

CHAPTER 11

AIRPORT OPERATIONS, MINIMUM STANDARDS, AND APPROACH PROTECTION

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PART I. GENERAL PROVISIONS.

11.01 Title.

This ordinance may be referred to as the Airport Ordinance.

11.02 Authority.

This ordinance is adopted pursuant to authority granted by Wis. Stat. §§ 59.03, 59.04, 59.14, 59.54, 59.58, and 114.136.

11.03 Purpose.

The purpose of this ordinance is to promote public convenience, safety, and welfare by providing guidance, minimum standards, and regulations for airport operations; to insure adequate aeronautical facilities and services at the airport; to encourage the orderly development of the airport; and to protect aerial approaches to the airport by regulating and restricting the height, location, size, and use of buildings, structures, and trees in the vicinity of the airport.

11.04 Applicability.

- (1) This ordinance applies to all persons and things within the airport boundary and to all buildings, structures, trees, and uses within 3 miles of the airport boundary as shown on the Approach Protection Zoning Map adopted pursuant to this ordinance.
- (2) This ordinance supersedes any other ordinance that relates exclusively to height limitations at or adjacent to the airport, except that in the event of a conflict between a regulation prescribed by this ordinance and by any other ordinance, the more stringent limitation or requirement will govern.

11.05 Definitions.

In this ordinance:

“Aeronautical service” means a service that relates to or is required for the operation of aircraft or that contributes to or is required for the safety of aircraft operations.

“Airport” means the Manitowoc County Airport located in Sections 12 and 13, Town 19 North, Range 23 East, and Sections 7 and 18, Town 19 North, Range 24 East, Manitowoc County, Wisconsin.

“Airport hazard” means any building, structure, tree, or use that obstructs the air space required for the flight of aircraft landing at or taking off from the airport or that is in any way hazardous to aircraft landing at or taking off from the airport.

“Airport manager” means the county’s airport manager or a person designated by the airport manager to act on his or her behalf.

“Approach Protection Zoning Map” means the Height Limitation Zoning Map, Manitowoc County Airport, Manitowoc, Wisconsin that was adopted by the Planning and Park Commission on February 24, 2009; approved by the County Executive on February 25, 2009; and that is adopted, incorporated by reference, and placed on file with Planning and Zoning Department pursuant to this ordinance, as may be amended from time to time, which shows the boundaries and the maximum permitted height above ground level for buildings, structures, and trees within each airport protection zone depicted on the map.

“Board of Adjustment” means the board created by sec. 2.04(1).

“Central Parking Area” means the public parking lot immediately to the south of the Fixed Based Operator’s office and hangar.

“Code Administrator” means the person appointed pursuant to sec. 8.18(1) or his or her designee.

“Construction equipment,” “maintenance equipment,” and “service equipment” mean any equipment owned or operated by the county, a fixed base operator, the Federal Aviation Administration, or a contractor that is used to construct, maintain, or service airport facilities or to maintain or service aircraft.

“County” means Manitowoc County and any of its authorized agents, employees, officers, officials, or representatives.

“Electric personal assistive mobility device” means a self-balancing, 2-wheeled device that is designed to transport only one person and that has an electric propulsion system.

“Emergency equipment” means any crash, fire, medical, rescue, police, or other equipment or vehicle designated by the airport manager as necessary to safeguard buildings, ramps, runways, structures, taxiways, and other property within the airport boundary.

“FAA” means the United States Department of Transportation, Federal Aviation Administration.

“FAR” means the Federal Aviation Regulations adopted by the Federal Aviation Administration.

“Fuel cart” means a vehicle that is used to deliver fuel into an aircraft and that is not self-propelled.

“Fuel farm” means the area designated by the Highway Committee for the installation of bulk fuel storage tanks and related equipment necessary to store and dispense aviation fuel, lubricants, and related petroleum products.

“Fuel tank” or “tank” means an underground storage tank.

“Fuel truck” means a self-propelled vehicle that is used to transport fuel and to deliver fuel into an aircraft.

“Fueling area” means the area designated by the Highway Committee where aircraft and other vehicles may be fueled.

“Movement area” means the runways, taxiways, and other areas of the airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

“Non-conforming use” means any building, structure, tree, or use that does not conform to a regulation prescribed by this ordinance or an amendment to this ordinance at the time that the regulation took or takes effect.

“North Parking Area” means the area immediately surrounding the green T hangars and all of the hangars located north of the green T hangars.

“Operator” means a person that provides one or more aeronautical services at the airport.

“Park” means to stop and keep a vehicle standing, but does not include a vehicle that is stopped temporarily and is actually engaged in receiving or discharging passengers or loading or unloading property, provided it is attended by a licensed operator.

“Pedestrian” means any person afoot or any person in a wheelchair, whether manually or mechanically propelled, or in any other low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person, but does not include any person using an electric personal assistive mobility device.

“Safety area” means a runway or taxiway and the surrounding surfaces that are prepared or identified as suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway or the unintentional departure from a taxiway.

“South Parking Area” means the area immediately surrounding the hangars located south of the green T hangars, but does not include the public parking lot immediately to the south of the Fixed Base Operator’s office and hangar.

“Special activity” means an activity that is infrequently conducted at the airport or that is not presently conducted at the airport.

“Structure” means any object, including a mobile object, that is assembled, constructed, installed, located, moved, or placed in an airport protection zone by any person.

“Tree” means a woody, perennial plant having a single main stem and any other object of natural growth except farm crops that are cut at least once a year and bushes, plants, and shrubs that do not grow to a height of more than 5 feet.

“Vehicle” means every device in, upon, or by which any person or property is or may be transported or drawn, but does not include aircraft operated in accordance with applicable Federal Aviation Regulations.

PART II. OPERATIONS.

11.06 Subtitle.

This part may be referred to as the Airport Operations Ordinance.

11.07 Animals.

No person, other than a person with a disability accompanied by a service animal, may bring any animal onto the airport unless the animal is on a leash, in a cage, or otherwise confined.

11.08 Fuel and Fueling.

- (1) Aircraft fuel must be stored and dispensed from a fuel cart, tank, or truck that has been authorized by the airport manager.
- (2) It is unlawful for any person to install or maintain a fuel tank outside of the designated fuel farm area.
- (3) It is unlawful for any person to install or maintain a fuel tank within the designated fuel farm area without the express written authorization of the airport manager.

- (4) It is unlawful for any person to bring fuel onto, store fuel in, or dispense fuel from a jerry can, cart, drum, tank, truck, or other container without the express written authorization of the airport manager, except for the purpose of filling an authorized fuel cart, tank, or truck.
- (5) It is unlawful for any person to operate a fuel cart or truck within the boundary of the airport without the express written authorization of the airport manager.
- (6) It is unlawful for any person other than a fixed base operator, commercial fuel service operator, or self-fueling fuel service operator to sell, share, or otherwise provide fuel to or for any aircraft without the express written consent of the airport manager.
- (7) It is unlawful for any person to permit a self-fueling facility to be used to provide fuel to any aircraft other than an aircraft that is owned or leased for the exclusive use of the self-fueling fuel operator.
- (8) Each owner and operator shall comply with all Federal, State, and local laws, orders, ordinances, regulations, and rules governing the installation, maintenance, and operation of its fuel cart, tank, truck, and related equipment.

11.09 Fuel Flowage Fee.

- (1) The Highway Committee shall recommend and the county board may establish a per gallon fuel flowage fee for any fuel that is transferred to an aircraft or vehicle within the boundary of the airport.
- (2) The operator of a fuel cart, tank, or truck and any other person who dispenses fuel within the boundary of the airport must provide the airport manager with a statement and documentation showing the number of gallons of fuel transferred and pay the fuel flowage fee on or before the 10th day following the last day of any month in which fuel is transferred to an aircraft or vehicle.
- (3) Late payments are subject to interest at 1% for each month or portion of a month that the payment is late.

11.10 Gate Access.

- (1) Entrance into the fenced boundary of the airport is authorized through six numbered gates, each of which is secured by a coded keypad, as follows:
 - (a) Gate 1, located on the south fence at the north end of Freedom Way off of Menasha Avenue, provides access to the area north of the FBO building and to the FBO building for county employees, emergency service providers, FAA personnel, and other persons engaged in work related to airport

construction, maintenance, operations, or service and for aircraft owners, aircraft operators, hangar tenants, and their bona fide guests.

- (b) Gate 2, located on the west fence at the south end of the Central Parking Area by the EAA hangar, provides access to the area south of the FBO building for county employees, emergency service providers, FAA personnel, and other persons engaged in work related to airport construction, maintenance, operations, or service and for aircraft owners, aircraft operators, hangar tenants, and their bona fide guests.
 - (c) Gate 3, located on the west fence by hangar number 12, provides access to the area south of the FBO building for county employees, emergency service providers, FAA personnel, and other persons engaged in work related to airport construction, maintenance, operations, or service and for aircraft owners, aircraft operators, hangar tenants, and their bona fide guests.
 - (d) Gate 4, located on the south fence off of Menasha Avenue, provides access to the airport for county employees, emergency service providers, and FAA personnel and serves as the primary public entrance for air show activities.
 - (e) Gate 5, located on the east fence off of Nagle Avenue, provides access to the airport for agricultural tenants, county employees, emergency service providers, and FAA personnel.
 - (f) Gate 6, located on the north fence at the north end of Freedom Way off of Goodwin Road, provides access to the airport for airport agricultural tenants, county employees, emergency service providers, and FAA personnel.
- (2) It is unlawful for any person other than a county employee, emergency services provider, or FAA employee acting in the course of his or her official duties to enter the fenced boundary of the airport through a padlocked gate without prior authorization from the airport manager.

11.11 Hangars.

- (1) No hangar may be constructed, erected, installed, placed, or otherwise located within the boundary of the airport without the express written consent of Manitowoc County.
- (2) Hangars must be finished in a color that has been approved by the airport manager.
- (3) Each hangar will be assigned a fire number, which must be prominently displayed on the hangar using a sign or signs provided by the Highway Department. A sign must be placed in the upper left corner of the front and back of the hangar.

11.12 Outside Storage Prohibited.

- (1) It is unlawful for any person to store equipment, materials, or supplies; damaged, partially assembled, or partially dismantled aircraft; any vehicle; or any other property outside a hangar without the advance written authorization of the airport manager.
- (2) The airport manager may move, remove, or cause any improperly stored equipment, materials, or supplies; damaged, partially assembled, or partially dismantled aircraft; any vehicle; or any other property to be moved or removed. The property owner is responsible for the cost of moving or removing the property.

11.13 Parking.

- (1) It is unlawful to park any vehicle outside of a parking area designated by this ordinance; in violation of a sign, marking, other posted information, or restriction contained in this ordinance; or as authorized by the airport manager.
- (2) It is unlawful to park any vehicle at any time in an area used for the movement of aircraft without advance authorization from the airport manager.
- (3) North Parking Area.
 - (a) No one other than a hangar tenant may park in the North Parking Area without advance authorization from the airport manager.
 - (b) A hangar tenant in the North Parking Area may park his or her vehicle inside or behind his or her hangar.
 - (c) A hangar tenant in the North Parking Area may park in the space between his or her hangar and an adjacent hangar only with the adjacent hangar tenant's consent.
 - (d) No one may park on the black top or grass in front of any hangar in the North Parking Area.
 - (e) No vehicle may be parked outside of a hangar in the North Parking Area for more than 14 consecutive days unless the operator notifies the airport manager of the vehicle's location within 24 hours of initially parking the vehicle.
- (4) Central Parking Area.
 - (a) No vehicle other than a rental vehicle may be parked in a space that is marked as reserved for a rental vehicle.

- (b) No vehicle may be parked in the Central Parking Area for more than 14 consecutive days unless the operator notifies the airport manager within 24 hours of initially parking the vehicle.
- (5) South Parking Area.
- (a) No one other than a hangar tenant may park in the South Parking Area without advance authorization from the airport manager.
 - (b) A hangar tenant in the South Parking Area may park his or her vehicle in back of or inside his or her hangar.
 - (c) A hangar tenant in the South Parking Area may park within 10 feet of the front of his or her hangar, except that no vehicle may be parked on the ramp in front of a hangar in the South Parking Area during any period when snow removal operations may be required or are taking place.
 - (d) No vehicle may be parked outside of a hangar in the South Parking Area for more than 14 consecutive days unless the operator notifies the airport manager of the vehicle's location within 24 hours of initially parking the vehicle.
- (6) Removal of Parked Vehicles. The airport manager may move, remove, or cause any improperly parked vehicle to be moved or removed. The owner of the vehicle is responsible for the cost of moving or removing the vehicle.

11.14 Pedestrian Traffic.

- (1) Pedestrian traffic is prohibited on the apron, ramp, or tie-down area except for the purpose of embarking or disembarking from an aircraft, maintaining or servicing aircraft or airport facilities, or conducting airport operations, unless authorized by the airport manager. This prohibition does not apply to any person employed by a fixed base operator, the government, or a contractor if the person is engaged in work related to airport construction, maintenance, operations, or service.
- (2) Pedestrian traffic is prohibited in any movement area, safety area, or outlying area of the airport except for the purpose of embarking or disembarking from an aircraft, maintaining or servicing aircraft or airport facilities, or conducting airport operations, unless authorized by the airport manager. This prohibition does not apply to any person employed by a fixed base operator, the government, or a contractor if the person is engaged in work related to airport construction, maintenance, operations, or service.
- (3) Sections (1) and (2) notwithstanding, the airport manager may designate, in writing, portions of the apron; ramp; and movement, safety, tie-down, outlying, and other

areas of the airport where pedestrian traffic may be permitted during a special event, such as an airshow, fly-in, program, or static display. The designation must clearly identify the name and date of the special event, the area or areas where pedestrian traffic will be permitted, and times when designation is in effect. The airport manager shall provide a copy of the written designation to the event organizer, if any, and post a copy on the bulletin board inside the entrance to the airport office.

- (4) Any person on airport property must, when requested by the airport manager or a law enforcement officer, present identification and show cause for entering onto the airport property.

11.15 Smoking.

- (1) Smoking is not permitted in any building at the airport that is owned by the county.
- (2) Smoking is not permitted anywhere within the fenced boundary of the airport, except that a hangar owner or tenant may permit smoking in his or her hangar.

11.16 Speed.

- (1) It is unlawful for any vehicle to be driven within the airport boundary at a speed in excess of the limit posted on an official sign, except in an emergency or as authorized by the airport manager.
- (2) It is unlawful for any vehicle to be driven within the fenced boundary of the airport at a speed in excess of 10 miles per hour, except in an emergency or as authorized by the airport manager.
- (3) It is unlawful for any vehicle to be driven within the airport boundary at a speed greater than is prudent, reasonable, and safe under the conditions and with regard for the actual and potential hazards then existing.
- (4) A person operating a vehicle within the airport boundary shall control the speed of the vehicle so as to avoid colliding with any aircraft, object, person, or vehicle.

11.17 Vehicular Traffic.

- (1) Vehicular traffic is prohibited in any movement area, safety area, or outlying area of the airport except for the purpose of embarking or disembarking from an aircraft, maintaining or servicing aircraft or airport facilities, or conducting airport operations, except in an emergency, unless operation of a vehicle is permitted by signs, markings, or other posted information; authorized by the airport manager; or directed by a law enforcement officer.

- (2) Vehicular traffic is prohibited on any aircraft parking area, apron, ramp, or tie-down area except for the purpose of embarking or disembarking from an aircraft, maintaining or servicing aircraft or airport facilities, or conducting airport operations, except in an emergency, unless operation of a vehicle is permitted by signs, markings, or other posted information; authorized by the airport manager, or directed by a law enforcement officer.
- (3) It is unlawful for a person to operate a vehicle in violation of any sign, marking, or other posted information regulating vehicular traffic within the boundary of the airport, except in an emergency, unless authorized by the airport manager or directed by a law enforcement officer.
- (4) Aircraft owners, aircraft operators, hangar tenants, and their bona fide guests are authorized to operate vehicles within the fenced boundary of the airport to reach aircraft or hangars. Owners, operators, tenants, and their bona fide guests are required to enter the fenced boundary of the airport from Freedom Way and must proceed from Freedom Way to the aircraft or hangar following the route authorized by the airport manager.
- (5) The airport manager may authorize county, FAA, FBO, law enforcement, and fire department personnel to operate vehicles within the boundary of the airport and all such vehicles must be operated in accordance with the authorization provided by the airport manager.
- (6) The airport manager may authorize construction, maintenance, or service vehicles and equipment to operate anywhere within the airport boundary when necessary for airport operations.
- (7) The only vehicles permitted to operate within the fuel farm area are the airport manager's vehicle, bulk fuel trucks, emergency vehicles, fuel carts, and fuel trucks. The airport manager may authorize such other vehicles to operate within the fuel farm area as are deemed necessary for airport operations.
- (8) Any vehicle operating in a movement area must maintain two-way radio communications or use prearranged signs or signals to assure the safe and orderly operation of the vehicle within the movement area.
- (9) Any vehicle operating in a movement area must be equipped with an operating yellow flashing or strobe light.

PART III. MINIMUM STANDARDS.

11.18 Subtitle.

This part may be referred to as the Airport Minimum Standards Ordinance.

11.19 Purpose.

- (1) The purpose of this part is to specify the minimum requirements that an operator must meet as a condition of providing a particular aeronautical service at the airport. The minimum standard may include requirements for personnel; certificates, licenses, permits, and ratings; facilities; equipment, materials, and supplies; insurance; proof of financial responsibility; operating hours; and signage. In order to assure that the minimum standards are met, the county does not permit “through the fence” commercial aeronautical activities at the airport by any person without a permit or other written agreement with the county.
- (2) The minimum standards are threshold requirements for persons wanting to provide aeronautical services to the public. They are based on the conditions at the airport, the existing facilities and services, and the plans for the future development of the airport. They serve the public interest by insuring that there are adequate aeronautical facilities and services at the airport, discouraging substandard operators, protecting against irresponsible or unfair competition, protecting airport patrons, and preserving the financial integrity of airport operations.
- (3) A person that wants to conduct an activity for which no minimum standard is specified must contact the airport manager before engaging in the activity. The request will be referred to the Highway Committee and will be reviewed on a case-by-case basis. The Highway Committee may impose or waive such requirements or standards as it deems necessary to fulfill the purposes of this ordinance and to assure the safe and orderly use of the airport.

11.20 Application Requirements.

- (1) Any person that wishes to provide commercial aeronautical services at the airport must submit an application to the airport manager for a lease or permit to do so and must submit a letter of intent detailing the general scope of the proposed activity and its ability to comply with the relevant minimum standards. The application will be reviewed and acted upon by the Highway Committee.
- (2) An applicant must demonstrate that it has the experience necessary to conduct the proposed aeronautical activity or service and must submit a statement of qualifications to the county upon request.
- (3) An applicant must demonstrate that it has the financial ability or backing to conduct the proposed aeronautical activity or service. An applicant must provide the county with a letter from a financial institution or other verifiable documentation showing its financial capacity to construct any facilities that may be required for the proposed activity or service. The letter or other documentation must also show that the

applicant has unencumbered current assets at least equal to its projected maintenance and operating expenses for at least 3 months.

11.21 All Operators.

- (1) The minimum standards in this section apply to all operators, but the county may specify more detailed or stringent standards for a particular aeronautical service.
- (2) An operator must comply with all applicable federal, state, and local codes, laws, orders, ordinances, regulations, requirements, rules, and statutes.
- (3) An operator must employ or have trained personnel available so that it can provide the aeronautical services that it offers in a timely and efficient manner.
- (4) An operator must have all required certificates, licenses, permits, and ratings for the aeronautical services that it offers.
- (5) An operator must have, or have access to, adequate and appropriate facilities and space so that it can provide the aeronautical services that it offers in a timely and efficient manner.
- (6) An operator must have appropriate and adequate equipment, materials, manuals, parts, and supplies on hand or available so that it can provide the aeronautical services that it offers in a timely and efficient manner.
- (7) An operator must maintain operating hours that are appropriate or required for the aeronautical services that it offers. The operator may be required to provide on-call services outside of its normal operating hours.
- (8) An operator must provide a point of contact by means of an office, telephone, or some other manner so that the public can communicate with the operator in a timely and efficient manner about the aeronautical services that the operator offers.
- (9) The operator may, subject to the Highway Committee's approval, erect suitable signs advertising the operator's business.
- (10) An operator must have or demonstrate the ability to obtain and maintain adequate and appropriate insurance for the aeronautical services that it offers. The insurance must be issued by a company licensed to do business in the state of Wisconsin and each policy must contain a provision that it will not be canceled before the expiration of its term unless the insurer provides at least a 30-day written notice to the county.
- (11) The minimum requirements for each type of insurance, if required for a particular aeronautical service, are specified below, but the county may specify additional, more detailed, or stringent requirements for a particular aeronautical service:

Aircraft Liability	\$1,000,000 \$100,000 per passenger
Automobile Liability (if vehicles are used)	\$500,000 \$250,000 per person
Completed Operations Liability	\$1,000,000 \$100,000 per person
Comprehensive General Liability	\$1,000,000
Fuel Tank Financial Responsibility	\$500,000
Hangar Keepers Liability (each accident)	At least equal to the value of each stored aircraft, excepting any aircraft for which a waiver releasing county from liability is on file with airport manager.
Product Liability (each accident)	\$1,000,000
Student and Renters Liability (each accident)	\$100,000.

- (12) Any person presently lawfully conducting an activity under a lease with the county prior to the adoption or amendment of a minimum standard may continue to conduct the activity without complying with the new or amended minimum standard unless the county determines that the continued activity is not in the best interest of the airport or that the activity is in violation of any state or federal airport assurance requirement. However, the person will be required to comply with the new or amended minimum standard in order to amend, extend, or renew the current lease.

11.22 Aircraft Charter and Air Taxi.

- (1) An aircraft charter and an air taxi operator engages in the business of providing air transportation of persons or property, or both, to the general public for hire, either on a charter basis or as an air taxi operator.
- (2) The operator must lease at least 4,900 square feet of ground space on which a building with at least 2,500 square feet of floor space must be erected. The building must provide adequate space for a customer lounge, an office, rest rooms, a shop, and storage space for all equipment and at least one aircraft. The building must have proper heat and lighting and must include telephone facilities for customer use.
- (3) The operator must be certificated under the Federal Aviation Regulations and have exclusive use of at least one aircraft for each type of operation authorized.

- (4) The following insurance is required: Aircraft Liability, Automobile Liability, and Comprehensive General Liability.
- (5) The operator must provide on-call service during any time that its office is unattended and at all times outside of its normal operating hours.

11.23 Aircraft Lease and Rental.

- (1) An aircraft lease or rental operator engages in the lease or rental of aircraft to the public.
- (2) The operator must lease at least 4,900 square feet of ground space on which a building with at least 2,500 square feet of floor space must be erected. The building must provide adequate space for a customer lounge, an office, rest rooms, a shop, and storage space for all equipment and at least one aircraft. The building must have proper heat and lighting and must include telephone facilities for customer use.
- (3) The operator must own or lease at least 2 aircraft and make them available for rental. Each aircraft must have a current airworthiness certificate. At least one aircraft must be a four-place aircraft and at least one aircraft must be equipped for and capable of flight in instrument meteorological conditions and under instrument flight rules.
- (4) The following insurance is required: Aircraft Liability, Automobile Liability, Comprehensive General Liability, and Student and Renter's Liability.

11.24 Aircraft Sales.

- (1) An aircraft sales operator engages in the sale of new aircraft as a franchisee, licensed dealership, or retail or wholesale distributorship of an aircraft manufacturer; in the sale of used aircraft; and in the provision of repair, service, and parts as necessary to meet any guarantee or warranty on the aircraft it sells.
- (2) The operator must lease at least 15,000 square feet of ground space to provide for the outside display and storage of aircraft and on which a building 11,000 square feet of floor space must be erected. The building must provide at least 8,000 square feet of floor space for aircraft display and storage and at least 3,000 square feet for a customer lounge, an office, rest rooms, a shop, and storage space for all equipment and at least one aircraft. The building must have proper heat and lighting and must include telephone facilities for customer use.
- (3) The operator must make arrangements for the provision of repair, service, and parts in a timely and efficient manner during the guarantee or warranty period for the aircraft that it sells.

- (4) The following insurance is required: Aircraft Liability, Automobile Liability, Comprehensive General Liability, Hangar Keeper's Liability if non-owned aircraft are left in the operator's care, and Product Liability.

11.25 Aircraft Storage.

- (1) An aircraft storage operator engages in the lease or rental of space in one or more conventional hangars or T-hangars.
- (2) The operator must lease sufficient ground space and erect a building that is adequate to provide for the indoor storage for any aircraft for which the operator agrees to provide storage.
- (3) The following insurance is required: Comprehensive General Liability and Hangar Keeper's Liability.
- (4) The operator must provide on-call service during any time that its office is unattended and at all times outside of its normal operating hours.

11.26 Airframe, Powerplant, and Accessory Maintenance and Repair.

- (1) An aircraft airframe, powerplant, and accessory maintenance and repair operator provides one or a combination of airframe, powerplant, and accessory inspection, repair, and overhaul services for aircraft. An aircraft airframe, powerplant, and accessory maintenance and repair operator may also sell aircraft parts and accessories.
- (2) The operator must lease at least 4,900 square feet of ground space on which a building with at least 2,500 square feet of floor space must be erected. The building must provide adequate space for a customer lounge, an office, rest rooms, a shop, and storage space for all equipment and at least one aircraft. The building must have proper heat and lighting and must include telephone facilities for customer use.
- (3) The following insurance is required: Aircraft Liability, Automobile Liability, Completed Operations Liability, Comprehensive General Liability, Hangar Keeper's Liability, and Product Liability.
- (4) The operator must have its premises open and available to provide service on at least 4 days, and for not less than a total of 32 hours, each month. The operator must be open and available to provide service for such additional hours as the demand for service justifies.
- (5) The operator must have at least one person in its employ and on duty during business hours.

- (6) The operator must provide on-call emergency service during any time that its office is unattended and at all times outside of its normal operating hours.
- (7) The requirements contained in secs. 11.26(2), (4), and (5) do not apply to an operator if the operator maintains a fixed base of operation at another location; is providing services for an aircraft under a bona fide lease, purchase, or service contract; has applied for and been granted a permit by the Highway Committee; and pays a \$100 annual fee.

11.27 Fixed Base Operator (FBO).

- (1) A fixed base operator (FBO) is an operator that owns or leases facilities at the airport for the purpose of providing aircraft maintenance, commercial fuel service, flight training, and at least 2 other aeronautical services or other commercial operations that have been authorized by the county because they benefit airport activities and operations.
- (2) The operator must lease at least 30,000 square feet of ground space on which a building must be erected that provides at least 8,000 square feet for a shop, equipment, and aircraft storage and at least 3,000 square feet for office, a customer lounge, and rest rooms. The building must have proper lighting and heat and must include telephone facilities for customer use.
- (3) An operator must comply with the minimum standards for each aeronautical service that it provides, except that an operator is not required to meet the minimum standards for Fuel Tank Financial Responsibility for fuel tanks owned by the county.
- (4) An operator may assign multiple responsibilities to its employees to meet the personnel requirements for the aeronautical services that it provides.
- (5) An operator may make multiple use of its equipment and facilities to meet requirements for the aeronautical services that it provides.
- (6) An operator may make multiple use of its aircraft in order to comply with the aircraft requirements for the aeronautical services that it provides, except for aircraft used for aerial application, crop dusting, or other commercial use of chemicals.

11.28 Flight Training.

- (1) A flight training operator engages in providing flight instruction to the general public and pilots. A flight training operator may also provide ground school instruction, courses related to FAA pilot examinations, and check rides.
- (2) The operator must lease at least 4,900 square feet of ground space on which a building with at least 2,500 square feet of floor space must be erected. The building must

provide adequate space for a customer lounge, an office, rest rooms, a shop, and storage space for all equipment and at least one aircraft. The building must have proper heat and lighting and must include telephone facilities for customer use.

- (3) The operator must have at least 2 aircraft available for use in flight training. At least 1 aircraft must be a 4-place aircraft and at least 1 aircraft must be equipped for instrument flight instruction.
- (4) The following insurance is required: Aircraft Liability, Automobile Liability, Comprehensive General Liability, and Student and Renter's Liability.
- (5) The operator must have its premises open and available to provide service on at least 8 days, and for not less than a total of 64 hours, each month. The operator must be open and available to provide service for such additional hours as the demand for service justifies.
- (6) The operator must employ at least 1 person who holds an airman's certificate and ratings appropriate to the type of flight training provided.

11.29 Flying Clubs.

- (1) A flying club is a non-profit Wisconsin corporation or partnership that is comprised of persons who are bona fide owners of the corporation or bona fide members of the partnership.
- (2) A flying club must keep a current and complete list of its members and a current and complete record of its finances, both of which must be made available to the county upon its request.
- (3) A flying club must own at least one aircraft. Its aircraft may not be used by anyone except its members and may not be used by anyone for air taxi, charter, or hire.
- (4) A flying club may not derive greater revenue from the use of its aircraft than the amount necessary for the actual cost of operation, maintenance and replacement of its aircraft.
- (5) A flying club's aircraft may be used for student instruction. Both the instructor and the student are members and no compensation may be paid, or the instruction may be given by a flight training operator who meets the minimum standards under sec. 11.28.
- (6) A flying club's members may perform maintenance on its aircraft if the maintenance is not required to be performed by a certificated mechanic. All other maintenance must be provided by an airframe, engine, and accessory maintenance and repair operator that meets the minimum standards under sec. 11.26 or by a properly certificated mechanic who does not receive any form of compensation for performing the maintenance.

- (7) The following insurance is required: Aircraft Liability, Automobile Liability, and Comprehensive General Liability.

11.30 Fuel Service - Commercial.

- (1) A commercial fuel service operator maintains equipment for the bulk storage, delivery, dispensing, and sale of aviation fuel, lubricants, and related petroleum products to aircraft. The operator may also provide aircraft cabin services; minor repair services that do not require a certificated mechanic; parking, storage, and tie-down of aircraft; and ramp assistance within its leased space or on the apron or ramp area.
- (2) The operator must lease at least 4,900 square feet of ground space on which a building with at least 2,500 square feet of floor space must be erected. The building must provide adequate space for a customer lounge, an office, rest rooms, a shop, and storage space for all equipment and at least one aircraft. The building must have proper heat and lighting and must include telephone facilities for customer use.
- (3) The leasehold must include designated space within the fuel farm and fueling area where the operator's bulk fuel storage tank, delivery, and dispensing equipment is located. The fuel tank must have a capacity of at least 2,000 gallons and comply with all federal, state, and local requirements.
- (4) The operator's equipment must have a reliable metering device and the operator must maintain an accurate record of all deliveries of aviation fuel and oil. The operator's records are subject to examination and audit by the county during normal business hours.
- (5) The operator must comply with the National Fire Protection Association Standard for Aircraft Fuel Servicing (NFPA 407).
- (6) The following insurance is required: Automobile Liability, Comprehensive General Liability, Fuel Tank Financial Responsibility, Hangar Keeper's Liability, and Product Liability.
- (7) The operator must be open for business from 0700 to 1700 on weekdays and from 0700 to 1300 on Saturdays, holidays excepted. The airport manager may authorize the operator to close during scheduled hours due to weather conditions. The operator must provide on-call service during any time that its office is closed or unattended and at all times outside of its normal operating hours.
- (8) The operator must pay the fuel flowage fee in a timely manner for each gallon of fuel sold or consumed by the operator.

11.31 Fuel Service - Self-Fueling.

- (1) A self-fueling fuel service operator is a non-commercial aviation fuel user that maintains equipment for the bulk storage, delivery, and dispensing of aviation fuel, lubricants, and related petroleum products to aircraft that are owned by the operator or leased for the exclusive use of the operator. A prospective operator must submit a written proposal to the county which sets forth the extent of its proposed operations, including fuel grades; estimated annual volume; experience and training of fuel handling personnel; type, size, and condition of all fueling facilities and equipment to be used; and assurance provisions for the security and safety of its equipment.
- (2) The operator must lease designated space within the fuel farm and fueling area where the operator's bulk fuel storage, delivery, and dispensing equipment is located. The fuel tank must have a capacity of at least 2,000 gallons and comply with all federal, state, and local requirements.
- (3) The operator's equipment must have a reliable metering device and the operator must maintain an accurate record of all deliveries of aviation fuel and oil. The operator's records are subject to examination and audit by the county during normal business hours.
- (4) The operator must comply with the National Fire Protection Association Standard for Aircraft Fuel Servicing (NFPA 407).
- (5) The following insurance is required: Automobile Liability, Comprehensive General Liability, and Fuel Tank Financial Responsibility.
- (6) The operator must provide documentation of financial responsibility compliance as required by the United States Environmental Protection Agency.
- (7) The operator must pay the fuel flowage fee in a timely manner for each gallon of fuel sold or consumed by the operator.
- (8) The operator must post a telephone number that the public can use to report any problem with the fuel system.

11.32 Multiple Services.

- (1) A multiple services operator provides two or more aeronautical services that are covered by these minimum standards.
- (2) The operator must lease at least 15,000 square feet of ground space on which a building must be erected that provides at least 8,000 square feet for a shop, equipment, and aircraft storage and at least 3,000 square feet for office, a customer lounge, and rest

rooms. The building must have proper lighting and heat and must include telephone facilities for customer use.

- (3) An operator must comply with the minimum standards for each aeronautical service that it provides.
- (4) An operator may assign multiple responsibilities to its employees to meet the personnel requirements for the aeronautical services that it provides.
- (5) An operator may make multiple use of its equipment and facilities to requirements for the aeronautical services that it provides.
- (6) An operator may make multiple use of its aircraft in order to comply with the aircraft requirements for the aeronautical services that it provides, except for aircraft used for aerial application, crop dusting, or other commercial use of chemicals.

11.33 Operator Subcontracts.

- (1) An operator may subcontract with another person to provide all or part of the aeronautical services that the operator is authorized to provide, but the operator must obtain the county's written approval before entering into any subcontract.
- (2) A subcontract must accurately and completely describe the aeronautical services that the subcontractor will provide.
- (3) The operator and subcontractor must meet the minimum standards for all aeronautical services that they provide, but they may do so collectively. If the minimum standards are met collectively, the subcontract must specifically identify the contribution made by the operator and the contribution made by the subcontractor toward meeting each standard.

11.34 Radio, Instrument, or Propeller Repair Station.

- (1) A radio, instrument, or propeller repair station operator engages in the business of and provides a shop for the repair of aircraft radios, instruments, and propellers for general aviation aircraft. This category shall include the sale of new or used aircraft radios, instruments, and propellers, but such is not an exclusive right.
- (2) The operator must lease at least 4,900 square feet of ground space on which a building with at least 2,500 square feet of floor space must be erected. The building must provide adequate space for a customer lounge, an office, rest rooms, a shop, and storage space for all equipment and at least one aircraft. The building must have proper heat and lighting and must include telephone facilities for customer use.

- (3) The following insurance is required: Automobile Liability, Completed Operations Liability, Comprehensive General Liability, Hangar Keeper's Liability, and Product Liability.
- (4) The operator must have its premises open and available to provide service on at least 4 days, and for not less than a total of 32 hours, each month. The operator must be open and available to provide service for such additional hours as the demand for service justifies.
- (5) The operator must employ or have available, at least one person who holds a repairman certificate with a rating appropriate to the work being performed.
- (6) The operator must provide on-call emergency service during any time that its office is unattended and at all times outside of its normal operating hours.

11.35 Special Activities.

- (1) A special activities operator provides for aeronautical activities or events on an infrequent basis or engages in aeronautical services that are not routinely conducted at the airport.
- (2) A permit is required for any special activity. The operator must apply for a permit at least 60 days prior to the proposed activity and provide the county with an operational plan that addresses the following issues:
 - (a) Nature, location, date, time, and schedule for the proposed activity.
 - (b) FAA airspace approvals and aircraft accident plan.
 - (c) Public safety plan, including crowd control, fire, medical, and police protection.
 - (d) Facility use plan, including arrangements for electric, water, and other utilities; sanitation and portable rest rooms; recycling and trash receptacles, pickup, monitoring; and post-activity cleanup.
 - (e) Vendor compliance with permit and license requirements, including health department approvals if food or beverages will be available.
 - (f) Procedure for providing notice to aircraft owners, hangar owners, other operators, and any other persons who will be affected by the proposed activity.
 - (g) Insurance and indemnification, hold harmless, and defense arrangements.

- (3) The Highway Committee may approve the request and issue a permit as requested, attach such conditions to the permit as it deems appropriate, request additional information, or deny the request.
- (4) Any special activity held is expected to be self-supporting and without cost to the county, but the county may provide such services at it deems appropriate.

11.36 Specialized Commercial Flying Services.

- (1) A specialized commercial flying services operator engages in air transportation for hire by providing for the use of aircraft for the following activities: aerial photography or surveying; aerial advertising and banner towing; crop dusting, seeding, spraying, and bird chasing; nonstop sightseeing flights that begin and end at the same airport; pipe line or power line patrol; and similar operations that are not included in FAR, Part 135.
- (2) The operator must demonstrate that it has aircraft available to it that are suitably equipped for the particular specialized commercial flying service that it provides.
- (3) The operator must lease sufficient land from the county and provide a building and other facilities that are sufficient to accommodate the particular specialized commercial flying service that it provides. An operator that provides crop dusting and aerial application must make suitable arrangements and have space available for the safe storage, loading, unloading, containment, and disposal of chemical materials and must provide a centrally drained, paved area large enough to contain washing and loading spillage and to facilitate its removal from the airport.
- (4) The operator must maintain aircraft liability coverage as required for all operators and such other insurance coverage as the county may require for the particular specialized commercial flying service that the operator provides.

PART IV. APPROACH AND NAVIGATION AID PROTECTION.

11.37 Subtitle.

This part may be referred to as the “Airport Approach and Navigation Aid Protection Ordinance” or the “Airport Protection Ordinance.”

11.38 Warning and Liability Disclaimer.

The degree of aerial approach protection provided by this ordinance is based on engineering experience and scientific methods of study and is considered reasonable for regulatory purposes. However, this ordinance does not imply that a permitted building, structure, tree, or use will be totally free from hazard to or from aircraft. Nor may this ordinance be deemed

to create any cause of action against or liability on the part of the county or its agents, boards, commissions, committees, departments, employees, officials, and officers for damage to property, personal injury, or death.

11.39 Zoning Map.

- (1) The Approach Protection Zoning Map is adopted, incorporated by reference, placed on file with, and available for inspection at the Planning and Zoning Department office.
- (1m) The Navigation Aid Protection Map is adopted, incorporated by reference, placed on file with, and available for inspection at the Planning and Zoning Department Office.
- (2) The county board may amend the Approach Protection Zoning Map upon the recommendation of the Planning and Park Commission.

11.40 Zones and Boundaries.

- (1) The area within 3 miles of the airport is divided into approach protection zones as shown on the Approach Protection Zoning Map.
- (1m) The area within 1,000 feet of the center base point of the VORTAC facility at the Manitowoc County Airport that is owned by the county is designated as a navigation aid protection zone.
- (2) Where a zone boundary is shown as approximately coterminous with a highway, road, or street centerline, right-of-way line, platted lot line, section line, quarter section line, or other survey line, the line will be deemed to be the boundary.
- (3) Where a zone boundary is shown as following the shoreline of a lake, stream, or other body of water, the high water mark of the shoreline will be deemed to be the boundary and, in the event of a change in shoreline, the boundary will move with the change in the shoreline.
- (4) Where a zone boundary is disputed, the person disputing the boundary may appeal to the Board of Adjustment, which shall hear the appeal. The person disputing the location of the boundary will be given a reasonable opportunity to present his or her case and may submit technical evidence. The Board may examine any available evidence that is relevant to determine a zone boundary. The Board shall decide the location of the boundary, but may not allow any deviation from the mapped boundary unless the evidence clearly and conclusively establishes that the mapped location is incorrect.

11.41 Height and Use Limitations.

- (1) **Buildings and Structures.** No building or structure may be assembled, constructed, installed, located, moved, placed, or permitted to remain within an airport protection zone at a height in excess of the limit shown on the Approach Protection Zoning Map, except that this limit does not apply to any building or structure that is less than 35 feet in height above ground level.
- (1m) (a) The county will limit the use of its property within the navigation aid protection zone to normal airport use and crop raising, will not permit the growth of trees greater than 5 feet in height, and will not allow any object or structure greater than 5 feet in height, exclusive of farm machinery or other vehicles in motion, to be erected or placed upon said land.
- (b) The county will not allow the construction of any additional metallic fence within 500 feet of the center base point of the VORTAC facility without written approval of the Federal Aviation Administration and will allow the Federal Government to replace any existing metallic fence within 500 feet of the center base point of the VORTAC facility with wood board fence of a design suitable for the intended purpose of the existing metallic fence.
- (2) **Trees.** No tree within an airport protection zone may be permitted to grow to or remain at a height in excess of the limit shown on the Approach Protection Zoning Map, except that this limit does not apply to a tree that is less than 35 feet in height above ground level.
- (3) **Use.** No use is permitted within an airport protection zone if it creates electrical interference with radio communication between the airport and aircraft; causes glare or impairs visibility for pilots using the airport; makes it difficult for pilots to distinguish airport lights; or otherwise endangers the take off, landing, or maneuvering of aircraft.

11.42 Nonconforming Buildings, Structures, Trees, and Uses.

- (1) A building or structure lawfully existing at the time of the adoption of this ordinance or an amendment to this ordinance may continue although it does not conform to the regulations specified in this ordinance for the airport protection zone in which it is located, subject to the following conditions:
 - (a) A nonconforming building or structure that is abandoned or unused for a period of one year must thereafter be made to conform to the provisions of this ordinance.
 - (b) A nonconforming building or structure that has been damaged to the extent of 50 per cent or more of its assessed valuation must thereafter be made to conform to the provisions of this ordinance. A nonconforming building or structure that has

been damaged to the extent of less than 50 per cent of its assessed valuation may be restored to its condition prior to the damage.

- (c) A nonconforming building or structure may not be structurally altered except to make it conform to the provisions of this ordinance.
 - (d) A nonconforming building or structure may not be enlarged.
- (2) If the county has paid compensation to a property owner in the airport protection zone for protection privileges, the duty to prevent encroachments by the growth of trees or other vegetation or otherwise is on the property owner, and any such encroachment is declared to be a public nuisance.
 - (3) If the county has not paid compensation to a property owner in the airport protection zone for protection privileges, the county may go upon the land and remove any encroachments by the growth of trees or other vegetation or otherwise without being liable for damages in doing so.
 - (4) A use lawfully existing at the time of the adoption of this ordinance or an amendment to this ordinance may continue although it does not conform to the regulations specified in this ordinance for the airport protection zone in which it is located, subject to the following conditions:
 - (a) A nonconforming use may not be changed except to make it a conforming use.
 - (b) A nonconforming use may not be moved to any other part of the property on which it is located.
 - (c) A nonconforming use may not be enlarged.
 - (5) A person who, in good faith and in reliance upon a lawfully issued permit, makes substantial expenditures or incurs significant contractual obligations with respect to the acquisition of property, the construction of a building or structure, or the establishment of a use within the airport protection zone may continue with the acquisition, construction, or use authorized by the permit; provided that the person does so in a diligent manner.
 - (6) Nothing in this ordinance prevents the county from eliminating nonconforming buildings, structures, or uses by purchase or the use of eminent domain.

11.43 Permits.

(1) Requirement.

- (a) A permit is required to assemble, construct, install, move, place, or locate any building or structure in an airport protection zone if the building or structure is 35 feet or more in height above ground level.
- (b) A permit is required to structurally alter any building or structure that is located in an airport protection zone if the building or structure, as altered, is 35 feet or more in height above ground level.
- (c) A permit is required to structurally alter, repair, or rebuild a nonconforming building or structure that is located in an airport protection zone.

(2) Procedure.

- (a) A person must submit an application for any permit that is required by this ordinance to the Code Administrator. The application must describe the proposed activity with sufficient particularity to permit the Code Administrator to determine whether the proposed activity conforms to the requirements of this ordinance.
- (b) The Code Administrator will issue a permit if the proposed activity conforms to the requirements of this ordinance, may request additional information from the applicant prior to making a decision about whether to issue a permit, or will deny the permit if the proposed activity does not conform to the requirements of this ordinance.
- (c) If a permit is issued, the permit must be posted in a prominent place on the property where the proposed activity takes place so as to be visible to the public at all times until the proposed activity has been completed.
- (d) If a permit is denied, the applicant may appeal or request a variance from the Board of Adjustment.
- (e) The Board of Adjustment shall hear any appeal or variance request in accordance with its established procedures.
- (f) The Board of Adjustment may, as a condition of any permit or variance, require that the owner of the building, structure, or trees install, maintain, and operate such lights and markers at the owner's expense as may reasonably be necessary to warn aircraft of the existence of a hazard to aerial navigation.

PART V. ADMINISTRATION AND ENFORCEMENT.

11.44 Administration.

- (1) The Highway Department has primary responsibility for administration of Part II, Operations, and Part III, Minimum Standards.
- (2) The Planning and Zoning Department has primary responsibility for administration of Part IV, Approach Protection.
- (3) The Board of Adjustment has secondary responsibility for administration of Part IV, Approach Protection, by hearing appeals and variance requests.
- (4) The Corporation Counsel, Highway Department, Planning and Zoning Department, and Sheriff's Department share responsibility for administration of Part V, Administration and Enforcement.

11.45 Enforcement.

- (1) Citation Authority.
 - (a) The Sheriff may issue a citation for any violation of this ordinance.
 - (b) The Highway Commissioner or airport manager may issue an order to abate or a citation for any violation of Parts I, II, III, or V of this ordinance, or both.
 - (c) The Planning and Zoning Director or the Code Administrator may issue an order to abate or a citation for any violation of Part IV or V of this ordinance, or both.
- (2) Inspection Authority.
 - (a) Any person authorized to issue a citation for a violation of this ordinance may inspect premises, inspect and copy relevant records, and obtain photographic or other evidence necessary to enforce this ordinance.
 - (b) If permission is not given for entry onto a premises, an inspection warrant may be obtained pursuant to Wis. Stat. § 66.0119.
- (3) Compliance Orders. Any person authorized to issue a citation for a violation of this ordinance may issue a written notice of noncompliance stating the conditions of noncompliance, directing the action required to come into compliance, the amount of time within which compliance is required, and the consequences of noncompliance. The notice of noncompliance may include an order to cease operations pending compliance.

- (4) Legal Referral. Any person authorized to issue a citation may refer a violation of this ordinance to the Corporation Counsel for legal action.
- (5) Other Means. The enforcement provisions of this ordinance are not exclusive or mutually exclusive. Nothing in this ordinance may be construed to prevent the county from using any lawful means to enforce this ordinance. Nothing in this ordinance may be construed to require that the county issue a citation before taking any other legal action.

11.46 Violations.

- (1) It is unlawful for a person to violate any provision of this ordinance.
- (2) It is unlawful for any person to knowingly provide false information, make a false statement, or fail to provide or misrepresent any material fact to a county agent, board, commission, committee, department, employee, officer, or official acting in an official capacity under this ordinance
- (3) It is unlawful for a person to disobey; fail, neglect, or refuse to comply with; or otherwise resist an order issued pursuant to this ordinance.
- (4) A separate offense is deemed committed on each day that a violation occurs or continues.
- (5) The failure of any agent, board, commission, committee, department, employee, officer, or official to perform any official duty imposed by this code will not subject the agent, board, commission, committee, department, employee, officer, or official to the penalty imposed for a violation of this code unless a penalty is specifically provided.

11.47 Penalties.

- (1) A person shall, upon conviction for a violation of any provision of Part II, Operations, forfeit not less than \$25 nor more than \$100 for each offense, together with any applicable assessments, costs, surcharges, and costs of prosecution for each violation.
- (2) A person shall, upon conviction for a violation of any provision of Part III, Minimum Standards, forfeit not less than \$100 nor more than \$1,000 for each offense, together with any applicable assessments, costs, surcharges, and the costs of prosecution for each violation.
- (3) A person shall, upon conviction for a violation of any provision of Part IV, Approach Protection, forfeit not less than \$100 nor more than \$2,000 for each offense, together with any applicable assessments, costs, surcharges, and the costs of prosecution for each violation.

- (4) The minimum and maximum forfeitures specified in this section are doubled each time a person is convicted for the same violation of this ordinance within any 24-month period.
- (5) A person who is ordered to pay a forfeiture or costs and has the ability to pay, but who fails or refuses to do so, may be confined in the county jail until the forfeiture and costs are paid. The period of confinement may not exceed 30 days for each offense.

HISTORY

11/15/1988: Chapter 11 codified by Ord. No. 88/89-117 effective November 23, 1988.

02/24/2009: Secs. 11.02(3) and 11.04(1) amended by Ord. No. 2008/2009-111 effective March 5, 2009.

09/21/2010: Secs. 11.01-11.11 amended and secs. 11.12-11.47 created by Ord. No. 2010/2011-55 effective October 1, 2010.

02/18/2014: Part IV and sec. 11.37 amended and secs. 11.39(1m), 11.40(1m), and 11.41(1m) created by Ord. No. 2013/2014-89 effective March 1, 2014.

12/16/2014: Secs. 11.03, 11.05, 11.19(2), 11.20(3), 11.26(5), 11.26(7), 11.30(7), and 11.31(8) amended; sec. 11.14(3) renumbered as sec. 11.14(4); and secs. 11.43(3) and 11.17(9) created by Ord. No. 2014/2015-63 effective January 1, 2015.