehicle” shall mean anything used as a method of transportation for persons and/or goods.

“Vehicle Parking Area” shall refer to any portion of the Airport designated and made available temporarily or permanently for the parking of vehicles.