



Owosso Community Airport

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Shiawassee Airport Board

Guy Stuart, Chairman.....Shiawassee County
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Commercial Operators Policy

The Shiawassee Airport Board (hereafter called "Board") requires a signed Commercial Operator's Agreement to be on file with the Board before any regular commercial activity commences at the Owosso Community Airport or on any property over which the Board has jurisdiction.

Regular commercial activity is defined as having the intent to carry on any commercial activity located on Owosso Community Airport property.

This requirement is to insure that the Board maintains exclusive control of the actual use of, or access to, any and all lands, structures, facilities, and utilities that are located on the airport property and owned by the Board.

The Shiawassee Airport Board, meeting in regular or special session, must approve all Commercial Operator Agreements.

To receive an approved Commercial Operator's Agreement at the Owosso Community Airport, the applicant must specify the exact nature of the proposed services and activities, document and maintain the insurance as outlined in the Commercial Operating Agreement.

Furthermore, the operator shall hold harmless the Shiawassee Airport Board, both jointly and severally, and the airport management and any of its employees, for any such losses or claims arising out of such commercial activities, or any related business and shall further name the Owosso Community Airport, the Airport Board and member municipalities as named insured. Commercial Operator is defined as a person, corporation, business, partnership, or legal entity that gives, trades, sells or rents for any tangible consideration or gratuity, service, space, merchandise, instruction, storage, goods, or property.

\$300 a year to be charged to anyone running an FBO at the airport and if that FBO be a repair facility, being properly insured, need tie down space. For an additional \$200 per year would be entitled to two tie-down spots, one being on grass and one being on a paved surface. These spaces can be marked "Reserved". It will be up to the individual commercial operators to police these spaces. The spaces on the ramp will be adjacent to each other starting at the East end of the paved ramp.

In case this does not provide enough space all other aircraft will be parked on the ramp or grass and will be charged the appropriate charges the same as non-commercial users.

Any aircraft maintenance facility operating on the field will be charged a \$300 Commercial Operator's Fee plus .5% of any amount over \$100,000 of gross income and:

- a) Must provide proof of insurance
- b) Must provide proof of license
- c) Must provide proof of income

All other revenue producing activity will be charged .5% of gross income if this income is over \$1000 per year. Failure to register with airport manager prior to starting work will result in a \$50 fine.

Revised 10-9-03

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