

Foothills Regional Airport

Airport Rules and Regulations

and

Minimum Standard Requirements
for Airport Service Providers

FOOTHILLS REGIONAL AIRPORT
 AIRPORT RULES AND REGULATIONS
 AND
 MINIMUM STANDARD REQUIREMENTS FOR AIRPORT SERVICE
 PROVIDERS

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REVISIONS

When replacing pages in this document, record the page number and the date of the revision. The "Memo" column may be used for any pertinent notes.

Page	Date	Initials	Memo
14	9/24/2014	BB	Maint. and Repair FBO Min. Stds.
15	9/24/2014	BB	Flight Training FBO Min Stds.
10	11/19/2014	BB	Hang Gliding Ops Rules

**IF THIS SHEET BECOMES FULL, ADD ANOTHER SIMILAR SHEET BEHIND IT.
DO NOT DISCARD THIS SHEET**

LIST OF EFFECTIVE PAGES

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FOOTHILLS REGIONAL AIRPORT AUTHORITY

Authorization to Regulate

GENERAL ASSEMBLY OF NORTH CAROLINA
1999 SESSION

SESSION LAW 2000-9
HOUSE BILL 1517

Note: Available for review at the Foothills Regional Airport. To be added to this document in a future update.

FOOTHILLS REGIONAL AIRPORT

AIRPORT RULES AND REGULATIONS

AND

MINIMUM STANDARD REQUIREMENTS FOR AIRPORT SERVICE PROVIDERS

Definitions

Aeronautical Activity - means any activity conducted at the airport 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.

Aeronautical Service - means 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 aircraft operations commonly conducted on the airport by a person who has been authorized to provide such service.

AFSS/FSS - shall mean FAA Flight Service Station.

Airport - means the Foothills Regional Airport, and all of the property, buildings, and facilities located thereon.

Airport Authority - shall mean the Foothills Regional Airport Authority, who is the Sponsor, and Operator and governing body of the Foothills Regional Airport.

Airport Manager- means the manager of the Foothills Regional Airport, who is the Chief Operating Officer of the Foothills Regional Airport and is responsible for day to day operation of the Airport.

Base Customer - shall mean a person or organization who stores an aircraft in a hangar or on the ramp at the Foothills Regional Airport, and has established an account with the Airport.

FAA - means the Federal Aviation Administration.

FAR - means Federal Aviation Regulation.

Fixed Base Operator (FBO) - means a commercial aviation business engaged in the business of supplying transient and home-based aircraft services.

Itinerant Ramp - shall mean that portion of the airport parking ramp normally set aside for, or being used by, itinerant aircraft.

Lessee - shall mean any person using the Airport by virtue of a valid lease and/ or agreement with the Foothills Regional Airport Authority.

Manager - shall mean the Airport Manager of the Foothills Regional Airport.

NTSB - shall mean the National Transportation Safety Board.

Sponsor- shall mean the Foothills Regional Airport Authority.

Person - shall mean an individual, group, partnership, firm, association, or corporation.

Proprietary Exclusive - means when the airport Sponsor elects to provide any or all of the aeronautical services needed by the public at the Airport. (The statutory prohibition against exclusive rights does not apply to sponsors.)

**FOOTHILLS REGIONAL AIRPORT
AIRPORT RULES AND REGULATIONS**

**SECTION 1
General**

1.01 Airport Manager.

The Airport Manager shall, at all times, have the authority to take such reasonable action as may be necessary to enforce these regulations and to efficiently manage the airport and its operations. In any contingencies or emergencies not specifically covered by these rules and regulations, the Airport Manager shall be authorized to make such reasonable rules and orders as may be necessary and proper. The exercise of this emergency authority shall be replied to the Airport Authority as soon as possible.

1.02 Sponsorship.

The Foothills Regional Airport Authority has the right to and does hereby regulate all Commercial enterprises using the airport. No commercial operation of any kind may be conducted on or at the airport unless specifically approved by the sponsor.

1.03 Flying Clubs.

A flying club is recognized as an organization for the joint ownership of aircraft and the fair distribution of the cost of owning and operating the aircraft. Such operations, including flight instruction by club members for other club members, shall not be considered commercial so long as there is no profit or for-hire motive involved. If determined to be commercial, Foothills Regional Airport Rules and Regulations the privileges of a flying club will no longer be extended to the group.

1.04 Violation of airport rules and regulations.

Any person violating any of the airport rules and regulations may be deprived of the use of the airport facilities for such a period of time as may be necessary to be effective *in* the opinion of the sponsor.

1.05 Solicitation.

No person shall solicit funds for any purpose, and no signs or advertisements may be posted at the airport without the permission of the manager.

1.06 Airport Grounds.

Garbage, refuse, and other waste materials shall be placed in receptacles provided for such purposes and no person shall damage, remove, alter or disturb in any way, buildings, signs, equipment, markers, or other property on the airport.

1.07 Waste Disposal.

Waste products or oils will not be emptied into any airport drain or otherwise disposed of upon the airport except in receptacles provided for that purpose. The sponsor may impose a clean-up charge on any person failing to properly dispose of waste products or oils.

Section 2 Motor Vehicles

2.0 General Regulation.

Unless authorized by the manager, no person may operate any surface vehicle on airport property except on designated roadways and parking areas, and in accordance with posted signs. No person shall abandon or park for an extended period any motor vehicle or trailer device upon the airport. Any vehicles improperly parked upon airport property in violation of these rules and regulations will be subject to towing at the vehicle owners expense and without liability for damage that may result in such moving.

2.02 Regulation and Control.

No surface vehicles shall be permitted on runways, taxiways, aprons, or ramps without the express permission of the manager unless the operation of such vehicle is in accordance with a prior agreement to accomplish a necessary airport purpose, service, or inspection. No ATV's go carts or motor cycles will be permitted and the operator of any vehicle approved must possess a valid motor vehicle operator's permit. Maximum speed permitted is 15 mph.

2.03 Special Authorization - Aircraft Owners and Operators.

Aircraft owners and operators are authorized to operate their personal vehicles on the airport apron and parking areas in order to reach their aircraft hangar or tie down area. Vehicles shall not be parked on the apron or aircraft parking areas at any time, nor around the hangar area so as to restrict the free movement of aircraft or block access to any other hangar. No ATV 's, go carts or motor cycles will be permitted and the operator of any vehicle approved must Foothills Regional Airport Rules and Regulations possess a valid motor vehicle operators permit. Maximum speed permitted is 15 mph.

2.04 Special Authorization - Vehicles Meeting Itinerant Aircraft.

Operators of surface vehicles having a valid reason to meet an itinerant aircraft, either arriving or departing, may be authorized to do so by the manager. Said valid reason may vary from transportation of passenger luggage to transporting an invalid. Operators shall be approved on an individual basis to operate vehicles onto the itinerant ramp upon completion of the one time

instruction and check-out procedure conducted by the passenger service personnel at the airport. Once approved, operators will be allowed entry to the itinerant ramp and to proceed directly to the aircraft they are meeting; either collects or discharges their fare, and immediately exits the ramp. No parking will be permitted on the ramp and the max speed is 15 mph. Violation of any of the procedures explained during the instruction and check-out phase may result in being banned from entry onto the airport ramp. This privilege may be rescinded without notice by the sponsor, upon recommendation of the manager, at any time the sponsor considers it prudent in consideration of security alerts.

2.05 Safe Operation.

No person shall operate any vehicle in a careless or negligent manner or in disregard for the safety of others, or in excess of posted speed limits. All aircraft have right of-way over all surface vehicles. Vehicles operated on the runways or taxiways shall be identified by an operating warning light system. Service vehicles, etc. not possessing a warning light system will be accompanied by a vehicle possessing such a system.

2.06 Accident reporting.

Every incident involving injury or property damage shall be reported to the manager immediately.

SECTION 3 **Aircraft Operations**

3.01 Adoption of FAA Air Traffic Rules and Regulations.

The FAA air traffic rules and regulations, as amended, governing the operation of aircraft are made a part of these airport rules and regulations. If any conflict exists between these regulations and those of the FAR's, the FAR's shall apply.

3.02 Reporting Hazards.

Any aircraft OWNER or operator who becomes aware of any hazard to safe operations on the airport will report the condition to FAA AFSS/FSS or to the airport manager, or his representative, who will immediately rectify the safety hazard or notify the FAA / AFSS.

3.03 Engine Use Limitations.

Aircraft engines shall be started and run-up only in places appropriate for such purposes. At no time shall engines be run-up when hangars, shops, airplanes, or any building or persons are in the path of the propeller stream or jet exhaust.

3.04 Aircraft Parking and Storage.

No aircraft shall be parked or stored at the airport except in the areas designated for such purposes. Aircraft parked in undesignated areas may be moved at the direction of the manager to a designated parking area at the aircraft owner/operators expense and without liability for damage that may result from such moving. Foothills Regional Airport Rules and Regulations

3.05 Maintenance.

The performance of aircraft and engine repair and maintenance is considered an aeronautical service regulated by the Airport Authority except where such service and repairs are performed by the aircraft owner or their full time employees. The Airport Authority reserves the right to designate reasonable areas where such aircraft owners may perform services on their aircraft. If such areas are designated the Airport Authority may prohibit the performance of such services in tie-down areas and prescribe rules for the use of such owner type aircraft maintenance areas.

3.06 Moving of Damaged Aircraft.

In the event of an accident, the sponsor, through the manager, may, in compliance with NTSB, FAA and other governmental regulations, move the damaged aircraft from the landing areas, ramps, aprons, or other areas at the expense of the aircraft owner and without liability for damage resulting from such moving.

3.07 Accident Reporting.

The pilot of an aircraft involved in an accident on or near the airport causing personal injury or property damage shall, in addition to reports as may be required by NTSB Part 830, report to the airport manager as soon as possible. In the event the pilot is unable to make a report, the owner of the aircraft or his agent shall make such report.

3.08 Liability for Destruction of Airport Property.

Airport property damaged or destroyed by accident or otherwise shall be paid for by those parties responsible.

3.09 Manager's Authority to Detain Aircraft.

The airport manager shall have the authority to detain any aircraft for nonpayment of any charges due.

3.10 Safe Operation.

All aircraft operations at or on the Foothills Regional Airport shall be conducted in compliance with the FAR's and safe operating practices. These include, but are not limited to; no aircraft operator shall start or taxi an aircraft until they have ascertained by a visual inspection of the area that there will be no danger of collision with any person or object; all aircraft shall be taxied at a safe and reasonable speed with due respect for other aircraft, persons, or property; and all takeoffs and landings shall be confined to operational runways.

SECTION 4 **Aircraft Fueling**

4.01 General.

No aircraft shall be fueled or drained while the aircraft engine running or while it is in a hangar or an enclosed area.

4.02 Grounding.

During all fueling operations, the aircraft shall be grounded by an approved method.

4.03 Smoking.

Smoking or lighting of an open flame shall be prohibited 'within 100 feet of any fueling operation.

4.04 Fire Extinguishers.

An operable fire extinguisher shall be within easy access during all fueling operations.

4.05 Fuel Storage.

No person, other than the sponsor, shall be permitted to store petroleum products on, or transport petroleum products over, airport property. This does not apply to trucks delivering fuel or petroleum products to the airport or to aircraft owners. Under no circumstances may fuel be stored in any hangar or building.

SECTION 5 **Fire and Safety**

5.01 Smoking Prohibited.

Smoking or lighting of an open flame is prohibited at places with posted signs, within 50 feet of any aircraft or hangar, or 'within 100 feet of any fueling operation, fuel truck, and fuel tank farm.

5.02 Prohibition on Open Flame or Fire.

No person shall start an open fire any place on the airport, without permission of the airport manager.

5.03 Storage of Flammable Materials.

No person shall store or use flammable material, equipment, or gases, or allow their hangars or storage area to become in such condition so as to violate, in any manner, the fire code in force in Caldwell and Burke Counties. The storage of solvents, fuels, or other hazardous or volatile materials in aircraft storage hangars or storage areas is prohibited.

5.04 Fire Equipment.

All hangars, storage buildings and terminals shall be equipped with suitable fire extinguishers and equipment. Fire extinguishers shall be kept in good condition and inspected annually by trained personnel.

5.05 Cleaning and Upkeep of Premises.

Tenants and persons are required to keep their premises clean and clear of rubbish, debris, old aircraft and vehicles, and unsightly objects. If, after warning by the airport manager, the area is not cleaned, cleaning will be directed by the airport manager and billed to the tenant or person.

5.06 Hazardous Materials.

No person shall bring upon the airport, or operate an aircraft upon the airport, carrying hazardous materials, including Class A or Class B explosives, compressed gases, radiological substances, or any other articles or substances which are noxious or capable of endangering persons or property without the express consent of the airport manager.

SECTION 6 **Special Airport Uses**

6.01 General Operations

The sponsor obligates itself to operate the airport for the use and benefit of the public and to keep the airport open to the various types of aeronautical use for which the airport facility is intended to serve. The manager shall have the authority to suspend any operation, or close the airport whenever such action is necessary to avoid endangering persons or property. Nothing contained within these rules and regulations shall compel the sponsor to keep the airport open during extreme weather events or events beyond the control of the sponsor. Any person using the airport when advised of significant meteorological events or conditions that would affect safety shall do so at their own risk and without liability to the sponsor.

6.02 Safety.

The sponsor has established these rules to be met by all users so as to provide for the safe and efficient use of the airport and to otherwise protect the safety of persons and property both on the ground and in the air.

6.03 Excess Weight.

It is understood that the landing area facilities constructed are primarily intended for the use of powered aircraft whose weights are not in excess of the published strengths of the paved surfaces concerned. Operations on those surfaces of aircraft slightly in excess of the published pavement strengths may be permitted on an infrequent basis with the permission of the manager.

6.04 Limitations on non-powered aircraft.

No operations involving non-powered aircraft, including gliders, balloons, parachuting, and other unusual and special classes of aeronautical activities, will be permitted on the airport without the prior approval of the airport manager.

6.05 Ultra-Light Vehicles.

Ultra-light airborne vehicles of any type will not be operated from or on runway 3/21. Operation from the grass runway strip parallel to runway 3/21 is permitted provided the operator of said vehicle uses due diligence and makes every effort not to unnecessarily over-fly runway 3/21 or its traffic pattern.

6.06 Limitations on Use of Facility for Non-Aeronautical Use.

Considering the sponsor's obligation to keep the airport open to the public for aeronautical purposes, the airport facilities will not be used for non-aviation events which would conflict with its aeronautical use.

6.07 Reservation of Rights.

The sponsor reserves the right to modify, add to, or alter these airport rules and regulations and minimum standards. Any modification or alteration which affects leases or commercial operations governed by these rules and regulation shall not apply to an existing agreement but would be applicable at the time of renewal or extension of any leasehold term.

6.08 Establishment and Collection of User Fees and Charges.

Considering the sponsor's obligation to make the airport self-sustaining, the sponsor may also impose such fees and charges as may be appropriate on the use of the airport facilities.

SECTION 7

Procedure for Amendments

7.01 General.

The aviation industry is in a continuous state of flux. In keeping with necessary updating of the facilities and the provision of new facilities, the Airport Authority reserves the right to periodically review and revise these Rules and Regulations and Minimum Standard Requirements for Airport Service Providers. Any person who may wish to recommend a revision or modification to these rules should present his recommendations, in writing, to the manager. The manager will present these recommendations to the Authority who, meeting in regular session, shall vote on the recommendations. A majority vote of those members in attendance shall be required for acceptance.

SECTION 8

Hang Gliding Operations

8.01 Purpose.

This section is intended to provide for the safe and orderly ground and flight operations of hang glider activities at the Airport. For relevant definitions regarding hang glider operations, reference is made to regulatory Parts 91 and 103, Title 14 of the CFR. (Collectively with other regulations may be referred to as the Federal Aviation Regulations or "FAR")

8.02 General.

(a) All aeronautical activities involving hang gliders arriving at or departing from the Airport shall be conducted in full compliance with the Federal Aviation Regulations (FARs) applicable to their operation.

(b) As with all other aeronautical activities, the Airport Manager or the other person in charge of Airport operations may suspend or restrict any or all hang glider operations for reasons of safety, or during adverse weather conditions, or whenever such action is deemed necessary because of local conditions, visual flying limitations, or security reasons. The failure of any person to immediately cease activities when directed to do so by the Airport Manager or other person in charge may result in a suspension of that person by the Authority.

(c) No hang glider operations may be undertaken at the Airport until the on duty Airport Manager has been advised that such activities are planned.

(d) Only qualified persons may operate a hang glider at the Airport, and the on duty Airport Manager shall have the right to require such person demonstrate to the Manager or to the fixed base operator conducting such activities, that the operator has the appropriate rating for the flights being conducted.

(e) Fixed base operators conducting hang glider activities shall be familiar with the local IFR procedures and with the nonstandard patterns flown by aircraft operating IFR.

8.03 Registration Required.

Any person operating a hang glider at the Airport shall be registered with and rated by the United States Hang Gliding and Paragliding Association. Proof may be required.

8.04 Equipment.

(a) All hang gliders and tow aircraft must pass safety inspections as prescribed by the Federal Aviation Regulations (FARs).

(b) All hang gliders and tow aircraft shall be equipped with a properly operating and accurate altimeter.

(c) All hang gliders shall be equipped with a two-way transceiver tuned to the published Airport frequency. The operator of such aircraft must remain in contact at all times with the Airport, the tow vehicle or aircraft as well as any ground spotter. Compliance with Common Traffic Advisory Frequency procedures as published in AC 90-42C and the Aeronautical Information Manual is mandatory.

(d) All hang glider operators must have and use approved safety equipment including a helmet, eye protection and any other standard industry safety equipment described by EAA.

8.05 Hang Glider Procedures.

(a) The Authority shall have the right to establish patterns for hang glider activities including the flight pattern for tow aircraft which may include elevations and directions. When posted at the Airport and weather permitting, such patterns shall be observed.

(b) All hang glider and tow operators shall conduct their operations in the area designated by the Authority as shown on the map of the Airport. Fixed base operators maintaining glider or ultralight activities shall be required to inspect the area assigned for such operations to see that the conditions in the area are safe for such operations. Operators assume the risk associated with using the assigned area.

(c) All hang gliders and tow traffic shall avoid low altitude flight over hangars and nearby residential areas.

(d) Any glider towing operation shall have a ground spotter who is thoroughly familiar with traffic patterns and IFR procedures for arriving and departing aircraft. Spotter should visually check that the traffic pattern is clear before releasing the tow pilot for takeoff and provide traffic alerts for any arriving aircraft when necessary.

(e) Operators shall park and set up only in the assigned area and shall maintain a safe distance from all runways and taxiways. Motor vehicles used to transport hang gliders shall yield the right-of-way to aircraft and shall not cross or drive on runways and taxiways except under the direction of the Airport Manager.

(f) Tow aircraft and ground spotters shall be equipped with and maintain a two-way radio transceiver that meets FAA standards for two-way communications tuned to the frequency used by the Airport. CTAF must be observed.

(g) All gliders and tow planes must fully comply with all FARs applicable to their operation.

8.06 Insurance Requirements.

(a) In the absence of a contractual provision between the Authority and a fixed base operator conducting glider or ultralight aeronautical activities, any individual or organization conducting hang glider activities, and any pilot or owner of a hang glider shall maintain proper liability insurance with a reputable insurance company licensed to do business in the State of North Carolina in the minimum combined single limit coverage of ONE MILLION DOLLARS (\$1,000,000) for bodily injury and death and for property damages, and shall agree to indemnify the Airport against any such liability or expense arising out of or resulting from hang glider activities carried on at the Airport. The policy and/or policies shall name the Airport as an additional insured, and the Airport shall be provided with a certificate of insurance to confirm compliance with this requirement.

8.07 Miscellaneous Regulations.

(a) Each concentration of hang glider activity and/or demonstration shall be posted by "NOTAM" with the FAA by the Airport Manager. All such proposed activities shall therefore be made known to the Airport Manager in ample time for such posting.

During events or during any unusual concentration of hang glider activity, the Airport Manager shall have the right to space all takeoffs and landings with the anticipated takeoff and landings of fixed wing aircraft, and the Airport Manager may require that hang glider operations be alternated with fixed wing aircraft activities.

8.08 Hang Glider Fixed Base Operations. Glider activities conducted as a commercial or for profit business may be conducted at the Airport, provided the activities are carried out as a part of a fixed base operation having a valid operating and lease agreement with the Authority establishing the terms and conditions under which the fixed base operation may be conducted at the Airport. The lease and operating agreement shall identify the ground area to be leased, the type of building or hangar necessary to house the operation, the rent and the other conditions, all of which will be consistent with the terms and conditions required of other fixed base operators at the Airport.

8.09 Fees. The Authority shall have the right to amend its fee schedule for Airport users to include a reasonable fee for hang glider activities and when published by the Airport Authority, the fee shall be collected by the Airport Manager in the usual and customary manner.

SECTION 9
Reserved

FOOTHILLS REGIONAL AIRPORT
MINIMUM STANDARD REQUIREMENTS FOR
AIRPORT SERVICE PROVIDERS

SECTION 10
Fixed Base Operations

10.01 Multiple Service FBO.

- (a) **Concept.** A multiple service FBO provides multiple aeronautical services on or at an airport.
- (b) The Airport Authority operates the multiple services FBO at the Foothills Regional Airport as a Proprietary Exclusive and does not accept applications or requests from persons wishing to operate additional multiple service FBO's at or on the airport.

10.02 Aircraft Sales FBO.

- (a) **Concept.**
Dealers in aircraft, both new and used, engage in the purchasing and selling of aircraft. This is accomplished through various methods including matching potential purchasers with an aircraft (brokering), assisting a customer in the purchase or sale of an aircraft, or purchasing aircraft and marketing them to potential purchasers.
- (b) **Minimum Standards.**
 - (1) Dealers in aircraft shall present a business plan to and negotiate a contract and/or lease with the manager, to be approved by the sponsor. Said contract will be at least commensurate with base customer's contracts covering storage or parking of their personal aircraft and dealers shall be entitled to all the benefits received by base customers.

- (2) Dealers shall maintain, during all normal business hours, a responsible person to represent and act for the dealer.
- (3) Persons who do not continuously have aircraft listed for sale, and who sell two or less aircraft in any twelve month period shall not be considered dealers.

10.03 Aircraft Airframe, Engine and Accessory Maintenance and Repair FBO.

(a) **Concept.**

An aircraft, engine and accessory maintenance and repair FBO provides one or a combination of airframe, engine and accessory overhaul and repair services on aircraft. This category shall also include the sale of aircraft parts and accessories.

(b) **Minimum Standards.**

Any lessee desiring to engage in airframe and/or power plant repair service must provide as a minimum the following:

- I. Building – Lease existing facility or construct a building sufficient to provide 2,000 square feet of shop and office space meeting state and local industrial building code requirements.
- II. Personnel - One person currently certified by FAA with ratings appropriate for work being performed and hold an airframe and/or power plant rating with inspection authorization.
- III. Hours of Operation – The normal operating hours shall be from 8:00 AM to 5:00 PM five days a week. Provide for mechanical service during non-operating hours via an on call basis.
- IV. Equipment - Sufficient equipment, suppliers and availability of parts to perform maintenance in accordance with manufacturers' recommendations or equivalent.
- V. Insurance Coverage -
 - Comprehensive Public Liability, Bodily Injury and Property Damage
 - \$1,000,000 per occurrence
 - \$2,000,000 aggregate
 - Hangar Keepers Liability to be maintained at an amount no less than the value of the aircraft in the hangar at any given time.
- VI. Airport Rules and Regulations – All entities performing service under these minimum requirements shall also adhere to all airport rules and regulations and shall comply with these regulations prior to commencing services on the airport.

10.04 Aircraft Rental FBO.

- (a) **Concept** - An aircraft rental FBO engages in the rental of aircraft to the public.
- (b) Persons wishing to provide aircraft rental services shall present a business plan to and negotiate a contract and or lease with the manager, to be approved by the sponsor. Said contract will be at least commensurate with base customer's contracts covering storage or parking of their personal aircraft and dealers shall be entitled to all the benefits received by base customers.
- (c) Aircraft rental providers shall maintain, during all normal business hours, a responsible person to represent and act for the aircraft rental provider.

10.05 Flight Training FBO.

- (a) **Concept**-A flight training FBO engages in instructing pilots in dual and solo flight training and provides such related ground school instruction as is necessary preparatory to taking a written examination and flight check for the category of pilots' license involved. It also engages in other flying services such as sightseeing flights, aerial photography, power line or pipeline patrol, etc.
- (c) Persons wishing to provide aircraft rental services shall present a business plan to and negotiate a contract and or lease with the manager, to be approved by the sponsor. Said contract will be at least commensurate with base customer's contracts covering storage or parking of their personal aircraft and dealers shall be entitled to all the benefits received by base customers.

10.06 Aircraft Fuels and Oil Service FBO.

- (a) **Concept** - An aircraft fuels and oil service FBO provides aviation fuels, lubricants and other services supporting itinerant operations and operations of aircraft based on the airport.
- (b) The Airport Authority operates the Foothills Regional Airport FBO, which provides aircraft fuels and oil service, as a Proprietary Exclusive and does not accept applications or requests from persons wishing to also provide those services.

10.07 Avionics, Instruments or Propeller Repair Station FBO.

- (a) **Concept** - An avionics, instrument, or propeller repair station engages in the business of and provides a shop for the repair of aircraft avionics, propellers, instruments, and accessories for general aviation aircraft.
- (b) **Minimum Standards.**
 - (1) The operator of the repair station shall present a business plan to and negotiate a lease and/or contract with the manager, to be approved by the sponsor, covering services to be provided, location, lease rate and hours of operation.

- (2) The repair facility shall hold the appropriate repair station certificates issued by the FAA for the types of equipment he plans to service and or install. He shall have in his employ and on duty during the appropriate business hours trained personnel who are FAA rated radio, instrument or propeller repairmen to represent and act for the repair station.

10.08 Aircraft Charter and Air Taxi FBO.

- (a) **Concept** - An unscheduled or scheduled air charter or air taxi FBO engages in the business of providing air transportation (persons or property) to the general public for hire, on an unscheduled or scheduled basis under Code of Federal Regulations CFR 14 Part 135 of the Federal Aviation Regulations.
- (b) **Minimum Standards.**
 - (1) The aircraft charter/air taxi operator shall hold the appropriate certificates issued by the FAA and provide, either owned or underwritten lease, the type, class, size and number of aircraft intended to be used by the operator, but not less than one multi-engine type aircraft. All aircraft operated shall meet the requirements of the air taxi certificate held by the operator. The multiengine aircraft shall be certified for instrument operations.
 - (2) Charter operator shall have in his employ and on duty during the appropriate business hours trained personnel to represent and act for the charter operator. The charter operator shall also have in his employ, and available during the appropriate business hours, an FAA certified commercial pilot who is appropriately rated to permit the flight activity offered by the operator.
 - (3) Charter operators shall present a business plan to and negotiate a lease and/or contract with the manager, to be approved by the sponsor, for the storage or parking of their aircraft. Said contract will be commensurate with base customer's contracts covering storage and parking of *their* personal aircraft and the charter operator shall be entitled to all the benefits received by base customers.

10.09 Aircraft Storage or Parking FBO.

- (a) **Concept** - An aircraft storage or parking FBO engages in the rental of conventional hangar space, multiple T -hangar and ramp parking space.
- (b) The Airport Authority operates the Foothills Regional Airport FBO, which provides hangars rentals and ramp parking, as a Proprietary Exclusive and does not accept applications or requests from persons wishing to also provide those services.

10.10 Non-Aeronautical Service Provider.

- (a) Concept** - Non-aeronautical service providers are commercial operators of a non-aeronautical nature, such as rental car agencies, snack bars, newsstands, etc. doing business at or on the airport
- (b) Minimum Standards.**
 - (1)** Non-aeronautical service providers shall present a business plan to and negotiate a lease and/or contract with the manager, to be approved by the sponsor, covering services to be provided, location, cost or rent, and hours of operation.
 - (2)** The service provider shall maintain, during all normal business hours, responsible persons of a sufficient number to represent and act for the provider.

10.11 Subleasing of Aeronautical Service Provider.

Sub-leasing of any aeronautical service provider operation authorized under these minimum standards is expressly forbidden without the prior written approval of the sponsor.

10.12 Environmental.

Any FBO, person, party, firm or corporation operating on or at Foothills Regional Airport must comply with all federal, state and local environmental requirements.