

CRAWFORD COUNTY AIRPORT AUTHORITY

Airport Rules, Regulations and Ordinances

ARTICLE 1: DEFINITIONS

The following words and phrases, whenever used in these rules and regulations, shall be construed as defined in this article unless from the context a different meaning is intended, or unless a different meaning is specifically defined and more particularly ascribed to the use of such words or phrases. All definitions contained in 49 U.S.C. § 40101 et seq. (previously known as the Federal Aviation Act of 1958, hereinafter cited as "FAA Act") and all amendments thereto shall be considered as included herein; and all definitions shall be interpreted on the basis and intention of the FAA Act and amendments thereto unless from the context a different meaning is intended, or unless a different meaning is specifically defined and more particularly ascribed to the use of such words or phrases.

Aeronautical activity means any activity or service which involves, makes possible, or is required for the operation of aircraft, or contributes to, or is required for, the safety of such operations. "Aeronautical activities" include, but are not limited to, charter operations (under either Federal Aviation Regulation (FAR) Part 121 or 135), charter brokerage, aircraft hangar leasing, pilot training, aircraft rental and sight-seeing, aerial photography, crop dusting, fire suppression, aerial advertising and surveying, aircraft sales, leasing and servicing, aircraft management, and sale of aviation petroleum products, whether or not conducted in conjunction with other included activities which have a direct relationship to the operation of aircraft, repair and maintenance of aircraft, sale of general aviation aircraft parts, and any other activities which because of their relationship to the operation of aircraft can appropriately be regarded as an "aeronautical activity."

Airport Director and Airport Manager shall be considered the same in these documents.

Aircraft parking and storage areas means those hangar and apron locations of the airport designated by the airport manager for the parking and storage of aircraft, and such areas of the airport designated for aircraft maintenance, engine run-up, and self-fueling. Airside means the area of the airport that is either contained within the airport perimeter fence, or which requires access through a building located on or adjacent to airport property, or which requires access through a controlled airport access point.

Fuel handling means the transportation, delivery, fueling, and draining of fuel or fuel waste products, and the fueling of aircraft.

Fuel storage area means any portion of the airport designated temporarily or permanently by the operator as an area in which gasoline or any other type of fuel may be stored or loaded.

Major aircraft alterations and repair means major alterations and/or repairs of the parts or of the types listed in the most current FAR Part 43x.A.a and 43x.A.b.

Preventive aircraft maintenance means maintenance that is not considered a major aircraft alteration or repair and does not involve complex assembly operations as listed in the most current FAR Part 43x.A.c, except that item 22, replacing prefabricated fuel lines, shall, for purposes of these regulations, be considered major aircraft repair.

Taxilane means the portion of the airport apron area, or any other area, used for access between taxiways and aircraft parking and storage areas.

Taxiway means a defined path established for the taxiing of aircraft from one part of the airport to another.

ARTICLE 2: GENERAL USE OF AIRPORT

Section 2-1. Purpose of rules and regulations.

Rules and regulations provided in this document and any amendments (regulations), are intended for the safe, orderly and efficient operation of the airport, and apply to all persons using the airport for any reason.

Section 2-2. Conflicting laws, ordinances, regulations and contracts.

In any case where a provision of these rules and regulations is found to be in conflict with any other provision of these regulations or in conflict with a provision of any zoning, building, fire, safety, health or other ordinance, code, rule, or regulation of the city, the provision which establishes the higher standard for the promotion and protection of the health and safety of the people shall prevail.

Section 2-3. Responsible party.

Any person accessing the airport shall be responsible for their actions and all actions of their employees.

Section 2-4. Minimum standards.

Prior to commencing any commercial aeronautical activity at the airport, all persons shall comply with all applicable requirements concerning such activities as are set forth in the Crawford County Airport (CCAA) Minimum Standards.

Section 2-5. Closing of airport.

In the event the airport manager believes the conditions of the airport are unsafe for landing or takeoffs, it shall be within the director's authority to close the entire airport or any part thereof.

Section 2-6. Aircraft parking.

(a) No person shall park, leave parked, or allow to remain stationary any aircraft at the airport except within an aircraft parking and storage area.

(b) If any aircraft is parked in violation of this section or, in the determination of the airport manager, presents an operational or safety concern in any area of the airport, the airport manager may cause the aircraft, at the owner's/operator's expense, to be moved.

The CCAA shall not be liable for any damages which may result from the relocation of the aircraft.

(c) The owner of the offending aircraft shall be solely responsible for the any damages which may result as a result of the relocation and any fixed base Service Provider that assists the Airport in the moving of the aircraft will not be liable for any damage unless such is the result of gross negligence.

Section 2-7. Aircraft hangars.

- (a) Aircraft storage hangars shall only be used for the following purposes:
 - 1. Storage and parking of aircraft and associated aircraft equipment and supplies as approved by the CCAA and airport manager and such uses as specified in the tenant's lease agreement. Aircraft parked in hangars shall be parked in a manner so as to be completely contained in the aircraft parking space and not obstruct adjacent aircraft parking and storage areas or taxi lanes, except for purposes of immediate and temporary staging and fueling of such aircraft.
 - 2. Parking of vehicles while the operator's aircraft is in operation.
- (b) Use of aircraft storage hangars shall be subject to the following restrictions:
 - 1. Oily rags, oil wastes, rags and other rubbish and trash may only be stored in containers with self-closing, tight-fitting lids as approved by the airport manager or fire marshal.
 - 2. Any restrictions as spelled out in the aircraft owners lease agreement with the airport.
- (c) Aircraft hangars shall be subject to annual and periodic inspections by the airport manager and CCAA to ensure compliance with all laws, ordinances and these regulations.

Section 2-8. Aircraft T-hangars and Box Hangers.

- (a) Aircraft T-hangars and box hangers shall only be used for the following purposes:
 - 1. Storage and parking of aircraft and associated aircraft equipment and supplies as approved by the CCAA and airport manager. Aircraft parked in hangars shall be parked in a manner so as to be completely contained in the aircraft parking space and shall not obstruct adjacent aircraft parking and storage areas or taxi lanes, except for purposes of immediate and temporary staging and fueling of such aircraft.
 - 2. Parking of vehicles while the operator's aircraft is in operation must be parked as to not interfere with aircraft operations.
 - 3. Hanger use and storage.
- (a) No commercial business maintenance activities shall be conducted by Lessee in the T-hangar or box hanger. This does not preclude Lessee from inviting certified maintenance personnel to perform maintenance work in the T-hangar, and box hanger. Any such work must be performed within the confines of the lease and not interfere with the operation of adjacent leaseholders.
- (b) Oxygen or any combustible compressed gas in a cylinder or portable tank must be secured to a fixed location or secured to a portable cart designed for the cylinder(s) or tank(s). Compressed gas cylinders or tanks must have pressure relief devices installed and maintained. Cylinders or tanks not in use shall have a transportation safety cap installed.

(c) Batteries shall only be charged while the owner, Service Provider or tenant is in attendance. Aircraft batteries shall not be connected to a charger when installed in an aircraft located inside or partially inside a hangar. The exception to this rule is when low capacity trickle chargers that are designed not to overcharge a battery and present a fire hazard are used for maintaining batteries. The airport manager shall approve of trickle charger use in this exception.

(d) Should there be no vacancy in T-hangars, or box hangars, a list will be created for those requesting spaces. Priority for any open space shall be given those already based on CCAA premises, such as in east or west hangars.

Section 2-9. Aircraft washing and polishing.

All washing of aircraft shall be done in accordance with local ordinances. Use of waterless cleaners is strongly encouraged. Runoff shall be collected and properly disposed of in a manner acceptable to the airport manager, in accordance with all federal, state, county and local law.

Section 2-10. Storm Water Pollution Prevention.

The Airport is subject to federal storm water regulations, 40 C.F.R. Part 122 for "vehicle maintenance shops" (including vehicle rehabilitation, mechanical repairs, painting, fueling and lubrication), equipment cleaning operations and/or deicing operations that occur at the Airport as defined in these regulations and, if applicable, state storm water regulations. Each Service Provider shall become familiar with these storm water regulations if it conducts or operates "vehicle maintenance" (including vehicle rehabilitation, mechanical repairs, painting, fueling and lubrication), equipment cleaning operations and/or deicing activities as defined in the federal storm water regulations; and is advised that there are significant penalties for submitting false information, including fines and imprisonment for knowing violations.

Section 2-11. Airport access road.

The airport access roads are restricted to authorized vehicles, including airport administration vehicles, fixed-base operator fuel trucks, and other vehicles with prior written approval from the airport manager. All vehicles must have a rotating beacon. Drivers on the access roads must complete a ground vehicle training course provided by airport management. Aircraft owners accessing T-hangars or box hangars are exempt, provided they are only transiting the area to reach their aircraft.

Section 2-12. Smoking areas.

No smoking shall be permitted:

- (a) Within fifty feet of an aircraft, fuel truck and/or fuel storage area,
- (b) Within 200 feet of the bulk storage fuel farm facility,
- (c) In a hangar bay.
- (d) In any building on airport property. Illinois State Law prohibits smoking in public buildings.

Section 2-13. Restricted areas.

- (a) No person shall enter the airside area, except as necessary for the lawful use of an aircraft thereon, or to conduct a permitted business activity.
- (b) No person shall enter any area posted as being closed to the public, except with the consent of the airport manager.

Section 2-14. Access codes/devices

Persons who have been provided either a code or device for the purpose of obtaining access to the airport through a public entry point, shall only use airport-issued codes/devices and shall not divulge, duplicate, or otherwise distribute the same to any other person, unless otherwise approved in writing by the airport manager. Violation of this regulation may result in the loss of access privileges pursuant. It is not a violation of this section to provide the access code to the employees of the person to whom the access code has been given.

Section 2-15. Self-services.

- (a) Persons are permitted to fuel, wash, repair, or otherwise service their own based aircraft, provided there is no attempt to perform such services for others and further provided that such right is conditioned upon compliance with these regulations and all applicable laws.
- (b) An aircraft owner may hire an individual to provide, under the direction and supervision of the aircraft owner, services only on the owner's based aircraft. Such services may only be provided by a direct employee of the aircraft owner or a technical specialist.

Section 2-16. Maintenance of premises.

All persons using the airport shall maintain their premises in a condition of repair, cleanliness and general maintenance. All persons having possession, control or use of any portions of the airport shall at all times maintain such premises in clean, serviceable. Safe and operable condition and repair.

Section 2-17. Waste containers and disposal.

All airport tenants, users, or visitors shall dispose of all waste in the appropriate waste containers. No petroleum products, industrial waste matter or other hazardous materials shall be dumped or otherwise disposed of except in accordance with local, county, state and federal law. Any hazardous material shall be the responsibility of the originator under all applicable laws.

Section 2-18. Storage.

No person shall store or stock materials or equipment in such a manner as to be unsightly or constitute a hazard to personnel or property, as determined by the airport manager.

Section 2-19. Storage, transfer and cleanup charges.

The CCAA may remove and impose storage, removal and transfer charges upon any property unlawfully located at the airport. The CCAA may clean up any material unlawfully spilled, placed or otherwise deposited at the airport and may charge the responsible person(s) for the cost of the cleanup, any required environmental remediation, and any expenses incurred by, or fines or damages imposed on, the CCAA as a result of the cleanup.

Section 2-20. Model aircraft, kites, balloons, etc.

No person shall fly or release a model aircraft, rocket, kite, balloon, parachute, etc., on the airport if such activity would create a hazard to aircraft operations, or as otherwise determined by the airport manager except during activities previously approved by the airport manager.

Section 2-21. Advertisements.

No person shall post, distribute or display signs, advertisements, circulars, printed or written matter in the public portions of the airport without written permission from the airport manager. All outdoor signs must be approved in writing prior to installation by the airport manager.

Section 2-22. Animals.

No person shall enter the airport with a dog or other animal unless restrained by a leash or properly confined as determined by the airport manager. No person in charge of a dog or other animal shall permit the animal to wander unrestrained on any portion of the airport.

Section 2-24. Property damage, injurious or detrimental activities.

No person shall destroy, deface, injure or disturb in any way airport property or conduct at the airport activities that are injurious, detrimental or damaging to airport property or to activities and business of the airport. Any person causing, or liable for any damage shall be required to pay the city on demand the full cost of repairs. Any person failing to comply with this section shall be in violation of these regulations and may be refused the use of any airport facility until the CCAA has been fully reimbursed for damage done.

Section 2-26. Alteration of airport property.

No person shall make any alterations that would normally require a building permit to any signs, buildings, aircraft parking and storage areas, leased areas or other airport property, nor erect any signs, buildings or other structures without prior written permission of the airport manager. Interior work which would not require a building permit such as painting or the installation of carpet needs to be approved by the airport manager. Any construction that involves moving walls or changing the structure of a building must be approved in writing by the airport manager. Such persons shall comply with all building codes and permit procedures of the county and shall deliver to the airport manager as-built plans upon completion.

Section 2-27. Abandoned property.

No person shall abandon any property on airport property or in any building on the airport in excess of 30 days without the airport manager's or lessee's permission. Such property may be impounded by the County Sheriff's department or CCAA management.

ARTICLE 3: AIRCRAFT RULES

Section 3-1. Landing and takeoff of aircraft.

- (a) Except in an emergency, all fixed wing aircraft landings and takeoffs shall be made on the runway.
- (b) Landing aircraft shall clear the runway as soon as practical and, consistent with safety, taxi ahead to the nearest turn-off.

Section 3-2. Disabled aircraft.

Aircraft owners and pilots shall be responsible for the prompt removal of disabled aircraft and parts thereof, unless required or directed by the airport manager or the Federal Aviation Administration to delay such action pending an investigation of an accident. In the event of failure to promptly remove such disabled aircraft, the airport manager may cause the aircraft to be removed and bill the owners thereof for all charges incurred in the removal of same. The CCAA shall not be responsible for damage to disabled aircraft removed by the owner, the pilot, the county or other persons. The owner of the offending aircraft is liable for any damage that occurs in the removal of the aircraft unless it is found to be gross negligence.

Section 3-3. Negligent operation of aircraft.

No aircraft shall be operated within the CCAA in a careless, negligent or reckless manner, or in disregard of the rights and safety of others; or while any person controlling the aircraft would be prohibited by law from operating an automobile on the public streets with the county due to alcohol or drug influence or impairment, or at a speed or in a manner which endangers, or is likely to endanger, persons or property.

Section 3-4. Running of aircraft engines.

Aircraft engines shall only be run at idle except as may be necessary for safe taxiing operations, taking off, landing, preflight testing, and maintenance testing. All engine runups for maintenance testing purposes shall be performed in accordance with section 3-6 of these regulations. At no time shall an aircraft's engine(s) be operated while the aircraft is in a hangar or covered tiedown space.

Section 3-5. Exhaust and propeller blast.

No aircraft engine shall be started or aircraft taxied where the exhaust or propeller blast may cause injury to persons or do damage to property or spread debris on the airside area.

Section 3-6. Taxiing of aircraft.

No person shall taxi an aircraft without first taking all necessary precautions to prevent a collision with other aircraft, persons or objects. Aircraft shall not be taxied into or out of any hangar, T-hangar, or other covered area. No person shall taxi an aircraft except on areas designated for taxiing. If it is impossible to taxi aircraft in compliance with this section, then the engine must be shut off and the aircraft towed to the new location.

Section 3-7. Common air traffic advisory and other frequencies.

Aircraft Service Providers shall utilize the common air traffic advisory frequency 123.00, Hulman approach control freq 135.35, AWOS 120.50, 123.00 Unicom.

Section 3-8 Pattern Altitude

Pattern altitude at KRSV is established at 1261 MSL all aircraft.

Section 3-9. Aircraft accident reports.

Any persons involved in an aircraft accident in which CCAA property is damaged or which occurs on the movement area and for which a report is required by a regulatory agency, shall make a full report of the accident to the airport manager within forty-eight (48) hours of the accident. The report shall include, at a minimum, the names and addresses of the persons involved, and a description of the accident and its cause as well as the property that was damaged.

Section 3-10. Interfering or tampering with aircraft.

No person shall interfere or tamper with any aircraft or put in motion the engine of such aircraft, or use any aircraft, aircraft parts, instruments or tools without permission of the owner, or under the specific direction of the airport manager in an emergency.

Section 3-11. Helicopter Operation.

All based helicopter Service Providers shall have an identified object free area Final Approach and Takeoff Area (FATO) available for helicopter landings and takeoffs. A FATO may have any shape provided that its least dimension, i.e., length, width, or diameter, is not less than 1.5 times the overall length of the design helicopter, per the latest edition of Advisory Circular 150/5390-2.

A safety area surrounds the FATO. Its recommended width is one-third of the design helicopter, but not less than 10 feet. The FATO and the safety area should be free of objects, including but not limited to, other helicopters, aircraft, buildings, fences, vehicles that could be struck by the main or tail rotor.

All helicopters, whether based or transient, shall not operate within twenty-five feet of any building, hangar, or light aircraft.

ARTICLE 4: UAS Operations.

All UAS operators operating on the airport property must comply with all regulations as spelled out in FAR part 107.

ARTICLE 5: VEHICLES, PEDESTRIANS, ETC.

Section 5-1. General requirements.

No person shall operate a vehicle on the aircraft movement area except in accordance with the rules prescribed by the airport manager and all federal, state and local law. (a) Vehicles shall only be operated by Service Providers who have attended the ground vehicle training course provided by the airport.

(b) All vehicles shall yield right of way to aircraft in motion and emergency vehicles.

(c) All vehicles shall pass no closer than one-hundred feet to the rear of taxiing aircraft.

(d) No vehicle shall approach closer than one-hundred feet to any aircraft whose engines are running, excluding ground service and emergency vehicles.

(e) All vehicles, upon entering or exiting an airport access gate, shall wait for the gate to completely close behind them before proceeding to their destination so as to not allow the entry of an unauthorized vehicle.

Section 5-2. Licensing, registration and insurance.

(a) No person shall operate a vehicle of any kind on the airside of the airport without a valid state operator's license except for ground support equipment

(b) No person shall operate any vehicle in the airside area without having first obtained approval from the airport manager. This does not include the ramp area of a tenant's leasehold where the tenant has positive control over vehicular traffic.

(c) All vehicles shall maintain the appropriate type and amount of vehicle liability insurance required by state law.

(d) This restriction does not apply to those vehicles which are operated on the Service Provider's ramp area and under the Service Provider's positive control.

Section 5-3. Control of vehicles.

No person shall operate or park a vehicle at the airport in a manner prohibited by signs, pavement markings, or other signals posted by the CCAA or by regulations under this article. The airport manager has plenary power to regulate or prohibit any class or type of vehicle or any other type or class of wheeled vehicle or other form of transport that operates in the airside area.

Section 5-4. Speed limits.

All vehicles shall be operated in strict compliance with all speed limits at the airport. The maximum speed limit for all vehicles in the airside area, with the exception of authorized municipal vehicles in the performance their official duties, is fifteen (15) miles per hour or less if conditions warrant in order to ensure safe operation.

Section

5-5. Vehicles operating on runway and taxiways.

- (a) Any vehicle authorized to operate on the airport runway or taxiways shall display a rotating beacon or approved flag that complies with latest edition of FAA Advisory Circular 150/5210-5 and is visible to the airport personnel. Exceptions to this rule must be authorized in writing by the airport manager.
- (b) All vehicles that are authorized to operate in the movement area must be equipped with a two-way aviation radio, receive a clearance from, and remain in continuous communications with, the airport. The installation of a two-way radio does not permit the operation of vehicles on runway or taxiways without the Service Provider attending a vehicle training course.

Section 5-6. Authority to remove vehicles.

The airport manager may cause to be removed from any area of the airport any vehicle which is disabled, abandoned, parked in violation of these regulations, or which presents an operational problem to any area of the airport, at the operator's expense and without liability for damage which may result in the course of such movement.

Section 5-7. Bicycles.

The use of bicycles shall only be permitted during daylight hours and in accordance with all applicable regulations set forth herein for vehicles, except as to regulations which by their nature have no application.

Section 5-8. Scooters and miscellaneous vehicles.

No person shall use at the airport any go-cart, go-ped, skateboard, rollerblade, all terrain vehicle or other vehicle not licensed or otherwise permitted by state law for operation on a public street or highway. This section does not pertain to vehicles used solely for tugging, marshaling, or refueling aircraft, or golf carts used by those who have successfully completed the Ground Vehicle Training Program.

On a case by case basis, and with the prior written approval of the airport manager, other modes of transportation may be used on the airport.

Section 5-9. Motor homes, boats and recreational vehicles and non-aeronautical material.

Non-aeronautical material including, but not limited to, motor homes, boats, and recreational vehicles shall not be stored anywhere on the airport. IDOT-DOA will not permit hangars to be used for inventory of businesses other than that used for the airport.

Section 5-10. Careless operation, driving while intoxicated, etc.

No vehicle shall be operated at the airport or upon any area thereof:

- (a) In a careless, negligent or reckless manner;
- (b) In disregard of the rights and safety of others;
- (c) Without due caution;
- (d) At a speed or in a manner which endangers or is likely to endanger persons or property;
- (e) While the driver would be prohibited by law from operating an automobile upon the public streets of the area due to drug or alcohol impairment or influence;
- (f) If the vehicle is so constructed, equipped or loaded as to endanger or be likely to endanger persons or property, or to result in the load or other materials becoming separated from the vehicle;
- (g) Without operating headlights, tail lights, turn signals, and brake lights during hours of darkness or during inclement weather; or
- (h) In a manner that does not allow the vehicle to be immediately driven or towed away from any nearby aircraft in case of emergency.

Section 5-11. Parking restrictions.

- (a) No person shall park or leave any vehicle standing, whether occupied or not, except within a designated parking area.
- (b) Aircraft owners and Service Providers shall only park their vehicle in the aircraft storage and parking space designated for their aircraft.
- (c) Vehicles parked in an aircraft parking and storage area shall be parked in a manner so as to be completely contained in the aircraft parking or storage space and not obstruct adjacent aircraft parking and storage areas, or taxi lanes unless for the purposes of immediate and temporary loading, unloading, or staging of an aircraft.

Section 5-12. Volunteer Assistance.

No person shall enter the airside area of the airport for the purposes of attending, observing or assisting at the scene of an accident except persons authorized by law or otherwise requested or with consent of the airport manager.

Section 5-13. Pedestrians in the airside area.

No person shall walk, stand, or loiter in the airside area if such activity is determined to be an operational or safety concern as determined by the airport manager.

Section 5-14. Vehicle repair.

No person shall clean or make any repairs to vehicles anywhere on the airport, except those minor repairs necessary to remove such vehicles from the airport. This provision does not apply to ground support equipment or vehicles used in the operation of the Service Provider's business, and are owned or leased by the Service Provider or the CCAA.

ARTICLE 6: FUELING, FLAMMABLE FLUIDS, AND SAFETY

Section 6-1. Fuel safety.

All transportation, storage and other handling of aircraft and vehicle fuel shall comply with the International Fire Code, as amended, the National Fire Protection Association's codes and standards, as amended, FAA Advisory Circular 150/5230-4, as amended, all requirements of these regulations, and all other applicable law.

Section 6-2. Unauthorized fuel possession and storage.

Except as expressly permitted by these regulations, no person shall possess fuel at the airport.

Section 6-3. Storage of aircraft fuel trucks, trailers and other aircraft refueling devices.

- (a) Aircraft refueling vehicles, other moveable aircraft fuel containers and refueling devices shall be stored outside and not less than fifty feet from a building or such other distance as shall be approved by airport manager and the fire marshal.
- (b) Aircraft refueling vehicles shall be parked in a manner which provides a minimum of ten feet of separation between said vehicle and any other vehicle or aircraft refueling device.
- (c) No aircraft refueling vehicle, aircraft fuel container, or other aircraft refueling device, empty or otherwise, shall be brought into, kept or stored within any building at the airport unless the building is used exclusively for that purpose. This section does not apply to vehicle fuel cans with a capacity of not more than five gallons, provided no more than one such can may be located within a single vehicle.

Section 6-4. Aircraft fueling locations.

All aircraft fueling shall be performed outdoors, and aircraft must be properly bonded.

Section 6-5. Maintenance of fuel servicing vehicles.

Maintenance and servicing of aircraft fuel servicing vehicles shall be performed outdoors or in a building approved for that purpose by the fire department.

Section 6-6. Removal of gas, oil, grease, etc.

In the event of spillage of gasoline, oil, grease or any material which may be unsightly or detrimental to the airport, the same shall be removed immediately. The responsibility for the immediate removal of such gasoline, oil, grease or other material shall be assumed by the Service Provider or owner of the equipment causing the spill or by the tenant or concessionaire responsible for the spill. In the event of spillage in excess of 1 gallon, and the failure of the Service Provider or owner to restore the area to its original safe and environmentally sound status, the CCAA may clean up any material unlawfully spilled, placed or otherwise deposited at the airport and may charge the responsible person(s) for the cost of the cleanup, any required environmental remediation, and any expenses incurred by, or fines or damages imposed on, the

CCAA as a result thereof. Such an event may constitute grounds for denying access to the airport.

Section 6-7. Fire extinguishers.

CCAA shall supply and maintain such adequate and readily accessible fire extinguishers as may be required by the Fire Marshal. Each fire extinguisher shall carry a suitable tag showing the date of most recent inspection.

Section 6-8. Moveable fuel storage tanks.

Unless otherwise approved by the airport manager moveable fuel storage tanks are Prohibited at the airport except for:

- (a) Fuel trucks constructed, operated and maintained in all respects as required by law.
- (b) Fuel tanks in an operable aircraft.
- (c) Tanks not exceeding one gallon capacity used solely for sampling and testing fuel, engines and fuel handling apparatus.
- (d) Tanks lawfully transporting fuel for immediate dispensing into a fuel storage tank permitted by the CCAA. Such vehicles shall access the airport at a point approved by the airport manager and remain under escort by a representative of the company receiving the fuel.
- (e) Temporary defueling of aircraft.

Section 6-9. Self-fueling.

Except as may be prohibited by other provisions of these regulations and any other applicable law, owners of an aircraft based at the airport who desires to self-fuel their aircraft, shall be trained fully and approved by the airport manager. The preceding sentence does not apply to the use of a self-service fuel facility provided by a fixed base operator. Any self fueling must be done outside of the hangers and the aircraft properly bonded.

Section 6-10. Vehicle fuel.

No person shall possess vehicle fuel on the airport except:

- (a) Within the airport's bulk fuel storage area, also known as the Fuel Farm.
- (b) Within the permanently installed fuel tank of a vehicle for use only by that vehicle;
- (c) Within a moveable container designed for storage of vehicle fuel and having a capacity of not more than five gallons. No more than one moveable container containing vehicle fuel shall be located in a single vehicle.

Section 7-Agricultural Spray plane operations on CCAA property:

Section 7-1. Special procedures. The airport manager may, in the interest of safety, designate special traffic procedures for certain operations, such as air shows, banner towing and other special activities including agricultural spray activities that could interfere with normal operations at the airport.

Section 7-2 Minimum standards for all operators.

The following standards shall apply to all operators, in addition to the rules and regulations for the operation of the Crawford County Airport.

- (1) Term of lease. The lease shall be for a term not less than one and not more than 30 years, with other terms and conditions to be negotiated, commensurate with the operator's financial investment in his facility.
- (2) Qualifications of operator: experience. The operator, or a supervisory employee, shall have had at least five years' experience in the aeronautical service it wishes to provide. Should an operator not have such experience, but can demonstrate to the CCAA's satisfaction that he has had equivalent related experience, such experience may be deemed acceptable. A statement of qualification shall accompany the operator's letter of intent to the CCAA.
- (3) Financial qualifications. Any operator seeking to conduct aeronautical services at the airport must provide the CCAA a letter setting forth the operator's financial qualifications, to the CCAA's satisfaction, from a financial institution doing business in the area, or other such source that may be readily verified through normal banking channels. The operator must also demonstrate that it 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 operator will provide proof of current financial net worth showing that applicant holds unencumbered liquid assets in a total amount at least equaling three months estimated maintenance and operating expenses.
- (4) Evidence of insurance coverage. All operators shall demonstrate to the owner's satisfaction evidence of insurance coverage as stipulated in the hangar lease agreement. The operator shall furnish, annually, a completed insurance certificate to the owner, which shall be completed by an agent authorized to bind the named underwriter to the coverage limits and termination provisions shown thereon, and which shall furnish and contain all required information referenced or indicated therein. The owner reserves the right to review the insurance requirements of this section during the effective period of operations and to adjust insurance coverages and their limits when deemed necessary and prudent by the risk manager for the owner, based upon changes in statutory law court decisions or the claims history of the industry as well as the operator. The owner shall be entitled, upon request and without expense, to receive copies of the policies and all endorsements thereto and may make any reasonable request for deletion or revision or modification of particular policy terms, conditions, limitations or exclusions (except where policy provisions are established by law or regulation binding upon either of the parties hereto or the underwriter on any of such policies). Upon such request by the owner, the operator shall exercise reasonable efforts to accomplish such changes in policy coverages, and shall pay the cost thereof. The operator agrees that with respect to the above-

required insurance all insurance contracts and certificates of insurance will contain the following provision:

- a. Provide for ten days' notice of cancellation to the owner for nonpayment of premium, material change or any other cause.
- b. Provide for a notice to the owner at the address shown below by registered mail.
- c. Provide that all provisions of the lease concerning liability, duty and standard of care, together with the indemnification/defense provision below, shall be underwritten by contractual coverage sufficient to such obligations within applicable policies.
- f. It is further provided that the owner shall give to the permittee prompt and reasonable notice of any such claims or actions, and the operator shall have the right to investigate, compromise, and defend the same to the extent of its own interest. This subsection shall not create any cause of action in favor of any third party against the owner or operator, nor shall it enlarge in any way the liability of the owner or operator, this subsection being intended solely to provide for indemnification of the owner from liability for damage to third persons or property as set forth in this subsection.

Subsection (4) of this section is representative of coverages commonly needed. However, the operator should consider having a thorough risk analysis conducted by a competent insurance professional to guarantee proper coverage.

Section 8 Operations of Electric Aircraft

Reserved