

<p>OPERATING DIRECTIVE</p> <p>Aviation Authority</p>	<p>Number: <u>D330.00.08</u></p> <p>Effective: <u>10/15/03</u></p> <p>Revised: <u>03/27/24</u></p> <p>Page: <u>1</u> of <u>7</u></p>
<hr/> <p>Subject: Airship Operations at General Aviation Airports</p> <hr/>	

PURPOSE: To provide procedures for the operation of airships at the general aviation airports. For the purpose of this Operating Directive, the general aviation airports, Peter O. Knight, Plant City, and Tampa Executive will be referred to collectively as Airports.

PROCEDURES:

- A. Airship operations may only be conducted with written authorization issued by the Vice President of General Aviation or designee.
- B. The Authority may approve limited use of the Airport by airship operators on a case-by-case basis under the following guidelines:
 - 1. Airship operator will communicate a request to the Vice President of General Aviation or designee to operate at the Airport 48 hours prior to the scheduled arrival. Information included within the request will be the dates of planned arrival and departure, size of airship and any other special circumstances or needs.
 - 2. The request will contain a list of the names and contact information of the airship operators' key flight and ground crew. The request will be accompanied by verification that the airship operator has either provided their flight and ground crews with training in the operating procedures for the Airport or has confirmed that they currently possess such knowledge.
 - 3. The Authority reserves the right to limit the number of airships operating at the Airport to avoid disruption to regular Airport operations. Requests for airship operations will be considered on first come, first serve basis.
 - 4. No activity will be allowed that, in the discretion of the Authority, interferes with the safe operation of the Airport or which constitutes a hazard under the provisions of the Authority's Rules and Regulations and/or Height Zoning Regulations.
 - 5. The airship operator will be responsible for all public control, security, clean up and returning the site to its original condition after use.

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6. All airship operations and activities will be limited to and remain within the area depicted on the Airport diagram within this Operating Directive. The airship operator will not allow personnel, passengers, ground crews or vehicles within 200 feet of the edge of any runway on the Airport. The crossing of runways by persons or vehicles is strictly prohibited.
7. No airship activity will create a public nuisance. All airship operations will be conducted in accordance with all appropriate federal, state, and local regulations, statutes, and ordinances including the Rules and Regulations of the Authority.
8. The airship operator will coordinate with the Vice President of General Aviation or designee regarding security access gates and coordinating the exact positioning of the airship mooring pole prior to arrival of the airship. The airship operator will limit the number of vehicles needing access to the area and keep airfield gates secured at all times. All vehicles and persons will be limited to and remain within the area depicted in the Airport diagram within this Operating Directive.
9. The airship operator will provide and maintain proper night lighting surrounding the airship.
10. All airship operations and activities will be promotional in purpose. No commercial operations will be conducted from the Airport.
11. All airship arrivals and departures will be coordinated with Airport, Fixed Base Operator (FBO) and Airport traffic on the applicable UNICOM frequencies.

PERMIT:

- A. Approval from the Authority will be in the form of a Special Use Permit. The Special Use Permit will include all information relating to the authorization, restrictions and conditions of the airship operations at the Airport. The Special Use Permit will be date and time specific. Any request to change the date and time of the event will require the issuance of an amended Special Use Permit.

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- B. At an appropriate time following the issuance of a Special Use Permit, the Vice President of General Aviation or designee will post a notice with the FBO at the Airport regarding the date and time frame during which airship operations will be conducted. The Vice President of General Aviation or designee will issue a Notice to Air Missions (NOTAM) regarding the planned activity. All NOTAMs will be advisory in nature. Runways will not be closed or Airport operations restricted or constrained as a result of the planned airship activity.
- C. The Authority Special Use Permit application form will contain an indemnity clause and the applicant will be required to indemnify fully and save and hold harmless the Authority, its officers, agents, and employees from and against all losses, damages, claims, liabilities, and causes of action of every kind and character and nature, as well as costs and fees, including reasonable attorney's fees connected therewith and the expense of the investigation thereof based upon or arising out of damages or injuries to third persons or their property caused solely by the negligence of the applicant. Authority will give to applicant prompt and reasonable notice of any such claims or actions and applicant will have the right to investigate, compromise, and defend the same to the extent of applicant's own interest.
- D. Specific types and minimum amounts of insurance coverage will be determined on a case-by-case basis by the Authority's Enterprise Risk Management after a review and evaluation of the proposed activity is completed. A certificate of insurance evidencing such coverage will be delivered to the Authority prior to the airship arrival at the Airport.
- E. The Special Use Permit may be withdrawn at any time that, in the sole discretion of the Authority, the airship operation activity is not being conducted as agreed to or as specified in this Operating Directive.

FEES: Airship operator will pay the Authority, without demand, an Airport use fee based on the following schedule:

- A. A minimum fee of \$200 will cover operations at the Airport for up to four days.

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- B. After four days, a fee of \$25 per day will be charged. This fee will be assessed on days in which the airship mooring pole is installed at the Airport. If the mooring pole is removed and reinstalled, the minimum fee of \$200 will be reapplied. Payment will be made prior to departure from the Airport unless prior billing arrangements have been made.

NOISE AND COMMUNITY SENSITIVITY:

Airship operators will conduct activities at the Airports in accordance with all published noise abatement procedures and will practice sensitivity to the neighboring communities adjacent to the Airports.

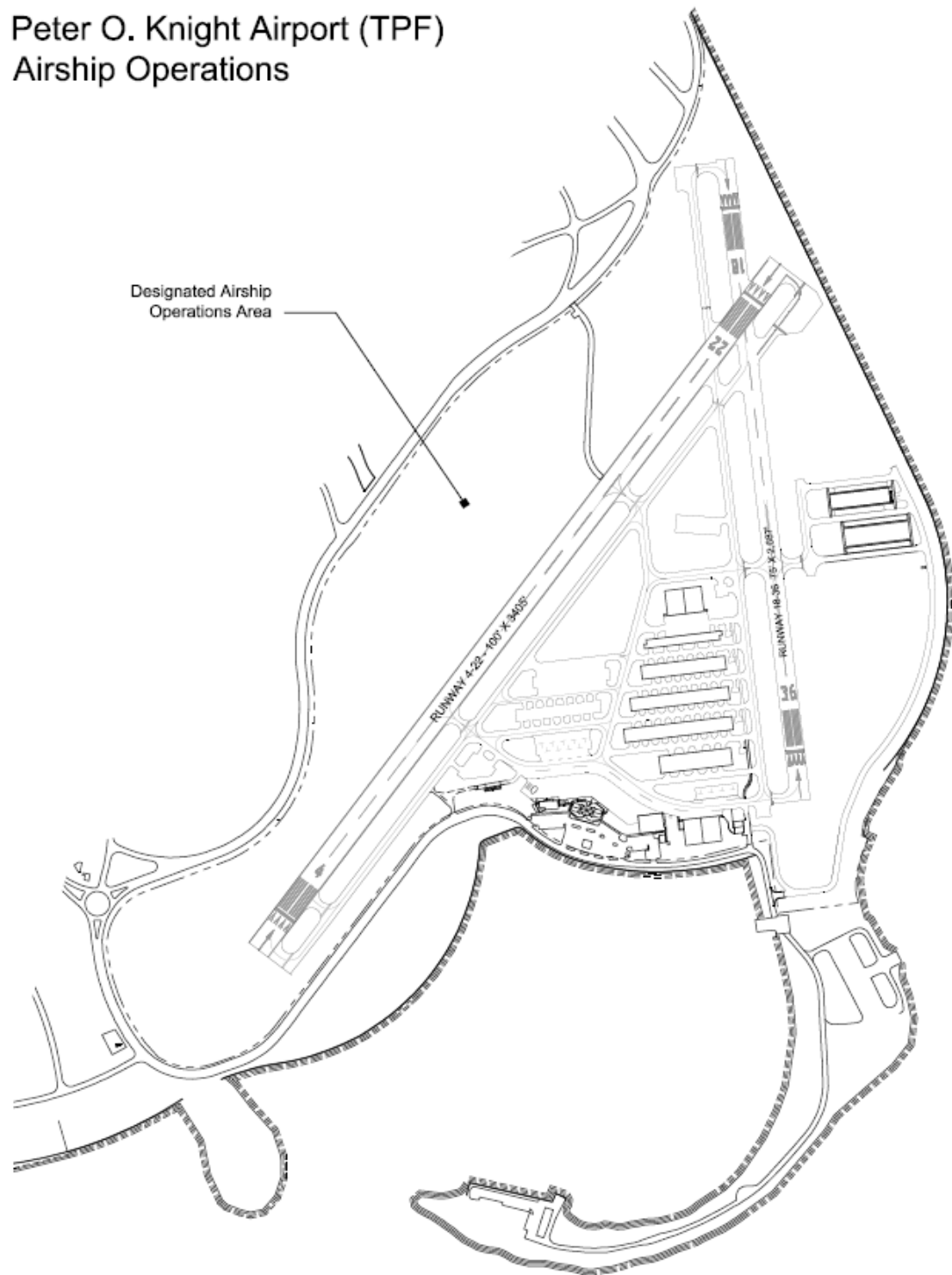
PENALTIES AND ENFORCEMENT PROCEDURES:

Any person in violation of this Operating Directive is subject to the penalties and relevant procedures set forth at Section 8, PENALTIES, of Authority Rules and Regulations No. R330.

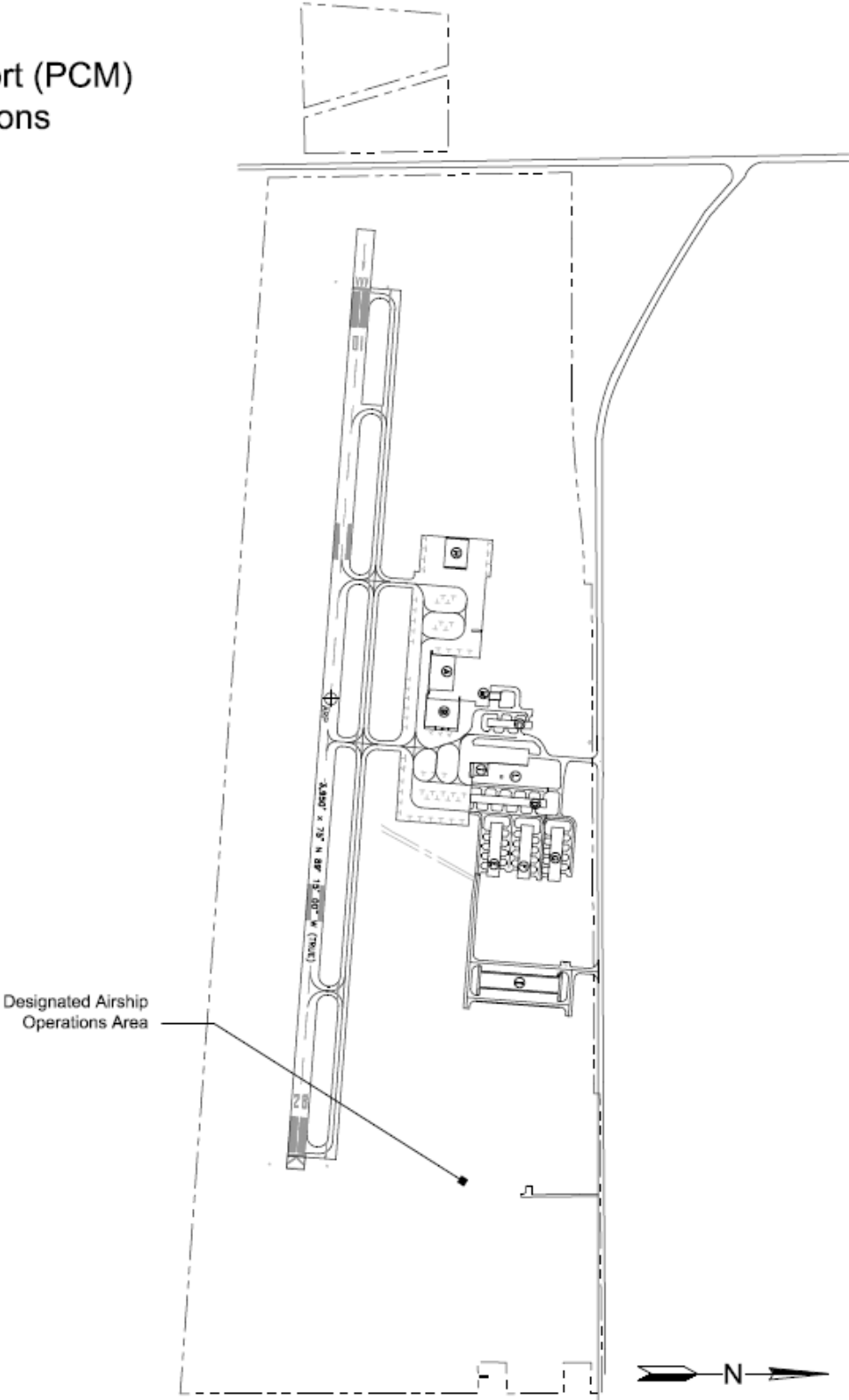
APPROVED: Michael Stephens

DATE: 03/27/24

Peter O. Knight Airport (TPF) Airship Operations



Plant City Airport (PCM) Airship Operations



Tampa Executive Airport (VDF) Airship Operations

