

**MINIMUM REQUIREMENTS  
FOR  
AIRPORT AERONAUTICAL SERVICES**

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**AIRPORT**

**SAMPLE ORDINANCE**

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## **DEFINITIONS**

Aeronautical Services - any service which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations.

Agricultural Lands - Airport owned property that is not presently needed for aeronautical use and is available for agrarian purposes.

Airport - means the \_\_\_\_\_ Airport.

FAA - means the Federal Aviation Administration.

Lease - the right to conduct commercial, aeronautical or agricultural activities on the airport as defined within the parameters of the established minimum standards.

Owner - means the \_\_\_\_\_.

Operator - means any person, firm, partnership, corporation, association or group providing any one or a combination of aeronautical services to or for aviation users at the Airport.

Minimum Standards - means the qualifications which are established herein by the airport Owner as the minimum requirements to be met as a condition for the right to conduct an aeronautical activity on the airport.

**PREAMBLE**

The \_\_\_\_\_ of the \_\_\_\_\_

\_\_\_\_\_

Being the Owner and in a position of responsibility for the administration of the

\_\_\_\_\_ Airport, \_\_\_\_\_ County,

Georgia, and

In order to insure adequate aeronautical services and facilities to the user of the

\_\_\_\_\_ Airport, and

To encourage the development of the Airport and its activity, and

To foster the economic health and orderly development of commercial aeronautical operators  
at the Airport,

Herewith Provide:

1. The minimum standards for a person or persons, firm or corporation based upon and engaging in one or more aeronautical services at the \_\_\_\_\_ Airport.
2. Requirements for all Flying Clubs based at the \_\_\_\_\_ Airport.
3. Minimum standards for all non-commercial aviation fuel users.
4. Penalties for violation of the minimum standards herein provided.

## MINIMUM STANDARDS FOR ALL OPERATORS

The following standards shall apply to all Operators, with the exception of flying clubs whose complete list of standards are presented in the section which pertains solely to that type of operation.

1. Lease shall be for a term to be mutually agreed upon between the parties commensurate with the Operator's financial investment in his facility. If the duration of the lease is to exceed five years in length, provisions shall be made to review the terms, lengths, and rents of the lease relative to other changes in the airport environment that have occurred during that period.
2. Operator shall have the experience necessary to conduct any aeronautical service he wishes to provide to the public and shall submit a statement of qualifications to the Owner upon request. It will be satisfactory if the Operator has in a reasonable supervisory position, a person of such experience. Should an Operator not have such experience, but can demonstrate to the Owner's satisfaction that he has had equivalent related experience or training, such will be deemed acceptable. The Operator shall submit a letter of intent detailing the services which he wishes to provide, compliance with the relevant minimum standard as presented in this document, ratings and licenses his organization will have, and general scope of the operation.
3. Any Operator seeking to conduct aeronautical services at the airport must provide the Owner a letter of financial integrity, to the Owner's satisfaction, from a bank or trust company doing business in the area, or other such source that may be readily verified through normal banking channels. The Operator must also demonstrate that he has the financial ability or backing, where applicable, for the construction of facilities that may be required for the proposed concept of operation. In addition, the financial institution letter should include a current financial net worth showing that applicant holds unencumbered current assets in a total amount at least equaling three (3) months estimated maintenance and operating expenses.
4. All Operators shall demonstrate to the Owner's satisfaction evidence of its ability to acquire

insurance coverage as stipulated for each particular type of operation. The following shall be established as minimum coverage:

- a. Aircraft Liability  
Bodily Injury and Property Damage  
Combined Single Limit \$100,000.00  
Bodily Injury (Each Passenger) \$100,000.00
- b. Comprehensive Public Liability and Comprehensive Property Damage, Including Vehicular  
Bodily Injury and Property Damage  
Combined Single Limit \$100,000.00
- c. Hangar Keepers Liability \$100,000.00 each accident
- d. Products Liability \$100,000.00 each accident
- e. Student and Renters Liability \$100,000.00 each accident
- f. Documentation of Financial Responsibility Compliance (limits as required by the Environmental Protection Agency).

In addition, the Owner requires the Operator to include the Owner as an additional insured and stipulates the Operator hold harmless the Owner in all action against it.

- 5. Each lease for ground space and contract for business at the airport entered into by the Owner shall include each of the following provisions as are required by State and Federal governments:
  - a. Fair and Nondiscriminatory Provisions
  - b. Affirmative Action Assurances
  - c. Civil Rights Assurances
  - d. Nonexclusive Rights Provision
  - e. Other mandated provisions

The most current amendment or form of such mandatory lease provisions shall be obtained

from the State or Federal governments and shall be included in each lease at the time of execution.

6. All Operators shall have the right in common with others so authorized, to use common areas of the airport, including runways, taxiways, aprons, roadways, floodlights, landing lights, signals and other conveniences of the take-off, flying and landing of aircraft.
7. Any construction required of any Operator shall be in accordance with design and construction requirements of the Owner, State and Federal regulations and applicable codes. All plans and specifications shall be submitted to the Owner for approval.
8. The Operator shall provide adequate, paved auto parking space within the leased area sufficient to accommodate all activities and operations.
9. The Operator shall provide a paved aircraft apron within the leased area to accommodate aircraft movement from the Operator's building to the taxiway or the access to the taxiway that has been or will be provided for the Operator.
10. These minimum standards should be renewed on a periodic basis and adjusted if necessary to reflect changes to the airport environs, compliance requirements and lease terms as they relate to the existing minimum standards.
11. All present Operators conducting operation on the Airport prior to the installation of this minimum standards may be allowed to continue operations without fully complying with them, provided the Owner determines that the continued operation is in the best interest of activity at the Airport and that the operation is not in violation of any airport assurance compliance regulations. At the termination of the Operator's present lease, all existing operators or tenants will be required to comply with these minimum standards.

## AIRCRAFT SALES

### STATEMENT OF CONCEPT

An aircraft sales Operator engages in the sale of new aircraft through franchises or licensed dealership or distributorship (either on a retail or wholesale basis) of an aircraft manufacturer or used aircraft; and provides such repair, services, and parts as necessary to meet any guarantee or warranty on aircraft sold.

### MINIMUM STANDARDS

- (1) The Operator shall lease from the Owner an area of not less than \_\_\_\_\_ square feet of ground space to provide for outside display and storage of aircraft and on which shall be erected a building to provide at least \_\_\_\_\_ square feet of floor space for aircraft storage and at least \_\_\_\_\_ square feet of floor space for office, customer lounge and rest rooms, which shall be properly heated and lighted; and shall provide telephone facilities for customer use.
- (2) The Operator shall provide necessary and satisfactory arrangements for repair and servicing of aircraft, but only for the duration of any sales guarantee or warranty period. The Operator who is engaged in the business of selling new aircraft shall have available or on call at least one single engine demonstrator.
- (3) The following types of insurance are required:
  - (a) Aircraft Liability.
  - (b) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
  - (c) Hangar Keeper's Liability\*.
  - (d) Products Liability.

\* Needed only if non-owned aircraft are left in Operator's care.
- (4) The Operator shall have his premises open and services available eight (8) hours daily, five



(5) days a week. The Operator shall make provision for someone to be in attendance in the office at all times during the required operating hours.

- (5) The Operator shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in an efficient manner. The Operator shall also maintain, during all business hours, a responsible person in charge to supervise the operations in the leased area with the authorization to represent and act for and on behalf of the Operator, and provide check ride pilots for aircraft sold.

## **AIRCRAFT AIRFRAME, ENGINE AND ACCESSORY MAINTENANCE AND REPAIR**

### **STATEMENT OF CONCEPT**

An aircraft airframe, engine and accessory maintenance and repair Operator provides one or a combination of airframe, engine and accessory overhauls and repair services on aircraft up to and including business jet aircraft and helicopters. This category shall also include the sale of aircraft parts and accessories, but such is not an exclusive right.

### **MINIMUM STANDARDS**

- (1) The Operator shall lease from the Owner an area of not less than \_\_\_\_\_ square feet of ground space on which shall be erected a building to provide at least \_\_\_\_\_ square feet of floor space for aircraft storage and at least \_\_\_\_\_ square feet of floor space for office, customer lounge and rest rooms, which shall be properly heated and lighted; and shall provide telephone facilities for customer use.
- (2) The Operator shall provide sufficient equipment, supplies, and parts availability as required by the FAA relevant to the type of maintenance engaged in.
- (3) The following types of insurance are required:
  - (a) Aircraft Liability.
  - (b) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
  - (c) Hangar Keeper's Liability.
  - (d) Products Liability.
- (4) The Operator shall have his premises open and services available eight (8) hours daily, five (5) days a week. The Operator shall make provision for someone to be in attendance in the office at all times during the required operating hours.

- (5) The Operator shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in this category of services in an efficient manner, but never less than one (1) person currently certificated by the FAA with ratings appropriate to the work being performed and who holds an airframe, power plant or an aircraft inspector rating, and one (1) other person not necessarily rated.

## **AIRCRAFT LEASE AND RENTAL**

### **STATEMENT OF CONCEPT**

An aircraft lease or rental Operator engages in the rental or lease of aircraft to the public.

### **MINIMUM STANDARDS**

- (1) The Operator shall lease from the Owner an area of not less than \_\_\_\_\_ square feet of ground space on which shall be erected a building to provide at least \_\_\_\_\_ square feet of floor space for aircraft storage and at least \_\_\_\_\_ square feet of floor space for office, customer lounge and rest rooms, which shall be properly heated and lighted; and shall provide telephone facilities for customer use.
  
- (2) The Operator shall have available for rental, either owned or under written lease to Operator, not less than two (2) certified and currently airworthy aircraft, at least one (1) of which must be a four-place aircraft, and at least one (1) of which must be equipped for and capable of flight under instrument weather conditions.
  
- (3) The following types of insurance are required:
  - (a) Aircraft Liability.
  - (b) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
  - (c) Student and Renter's Liability.
  
- (4) The Operator shall have his premises open and services available eight (8) hours daily, five (5) days a week. The Operator shall make provision for someone to be in attendance in the office at all times during the required operating hours.
  
- (5) The Operator shall have in his employ, and on duty during the appropriate business hours, a minimum of one (1) person having a current FAA commercial pilot certificate with appropriate ratings, including instructor rating.

## **FLIGHT TRAINING**

### **STATEMENT OF CONCEPT**

A flight training Operator engages in instructing pilots in dual and solo flight training, in fixed or rotary wing aircraft, and provides such related ground school instruction as is necessary preparatory to taking a written examination and flight check ride for the category or categories of pilots' licenses and ratings involved.

### **MINIMUM STANDARDS**

- (1) The Operator shall lease from the Owner an area of not less than \_\_\_\_\_ square feet of ground space on which shall be erected a building to provide at least \_\_\_\_\_ square feet of floor space for aircraft storage and at least \_\_\_\_\_ square feet of floor space for office, classroom, briefing room, pilot lounge and rest room, which shall be properly heated and lighted; and shall provide telephone facilities for customer use.
- (2) The Operator shall have available for use in flight training, either owned or under written lease to Operator, not less than two (2) properly certificated aircraft, at least one (1) of which must be a four-place aircraft, and at least one (1) of which must be equipped for and capable of use in instrument flight instruction.
- (3) The following types of insurance are required:
  - (a) Aircraft Liability.
  - (b) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
  - (c) Student and Renter's Liability.
- (4) The Operator shall have his premises open and services available eight (8) hours daily, five (5) days a week. The Operator shall make provision for someone to be in attendance in the office at all times during the required operating hours.

- (5) The Operator shall have on a full-time basis at least one (1) flight instructor who has been properly certificated by the FAA to provide the type of training offered.

## **AIRCRAFT FUELS AND OIL SERVICE**

### **STATEMENT OF CONCEPT**

Fuel and oil services include the sale and into-plane delivery of recognized brands of aviation fuels, lubricants, and other related aviation petroleum products. The Operator shall provide servicing of aircraft, including ramp assistance and the parking, storage, and tie-down of aircraft within the leased area.

### **MINIMUM STANDARDS**

- (1) The Operator shall lease from the Owner an area of not less than \_\_\_\_\_ square feet of ground space on which shall be erected a building to provide at least \_\_\_\_\_ square feet of floor space for aircraft storage and at least \_\_\_\_\_ square feet of floor space for office, classroom, briefing room, pilot lounge and rest rooms, which shall be properly heated and lighted; and shall provide telephone facilities for customer use.
  
- (2) As part of the leasehold, land shall be set aside in a designated area for the bulk fuel storage facility. The storage facility shall be capable of maintaining at a minimum a 10,000 gallon capacity for each grade of fuel maintained by the Operator. The Operator shall provide the required pumping equipment, either mobile or fixed, to meet all applicable safety requirements relative to fuel dispensing as required by Federal, State and local regulations, and shall provide reliable metering devices which conform to Federal, State and local regulations.
  
- (3) The Operator shall provide such minor repair service that does not require a certificated mechanic rating and cabin services to general aviation aircraft as can be performed efficiently on the ramp or apron parking area, but only within the premises leased to the Operator.
  
- (4) The Operator shall procure and maintain tools, jacks, towing equipment, tire repairing equipment, energizers and starters, heaters, oxygen supplies, fire extinguishers, and passenger loading steps as appropriate and necessary for the servicing of the aircraft regularly using the Airport. All equipment shall be maintained and operated in accordance with local

and State industrial codes.

- (5) The following types of insurance are required:
  - (a) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
  - (b) Hangar Keeper's Liability.
  - (c) Products Liability.
  - (d) Fuel Tank Financial Responsibility.
  
- (6) The Operator shall have his premises open for eight (8) hours per day, seven (7) days a week and provide on-call aircraft servicing during all other hours. The Operator shall make provisions for someone to be in attendance in the office at all times during the required operating hours.
  
- (7) The Operator shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in this category of service in an efficient manner.
  
- (8) The Operator shall maintain an accurate record of all deliveries of aviation fuel and oil and such records shall be subject to examination and audit by the Owner or its representatives.
  
- (9) The Operator shall pay to the Owner a fuel flowage fee as determined by the owner for every gallon of fuel sold or consumed by the Operator. The gallonage will be determined from the Operator's invoices and the Operator's usage records and will be payable on or before the 10th day of the following calendar month.



## **RADIO, INSTRUMENT, OR PROPELLER REPAIR STATION**

### **STATEMENT OF CONCEPT**

A radio, instrument, or propeller repair station Operator engages in the business of and providing a shop for the repair of aircraft radios, propellers, and instruments, for general aviation aircraft. This category shall include the sale of new or used aircraft radios, propellers, and instruments, but such is not an exclusive right. The Operator shall hold the appropriate repair shop certificates issued by FAA.

### **MINIMUM STANDARDS**

- (1) The Operator shall lease from the Owner an area of not less than \_\_\_\_\_ square feet of ground space on which shall be erected a building to provide at least \_\_\_\_\_ square feet of floor space to hangar at least one (1) aircraft, to house all equipment and to provide an office, shop, customer lounge and rest rooms, which shall be properly heated and lighted; and shall provide telephone facilities for customer use.
- (2) The following types of insurance are required:
  - (a) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
  - (b) Hangar Keeper's Liability.
  - (c) Products Liability.
- (3) The Operator shall have his premises open and services available eight (8) hours daily, five (5) days each week.
- (4) The Operator shall have in his employ and on duty during the appropriate business hours trained personnel in such numbers as are required to meet the minimum standards set forth in this category in an efficient manner, but never less than one (1) person who is an FAA-rated radio, instrument, or propeller repairman.

## **AIRCRAFT CHARTER AND AIR TAXI**

### **STATEMENT OF CONCEPT**

An aircraft charter and an air taxi Operator engages in the business of providing air transportation (persons or property) to the general public for hire, either on a charter basis or as an air taxi operator, as defined by the Federal Aviation Regulations.

### **MINIMUM STANDARDS**

- (1) The Operator shall lease from the Owner an area of not less than \_\_\_\_\_ square feet of ground space on which shall be erected a building to provide at least \_\_\_\_\_ square feet of floor space to hangar at least one (1) aircraft, to house all equipment and to provide an office, shop, customer lounge and rest rooms, all properly heated and lighted; and shall provide telephone facilities for customer use.
  
- (2) The Operator shall provide, either owned or under written lease to the Operator, the appropriate aircraft which meet the requirements of the air taxi commercial operator certificate held by the Operator.
  
- (3) The following types of insurance are required:
  - (a) Aircraft Liability.
  - (b) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
  
- (4) The Operator shall have his premises open and services available eight (8) hours daily, five (5) days each week. The Operator shall provide on-call service during hours other than the aforementioned. The Operator shall make provisions for someone to be in attendance in the office at all times during the required operating hours.
  
- (5) The Operator shall have in his employ and on duty during the appropriate business hours trained personnel in such numbers as are required to meet the minimum standards set forth in

this category in an efficient manner, but never less than one (1) person who is an FAA certificated commercial pilot and otherwise appropriately rated to permit the flight activity offered by the Operator.

## **AIRCRAFT STORAGE**

### **STATEMENT OF CONCEPT**

An aircraft storage Operator engages in the rental of conventional hangars or multiple T-hangars.

### **MINIMUM STANDARDS**

- (1) The Operator shall lease from the Owner an area of not less than \_\_\_\_\_ square feet of ground space on which shall be erected a building to provide at least \_\_\_\_\_ square feet of floor space for aircraft storage.
  
- (2) The following types of insurance are required:
  - (a) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
  - (b) Hangar Keeper's Liability.
  
- (3) The conventional hangar Operator shall have his facilities available for the tenant's aircraft removal and storage twenty-four (24) hours per day, seven (7) days a week, fifty-two (52) weeks per year.
  
- (4) The Operator shall demonstrate that it can provide sufficient personnel trained to meet all requirements for the storage of aircraft with appropriate equipment.

## **SPECIALIZED COMMERCIAL FLYING SERVICES**

### **STATEMENT OF CONCEPT**

A specialized commercial flying services Operator engages in air transportation for hire for the purposes of providing the use of aircraft for the activities listed below:

- a. Nonstop sightseeing flights that begin and end at the same airport;
- b. Crop dusting, seeding, spraying, and bird chasing;
- c. Banner towing and aerial advertising;
- d. Aerial photography or survey;
- e. Powerline or pipe line patrol;
- f. Any other operations specifically excluded from Part 135 of the Federal Aviation Regulations.

### **MINIMUM STANDARDS**

- (1) The Operator shall lease land from the Owner and the lease shall include a building sufficient to accommodate all activities and operations proposed by the Operator. The minimum areas in each instance shall be subject to the approval of the Owner. In the case of crop dusting and aerial application, the Operator shall make suitable arrangements and have such space available in his leased area for safe loading, unloading, storage, containment and disposal of chemical materials. He shall also provide a centrally drained, paved area large enough to contain washing and loading spillage and to facilitate its removal from the airport property. All Operators shall demonstrate that they have the availability of aircraft suitably equipped for the particular type of operation they intend to perform.
- (2) The Owner shall set the minimum insurance requirements as they pertain to the particular type of operation to be performed. These minimum requirements shall be applicable to all operations of a similar nature. All Operators will, however, be required to maintain the Aircraft Liability Coverage as set forth for all Operators.
- (3) The Operator shall have in his employ, and on duty during appropriate business hours, trained personnel in such numbers as may be required to meet the minimum standards herein

set forth in an efficient manner.

- (4) The Operator must provide, by means of an office or telephone, a point of contact for the public desiring to utilize Operator's services.

## MULTIPLE SERVICES

### STATEMENT OF CONCEPT

A multiple services Operator engages in any two (2) or more of the aeronautical services for which minimum standards have been hereinbefore provided.

### MINIMUM STANDARDS

- (1) The Operator shall lease from the Owner an area no less than \_\_\_\_\_ square feet of ground space on which shall be erected a building to provide at least \_\_\_\_\_ square feet for aircraft storage, shop and equipment, and at least \_\_\_\_\_ square feet of floor space for office, customer lounge and rest rooms, which shall be properly heated and lighted, and shall provide telephone facilities for customer use.
- (2) The Operator shall comply with the aircraft requirements, including the equipment thereon for each aeronautical service to be performed, except that multiple uses can be made of all aircraft with the exception of aircraft used for crop dusting, aerial application, or other commercial use of chemicals.
- (3) The Operator shall provide the facilities, equipment and services required to meet the minimum standards as hereinbefore provided for each aeronautical service the Operator is performing.
- (4) The Operator shall obtain, as a minimum, that insurance coverage which is equal to individual insurance requirement of all the aeronautical services being performed by Operator.
- (5) The Operator shall adhere to the hours of operation required for each aeronautical service being performed.
- (6) The Operator shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards for each

aeronautical service the Operator is performing as hereinbefore provided. Multiple responsibilities may be assigned to meet the personnel requirements for each aeronautical service being performed by the Operator.



## FLYING CLUBS

### STATEMENT OF CONCEPT

The Club must be a non-profit Wisconsin corporation or partnership. Each member must be a *bona fide* owner of the aircraft or owner of the corporation.

### MINIMUM STANDARDS

- (1) The 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. The Club will keep current a complete list of the Club's membership and a record of Club finances and will make such available to the Owner upon request.
- (2) The Club's aircraft will not be used by other than *bona fide* members, and by no one for hire, charter, or air taxi. Student instructions may be given in the Club aircraft by one Club member to another Club member, providing no compensation takes place. Otherwise, it must be given by an Operator with a current agreement with the Owner.
- (3) In the event the Club fails to comply with these conditions, the Owner will notify the Club in writing of such violations. The Club shall have fourteen (14) days to correct such violations. If the Club fails to correct the violations, the Owner may demand the Club's removal from the Airport.
- (4) The flying Club must agree and provide as a minimum insurance in the following categories to the same level as required for all Operators:
  - (a) Aircraft Liability.
  - (b) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
- (5) Aircraft maintenance performed by the Club shall be limited to only that maintenance that does not require a certificated mechanic. All other maintenance must be provided by a lessee

based on the Airport who provides such service, or by a properly certificated mechanic who shall not receive remuneration in any manner for such service.

## **NON-COMMERCIAL AVIATION FUEL USAGE**

### **STATEMENT OF CONCEPT**

A non-commercial aviation fuel user maintains fuel storage and transfer only for his own aircraft or aircraft leased for his exclusive use.

### **MINIMUM STANDARDS**

- (1) No person shall engage in the activity of storing, transporting, or dispensing of non-commercial aviation fuels except those persons holding a written agreement with the Owner.
- (2) At not time shall Lessee share, sub-lease, or in any other manner provide fuel or fueling facilities to any other tenant or any other aircraft except those aircraft owned or leased for the exclusive use of the tenant designated in the agreement.
- (3) Lessee shall install and maintain all fuel facilities within the Fuel farm in accordance with plans and specifications approved in writing by the Owner.
- (4) Lessee shall comply with all local, state and federal laws and regulations governing the installation, operation, and maintenance of all fueling facilities, equipment and dispensing trucks.
- (5) Dispensing trucks, bulk fuel trucks, emergency vehicles and other vehicles approved by the Owner shall be the only vehicles permitted within the Fuel Farm Area.
- (6) All fuel storage shall be in underground tanks, with only necessary equipment such as valves, meters and vents protruding above ground.
- (7) Each prospective fuel Lessee shall submit to the Owner a written proposal which sets forth the extent of operations, to include: 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; assurance provisions for the security and safety of the facility; and any

cost that may be expected by the Owner.

- (8) The Lessee shall have the following insurance in the amounts required by all Operators:
  - (a) Comprehensive Public Liability and Comprehensive Property Damage, including Vehicular.
  - (b) Fuel Tank Financial Responsibility.
  
- (9) The Lessee shall pay to the Owner a fuel flowage fee on the amount of fuel received into storage at the current rate established for commercial fuel Operators on the Airport. The Lessee shall submit to the Owner the amount of gallons received each month on or before the 10th day of the following calendar month. The Lessee shall also maintain copies or original receipts from the wholesale fuel vendor as evidence of amount of gallons dispensed per month.
  
- (10) The minimum storage tank allowed shall be of a 10,000 gallon capacity.

**OPERATORS SUBLEASING FROM  
ANOTHER COMMERCIAL OPERATOR ON THE AIRPORT**

- (1) Prior to finalizing an agreement, the lessee and sublessee shall obtain the written approval of the Owner for the business proposed. Said sublease shall define the type of business and service to be offered by the sublessee Operator.
  
- (2) The sublessee Operator shall meet all of the minimum standards established by the Owner for the categories of services to be furnished by the Operator. The minimum standards may be met in combination between lessee and sublessee. The sublease agreement shall specifically define those services to be provided by the lessee to the sublessee that shall be used to meet the standards.

## **PENALTIES**

Any person, party, firm or corporation who shall violate any of the provisions of the Ordinance shall, upon conviction thereof, be punished by a fine of not less than Ten (\$10.00) Dollars, nor more than Five Hundred (\$500.00) Dollars, together with the costs of prosecution, and in default of payment of forfeiture and costs of prosecution shall be imprisoned until such forfeiture and costs are paid, but not exceeding thirty (30) days.

Each day's failure to comply with any of the provisions of this Ordinance shall constitute a separate violation.