

**SALINE COUNTY REGIONAL AIRPORT
MINIMUM STANDARDS
FOR
COMMERCIAL AERONAUTICAL OPERATIONS**

- I. Title.**
- II. Purpose.**
- III. Definitions.**
- IV. Administration and Policy Oversight.**
- V. Evidence of Qualifications.**
- VI. Plan Review.**
- VII. Conduct of Business.**
- VIII. Insurance.**
- IX. Auto Parking, Paved Walkway and Aircraft Apron.**
- X. Personnel, Minimum Wage Requirement.**
- XI. Spill Prevention and Clean-Up Plan**
- XII. Sub-leasing.**
- XIII. Minimum Standards for Aircraft Sales Operations.**
- XIV. Minimum Standards for Aircraft Power-plant and Airframe Maintenance and Repair Operations.**
- XV. Minimum Standards for Aircraft Rental Operations.**
- XVI. Minimum Standards for Flight Training Operations.**
- XVII. Minimum Standards for Aircraft Line Services Operations.**
- XVIII. Minimum Standards for Radio, Instrument and Propeller Repair Operations.**
- XIX. Minimum Standards for Specialized Commercial Flying Operations.**
- XX. Minimum Standards for Certain "On-Demand" Commercial Air Carrier Operations.**
- XXI. Minimum Standards for Certain Multiple Services Operations.**
- XXII. Minimum Standards for Flying Club Operations.**
- XXIII. Minimum Standards for Fuel Farm Operations.**
- XXIV. Penalties.**

I. TITLE.

This policy shall be referred to as the Airport Minimum Standards of the Saline County, Arkansas Airport Commission.

II. PURPOSE.

This policy is intended to promote adequate aeronautical services and facilities and to foster the economic health and orderly development of aeronautical operations by specifying minimum standards and requirements for aeronautical services and related activities at the Saline County Regional Airport.

III. DEFINITIONS.

As used in this chapter, the following words and phrases have the meanings indicated:

A. Aeronautical activity means any activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations.

B. Airport means the Saline County Regional Airport.

C. County means the County of Saline County, Arkansas.

D. Court means the Saline County Quorum Court.

E. Commission means the Saline County Airport Commission created by an act of the Saline County Quorum Court.

F. Chairman means the Chairman of the Saline County Airport Commission.

G. Manager means the manager of the Saline County Regional Airport or his or her designee, if so appointed.

H. Operator means any person, firm, corporation or other organization of persons or corporations conducting or intending to conduct aeronautical services or activities at the airport.

IV. ADMINISTRATION AND POLICY OVERSIGHT.

Administration of and modification to this policy shall be vested with the Saline County Airport Commission.

A. Administration of the terms of this policy shall be by the Commission of the airport.

B. The Commission reserves the right to amend this policy from time to time, at their sole discretion.

V. EVIDENCE OF QUALIFICATIONS.

Any operator seeking to conduct business activities at the airport must present evidence that it is qualified and has the necessary experience and financial resources to perform the intended aeronautical activity or service. At a minimum, the following information must be submitted at the time of application:

- A. Intended scope of operation,
- B. Amount of land to be leased,
- C. Building space to be constructed or leased,
- D. Number of aircraft to be provided,
- E. Number of persons to be employed,
- F. Hours of proposed operation,
- G. Types of insurance coverage to be maintained,
- H. Verification of financial responsibility to perform and provide the proposed service facilities,
- I. Statement of past work experience in conducting the intended aeronautical operation.

VI. PLAN REVIEW.

Operators seeking to conduct business activities or actually conducting such activities at the airport shall not proceed with any construction or remodeling on the airport premises without first obtaining advance written approval of plans and specifications from the Commission.

VII. CONDUCT OF BUSINESS.

Each operator shall conduct its business in a manner that will reflect credit upon the business enterprise and the county; keep all facilities in a satisfactory condition; comply with all laws, rules, and regulations of the Saline County Airport Commission, the City of Bryant, Saline County, the State of Arkansas, and the Federal Government.

Each operator shall accord all patrons courteous treatment; and offer and provide its services and employment opportunities without regard to race, creed, national origin, gender, handicap, sexual preference and other non-business related factors.

VIII. INSURANCE.

A. Each Lessee shall procure and maintain insurance coverage of all physical improvements to the Leased Premises, i.e., hangar and bulk fuel storage system (if applicable), and shall maintain uninterrupted coverage of such insurance during the initial term and any subsequent term.

B. Lessee shall maintain a minimum of one million dollars (\$1,000,000), combined single limit insurance and, including but not limited to:

1. Airport liability, and
2. aircraft liability, and
3. broad form property damage, and
4. personal injury, and
5. any excess liability in umbrella form.

C. In addition thereto, Lessee shall provide insurance of the types and minimum limits hereinafter set forth in the schedule of Minimum Standards for the respective categories of aeronautical services or activities shall be required.

D. Lessee shall maintain such coverage and limits as may be reasonably required by the Lessor from time to time, but in no event shall coverage be for less than one million dollars (\$1,000,000) combined single limit.

E. Insurance coverage shall be issued by a firm licensed to conduct business in the State of Arkansas.

F. Concurrent with the execution of Lessee's signed Lease Agreement, Lessee shall provide to Lessor a certificate of Lessee's insurance coverage, a copy of the declarations page of the insurance policy and a copy of all endorsements. The certificate of insurance, or endorsements attached thereto, shall provide that:

1. Insurance coverage shall not be cancelled, changed in coverage, or reduced in limits without a minimum of thirty (30) days notice, and
2. the City of Bryant, Saline County, the Saline County Airport Commission and their Commissioners, Directors, agents, trustees, officers, servants, and employees are named as additional insured parties at no expense, and

3. the policy shall be considered primary with regards to any other insurance the Lessor may possess, including any self-insured retention or deductible. Lessor may have or may obtain in the future, and any other insurance the commission may possess shall be deemed excess insurance only, and

4. the limits of liability required herein are on an occurrence basis, and

5. the policy shall be endorsed with a severability of interest of cross-liability endorsement, providing that the coverage shall act for each insured as though a separate policy had been written for each insured or additional insured, however, nothing contained herein shall act to increase the limits of liability of the insurance company.

G. Any deductibles or self-insured retentions must be declared to and approved by the Commission. At the option of the Commission, Lessee shall either:

1. Reduce or eliminate such deductibles or self-insured retentions as it relates to the City of Bryant, Saline County, the Commission, and their Directors, agents, trustees, officers, servants, and employees, or

2. Lessee shall procure a bond equal to the amount of such deductibles or self-insured retentions guaranteeing payment of losses and related investigations, claims administration and defense expenses, including attorneys' fees, court costs and expert fees.

H. If the insurance coverage required herein is canceled, changed in coverage, or reduced in limits, Lessee shall, within fifteen (15) days of receipt of notice from the Commission, but in no event later than the effective date of cancellation, change, or reduction, provide to the Commission a certificate showing that insurance coverage has been reinstated or provided through another insurance company. Upon failure to provide such certificate, the Commission may, without further notice, and, at its option, either:

1. Exercise the Commission's rights as provided in the provisions of this Agreement, or

2. Procure insurance coverage at Lessee's expense whereupon Lessee shall reimburse the Commission for such expense within thirty (30) days

I. All insurance standards cited previously are minimums only and actual requirements may vary according to the scope of intended operation.

J. Each operator shall comply with the provisions of Paragraph VIII, G. 1 and G. 2. In addition, each Operator shall, at no expense to the Commission, list the Commission as an additional named insured on the policy, and shall furnish the Commission with a copy of the current insurance policy.

K. Each operator shall require the insurance underwriter or agent to annotate on the policy that the Commission shall be notified, via U.S. Mail, not less than thirty (30) days prior to the cancellation of the policy.

L. Lessor does not and shall not provide insurance coverage for personal property, to include aircraft stored or placed in the Leased Premises. Lessor shall have no responsibility to Lessee for any casualty or property loss resulting from the use of the Leased Premise.

IX. AUTO PARKING

Each operator shall ensure that all personal vehicles are parked in the vehicle parking area designated by the Commission. Privately owned vehicles, regardless of type or size, may not be parked or stored in aircraft hangars or parked unattended on any aircraft movement areas at any time or for any purpose.

X. PERSONNEL.

Each operator shall have in its employ, and on duty during required operating hours, trained personnel in such numbers as are required to meet the minimum standards in an efficient manner for each aeronautical service being performed. Each operator shall insure that at least one employee is in attendance in the office at all times during operating hours.

All employees of operators and tenants at the airport shall be legally entitled to reside and work in the United States and shall be paid no less than the minimum wage as determined by the U.S. Department of Labor.

XI. SPILL PREVENTION AND CLEAN-UP PLAN.

Operators dealing directly with fuel, chemicals, or other products considered by federal, state, or local authorities to be pollutants or hazardous, shall provide a fuel and/or chemical spill prevention and clean-up plan for approval by the Commission and appropriate environmental agencies.

XII. SUB-LEASING.

All sub-leases and sub-lessees shall be approved by the Commission in advance to commencing operations. An operator sub-leasing from another operator on the airport shall meet all the minimum standards for the category(s) of services to be furnished, except for the lease of land and facilities.

XIII. MINIMUM STANDARDS FOR AIRCRAFT SALES OPERATIONS.

As used in this section, "aircraft sales operator" (sales operator) means a operator engaged in the sale of new or used aircraft and who provides such repair, services and parts as necessary to meet any guarantee or warranty on new or used aircraft sold.

A. A sales operator shall lease from the airport ground space on which shall be constructed a building with sufficient floor space for aircraft sales, to include adequate space for office, customer lounge and restrooms, or with the prior written approval of the Commission, lease space in an aircraft hangar from an existing Lessee (tenant).

B. A sales operator shall provide satisfactory arrangements for repair and servicing of aircraft for the duration of any sales guarantee or warranty period. Servicing facilities may be provided through a written agreement with a repair shop operator at the airport or at such other location as may be appropriate and approved by the Commission. Sales operators shall maintain, or have available within a reasonable time, an adequate inventory of spare parts for the type of aircraft for which sales privileges are granted. An aircraft sales operator who is engaged in the business of selling new aircraft shall have available or on call at least one (1) fully certified and airworthy aircraft for demonstration flights.

C. The premises of each sales operator shall be open and services available as required.

D. Each sales operator shall employ, and have on duty for demonstration flights, at least one (1) person having a current F.A.A. commercial pilot certificate with ratings appropriate to the aircraft being demonstrated.

E. Each sales operator shall comply with the insurance requirements as cited in paragraph VIII.

XIV. MINIMUM STANDARDS FOR AIRCRAFT POWER-PLANT AND AIRFRAME MAINTENANCE AND REPAIR OPERATIONS.

As used in this section, "aircraft power-plant and airframe maintenance and repair operator" (repair operator) means an aircraft engine and airframe maintenance and repair operator who provides one or a combination of airframe and power-plant overhaul and repair services at the airport.

A. A repair operator shall lease from the airport sufficient ground space on which shall be constructed a building with sufficient floor space for aircraft sales, to include adequate space for office, customer lounge and restrooms, or with the prior written approval of the Commission, lease space in an aircraft hangar from an existing Lessee (tenant).

B. Each repair operator shall provide sufficient equipment, supplies, and parts required for certification by the Federal Aviation Administration as an approved repair station.

C. The premises of each repair operator shall be open and services available a minimum of eight (8) hours daily, five (5) days per week.

D. Each repair operator shall have on duty during business hours at least one trained person, one (1) of whom shall be currently certified by the Federal Aviation Administration with rating appropriate to the work being performed.

E. Each aircraft power-plant and airframe maintenance and repair operator shall comply with the insurance requirements as cited in paragraph VIII.

XV. MINIMUM STANDARDS FOR AIRCRAFT RENTAL OPERATIONS.

As used in this section, "aircraft rental operator" means a operator engaged in the rental of aircraft at the airport.

A. An aircraft rental operator shall lease from the Airport sufficient ground space on which shall be constructed a building with sufficient floor space for aircraft rental, to include adequate space for office, customer lounge and restrooms, or with the prior written approval of the Commission, lease space in an aircraft hangar from an existing Lessee (tenant).

B. Each aircraft rental operator shall have available for rental, either owned by or under written lease to the aircraft rental operator, not less than two (2) certified and airworthy aircraft, one of which must be a four-place aircraft, and one of which must be equipped for and capable of flight under instrument conditions.

C. The premises of each aircraft rental operator shall be open and services available a minimum of eight (8) hours daily, five (5) days per week.

D. Each aircraft rental operator shall have on duty during business hours at least one person having a valid F.A.A. pilot certificate with appropriate instructor rating.

E. Each aircraft rental operator shall comply with the insurance requirements as cited in paragraph VIII.

XVI. MINIMUM STANDARDS FOR FLIGHT TRAINING OPERATIONS.

As used in this section, "flight training operator" means an operator engaged in flight training and ground school instruction preparatory to taking written examinations and flight checks for the categories of pilots' licenses and ratings involved.

A. A flight training operator shall lease from the airport ground space on which shall be constructed a building with sufficient floor space for aircraft rental operations, to include adequate space for office, customer lounge and restrooms, or with the prior written approval of the Commission, lease space in an aircraft hangar from an existing Lessee (tenant).

B. Each flight training operator shall have available for use in flight training, either owned by or under written lease to the flight training operator, not less than two (2) certified and airworthy aircraft; one (1) of which must be equipped for and capable of instrument flight instruction.

C. The premises of each flight training operator shall be open with services available a minimum of eight (8) hours daily, five (5) days per week.

D. Each flight training operator shall employ at least one (1) full-time flight instructor who is properly certificated by the Federal Aviation Administration to provide the type of training offered. As a minimum, one (1) flight instructor shall be on duty during normal business hours.

E. Each flight training operator shall comply with the insurance requirements as cited in paragraph VIII.

XVII. MINIMUM STANDARDS FOR AIRCRAFT LINE SERVICES OPERATIONS.

As used in this section, "aircraft line services operator" means a fixed base operator providing the sale and into-plane delivery of recognized brands of aviation fuels, lubricants and other aviation petroleum products;

servicing of aircraft; ramp assistance; parking, storage and tie-down of aircraft within the leased area.

A. A line services operator shall lease from the airport ground space on which shall be constructed one or more buildings with sufficient floor space for aircraft line services operations, to include adequate space or office, customer lounge and restrooms.

B. Each line services operator shall:

1. Provide a minimum total combined fuel storage of ten thousand (10,000) gallons, consisting of avgas and jet fuel, as closely related as possible to the required demand of airport users, and
2. provide bulk storage of all fuel in approved above-ground fuel storage tanks for each grade of fuel, and
3. maintain an adequate supply of fuel on hand at all times, and
4. provide filter-equipped fuel dispensers with separate dispensing pumps and meter systems for each grade of fuel, and
5. provide aircraft cabin services and minor repair services that can be performed efficiently within the leased premises, and
6. procure and maintain tools, jacks, towing equipment, tire repair equipment, starters, heaters, fire extinguishers, and passenger loading steps as appropriate and necessary for the servicing of aircraft using the airport, and
7. Ensure compliance with all federal, state, and local codes regarding the operation and safety of all fuel storage and dispensing equipment.

C. The premises of each line services operator shall be open and services available from at such hours as may be approved by the Commission, seven (7) days a week. The line services operator shall provide on-call aircraft servicing during all other hours.

D. Each line services operator shall maintain in full force and effect Hangar Keepers' Liability Insurance in the amount of at least three hundred thousand dollars (\$300,000) any one aircraft and three hundred thousand dollars (\$300,000) each occurrence; Motor Vehicle Liability Insurance providing coverage for Bodily Injury and Property Damage Insurance in the amount of at least one million dollars (\$1,000,000) each person and each accident; and Products Liability Insurance in the amount of at least one million dollars (\$1,000,000) each accident.

The Commission shall be named as an additional insured on the policy, at no expense to the Commission.

E. Each line services operator shall provide to the Commission a copy of the current insurance policy.

F. Each line services operator shall require the insurance underwriter/agent to annotate on the policy that the Commission shall be notified, via U.S. Mail, not less than thirty (30) days prior to the cancellation of the policy.

G. In addition to the insurance requirements cited in sub-paragraphs D, E, and F., each aircraft line services operator shall comply with the insurance requirements as cited in paragraph VIII.

XVIII. MINIMUM STANDARDS FOR RADIO, INSTRUMENT AND PROPELLER REPAIR OPERATIONS.

As used in this section, "radio, instrument and propeller repair operator" means an operator engaged in the sale and repair of aircraft radios, propellers, instruments, and accessories, or any of the foregoing, at the airport. Each repair station operator shall hold appropriate repair shop certificates issued by the Federal Aviation Administration.

A. A radio, instrument, and propeller repair operator shall lease from the airport ground space on which shall be constructed a building with sufficient floor space to conduct radio, instrument and propeller repair operations, to include adequate floor space to accommodate at least one aircraft and to provide for an office, shop, customer lounge and rest rooms, or with the prior written approval of the Commission, lease space in an aircraft hangar from an existing Lessee (tenant).

B. The premises of a repair station operator shall be open and services available a minimum of eight (8) hours daily, five (5) days per week.

C. Each repair station operator shall have on duty during business hours at least one person, who shall be certified by the Federal Aviation Administration as a radio, instrument, or propeller repairman.

D. Each radio, instrument and propeller repair operator shall maintain in full force and effect Hangar Keepers' Liability Insurance in the amount of at least three hundred thousand dollars (\$300,000) any one aircraft/three hundred thousand dollars (\$300,000) each occurrence, and Products Liability Insurance in the amount of at least one million dollars (\$1,000,000) each accident. The Commission shall be named as an additional insured on the policy, at no expense to the Commission.

E. Each repair station operator shall provide to the Commission a copy of the current insurance policy.

F. Each repair station operator shall require the insurance underwriter/agent to annotate on the policy that the Commission shall be notified, via U.S. Mail, not less than thirty (30) days prior to the cancellation of the policy.

G. In addition to the insurance requirements cited in sub-paragraphs D, E, and F., each radio, instrument and propeller repair operator shall comply with the insurance requirements as cited in paragraph VIII.

XIX. MINIMUM STANDARDS FOR SPECIALIZED COMMERCIAL FLYING OPERATIONS.

A. As used in this section, “specialized commercial flying operator” is an operator providing the use of aircraft for activities such as:

1. Nonstop sightseeing flights that begin and end at the same Saline County Regional Airport, or
2. crop-dusting, seeding, spraying, or
3. aerial advertising, or
4. aerial photography or survey, or
5. fire fighting, or
6. power line or pipe line patrol, or
7. other flight operations specifically excluded from Part 135 of the Federal Aviation Regulations or other sections of this ordinance.

B. A specialized commercial flying services operator engaged in performing services such as crop-dusting, aerial application, or other services involving commercial use of chemicals, shall provide a centrally drained and paved area for aircraft loading, washing and servicing. This area shall be constructed to meet all current requirements of state, federal and local agencies. The specialized commercial flying services operator shall provide for the safe storage and containment of chemical materials, tank trucks for the handling of liquid spray and mixing liquids, and adequate ground equipment for the safe handling and loading of chemicals. All specialized commercial flying operators dispensing any chemical agents shall have an approved decontamination plan on file with the Commission.

C. Each specialized commercial flying services operator shall provide not less than one (1) certified and airworthy aircraft meeting all federal and state requirements and regulations with respect to the type of operation to be performed.

D. Each specialized commercial flying services operator must provide a point of contact for the public desiring to utilize its services. This requirement may be satisfied by staffing an office on the airport or by telephone.

E. Each specialized commercial flying services operator shall have at least one (1) employee who shall have a current commercial pilot certificate and be properly rated for the aircraft to be used and the type of operation to be performed.

F. Because of the variation in services performed by the specialized flying services operator, the land, building, and insurance requirements will be determined by the Commission. Such requirements shall be appropriate to the activity proposed.

G. Each specialized commercial flying operator shall provide to the Commission a copy of the current insurance policy.

H. Each specialized commercial flying operator shall require the insurance underwriter/agent to annotate on the policy that the Commission shall be notified, via U.S. Mail, not less than thirty (30) days prior to the cancellation of the policy.

I. Notwithstanding the provisions of sub-paragraph F, all specialized commercial flying operators shall comply with the insurance requirements cited in paragraph VIII as may be applicable to the type of commercial flying activity provided and the facilities required.

XX. MINIMUM STANDARDS FOR CERTAIN “ON-DEMAND” COMMERCIAL AIR CARRIER OPERATIONS.

As used in this section, an “On Demand Commercial Air Carrier” is an air taxi or charter operator providing on-demand, non-scheduled, air transportation services at the airport.

A. A on-demand commercial air carrier shall lease from the airport ground space on which shall be constructed a building with sufficient space to conduct its operations, to include adequate floor space to accommodate at least one aircraft and to provide for an office, shop, customer lounge and rest rooms, or with the prior written approval of the Commission, lease space in an aircraft hangar from an existing Lessee (tenant).

B. Each on-demand commercial air carrier shall provide, either owned by or under written lease to the carrier, not less than one (1) certified and airworthy single-engine and one (1) multi-engine aircraft, both of which must be equipped for, and capable of, flight under instrument conditions.

C. The premises of each on-demand commercial air carrier shall be open as required and services available a minimum of five (5) days per week.

D. Each on-demand commercial air carrier shall have on duty during business hours at least one (1) person who, as a minimum, shall have a current F.A.A. commercial pilot certificate with appropriate ratings authorizing the carriage of passengers for hire.

F. Each on-demand commercial air carrier shall maintain in full force and effect, Aircraft Liability insurance in the amount of at least one million dollars (\$1,000,000) single limit bodily injury and property damage subject to one hundred thousand dollars (\$100,000) any one passenger. The Commission shall be named as an additional insured on the policy, at no cost to the Commission.

G. Each on-demand commercial air carrier shall provide to the Commission a copy of the current insurance policy.

H. Each on-demand commercial air carrier shall require the insurance underwriter/agent to annotate on the policy that the Commission shall be notified, via U.S. Mail, not less than thirty (30) days prior to the cancellation of the policy.

I. Notwithstanding the provisions of sub-paragraph F, all on-demand specialized commercial flying operators shall comply with the insurance requirements cited in paragraph VIII as may be applicable to the type of commercial flying activity provided and the facilities required.

XXI. MINIMUM STANDARDS FOR CERTAIN MULTIPLE SERVICES OPERATIONS.

As used in this section, a multiple services operator is an operator and/or commercial air carrier providing two (2) or more services at the airport, for which minimum standards have been provided. A multiple services operator may select any combination of aeronautical services. The minimum requirements will depend upon the nature of the individual services in such combination, but will not necessarily be cumulative.

A. Each multiple services operator shall lease from the airport ground space; on which the multiple services operator shall construct one (1) or more buildings with sufficient floor space to conduct its operations and

such additional space as may be required for office, customer lounge and restrooms, or with the prior written approval of the Commission, lease space in an aircraft hangar from an existing Lessee (tenant).

B. If flight training is one of the services offered, the multiple services operator shall provide classroom and briefing room facilities within the building.

C. Each multiple services operator shall provide the equipment and services required and comply with the aircraft requirements for each aeronautical service to be performed. A multiple services operator, except if performing a combination of multiple services for which aircraft are not required, shall have available for use, either owned by or under written lease to operator, not less than one (1) certified and airworthy aircraft.

D. Each multiple services operator shall adhere to the hours of operation required for each aeronautical service being performed.

E. Each multiple services operator shall have on duty during business hours, such numbers of personnel as are required to meet the minimum standards for each aeronautical service performed provided, however, multiple responsibilities may be assigned to employees where feasible.

F. Each multiple services operator shall obtain, as a minimum, that insurance coverage which is equal to the highest individual insurance requirement of all the aeronautical services being performed by the operator. The Commission shall be named as an additional insured on the policy, at no expense to the Commission.

G. Each multiple services operator shall provide to the Commission a copy of the existing insurance policy.

H. Each multiple services operator shall require the insurance underwriter/agent to annotate on the policy that the Commission shall be notified, via U.S. Mail, not less than thirty (30) days prior to the cancellation of the policy.

I. Notwithstanding the provisions of sub-paragraph F, all multiple services operators shall comply with the insurance requirements cited in paragraph VIII as may be applicable to the type of activity provided and the facilities required.

XXII. MINIMUM STANDARDS FOR FLYING CLUB OPERATIONS.

As used in this section, a flying club operation is an organization of three or more persons who join together for the purpose of sharing the cost of ownership, operation, and maintenance of all its aircraft based at the airport.

A. A flying club shall be a not-for-profit Arkansas corporation or partnership; each member must be a legally documented part-owner of the aircraft. The club will maintain a current list of all members, with addresses, telephone numbers and investment share held by each member.

B. When requested by the Commission, a flying club will make available for inspection club membership lists, club by-laws and rules, and a listing of club aircraft models and registration numbers.

C. A flying club's aircraft shall not be used by other than legal members. Student instruction may be given in club aircraft to club members, provided such instruction is given by a member of the flying club or by an operator providing flight training under written agreement with the Commission in accordance with this policy.

D. Each flying club shall maintain in full force and effect, Aircraft Liability insurance in the amount of at least one million dollars (\$1,000,000) single limit bodily injury and property damage subject to one hundred thousand dollars (\$100,000) any one passenger, and Student and Renters' Liability in the amount of at least one million dollars ((\$1,000,000) each accident. The Commission shall be named as an additional insured on the policy, at no cost to the Commission.

E. Each flying club shall provide to the Commission a copy of the current insurance policy.

F. Each flying club shall require the insurance underwriter/agent to annotate on the policy that the Commission shall be notified, via U.S. Mail, not less than thirty (30) days prior to the cancellation of the policy.

G. Notwithstanding the provisions of sub-paragraph D, all flying club operators shall comply with the insurance requirements cited in paragraph VIII as may be applicable to the facilities required.

XXIII. MINIMUM STANDARDS FOR FUEL FARM OPERATIONS.

As used in this section, fuel farm operations is an area of the airport that is designated and reserved for the storage of fuel used in aircraft; tenant refers to any user of the fuel farm. This section applies to only those operators who have been approved by the Commission to install an above ground bulk fuel storage tank.

A. Each prospective fuel farm tenant shall submit to the Commission a written proposal which sets forth the extent of intended operations. Each such proposal shall 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; provisions for the security and safety of the facility; spill prevention and clean-up plans; and, such other information as the Commission may require from time to time.

B. Aviation fuel dispensing facilities and storage tanks shall be installed in an area designated by the Commission.

C. At no time shall any tenant share, sub-lease or in any other manner provide fuel or fueling facilities to any other tenant or the aircraft of any other tenant.

D. Each tenant (Lessee) who shall be approved by the Commission shall install and maintain all fuel facilities within the fuel farm in accordance with plans and specifications approved in writing by the Commission.

E. Each tenant (Lessee) shall comply with all federal, state, and local codes and regulations governing the installation, operation, and maintenance of all fueling facilities, equipment, and dispensing trucks.

F. Dispensing trucks, bulk fuel trucks, emergency vehicles, and other vehicles approved by the Commission shall be the only vehicles permitted within the fuel farm.

G. All bulk fuel storage shall be in steel tanks having a minimum capacity of one-thousand (1,000) gallons. All bulk fuel storage tanks shall be above ground and placed within a reinforced concrete containment vessel, designed to contain seventy percent (70%) of maximum capacity. In lieu of constructing a concrete containment vessel, double-walled steel fuel storage tanks may be installed above ground if approved by the Commission.

H. Each fuel farm operator shall maintain in full force and effect an insurance policy providing for Product Liability in the amount of at least one million dollars (\$1,000,000) each occurrence, and Property Damage in the amount of at least one million dollars (\$1,000,000) each accident. The Commission shall be named as an additional insured on the policy, at no cost to the Commission.

I. Each fuel farm operator shall provide to the Commission a copy of the current insurance policy.

J. Each fuel farm operator shall require the insurance underwriter/agent to annotate on the policy that the Commission shall be notified, via U.S. Mail, not less than thirty (30) days prior to the cancellation of the policy.

K. Notwithstanding the provisions of sub-paragraph H, all operators authorized by the Commission to install above ground bulk fuel storage tank(s) shall comply with the insurance requirements cited in paragraph VIII as may be applicable to the facilities installed.

XXIV. PENALTIES.

A violation of any section of the Saline County Regional Airport Minimum Standards shall be considered a material breach of the covenants contained in any lease between the Saline County Airport Commission and the operator and shall cause the cancellation thereof as provided under the terms of said lease agreement.

_____ **Nothing Follows** _____