

**PEACHTREE CITY AIRPORT AUTHORITY**

Manual of Airport Rules and Regulations

and

Minimum Standards for Fixed Base Operators and Commercial Operators

for the

**ATLANTA REGIONAL AIRPORT - FALCON FIELD**

**PEACHTREE CITY, GEORGIA**

Revised: March 16, 2017

Peachtree City Airport Authority

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## 1 - GENERAL

### 1.1 DEFINITIONS:

These definitions shall not supersede any definitions contained in contractual agreements with the Peachtree City Airport Authority. Words not defined herein shall have the same meaning as shown in Part 1 of the Federal Air Regulations or as defined in the Webster's New World Collegiate Dictionary.

**Abandoned Vehicle** – Shall mean a wrecked or derelict vehicle which has been left unprotected from the elements.

**Aircraft** - A device that is used or intended to be used for flight in the air.

**Airport Operations Area** - (AOA) An airport operations area includes such paved areas or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiways, or apron.

**Air carrier** - A person who undertakes directly by lease, or other arrangement, to engage in air transportation.

**Air taxi Operators** - Aircraft operated by the holder of an Air taxi or Commercial Operators Certificate which authorizes the carriage of passengers, mail or cargo for revenue in accordance with FAR Part 135 and/or FAR Part 121, on either a scheduled or non-scheduled basis.

**Airport** - Shall mean the Atlanta Regional Airport – Falcon Field and includes all property and improvements within the boundary lines of the airport or any airport operated or controlled by the Peachtree City Airport Authority, except when otherwise specifically noted.

**Airport Employees** - Shall mean the bona fide employees of the Peachtree City Airport Authority.

**Airport Manager** - The officer or representative of the Peachtree City Airport Authority having immediate charge of the airport, and if not designated shall mean the Authority.

**Apron** - The area of an airport where aircraft are parked, unloaded or loaded, refueled or boarded.

**Authority** - Shall mean the Peachtree City Airport Authority when capitalized and shall include its designated representative where applicable.

**Air Cargo** - Any property carried or to be carried in an aircraft including air freight, air express, and air mail.

**Commercial Operator** - For the purpose of these rules and regulations, a "business or commercial activity" means and includes the following types of activities when done for hire, compensation or reward:

- A. Retail sales of goods, wares, merchandise or services;
- B. Pilot training and flight instruction;
- C. Sale, rental or charter of aircraft;
- D. Air carrier and air taxi operations;
- E. Sale of aviation petroleum products;
- F. Sale or service of aircraft parts, avionics, instruments or other aircraft equipment;
- G. Repair, maintenance, rebuilding, alteration or exchange of aircraft engines, components or other parts;
- H. Flying clubs.      I. Aircraft cleaning and detailing.

**Common Traffic Advisory Frequency (CTAF)** – A frequency designed for the purpose of carrying out airport advisory practices while operation to or from an uncontrolled airport.

**Commuter And On Demand Operators** - (1) Each certificate holder that was issued an air carrier or operating certificate and operations specifications under the requirements of part 135 of this chapter or under SFAR No. 38-2 of 14 CFR part 121 before January 19, 1996, and that conducts scheduled passenger-carrying operations with:

(i) Nontransport category turbopropeller powered airplanes type certificated after December 31, 1964, that have a passenger seat configuration of 10-19 seats;

(ii) Transport category turbopropeller powered airplanes that have a passenger seat configuration of 20-30 seats; or

(iii) Turbojet engine powered airplanes having a passenger seat configuration of 1-30 seats.

(2) Each person who, after January 19, 1996, applies for or obtains an initial air carrier or operating certificate and operations specifications to conduct scheduled passenger-carrying operations in the kinds of airplanes described in paragraphs (a)(1)(i), (a)(1)(ii), or paragraph (a)(1)(iii) of this section.

**FAA** - The Federal Aviation Administration.

**Federal Grant Assurances** - When the Peachtree City Airport Authority accepts funds from FAA-administered airport financial assistance programs, they must agree to certain obligations (or assurances). These obligations require the Authority to maintain and operate their facilities safely and efficiently and in accordance with specified conditions of each grant.

**Fixed Base Operator (FBO)** - A commercial business granted the right by the Peachtree City Airport Authority to provide aeronautical services such as fueling,

hanging, tie-down and parking, aircraft rental, aircraft maintenance, and flight instruction.

**Instructor** - Shall mean any individual, who for compensation or hire, gives instructions in: the operation of an aircraft (either in flight or on the ground); the construction, repair or maintenance of an aircraft (including aircraft power plants and accessories); or the use, packing or maintenance of parachutes.

**Model Aircraft** - A model aircraft is an unmanned aircraft that is capable of sustained flight in the atmosphere, flown within visual line of sight of the person operating the aircraft, and flown only for hobby or recreational purposes.

This includes a wide range of aircraft including, but not limited to, traditional radio controlled fixed wing aircraft and radio controlled helicopters. Model aircraft can include small Unmanned Aircraft Systems (UAS) aircraft, such as "quadcopters," flown for recreational or hobby purposes.

Model aircraft are defined by the purpose of flight rather than the particular configuration of the aircraft. Essential to the model aircraft operation is that the aircraft is operated for recreational or hobby purposes and the flight follows the requirements of as described by the FAA.

**NOTAM** – Notice To Airmen

**NTSB** - National Transportation Safety Board

**Person** - One (as a human being, a partnership, or a corporation) that is recognized by law as the subject of rights and duties.

**Peachtree City Airport Authority (Authority)** – A political subdivision of the State of Georgia composed of five members, each appointed by the mayor and council of the City of Peachtree City, that owns and operates Atlanta Regional Airport - Falcon Field.

**Public Use Area** – Shall mean those areas, including the various concessions, restrooms, terminal lounge sections and hallways, used for public thoroughfares, gathering, waiting and viewing; streets and roads, sidewalks and all other areas normally used by the general public. Access to all other areas is only permitted upon express consent of Airport Management.

**Public Use Facilities** - The phrase Public Use Facilities as used in these regulations means the following facilities as they are from time to time provided and made available by the Peachtree City Airport Authority for public use by aircraft operators:

- a. Public runways for the purpose of the landing and the taking-off of aircraft.
- b. Public taxiways for the purpose of the ground movement of aircraft.
- c. Public aircraft parking space (apron) for the purpose of parking and storing aircraft; for the purpose of loading and unloading passengers, baggage, freight, mail and other cargo upon and from aircraft; for the purpose of

performing operations incidental to the immediate preparation of aircraft for departure such as pre-flight inspection, cleaning, and fueling; for the purpose of making minor and emergency repairs to aircraft; and for the purpose of parking mobile equipment actively used in connection with the foregoing.

- d. Any other space or facilities provided by the Peachtree City Airport Authority for public use by aircraft operators as may be deemed necessary.

**Ramp** - synonymous with apron.

**Refueling Trucks** - Shall mean any motor vehicle used for the transportation, handling or dispensing of fuel, oil, or lubricants, for aircraft use.

**Runway** - A defined rectangular area on an airport prepared for the landing and take-off of aircraft.

**Taxilane** – The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

**Taxiway** – A path for aircraft at an airport connecting runways with ramps, hangars, terminals, taxilanes, and other facilities.

**Terminal Area** - The area used or intended to be used for such facilities as passenger terminals, cargo buildings, hangars, shops, other service buildings, automobile parking, airport hotels, restaurants, automotive service garages, aircraft parking aprons or ramps, helipads, and the immediate taxiway systems serving these areas.

**Tiedown Area**- Outdoor aircraft parking spaces designated for the purpose of securing an aircraft to the earth by use of ropes, cables, or other means to prevent shifting during weather events.

**Traffic Pattern** - The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach.

**TSA - Transportation Security Administration** - an agency of the Department of Homeland Security established in 2001 to safeguard United States transportation systems and insure safe air travel

**Unicom (Universal Frequency)** – **A non-government communications facility which may provide airport information.**

**Unmanned Aircraft Systems** - A UAS is the unmanned aircraft (UA) and all of the associated support equipment, control station, data links, telemetry, communications and navigation equipment, etc., necessary to operate the unmanned aircraft.

**Vehicle** - Motorized and non-motorized devices which any person or property is or may be transported or drawn upon a roadway, cart path, apron or parking area, including but



not limited to: automobiles, trucks, tugs, motorcycles, golf carts, tractors, all-terrain vehicles (ATVs), Go-Carts, or bicycles.

## 1.2 SCOPE

- A. The Peachtree City Airport Authority was created by an Act of the State of Georgia General Assembly on March 28, 1984. The following Rules and Regulations are set forth as a requirement of The Act. All persons using, visiting or who may be located on the Airport shall be governed by these regulations and the directions of the Authority. These regulations are subject to change by the Authority as experience, need, or operating conditions may dictate.
- B. The use of the Airport or any of its facilities in any manner shall create an obligation on the part of the user to obey all of these or any other regulations adopted by the Authority.

The privilege of using the Airport and its facilities shall be conditioned on the assumption of full responsibility and risk by the user, and such person shall release, hold harmless and indemnify the Authority, its officers and employees from any liability or loss resulting from such use, as well as claims of third parties associated with that use.

The privilege of using the airport shall be on the further condition that any person, persons, corporations, partnerships, or others desiring to use the airport and facilities as a Commercial Operator, Fixed Base Operator or Limited Fixed Base Operator, shall furnish a policy of indemnity against personal injury and property damage in a reasonable sum as the Authority may establish from time to time. All insurance shall name the Authority, its officers and employees, as additional insured, and shall contain a section stating that the Authority shall be informed, in writing, by the insurance carrier thirty (30) days prior to the cancellation or major modification of any required insurance.

- C. Any person violating any of these airport rules and regulations may be subject to restrictions imposed by the Authority or may be denied access or use of the airport and its facilities as may be deemed necessary or appropriate by the Authority.
- D. These regulations are not intended to amend, modify or supersede any provision of Federal, State, or local law, or any specific contractual agreement of the Authority with which they may conflict; provided, however, that these regulations shall, insofar as possible, be interpreted so that no such conflict shall exist.
- E. Any proposed changes in these regulations shall be posted by the Authority in a public area at the airport for a period of ten (10) days. During this

period, comments on the proposed changes may be submitted to the Authority, in writing, by the interested public. The closing date for comments shall also be posted. After review of any such comments by the Authority, revisions may be made as deemed necessary and a revision will be published. Copies of the revision will be posted at the airport and provided to all holders of a copy of the manual.

- F. No person shall engage in any business or commercial operation of any nature whatsoever on, or with access to the Airport, except with the approval of the Authority, and under such terms and conditions, as may be prescribed herein, including but not limited to, all applicable Federal, State or local laws, rules, regulations or ordinances.
- G. The soliciting of business, fares, alms, or funds for any purpose on the Airport without the permission of the Authority is prohibited.
- H. No person, business, partnership, or corporation shall construct or erect any building, sign or structure or modify any existing facility on airport property without specific permission and approval of the Authority.
- I. The section headings appearing in this document are for the convenience of the reader and shall not be construed to limit or change the scope or meaning of the section. If any provision of this document is determined to be void by any court or competent jurisdiction, all remaining sections shall remain in full force and effect unless found to be likewise invalid.

### **1.3 PENALTIES**

The Authority may remove or eject from the airport premises any person who knowingly and willfully violates any regulation or instructions issued by the Authority, and may deny the use of the Airport and its facilities to such person if the Authority determines that such denial is necessary under the circumstances, and may take such other measures as may be permitted by law, to enforce Airport regulations and maintain the Authority's control of the Airport.

### **1.4 LOST ARTICLES**

All lost articles shall be turned into the Authority's office by the finders. Any such articles not claimed in sixty (60) days shall be disposed of as determined by the Authority.

### **1.5 LIABILITY**

The Authority assumes no responsibility for loss, injury or damage to persons or property by reason of fire, theft, vandalism, wind, flood, earthquake, collision, lightning strikes, or acts of God or of the public enemy, or does it assume any liability for injury to persons while on the Airport or while using the facilities of the airport.

Each person and/or business shall at all times release, hold harmless and indemnify the Authority and its agents and employees from any and all responsibility, liability, loss or damage, including death or injury, resulting to any such person, or caused by or on his behalf, and incident to the manner in which the airport is operated, constructed or maintained, or served from within or without, or used from without. The use of the Airport by any person for any purpose, or paying fees therefore, or the taking off or landing aircraft thereon, shall be itself an acknowledgement that such person accepts such privileges on the condition herein set forth.

## **1.6 ACCIDENT REPORTS**

All persons involved in any accident involving personal injury, aircraft, automobile or property damage occurring on the Airport, shall make a full report to the Authority as soon after the accident as practical, and in any event no later than 48 hours after such occurrence. The current phone number for the Airport Manager shall be posted in a conspicuous place in all operations areas at all fixed base operators for this and other purposes. See Section 3.4 for additional Federal requirements.

## **1.7 GROUND TRANSPORTATION**

No taxi operator, limousine or other carrier for hire shall load or unload passengers at the Airport at any place other than that designated by the Authority.

## **1.8 BUILDING REQUIREMENTS AND GROUND RENTAL**

Any person desiring to erect or construct any building or related facility on the airport shall submit two sets of plans and specifications to the Authority for review and approval.

The drawings shall include a site plan, drawn to scale, showing the desired area to be leased, building floor plans, building elevations, material specifications and colors, and aircraft and automobile parking areas as may be required. All buildings, facilities or aircraft parking aprons erected upon the airport shall meet or exceed the fire safety and building codes of the City of Peachtree City, the FAA and the Authority and shall be approved by same. Prior to the start of any construction, all applicable licenses, site plan approvals and building permits must be obtained, and a Notice of Proposed Construction or Alteration (FAA Form 7460-1, or subsequent) shall be approved by the FAA.

Ground lease rates, length of lease terms, size and location of lots, or other terms and conditions shall be established by the Authority from time to time as conditions may warrant.

## 1.9 RESTRICTED AREAS

All areas of the airport, except certain terminal areas open to the public, are restricted and no person shall enter upon those areas, any hangars or the Airport Operations Area, except:

- A. Persons assigned to duty therein;
- B. Authorized representatives of the FAA, the Georgia Department of Transportation, NTSB, appropriate law enforcement personnel or Crash Fire Rescue or Emergency Medical Technicians;
- C. Passengers under appropriate supervision, entering the Airport Operations Area for the purpose of enplaning and deplaning;
- D. Business representatives in the conduct of their business with the airport tenants;
- E. Aircraft owners, pilots and their authorized representatives;
- F. Members of the Peachtree City Airport Authority, their employees and representatives.

## 1.10 SECURITY

- A. Lessees and sublessees are responsible for the internal security of Leased Premises, including aprons.
- B. Security gates that provide access to the airport shall remain closed, locked, and secured except when actually in use.

Vehicle operators shall stop the vehicle and allow the gate to fully close before proceeding. The vehicle operator shall also ensure that no other vehicles or persons gains access to the airport while the gate is in the process of opening or closing. If the vehicle operator cannot prevent such access, the vehicle operator shall immediately contact Airport Management.

- C. Tampering with, interfering with, or disable the lock or closing mechanism, or breaching any other security device is prohibited unless authorized by the Authority.
- D. Person or persons requesting access to a Restricted Area must apply to the Authority for access. This application can be obtained at the FBO front desk during normal business hours.
- E. Person or persons who have been provided a code or device for the purpose of obtaining access to a Restricted Area shall not under any circumstances,

divulge, duplicate, or otherwise distribute or convey the code or device to any person unless authorized by the Authority.

## **2 - VEHICLES**

### **2.1 LICENSING AND REGULATION**

- A. No person may operate any motorized vehicle on the airport without a valid Operator's License.
- B. No person may operate any motor vehicle in the Airport Operations Area or public aircraft facilities area without first having received permission from the Airport Manager, except as may be authorized under Section 1.9 of these regulations.
- C. The Airport Manager is authorized to install such traffic control devices and signs on the airport as may be necessary in order to properly control and regulate vehicular traffic.
- D. It shall be unlawful for the operator of any vehicle to ignore or disobey the instructions of any official traffic sign placed in accordance with these regulations unless otherwise directed by a traffic officer.
- E. No person shall operate any ground vehicle on the airport other than in strict accordance with the applicable provisions of these regulations and applicable federal, state, and city laws, codes, and other similar regulatory measures, now in existence or as may hereafter be modified or amended.

### **2.2 RULES OF OPERATION**

When authorized:

- A. No person may operate a motor vehicle of any kind on the airport in a reckless or negligent manner or in excess of the speed limits prescribed by the Authority, and in no event in excess of 10 miles per hour on aircraft ramps, aprons, aircraft parking, or in hangar areas.
- B. Pedestrians and aircraft shall at all times have right-of-way over vehicular traffic. All vehicles shall pass to the rear of taxiing aircraft.
- C. No person operating a motor vehicle on the airport shall fail to give proper signals, or fail to observe the directions of posted traffic signs, if such signs are present.
- D. No person may operate a motor vehicle, or aircraft, on the airport while under the influence of alcohol or narcotic drugs.

Open Container Law - It is a violation of City of Peachtree City ordinance for any driver or passenger to be in possession of an open container of

alcohol in a motor vehicle (this includes golf carts) Per Article III, Section 6-108 of the City Code of Ordinances or subsequent.

- E. No person may operate any motor vehicle on the airport overloaded or carrying more passengers than that for which the vehicle was designed. No person may ride on the running board, standing up in the body of moving a vehicle, ride on the outside of the body of a vehicle, or with arms or legs protruding from the body of a vehicle.
- F. No vehicle may be operated on the airport if it is so constructed, equipped or loaded as to endanger persons or property.
- G. No person may operate any type of motor vehicle without exhausts protected by screens or baffles to prevent the escape of sparks or the propagation of flame.
- H. No vehicles are allowed to operate on the runway or taxiways with the exception of approved airport personnel or vehicles under escort of airport personnel.
- I. Refueling Trucks will at no time be parked or so positioned as to prevent a rapid removal of such vehicle. Likewise, no other vehicle may be parked so as to prevent such rapid removal of a refueling truck.
- J. Any persons found to be in violation of vehicular traffic or parking regulations as specified herein may be denied permission by the Airport Manager to operate a vehicle upon the airport premises.

### **2.3 RADIO EQUIPMENT**

No person may operate any vehicular radio equipment near any aircraft when such aircraft is being refueled, or when such vehicle is located inside a hangar.

### **2.4 EMERGENCY**

In the event of an emergency on the airport, notification shall be given to the Communications Center by calling 911, and the Airport Manager as soon as possible. Please see the Emergency Operations Manual for additional information.

### **2.5 REPAIR OF MOTOR VEHICLES**

No person may wash, wax, clean or make repairs to any motor vehicle anywhere on the airport other than in designated shop areas, or in areas approved by the Authority, except those minor repairs necessary to remove such vehicle from the airport.

## 2.6 PARKING

- A. Vehicles shall be parked only in those areas specifically designated for such purpose.
- B. Vehicles shall not be parked or stopped in such a manner as to obstruct a parking area lane, driveway, roadway, walkway, crosswalk, fire lane, Runway, Taxiway, Taxilane, and/or obstruct access to Hangars, parked or staged aircraft, and/or parked or staged Vehicles.
- C. Displaying Vehicles and/or equipment for sale, lease, or rent at the Airport is prohibited unless authorized in writing by the Authority. This shall not be applicable to aircraft.
- D. Aircraft Operators may park Vehicles which are fully operational and completely functional inside the Hangar while the based aircraft is out on a flight.
- E. Boats, rafts, jet skis, snow mobiles, dune buggies, dirt bikes, all-terrain vehicles, race cars, recreational vehicles, trailers, and similar vehicles and/or equipment may not be parked or stored in any Hangar or anywhere else on the Airport, as per Federal Grant Assurance #19.
- F. No parking is allowed at any location along Aviation Way.
- G. The Authority may tow or otherwise remove any Abandoned Vehicle which is disabled or any vehicle parked in violation of these Rules and Regulations (or if the Vehicle creates a safety or security hazard or interferes with Airport operations) at the Vehicles Operator's risk, cost, and expense and without liability for damage that may result from such removal.
- H. Person or persons found in violation of these regulations pertaining to parking shall be cited for traffic violations under the applicable provisions of City Ordinances.
- I. All employees of organizations and agencies having tenancy in the airport's building areas shall park private vehicles in the employee's parking lots, if provided, or in areas so designated by the Airport Manager.



### 3 - AIRCRAFT OPERATIONS

#### 3.1 AERONAUTICAL ACTIVITIES

- A. All aeronautical activities on the airport, or activities performed in the air space above the airport, shall be conducted in conformity with these regulations, any special regulations issued by the Authority, or the following regulations as may be appropriate:

Federal Aviation Regulations (CFR's)

- Part 61 - Certification: Pilots & Flight Instructors
- Part 67 - Medical Standards & Certification
- Part 91 - General Operating & Flight Rules
- Part 93 - Special Air Traffic Rules & Airport Traffic Patterns
- Part 121 - Domestic Flag and Supplemental Air Carriers and Commercial Operators of Large Aircraft
- Part 135 - Air Taxi Operators & Commercial Operators
- Part 141 - Pilot Schools
- Part 145 - Repair Stations

49 CFR Part 175 - Hazardous Materials Carriage By Aircraft

National Transportation Safety Board Regulations

- 49 CFR Part 830 - Rules Pertaining to the Notification & Reporting of Aircraft Accidents or Incidents and Overdue Aircraft, and Preservation of Aircraft Wreckage, Mail, Cargo, and Records.

- B. No fixed wing or rotary wing aircraft may be operated at the airport unless said aircraft has a current FAA Airworthiness Certificate, or equivalent, and is operated by an appropriately licensed pilot holding a valid medical certificate, or is being taxied by a licensed and qualified Aircraft and Powerplant mechanic.
- C. No person may start or run any engine in aircraft unless a licensed person is in the aircraft attending the engine controls. Chocks shall be placed in front of the wheels before starting the engine, or engines, unless the aircraft is provided with adequate parking brakes.
- D. No person shall embark nor disembark any propeller driven aircraft while the propeller or propellers are in motion, with the exception of helicopters with appropriate rotor clearance. Exceptions to this requirement can be made by Airport Management on a case-by-case basis if pre-arranged.

- E. The airport is open 24 hours per day, 365 days per year for aircraft operations. The Aviation Center is open for public use from 7:00 a.m. until 8:00 p.m., 365 days per year, unless otherwise designated by the Authority.

### **3.2 BASED AIRCRAFT REGISTRATION**

The owners of all aircraft based on the airport will register their aircraft with the Authority or a Fixed Base Operator prior to beginning operation. Any change in the ownership will require a change in registration.

### **3.3 PAYMENT**

Payment for use of airport facilities, storage, repairs, supplies, or other services rendered at the airport shall be made before the aircraft departs the airport, unless satisfactory credit arrangements have been made with the Airport Manager or the Fixed Base Operator or airport tenant directly responsible for furnishing the commodity or service rendered.

### **3.4 ACCIDENTS OR INCIDENTS**

- A. Persons involved in aircraft accidents occurring on the airport causing personal injury or property damage shall make a full report thereof to the Airport Manager as soon after the event as possible. The report shall include their name, address and a brief description of the event. In the event that he/she is unable to do so, the owner of the aircraft or his/her agent shall make such report. When a written report of an accident is required by Federal Aviation Regulations, or National Transportation Safety Board Regulations, a copy of such report shall be submitted to the Authority.
- B. In the event of an accident, or incident, the aircraft owner shall arrange, through the Airport Manager, and in compliance with FAR's and other governmental regulations, to remove said damaged aircraft from the landing area, ramp, apron, or other area as soon as practical. This shall be at the sole expense of the aircraft owner and without liability to the Authority, or its employees, for any damages resulting from such move.
- C. Airport property damaged or destroyed by an accident or incident shall be replaced or repaired at the expense of the parties causing such damage.
- D. All aircraft accidents shall be reported to the FAA or NTSB in accordance with all applicable Federal regulations.

### **3.5 NON-AIRWORTHY AIRCRAFT**

- A. All non-airworthy or otherwise disabled aircraft, and parts thereof, left on the airport shall be promptly removed from Airport Operations Areas by the aircraft owner.

- B. If any person refuses to move said aircraft or part thereof as directed by the Authority, said aircraft or part thereof may be removed by the Authority at the owner's or operator's expense, and without liability to the Authority, Airport Manager, its employees, or contractors for damage which may result in the course of, or after such moving.

### **3.6 REFUSAL OF AIRPORT USE**

The Authority may delay or prohibit any flight or other operations when it deems such operations likely to endanger persons or property at the airport or for other reasons it believes justifiable. The Authority may also prohibit any individual or group from using the airport when the Authority or Airport Management determines that any of these rules or regulations have been or will be violated in any manner, as per FAA Advisory Circular 150 – 5190, section 1.3.a.1 or subsequent.

### **3.7 CLOSING OF FIELD**

In the event the Authority or Airport Management believes airport conditions are unsafe for landings or take-offs, it shall be within their power to have issued a NOTAM closing the airport or any part thereof.

### **3.8 REPAIRING OF AIRCRAFT**

The performance of aircraft and engine repair and maintenance is considered to be a commercial operation regulated by the Authority except where such services or repairs are performed by the aircraft owner or his permanent employees. The Authority reserves the right to designate reasonable areas where such aircraft owners may perform services on their own aircraft. If such areas are designated, the Authority may prohibit the performance of such services in tie-down or hangar areas and prescribe rules for the use of such owner type aircraft maintenance areas.

### **3.9 ENGINE RUN-UP**

- A. Aircraft shall not perform run-up or prolonged engine test operations in any area that would result in a hazard or nuisance to other aircraft, persons, or property.
- B. Engine test operations conducted primarily for maintenance reasons shall be performed only in areas designated by the Authority and conducted only during the hours from 7 a.m. to 10 p.m.
- C. Engine run-ups performed as a function of a normal pre-flight check and conducted immediately prior to flight, may be performed during all normal airport operating hours. Such run-ups shall be performed in designated run-up areas only.

### **3.10 RADIO EQUIPMENT**

- A. No person may operate any radio transmitting equipment, radar or any such equipment that emits radio frequency energy, in any aircraft, when such aircraft is being refueled, or when such aircraft is located inside a hangar. This prohibition shall not preclude aircraft radio maintenance from being conducted in a hangar, provided adequate safety precautions are taken to prevent injury or damage to surrounding persons, property or aircraft.
- B. Pilots equipped with radio transceiver, engaged in local VFR operations (Visual Flight Rules) should maintain continuous 2-way radio communications with other aircraft while operating in the airport control area.

### **3.11 PARKING OF AIRCRAFT**

- A. No person may park an aircraft on the airport except in those areas prescribed by the Authority for such purposes.
- B. At the direction of the Airport Management, the operator, owner, or pilot of any illegally parked aircraft shall move the aircraft to a legally designated parking area on the airport. Should the above-mentioned person(s) refuse to comply with the directions to move the aircraft to a proper location, the Airport Management may have the aircraft towed to such place, at the operator's expense and without liability to the Authority, Airport Management or employees for any damage that may result from such relocation.
- C. Aircraft shall be secured with wheel blocks or tied down.

### **3.12 DEMONSTRATION**

No flight demonstrations involving unusual or aerobatic maneuvers shall be conducted on or within the vicinity of the Airport without the express written approval of the Authority. Any such activity shall require the operator to indemnify the Authority, its employees, or agents, and, the operator shall furnish proof of liability and property damage insurance coverage for the event in an amount equal to, or greater than specified in Section 9.1 (G). Said insurance shall name the Authority as an "additional insured" and said policy shall provide for the payment of any attorney fees incurred by the Authority arising from any litigation or legal action associated with any such activities.

### **3.13 LIGHTING FIXTURE DAMAGE**

Any person damaging any airport light or lighting fixture by operation of any aircraft, vehicle or otherwise, shall report such damage to the Airport Management immediately and shall be responsible for the cost of repairing or replacing the damaged fixture.

### 3.14 AIRCRAFT CLASSIFICATIONS

The determination of the category designation of any aircraft operated on the airport shall rest with the Authority. Any fees or charges levied by the Authority, as shown in Section 7, shall be assessed according to the following classifications:

#### A. Private aircraft use:

1. Privately owned aircraft operated by owner or authorized representative, provided said aircraft is not operated for compensation or hire.
2. Company or corporation owned aircraft that are operated for the transportation of company personnel or products, where such operation is incidental to the company's business.
3. Non-Commercial (Private) Flying Clubs
  - a) A Non-Commercial (Private) Flying Club is an Entity that is legally formed as a nonprofit entity with the State of Georgia, operates on a non-profit basis (so as not to receive revenues greater than the costs and expenses to operate, maintain, acquire and/or replace Non-Commercial (Private) Flying Club Aircraft), and restricts membership from the public (i.e. does not advertise or make its membership available to the public).
    - a. Each Non-Commercial (Private) Flying Club member (Owner) must have an ownership interest in the Non-Commercial (Private) Flying Club. The property rights of the Non-Commercial (Private) Flying Club members (Owners) shall be equal.
    - b. Non-Commercial (Private) Flying Club shall keep on file and available for review by the Authority, a complete membership list and investment (ownership) share held by each member including a record of all members (past and present) with full names, addresses, and the date the membership began and ended.
  - b) Non-Commercial (Private) Flying Club shall file and keep the following current with the Authority:
    - a. Copies of bylaws, articles of incorporation, operating rules, membership agreement, and the location and address of the club's registered office.
    - b. Roster and all officer and directors including home and business addresses and phone numbers
    - c. Designee responsible for compliance with these Rules and Regulations and applicable Regulatory Measures.

- c) Non-Commercial (Private) Flying Club shall not be required to meet the Minimum Standards for General Aviation stipulated for a Commercial Activity so long as the Non-Commercial (Private) Flying Club's membership is not advertised or available to the public and is not operated for Commercial purposes.
- d) Non-Commercial (Private) Flying Club shall not conduct any Commercial Activity. a. Members (Owners) may conduct flight instruction relating to Aircraft checkout and/or currency (e.g. flight reviews, instrument proficiency checks, etc.) for members (Owners). The Non-Commercial (Private) Flying Club shall not permit its Aircraft to be utilized for flight instruction to any person, including members (Owners) when such person pays or becomes obligated to pay for such flight instructions, except when flight instruction is provided by an approved Flight Training Operator on the Airport.
- e) Non-Commercial (Private) Flying Club Aircraft shall only be used by members (Owners). (f) No member (Owners) shall use Non-Commercial (Private) Flying Club in exchange for compensation. The does not include reimbursement for expenses associated with the use of Non-Commercial (Private) Flying Club.

B. Commercial Aircraft use:

- 1. For rental, compensation, hire or aircraft charter.
- 2. Student instruction and its kindred occupations for compensation or hire.
- 3. Any aircraft used for commercial purposes and not otherwise delineated in these regulations.

C. Air taxi Operators:

- 1. Contract - All Federally certified Air Taxis or Commercial Operators holding a contract or lease agreement with the Authority for airport usage, whether scheduled or not.
- 2. Non-Contract - All Air Taxis or Commercial Operators not covered in Section 3.14 (c) (1) above, whether scheduled or not.

D. Government (Public) Aircraft use:

- 1. All aircraft publicly owned and operated whether by Federal, State or Local governmental entity.

### 3.15 LANDING AND TAKE-OFF

- A. In the interest of public safety and noise abatement, all take-offs and landings should be made over un-populated areas. All turbojet and large aircraft operating under Visual Flight Rules (VFR) shall use the following departure procedures:

Runway 13: Fly runway heading until passing an altitude of 3,000' MSL before proceeding on course.

Runway 31: Fly a heading of 270 degrees until passing an altitude of 3,000' MSL before proceeding on course.

- B. Except as noted above, all aircraft operated at the airport shall operate in traffic patterns as stated below, at an altitude of 1,800' MSL, unless aircraft operating limitations or restrictions do not permit such an altitude or FAA approved flight operating procedures require a higher altitude.

Traffic patterns are:

Runway 13: Right hand traffic pattern.

Runway 31: Left hand traffic pattern.

- C. Prior authorization is required before air ships, dirigibles, motorless aircraft, hot air balloons, parachute operations, uncertified aircraft or aircraft with a total gross weight in excess of 60,000 pounds, may land or take off at the airport. Such operations may be subject to certain limitations, restrictions or prohibitions as may be deemed necessary by the Authority or Airport Manager to lessen the impact of such operations on the safety and well being of the general public or other operators on the airport.

The airport is NOT certificated under 14 CFR Part 139, and no crash-fire rescue equipment is provided on the airport property.

- D. All take-offs and landings shall be confined to the runways and all movement of aircraft shall be confined to hard surface areas, except as specifically authorized by the Airport Manager.

- E. Additional traffic rules are as follows:

1. Landings and take-offs shall be made on the runway that provides the most favorable headwind component.
2. Unless otherwise authorized by the Airport Manager, aircraft will start their initial take-off from the runway end.

3. Landings and take-offs shall be made at a safe distance from other aircraft.
4. Aircraft entering the traffic pattern shall exercise caution and courtesy so as not to cause aircraft already in the traffic pattern to deviate from their course.
5. Conducting simulated engine-out procedures within the traffic pattern or approach area is permitted only during periods when airport traffic is light and the training aircraft must yield to aircraft operating in the normal traffic pattern. The training aircraft must also give notice immediately prior to execution of such a maneuver on the common traffic advisory frequency (CTAF).
6. No turn shall be made after take-off until the aircraft has reached at least 1/2 mile beyond the departure end of the runway and within 300 feet of the traffic pattern altitude.
7. No person shall operate an aircraft in a careless or reckless manner so as to endanger the life or property of others.

F. The following taxi rules apply to all aircraft:

1. No person shall taxi an aircraft until he or she has first ascertained by visual inspection, that there is no danger of collision with any aircraft, person or property within the immediate area.
2. Aircraft shall be taxied at a safe and reasonable speed. The primary requirements for safe taxiing are positive control, the ability to recognize potential hazards in time to avoid them, and the ability to stop or turn where and when desired, without undue reliance on the brakes. Pilots should proceed at a cautious speed on congested or busy ramps. Normally, the speed should be at the rate where movement of the airplane is dependent on the throttle. That is, slow enough so when the throttle is closed, the airplane can be stopped promptly.
3. Aircraft shall not be taxied into, out of, or within any structure at the Airport.
4. Aircraft not equipped with brakes shall have an attendant at each wing when the aircraft is taxied under its own power.
5. Aircraft awaiting take-off shall stop at the taxiway hold lines for the runway in use in a position so as to have a direct view of aircraft approaching for landing, and shall ascertain that the way is clear prior to entering the active runway.



6. Aircraft taxiing shall utilize designated taxiways when available. Should "back taxiing" on a runway be necessary to reach the approach end of a runway, the pilot shall announce his or her intentions on the common traffic advisory frequency (CTAF), prior to entering the runway.
  7. Engine run-ups made prior to take-off shall be performed behind the taxiway hold lines or in designated run-up areas.
- G. The following rules apply to all rotary wing operations:
1. Pilots or operators of rotary wing aircraft may hover from Authority designated landing, parking, or take-off locations.
  2. Rotary wing aircraft will not operate as to create a hazard to any aircraft, building, structure or persons.

### **3.16 UNMANNED AIRCRAFT SYSTEMS (UAS) AND MODEL AIRCRAFT**

The operation or use of a UAS (commonly called drones) or model aircraft from or near Airport Property is prohibited without the prior written consent of the Authority. In no case will the Authority grant a request to operate a UAS or a model aircraft when the potential to interfere with other aeronautical activities exists.

### **3.17 OUTSIDE SERVICES**

No person or persons shall engage in any business or commercial activity on the airport without a lease approved by the Authority, or a sublease from a duly authorized master lessee which is approved by the Authority. For the purposes of this article a "person" means an individual or group of individuals, including a company, partnership, corporation or other association. This prohibition shall also apply to persons who use the airport as a base for conducting their activity but whose office or other place of business is not situated at the airport. This prohibition does not apply to:

1. Company or corporate-owned aircraft where personnel or products are transported free of charge, the trip being merely incidental to the company's principal business and not, in itself, a major enterprise for profit;
2. Casual or isolated transactions such as sale of aircraft by the owner;
3. No lease or license for the exclusive right to provide an aeronautical service, operation or activity on the airport shall be issued or approved.

Any person employing the below outside services are subject to the fees described in Section 7.5. and an annual permit from the Authority must be

obtained. Each permit expires September 30th of each year. Renewal applications should be completed and submitted to the Authority thirty (30) days prior to expiration and with all the below requirements having been met.

#### **A. INDEPENDENT FLIGHT INSTRUCTION**

An independent flight instructor is a part time flight instructor that does not have an office on the airport but may conduct flight instruction on the airport as long as the following requirements are met:

1. Part time flight instructors may work in conjunction with any full-time flight schools and be subjected to all of the standards pertaining to full time flight schools, or
2. May work individually provided the following guidelines are met:
  - a. Must hold a current FAA certified instructor certificate.
  - b. All aircraft shall be dual equipped and meet FAA requirements for commercial operations.
  - c. Public liability and property damage insurance of at least \$100,000 per passenger seat and at least \$1,000,000 coverage per incident involving property damage.

#### **B. OUTSIDE SERVICE FOR AIRCRAFT MAINTENANCE OR INSPECTION,**

No person shall employ the services of a licensed airframe or power plant mechanic, an aircraft inspector, or, unless such mechanic, inspector is in the permanent employ of said person or firm, or is in the employ of a Fixed Base Operator or a Commercial Operator holding a current operating or lease agreement with the Authority, or as may be authorized by the Airport Management.

If maintenance services are not available by the employ of a Fixed Base Operator or a Commercial Operator holding a current operating or lease agreement with the Authority these services may be obtained through other maintenance contractors that do not have an office on the airport but may conduct maintenance and inspection on the airport as long as the following requirements are met:

1. Provided the maintenance personnel hold the appropriate certificates;
2. Have the appropriate permission granted by the Authority;

3. Shall purchase and maintain in effect at all times, liability insurance (including general liability, products and completed operations liability, hangarkeeper's liability commiserate with the value of the aircraft being serviced, and on premises auto liability) with limits not less than \$1,000,000.00 per occurrence and \$100,000 per person with the Peachtree City Airport Authority named as an "additional insured", and shall provide a certificate of insurance to the Authority. In addition, the insurance company must agree to provide the Authority with thirty days' prior notice of intended cancellation.

#### **C. OUTSIDE SERVICE FOR AIRCRAFT CLEANING, OR DETAILING**

If aircraft cleaning and detailing services are not available by the employ of a Fixed Base Operator or a Commercial Operator holding a current operating or lease agreement with the Authority these services may be obtained through other contractors, provided the contractors have the appropriate permission granted by Airport Management.

## **4 - FIRE REGULATIONS**

### **4.1 SMOKING OR OPEN FIRES PROHIBITED**

Smoking or lighting of an open flame or fire on the airport is prohibited except in designated areas, or when approved by the Airport Management.

### **4.2 FLAMMABLE SOLVENTS**

No person shall use flammable solvents or agents having a flash point of less than 1100 degrees Fahrenheit in the cleaning of aircraft, aircraft engines, propellers, appliances, or for any other purpose, unless such operations are conducted in open air, or in an area specifically designated and approved for that purpose. Such area shall have an adequate ventilation system, meet applicable fire code regulations and have readily accessible fire extinguishing apparatus on hand. Approval shall be obtained from the Peachtree City Fire Department prior to operation.

### **4.3 STORAGE OF FLAMMABLE MATERIALS**

No person may store flammable liquids, gases or other related materials in such a manner as to violate the fire or life safety codes of the City of Peachtree City.

The storage of paint thinners, fuels or other such volatile materials in hangars is prohibited, unless placed in an approved storage cabinet or safety can, which has been specifically authorized by the Airport Management and which meets all applicable fire or life safety codes.

### **4.4 FIRE EXTINGUISHERS**

Tenants of all hangars and buildings located on the airport shall provide approved fire extinguishers or other fire suppression systems in a quantity and location adequate to meet applicable fire and life safety codes. Said equipment shall be kept in operating condition and inspected at least once every twelve months by trained personnel to verify proper charge or operating condition.

Any use of fire equipment must be promptly reported to the Airport Management. Extinguishers and other items must be serviced in re-inspected without delay.

### **4.5 STORAGE OF WASTE MATERIALS**

Tenants of all hangars and buildings shall provide suitable metal receptacles with self-closing covers for the temporary storage of trash, rubbish, "shop" rags, or other such waste materials prior to their permanent removal from the facility.

All such waste shall be removed from the facility at least once each week or as often as necessary to prevent spillage from the container. Should a tenant fail to

remove such material as specified, the Authority shall issue a written warning to the tenant. If the area is not then cleaned up, or the waste material is not removed within 15 days from the warning, appropriate clean-up will be arranged by the Authority and billed to the tenant responsible.

#### **4.6 STORAGE OF COMPRESSED GASES**

Oxygen or any compressed gas in a cylinder or portable tank must be secured to a fixed location or secured to a portable cart designed and approved specifically for the cylinders(s) or tank(s) being secured.

Compressed gas cylinders or tanks must have approved and fully operational pressure relief devices installed.

Cylinders or tanks not in use shall have an approved transportation safety cap installed.

Cylinders or tanks shall be stored and maintained in accordance with the practices recommended by NFPA and all applicable Regulatory Measures.

## 5 - FUELING OPERATIONS

### 5.1 FUELING AND DEFUELING OF AIRCRAFT

- A. No person may sell, transport, store, transfer or dispense fuel or petroleum products on airport property without prior approval of the Authority.
- B. No aviation rated gasoline or aviation rated jet fuel may be brought onto the airport property from a source other than that approved by the Authority.
- C. No person, other than the owner or operator of any aircraft approved for its use, may transfer or dispense any non-aviation rated fuel into such aircraft without prior approval of the Authority. Such use shall be in compliance with applicable FAA Supplemental Type Certificates and will be conducted in a manner so as not to endanger the life or property of others.
- D. No fuel storage or dispensing equipment may be installed or used at the airport without the prior approval of the Authority.

All storage facilities must be located above ground; must meet or exceed all applicable fire codes or requirements of the Peachtree City Fire Department; be located in an area approved by the Authority; and meet all applicable environmental codes for spillage containment and pollution control.

- E. No aircraft may be fueled or de-fueled with any engine running; while being heated by an external heat source; or while such aircraft is in a hangar or enclosed space. No person shall start the engine of any aircraft when there is any flammable liquid on the ground under such aircraft.
- F. Smoking or lighting of an open flame shall be prohibited within 100 feet of any fueling operation.
- G. No person may operate any radio transmitter or electrical equipment onboard an aircraft during any fueling operation, unless such operation of equipment is necessary to conduct said fueling or de-fueling of the aircraft.
- H. No aircraft may be fueled or de-fueled with passengers on board the aircraft.
- I. During fueling operations, the aircraft and the fueling or de-fueling apparatus shall be grounded to each other and to a point of zero electrical potential, so as to minimize static build-up during transfer of fuel.
- J. No person may use any material or equipment during any fueling operation of an aircraft which is likely to cause a spark or create a source of ignition.

- K. Adequate fire extinguishers shall be within ready reach of all persons engaged in the fueling or de-fueling of an aircraft.
- L. All dispensing equipment shall be maintained in a constant state of good repair. All hoses, storage tanks, pumps, valves, fittings, nozzles or connecting adapters shall be free of leaks, and any worn or defective components shall be replaced prior to dispensing fuel.
- M. Any person engaged in the fueling or de-fueling of an aircraft shall exercise care so as to prevent the overflow or spillage of fuel. It shall be the responsibility of the person causing any such a spill to prevent the spilled fuel from entering any storm water drainage system and to initiate the necessary clean-up procedures needed to mitigate the spillage. When spills occur, Airport Management will be notified immediately for proper removal and disposal of material.
- N. All fueling operations are to be suspended when there is lightning within 5 miles of the airport.

## **5.2 PRIVATE FUEL STORAGE FACILITIES**

- A. The Authority may enter into a lease agreement with any FBO, private or commercial operator who wishes to provide their own fuel storage facilities and fuel dispensing equipment.

The Authority shall have the right to review and approve the installation of such a facility on the airport, including the design, size and location, and to determine applicable lease rates, terms and conditions of such an agreement.

All private fueling facilities located on airport property must meet all applicable fire and life safety codes of the City of Peachtree City and appropriate State and Federal environmental requirements.

- B. It is intended that private fuel storage facilities and dispensing equipment are for the sole use of the private operator, and the sale of fuel to other aircraft operators from such a facility is expressly forbidden without the written permission of the Authority.
- C. All fuel delivered to a private fuel storage facility on the airport, or to any "through-the-fence" location, is subject to a fuel flowage fee as may be established by the Authority from time to time. Said fee shall be due and payable upon delivery of the fuel to the facility from fuel suppliers.
- D. Any operator electing to maintain a private fuel storage facility or use their own dispensing equipment shall carry appropriate product liability insurance

in an amount agreeable to the Authority, but in no case less than that specified in Section 9.1 (G) of these rules and regulations.

A copy of any policy issued for this insurance will be filed with the Authority and shall name the Authority as an “additional insured”. Said policy shall provide for the payment of any attorney fees incurred by the Authority arising from any litigation or legal action associated with any such activities and shall contain a provision to notify the Authority at least thirty (30) days in advance of any cancellation or major change in coverage.

- E. Upon the termination of any lease agreement under these provisions, the lessee shall abide by the terms of such lease immediately. If the installation is abandoned, the Authority shall have the right, at its option, to either assume ownership of the improvements or have them removed at the lessee’s expense.

### **5.3 STORAGE OF FUEL**

The storage of aviation gasoline, aviation jet fuel or other flammable liquids should not exceed one five-gallon container per building or apron.

### **5.4 WASTE LIQUID DISPOSAL**

No fuels, oils, dopes, paints, solvents or acids shall be disposed of, dumped or allowed to run-off into any ditches, basins, storm water or sanitary sewer drainage systems on the airport. No such effluents shall be placed in any trash or rubbish containers on the airport, nor left beside or near any such receptacles, nor abandoned or deposited by the owner at any other location on the airport, except in storage containers that may be provided specifically for such waste liquids, and only with prior permission of the Airport Manager or Fixed Base Operator.

### **5.5 COMPRESSED GASES**

No cylinder or flask of compressed flammable, corrosive or noxious gases shall be stored in any hangar, except as may be necessary to conduct business as a Fixed Base Operator or as a Commercial Operator and which is approved by the Authority.

### **5.6 EXPLOSIVES AND OTHER DANGEROUS ARTICLES**

No person may store, keep, handle, use, dispense, or transport to or from the airport, any Class A or Class B explosives, combustible liquids (other than aviation related fuels and approved solvents), inflammable solids, poisons or corrosive liquids, except as may be authorized in Hazardous Materials Regulations 49 CFR Part 175 and/or which have been specifically approved by the Authority.



## **6 - GENERAL REQUIREMENTS**

### **6.1 EMERGENCY POWERS OF THE AIRPORT MANAGEMENT**

When an emergency exists at the airport the Airport Management is empowered to issue such directives and to take such action, which, within his or her discretion and judgement, is necessary or desirable to protect persons and property and expedite the operation of the airport. Such directives and actions of the Airport Management shall have the force of a regulation hereunder so as long as said emergency exists. Airport management should notify airport users of emergency and other temporary or permanent changes in airport operations through local NOTAMs or other applicable means as soon as possible.

### **6.2 PRESERVATION OF PROPERTY**

No person shall destroy, injure, deface or disturb in any way any building, sign, equipment, marker, or other structure, tree, flower, lawn or other property on the Airport; nor alter, make additions to, or erect, any building or sign or make any excavations on the Airport without prior approval of the Authority; nor willfully abandon any personal property on the Airport.

### **6.3 INTERFERING OR TAMPERING WITH AIRCRAFT**

No person shall interfere or tamper with any aircraft, aircraft parts, instruments or tools used for the maintenance of an aircraft, nor put in motion the engine of any such aircraft without permission of the owner, except as may be deemed necessary by the Authority under these regulations or by other enforceable agreements.

### **6.4 RESTRICTED AREAS**

No person shall enter any airport operations area (AOA), or other area designated a restricted area except:

- A. Members of the Authority or persons authorized by them.
- B. Passengers, under appropriate supervision, entering the aircraft apron areas for the purpose of embarkation and debarkation.
- C. Aircraft owners and operators when accessing aircraft for the purpose of flight or inspection, but limited to aircraft aprons.

Taxiways and Runway Access:

No person or persons are allowed on any Taxiway or Runway in any manner either on or in a vehicle except members of the Authority or persons authorized by the.

## **6.5 PASSENGER ACCESS TO AOA'S**

It shall be the sole responsibility of the Fixed Base Operators, or others as may be designated by Authority, to see that all gates, doors, or other methods used to restrict public access to AOA's are continually and conscientiously checked to provide the appropriate public safeguards and to protect all persons from injury or accident.

## **6.6 USE OF ROADS, WALKS AND CART PATHS**

- A. No person shall travel on the Airport other than on the roads, walks, cart paths or places provided for the particular class of traffic.
- B. No person shall occupy the roads, walks or cart paths in such a manner as to hinder or obstruct their proper use.

## **6.7 PICKETING, MARCHING, AND DEMONSTRATIONS**

No person may walk in a picket line or take part in a labor or other public demonstration on any part of the airport except in or at a place specifically assigned by the airport manager for picket lines or other permitted public demonstrations. Any such picketing shall be conducted in a peaceful and orderly manner, without physical harm, molestation, threat or harassment of persons, without violence, breach of the peace or other unlawful conduct, without obstructing the use of the airport by others and without hindrance to or interference with the proper, safe and efficient operation of the airport, and the activities conducted thereon.

## **6.8 ANIMALS**

No person shall bring animals, birds, reptiles, or insects, except for special assistance animals or animals used for law enforcement purposes on the Airport, unless destined for air transport and restrained by a leash, container, or crate. Domestic pets may be at the Airport only if kept inside Lessee's, Sublessee's, Permittee's, or User's facilities, Aircraft, or Vehicles.

No person shall intentionally hunt, pursue, trap, catch, injure, or kill any bird, fish, or animal without written authorization from the Authority.

## **6.9 SOLICITATION**

No person may solicit funds for any purpose, nor shall any signs or advertisements be posted at the airport without prior permission of the Authority. Any such signs, advertisements or solicitations for which permission is granted must also comply with all applicable ordinances of the City of Peachtree City.

Any approved sign, advertisement or solicitation may be subject to a fee or other such charges as may be established by the Authority from time-to-time.

## **6.10 USE OF SHOP AREAS**

All leased shops, garages, equipment and facilities contained therein are expressly intended for the use of the lessee for his or her business operations. No person other than the lessee or his employees may make use of these facilities without specific permission of the lessee.

## **6.11 OPEN FLAME OPERATIONS**

No person shall conduct any open-flame operations in any hangar, or on the Airport unless specifically authorized by the Authority.

## **6.12 SMOKING**

No person may smoke on any airport apron, in any aircraft hangar, within 100 feet of any gasoline storage or dispensing area, or within any building, room, or other enclosed structure on the airport, except in locations specifically designated as smoking areas.

## **6.13 TRASH AND OTHER WASTE CONTAINERS**

No person may keep an uncovered trash or waste container on any area of the airport. Areas to be used for trash or waste containers shall be designated by the Authority and no other such areas shall be authorized. Such areas shall be kept clean and sanitary at all times.

No vehicle used for hauling trash, dirt, or any other waste materials shall be operated on the airport unless such vehicle is constructed so as to prevent its contents from blowing, dropping, sifting, leaking, or otherwise escaping from the vehicle.

## **6.14 FLOOR CARE**

All lessees on the airport shall keep the floors of the hangars, hangar areas, or aircraft parking aprons, leased by them respectively, or used in their operations, clean and clear of oil, grease, foreign objects, flammable liquids, rags, or other waste materials except as may be provided to the contrary in any specific leases or contracts. The use of flammable solvents for cleaning floors is prohibited.

## **6.15 STORAGE OF EQUIPMENT**

No tenant or lessee on the Airport shall store or stack material or equipment in such a manner as to constitute a hazard to personnel or property.

## **6.16 EQUIPMENT STORAGE ON APRON AREAS**

All equipment stored or parked on any aircraft parking apron shall be positioned in a neat and orderly manner so as not to interfere with aircraft movements. No equipment storage chests, shipping containers or other such housings shall be permitted on any apron except as specifically approved by the Authority.

## **6.17 MAINTENANCE**

All tenants shall maintain their leased property in such condition of repair, cleanliness, and general maintenance as shall be acceptable to the Authority and in accordance with their individual lease agreements.

The Authority, in order to maintain the desired standards of the leased premises and the utilities therein, shall have the right to take over or have performed by an outside contractor all of the maintenance services which are to be performed by the operator. The Authority will provide the operator up to 30 days written notice of failure to perform proper maintenance of premises and utilities prior to taking over this service. In the event that written notice is given to the operator by the Authority, and the Authority proceeds to provide the maintenance in line with its own standards, then and in that event, the operator shall be billed the cost of such maintenance on the basis of rates set forth from time to time by the Authority plus a reasonable administrative fee.

## **6.18 DAMAGES**

Tenants, lessees, or other persons granted access to the airport shall be responsible for all damages to buildings, equipment, real property and appurtenances in the ownership or custody of the Authority, caused by the negligence, abuse, or carelessness of such tenant, lessee, their employees, or other persons granted such access.

## **6.19 METERING**

Every lessee or tenant shall provide a meter for the purpose of accurately measuring any natural gas, water, or electrical power used by that lessee or tenant, unless otherwise approved by the Authority.

## **6.20 PAYMENT OF CHARGES**

- A. All invoices are due and payable upon presentation, unless otherwise noted.
- B. All hangar rents, ground leases or tie-down fees are due and payable on the first day of each month, without notice, unless otherwise specified in the agreement with the Authority.

- C. All through-the-fence fees, or other percentage fees based on gross sales, are due and payable as specified in each individual lease or through-the-fence access agreement.
- D. All fuel flowage fees are due and payable immediately upon delivery of any fuel by the supplier.

#### **6.21 DEFAULT OF OBLIGATIONS**

When any tenant, user, or other persons granted access to the airport is formally notified that he or she is in default of any written or implied obligation to the Authority, whether it be for breach of performance or service covenants, or for non-payment, he shall thereafter be billed for all losses of revenue, expenses incurred to re-establish performance or service, reasonable attorney fees and other costs, unless the tenant, user, or grantee files with the Authority within ten days of receipt of the formal notification a statement that corrective or preventive measures have been initiated and will diligently be carried to completion. If the promises contained in the statement are not fulfilled, the tenant, user, or grantee will be considered in absolute default and appropriate lawful steps for collection shall be taken by the Authority.

This provision shall not preclude the Authority and lessee or tenant from agreeing to other mutually acceptable methods of handling defaults of obligations.

#### **6.22 USE OF LAW ENFORCEMENT AGENCIES**

In the event that occasions arise that exceed the capabilities of the Authority, the Peachtree City Police Department, or any other legally constituted law enforcement agency, shall be called upon for assistance and action as may be necessary. The Authority expressly grants permission to the Peachtree City Police Department, or any such legally constituted law enforcement agency, to enter the premises and to enforce the rules and regulations contained herein, or as may be adopted from time to time by the Authority.

#### **6.23 LOITERING**

No person shall loiter on any part of the Public Use Areas or Public Use Facilities.

#### **6.24 REFUSAL TO COMPLY**

Any person or persons who shall refuse to comply with the rules and regulations contained herein, after proper request to so do by the Authority or its designated representative, shall be requested to leave the airport. Should such person or persons fail to comply with a proper request to abide by these regulations, or refuse to depart the premises if so requested, the Authority shall regard such

person or persons a trespasser and shall seek all remedies available to have them removed.

## **6.25 ENVIRONMENTAL DAMAGE**

No owner or operator of an aircraft located on the airport may allow, or cause to be allowed, the discharge into the sanitary sewer system, storm water sewer system, or onto the surface of the airport, any substance or chemical that may be harmful to the environment. See section 6.24 for further details.

For the purposes of this section, this shall include, but not be limited to: oil, fuel, hydraulic fluid, paint, paint strippers, thinners, metal etching chemicals, acids, caustic bases, degreasers, soaps, detergents or other such chemicals that may be considered hazardous materials as defined by the U.S. Environmental Protection Agency.

With the airport's current infrastructure, the Authority does not provide an approved area for aircraft and vehicle washing. The discharge of aircraft and vehicle wash waters is not authorized as per the Authority's General Permit by the State of Georgia, Department of Natural Resources, Environmental Protection Division, as required by the Georgia Water Quality Control Act and the Federal Clean Water Act. Therefore, aircraft and vehicle cleaning is only approved by the use of waterless products.

## **6.26 AIRCRAFT AND VEHICLE WASHING**

With the airport's current infrastructure, the Authority does not provide an approved area for aircraft and vehicle washing. The discharge of aircraft and vehicle wash waters is not authorized as per the Authority's General Permit by the State of Georgia, Department of Natural Resources, Environmental Protection Division, as required by the Georgia Water Quality Control Act and the Federal Clean Water Act. Therefore, aircraft and vehicle cleaning by any means other than with a waterless product is prohibited.

## 7 - SCHEDULE OF CHARGES

### 7.1 PRIVATE OPERATIONS

Landing or overnight parking fees for private use aircraft may be established by the Airport Management from time to time. Such fees shall be collected in accordance with the fee schedule and payment policies then in effect.

### 7.2 COMMERCIAL OPERATIONS

- A. No aircraft, aviation organization or person (including "through-the-fence" operators), shall engage in any commercial operation of any type at the airport unless prior permission is obtained from, and appropriate fees are paid to, the Authority. Such permission and fees, in lieu of a contract as provided for in 8.2, shall be on an each and every time basis as may be established by the Authority. Such fees may be in addition to any landing fees then in effect.
- B. The Authority, at its discretion, may enter into separate contracts with any commercial operator (as defined in 1.1) on the Atlanta Regional Airport – Falcon Field. Such contracts shall establish any required landing fees, lease rates, other fees, operating requirements or other conditions deemed necessary by the Authority.
- C. By resolution, the Authority may adopt a fee schedule to be applied to each landing by any commercial operator not having a contract with the Authority as provided above. Such fee schedule shall be posted in a conspicuous place at the Aviation Center, or at the office of the Airport Manager.

Commercial operators shall pay said fee for each landing at the airport in accordance with the fee schedule and payment policies then in effect.

- D. The Authority may detain any aircraft for non-payment of any charges due.

### 7.3 GOVERNMENT (PUBLIC) AIRCRAFT

The following types of aircraft are not affected by any charges:

Aircraft owned by Federal, State, or Municipal Governments are exempt from both landing and parking fees. This shall not, however, obviate the payment of field use charges by the Military, if such fees are established by the Authority.

### 7.4 SPECIAL SERVICES

- A. The Authority may grant written permission for a specific commercial operator, such as a specialized mechanic, to enter the airport for the purpose of repairing or maintaining an aircraft or equipment which is beyond the capability of any Fixed Base Operator or Limited Fixed Base Operator

located on the airport. This privilege will be on a case-by-case basis and will require a separate agreement for each activity.

- B. Any permission granted by the Authority under this clause will not be construed as to allow reoccurring entry to the premises for the purpose of providing services. The permission granted shall be only for a specific purpose and specific period.
- C. Any activity receiving permission under this clause will comply with Peachtree City ordinances with respect to business licenses.

#### **7.5 OUTSIDE SERVICE FOR AIRCRAFT MAINTENANCE, INSPECTION, CLEANING, DETAILING OR FLIGHT INSTRUCTION**

- A. No aircraft, aviation organization or person (including "through-the-fence" operators), shall engage in any commercial operation of any type at the airport unless prior permission is obtained from, and appropriate fees are paid to, the Authority. Such permission and fees, in lieu of a contract as provided for in 8.2, shall be on an each and every time basis as may be established by the Authority.
- B. The Authority, at its discretion, may enter into separate contracts with any commercial operator (as defined in 1.1) on the Atlanta Regional Airport – Falcon Field. Such contracts shall establish any required fees, operating requirements or other conditions deemed necessary by the Authority.
- C. The Authority may detain place a lien on any aircraft for non-payment of any charges due.



## **8 - PROCEDURES FOR RECEIVING AND PROCESSING APPLICATIONS**

### **8.1 APPLICATIONS**

Any applicant wishing to establish commercial operations on the airport shall be furnished a copy of the minimum standards, attached hereinafter as Section 9, and shall make application in writing to the Authority, setting forth in detail the following:

- A. The name and address of the applicant;
- B. The proposed land use, facility and/or activity sought;
- C. The names and the qualifications of the personnel to be involved in conducting such activity;
- D. The financial responsibility and technical ability of the applicant and operator to carry out the activity sought;
- E. The tools, equipment, services and inventory, if any, proposed to be furnished in connection with such activity;
- F. The requested or proposed date for commencement of the activity and the term of conducting the same;
- G. The estimated cost of any structure or facility to be furnished, the proposed specifications for same, and the means or method of financing such construction or acquisition of facilities.

### **8.2 APPROVAL PROCEDURES**

- A. Upon the filing of a completed application, the Authority shall consider such application at its next scheduled meeting. If no meeting is scheduled within forty-five (45) days from the filing of such application, a meeting shall be called for considering same and notice thereof given to the applicant.
- B. Upon consideration of the application, the Authority shall determine whether or not the applicant meets the standards and qualifications as herein established and whether or not such application should be granted in whole or in part.
- C. Upon approval of any such application in principle, the Authority shall cause to be prepared a suitable lease or contract agreement setting forth the terms and conditions under which the commercial operation shall be conducted.

- D. The final agreement as drafted shall be subject to review and approval of Authority. Once approved, the Chairman or Airport Manager shall be authorized to execute said documents in a timely manner.
- E. Any rejected application shall be returned to the applicant within ten (10) days of the rejection with a written explanation of the reasons for rejection. Applicant may revise said application to correct any stated deficiencies and reapply. Said reapplication shall be handled as if it were a new application.

## 9 - MINIMUM STANDARDS FOR FIXED BASE OPERATORS AND COMMERCIAL OPERATORS.

### 9.1 GENERAL

It is intended that the minimum standards outlined in this section for each of the services listed below shall apply to **all** operators who by agreement with the Authority have indicated they wish to provide these services.

- A. Any person who chooses to operate as a Fixed Base Operator (FBO) on the airport must, as a minimum, provide the following services and facilities:
  - 1) Aircraft storage
  - 2) Aircraft maintenance and repairs
  - 3) Fuel sales
  - 4) Flight school
  - 5) Aircraft rental, sales and flight demonstrations
  - 6) Aircraft charter or Air taxi operations
  - 7) Pilot briefing, lounge facilities and supplies
  - 8) Passenger lobby, line crew and other facilities
  
- B. Any operator who chooses to provide one or more of the following services, but does not qualify as a Fixed Base Operator (FBO), shall be considered a Commercial Operator:
  - 1) Aircraft storage
  - 2) Aircraft maintenance and repairs
  - 3) Flight school
  - 4) Aircraft rental, sales and flight demonstrations
  - 5) Aircraft charter or Air taxi operations
  
- C. No person, other than a Fixed Base Operator qualifying under (A) above, may sell or dispense aviation petroleum products to others, except as may be specifically authorized in an agreement with the Authority for that purpose.
  
- D. No Commercial Operator may base its operations on the airport without a contract or lease agreement with the Authority. Any operation not defined in Section 1, or any operator whose principal place of business is located other than Atlanta Regional Airport – Falcon Field may be subject to landing fees or other operating fees as may be established from time to time by the Authority.
  
- E. Private or Commercial Operators extended the privilege of providing self-fueling services shall be required to meet the minimum standards listed in Section 5, Fueling Operations.

- F. Prior to the approval of any contract or lease agreement with any Fixed Base Operator or Commercial Operator, such operator must show financial solvency and a business plan in a form and substance acceptable to the Authority.
- G. The minimum liability insurance which a Fixed Base Operator shall carry including general liability, product liability, and premise liability, is 10,000,000.

The minimum liability insurance which a Commercial Operator shall carry including general liability, product liability, and premise liability, is \$3,000,000.

Hangar keeper's insurance carried by a Fixed Base Operator or Commercial Operator providing aircraft hangar facilities shall not be for less than \$2,000,000 for each aircraft and \$5,000,000 per occurrence.

All policies required by this section shall name the Authority, its officers, members, employees as "additional insured". The policy shall also contain a provision which will require the insurance carrier to notify the Authority at least thirty (30) days prior to any cancellation or major change in coverage.

- H. The Authority shall be the sole judge in determining compliance with all rules, regulations or standards, for all operators, except as may be otherwise stated in any contract or lease agreement with the Authority.
- I. All operators will be required to furnish the Authority a performance bond commensurate with any construction required under the minimum standards of service to be performed.
- J. All construction required herein shall comply with all fire codes, building codes and ordinances of the City of Peachtree City, and all site plans and building plans shall be reviewed and approved by the Authority prior to construction.
- K. Land available for Fixed Base Operations and Commercial Operations is a valuable and limited commodity. It is the policy of the Authority that no land areas or building space in excess of present needs or foreseeable requirements will be leased to any one operator. Future land areas and building space will be made available to operators in a fair and equitable manner, on an as needed basis.

## **9.2 MINIMUM STANDARDS FOR FIXED BASE OPERATORS (FBO)**

All Fixed Base Operators shall operate a full-time, progressive business enterprise, with office, passenger lobby, pilot and hangar facilities located on the airport, open during reasonable business hours, that meet or exceed the minimum standards listed below. The adequacy of such services and facilities shall be subject to review and approval by the Authority.

A. Aircraft storage.

- 1) Adequate aircraft storage space for the type and size of aircraft it intends to service, but in no case less than 10,000 square feet of such storage space.

B. Aircraft maintenance and repair.

- 1) Maintenance and repair service for the type and size of aircraft it intends to service. Such service shall include airframe, powerplant, accessory and avionics installation and repairs.
- 2) Sufficient hangar space to perform the maintenance and repairs it intends to provide, but in no case less than 10,000 square feet of such space.
- 3) Sufficient storage space for aircraft awaiting maintenance or delivery after repair and maintenance has been completed.
- 4) Adequate equipment, and shop space to house said equipment, including machine tools, jacks, lifts, test equipment or other such equipment necessary to perform the maintenance and repairs on the type and size of aircraft it intends to service.
- 5) No less than one FAA certified air frame and engine mechanic, available during reasonable business hours.
- 6) Approved facilities for washing and cleaning aircraft.
- 7) An adequate supply of parts and accessories for normal and periodic maintenance of the type and size of aircraft it intends to service.
- 8) A system for accurate record keeping of the aircraft maintenance and repairs performed, and a system for determining all applicable Airworthiness Directives and Service Bulletins for the type and size of aircraft it intends to service.
- 9) If aircraft stripping and painting services are to be performed, separate partitioned spaces designated for each of these services, that meet or exceed all Federal, State or local environmental, life safety or fire codes.
- 10) Appropriate plans or permits (as may be required by Federal, State and local regulations) regarding the handling and removal of hazardous materials.
- 11) Appropriate insurance as outlined in 9.1(G).

### C. Fuel sales

- 1) All fuel sold at retail by an FBO shall be purchased from the Authority, or as may be provided in the FBO contract or lease agreement.
- 2) Each FBO shall provide separate fuel dispensing equipment for each type of fuel supplied by the Authority.
- 3) All retail prices charged for fuel products sold shall be reasonable and non-discriminatory, and such prices shall be posted in the FBO's place of business.
- 4) Each FBO shall comply with all fuel related regulations listed in Section 5 herein, as may be applicable.
- 5) Each FBO shall maintain accurate records of all fuel products sold and shall maintain all distributors and dealer's licenses as may be required by the State of Georgia or the United States of America.
- 6) Each FBO shall be responsible for payment of all fuel flowage fees, fuel farm maintenance fees or other such charges that the Authority may establish from time to time.
- 7) Primary fuel product liability insurance in an amount equal to the minimum specified by the Authority's fuel supplier, but in no case less than \$10,000,000.

### D. Flight school.

- 1) At least one full-time, FAA certificated flight instructor and a full service flight school with classroom space, facilities and equipment necessary to train pilots for Private, Commercial or Instrument certificates in a single-engine land aircraft or greater.
- 2) At least one dual flight control single-engine land aircraft equipped and maintained for flight instruction and additional aircraft of the types necessary to accomplish the training intended.
- 3) Adequate training manuals, mock-ups, pictures, slides, videos or other visual aids as may be necessary for ground school instruction.
- 4) Maintain adequate records of training accomplished and a continuing ability to meet FAA certification requirements for the training offered.
- 5) Appropriate insurance as outlined in 9.1(G).

E. Aircraft rentals, sales and flight demonstrations.

- 1) Sufficient aircraft of a type and class appropriate for the market place, but in no case less than one single-engine land aircraft that can be flown by an appropriately qualified Private pilot.
- 2) Suitable office space for conducting aircraft rentals and sales.
- 3) Hangar or other suitable storage space for at least one aircraft to be used for rental, plus additional space for all aircraft displayed for sale.
- 4) Adequate facilities for servicing and repairing the aircraft in use or satisfactory arrangements with other operators for such service and repair.
- 5) Operator shall be responsible for ascertaining that all rental aircraft are adequately maintained and meet all applicable FAA requirements for such operations.
- 6) At least one certificated pilot, on duty during normal business hours, capable of demonstrating any aircraft displayed for sale; to provide rental pilot check out in all available rental aircraft; or to provide local area "site seeing" demonstrations as necessary.
- 7) Check lists and Pilot Operating Handbooks for all rental aircraft.
- 8) Appropriate insurance as outlined in Section 9.1(G).

F. Aircraft Charter of Air taxi operations.

- 1) Passenger lounge or waiting area, rest room and telephone facilities as appropriate.
- 2) Adequate table, desk or counter for checking in passengers, handling fare collection and luggage.
- 3) FAR Part 135 or Part 121 certificated aircraft with similarly certificated and qualified flight crews available for service when not otherwise engaged in such service.
- 4) Appropriate insurance as outlined in 9.1(G).

G. Pilot briefing, lounge facilities and supplies.

- 1) Adequate pilot briefing area that provides computerized weather and flight plan information, telephones for FSS pilot briefings, flight planning charts, work tables, airport diagrams and local noise abatement procedures.

- 2) Pilot lounge facilities that provide comfortable seating, TV and Media Device, work tables, reading lights, telephone service and separate shower and restrooms.
- 3) Pilot supplies that include current navigational charts for an area within a 500 mile radius, log books, navigational computers, plotters, fuel testers, flashlight batteries, FAA instructional manuals, local street information, rental car information, unicom service and other supplies as the Authority may require.

H. Passenger lobby, line crew and other facilities.

- 1) Passenger lobby that provides a comfortable seating area with adequate lighting, vending area, public telephones and public restrooms.
- 2) Customer service counter with a trained attendant.
- 3) Line service crew ready-room with good visibility of the transient aircraft parking apron, with separate entrance and restroom facilities.
- 4) Conference room with table to accommodate at least eight people.
- 5) Adequate office space for the number of employees and management personnel.

### **9.3 MINIMUM STANDARDS FOR COMMERCIAL OPERATORS**

All Commercial Operators shall operate progressive business enterprises, with facilities located on the airport, unless otherwise specified in an agreement with the Authority, with reasonable business hours, that meet or exceed the minimum standards listed below. The adequacy of such services and facilities shall be subject to review and approval by the Authority.

A. Aircraft storage - Leasable space.

Leasable aircraft storage space shall be adequate for the type and size of aircraft intended to be stored, but in no case less than the following:

- 1) T-hangar - minimum 1,100 square feet per bay, with a minimum of 5 bays.
- 2) Executive storage hangar - minimum 1,600 square feet.
- 3) Bulk storage hangar - minimum 3,000 square feet.



B. Aircraft maintenance and repair.

- 1) Maintenance and repair service for the type and size of aircraft intended to be serviced. Such service shall include airframe, powerplant, accessory and avionics installation and repairs.
- 2) Sufficient hangar space to perform the maintenance and repairs intended to be provided, but in no case less than 3,600 square feet of such space.
- 3) Sufficient storage space for aircraft awaiting maintenance or delivery after repair and maintenance have been completed.
- 4) Adequate equipment, and shop space to house said equipment, including machine tools, jacks, lifts, test equipment or other such equipment necessary to perform the maintenance and repairs on the type and size of aircraft intended to be serviced.
- 5) No less than one FAA certified air frame and engine mechanic, available during reasonable business hours.
- 6) An adequate supply of parts and accessories for normal and periodic maintenance of the types and sizes of aircraft intended to be serviced.
- 7) A system for accurate record keeping of the aircraft maintenance and repairs performed, and a system for determining all applicable Airworthiness Directives and Service Bulletins for the type and size of aircraft it intends to service.
- 8) If aircraft stripping and painting services are to be performed, separate and partitioned spaces designated for each of these services, that meet or exceed all Federal, State or local environmental, life safety or fire codes.
- 9) Appropriate plans or permits (as may be required by Federal, State and local regulations) regarding the handling and removal of hazardous materials.
- 10) Appropriate insurance as outlined in 9.1(G).

C. Flight school.

- 1) At least one full-time, FAA certificated flight instructor and a full service flight school with classroom space, facilities and equipment necessary to train pilots for Private, Commercial or Instrument certificates in a single-engine land aircraft or greater.
- 2) At least one dual flight control single-engine land aircraft equipped and maintained for flight instruction and additional aircraft of the types necessary to accomplish the training intended.

- 3) Adequate training manuals, mock-ups, pictures, slides, video tapes or other visual aids as may be necessary for ground school instruction.
- 4) Maintain adequate records of training accomplished and a continuing ability to meet FAA certification requirements for the training offered.
- 5) Appropriate insurance as outlined in 9.1(G).

D. Aircraft rentals, sales and flight demonstrations.

- 1) Sufficient aircraft of a type and class appropriate for the market place, but in no case less than one single-engine land aircraft that can be flown by an appropriately qualified Private pilot.
- 2) Suitable office space for conducting aircraft rentals and sales.
- 3) Hangar or other suitable storage space for at least one aircraft to be used for rental, plus additional space for all aircraft displayed for sale.
- 4) Adequate facilities for servicing and repairing the aircraft in use or satisfactory arrangements with other operators for such service and repair.
- 5) Operator shall ascertain that all rental aircraft are adequately maintained and meet all applicable FAA requirements for such operations.
- 6) At least one certificated pilot, on duty during normal business hours, capable of demonstrating any aircraft displayed for sale; to provide rental pilot check out in all available rental aircraft; or to provide local area "site seeing" demonstrations as necessary.
- 7) Check lists and Pilot Operating Handbooks for all rental aircraft.
- 8) Appropriate insurance as outlined in Section 9.1(G).

E. Aircraft Charter of Air taxi operations.

- 1) Passenger lounge or waiting area, rest room and telephone facilities as appropriate.
- 2) Adequate table, desk or counter for checking in passengers, handling fare collection and luggage.
- 3) FAR Part 135 or Part 121 certificated aircraft with similarly certificated and qualified flight crews available for service when not otherwise engaged in such service.
- 4) Appropriate insurance as outlined in 9.1(G).

#### **9.4 SERVICES**

All services provided by FBO or Commercial Operators shall be on a fair, equal, and non-discriminatory basis to all users of the airport. The prices charged for each unit of service shall also be fair, reasonable, and non-discriminatory; provided, that the operator may make reasonable and nondiscriminatory discounts, rebates, or other similar type price reductions to volume purchasers.

## **10 - AIRPORT USES**

### **10.1 AIRPORT FOR PUBLIC BENEFIT**

The Authority obligates itself to operate the airport for the use and benefit of the public and to keep the airport open to as many aircraft types, sizes, or other classes of aeronautical use as may be consistent with the design and character of the airport facility.

The Authority has established these rules and regulations to provide for the safe and efficient use of the airport and to otherwise protect the public safety, both on the ground and in the air.

Considering these obligations, the airport facilities may not be used for any non-aviation event which conflicts with these aeronautical uses.

Airport Management shall at all times have authority to take such action as may be necessary in the handling, conduct and management of the public in attendance at the airport.

### **10.2 PRIMARY USES**

It is understood that the runway and airport facilities are constructed primarily for use by powered aircraft, whose weights are not in excess of 60,000 pounds dual wheel configuration, that can maintain sufficient airspeed and performance to provide for an orderly and safe flow of traffic.

No operation of non-motorized aircraft or aircraft that require ground vehicles for assistance in taxiing, launch or recovery will be permitted on the airport without prior written approval of the Authority.

### **10.3 PARACHUTING OR UNLICENSED AIRCRAFT**

No operation involving parachuting, unlicensed or unregistered aircraft or other unusual or special classes of aeronautical activities will be permitted on the airport without prior written approval of the Authority.

### **10.4 CROP DUSTING OR AGRICULTURAL SPRAYING**

No crop dusting or agricultural spraying operation may be conducted from any FBO, aircraft storage area or public taxiway on the airport without prior written approval of the Authority.

**10.5 MISCELLANEOUS USES**

Miscellaneous uses, operations, or other activities not included herein, may be conducted by any person that is duly licensed and certified by the FAA or other appropriate agency, providing such activity is consistent with the safe operation of the airport and does not unduly interfere with the operations of others.

Persons wishing to conduct such activities shall make application to the Authority in writing, outlining the proposed operation. The Authority shall retain the right to impose reasonable fees, terms and conditions for the privilege of engaging in these activities, or deny the privilege if it judges the activity to be inconsistent with these rules and regulations.

**ADOPTED: PEACHTREE CITY AIRPORT AUTHORITY**

**BY:** \_\_\_\_\_

**TITLE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

## 10.5 MISCELLANEOUS USES

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Persons wishing to conduct such activities shall make application to the Authority in writing, outlining the proposed operation. The Authority shall retain the right to impose reasonable fees, terms and conditions for the privilege of engaging in these activities, or deny the privilege if it judges the activity to be inconsistent with these rules and regulations.

**ADOPTED: PEACHTREE CITY AIRPORT AUTHORITY**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_