



FORSYTH COUNTY

SMITH REYNOLDS AIRPORT



**Minimum Standards
for
Commercial Aeronautical Activities**

**Smith Reynolds Airport
Winston-Salem, North Carolina**

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The attached Minimum Standards for Commercial Aeronautical Activities were adopted at the regular scheduled Board meeting of the Smith Reynolds Airport Board on March 19, 2024. These Minimum Standards supersede any standards previously established by the Airport.

DocuSigned by:

THOMAS F MCKIM

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Chairman

Thomas F. McKim
Smith Reynolds Airport Board

1. General Statement of Policy

It is the intent and policy of the Forsyth County Airport Department to operate and develop Smith Reynolds Airport as the region's primary general aviation facility, serving all facets of aviation including, but not limited to, corporate aviation, maintenance repair and overhaul (MRO), military, recreational aviation, flight training, air charter, air cargo, and air carrier operations. The Airport will be operated in a manner which will not be needlessly incompatible with the Airport's neighbors and in a manner which will strive for financial self-sufficiency. A significant area of interest will be the general aviation community, and consistent with financial self-sufficiency, the Airport Department will endeavor to support and develop general aviation facilities to enhance regional aviation needs.

In order to meet these goals, the Airport Department will be guided by the following policies:

1. All Fixed Base Operators (FBOs) shall be leased as full-service facilities according to the minimum standards adopted as part of this policy. In addition, aviation-related Specialty Service Operations (SSO) may be authorized, which provide a limited number of specific services that are not in significant conflict with the principle of minimum services necessary for a full service FBO. Both types of facilities shall require a financial investment by the lessee in leasehold improvements and trade fixtures commensurate with potential economic benefits to the lessee and sufficient to insure a reasonable level of public service.
2. Any company or individual who uses the Airport or any of its improvements or facilities for revenue producing business or commercial aeronautical activities must first complete an Aeronautical Business Application and enter into a written agreement with the Airport Department. The company or individual must also comply with these Minimum Standards and all other rules and regulations established by the Airport Department, as well as any applicable orders, certificates or permits required by the Federal Aviation Administration (FAA) or its successors. In addition, the Airport Department does permit Mobile Service Providers (MSP) to operate from the Airport on a temporary, part-time basis, if they meet certain requirements. These MSPs must also comply with all applicable policies, rules, and regulations.
3. All rates and charges levied by the Airport Department shall be nondiscriminatory, taking into account different classifications of services. The Airport Department has adopted a Rates and Charges Policy to set forth a standardized system for the establishment of rates and charges which would be imposed on all users of the Airport and to comply with the FAA final Policy Regarding Airport Rates and Charges published in the Federal Register. The Airport Department's Rates and Charges Policy, as well as the Schedule of Charges, Fees and Rents, can be found on the Airport's web page www.smithreynolds.org or in the administrative offices.
4. All property which is developed as a result of investment by the Airport Department will be leased in order to provide a reasonable rate of return for the public monies invested, and to ensure compatibility with surrounding land uses.

2. Definitions

As used in these Minimum Standards, the following terms shall be defined as follows:

Aeronautical Business Application: an application that must be filled out before conducting an aeronautical business at the airport.

Aeronautical Business Permit: a permit required to conduct temporary business at the Airport on a part-time basis. Primarily used by Mobile Service Providers that are approved by the Airport Department to conduct business.

Aircraft: are aeronautical vehicles including, but not limited to, powered fixed-wing airplanes, helicopters, gyrocopters, dirigibles and blimps, unpowered gliders, hot air balloons, and unmanned aircraft systems (UAS).

Aircraft Operation: is any movement or use of any aircraft at Smith Reynolds Airport.

Airport: the entirety of Smith Reynolds Airport, located in Forsyth County, North Carolina.

Airport Operations Area (AOA): consists of all runways, taxiways, ramps, hold areas and any area used or intended to be used for surface maneuvering of aircraft, or any areas inside the perimeter fence which are adjacent to surface maneuvering areas.

Airport Development Plan: is the FAA approved document, including any amendments or revisions thereto, which identifies current and proposed construction at the Airport.

Airport Director: shall mean the Airport Department's Airport Director or acting Airport Director who may, from time to time, be hired by Forsyth County, and shall include such person or persons who may, from time to time, be authorized by the Airport Department or by the Airport Director to act for him or her with respect to any or all matters pertaining to this document.

Airport Master Plan: is the FAA approved document, including any amendments or revisions thereto, which governs and directs the development of the Airport.

Commercial Operator: refers to an aeronautical business operating from or at Smith Reynolds Airport including Fixed Base Operators, Specialty Service Operators and Mobile Service Providers.

Entity: means a person, firm, corporation, or partnership.

Equipment: includes all machinery, together with the necessary supplies, tools, and apparatus necessary to properly conduct the activity being performed.

FAA: means the Federal Aviation Administration, which is the government agency responsible for the administration and enforcement of all federal aviation regulations (FAR).

Fixed Base Operator (FBO): is any entity which has been authorized by the Airport Department to maintain facilities at the Airport for the purpose of providing the full range of aeronautical services required at the Airport, including: retail sale of fuels, lubricants, and associated supplies; hangaring, parking, tie-down and associated line services; maintenance and repair of aircraft engines and airframes; and all specialty services or other functions required of FBOs set forth in the Minimum Standards.

Improvements: refers to all buildings, structures and facilities including, but not limited to, pavement, fencing, signs, and landscaping constructed, installed, or placed on, under or above any leased area by or with the concurrence of a lessee and the Airport Commission.

Mobile Service Providers (MSP): are persons or entities that provide commercial aeronautical services but do not operate out of real property owned or leased by them at the Airport.

Operator: means either an FBO or an SSO, as applicable, unless the context clearly indicates another meaning.

Premises: means the property and/or other facilities on Airport property leased or assigned to an Operator by the Airport Department.

Ramp: refers to a paved area suitable for aircraft parking.

Repair Facility: is a workshop or facility utilized for the repair of aircraft to include airframe, powerplant, propellers, radios, instruments, and accessories. Such a facility will be operated in accordance with pertinent Federal Aviation Administration regulations.

Revenue-Generating Commercial Aeronautical Activities: includes any commercial activity which relates to the operation, maintenance, modification, or fabrication of aircraft. Such activity includes, but is not limited to, pilot training, aircraft rental and sightseeing, glider towing, parachuting, aerial photography and surveying, crop dusting, aerial advertising, air taxi, air ambulance, charter operations, aircraft sales and services, sale of aviation petroleum products, repair and maintenance of aircraft, and the sale of aircraft parts.

Specialty Service Operator (SSO): is any entity which performs one or more of various aviation-related services which may be provided as optional services by a full-service FBO at Smith Reynolds Airport. These services include, but are not limited to, aircraft rental, aircraft charter and taxi, flight training, aircraft sales, and other services as set forth in the approved Minimum Standards for Full-Service Fixed Base Operations and Specialty Service Operations at Smith Reynolds Airport.

Sport Parachuting: is an FAA recognized aeronautical activity which is the act of skydiving from an aircraft while strapped to a parachute to one's back.

Terminology: The following provisions are the Minimum Standards which FBOs and SSOs must satisfy for operations on the Airport. When applicable only to FBOs reference will be explicit to "FBO". When applicable only to SSOs reference will be explicit to "SSO". When applicable to both the term "Operator" will be used.

Tie-down: The airside area which is suitable for the parking and moving of aircraft and has suitable tie-down points.

Unmanned Aircraft: means an aircraft operated without the possibility of direct human intervention from within or on the aircraft, more commonly known as "drone."

Unmanned Aircraft Systems (UAS): means an unmanned aircraft and its associated elements (including communication links and control components that are required for the safe and efficient operation of the aircraft in the national airspace system) is an aircraft, more commonly known as "drone", that is flown without the presence of a pilot physically on-board the aircraft. Instead, UASs are remotely controlled.

3. General Provisions

The following provisions are the Minimum Standards which FBOs and SSOs must satisfy for operations on the Airport. When applicable only to FBOs reference to "FBO" is specified. When applicable only to SSOs reference to "SSO" is specified. When applicable to both, reference to "Operator" is specified.

An FBO shall, at its sole expense, provide and maintain all equipment, facilities, and aircraft necessary to provide the required services and level of performance in a clean and safe condition at all times. In addition, all personnel of the FBO shall conduct themselves in a courteous and businesslike manner at all times. Personnel who have public/customer contact (excluding pilots, office personnel, marketing personnel, and offsite salespersons) shall be clothed in attractive uniforms with appropriate insignia and nameplate so they may be readily identified by customers.

An Operator shall furnish good, prompt, courteous and efficient services adequate to meet all reasonable demands on a fair, reasonable, and nondiscriminatory basis to all users of the Airport. It shall maintain and operate its business in a first-class manner and, shall always, keep the premises in a safe, clean and orderly condition, consistent with the business activity contemplated hereunder and satisfactory to the Airport Department.

An FBO will be properly staffed to provide services during minimum normal operating hours between 6:00 a.m. and 11:00 p.m., seven (7) days a week, and other hours when necessitated by business or emergency conditions. SSOs will be properly staffed to provide services during minimum normal operating hours between 8:00 a.m. and 5:00 p.m., five (5) days a week. Exceptions to these minimum operating hours may be granted by the Airport Director for certain holidays, or when special circumstances, conditions, or events warrant a reduction in operating hours.

An Operator shall select and appoint a full-time manager of its operation herein authorized. Such manager shall be highly qualified and experienced, and vested with full power and authority to act in the name of the Operator in respect to the method, manner, and conduct of the services to be performed hereunder. Such manager shall be available at the Airport during regular business hours, and during the manager's absence a duly authorized subordinate shall be in charge and available at the Airport.

An Operator shall provide, at its sole expense, a sufficient number of employees to effectively and efficiently provide the services herein authorized. An Operator shall control the conduct, demeanor and appearance of its employees and representatives. Such employees shall be trained by the Operator and shall possess any technical qualifications and hold certificates of qualification as may be required for such an employee to carry out assigned duties. It shall be the responsibility of the Operator to maintain close supervision over its employees to assure a high standard of service to customers of the Operator. Upon reasonable objection from the Airport Department concerning the conduct, demeanor, or appearance of any employee, the Operator shall forthwith take all steps necessary to remove the cause of the objection.

An Operator shall notify the Airport Department of every instance where the Operator has knowledge of, or suspects that, another company or individual is using its Leased Premises for revenue-generating, commercial activities which include, but are not limited to, charter flights,

air cargo, air taxi operations, any Specialty Service as defined herein, or any other business which is not specifically permitted in writing by the Airport Department.

An Operator shall comply with all applicable local, state, and federal environmental statutes and regulations, including but not limited to requirements for underground storage tanks and piping, for the disposal of waste oil and other potentially hazardous substances, and for the refueling of aircraft and vehicles.

3.1 Facilities

An FBO shall lease or construct a facility that contains adequate paved and unpaved land and buildings which meet or exceed the following minimum requirements:

1. A minimum of 5,000 square feet of properly lighted, heated, and air-conditioned building space on Airport property for office, restrooms, and public use area.
2. A minimum of 10,000 square feet of clear-span hangar of adequate dimensions to accommodate storage, minor maintenance of aircraft normally frequenting the Airport.
3. A minimum of 60,000 square feet of paved area for parking, tie-down and maneuvering of aircraft.
4. No building, structure, tie-downs, ramps, paving, taxi areas or other improvements or additions to the Airport shall be altered, removed, placed, or constructed at the Airport without the prior approval of the Airport Department. In the event of any construction, the Airport Department may, at its discretion, require an appropriate bond to guarantee the completion of construction and/or demolition. The Airport Department reserves the right to review any proposals for construction on the Airport, or adjacent to the airport when airport access is part of the proposal, particularly regarding conformity with the existing Airport Development Plan. Any proposal for construction on the Airport shall be aesthetically compatible with existing buildings on the Airport. Off-airport facilities with direct access to the airfield (“through-the-fence” operations) are prohibited by any person without an agreement with the Airport Department.

3.2 Hangaring, Parking, and Tie-Down

An FBO shall provide, as a minimum, aircraft storage hangar parking for at least four (4) twin-engine, based aircraft of 12,500 pounds or less, and ramp parking for a minimum of 20 based or itinerant aircraft.

3.3 Line Service

An FBO shall, during normal business hours, provide line services as follows:

1. Ramp parking and tie-down assistance, including ramp personnel and vehicles as appropriate.
2. Tie-down ropes, chains, and anchors.
3. Aircraft towing services utilizing motor driven drawbar vehicles capable of moving single and multi-engine aircraft weighing up to 12,500 pounds.
4. Mobile forced-air engine preheat equipment.

5. Mobile ground power assistance with a minimum 14/28-volt, 1,600 ampere surge capacity.
6. Mobile aircraft anti-ice and de-ice equipment.
7. Cabin cleaning and catering services.

3.4 Fuel and Lubricants

The FBO shall provide aviation fuels, including Jet A and 100LL aviation gasoline in sufficient quantities to meet the needs of the based and itinerant general aviation and air charter customers at the Airport. The FBO shall provide, as a minimum, three (3) mobile tenders (fuel trucks) for Jet Fuel, each with a capacity of at least 2,000 gallons; and one (1) mobile tender (fuel truck) of at least 1,000 gallons capacity of 100LL aviation gasoline. One or more fueling islands may be provided at the discretion of the FBO, but shall be in addition to, and not a substitute for, mobile fuel tenders.

The refueling, defusing, oil service and sumping of aircraft, and the placing of fuels in storage tanks or dispensers shall be conducted in accordance with the Rules and Regulations.

3.5 Maintenance and Repair Services

Each FBO is required to provide service and minor repair of aircraft airframes and powerplants for small aircraft of 12,500 pounds and under. Each FBO must also meet all requirements as specified under FAR Parts 43, 65 and 145, and hold current certificates for the operation of FAA certified repair stations for airframes and powerplants. The Operator is also allowed, but not required to provide repair, sales, and service of avionics, radios, and instruments. If the Operator chooses to provide avionics, radio, or instrument repair service, they must hold all applicable certificates and ratings required under FAR Parts 65 and 145.

3.6 Miscellaneous Customer Service

A Fixed Base Operator shall provide a facility and employees which accommodate the following:

1. Radio equipment to facilitate airborne customer requests.
2. A discreet flight planning area properly equipped with appropriate wall charts, AIM, NOTAM board or a computer with access to charts and NOTAMs.
3. Local-access telephone to contact the Flight Service Station.
4. Flight planning aids and miscellaneous small flight aids and comfort accessories.
5. A convenient, comfortably furnished, public waiting area with adjoining restroom facilities.
6. A discrete vending area within the FBO premises with the availability, at a minimum, of both hot and cold beverages and prepackaged snacks.
7. Aviation grade in-flight oxygen refills upon 24-hour notice.
8. Acceptance of one or more national bank and one or more oil company credit cards for fueling, line, and related services.

3.7 Assistance to Disabled Aircraft

An FBO shall, on thirty (30) minutes notice, provide equipment and trained personnel to remove disabled aircraft with a gross weight of 12,500 pounds or less from the Air Operations Area (AOA), and shall be required to perform such service on request of, and with acceptable release from, the owner or operator of the disabled aircraft, or the Airport Director or his or her designee.

4. Special Aeronautical Activities and Services

The following categories of services may be provided as an optional service by an FBO, or as an approved Specialty Service Operator:

4.1 Aircraft Rental

The Operator engaged in the rental of aircraft at the Airport must occupy a minimum of 500 square feet of properly lighted, heated, and air-conditioned space at the Airport for office and public use areas. In addition, the Operator must lease space for aircraft and auto parking. The Operator shall own or have under a written lease and have it available to rent to persons with a current pilot certificate at least one aircraft. Aircraft must meet all federal and state regulations including, but not limited to, those promulgated by the Federal Aviation Administration.

4.2 Aircraft Charter and Taxi

The Operator engaged in aircraft charter and air taxi services must occupy a minimum of 500 square feet of property lighted, heated, and air-conditioned space on the Airport for office and public use areas. In addition, the Operator must lease space for aircraft and auto parking. The Operator must hold a valid current FAA Commercial Air Taxi Operators Certificate, with ratings appropriate to and licensing the functions to be accomplished. The Operator shall provide an adequate number of aircraft meeting all requirements of the Certificate held. Aircraft shall be owned by, or leased to the Operator by agreement in writing, and shall meet all applicable requirements of Part 135 of the Federal Aviation Administration Regulations. The Operator will provide an FAA certified commercial pilot with instrument rating for each aircraft, and who is authorized to conduct charter and air taxi operations.

4.3 Flight Training

The Operator engaged in flight instruction must occupy a minimum of 1,000 square feet of properly lighted, heated, and air-conditioned space at the Airport for use as office, classroom, and briefings. In addition, the Operator must lease space for aircraft and auto parking. The Operator shall employ at least one full-time person who is properly certified by the FAA as a flight instructor to cover instruction for primary and upgraded flight and ground schools. The Operator shall own or have under written lease at least one properly certified aircraft equipped for flight instruction.

4.4 Aircraft Sales

The Operator engaged in the selling of new or used aircraft at the Airport must occupy at least 1,000 square feet of properly lighted, heated, and air-conditioned space on Airport

property for office and public use areas. In addition, the Operator must lease space for auto parking. The Operator must have under lease a minimum amount of paved area or hangar space to accommodate the projected inventory of aircraft. The Operator shall have at least one full-time authorized agent to transact sales who maintains a current commercial pilot certificate with an instrument rating and is rated for the types of aircraft to be demonstrated. It will be at the discretion of the Operator whether or not to be an authorized factory dealer, or what manufacturers he or she chooses to represent.

4.5 Sport Parachuting

Operators wishing to conduct sport parachuting activities, also known as skydiving, must meet or exceed the basic safety requirements of the United States Parachute Association, FAR Part 105, and related latest FAA Advisory Circular AC 105-2. Operators must, at minimum, designate an unpaved parachute drop zone of 500 feet by 500 feet. Said drop zone must be free of any obstructions or obstacles including, but not limited to, trees, buildings, structures, antennae, navigational aids, communication equipment, and must be sufficiently flat to provide safe landing for parachute jumpers. The drop zone must be, at minimum, 1,500 feet from the edge of any runway pavement, and 1,000 feet from the nearest building in the surrounding community. Additionally, the drop zone may not be designated in any area that lies underneath the approach path or traffic pattern of any runway.

The Operator must provide a minimum of 3,000 square feet lighted, heated, and air-conditioned facility that can accommodate offices, public area, training area(s), storage, flight planning area, and restrooms. The operator must lease or construct a ramp (outside the drop zone) at least 6,000 square feet to facilitate aircraft parking, maneuvering, and loading/unloading of patrons.

The Operator must be in possession of, either through ownership or lease, at least one aircraft designated and approved for sport parachuting activities.

4.6 Unmanned Aircraft Systems (UAS)

Operators wishing to conduct UAS operations at the airport shall obtain prior written permission to launch and recover the UAS within airport property. This process ensures that all UAS activities are conducted in accordance with FAA regulations, including FAR Part 107, as well as any applicable state and local laws. Permission will only be granted if operators can demonstrate that their UAS operations will not interfere with manned aircraft operations and will be conducted safely and responsibly.

Operators must provide detailed plans of their intended UAS operations, including the purpose, duration, and specifics of the operation. Commercial UAS operators are required to show proof of adequate insurance coverage, as determined necessary by the Airport Director. The Airport Director may designate specific areas and/or times for UAS operations to minimize potential conflicts with manned aircraft and ensure the safety of all airport operations.

All incidents or accidents involving UAS operations must be reported to the Airport Director immediately.

This section does not apply to UAS operations conducted entirely within a building or hangar on airport property, which are not subject to the same airspace and safety regulations governing outdoor UAS activities.

4.7 Other Services

An SSO who has been approved by the Airport Department to offer the following services at the Airport shall occupy an appropriate amount of office, vehicle and aircraft parking, maintenance, storage, and apron space:

- a. Aircraft exterior painting.
- b. Aircraft interior modification including, but not limited to, custom seating and finishing.
- c. Contract major airframe repair and/or rebuilding.
- d. Whole or part aircraft type modifications under the auspices of a Supplemental Type Certificate.
- e. Turbine engine hot section repair.
- f. Propeller overhaul and repair.
- g. Engine/flight instrument overhaul and repair.
- h. Accessory overhaul and repair.
- i. Avionics repair and installation with specialization in complex equipment.
- j. Specialized aircraft sales of a single or limited type and/or manufacturer.
- k. Contract reciprocating engine overhaul and rebuilding.
- l. Specialized aircraft charter services.
- m. Specialized flight training services.
- n. Specialized flight sight-seeing services.
- o. Agricultural application.
- p. Banner towing and aerial advertising.
- q. Aerial photography and survey.
- r. Firefighting.
- s. Power line or pipeline patrol.
- t. Any other operations specifically excluded from Part 135 of the Federal Aviation Regulations. Each repair service offered above shall be under an appropriate FAA Repair Station license of either a class or limited rating as defined in FAR 145.

All general and enforcement provisions of a full-service FBO shall apply to Specialty Service Operators.

5. Mobile Service Providers

Mobile Service Providers (MSPs) are persons or entities that provide commercial aeronautical services but do not operate out of owned or leased property at the Airport. Examples of MSPs include but are not limited to mobile mechanics, flight instructors, aircraft detailers, and mobile oil recyclers. Each MSP is required to obtain an Aeronautical Business Permit from the Airport Department. Permits must be renewed annually and require payment of a fee. MSPs must apply for a permit with the Airport Department before operating on Airport property. MSPs must demonstrate reasons for a temporary permit and justify why they are unable to become an SSO at the Airport. Permits will not be unreasonably withheld, and the fees will be fair and reasonable. Due to various requests to perform services at different locations, permit fees will be negotiated on a case-by-case basis.

6. New Applications

Any person desiring to receive permission to operate as a full-service FBO, SSO, MSP, or any other business or aeronautical activity on the Airport shall first submit an application to the Airport Department. The application shall be in sufficient detail to discern the completed qualifications of the applicant to perform the desired service. The application is available from the Airport Department administrative offices and from the Airport web page www.smithreynolds.org

The application, together with all the supporting documentation shall be submitted to the Airport Director. The Airport Department may deny any application if, in its opinion, it finds any one or more of the following:

1. The applicant, for any reason, does not meet the qualifications, standards and requirements established by these Minimum Standards and Airport Rules and Regulations, or is not prepared to meet same within a reasonable time to be established by the Airport Department.
2. The applicant's proposed operation or construction will create a safety hazard at the Airport.
3. The granting of the application will require the Airport Department to spend funds or to supply labor or materials in connection with the proposed operation, or the operation will result in a financial loss to the Airport Department.
4. No appropriate, adequate, or available space, or building exists at the Airport which would accommodate the entire activity of the applicant at the time of application, nor is contemplated within a reasonable time thereafter.
5. The proposed operation, airport development or construction conflicts with the Airport Master Plan in effect.
6. The development or use of the area requested by the applicant will result in a congestion of aircraft or buildings or will result in unduly interfering with the operations of any

present Operator on the Airport relating to problems with aircraft service and/or prevent free access to areas assigned to present Operators.

7. The applicant has either intentionally or unintentionally misrepresented or omitted any material fact in the application or in supporting documents.
8. The applicant has failed to make full disclosure on the application or in supporting documents.
9. The applicant has a record of violating the rules and regulations of any other airport or civil air regulations, FAA regulations, or any other rules and regulations applicable to the Smith Reynolds Airport.
10. The applicant has defaulted on the performance of any lease or any other agreement with the Airport Department.
11. The applicant does not, in the opinion of the Airport Department, exhibit adequate financial responsibility to undertake the project, based upon current financial information provided.
12. The applicant cannot provide a performance bond in the amount required by the Airport Department for that contract.
13. The applicant has been convicted of any felony or misdemeanor involving moral turpitude. Nothing contained herein shall prohibit the Airport Department from granting or denying, for any reason it deems sufficient, an application to do business on the Airport for the purpose of selling, furnishing, or establishing non-aviation products supplied for any service or business of a non-aeronautical nature, or an application for the non-profit use of an airport facility.

7. Insurance Requirements

The Operator will provide, and maintain in full force and effect, insurance coverage in the following types and minimum amounts when applicable:

1. For Fixed Base Operators, General Liability coverage (which includes Premises and Property Damage) of at least \$10,000,000 combined single limit (CSL); Aircraft Liability of at least \$10,000,000 CSL; Products/Completed Operations Liability of at least \$10,000,000 CSL; and Hangar-keepers Liability of at least \$10,000,000 CSL.
2. For a Specialty Service Operator offering one or more of the services in Section 4. above, General Liability coverage (which includes Premises and Property Damage) of at least \$1,000,000 CSL with a \$100,000 each passenger limit; Aircraft Liability of at least \$1,000,000 CSL; and Product/Completes Operations Liability of at least \$1,000,000 CSL.
3. For any Mobile Service Providers, General Liability coverage (which includes Premises and Property Damage) of at least \$1,000,000 CSL with a \$100,000 each passenger limit; Aircraft Liability of at least \$1,000,000 CSL; and Product/Completes Operations Liability of at least \$1,000,000 CSL. These minimum coverages may be negotiated with proper justification from the Mobile Service Provider.

4. For Sport Parachuting, General Liability coverage (which includes Premises and Property Damage) of at least \$5,000,000 CSL with \$500,000 each passenger limit; Comprehensive public coverage; and bodily injury of each person per accident.

The Operator shall submit, to the Airport Director, a certificate of insurance for the Operator's insurance carrier verifying the types, limits, and expiration dates of all policies. All policies shall include "Forsyth County, its Officers, Officials, and Employees as additional insured", verbatim.

8. Waiver of Minimum Standards

The Airport Department may, at its discretion, waive all or any portion of the Minimum Standards set forth herein for the benefit of any government or governmental agency performing non-profit public services to the aircraft industry or performing fire prevention or firefighting operations. The Airport Department may further temporarily waive any of the Minimum Standards for nongovernmental applicants where it deems such a waiver to be in the best interest of the Airport's operation and the public good.

9. Violations, Penalties, and Procedures

If the Airport Director determines that any of these Minimum Standards have been violated by an Operator, and that he or she cannot resolve the matter satisfactorily by notice to and discussion with the offending Operator, then the Airport Director may recommend to the Commission that formal action be taken against the offending Operator. The Airport Department shall allow the Operator notice and an opportunity to be heard before deciding whether and what action should be taken against the operator for the alleged violation. Such action may include, but not be limited to, reprimand, suspension of airport operations by the Operator, or revocation of the Operator's right to conduct business at the Airport.

10. Safety and Security

All Operators shall abide by all airport security regulations. If violations result in fines being levied by any federal or state agency, the Operator will reimburse the Airport Department for the full cost of said fines within 30 days of payment by the Airport Department. Any violations which are deemed to be a threat to public safety or health by the Airport Director or his or her designee must be discontinued immediately and will not recommence until authorized by the Airport Director, his or her designee, or the Airport Commission.

11. Electric Operators

Operators of electric or hybrid electric aircraft shall, at minimum, comply with Airport and established FAA regulations pertaining to electric or hybrid electric aircraft and install infrastructure capable of megawatt level charging of said aircraft if none is available. Before installation of any electrical components, the Operator shall ensure that the utility distribution system for the airport will not be overloaded as a result of their operation.

The Airport Department has designated parcels preferred for electric aircraft operators and, hence, must not exceed the maximum noise level outputs such that their operations do not create a nuisance to the surrounding community. The Operator shall employ certified pilots and

follow best practice measures considering, but not limited to, thermal management due to high Wattage energy, prop downwash, launching sites, waste battery module disposal, and health and human safety.

12. Compliance with Rules and Regulations

All Operators shall agree that its use of its leased or assigned premises shall comply with all rules and regulations of the Airport Department which are in effect as of the date of any lease or other agreement, or which are enacted by the Airport Department at any time. Each Operator shall also agree to comply with and abide by all federal, state, county, municipal, and other governmental statutes, ordinances, laws, and regulations affecting Operator's leased premises, the improvements thereon or any activity or condition on or in such premises.

13. Indemnification, and Environmental

All Operators shall agree to protect, defend, and hold harmless from and against all liabilities, losses, suits, claims, judgments, fines or demands, including all reasonable costs for investigation and defense thereof (including but not limited to attorney fees, court costs, and expert fees), of any nature whatsoever arising out of or incident to commercial operator's use or occupancy of its premises or relating to its premises, including the injury or death of any person or damage to any property, any environmental matter, (including but not limited to expert, investigation and/or remediation costs and expenses of any site remediation required or any other state or federal law or regulation), or any other acts or omissions of commercial operator's officers, agents, employees, contractors, subcontractors, licensees, or invitees, regardless of where the injury, death, damage, or other liability may occur, unless such injury, death, damage, or other liability is caused by the sole negligence of the Airport Department, its agents, employees, tenants, or contractors. Operators and the Airport Department shall agree to give each other reasonable notice of any such claims or actions. All Operators shall also agree to use counsel reasonably acceptable to the Airport Department in carrying out these obligations. All Operators shall also agree that these provisions shall survive the expiration or early termination of any lease or other agreement between the Operator and Airport Department.

14. Equal Opportunity

All Operators, successors in interest, and assigns, as a part of the consideration for any lease or other agreement with the Airport Department, shall agree that in the event facilities are constructed, maintained, or otherwise operated on the Airport property for a purpose for which a Department of Transportation (DOT) program or activity is extended or for another purpose involving the provision of similar services or benefits, Operator shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 39 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation and as said regulations may be amended.

All Operators, successors in interest, and assigns, as a part of the consideration for any lease or other agreement with the Airport Department, shall agree that:

1. No person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

2. That in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination.
3. That the Operator shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49 CFR Part 21 Nondiscrimination on Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.