

**ARCHULETA COUNTY AIRPORT
STEVENS FIELD**

AIRPORT MINIMUM STANDARDS

**Including
RULES AND REGULATIONS
And
MINIMUM STANDARDS FOR COMMERCIAL
AIRPORT ACTIVITY**

March 5, 2007

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ARTICLE I.

GENERAL

1. Definitions.

The following words, terms and phrases, when used in this document, shall have the meanings ascribed to them in this section:

Aeronautical means anything which involves, makes possible, or is required for the flight of aircraft, or the storage or presence of aircraft on the airport, or which contributes to, or is required for the safety of aircraft in flight.

Aeronautical activity means any activity or service whether conducted on or off airport property which involves, makes possible, supports, or is required for the operation of aircraft or which contributes to, or is required for, the safety of such operations and shall include, but not limited to, all activities or services commonly conducted on airports, such as: Charter operations, air taxi, pilot training, aircraft rental, sightseeing, aerial photography, crop dusting, aerial applications, flying clubs, aerial advertising, aerial surveying, air carrier operations, aircraft sales and service, sale of aviation petroleum products, whether or not conducted in conjunction with other included activities or services, repair and maintenance of aircraft, sale of aircraft, parts, sale or maintenance of aircraft accessories, radio communication and navigation equipment, and any other activity which, because of its direct relationship to the operation of aircraft, can appropriately be regarded as an aeronautical activity or service.

Air transportation means the carriage for compensation of passengers, property, or mail, when any part of the transportation or operation is by aircraft.

Aircraft means a vehicle that is used or intended to be used for flight in the air and subject to regulation by the Federal Aviation Administration.

Airline means a commercial operator offering air transportation to passengers to specified destinations at scheduled times, and subject to regulations by the FAA in accordance with FAR part 119, 121, or 135. For the purposes of this policy, scheduled air cargo flying operations are included in this category.

Airplane means an engine-driven, heavier-than-air, fixed-wing aircraft that is supported in flight by the dynamic reaction of the air against its wings, fuselage or other fixed surfaces.

Airport, when capitalized, means the Archuleta County Airport, and all of the property, buildings, facilities and improvements within the exterior boundaries of the airport as depicted in the Airport layout plan, or as it may hereinafter be extended, enlarged or modified.

Airport commercial lease means the written agreement between a commercial operator and the county in which the county grants a non-exclusive right to conduct commercial activity on county-owned property at the Archuleta County Airport.

Airport Manager means the County Administrator's designee who has direct supervisory and functional responsibility for the operation and maintenance of the Airport.

Airside means that portion of the Airport meant for taxiing, hover taxiing, air taxiing, takeoff, landing, parking, loading or unloading, or any other aircraft operation, and includes the aircraft parking aprons, taxiways, runways and safety areas.

Basing means the regular or routine use of the Airport for aeronautical activities. Basing occurs when one or more of the following conditions are met:

- A. An aircraft is offered for air transportation or other commercial flying services based on the Airport.
- B. The aircraft is based at and operates from the airport.
- C. Supplies, equipment, facilities, or personnel are offered commercially to the public for aircraft servicing or maintenance on the Airport.

Commercial activity means any activity not related to aviation by any person, the purpose of which is to secure earnings, income, compensation, or profit, whether such objective or objectives are accomplished or not.

Commercial aircraft means any aircraft used in the conduct of any commercial activity.

Commercial aviation service operator (CASO) means a person or persons, firm, or corporation engaging in an activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to, or is required for the safety of such aircraft operations, the purpose of such activity being to secure earnings, income, compensation, or profit, whether or not such objective or objectives are accomplished. Authorized activities include but are not limited to the following aeronautical services performed in full compliance with the Archuleta County Airport minimum standards.

- A. Aerial Spray applications
- B. Air charter/air taxi service
- C. Aircraft loading, unloading and towing
- D. Aircraft maintenance, repair, service, and inspections
- E. Aircraft rental
- F. Avionics and or instrument maintenance, repair, inspection
- G. Aircraft Sales new and/or used;
- H. Airframe and power plant repair facilities;
- I. Propeller, maintenance repair, service and inspection

- J. Flight instruction
- K. New or used aircraft sales
- L. Specialized commercial flying services;

Commercial lessee means the holder of an airport commercial lease.

County means Archuleta County, Colorado

Driver means any person who drives or is in physical control of a motor vehicle.

FAA means the Federal Aviation Administration.

FAR means that portion of the United States Code commonly known as the Federal Aviation Regulations.

FBO, (fixed base operator) is a primary commercial aeronautical support service provider, who has entered into a written lease with the County to serve the public with the sale of aviation jet fuel, aviation gasoline, oil, ramp parking ramp service, aircraft towing, commercial hangar storage, office space, pilot services, including bathrooms, flight planning, weather information, and at least 3 of the following services and facilities:

- A. Aerial Spray applications
- B. Air charter/air taxi service
- C. Aircraft loading, unloading and towing
- D. Aircraft maintenance, repair, service, and inspections
- E. Aircraft rental
- F. Avionics and or instrument maintenance, repair, inspection
- G. Aircraft Sales new and/or used;
- H. Airframe and power plant repair facilities
- I. Propeller, maintenance repair, service and inspection
- J. Flight instruction
- K. New or used aircraft sales
- L. Specialized commercial flying services;

Flying club means nonprofit entities organized for the express purpose of providing its members with any aircraft for their personal use and enjoyment only. Aircraft must be vested in the name of the club or owners on a pro-rata share. The club may not derive a profit from the use of the aircraft than the cost to operate, maintain and replace the aircraft.

Line services means the into-plane delivery of fuels, oils and other lubricants, the providing of ramp assistance, parking, storage, and tie down of aircraft.

Motor vehicle means any vehicle, other than an aircraft, which is motorized.

NOTAM means "notice to airmen," a notice containing interim information which is essential to personnel concerned with flight operations.

On-demand flying services means commercial flying activities other than airline activities. Examples include crop dusting, flight instruction, air taxi, and air ambulance.

Person means any individual, firm, partnership, corporation including registered non-profit corporations, company, association, joint-stock association or governmental entity. It includes trustees, receivers, assignees, employees, or similar representative of any of them.

Safety area means any FAA-designated area abutting the edges of a runway or taxiway intended to reduce the risk of damage to an aircraft inadvertently leaving the runway or taxiway.

Tenant means any person, firm or corporation leasing property at the Archuleta County Airport for aeronautical purposes. An Airport tenant may hangar their aircraft on their leased property subject to the terms and conditions of a negotiated lease.

Through the Fence operations means an aeronautical activity operating from other than Stevens Field airport property, and accessing airport property, through the airports fence.

UNICOM means an air/ground radio communication station operated in accordance with the Aeronautical Information Manual on the common traffic advisory frequency assigned for use at the Airport by the FAA and the Federal Communications Commission (FCC).

2. Authority of the County.

The Airport Manager shall at all times have the authority to take those necessary and legal actions required to ensure compliance with the provisions of the following:

- A. Existing leases, licenses, permits, and other written agreements between the County and persons at the Airport.
- B. This ordinance, and those other published policies, rules or regulations established by the authority of the Board of County Commissioners (BOCC), which apply at the Airport.
- C. Those temporary restrictions established in accordance with a federal, state, or county-mandated activity or plan, or as may be required to safeguard people, aircraft, equipment or property at the Airport.
- D. Those responsibilities levied on the county by the federal or state governments in regards to Airport management.

The BOCC may establish by resolution those fees and charges, and those terms and conditions it deems appropriate and applicable to Airport use.

3. Agreements required for airport ground and building lease.

- A. Any person wishing to establish a lease with the County for private or commercial use of Airport property must enter into a written lease agreement with the BOCC specifying the terms and conditions of such use. The BOCC may establish standard terms and conditions for such agreements by resolution, and may delegate by resolution the authority to execute and terminate such standardized agreements.

- B. Any and all new airport buildings, hangars or modifications to existing structures will meet current Archuleta County building codes, Zoning regulations, Pagosa Fire District codes, and be pre-approved approved by Stevens Field management as to dimension, material, and design. An approved FAA form 7460, Notice of Proposed Construction or Alteration, will be submitted to Stevens Field Airport Management prior to the start of any building construction.

- C. The Airport Manager may authorize an interim or emergency agreement with appropriate public agencies to occupy or use county-owned improvements and infrastructure. Examples of situations that may be suitable for such authorizations are military or law enforcement activities, and the temporary occupation of airport areas by government agencies during natural disasters, or aircraft accident investigations.

4. Required reports and documentation.

All users of the Airport shall submit to the Airport Manager any report or reports or information regarding their operations at the Airport when and as required by the BOCC.

- A. All persons on the Airport shall provide, upon request by the Airport Manager, Law Enforcement Officer or Codes Enforcement Officer, proofs of compliance with the provisions of this ordinance. Such proofs include, but are not limited to:
 - I. Business registration or license with the county
 - II. Insurance as required by this document.
 - III. Permits issued by the U.S. Environmental Protection Agency or the state environment department for activities on the airport which involve fuels, oils, lubricants, chemicals, and/or other potentially hazardous substances, if such permitting is required by those agencies.
 - IV. FAA certificate of aircraft registration, Pilots License, or other reasonable documentation of aircraft ownership.
 - V. Non-discriminatory lists of prices and service charges by commercial operators.

Sections 5-29. Reserved.

ARTICLE II.

MINIMUM STANDARDS FOR COMMERCIAL AIRPORT ACTIVITY AND SERVICE PROVIDERS

30. Preamble.

The FAA, in AC No: 150/5190-6 and 150/5190-7 specify the grant obligations assumed by operators of public airports which have received FAA grant assistance. The owner/operator is required to operate the airport for the benefit and use of the public without unjust discrimination.

The standards established in this document are the minimum entry requirements for anyone wishing to provide FBO or Commercial services to the public. No person shall be granted the right to conduct any commercial activity or to use any land on the Archuleta County Airport unless such activity is conducted in accordance with these standards. The execution of a valid contract or lease to conduct such activity with the county shall be required. Upon adoption of these standards, present operators shall provide proof of compliance within 90 days.

The County, being the owner and responsible for the administration of the Archuleta County Airport, establishes the following policy for minimum standards:

31. General.

All commercial activities shall be furnished to the public on a fair, equal and non-discriminatory basis. Prices for all such services shall be on a non-discriminatory basis and shall be clearly posted. This does not preclude reasonable and non-discriminatory discounts, rebates or similar price reductions to volume purchasers.

No entity shall base a commercial aeronautical activity at the Airport unless a valid agreement has been entered into by the entity and the County.

The agreement will present the terms and conditions under which the activity will be conducted at the airport, including but not limited to: duration of the agreement, rentals, fees, and charges; and the rights and obligations of the respective parties as well as terms of extensions and abrogation's of the agreement.

32. Airport Aeronautical Commercial Lease.

The following commercial activities shall be permitted with a valid lease/contract with the County and subject to Federal, State or Local regulations or requirements.

- A. Air transportation including, airline, air carrier, air taxi, air cargo, mail, and other scheduled air services.
- B. Aircraft support services.
 - I. Aircraft manufacture, maintenance, repair and storage. Painting and washing. Manufacture, repair and reconditioning of new or used parts. Specialized repair services for aircraft appliances and components as well as warranty or guarantee services.
 - II. Flammable liquid storage and/or sales.
 - III. Sales, leasing, financing, insuring and/or brokerage of aircraft, airframes, engines or other aeronautical items.
 - IV. Storage of aircraft and parts.
 - V. On-demand flying services including aerial photography or survey, agricultural operations including crop-dusting, aircraft charter operations, aircraft rental, banner towing, corporate flight operations, dropping objects from aircraft, fire-fighting, independent flight instruction and instruction under FAR Part 141, parachute jumping and sightseeing flights.
- C. The holder of an airport commercial lease will only be authorized to conduct those activities approved in the lease.

33. Airport non aeronautical Commercial Lease

- A. The following commercial non aeronautical commercial activities shall be permitted with a valid lease/contract with the County and subject to Federal, State or Local regulations or requirements. Non aeronautical leases on Stevens field property, must lease property at fair market value. Non aeronautical commercial activities include, but are not limited to:
 - I. Restaurants, food service, and catering.
 - II. Transportation, including rental cars, shuttle buses and taxis.
 - III. Non aviation related vehicle and equipment storage.
 - IV. Any other non aviation related business.

34. Fees and charges.

- A. The Archuleta BOCC shall establish those fees, charges and terms and conditions applicable and appropriate to airport commercial leases.
- B. Failure to pay approved fees and charges in the time and manner prescribed shall be considered a violation of this ordinance.
- C. Daily use fees may be suspended, with the authorization of the BOCC, by the Airport Manager for special events.

35. Commercial line services.

- A. FBOs with a valid lease or contract with the County are permitted to sell aviation jet fuel, aviation gasoline, oil, ramp parking and service or to offer line services commercially, only when so stipulated in the Airport commercial lease.

36. Applications and qualifications

- A. Demonstration of intent to conduct a commercial operation at the Airport shall be by application to the County. The written application for all applicants shall contain the following:
 - I. The nature of the business including a proposed business plan.
 - II. The legal names and signatures of all parties owning an interest in the business or who will appear on leases and contracts as a partner, director or corporate officer.
 - III. The name, address and telephone number of the primary contact person.
 - IV. A current financial statement.
 - V. A list of credit references acceptable to the county.
 - VI. An agreement to provide a bond or guarantee of sufficient funds in an amount consistent with the anticipated demands of the proposed activity.
 - VII. A written authorization to the Airport Manager and/or County to obtain information from the FAA, State, Federal or any other aviation activity with which the applicant has engaged in aviation business or activity.
 - VIII. Proof of liability coverage for the current amount established by the county and sufficient for the stated purpose of the business with the County named as additionally insured.
- B. The application will be delivered to the Airport Manager, who will review the application with the applicant. The Airport Manager, schedule allowing, will present the application to the AAC for their

recommendation. The application, together with the recommendations of both the AAC and the airport manager will be presented to the BOCC for approval or denial.

37. Action on application.

All applications will be reviewed and acted on by the County within thirty days from receipt of the application. Denial of the application may be for one or more of the following reasons

- A. The applicant does not meet qualifications, standards and requirements of the minimum standards.
- B. The proposed operation or construction will create a safety hazard on the Airport.
- C. The granting of the application would require expenditure of local funds, labor or materials resulting in a financial loss to the County.
- D. There is no appropriate space to accommodate the proposed activity.
- E. The proposed operation or construction does not comply with the Airport Layout Plan.
- F. The development or use of the area will result in undue interference with operations of any existing fixed base operator.
- G. Any party to the application has supplied false information or misrepresentation of any material fact or failed to make full disclosure.

Under unique circumstances the county may enter into a probationary or temporary lease or contract agreement.

38. Minimum standards for FBO's

A. Only an approved FBO, who has entered into a lease with the County may offer the sale of aviation jet fuel, aviation gasoline, and oil. All FBO's will meet this document's definition of an FBO, and have the facilities and equipment required to offer the following minimum services:

- I. The sale of aviation jet fuel, aviation gasoline, and oil.
- II. Ramp parking sufficient for multiple aircraft, ramp service, and aircraft towing.
- III. Commercial hangar storage sufficient for multiple aircraft
- IV. Office space
- V. Pilot services, including bathrooms, flight planning, and weather information.
- VI. At least 3 of the additional services listed in this document's FBO definitions

VII. Seven day a week, 365 days a year service with hours of at least 7:00 AM to 5:00 PM during the winter and , and 7:00 AM to 7:00 PM during the summer.

B. The FBO will be required to have an aviation fuel storage facility (including for the storage of fuel trucks) that complies with all federal, state, and local regulations, including fuel spill containment, and an approved Spill Protection Control and Countermeasure Plan (SPCC).

C. FBO fuel trucks will be commercially manufactured trucks designed for the carrying and delivery of fuel with a minimum capacity of 1000 gallons.

D. The FBO may provide additional aeronautical related commercial services not specified in the lease provided they comply with any applicable minimum standards

E. Activities not specifically provided for in the minimum standards, will be subject to negotiations.

F. The FBO lease shall specify the minimum services to be performed. The lease shall specify the duration and conditions for renewal. The lease will also specify the facilities and area for which the FBO shall be solely responsible.

39. Minimum Standards for a Commercial Aviation Service Operator (CASO)

A. A CASO, as described in the definitions sections, will submit and obtain approval to operate via an application, as described in Article II, section 36, then enter into a lease/contract, with the County in order to operate on the airfield, as a business, that offers one or more of the Commercial services listed in the definitions section to the public.

B. A CASO must apply to and be approved by the County to operate in a subleased airport facility. Prior to finalizing any subleasing agreement, the proposed agreement shall be approved in writing by the County. The sub lessee shall comply with all applicable minimum standards.

40. Environment

Any FBO, CASO, person, party or firm operating on this airport must comply with all federal, state and local environmental requirements.

41. Security.

Any FBO, CASO, person, party or firm operating on this airport must comply with all federal, state and local security requirements pertaining to airport operations.

42. Enforcement of violations of the minimum standards.

Violation of any of the terms, conditions, requirements, standards or prohibitions of these minimum standards by any person or entity, whether or not they have an agreement, contract or lease with the County, may be punished in accordance with Federal, State or local laws and codes. Such violation may also be used as grounds for termination of any existing agreement with the County.

Sections. 43-50. Reserved.

ARTICLE III.

AIRPORT SAFETY

51. Emergency response not limited.

No provision of this document shall be construed by any person to prevent assistance by any person to any other person in the event of an emergency.

52. Safety of Others.

All aeronautical activities at the airport shall at all times be conducted with due consideration to the safety of all airport users, other persons, and property located at or about the airport.

53. Operations on the airport.

Only aircraft, official airport vehicles, and emergency vehicles are permitted on the runway, the parallel taxiway, the feeder taxiways between the runway and parallel taxiway, and on the runway side of all hold-short lines.

Sections. 54-70. Reserved.

ARTICLE IV.

AIRCRAFT OPERATIONS

71. Policies, procedures and restrictions at the airport.

- A. All operations will be conducted in accordance with the current FARs and Airman's Information Manual.
- B. Pilots of piston-driven airplanes are expected to fly a standard left hand traffic pattern for Runways 1 and 19 at an altitude of 8,700 feet Mean Sea Level, (MSL) 1,000 feet Above Ground Level (AGL).
- C. Pilots of turbine aircraft are expected to fly a left-hand traffic pattern for Runways 1 and 19 at an altitude of 9,200 feet MSL 1,500 feet AGL. Pattern entries and departures should be done in a manner to avoid or minimize flight over populated areas.
- D. All pilots shall be aware of, and familiarize themselves with, the noise abatement procedures as may be adopted for the Archuleta County Airport.

72. Prohibited operations in hangars.

- A. Hangars on the Airport will be for aeronautical uses only. Hangars may not be used for the following:
 - I. Residential purposes.
 - II. Refueling aircraft or vehicles
 - III. Running aircraft engines.

73. Removal of wreckage.

Every aircraft owner shall remove any wreckage, or inoperative, disabled or wrecked aircraft from the public-use areas of the Airport as soon as possible, but not later than 48 hours of such wreck or disabling. If removal of such wreckage or aircraft has been restricted by the FAA or National Transportation Safety Board, the owner shall remove such aircraft or wreckage as soon as possible, but not later than, 48 hours of the lifting of such restrictions.

Sections. 74-90. Reserved.

ARTICLE V.

MISCELLANEOUS

91. Clubs and organizations.

- A. Non-profit clubs and organizations shall enter into a written agreement with the BOCC prior to basing offices, facilities, personnel, or aircraft at the Airport. Such agreement shall include those terms and conditions under which the club or organization may operate. Only clubs or organizations possessing a 501(c) (3) tax exemption from the Internal Revenue Service, or which are registered as a Colorado non-profit corporation, may be permanently based at the Airport.

- B. Non-profit clubs shall not offer any goods or services to any person other than a member of the club. However, educational services, such as aircraft orientation flights, may be provided to the general public, at cost. Non-profit clubs may sell or exchange capital equipment and/or facilities with non-club members.

- C. Non-Profit clubs and organizations which do NOT have or currently possess a 501(c) (3) tax exemption from the Internal Revenue Service may be offered space for organization meetings and functions at the Airport, provided the Airport Manager approves such activity.

- D. For-Profit clubs and organizations may be allowed to meet on the airport premises, however, approval by the Airport Manager will be required, and will be approved on a case by case basis. For-Profit clubs and organizations will meet all minimum requirements for Non Profit clubs, plus any additional requirements and/or minimum standards for CASOs.

92. Insurance requirements

A. All commercial operators shall procure and maintain general public liability insurance that meet the requirements of the Colorado Tort Claims Act, and at the minimum amounts stipulated in any lease or contract with the County. All policies shall name the County as an additional insured. The insurance company or companies writing the required policy or policies shall be licensed to do business in the state. Commercial lessees may self-insure by annually providing the county clerk a letter of credit, or other promissory or escrowed monetary instrument in that amount in lieu of the required policy.

B. Non commercial airport lessees will maintain the insurance coverage detailed in their individual lease with the County, and provide the County with an up to date proof of insurance document that also lists the County as an insured party/

C. Environmental remediation insurance in the amount of \$1,000,000.00 per incident is required for those operators whose activities are subject to regulation and licensing by the U.S. Environmental Protection Agency or the Colorado Environment Department. All policies shall name the County as an additional insured. The insurance company or companies writing the required policy or policies shall be licensed to do business in the state of Colorado. Commercial Lessees may self-insure by annually providing the county clerk a letter of credit, or other promissory or escrowed monetary instrument in that amount in lieu of the required policy.

D. The Stevens Field minimum required liability insurance coverage is \$1,000,000.00 per event, and at least \$2,000,000.00 aggregate.

93. UNICOM.

Only FBOs offering line services may operate UNICOM on the common traffic advisory frequency.

The Airport Manager will establish alternating weekly UNICOM operating periods when and if more than one authorized FBO is located on the Airport.

94. Effective dates.

The effective date of this document shall be the day of its adoption by the BOCC.

95. Violation of ordinance.

The Airport Manager may seek to enforce this document as he/she deems necessary based on the circumstances. The Airport Manager, designee, or law enforcement officer may issue citations to enforce this document.

96. Through the fence operations.

Through the fence operations are not currently approved for Stevens Field at Archuleta County.

Sections 97--100. Reserved.

Appendix 1

Snow Removal

General principles:

These procedures are written with the fact in mind that Stevens Field is a General Aviation facility, and does not have an instrument approach. At such time as an instrument approach system is commissioned, these procedures may need to be revisited, in particular, snow removal may need to be initiated during a snow event.

The Airport Manager or his designated representative is responsible for the following:

- A. Determining when snow removal operations shall begin. Snow removal operations shall generally begin after snowfall has stopped, or at a point in which no significant additional snow accumulation is expected. Snow removal operations may commence during snowfall
- B. Disseminating airport information via the Notice to Airman (NOTAM) through the Denver Flight Service Station FSS and by local notification to the FBO & UNICOM operations offices. Items requiring NOTAM's or local notification are:
 - I. Closure of the runway or taxiways, and equipment operating on/or adjacent to the aircraft movement areas.
 - II. Snow drifts, ridges or windrows of snow on or adjacent to the operational areas.
 - III. Braking action advisories.
 - IV. Other hazards to aircraft operations.

- V. Inspection and maintenance of snow removal equipment for proper operation, and readiness during the winter months.
- VI. Insuring that the snow removal equipment is properly equipped with emergency lighting.
- VII. Closing, and then re-opening the airport for snow removal operations...

The airport snow removal crew or contractor shall be responsible for the following:

- A. The safe and efficient operation of snow removal equipment.
- B. Two-way radios communications with airport and airport users via the UNICOM frequency, which should be monitored by the operator at all times.
- C. Communicating with Airport authorities, the FBO, and aircraft via radio while accessing or crossing any runway during occasions when the Airport is not closed for snow removal.
- D. Operating all vehicles in a manner such that will not cause direct, indirect, or peripheral damage to any paved surface on the airport, runway/taxiway edge lighting system, or any other airport equipment or facility. At no time shall the equipment operators remove snow in such a way as to obscure or bury any airport lighting system runway/taxiway lights, approach lights, etc. The snow removal contractor shall be responsible for the repair of any damage that occurs during snow removal operations.

The airport snow removal goals and priorities are:

Priority 1:Runway 1/19. The runway should be available for emergency operations as soon as possible after a storm. Normal operations will not commence until the airport is safe for aircraft and snow removal equipment.

Priority 2:The FBO ramp. Once this area is clear and safe to park aircraft, normal operations may resume.

Priority 3: The North Ramp parking area.

Priority 4:Taxiway “B”, hangar aprons, the north aircraft tie down area, and airport land-side access roads.

Priority 5:Auto and rental car parking areas.

Goals 1: Efficient and effective snow removal that allows for safe aircraft operations on all airport surfaces. Snow should be removed from the runway and taxiways in such a way as to avoid any snow banks more than 18” high within 30 feet of the runway edge.

Goal 2: Clear visibility of all airport, runway and taxiway lights.

Goal 3: Prevention of expensive pavement and structure foundation damage. During airport snow removal planning Airport Management and Contractors should be cognizant of the damage that melting snow can do to the airport infrastructure. All piling of snow should be done with consideration of where the melt off/run off water will go. Taxiway “B”, snow should be pulled off the hangar aprons onto the taxiway, and then pushed to clear areas along the east side of the taxiway. This procedure is to prevent as much snowmelt as possible from migrating onto or under the pavement surface, or underneath the hangars.

The “No Plow or No Cleanup” Decision

After a light snowfall, or a light wind event, the airport manager may determine that it is not necessary to remove snow from the airport. “Solar snow removal” is often sufficient to remove a small amount of snow.

In making a “no plow” decision, it is important for the airport manager to remember the standards required for turbine operators to use the airport. It is a primary mission of the airport to provide air-ambulance service to the residents of Archuleta County, and these aircraft must be able to operate any time the weather permits VFR operations.

The following is excerpted from the AirCare Durango operations manual:

“Take-offs and landings will not be made with more than ½” of wet snow or slush, or more than 4” of dry snow on the runway surface”.