

MINIMUM BUSINESS STANDARDS FOR
COMMERCIAL AVIATION OPERATIONS AND SERVICES

JOHN GLENN COLUMBUS INTERNATIONAL AIRPORT

COLUMBUS, OHIO

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SECTION 1

GENERAL INFORMATION

PURPOSE

These Minimum Standards prescribe the minimum requirements that must be met by any person or entity that provides or seeks to provide commercial aeronautical services (any such entity an "Operator") at the John Glenn Columbus International Airport (the "Airport"). Each Operator must have a written agreement with the Columbus Regional Airport Authority (the "Authority") which expressly authorizes each of the commercial aeronautical activity(ies) the Operator may perform. These Minimum Standards do not apply to scheduled air transportation operations.

The purposes of these Minimum Standards are to establish reasonable threshold requirements for any entity wishing to provide commercial aeronautical services to the public; to prevent irresponsible, unsafe or inadequate commercial aeronautical operations; to prevent unfair competition; and to make the Airport as financially self-sustaining as possible. The establishment of these Minimum Standards does not imply any right to provide any services at the Airport.

The adoption and enforcement of these Minimum Standards are intended to ensure that each Operator is reasonably fit, willing, and able to perform the operations or services it seeks to provide at the Airport. These Minimum Standards are designed to promote good service and fair competition at the Airport and to discourage unqualified Operators. Except as prescribed herein or pursuant to an Agreement, the standards and requirements specified in these Minimum Standards are minimums and may be exceeded. All entities are encouraged to exceed the applicable minimum standards.

It is the Authority's policy to extend the opportunity to provide aeronautical services to any entity meeting the Authority's Minimum Standards for such services at the Airport, subject to the availability of suitable space at the Airport to accommodate such activities. The Airport's Airport Layout Plan and Master Plan provide the basis for determining whether suitable space is available.

Nothing herein is intended to grant any Operator an exclusive right, herein defined as a power, privilege, or other right excluding or preventing another from enjoying or exercising a like power, privilege, or right, whether conferred by express agreement, by imposition of unreasonable standards or requirements, or by any other means. An exclusive right to conduct an Aeronautical Activity, which is forbidden by federal regulation, is distinguished from an exclusive right to occupy real estate, which is permitted by federal regulation under certain conditions. Notwithstanding the foregoing, the Authority may, to the extent permitted by its federal grant obligations, exercise a proprietary exclusive right to provide certain Aeronautical Activities.

These Minimum Standards are subordinate and subject to the provisions of any agreement between the Authority and the United States relating to the operation or maintenance of the Airport, the execution of which has been, or in the future may be,

required as a condition precedent to the transfer of federal rights or property to the Authority for airport purposes, the expenditure of federal funds for the development of the Airport, or the collection of passenger facility charges for Airport projects. If such agreements prescribe a more stringent standard than contained in these Minimum Standards, the more stringent standard shall control.

APPLICABILITY

These Minimum Standards apply to any person or entity, other than an Air Carrier, that conducts Commercial Aeronautical Activities at the Airport, except as follows:

- a. No provision of these Minimum Standards shall be deemed to prohibit any person from performing services with respect to that person's own aircraft using such person's own employees, in accordance with applicable regulation.
- b. Activities such as aircraft and parts manufacturing and storage, aerospace design, research and development, flight simulation, training, or management facilities, or engine testing facilities that are not associated with the final assembly of an aircraft or commercial space vehicle are not considered Aeronautical Activities for the purposes of these Minimum Standards.

These Minimum Standards also apply to the Authority to the extent that the Authority conducts a Commercial Aeronautical Activity covered by these Minimum Standards at the Airport, except where the Authority has exercised its proprietary exclusive right to provide one or more Aeronautical Activities at the Airport.

The principal means of enforcing the Minimum Standards will be through a Lease or other Agreement providing for the lease of Airport property or otherwise authorizing an entity to conduct Commercial Aeronautical Activity at the Airport. The Authority's President/CEO shall have final authority in interpreting these Minimum Standards.

The Authority's obligation to make the Airport available for the use and benefit of the public does not extend to providing access to the Airport from adjacent property.

EFFECTIVE DATE

These Minimum Standards shall become effective on January 1, 2025 (the "Effective Date"). Each and every Operator conducting a Commercial Aeronautical Activity at the Airport on or after the Effective Date must hold either (a) a current and valid Lease or other Agreement with the Authority which specifies those Commercial Aeronautical Activities that the Operator is permitted to conduct, or (b) a Commercial Aeronautical Activity Permit from the Authority authorizing the Operator to engage in such Commercial Aeronautical Activity. Any such agreement or permit shall be in a form prescribed by the Authority that specifies (a) which types of Commercial Aeronautical Activities the Operator is authorized to provide, (b) any obligation(s) the Operator holds to pay fees, rates, or other charges to the Authority, (c) the Operator's insurance, indemnity, and environmental obligations, as applicable, and (d) any security deposit or other form of contract security that the Operator must provide to the Authority.

Except as expressly provided in a Lease or other Agreement, these Minimum Standards supersede all previous minimum standards governing use of the Airport. The Authority shall require compliance with the Minimum Standards in any Lease or other Agreement executed after the adoption of the Minimum Standards. The Authority will also require compliance with the Minimum Standards in any material amendment or extension to an existing Lease or other Agreement authorizing one or more Commercial Aeronautical Activities at the Airport to the maximum extent permissible under such existing Agreement. These Minimum Standards shall not be deemed to modify any existing agreement under which an entity is required to exceed these Minimum Standards, nor shall they prohibit the Authority from entering into or enforcing an Agreement that requires an entity to exceed the Minimum Standards.

RIGHT TO AMEND STANDARDS

These Minimum Standards may be supplemented and amended from time to time in such a manner and to such extent as the Authority may deem proper.

WAIVERS

The Authority may, in its sole discretion, waive any requirement imposed by these Minimum Standards for the benefit of any governmental entity providing non-profit services to the aviation industry, performing emergency medical or rescue services to the public by means of aircraft, or performing fire prevention or firefighting operations. The Authority may also waive any of the Minimum Standards for non-governmental Operators if the Authority, in its sole discretion, determines (i) the Operator will provide high quality products, services, and facilities to Airport Users notwithstanding the waiver; (ii) the waiver is reasonably necessary to alleviate the financial burden of initiating a new Aeronautical Activity at the Airport or some special condition or unique circumstance makes the application of the Minimum Standards unduly burdensome; and (iii) such waiver will not unjustly discriminate against any other Operator. The Authority reserves the right, but has no obligation, to consult with Operators conducting similar Aeronautical Activities to those proposed by a non-governmental Operator seeking a waiver.

CATEGORIES OF AERONAUTICAL SERVICE OPERATORS

The following categories of Operators may conduct Commercial Aeronautical Activities at the Airport:

1. Fixed Base Operators
2. Specialized Aeronautical Service Operators providing one or more of the following aeronautical services:
 - a. Air Carrier Fueling Services
 - b. Air Carrier Line Maintenance Services
 - c. Aircraft Repair Station
 - d. Aircraft Charter or Air Taxi Operator
 - e. Air Carrier Ramp Services

- f. Air Cargo Services
- g. Aircraft Storage
- h. Other Specialized Aeronautical Services
- i. Multiple Specialized Aeronautical Services

*Certain capitalized terms are defined in **Appendix “A”** to these Minimum Standards.*

SECTION 2

APPLICATION PROCEDURES

1. To perform a Commercial Aeronautical Activity at the Airport, a prospective Operator (an "Applicant") must submit an application to the Authority in accordance with these Minimum Standards. The application must be signed by an authorized representative of the Applicant and must include the name, address and telephone number of the Applicant and the following additional information:
 - a. For all Applicants: the name, address and telephone number of each person with a controlling interest in the Applicant.
 - b. For an Applicant that is a corporation: the name, address and telephone number of each of the corporation's officers and directors.
 - c. For an Applicant that is a partnership or joint venture: the name, address and telephone number of each partner or joint-venture member.
 - d. Whether any officer, director, partner or person with a controlling interest in the Applicant is also an officer, director, partner or person holding a controlling interest in any other Operator at the Airport.
2. The application, together with all required supporting documentation, shall be submitted to:

Columbus Regional Airport Authority
Real Estate Department
John Glenn Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219
3. An applicant shall furnish the following supporting documents as evidence of its organizational and financial capability to provide the proposed aeronautical services:
 - a. Business Plan – A written proposal detailing the nature of the proposed aeronautical service to be provided, the Applicant's space and facility requirements, and the Applicant's proposed location of operations on the Airport.
 - b. Financial Statement – A current financial statement (for a corporation or for each principal of a partnership or joint venture) prepared in accordance with generally accepted accounting principles (GAAP) by a certified public accountant.
 - c. Credit Report – A current credit report (for a corporation or for each principal of a partnership or joint venture) covering all business activities in which the

Applicant has participated within the past ten (10) years.

- d. Personnel – A list, with resumes, of key personnel to be assigned to the Applicant's operations at the Airport along with a description of their duties and responsibilities.
 - e. Licenses and permits – A copy of every license, certification, and permit possessed by the Applicant or any of its employees to be based at the Airport that are required to perform the services that the Applicant proposes to perform (or, with respect to each such employee, that the Applicant intends to perform using such employee).
 - f. Evidence of insurance that meets the applicable requirements as set forth in Section 3 of these Minimum Standards.
 - g. Such other information as the Authority may from time to time reasonably require in order to assess the Applicant's organizational and financial capacity to provide the proposed aeronautical services or financial or operational risk the Authority arising from the proposed activities.
4. The Authority may deny any application to provide a Commercial Aeronautical Activity at the Airport if, in its sole discretion, the Authority determines that:
- a. The Applicant cannot satisfy the applicable provisions of these Minimum Standards;
 - b. The Applicant has supplied the Authority, or any other person, with false or misleading information or has failed to make full disclosure in its application or in its supporting documents;
 - c. There is no appropriate, adequate or available space on the Airport to accommodate the Applicant at the time of application;
 - d. The proposed activity would conflict with the Airport's approved Airport Layout Plan or create a safety hazard;
 - e. The proposed activity would require the Authority to spend funds or to supply materials or manpower that the Authority would prefer not to spend or supply;
 - f. The proposed activity would require existing Operators, without their consent, to reduce the amount of Airport property they use to conduct Aeronautical Activities, result in congestion anywhere within the Airport, or otherwise interfere with the orderly activities of existing Operators;
 - g. The proposed activity poses an unreasonable safety, operational, or financial risk detrimental to the Airport;

- h. The Applicant has violated any of these Minimum Standards or any other regulations of the Authority, the standards or regulations of any other airport operator, or any other statutes, regulations, ordinances, laws or orders applicable to the Airport or any other airport;
 - i. The Applicant is currently in default, or has been in default in the past, in the performance of any lease or other agreement with the Authority;
 - j. The Applicant's financial statement or credit report contains information that creates doubt as to the Applicant's ability to provide the proposed services while maintaining solvency;
 - k. The Applicant does not have or cannot demonstrate access to the operating capital necessary to conduct the proposed operations;
 - l. The Applicant is unable to obtain sufficient insurance, financial sureties or guarantors to protect the interests of the Authority or other applicable governmental entities;
 - m. The Applicant, or any party having an interest in the Applicant, has committed any federal, state or local criminal act, or violated any local ordinance, rule, or regulation, which adversely reflects on the Applicant's ability to conduct its proposed operations;
 - n. The applicant's proposed operations are not in the best interest of the health, safety, welfare or convenience of the traveling public;
 - o. The Applicant is unable to qualify for unescorted access to Airport Security Areas as required by 49 CFR sections 1542.209 and 1544.229 (including, without limitation, because the Applicant or relevant agents thereof cannot satisfy criminal history records checks); or
 - p. Approval of the proposed activity would be inconsistent with the Authority's obligations under assurances contained in its grant agreements with the FAA.
5. Upon receipt of an application, or on its own initiative, the Authority may in its sole discretion issue a request for qualifications or proposals or otherwise select an Operator through a competitive solicitation.
6. Upon the written request of an Air Carrier, the Authority may, in its sole discretion, permit an Operator to provide Commercial Aeronautical Activities to the Air Carrier on a temporary basis before the Operator's application required by this Section 2 has been submitted to and approved by the Authority, but only if (a) the Air Carrier certifies to the Authority in writing that there is an exigent need for the Operator's services; (b) the Operator submits an application in accordance with these Minimum Standards within seven (7) days of the Air Carrier's request; and (c) the Air Carrier provides (or has provided through another contract or lease with the

Authority) indemnification to the Authority for any loss or damage caused by the Operator at the Airport. Temporary approval for an Operator to provide services to an Air Carrier before an Operator's application has been submitted to and approved by the Authority shall not extend for more than thirty (30) days.

SECTION 3

GENERAL REQUIREMENTS

These Minimum Standards establish certain requirements to be met by every Operator conducting Commercial Aeronautical Activities at the Airport. Such Operators must, in addition to complying with all applicable Minimum Standards, comply with all other applicable laws, regulations, ordinances, rules, building codes, and other provisions, including contracts, relating to their operations at the Airport.

In addition to the Minimum Standards applicable to each specific category of Commercial Aeronautical Activities set forth below, every Operator conducting Commercial Aeronautical Activities at the Airport must meet the following general requirements.

1. **Facilities.**

- a. Land Area. Each Operator must either (a) lease the property or facilities required for the services it proposes to provide directly from the Authority, (b) sublease such property or facilities at the Airport from another Airport tenant or Licensee, subject to approval by the Authority, as the case may be, of such sublease in accordance with the provisions of any applicable lease, or (c) use the property or facilities of another Airport tenant or Licensee that is a direct corporate affiliate of the Operator.
- b. Hangars and Other Buildings. If required by these Minimum Standards, the Operator shall lease or construct a hangar for aircraft storage and shall lease or construct facilities of sufficient number and size to support its activities at the Airport.
- c. Aircraft Parking Apron. If required by these Minimum Standards, the Operator shall lease, sublease, license or have a written agreement with the Authority to construct sufficient paved aircraft parking Apron within its leasehold premises to meet the requirements of its aeronautical activity and shall provide any paved taxiways necessary for access to the Airport's taxiway system. Hangar ramps shall generally be no smaller than 1.5 times the square footage of the hangar bay, unless explicitly specified otherwise by the Authority in writing.

- d. Automobile Parking. The Operator shall install paved automobile parking with an area and capacity sufficient to satisfy all applicable ordinances or codes. To the extent Operator's proposed Commercial Aeronautical Activities require public landside access, as determined by the Authority, such paved automobile parking shall be sufficient to accommodate all of the Operator's (and all of the Operator's subtenants', if applicable) customers, employees, visitors, vendors, and suppliers on a daily basis. The Operator may not permit its customers, employees, visitors, or vendors to park on Airport roadways or in other public spaces. Operator-provided parking lots shall have proper drainage and comply with all applicable building codes. All driveways, and access points for fuel delivery trucks that an Operator leases, constructs, or maintains shall be paved with concrete by the Operator (or its contractor).

2. Equipment.

- a. The Operator must demonstrate that it owns, leases or otherwise has sufficient access to all equipment required to conduct its offered Commercial Aeronautical Activities promptly, on demand, without causing any flight delays or other operational impacts to the Airport or the aircraft or other Operators thereon. Each Operator must maintain all such equipment in good operating condition and good appearance and in compliance with all applicable safety standards and regulations.
- b. All vehicles driven on Airport property by agents of the Operator must have any permits and registrations that the Authority may require, including permits for operation in the AOA, and must be operated by persons with appropriate, Authority-issued licenses or permits.
- c. All Operator-owned vehicles being driven on Airport property shall be clearly designated with the name of the Operator on the vehicle.

3. Personnel and Training.

- a. All of an Operator's non-management personnel who are present in the AOA shall be suitably identifiable wearing hi-visibility garments (vests/shirts/coats/etc.) with the name of the Operator prominently displayed. All Operator personnel in the AOA shall display security badges at all times as required by the Authority.
- b. Each Operator shall ensure that it has an adequate number of qualified and, as applicable, licensed employees on duty during operating hours to provide the Operator's services consistent with these Minimum Standards.
- c. Each Operator shall ensure that it has at least one qualified supervisor on duty when such Operator performs any aeronautical services.
- d. Each Operator shall establish a written training program to ensure that all

of its employees are thoroughly trained and qualified to perform the tasks to which they are assigned. The training program shall contain detailed instruction in proper operating procedures for each job classification.

- e. All personnel who will operate a vehicle on the AOA must successfully complete the Authority's initial training course on driving on the AOA and any refresher training that may be required by the Authority.
 - f. Each Operator shall provide to the Airport Operations Division a list of Operator managers and executives and 24-hour contact information for Operator management. That list of managers and executives shall include, at a minimum, (i) the local manager of the Operator's on-Airport facilities; (ii) those executives with administrative, operational, and fiscal authority over the Operator's aircraft and on-Airport facilities; and (iii) the Operator's point of contact for emergency/security incidents.
- 4. Insurance Requirements. Prior to commencement of service, each Operator shall procure and maintain continuously in effect throughout the term of its activity(-ies) upon the Airport, at the Operator's sole expense, insurance of the types and in at least such minimum amounts as are set forth in **Appendix "B"** to these Minimum Standards, which may be revised from time to time by the Authority upon not less than thirty (30) days' notice to Operator.
 - 5. Airport Security. All Operators shall comply with all applicable security requirements adopted by the Authority, the FAA, or the Transportation Security Administration for the Airport, and shall comply with the directives of any law enforcement officer or other security personnel implementing such requirements. The Authority reserves the right in its sole discretion at any time to impose additional security requirements, applicable to all similarly situated Operators.
 - 6. Subcontracting. A SASO may not subcontract any of the services it is authorized to provide.
 - 7. Subleasing. An Operator can meet its obligation to Lease space on the Airport if it has a sublease or other access agreement or permit that has been approved by the Authority.
 - 8. Required Fees and Payments. The fees and payments to be made to the Authority by each Operator will be set forth in the Operator's Lease or CAAP and shall be reasonable and not unjustly discriminatory.
 - 9. Cross-Ownership. In order to avoid granting exclusive rights, no person or entity may hold or control, directly or indirectly, any ownership, voting, management or debt interests (actual or contingent) in more than one on-Airport Operator without the Authority's written approval, which shall not be unreasonably withheld.

SECTION 4
FIXED BASE OPERATOR

STATEMENT OF CONCEPT

An FBO provides a wide range of aeronautical services to the public. An FBO must provide all of the following products and services at the Airport:

1. Adequate storage of aviation fuel and other petroleum products.
2. Tie-down services.
3. Shuttle service for passengers of private and executive aircraft.
4. Marshalling and parking of aircraft.
5. De-icing and wet-washing of aircraft at locations designated by the Authority from time to time.
6. Maintenance of statistical data concerning the FBO's activities on the Airport.
7. Aviation maintenance and repair service with access to licensed airframe and power plant mechanic(s).
8. Gate service for aircraft such as, but not limited to, passenger ramp service, baggage handling, and interior cleaning of aircraft.
9. Towing service for disabled aircraft.
10. Cargo-handling services for the types of aircraft typically using the Airport, which shall include the following:
 - a. Ramp services;
 - b. Cargo and mail services;
 - c. Flight crew transportation;
 - d. Escorting crews in secured areas and on the airside; and
 - e. Collection of Authority fees from aircraft operators.
11. Retail or contract deliveries of petroleum products into aircraft.
 - a. Aviation fuels (including both jet fuel and aviation gasoline) and lubricating oils shall be stored and dispensed by an FBO in accordance with all local, state and federal laws, regulations, rules and other requirements, as the same may be amended from time to time, regarding the sale or storage of such fuels and oils, including without limitation any rules, regulations or minimum standards that are established by the Authority.
 - b. Prior to commencement of the operations of dispensing and selling fuels, an FBO shall submit to the Authority, for review and comment, the FBO's Spill Prevention Control and Countermeasure Plan and Pollution Incident and Prevention Plan.

12. Retail sale of aircraft fuel.
13. Collection of applicable landing fees, parking fees, terminal use fees, shared use fees, common use fees, and international facilities use fees from Airport Users on behalf of the Authority, provided that the FBO shall not be entitled to collect such fees from any Signatory Airline or from any Non-Signatory Airline from which the Authority determines to collect such fees directly.
14. Other Services.
 - a. An FBO may provide other aeronautical services on its leasehold subject to the approval of the Authority, including the sale of new or used aircraft, the sale or rental of all types of consumer products normally related to the ownership or operation of aircraft, and any other services normally performed by similar FBOs or cargo-handling operators at other airports in the United States; provided that the FBO meets the applicable requirements of the Minimum Standards for each such activity.
 - b. An FBO may provide other aeronautical services to Air Carriers subject to the approval of the Authority, and provided the FBO meets the applicable requirements of the Minimum Standards for each such activity; provided, however, an FBO may provide into-plane or contract fueling to Air Carriers, including fueling from Air Carriers own fuel inventory, without the Authority's prior approval.
15. Subcontracting. An FBO shall not subcontract any of the mandatory services prescribed above; provided, however, that an FBO may subcontract other Commercial Aeronautical Services it is authorized to provide with the prior written approval of the Authority. Subcontracting of services shall not relieve an FBO of any of its obligations or liabilities under these Minimum Standards or its Lease or operating agreement with the Authority.
16. Prohibited Activities. Each FBO is expressly prohibited from engaging in any of the following activities:
 - a. Provision of passenger terminal facilities for Air Carrier operations where the Air Carrier or its representative offers in advance the departure location, departure time, and arrival location, for a period exceeding 14 days.
 - b. Operation of a restaurant, coffee shop, or cafeteria (except a cafeteria provided solely for the employees of the FBO or of its sublessees and transient passengers and crew from aircraft being served by the FBO).
 - c. Sale or dispensing of alcoholic beverages.
 - d. Sale of non-aviation products.
 - e. Air shows.
 - f. Any service prohibited by law or not related to aviation, except as expressly authorized or required by these Minimum Standards.

- g. Advertising of any kind unrelated to services the FBO is permitted to provide at the Airport.
- h. Storage of hazardous materials, liquid industrial waste or any other regulated waste that does not fully comply with all applicable environmental laws.
- i. Constructing or operating a fuel farm without the express written approval of the Authority.
- j. Heavy maintenance on an aircraft on a parking Apron or on any other area of the Airport not designated or leased for aircraft maintenance. This does not apply to routine line maintenance of aircraft.
- k. Parking, storage, or allowing the parking or storage of any vehicles on the Airport that are not used in the daily operation of the FBO's Authority-authorized on-Airport operations.
- l. Entering into any contractual arrangement with any rental car company except an authorized on-Airport concessionaire rental car company. Limousine and taxi concessionaires authorized by the Authority shall be allowed free ingress to and egress from the FBO's leased premises to serve the public, and an FBO shall not operate or authorize any competing service.

MINIMUM STANDARDS

- 1. Experience. An Operator proposing to operate as an FBO shall have a minimum of 5 years' experience as an FBO, including in the fueling of aircraft.
- 2. Land. Each FBO must lease or sublease enough land to provide adequate space for hangars and other buildings, paved automobile parking, paved aircraft parking, paved pedestrian walkways, fuel storage facilities, and all storage, servicing utilities and support facilities as may be mutually agreed upon in writing by the Authority and the FBO. The FBO must lease or sublease an area on the Airport not less than 435,600 contiguous square feet.
- 3. Hangars and Other Buildings.
 - a. Each FBO must lease or construct a hangar to provide a minimum of 50,000 square feet for aircraft storage with door openings of least 100 feet in width and 28 feet in height.
 - b. In addition to a hangar, each FBO must lease or construct facilities to provide 2,000 additional square feet of lounge (for crew and passengers), offices, flight-planning facilities, pilot waiting areas, and public restrooms. If the FBO elects to provide aircraft maintenance services, either directly or through a contract with a SASO approved by the Authority to provide such a service, then the Operator shall construct or lease an additional 2,000

square feet of shop and spare-parts storage space.

4. Aircraft Parking. Each FBO must provide paved aircraft parking of a minimum of 75,000 square feet. Such aircraft parking area shall be included in the FBO's total minimum area requirement.
5. Automobile Parking. Each FBO must provide a minimum of 20 paved automobile parking spaces, excluding the FBO's employee parking.
6. Fuel Storage Facilities. Each FBO may fill its fuel trucks at the central Airport fuel facility pursuant to a Fuel System Storage and Dispensing Agreement. Depending on the location and proposed operations of the FBO, the Authority may permit the FBO to establish its own fuel farm. If a request by an FBO to operate its own fuel farm is approved by the Authority, the following requirements will apply:
 - a. The FBO shall lease sufficient land for installation of above-ground fuel storage tanks to be constructed and operated on the FBO's leased premises in compliance with all applicable environmental requirements.
 - b. Total storage capacity shall consist of at least two (2) 20,000-gallon storage tanks for jet fuel and one (1) 10,000-gallon storage tank for aviation gasoline, or any greater volume necessary to ensure adequate availability of jet fuel and aviation gasoline for use by the FBO's customers at all times.
 - c. The fuel-storage system must include adequate fuel spill prevention features and containment capabilities, together with an approved fuel spill containment and countermeasures control plan, and shall be improved and upgraded as necessary to meet all current EPA requirements for spill prevention, containment and mitigation as they may be revised from time to time.
 - d. The FBO shall be required to undertake, at its own expense, any environmental testing of its fuel facilities which the Authority may reasonably request from time to time, on or off the Airport, and to take any remedial actions determined to be necessary or appropriate as a result of such testing.
7. Mobile Dispensing Equipment.
 - a. Each FBO shall provide at least four (4) metered filter-equipped mobile dispensing trucks for dispensing aviation gasoline and jet fuel, with separate dispensing pumps and meters required for each type of fuel.
 - b. Two (2) of the mobile dispensing trucks must be used for jet fuel, with each having a minimum capacity of at least 5,000 gallons.
 - c. The remaining mobile dispensing trucks shall be for aviation gasoline, with a capacity of at least 750 gallons.

- d. All dispensers must have bottom-refilling capabilities and jet fuel dispensers must have single-point refueling capabilities.
 - e. All dispensers shall meet all applicable safety requirements, with reliable metering devices subject to independent inspection.
 - f. All equipment shall be maintained and operated in accordance with Federal, State and industry requirements, including ATA 103 (Standard for Jet Fuel Quality Control at Airports), NFPA 407 (National Fire Prevention Association Standard for Aircraft Fuel Servicing) and OSHA guidelines.
8. Aircraft Service Equipment. Each FBO shall procure and maintain tools, jacks, tugs, towing equipment, tire repairing equipment, ground power units, emergency starting equipment, portable compressed air tanks, oxygen carts and supplies, fire extinguishers, mobile passenger stairs, chocks, ropes, tie-down supplies, crew and passenger courtesy transportation vehicles, a "follow-me" escort vehicle, and any other equipment appropriate and necessary for the servicing of all aircraft types normally expected to use the FBO's facilities.
9. Hours of Operation. Each FBO shall provide aircraft fueling and line services twenty-four (24) hours daily, every day, including holidays.
10. Personnel and Training. In addition to the general personnel and training requirements in Section 3 of these Minimum Standards, each FBO must comply with the following:
- a. Full-Time Manager: All activities of the FBO shall be conducted under the guidance and supervision of a full-time FBO manager. Such person must be a highly qualified and experienced FBO manager vested with full power and authority to direct and conduct the FBO operation on a day-to-day basis. The FBO manager shall be assigned to the FBO's on-Airport facilities and shall be available to the Authority by phone.
 - b. Line Service: At least two (2) fully trained and qualified fuel-service personnel shall be on duty at all times. One must be a responsible and qualified supervisor.
 - c. Maintenance: At least one (1) FAA-licensed aircraft mechanic shall promptly be available upon request. The FBO can meet this requirement by contracting with a Specialized Aeronautical Service Operator authorized to conduct aircraft maintenance at the Airport.
 - d. All fuel and line service personnel shall be suitably identifiable wearing hi-visibility garments (vests/shirts/coats/etc.) with the name of the FBO prominently displayed.
 - e. The FBO shall have at least one person on duty, in person at the Airport, 24 hours per day, seven days a week to act as supervisor, customer service

representative, ramp attendant, landing/parking fee collector and dispatcher for general aviation activity.

- f. All fuel service-personnel shall have successfully completed an approved line technician safety course. A National Aviation Transportation Association (NATA) course or equivalent is acceptable.
- 11. Insurance Requirements. Each FBO shall provide evidence of insurance coverage in the types and with the limits specified by Section 3 of these Minimum Standards and its Lease with the Authority.
- 12. Airport Security. Each FBO shall comply with all security requirements specified by Section 3 of these Minimum Standards or otherwise applicable as a matter of law.
- 13. Required Fees and Payments:
 - a. Lease: The FBO shall enter into a lease, license or permit agreement with the Authority providing for the payment of rent for leased space and facilities and any of the applicable fees or charges imposed by the Authority.
 - b. Fuel Flowage and Other: In addition to the rent to be paid under its Lease with the Authority, the FBO shall pay the Authority any fuel flowage fees or other fees that are specified in its Lease or other operating agreement or permit from the Authority.

SECTION 5

SPECIALIZED AERONAUTICAL SERVICES OPERATOR - AIR CARRIER FUELING

STATEMENT OF CONCEPT

An Air Carrier Fueler is an Operator acting as the into-plane fueling agent of an Air Carrier. An Air Carrier Fueler provides the following services:

- a. The into-plane delivery and quality control of aviation fuel of all grades ordinarily used and required by Air Carriers serving the Airport; and,
- b. The delivery of aviation oils and lubricants of all types and grades ordinarily required by Air Carriers utilizing the Airport.

An Air Carrier Fueler must be under contract with a minimum of one (1) Air Carrier and is authorized only to handle fuel inventory owned by the Air Carrier(s) and stored in the Authority's consolidated fuel facilities. An Air Carrier Fueler is not authorized to hold its services out to the public, conduct retail fuel sales, or otherwise service Airport Users other than its contracted Air Carrier(s), as such fueling functions are reserved solely for FBOs as set forth in Section 4 of these Minimum Standards.

MINIMUM STANDARDS

1. Experience. Except as may otherwise be approved by the Authority in its sole discretion based on the prior experience of the Operator's personnel, an Operator proposing to engage in Air Carrier fueling shall have a minimum of 5 years' experience fueling Air Carrier aircraft. A contracting Air Carrier may require additional experience as a condition of its contract with an Air Carrier Fueler.
2. Facilities.
 - a. An Operator acting as an Air Carrier Fueler shall either (a) have executed a Fuel System and Dispensing Storage Agreement with the Authority or, (b) with the prior written approval of the Authority, use other on-Airport fuel storage facilities approved for the Operator's use by the Authority.
 - b. An Operator will be required to lease or sublease space at the Airport in support of its activities. The type and amount of required space will be dependent on the size of the operation. Such required space shall include, without limitation, office space, operations space, and a breakroom area. In addition, an Operator must lease or sublease additional space away from the passenger terminal to park, store and maintain equipment when it is not in use.
3. Equipment. An Operator serving as an Air Carrier Fueler shall maintain equipment

in sufficient quantities and of sufficient types to service all aircraft handled by the Operator. This equipment shall include the following:

- a. Provided the Airport has an operating hydrant system, the Operator shall provide truck-mounted hydrant refueling vehicles capable of uplifting 600 GPM and compatible with the Airport's hydrant system. At least one of the units shall be equipped with a high-lift device if the Operator plans to service widebody aircraft.
 - b. Provided the Airport has an operating hydrant system, the Operator shall provide towable hydrant refueling units capable of uplifting 300 GPM and compatible with the Authority's hydrant system.
 - c. Tow tugs or other vehicles capable of repositioning required towable units.
 - d. Two (2) metered filter-equipped mobile dispensing trucks for dispensing of jet fuel, with each having a minimum capacity of at least 5,000 gallons, with bottom-refilling and single-point refueling capabilities.
 - e. All equipment shall be maintained and operated in accordance with applicable OSHA and local and state industrial codes.
 - f. The Authority may, upon request and at its sole reasonable discretion, waive any of the requirements of this paragraph 3 for good cause.
4. Hours of Operation. The Operator shall provide services in a timely manner during the hours specified in each of the Operator's Air Carrier agreements.
 5. Personnel and Training. In addition to the general personnel and training requirements in Section 3 of these Minimum Standards:
 - a. The Operator shall have in its employ, and on duty during appropriate business hours, sufficient trained personnel to meet Air Carrier requirements.
 - b. The Operator shall have a duly appointed supervisor during business hours with the authority to represent and act for and on the behalf of the Operator. The Operator shall have on the Airport at all times that the Operator is operating, a fuel-spill response team consisting of at least two (2) properly trained individuals with a sufficient supply of absorbent materials and the vehicular means to transport such material to immediately contain and promptly clean up a fuel spill and properly dispose of any hazardous waste created by such fuel spill. Such training requirements, methods of disposal and clean up are all subject to approval by the Authority
 - c. All Operator employees on the Airport shall be suitably identifiable wearing hi-visibility garments (vests/shirts/coats/etc.) with the name of the company prominently displayed.

6. Insurance Requirements. Each Air Carrier Fueler shall provide evidence of insurance coverage in the types and with the limits specified by Section 3 of these Minimum Standards and its Lease with or License/Permit from the Authority.
7. Airport Security. Each Air Carrier Fueler shall comply with all security requirements specified by Section 3 of these Minimum Standards or otherwise applicable as a matter of law.
8. Required Fees and Payments.
 - a. An Air Carrier Fueler may be required to pay a privilege fee to the Authority for the right to dispense fuel.
 - b. The Authority shall waive or reduce such privilege fee if required to do so by the terms of the then current Airport Use and Lease Agreement with a Signatory Airline at the Airport.
 - c. Other required fees and payments will be specified in the Air Carrier Fueler's Lease, if any, or license or permit, with the Authority.

SECTION 6

SPECIALIZED AERONAUTICAL SERVICES OPERATOR – AIR CARRIER LINE MAINTENANCE

STATEMENT OF CONCEPT

An Air Carrier Line Maintenance Operator provides routine and non-routine line maintenance for aircraft in accordance with an Air Carrier's instructions and procedures. These Operators are mobile and often provide their services from a truck or step van that serves as a mobile workshop.

MINIMUM STANDARDS

1. Facilities. Actual facilities required will depend on services rendered to Air Carriers and the availability of space at the Airport. Equipment parking needs will likewise be handled individually. However, if space is limited for equipment and vehicles parked on the AOA, all vehicles are to be removed from the AOA between service calls.
2. Equipment.
 - a. The Operator shall have all tools and equipment required to perform services described in the Operator's agreement with each Air Carrier, unless they are to be provided by the Air Carrier.

- b. The Operator will provide to the Authority written certifications from each of its Air Carrier customers that the Operator is qualified, equipped and properly trained to perform the agreed-upon services.
- 3. Hours of Operation. The Operator shall provide services in a timely manner during hours specified by each Air Carrier contracting for the services.
- 4. Personnel and Training. In addition to the general personnel and training requirements in Section 3 of these Minimum Standards:
 - a. The Operator shall have in its employ, and on duty during appropriate business hours, sufficient trained personnel to meet the requirements of its Air Carrier customers.
 - b. The Operator shall have a duly appointed supervisor during business hours with the authority to represent and act for and on the behalf of the Operator.
 - c. All Operator employees on the Airport will be suitably identifiable wearing hi-visibility garments (vests/shirts/coats/etc.) with the name of the company prominently displayed.
- 5. Insurance Requirements. Each Operator shall provide evidence of insurance coverage in the types and with the limits specified by Section 3 of these Minimum Standards and its Lease with or license or permit from the Authority.
- 6. Airport Security. Each Operator shall comply with all security requirements specified by Section 3 of these Minimum Standards or otherwise applicable as a matter of law.
- 7. Required Fees and Payments.
 - a. The Operator may be required to pay a privilege fee to the Authority for the right to conduct an aeronautical business on the Airport.
 - b. The Authority shall waive or reduce such privilege fee if required to do so by the terms of the then current Airport Use and Lease Agreement with Signatory Airlines at the Airport.
 - c. Other required fees and payments will be specified in the Operator's Lease with or license or permit from the Authority.

SECTION 7

SPECIALIZED AERONAUTICAL SERVICES OPERATOR – AIRCRAFT REPAIR STATION

STATEMENT OF CONCEPT

An Aircraft Repair Station Operator provides maintenance, repair, rebuilding, alteration or inspection of aircraft or any of their component parts, in accordance with the certificate issued by the Federal Aviation Administration under FAR Part 145. An Aircraft Repair Station Operator may also sell aircraft parts and accessories on a non-exclusive basis.

MINIMUM STANDARDS

1. Facilities.

- a. Land. The Operator shall lease or sublease enough land to provide space for all buildings and support facilities, including a hangar and aircraft apron; paved private auto parking; paved aircraft parking apron (if required); a paved taxiway connecting to the airport taxiway system (if needed); a paved pedestrian walkway; and all storage facilities associated with the service. The Operator must lease or sublease an area on the Airport not less than 87,120 contiguous square feet.
- b. Hangars and Shops. The Operator shall lease, sublease or construct a hangar or shop facilities of at least 10,000 square feet, or of such greater size necessary to adequately accommodate the largest aircraft to be served by Operator and to conduct its business.
- c. Aircraft Apron. The Operator shall provide at least 15,000 square feet of paved aircraft parking and storage area to support its activities, unless the Authority agrees in writing to a lesser area.

The requirements of subparagraphs 1 through 3 herein may be satisfied by a sublease of space from an FBO.

2. Aircraft Service Equipment.

- a. The Aircraft Repair Station Operator shall at all times maintain an adequate supply of all necessary parts, equipment and accessories.
- b. If the Operator is involved with moving aircraft, the Operator shall provide at least one aircraft tug of sufficient power or braking weight to handle any Air Carrier aircraft that the Operator is permitted to service under the Operator's FAA certificate.
- c. The Operator shall own, lease or otherwise have available all of the tools and equipment required under the Operator's FAA certificate.

3. Hours of Operation.
 - a. The Repair Station shall be open and have services available at least eight (8) hours a day, five (5) days a week.
 - b. The Operator shall provide for services during off-hours through an on-call system.
4. Personnel and Training. In addition to the general personnel and training requirements in Section 3 of these Minimum Standards:
 - a. The Operator shall employ, and have on duty during the appropriate business hours, trained personnel in such numbers as are required to meet contract requirements and FAA regulations, in a safe and efficient manner, but never less than one (1) person currently certified by the FAA with ratings appropriate to the work being performed, and who holds an airframe, power plant or an aircraft inspector rating, plus one (1) additional person not necessarily rated.
 - b. During business hours, the Operator shall maintain a responsible person in charge to supervise its operations on the Airport who has authority to represent and act for and on behalf of the Operator.
 - d. All Operator employees on the Airport shall suitably identifiable wearing hi-visibility garments (vests/shirts/coats/etc.) with the name of the company prominently displayed.
5. Insurance Requirements. Each Specialized Aeronautical Service Operator shall provide evidence of insurance coverage in the types and with the limits specified by Section 3 of these Minimum Standards and its Lease with or license or permit from the Authority.
6. Airport Security. Each Specialized Aeronautical Service Operator shall comply with all security requirements specified by Section 3 of these Minimum Standards or otherwise applicable as a matter of law.
7. Required Fees and Payments.
 - a. The Operator may be required to pay a privilege fee to the Authority for the right to conduct an aeronautical business on the Airport.
 - b. The Authority shall waive or reduce such privilege fee if required to do so by the terms of the then current Airport Use and Lease Agreement with a Signatory Airline at the Airport.
 - c. Other required fees and payments will be specified in the Operator's Lease with or license or permit from the Authority.

SECTION 8 - SPECIALIZED AERONAUTICAL SERVICES OPERATOR – AIRCRAFT CHARTER AND AIR TAXI

Statement of Concept

An Air Charter or Air Taxi Operator engages in the business of providing air transportation of persons or property to the general public for hire, on an unscheduled basis. The minimum standards set forth in this Section apply to based Operators only.

Minimum Standards

1. Land. The Operator shall lease or sublease enough land to provide space for all buildings and support facilities, including a hangar and aircraft apron; paved private auto parking; a paved taxiway connecting to the airport taxiway system; a paved pedestrian walkway; and all storage facilities associated with the service.
2. Hangars and Shops. The Operator shall lease, sublease or construct a hangar or shop facilities of at least 10,000 square feet, or of such greater size to adequately accommodate the largest aircraft to be served by Operator and to conduct its business.
3. Aircraft Apron. The Operator shall provide at least 15,000 square feet of paved aircraft parking and storage area to support its activities.

The requirements of subparagraphs 1 through 3 above may be satisfied by a sublease of space from an FBO or a Commercial Hangar Operator.

4. Equipment. The Operator shall provide, either owned or under written leaseback type, class, size and number of aircraft intended to be used by the Operator, not less than one (1) multi-engine aircraft which must meet the requirements of the applicable FAA certificate(s) held by the Operator.
5. Personnel and Training. In addition to the general personnel and training requirements in Section 3 of these Minimum Standards:
 - a. The Operator shall have in its employ and on duty during the appropriate business hours trained personnel in such numbers as are required to meet the Minimum Standards set forth in this category in an efficient manner but never less than one person who is an FAA certified commercial pilot and otherwise appropriately rated to conduct the flight activity offered by Operator.

Insurance Requirements. Each Operator shall provide evidence of insurance coverage in the types and with the limits specified by Section 3 of these Minimum Standards and its Lease with or CAAP from the Authority.

SECTION 9

SPECIALIZED AERONAUTICAL SERVICES OPERATOR - AIR CARRIER RAMP SERVICES

STATEMENT OF CONCEPT

A Ramp Services Operator may provide some or all of the following services to contracted Air Carriers. The actual services to be provided will vary from Air Carrier to Air Carrier. This list is merely illustrative and is not intended to be all-inclusive.

- Aircraft Marshalling
- Aircraft Parking
- Ramp to Flight Deck Communication
- Loading and Unloading of Passengers or Baggage
- Deicing of Aircraft
- Starting of Aircraft
- Moving of Aircraft
- Exterior Cleaning
- Interior Cleaning
- Lavatory Service
- Water Service
- Cooling and Heating
- Cabin Equipment and In-flight Entertainment Material
- Storage of Cabin Material
- Flight Operations and Crew Administration
- Baggage Handling
- Freight Handling

MINIMUM STANDARDS

1. Facilities.
 - a. The Operator shall lease space or otherwise obtain permission in writing from another Airport tenant to provide for storage of ramp or other necessary equipment when it is not in use.
2. Equipment.
 - a. If required equipment is not provided by an Air Carrier, the Operator shall maintain equipment in sufficient quantities and type to provide the services desired by each Air Carrier customer to service all aircraft used by such Air Carrier at the Airport.
 - b. Tugs and other equipment used by the Operator on the AOA shall be of sufficient power and capacity to avoid undue delay of other aircraft and vehicle operations on the AOA.

3. Hours of Operation. The Operator shall have services available as required by each Air Carrier customer.
4. Personnel. In addition to the general personnel and training requirements in Section 3 of these Minimum Standards:
 - a. The Operator shall have one general manager, with a minimum of five (5) years' experience, on duty during regular business hours and assigned to the Airport 40 hours a week. At least one well qualified supervisor, shall be on duty when a customer's aircraft is on the ground.
 - b. All personnel shall be properly identifiable wearing hi-visibility garments (vests/shirts/coats/etc.) with the Operator's name prominently displayed.
5. Insurance Requirements. Each Specialized Aeronautical Service Operator shall provide evidence of insurance coverage in the types and with the limits specified by Section 3 of these Minimum Standards and its Lease with or CAAP from the Authority.
6. Airport Security. Each Specialized Aeronautical Service Operator shall comply with all security requirements specified by Section 3 of these Minimum Standards or otherwise applicable as a matter of law.
7. Required Fees and Payments.
 - a. The Operator may be required to pay a privilege fee to the Authority for the right to conduct an aeronautical business on the Airport.
 - b. The Authority shall waive or reduce such privilege fee if required to do so by the terms of the then-current Airport Use and Lease Agreement with a Signatory Airline at the Airport.
 - c. Other required fees and payments will be specified in the Operator's Lease with or CAAP from the Authority.

SECTION 10

SPECIALIZED AERONAUTICAL SERVICES OPERATOR - AIR CARGO SERVICES

STATEMENT OF CONCEPT

An Air Cargo Services Operator may provide any or all of the following types of air cargo services:

1. Air Cargo Handler. An Air Cargo Handler is engaged in the business of loading or unloading air cargo on or off an aircraft, excluding passenger baggage and over-the-counter items weighing less than 70 pounds and handled over the ticket

counter in the passenger terminal. An owner or operator of an aircraft that uses its own employees to load or unload air cargo on or off such aircraft shall not be considered an Air Cargo Handler.

2. **Commercial Cargo Warehouse Operator.** A Commercial Cargo Warehouse Operator is engaged in the business of processing air cargo through a warehouse located on the Airport; exercises administrative control of air cargo; and performs the physical handling and control of such cargo on behalf of an Air Carrier, agent, customs house broker, consolidator, break bulk agent, handling agent, shipper or consignee or other party. The Commercial Cargo Warehouse Operator may also provide or arrange for the surface transportation of air cargo to and from an aircraft for a customer but may not engage in the business of loading or unloading air cargo on or off an aircraft unless the Commercial Cargo Warehouse Operator meets the minimum standards for Air Cargo Handler to provide such service and has executed an Agreement with the Authority authorizing such service.
3. **Air Cargo Transporter.** An Air Cargo Transporter is engaged in the business of hauling air cargo to and from an aircraft, excluding passenger baggage and over-the-counter items weighing less than 70 pounds and handled over the ticket counter in the passenger terminal.

MINIMUM STANDARDS

1. **Facilities.**
 - a. An Air Cargo Handler must have access to adequate space and facilities at the Airport to store its equipment, to operate its business, and to accommodate its employee parking requirements. Minimum space requirements in order to service aircraft of the size described below are as follows:

i.	Heavy (Over 200,000 lbs. MGLW)	4,500 square feet
ii.	Extra Large (80,001 - 200,000 lbs. MGLW)	3,700 square feet
iii.	Large (20,001 – 80,000 lbs. MGLW)	3,000 square feet
iv.	Small/Medium (Up to 20,000 lbs. MGLW)	2,000 square feet
 - b. A Cargo Warehouse Operator must lease or sublease a minimum of 3,000 square feet of combined warehouse and office space at the Airport plus adequate space to store equipment to operate its business and to accommodate its employee parking requirements. An Operator in this category may satisfy these standards if it performs its services pursuant to a written agreement with a Signatory Airline under which the Operator has the right to use at least the minimum space required under these Minimum Standards to provide its services to a third party from the Signatory Airline's space. Any such agreement must be approved by the Authority.

2. Equipment.

- a. The Air Cargo Handler must have the use of sufficient and appropriate equipment to serve customers' aircraft, including not less than the following:
 1. One tug having a minimum 60,000 lb. draw bar pull or equivalent (125,000 lb. if providing service to wide-body aircraft).
 2. One main deck 40,000 lb. capacity container/pallet loader, if providing service to wide-body aircraft
 3. One 30,000 lb. capacity container/pallet loader capable of upper and lower deck loading of most narrow body aircraft.
 4. 28 container/pallet dollies or equivalent equipment.
 5. One belt loader.
 6. One dual feed 400-hz ground power unit.
 7. One dual hose air-start.
 8. Non-motorized equipment, including but not limited to, aircraft tow bars, chocks, cones, mobile stairs and freight carts.
 - b. The Cargo Warehouse Operator must have the use of the following minimum equipment:
 1. One floor scale certified by the State of Ohio in accordance with applicable legal requirements.
 2. One forklift, having an adequate capacity rating to safely serve the type of cargo being handled.
 3. If surface transportation of cargo is provided between Operator's warehouse and aircraft, one tug, having a sufficient draw bar pull.
 4. Any required security screening equipment and training meeting the standards established by the Transportation Security Administration or the Operator's customer(s).
 - c. The Air Cargo Transporter must have sufficient and appropriate trucking equipment to efficiently move cargo between an aircraft and air cargo storage and handling facilities on or off the Airport.
3. Personnel and Training. In addition to the general personnel and training requirements in Section 3 of these Minimum Standards, Operators shall have properly identifiable (wearing hi-visibility garments (vests/shirts/coats/etc.) with the Operator's name prominently displayed) and trained personnel sufficient to provide services desired by the customer and/or required by any applicable regulation.
 4. Insurance Requirements. Each Operator shall provide evidence of insurance coverage in the types and with the limits specified by Section 3 of these Minimum Standards and its Lease with or CAAP from the Authority.
 5. Airport Security. Each Operator shall comply with all security requirements

specified by Section 3 of these Minimum Standards or otherwise applicable as a matter of law.

6. Required Fees and Payments.

- a. The Operator may be required to pay a privilege fee to the Authority for the right to conduct an aeronautical business on the Airport.
- b. The Authority shall waive or reduce such privilege fee if required to do so by the terms of the then-current Airport Use and Lease Agreement with a Signatory Airline at the Airport.
- c. Other required fees and payments will be specified in the Operator's Lease with or CAAP from the Authority.

SECTION 11

SPECIALIZED AERONAUTICAL SERVICES OPERATOR - AIRCRAFT STORAGE

STATEMENT OF CONCEPT

An Aircraft Storage Operator is an Operator that develops or maintains hangar facilities made available, in whole or in part, for public aircraft storage on a lease or sublease basis. An Operator may construct or maintain bay-style community hangars, individual hangars, box hangars, T-hangars, or any combination or type thereof but only as approved by the Authority in writing. The Authority will not authorize the resale or condominium ownership of hangars. For the avoidance of doubt, leasing or subleasing hangar storage space for aircraft not owned or under the control of the Operator shall be construed as a Commercial Aeronautical Activity subject to these Minimum Standards. In addition to the general requirements set forth in Section 3 of these Minimum Standards, each Aircraft Storage Operator at the Airport shall comply with the requirements of this Section 11.

An Aircraft Storage Operator may not offer fueling services to its tenants, the public, or any other Airport Users, whether directly or through a cooperative fueling organization.

MINIMUM STANDARDS

1. Facilities.

- a. The Operator shall lease area or provide hangar space to provide for the safe storage of hangared aircraft as well as related ramp equipment when it is not in use. Additionally, the Operator shall provide aircraft ramp and automobile parking in accordance with the requirements specified in in Section 3 of these Minimum Standards.

2. Equipment.
 - a. If a tenant does not provide equipment necessary to move the tenant's aircraft into and out of storage promptly upon request, the Operator shall provide equipment.
 - b. Tugs and other equipment used by the Operator on the AOA shall be of sufficient power and capacity to avoid undue delay of other aircraft and vehicle operations on the AOA.
4. Personnel and Training. In addition to the general personnel and training requirements in Section 3 of these Minimum Standards, each Operator shall have properly identifiable (wearing hi-visibility garments (vests/shirts/coats/etc.) with the Operator's name prominently displayed) and trained personnel sufficient to provide the aircraft storage services it offers.
5. Insurance Requirements. Each Operator shall provide evidence of insurance coverage in the types and with the limits specified by Section 3 of these Minimum Standards and its Lease with or license or permit from the Authority.
6. Airport Security. Each Operator shall comply with all security requirements specified by Section 3 of these Minimum Standards or otherwise applicable as a matter of law.
7. Required Fees and Payments.
 - a. The Operator may be required to pay a privilege fee to the Authority for the right to conduct an aeronautical business on the Airport.
 - b. Other required fees and payments will be specified in the Operator's Lease with or CAAP from the Authority.

SECTION 12

SPECIALIZED AERONAUTICAL SERVICE OPERATOR – OTHER AERONAUTICAL SERVICES

STATEMENT OF CONCEPT

There may be other types of aeronautical services that an Applicant proposes to provide at the Airport but that are not covered by the Minimum Standards set forth above or are too varied, unusual, or unanticipated to warrant the establishment of specific Minimum Standards at this time. Any existing Operator providing such services must meet the general requirements of Section 3 of these Minimum Standards.

1. Existing services not covered by specific category minimum standards.
 - a. Operators not covered by the specific requirements of sections 4 through

11 of these Minimum Standards must meet all the requirements of this section and of Section 3, including the requirement that such Operator hold a License or CAAP to provide services at the Airport and pay the Authority for the privilege of providing services at the Airport.

- b. The Authority recognizes and supports the rights accorded to aircraft Operators by Federal Aviation Administration policy and the Airport Sponsor Assurances and all Operators (Commercial and Non-Commercial) must have an approved Self-Fueling Permit issued by the Authority in order to conduct fueling operations for their owned and/or leased aircraft.

For the intended purpose of clarity, Operators exclusively utilizing containers of less than 6 gallons to perform self-fueling activities shall be exempt from obtaining a Self-Fueling Permit; however, all applicable provisions of the Authority's published Rules and Regulations apply. Additionally, self-service fueling by an aircraft owner or Operator at an FBO's self-service pump is not self-fueling and does not require a Self-Fueling Permit.

- c. The Authority may require that the Operator lease space on the Airport.
- 2. Application for new specialized aeronautical service operations. If an Applicant proposes to conduct a specialized aeronautical service that is not currently conducted at the Airport and is not covered by any of sections 4 through 11 of these Minimum Standards, the Authority may adopt applicable minimum standards for such service, taking into consideration the desires of the Applicant, the needs of the Authority, and the need for such service at the Airport. Notwithstanding the foregoing part of this paragraph, all Operators at the Airport must comply with Section 3 of these Minimum Standards.

SECTION 13

SPECIAL RULES FOR A SASO CONDUCTING MULTIPLE AERONAUTICAL SERVICES

1. Unless authorized in writing by the President & CEO or otherwise provided herein, an Operator must meet every standard for every authorized Commercial Aeronautical Activity.
2. In the event of conflicting minimum standards, the Operator will be required to satisfy the higher or more demanding standard.
3. The President & CEO may permit a Operator performing more than one Commercial Aeronautical Activity to satisfy a minimum standard that is less than the sum of the standards for each Commercial Aeronautical Activity, if the President & CEO finds:
 - a. The alternative minimum standard will not affect the Operator's ability to provide high-quality products, services, and facilities to Airport Users in accordance with the objectives of the Minimum Standards;
 - b. The alternative minimum standard is no lower or less demanding than the standards applicable to any one Commercial Aeronautical Activity conducted by the Operator; and
 - c. The alternative minimum standard will not create an unfair competitive relationship among Operators at the Airport.

APPENDIX “A”

DEFINITIONS

The following terms shall have the following meanings:

AERONAUTICAL ACTIVITY – Any activity that involves, makes possible, or is required for the operation of an aircraft, launch or reentry vehicle, or that contributes to or is required for the safety of such operations. It includes but is not limited to: general and corporate aviation, air taxi and charter operations, scheduled and nonscheduled air carrier operations, pilot training, aircraft rental and sightseeing, aerial photography, aerial application of agricultural agents, aerial advertising and surveying, aircraft sales and services, aircraft storage, sale of aviation fuel products, repair and maintenance of aircraft, repair and maintenance of launch or reentry vehicles, construction of amateur-built/recreational aircraft, sale of aircraft, sale of launch or reentry vehicle parts, parachute or ultralight activities, certain unmanned aircraft systems (UAS), advanced air mobility (AAM) operations, commercial space vehicle operations, and any other activities that because of their direct relationship to the operation of aircraft, UAS, or commercial space launch and re-entry vehicles can appropriately be regarded as aeronautical activities.

Activities such as aircraft and parts manufacturing and storage, aerospace design, research and development, flight simulation/training/management facilities, and/or engine testing facilities that are not associated with the final assembly of an aircraft or commercial space vehicle are not considered aeronautical activities for the purposes of airport access. Model rocket, model aircraft, and recreational UAS operations are not aeronautical activities for the purposes of airport access.

AGREEMENT – A written, legally enforceable contract between the Authority and an Operator concerning access to and use of the Airport, including a Lease, license, permit, or the Authority’s written consent to a sublease from another Operator.

AIRPORT – John Glenn Columbus International Airport (CMH).

AIRPORT USER – A person who operates an aircraft at the Airport.

AIR CARRIER – A person or company engaged in air transportation of persons or cargo in accordance with an FAA operating certificate issued under 14 CFR Part 121 or 135 (or 14 CFR Part 380) or in accordance with operations specifications issued by the FAA under 14 CFR Parts 129 or 125.

AIR OPERATIONS AREA (or AOA) – That portion of the Airport used or intended to be used for landing, take off or surface maneuvering of aircraft, including the hangar and cargo areas and aircraft parking aprons of the Airport.

APRON – Those areas of the Airport within the AOA designated for the loading, unloading, servicing, or parking of aircraft.

AUTHORITY – The Columbus Regional Airport Authority. The Board of Directors for the

Authority may delegate its powers to the President & CEO or his/her designee.

PRESIDENT & CEO – The Chief Executive Officer of the Authority or the duly authorized representative of the Chief Executive Officer.

COMMERCIAL – Conducted with the intent or purpose of generating or securing earnings, income, compensation or profit, whether or not such objectives are accomplished.

COUNTY – The County of Franklin, Ohio.

FAA – The Federal Aviation Administration or any successor agency thereto.

FIXED BASE OPERATOR (or FBO) – An Operator, other than an Air Carrier Fueler as defined in Section 4 of these Minimum Standards, that furnishes Commercial fueling and line services to aircraft operators.

GENERAL AVIATION – all aviation with the exception of Air Carriers. (Air Carriers include both passenger and cargo Air Carriers and government aircraft operations.)

INDIVIDUAL – An Operator's agent, servant, employee, supplier, contractor, tenant, invitee or other party that has been granted access to the Operator's premises.

LEASE – An agreement with the Authority for the exclusive use of designated airport land and/or facilities.

LICENSEE – An Operator conducting commercial aeronautical services on the Airport under a Commercial Aeronautical Activity Permit (CAAP).

COMMERCIAL AERONAUTICAL ACTIVITY PERMIT (or CAAP) – An agreement with the Authority granting permission for the conduct of specified commercial aeronautical services on the Airport, but not granting an exclusive right to provide those services or the exclusive use of any Airport property or facilities.

NON-SIGNATORY AIRLINE – An Air Carrier that has not signed an Airport Use and Lease Agreement with the Authority, but which has signed other agreements with the Authority to operate at the Airport on a month-to-month basis.

FUEL SYSTEM AND DISPENSING STORAGE AGREEMENT – An agreement between an Operator, the operator of the central fueling facilities and the Authority, providing for the Operator's access to the facilities for purposes of filling the Operator's fuel trucks.

OPERATOR – A person or persons, firm, company, joint venture, partnership or corporation (other than an Air Carrier) providing any aeronautical service at the Airport.

REPAIR STATION – A facility utilized for the repair of aircraft approved and certificated by the Federal Aviation Administration under 14 C.F.R. Part 145. Activities may include repair and maintenance of airframes, power plants, propellers, radios, instruments and accessories.

SIGNATORY AIRLINE – An Air Carrier that has executed an Airport Use and Lease Agreement with the Authority.

SPECIALIZED AERONAUTICAL SERVICES OPERATOR (SASO) – An Operator that is authorized to engage in one or more of the following specialized aeronautical support services:

- a. Air Carrier Fueling Services
- b. Air Carrier Line Maintenance Services
- c. Aircraft Repair Station
- d. Ramp Services
- e. Cargo Services
- f. Aircraft Storage
- g. Other Aeronautical Services

TERMINAL GATES – The aircraft parking locations at, or immediately adjacent to, the primary passenger terminal at the Airport.

APPENDIX “B”

INSURANCE REQUIREMENTS