

CANYONLANDS REGIONAL AIRPORT



RULES AND REGULATIONS

RECORD OF CHANGED MATERIAL

Date	Nature of the Change
11/9/2020	Original DRAFT
1/12/21	Airport Name Changes

**Canyonlands Regional Airport
Rules and Regulations
Table of Contents**

	<u>Page</u>
TABLE OF CONTENTS	3
INTRODUCTION	6
1. DEFINITIONS	7
2. GENERAL RULES AND REGULATIONS	10
2.1. General	10
2.2. Authority to Adopt Rules and Regulations	10
2.3. Responsibility to Understand Rules & Regulations	10
2.4. Documents	10
2.5. Director	11
2.6. Airport Board	11
2.7. Compliance with Rules and Regulations	11
2.8. Certified Part 139 Airport	11
2.9. Airfield Conditions	12
2.10. Airport Development	12
2.11. Waiver of Provisions	12
2.12. Non-Discrimination	12
2.13. Commercial Activities	13
2.14. Valid Certificate of Insurance	13
2.15. Suspension of Activities	13
2.16. Public Use	13
2.17. Obstruction of Public Use	14
2.18. Obstruction of Airport Use	14
2.19. Restricted Areas	14
2.20. Selling, Soliciting, and Entertaining	14
2.21. Demonstrations	14
2.22. Responsibility for Damages	15
2.23. Regulation Subordination	15
2.24. Signs and Advertisements	15
2.25. Animals	15
2.26. Storage of Cargo	16
2.27. Use of Airports	16
2.28. Camping	16
3. BUILDINGS / FACILITIES REGULATIONS	16
3.1. Construction, Alteration, and Remodeling	16
3.2. Floor Drains, Manholes, and Sewage Disposal	17
3.3. Sprinkler Systems	17
3.4. Privately Owned Aircraft Hangars	17
3.5. Refuse, Discarded Materials, Weeds and Debris	17
3.6. Non-Permitted Uses	17

4.	SAFETY PROVISIONS	18
4.1.	Smoking	18
4.2.	Explosives	18
4.3.	Firearms or Destructive Devices	18
4.4.	Hunting	18
4.5.	Open Fires	18
4.6.	Welding Operations	18
4.7.	Compressed Flammable Gas	19
4.8.	Low Flashpoint Compounds	19
4.9.	Fire Extinguishers	19
4.10.	Fire Regulations	19
4.11.	Flammable / Combustible Fluid Spills	20
4.12.	Hazardous Material and Waste	20
4.13.	Hazards to Aviation	20
4.14.	Right of Access to Airport	20
4.15.	National Emergency	21
4.16.	Natural Disaster	21
4.17.	Safety and Health	21
5.	AIRCRAFT OPERATING PROVISIONS	21
5.1.	Conformance with Federal Regulations	21
5.2.	Pilot In Command	21
5.3.	Careless or Negligent Operation	22
5.4.	Right-Of-Way	22
5.5.	Common Use Areas	22
5.6.	Qualified Personnel to Start and Taxi Aircraft	22
5.7.	Engine / Propeller Blast	23
5.8.	Starting Engines	23
5.9.	Operation in Hangar Prohibited	23
5.10.	Navigational Lights	23
5.11.	Aircraft Parking	23
5.12.	Aircraft Service and Cleaning	23
5.13.	Removal of Disabled Aircraft	24
5.14.	Disabled Aircraft Storage	24
5.15.	Operations on Other Areas	24
5.16.	Unmanned Aerial Vehicle (Drone) Operations	24
5.17.	Glider and Balloon Operations	25
5.18.	Helicopter Operations	25
5.19.	Parachute Operations	25
5.20.	Powered Parachute Operations	26
5.21.	Standard (Fixed Wing) Operations	26
6.	STORING, HANDLING AND TRANSFERRING FUEL	26
6.1.	Aviation Fuel	26
6.2.	Distance from Buildings	27
6.3.	Proper Static Ground	27

6.4.	Flammable / Combustible Fluid Spills	27
6.5.	Fire Extinguisher Required	28
6.6.	Fueling Equipment	28
6.7.	Smoking / Open Flames / Lightning	28
6.8.	Fuel Trucks	28
6.9.	Fuel Farms	28
6.10.	Mobile Fueling Equipment	28
6.11.	Electric Tools	29
6.12.	Automotive Fueling	29
7.	TRANSPORTATION, VEHICLES AND PEDESTRIANS	29
7.1.	Required Licenses	29
7.2.	Insurance	29
7.3.	Ground Vehicles	29
7.4.	Ground Transportation	30
7.5.	Public Parking	30
7.6.	Vehicles Sale or Repair	30
7.7.	Illegally Parked Vehicles	30
7.8.	Pedestrians & Non-Motorized Transportation	31
8.	SECURITY	31
8.1.	Airport Security Program	31
8.2.	Access Gates	31
8.3.	Lock and Key Control	32
8.4.	Property Damage or Theft	32
8.5.	Tenant Responsibility	32
9.	BASIC LEASE REQUIREMENTS	32
9.1.	Leases Subordinate to Government Lease	32
9.2.	Non-Exclusive Right	33
9.3.	Operations Area	33
9.4.	Change in Services Offered	33
9.5.	Minimum Standards	33
10.	SCHEDULE OF FEES	33
11.	PENALTY FOR NON-COMPLIANCE	33
11.1.	Failure to Comply	33
11.2.	Civil Remedy or Criminal Prosecution	34
11.3.	Liability for Fines	34
12.	CONFLICT	34

INTRODUCTION

The Canyonlands Regional Airport (the “Airport” or “CNY”) is the primary commercial and general aviation air transportation facility for the Southeastern region of the state of Utah. The Airport is owned and managed by Grand County (the “County”), located approximately 16 miles north of Moab, UT and does not have any jurisdiction or regulatory authority on adjacent public land or within the airspace of the United States of America. CNY is an economic driver to the local communities, Grand County, and the region.

Grand County, with input from Airport Management, the Airport Board, and Airport Users, developed and adopted these Rules and Regulations (the “Regulations”) to protect the best interests of the public and promote CNY in a reasonable manner at the Canyonlands Regional Airport. These Regulations are designed to establish expectations, codes of conduct, guidance, and enforcement.

The County reserves the right to review and amend these Standards from time to time and may promulgate revisions deemed necessary to address proposed aeronautical activities or to protect or improve the Airport or the quality of service provided to the public.

It should be emphasized that this document specifies the Airport Policies that must be met to conduct aeronautical activities at the Airport. Applicants and Operators are encouraged to exceed these minimums whenever possible.

1. DEFINITIONS

- 1.1. *ACM (Airport Certification Manual)* – The manual certified by the FAA to comply with Part 139 requirements.
- 1.2. *Aeronautical Activity* – Any activity conducted on Airport property which involves or makes possible the operation of aircraft or which contributes to or is required for the safe operation of aircraft.
- 1.3. *Aircraft* – A generic term used to identify all types of aviation equipment to include airplanes, helicopters, ultra-lights, gliders, powered parachutes, etc.
- 1.4. *Airport (“Airport” or “CNY”)* – The property allocated for the operation of Canyonlands Regional Airport (CNY) located on Grand County property in the State of Utah, as depicted on the current Airport Layout Plan.
- 1.5. *Airport Board* – The County Airport Board, a volunteer advisory board to the County Council.
- 1.6. *Airport Layout Plan* – The current approved, scaled dimensional layout diagram of the entire Airport property, indicating current proposed usage from each identifiable segment as approved by the Federal Aviation Administration and the County.
- 1.7. *Airport Management* - The administration of the Airport includes the Airport Director, Operations Manager, or any other designee on duty and working at the airport on behalf of the County assisting in the operation of the Airport.
- 1.8. *Airport Rules and Regulations* – Rules as may be promulgated and adopted from time to time by Grand County to protect the public health, safety, interest and welfare of the Canyonlands Regional Airport.
- 1.9. *Airport Users* – Users of Airport facilities, including but not limited to commercial operators, individual pilots, aircraft owners, hangar owners, tenants, tie-down renters and any other users that operate or visit the airport. Airport Users do not include the general public and customers of commercial operators.
- 1.10. *Airside* – The airside portion of the Airport is defined as the areas inside the perimeter fence without any man-made barrier between areas where aircraft take-off, land, taxi, and park. Areas inside the perimeter fence are considered airside.
- 1.11. *AMA (Airport Movement Area)* – Areas of the Airport where aircraft transition from flight to the ground and move to and from aprons, including runways, taxiways, and taxi-lanes.
- 1.12. *ARFF (Aircraft Rescue & Firefighting)* – A firefighter employed by Grand County and certified by the FAA for response to aviation related accidents at the airport. According to FAA Title 14 Part 139, ARFF personnel are only required to be available during periods of scheduled commercial flights.
- 1.13. *ASP (Airport Security Program)* – The security program established for CNY following 49 CFR 1542 – Airport Security and approved by the Transportation Security Administration (TSA).
- 1.14. *County* – Grand County, a political subdivision of the State of Utah.
- 1.15. *County Council* – The legislative body for Grand County.

- 1.16. *CTAF (Common Traffic Advisory Frequency)* – The frequency that aircraft use to announce intentions and communicate with other aircraft in the airport traffic pattern or while on an airport movement area. The CTAF frequency is 122.800.
- 1.17. *Customer* - Any individual or organization conducting business at the airport.
- 1.18. *Department* - Shall mean the Grand County Utah Airport Department.
- 1.19. *Destructive device* - Means a projectile containing an explosive, incendiary material, or other chemical substance, or a bomb, grenade, missile, or any other device creating an unreasonable risk of harm to persons or property.
- 1.20. *Director* – The Airport Director or their designee of the Canyonlands Regional Airport as selected by Grand County and is tasked with the authority to enforce these Minimum Airport Policies.
- 1.21. *Drop Zone* – The area designated on the ALP/AMP for parachute and landing operations.
- 1.22. *Employee* - Shall mean any person working for any individual, firm, company, or agency doing business on or located on the Airport.
- 1.23. *Employer* - Shall mean the individual or individuals in charge of any firm, company, or agency doing business on or located on the Airport.
- 1.24. *Entity* – A person, persons, firm, partnership, limited liability company, unincorporated proprietorship, association, group or corporation.
- 1.25. *FAA (Federal Aviation Administration)* – A division of the United States Department of Transportation that regulates aircraft and airspace.
- 1.26. *FAR (Federal Aviation Regulations)* – Rules prescribed by the FAA governing all aviation activities in the United States which can be found in the Code of Federal Regulations (CFR).
- 1.27. *FBO (Fixed Base Operator)* – An organization granted the right by an airport to operate at the airport and provide aeronautical services such as fueling, hangering, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, and similar services.
- 1.28. *Flying Club* – Any combination in which three or more persons are associated (directly or indirectly) as individuals or as any association or legal Entity to provide such persons the privilege of piloting club-owned aircraft based on the Airport. The flying club shall be operated on a non-profit basis so that it does not receive greater revenue than the amount necessary for the operation, maintenance, acquisition and replacement of its aircraft. The non-profit status shall be substantiated by documentary proof from the Internal Revenue Service.
- 1.29. *FOD (Foreign Object Debris)* – Any object, live or not, located in an inappropriate location in the airport environment that has the capacity to injure airport or air carrier personnel and damage aircraft.
- 1.30. *Landside* – Area within the boundaries of the Airport property but on the outside of the perimeter fence.
- 1.31. *Leased Premises (“Premises”)* - Means, collectively, the land, the improvements and the equipment, together with any and all other property and interest in property conveyed to the County pursuant to the deeds, bills of sale, land transfer patent or other documents executed in connection with the purchase of the land, the improvements and the equipment by the County.

- 1.32. *No Drop Zone* – All other areas of the Airport not expressly included within the boundaries of the Drop Zone.
- 1.33. *Non-Aeronautical Activity* – Any activity conducted on Airport property that does not involve the operation of an aircraft or that contributes to or is required for the safe operation of aircraft.
- 1.34. *Operation* – The act of an aircraft landing at or taking off from an airport.
- 1.35. *Operator* – Any individual, firm, partnership, corporation, person, operator, association or company and includes trustee, receiver, assignee or similar representative thereof desiring to engage in an aeronautical business activity.
- 1.36. *Parachute Operation* – The performance of all activity for the purpose of, or in support of, a parachute jumping or a parachute drop. Parachute operations may involve, but is not limited to, the following: parachutist; parachutist in command; passenger in tandem parachute operations; drop zone owner or operator; jump master; certificated parachute rigger; or pilot.
- 1.37. *Pedestrian* - A person walking along a road or in a developed area.
- 1.38. *Permission* - Shall mean authorization granted by the Airport Director unless otherwise specifically provided.
- 1.39. *Tenant* - An individual, partnership, corporation or other business entity, and its agents, employees, representatives, and subtenants which occupies or controls all or part of Airport areas, buildings or other facilities which they lease from the Airport.
- 1.40. *TSA (Transportation Security Administration)* – An agency of the U.S. Department of Homeland Security that has authority over the security of the traveling public in the United States.
- 1.41. *Vehicles* - Shall mean and include automobiles, trucks, buses, motorcycles, animal-drawn vehicles, bicycles, push carts, tugs, bag belts, and any other device in or upon or by which any person or property is or may be transported, carried or drawn upon land.

2. GENERAL RULES AND REGULATIONS

2.1. GENERAL

- 2.1.1. These Airport Rules and Regulations (“Regulations”) are designed to establish conditions, requirements, reservations, expectations, codes of conduct, guidance, and enforcement for all Airport Users, Customers, and the general public at CNY.
- 2.1.2. In the event these Regulations, as they now exist or are hereafter amended, conflict with applicable Federal Aviation Regulations (FAR), the latter shall be deemed to control. If one or more clauses, sections or provisions of these Regulations shall be held to be unlawful, invalid or unenforceable by final judgment of any court or competent jurisdiction, the invalidity of such clauses, sections or provisions shall in no way affect any other clauses, sections or provisions of these Regulations.
- 2.1.3. Some Airport Regulations may not pertain to scheduled commercial air carrier operations under Federal Aviation Regulation 14 CFR Part 121 or to military operations as other rules or regulations may apply.
- 2.1.4. All activities at the Canyonlands Regional Airport are subject to and must comply with all existing and future applicable laws, ordinances, and Regulations of the Canyonlands Regional Airport, Grand County, Utah, the State of Utah, the Federal government and all other governmental bodies having jurisdiction.

2.2. AUTHORITY TO ADOPT RULES AND REGULATIONS

- 2.2.1. The County shall promulgate rules and regulations to govern the operation and control of the Airport and fixing fees, rates and charges, subject to approval by the County Council. Any person, firm, partnership, association or corporation who shall violate these Rules and Regulations shall, upon conviction thereof in any court of competent jurisdiction, be deemed guilty of a misdemeanor.
- 2.2.2. Each day a violation of these Rules and Regulation shall continue, shall constitute a separate offense. Each misdemeanor shall be punishable by a fine or imprisonment or by both such fine and imprisonment.

2.3. RESPONSIBILITY TO UNDERSTAND RULES & REGULATIONS

- 2.3.1. Airport Users shall be responsible for understanding and compliance with these Regulations.

2.4. DOCUMENTS

- 2.4.1. All plans, programs, and adopted agreements are living documents that describe the airport, its layout, future developments, Rules and Regulations, Minimum Standards, and general policies and procedures for operating at CNY.
- 2.4.2. The County reserves the right to change any document to meet the future needs of the Airport in the best interests of the County and its users. As a part of the planning process, it is the County’s intent to inform users, entities, and the

general public of proposed improvements or changes and to request and consider any and all comments.

2.5. DIRECTOR

2.5.1. The Director is a full-time employee of the County, the County's department head for the Airport, and reports to the County Council Administrator. The Director, or designee, is authorized to take all reasonable actions necessary to protect and safeguard the public while present at the Airport and oversee all Airport operations consistent with these Airport Regulations, those of the FAA related to airport operations, State law, and County ordinances, which actions shall be governed by these Rules and Regulations and the Airport Minimum Standards.

2.6. AIRPORT BOARD

2.6.1. The Airport Board was formed by Grand County Ordinance No. 467 in 2008, and its Bylaws were adopted by Grand County Resolution No. 3138 in 2018. The Board serves as an advisory board to the County Council, which has the final authority on all Airport-related issues. The Airport Board consists of nine (9) individuals, one non-voting airport staff member (Director or designee), one non-voting County Council member liaison, and seven voting members. Of the voting members, five are at-large members who are residents of Grand County, one member is appointed by the Travel Council, and one member is appointed by the City of Moab.

2.7. COMPLIANCE WITH RULES AND REGULATIONS

2.7.1. Any permission granted by the County or the Director, directly or indirectly, expressly or by implication, to any person or persons to enter or use the Airport or any part thereof (including aircraft operators, crew members or passengers, spectators, operators of pleasure and commercial vehicles, officers and employees of airlines and any other persons occupying space within the Airport, persons doing business with the County, its Users or sub-tenants and permittees, and any other person whatsoever) is conditioned upon strict compliance with these Rules and Regulations and payment of such rates, fees or charges as may be established by the County.

2.8. CERTIFIED PART 139 AIRPORT

2.8.1. The Airport holds a current certificate under FAR Part 139. The Director is responsible for overseeing the compliance of these regulations. Compliance is explained within the Airport Certification Manual. CNY is identified as a Class I, Index A, Category IV airport.

2.9. AIRFIELD CONDITION

2.9.1. In the event Airport management believes the conditions of the Airport are unsafe for landings or takeoffs, it shall be within their authority to issue a NOTAM to close the Airport, or any portion thereof, for a reasonable period of time so that those unsafe conditions may be corrected as outlined in the ACM. Unscheduled closures of the airport will be announced over UNICOM frequency at regular intervals for a reasonable amount of time, given the particular cause of closure, by the Director or designee.

2.10. AIRPORT DEVELOPMENT

2.10.1. The County reserves the right to further develop or improve the Airport as it seems fit, including the right to use or take property under lease with just and reasonable compensation.

2.10.2. The County is not obligated to provide or construct infrastructure connecting taxiways for commercial Operators. The County's ability to construct infrastructure is limited to the availability of funds which may be dedicated to higher priority projects on the Airport. Prospective operators should expect to fund all facility and infrastructure needs (building, parking lots, ramps/aprons, connecting taxiway(s), drainage (per the Airport drainage plan), electrical, propane gas, telephone, and cable TV as examples) as part of the proposed project.

2.11. WAIVER OF PROVISIONS

2.11.1. Airport Management may, at its discretion and on behalf of the County, waive all or any portion of these Regulations for the benefit of any government, governmental agency, military, or public service Entity performing non-profit public services to the aircraft industry, or performing air search and rescue operations, or performing fire prevention or firefighting operations, but only to the extent permitted by the rules of the FAA and Utah law.

2.12. NON-DISCRIMINATION

2.12.1. Premises are to be operated for the use and benefit of the public. Operators, their agents and employees shall not discriminate against any person or class of persons by reason of race, color, creed or national origin in providing any services in the use of any of its facilities provided for the public in any manner. The Operator further agrees to comply with enforcement procedures as the United States might demand that Grand County take in order to comply with the Airport's Federal Grant Assurances. Non-discrimination also means:

2.12.1.1. To furnish good, prompt and efficient services adequate to meet the demands for its service at the Airport;

2.12.1.2. To furnish said services to all Customers thereof; and

- 2.12.1.3. To charge reasonable prices for each unit of sale or service, provided that the Operator may be allowed to make reasonable discounts, rebates or other similar types of price reductions to volume purchasers.

2.13. COMMERCIAL ACTIVITIES

- 2.13.1. Entities shall use the Airport for the purpose of carrying out commercial activity in accordance with the Airport Minimum Standards. The County reserves the right to license all commercial operations and assess charges as appropriate.
- 2.13.2. Activities approved by operating permit, use or operations agreement, license, lease or sublease, shall be restricted to the activities specifically described in the permit, agreement or lease, which agreements shall be in a form satisfactory to the County.

2.14. VALID CERTIFICATE OF INSURANCE

- 2.14.1. Airport Users shall secure such insurance with a Utah-licensed insurance carrier as the County requires.
- 2.14.2. The amounts of said insurance shall not be deemed a limitation on the Airport User's liability to the County. Copies of insurance will be shared with the County by Airport Users having valid leases, subleases, agreements or holders of operating permits on or in Airport property, and by any contractor, subcontractor, construction company, or contracted service provider functioning on or in Airport property.
- 2.14.3. All policies shall name the County, its officers, employees, and agents as additional insured.

2.15. SUSPENSION OF ACTIVITIES

- 2.15.1. The Director may suspend or restrict any or all operations if within reasonable consideration and in the best interest of safety, without regard to weather conditions or other considerations, whenever such action is deemed necessary.

2.16. PUBLIC USE

- 2.16.1. The Airport shall be open for public use. The operation of the airport is subject to regulations or restrictions due to weather, the conditions of the Airport operational area, special events, capital improvement projects, and other situations which may disrupt normal operations or use. The Airport is sponsored by the County for the use, benefit, and enjoyment of the public and customers. The County has the right to limit, restrict, or prohibit any activities or entities from the airport to protect the public.
- 2.16.2. Airport User fees of this public use Airport are established to support the maintenance and improvements of the Airport. All of the revenue derived from these fees will be used for the operation of the Airport.

2.17. OBSTRUCTION OF PUBLIC USE

- 2.17.1. No person shall travel by foot or vehicle on any portion of the Airport except upon the roads, walks, or places provided for that particular class of traffic; nor occupy the roads or walks in such manner as to hinder or obstruct their proper use.

2.18. OBSTRUCTION OF AIRPORT USE

- 2.18.1. No person shall obstruct, impair, or unreasonably interfere with the passage of safe, orderly, efficient use of the Airport by any other person, vehicle, or aircraft.

2.19. RESTRICTED AREAS

- 2.19.1. No person shall enter any restricted area of the Airport posted as being closed to the public, except authorized and trained Airport Users and representatives of the County. Airport Movement Areas are closed to the public and no Airport User shall permit any unauthorized person to gain access to the restricted areas by private or common passageways or through private areas. Nothing herein contained shall be construed to limit the use of any area, or portion of the Airport, by officers or employees of the County, or by contractors acting specifically on behalf of the Department or to prevent any law enforcement officer, fire fighter, or other public officer or employee from entering upon any part of the Airport when properly required in the performance of their official duties.

2.20. SELLING, SOLICITING, AND ENTERTAINING

- 2.20.1. No person, except those authorized by contract with the County or permission of the Director, shall in or upon any area, platform, space, waiting room or other appurtenance of the Airport:

- 2.20.1.1. Solicit alms or funds for any purpose whatsoever;
- 2.20.1.2. Sell, or offer for sale, any article or merchandise;
- 2.20.1.3. Solicit any business or trade; including ground transportation without authorization; or
- 2.20.1.4. Entertain any person(s) by singing, dancing or playing any musical instrument;

provided, however, that nothing in this Section 2.20.1 shall prohibit a Lessee from selling merchandise from their Leased Premises related to their permitted use.

2.21. DEMONSTRATIONS

- 2.21.1. Picketing or other demonstrations shall be confined to locations specifically designated by the Director. Further, any person or persons wishing to picket, demonstrate, or otherwise communicate views to the public at the Airport will provide written notice of the intent to do so to the Director not less than three

business days prior to engaging in such activity and must follow all County ordinances.

2.22. RESPONSIBILITY FOR DAMAGES

- 2.22.1. Any person causing damage to or destroying public property of any kind at the Airport, including buildings, fixtures, or appurtenances, whether through violation of these Regulations or through any act or omission, shall be fully liable to the County. Any such damage shall be immediately reported to the Director or Airport staff.

2.23. REGULATION SUBORDINATION

- 2.23.1. These regulations shall be subordinate to the provisions of any existing or future agreement between the County and the United States, relative to the operation and maintenance of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of federal funds for the development of the Airport.

2.24. SIGNS AND ADVERTISEMENTS

- 2.24.1. No person shall post, distribute, or display signs, advertisements, circulars, printed or written material at the Airport without direct approval of the Director or provided as part of the Airport advertising program.
- 2.24.2. User area advertising signs must be authorized in writing by the Director and be in compliance with signing codes and regulations.

2.25. ANIMALS

- 2.25.1. No person may enter any part of the Airport including the Air Operations Area (AOA) with a domestic or wild animal without written permission of the Director; except;
 - 2.25.1.1. Persons entering any part of the Airport with a domestic animal that is kept restrained by a leash or is confined so as to be completely under control;
 - 2.25.1.2. Persons entering the Terminal Building or gate area with a small domestic animal (such as a dog or cat) that is to be transported by air and is kept restrained by a leash or is confined so as to be completely under control; or
 - 2.25.1.3. Animals required for assistance to vision-impaired, hearing-impaired, or security enforcement persons.
 - 2.25.1.4. When the animal has been containerized for air shipment.

2.26. STORAGE OF CARGO

- 2.26.1. Unless otherwise provided by a lease or other contractual agreement, no person shall use any area of the Airport for the storage of cargo or any other property without permission of the Director.
- 2.26.2. If an area is used for storage without first obtaining permission, the Director shall have the authority to order the cargo or any other property removed or cause the same to be removed and stored at the expense of the owner or consignee thereof, without responsibility of liability for damages arising therefrom.

2.27. USE OF AIRPORTS

- 2.27.1. No person or group shall organize, promote or participate in any aviation event including but not limited to airshows, air festivals, air races, balloon festivals, experimental aircraft testing, fly-in meets, glider activities, gyrocopters, home built aircraft testing, hot air balloon launches, model aircraft meets, banner tows, parachute or parasail demonstrations, sky diving activities or festivals, para-planes, ultralights, warbird shows, formation landings and takeoffs, without the prior written permission of the Director.
- 2.27.2. Approval by the Director of any request will be contingent upon the group/individual satisfactorily completing all applications, operations plans and special use permitting (if applicable) required by the County.

2.28. CAMPING

- 2.28.1. No Camping allowed on Airport property.

3. **BUILDINGS / FACILITIES REGULATIONS**

3.1. CONSTRUCTION, ALTERATION, AND REMODELING

- 3.1.1. No User or Entity shall make any alterations of any nature, whatsoever to any building, ramp, or other Airport space, nor erect any building or structure without prior written permission of the County.
 - 3.1.1.1. Written permission will only be granted after review and acceptance of the plans by members of the Airport Department, any hired engineering firm working for the County, the County building inspector and any other reviewing person or group required as part of the approval process.
- 3.1.2. Applicable County permits must be obtained by the Operator prior to any such work.
- 3.1.3. Operators must also submit Federal Aviation Administration (FAA) Form 7460-1 'Notice of Proposed Construction' and receive written approval from the FAA prior to the start of construction.
- 3.1.4. Grand County reserves the right to take any action it considers necessary to protect the aerial approaches of the Airport against obstructions, together with the right to prevent the Operator from erecting or permitting to be erected, any

building or other structure on or adjacent to the Airport, which, in the opinion of the County, would limit the usefulness of the Airport or constitute a hazard to aircraft.

3.2. FLOOR DRAINS, MANHOLES AND SEWAGE DISPOSAL

3.2.1. No person shall place any solid in, or pour any liquid other than water, down floor drains, manholes or other sewer connections.

3.3. SPRINKLER SYSTEMS

3.3.1. No person other than authorized employees of the County shall at any time move any valve, switch, or other fixture of, or in any way tamper with, any sprinkler system installed on the grounds or buildings unless if within a private structure.

3.4. PRIVATELY OWNED AIRCRAFT HANGARS

3.4.1. Hangars shall be used primarily for aeronautical purposes; provided, however, that Tenants may store non-aeronautical items, including vehicles, in their hangar so long as the items serve or do not interfere with the primary aeronautical use.

3.5. REFUSE, DISCARDED MATERIALS, WEEDS AND DEBRIS

3.5.1. The areas around the outside of all buildings on the Airport shall be kept free of any accumulation of discarded materials, weeds, disabled vehicles, aircraft parts, and other debris.

3.5.2. All operating areas shall be kept in a safe, neat, clean and orderly manner at all times and in such a manner as to minimize any hazards or FOD.

3.5.3. No person shall throw, dump, or deposit any waste, refuse, or garbage on the Airport except in designated receptacles.

3.5.4. Where accumulations are found by the County, the User shall be given written direction to dispose of discarded materials within ten (10) days or as arranged by the County.

3.5.5. If accumulations remain after the approved time period, not less than ten (10) days, the County will dispose of the materials and bill the User for the full costs of disposal.

3.6. NON-PERMITTED USES

3.6.1. No part of the Airport and no improvement thereon shall be used or allowed to be used at any time for the manufacture, storage, distribution, servicing or sale of any product or the furnishing of any service, in a manner which is unreasonably noxious or offensive or an unreasonable annoyance or a nuisance to others on the Airport because of odors, fumes, smoke, noise, glare, vibration, soot, or dust.

3.6.2. No activity shall be carried on which may be or may become dangerous to public health and safety, or which shall be illegal.

4. SAFETY PROVISIONS

4.1. SMOKING

- 4.1.1. No person shall smoke or carry lighted cigars, cigarettes, pipes, vape pens, matches or any naked flame in or upon any fuel storage areas, public ramp and apron area, or public aircraft parking and storage area or in any other place where smoking is specifically prohibited by signs, or upon any open space within twenty-five (25) feet from any public building or fifty (50) feet from any fuel carrier or aircraft which is not in motion.

4.2. EXPLOSIVES

- 4.2.1. No person shall, without prior permission of the Director, keep, transport, handle or store at, in or upon the Airport any cargo of explosives or other dangerous articles which are barred from loading in or transportation by civil aircraft in the United States under the provision of Federal Air Regulations.
- 4.2.2. Any waiver of such regulations or of any part thereof by any competent governmental authority shall not constitute or be construed to constitute a waiver of this rule or an implied permission to keep, transport, handle or store such explosives or other dangerous articles at, in or upon the Airport.

4.3. FIREARMS OR DESTRUCTIVE DEVICES

- 4.3.1. No person shall carry or possess a firearm or destructive device in the Terminal or on the commercial apron at the Airport except:
 - 4.3.1.1. Firearms enclosed in a carrying case or other container for shipment by air;
 - 4.3.1.2. Firearms carried by Law Enforcement Officers (LEO), peace officers, government employees, or members of the Armed Forces of the United States, when such a person is on official duty which authorized the possession of a firearm.

4.4. HUNTING

- 4.4.1. Hunting of any kind on Airport property is prohibited.

4.5. OPEN FIRES

- 4.5.1. No person shall start any open fires of any type, including flare pots, or torches on any part of the Airport without permission from the Director or for approved purposes monitored by trained and certified fire fighting personnel.

4.6. WELDING OPERATIONS

- 4.6.1. Shall be conducted in approved welding booths or approved aircraft or vehicle maintenance areas in accordance with the Uniform Fire and Building Codes.

4.7. COMPRESSED FLAMMABLE GAS

- 4.7.1. Compressed flammable gas cylinders stored inside of buildings must be stored in compliance with the appropriate National Fire Protection Association (NFPA) Standards and County fire codes.

4.8. LOW FLASHPOINT COMPOUNDS

- 4.8.1. Storage of volatile compounds having a flash point of less than 110 degrees Fahrenheit is prohibited on the Airport unless use of the compound is required for aviation purposes and is approved by the County and stored in accordance with Uniform Fire and Building Codes.

4.9. FIRE EXTINGUISHERS

- 4.9.1. Airport Users are responsible for supplying and maintaining fire extinguishers on their equipment and/or their Premises.
- 4.9.2. Use of any fire extinguisher under any circumstances shall be reported to the Airport's Aircraft Rescue and Fire Fighting (ARFF) staff immediately after use.

4.10. FIRE REGULATIONS

- 4.10.1. Fire Regulations shall apply to all activity at the Airport, except where either insurance requirements or applicable codes differ, in which case the latter shall prevail.
- 4.10.2. With the exception of handheld fire extinguishers, only County employees certified as Aircraft Rescue Fire Fighters may operate County-owned firefighting equipment.
- 4.10.3. All persons using the Airport area or the facilities of the Airport in any way shall exercise the utmost care to guard against fire and injury to persons or property.
- 4.10.4. All hangar and shop floors shall be kept clean and free from oil, gas and other flammable substances. No volatile, flammable solvent shall be used for cleaning floors. No rags soiled with flammable substances shall be kept or stored in any building on the airport in such a manner as to create any fire hazard.
- 4.10.5. The cleaning of motors or other aircraft parts inside a hangar may only use non-flammable substances.
- 4.10.6. If flammable substances are needed, the operation shall be conducted in the open air with the prior approval of the Director or designee.
- 4.10.7. Unless used specifically for maintenance purposes, no person shall smoke or ignite any matches, flares, lighters or other object which produce an open flame anywhere within a hangar, shop, building, or structure in which any aircraft is or may be stored, or in which any gas, oil or flammable substance is stored or within 50 feet of any aircraft or any fueling facility unless when required for aircraft maintenance.
- 4.10.8. All applicable clean air laws and/or County regulations governing public buildings and facilities must be observed.

4.11. FLAMMABLE / COMBUSTIBLE FLUID SPILLS

- 4.11.1. Receptacles containing waste oil and fluids must be placed in containers provided by the Airport User and disposed of in accordance with the appropriate local, State and Federal environmental regulations and laws.
- 4.11.2. Discarding fluids on pavement, into drains, or on any grass or planted area, or other airport surfaces is prohibited, and any offender shall be liable for damage thereto as determined by the County.
- 4.11.3. Airport Users are required to report all fluid spills to ARFF.
 - 4.11.3.1. All spill accidents, including all costs for clean up, are the responsibility of the company and/or individual causing that spill.
 - 4.11.3.2. Unreported spills will be cleaned by the Airport. Costs associated with the spill will be charged to the Airport User of the ground upon which the spill was located or as determined by fault.
 - 4.11.3.3. All spills in excess of 25 gallons shall be immediately reported to the Utah State Department of Environmental Quality as required by State regulations.

4.12. HAZARDOUS MATERIAL AND WASTE

- 4.12.1. Airport Users shall not discharge, deposit or store any waste or hazardous materials on the Airport unless stored in approved storage containers and removed on a regular basis (i.e. garbage and waste oil).
- 4.12.2. The operating area shall be kept in a safe, neat, clean and orderly manner at all times and in such a manner to minimize any hazards.
- 4.12.3. Airport Users must comply with the Airport's drainage plan as appropriate. Examples of hazardous materials and waste include, but are not limited to, garbage; used fluids such as oil, chemicals, or fuel; scrap materials or other debris.

4.13. HAZARDS TO AVIATION

- 4.13.1. No person shall operate, launch, propel, discharge or release any object, model aircraft rocket, kite, balloon, parachute, or other article or substance upon or over the boundaries of the Airport or in aircraft approach zones where a hazard to safe flight would be created without an approved Operating Agreement or direct written approval from the Director.

4.14. RIGHT OF ACCESS TO AIRPORT

- 4.14.1. The Director shall have the responsibility of providing and designating access gates in the perimeter fencing of the Airport for use by Airport Users, Customers and emergency response.
- 4.14.2. The Director reserves the right to deny access to the Airport to any person(s).
- 4.14.3. Pedestrian traffic beyond any portion of the perimeter fencing of the Airport, or to the scene of an accident on Airport property, is strictly prohibited.

4.15. NATIONAL EMERGENCY

- 4.15.1. During time of war or national emergency, the County shall have right to lease the landing area or any part of Airport property thereof to the United States Government for military use, and if such lease is executed, the provisions of this instrument insofar as they are inconsistent with the provisions of the lease to the U.S. Government, shall be suspended.

4.16. NATURAL DISASTER

- 4.16.1. Nothing contained in these Airport Regulations shall be construed as requiring the County to maintain, repair, restore or replace any structure, improvement or facility which is substantially damaged or destroyed due to a natural disaster or other condition or circumstances beyond the control of the County.

4.17. SAFETY AND HEALTH

- 4.17.1. All individuals shall maintain safe operations and personal actions at all times. Illegal drugs, as defined by federal, state, or local law, are not permitted on Airport property at any time.
- 4.17.2. Alcohol consumption is permitted inside hangars only unless otherwise permitted by the Director.
- 4.17.3. Any injury sustained on the Airport shall be immediately reported to Airport staff and call 911. Such notification can only be delayed for such a period as to administer aid and/or initiate emergency response units, if needed.
- 4.17.4. Any property damage involving a second party's property, or such damage that interferes with normal operations on the Airport, regardless of the ownership of the damaged property, will be immediately reported to Airport staff. Such notification can only be delayed for such a period as to administer aid and/or initiate emergency response units if needed.

5. AIRCRAFT OPERATING PROVISIONS

5.1. CONFORMANCE WITH FEDERAL REGULATIONS

- 5.1.1. All aeronautical activities at the Airport and all flying of aircraft departing from or arriving at the Airport and in the air space surrounding the Airport boundaries shall be in accordance with Federal Regulations.

5.2. PILOT IN COMMAND

- 5.2.1. The Pilot In Command (PIC) of an aircraft is responsible for their aircraft. Any incident resulting in damage to either private or airport property must be immediately reported to Airport management.
- 5.2.2. The Airport is a non-towered airport. All pilots of aircraft based at the Airport are **STRONGLY ENCOURAGED** to have radio equipment permitting two-way

communications to monitor the Airport CTAF to obtain Airport advisory information prior to entering the Airport traffic pattern.

- 5.2.3. Pilots or designee are solely responsible for parking and tying down their aircraft, including any special measures required by weather conditions or other conditions at the Airport.

5.3. CARELESS OR NEGLIGENT OPERATION

- 5.3.1. No aircraft shall be operated on the surface of a public aircraft parking and storage area or public landing area or public ramp and apron area in a careless or negligent manner or in disregard of the rights and safety of others, or without due caution and circumspection, or at a speed or in a manner which endangers unreasonably, or is likely to endanger unreasonably, persons or property, or while the pilot or other aboard controlling any part of the operation thereof is under the influence of intoxicating liquor or any narcotic or dangerous drug, or if such aircraft is so constructed, equipped or loaded as to endanger unreasonably, or to be likely to endanger persons or property.

5.4. RIGHT-OF-WAY

- 5.4.1. Taxiing aircraft have the right-of-way over all vehicles, except authorized emergency vehicles.

5.5. COMMON USE AREAS

- 5.5.1. Aircraft movement areas to include taxi-lanes, areas of apron or ramp, and the runway are considered common use areas.
- 5.5.2. Common use areas and shall be kept clear and available for aircraft traffic.
- 5.5.3. All aircraft must be parked in marked and approved parking locations unless temporary in nature for the purposes of the owner/operator and in which the aircraft can be moved quickly.
- 5.5.4. No vehicles, trailers, or equipment shall be parked in common use areas.
- 5.5.5. Except in emergency situations, no Entity shall use any common use area for nonstandard purposes without the prior consent or authorization of the Director or their designee.
- 5.5.6. All applicable rules for movement in common use areas shall be followed.

5.6. QUALIFIED PERSONNEL TO START AND TAXI AIRCRAFT

- 5.6.1. No aircraft engine shall be started or aircraft taxied at the Airport unless a certificated pilot or mechanic qualified to operate that type of aircraft are attending the controls.
- 5.6.2. Wheel blocks and tie-downs or other approved devices for blocking an aircraft shall always be placed at the front and rear of the main landing wheel, and the brakes of the aircraft shall be on and locked before the engine or engines are

started, except in cases where proven procedures such as those followed by scheduled air carriers are equally safe.

5.6.3. Aircraft engine power backs will not be allowed without permission from the Director.

5.7. ENGINE / PROPELLER BLAST

5.7.1. No aircraft shall be started or taxied at the Airport where the exhaust blast may cause injury to persons or do damage to property.

5.7.2. If it is impossible to taxi such aircraft without compliance with the above, the aircraft must be towed to desired destination.

5.8. STARTING ENGINES

5.8.1. No person shall start the engines of any aircraft where there is any type of fuel exposed on the ground under the aircraft.

5.9. OPERATION IN HANGAR PROHIBITED

5.9.1. No aircraft shall be taxied into or out of a hangar under its own power nor shall the engines be operated while aircraft is inside a hangar.

5.10. NAVIGATIONAL LIGHTS

5.10.1. If an aircraft is parked, taxied, or towed while its engine(s) are running, navigational lights shall remain on.

5.11. AIRCRAFT PARKING

5.11.1. Aircraft parked adjacent to but not on a commercial operator's Leased Premises in excess of eight (8) hours shall cause that operator to be cited, or the aircraft may be removed by the Director at their discretion.

5.11.2. No person shall park, store, tie-down or leave any aircraft on any area of the Airport other than appropriately paved or unpaved parking areas without prior arrangement with the FBO or Airport management.

5.12. AIRCRAFT SERVICE AND CLEANING

5.12.1. Aircraft owners or Operators on the Airport may service their own aircraft in Leased Premises or designated areas.

5.12.2. All repairs to aircraft or engines, except emergency repair, shall be made at areas designated for this purpose.

5.12.3. Cleaning of aircraft shall be done only in areas designated for that purpose to include the inside of a hangar or within 30 feet of the hangar entrance.

5.12.4. The Entity washing any aircraft is responsible for containment and cleaning of any residue or debris from washing to avoid damage to Airport property.

- 5.12.5. Painting of aircraft, equipment, or vehicles are not permitted on the runway, taxiways, or apron. Large-scale painting of aircraft, equipment, or vehicles (i.e. beyond painting associated with touch-up or maintenance work) will occur only with the approval from the Director, who may require specific equipment or permits to comply with federal, state or local law.

5.13. REMOVAL OF DISABLED AIRCRAFT

- 5.13.1. In the event any aircraft is wrecked or damaged to the extent that it cannot be moved under its own power, the County shall be immediately notified by the PIC or their designee.
- 5.13.2. Subject to U.S. Government investigation, inspection and clearance, if required, every aircraft owner, their pilot or agent, shall be responsible, as soon as reasonably possible, for the removal of any wrecked or disabled aircraft from the AOA under the orders and supervision of the Director or authorized representative.
- 5.13.3. Such aircraft, if not removed within a reasonable and determined time period, shall be removed by others as may be ordered to do so by the Director or designated representative, the liability and costs for which shall be borne entirely by the aircraft owner, their pilot or agent.
- 5.13.4. Aircraft shall be placed or stored in normal hangar or tie-down areas or as approved by the Director or designee.

5.14. DISABLED AIRCRAFT STORAGE

- 5.14.1. No person shall park or store a damaged or disabled aircraft in public areas of the Airport aprons, ramps, tie-down, taxi lanes, or open leased property for more than thirty (30) days except:
 - 5.14.1.1. When undergoing or awaiting repairs with an established timeline, or;
 - 5.14.1.2. When specifically authorized by prior written permission of the Director.

5.15. OPERATIONS ON OTHER AREAS

- 5.15.1. No fixed-wing aircraft shall take off or land on taxiways or other paved or unpaved areas other than the designated runways, or unless in an emergency situation.
- 5.15.2. Helicopters shall land in designated paved or unpaved areas as necessary for the operation.

5.16. UNMANNED AERIAL VEHICLE (DRONE) OPERATIONS

- 5.16.1. Drones shall not be operated at the Airport without the direct approval from the Director.
- 5.16.2. All FAA regulations and licensure with regards to UAVs must be followed.

5.17. GLIDER AND BALLOON OPERATIONS

- 5.17.1. Gliders landing on Runway 3/21 must have prior arrangements with Airport Management to facilitate the towing of the aircraft from the AMAs. Prior to stopping rollout, the glider pilot in command must make all reasonable efforts to exit the active runway at one of the seven cross taxiways (A1 – A7).
- 5.17.2. The pilot in command of a balloon shall make all practical efforts to land to the south of the hangars in the parachute landing area if they need to land on Airport property. Regardless of the final landing location of a balloon, the chase crew must receive prior permission to access any area of the Airport property beyond the ramp areas allowed under Airport 14 CFR 139.329.

5.18. HELICOPTER OPERATIONS

- 5.18.1. Recognizing the need to maintain compliance with emergency landing procedures, the operators of helicopters are requested to minimize “skid” landings on Airport surfaces.
- 5.18.2. Skid landings for training purposes and check rides are allowed on the Runway with a preference to be performed on Taxiway A surfaces.
- 5.18.3. Helicopter Operators shall execute an Operations Agreement with the County prior to conducting any activity at the Airport.

5.19. PARACHUTE OPERATIONS

- 5.19.1. All parachute operations shall be conducted in cooperation with an established Skydive Operator based at the Airport or shall have written approval from the Director.
- 5.19.2. Skydive Operators shall execute an Operations Agreement with the County prior to conducting any activity at the Airport.
- 5.19.3. Skydiving activities, and the aircraft facilitating those activities, are required to maintain applicable training and licensure according to the most current FARs, Advisory Circulars, and related publications for parachute operations. Skydiving operators and private individuals operating out of the airport shall follow safety guidelines (Basic Safety Requirements; BSR) established by USPA.
- 5.19.4. Through all means necessary, skydiving operations should occur in the designated Drop Zones with landings in designated landing areas.
 - 5.19.4.1. The Airport shall assist with the basic maintenance of the parachute landing zone for landings; provided, however, the specific separation from hazards for a landing will be determined by the licensure of the jumper as defined in USPA BSR.
 - 5.19.4.2. Any instance of a skydiver landing on the Airport in a No Drop Zone shall be reported to Airport management in a timely manner.
 - 5.19.4.3. Any instance of the deployment of an emergency chute, either through manual release or automatic activation device shall be reported to Airport management in a timely manner.

5.19.5. In relation to 14 CFR 105.5, the Airport considers the action of low-level ‘swooping’ a severe hazard when occurring over and around runways, taxiways, taxi lanes, parked aircraft, structures, or other locations where persons can congregate on the airport. Parachute operations conducted from an aircraft or person shall not create a hazard to air traffic or other persons or property and shall, to the best of their ability, attempt to remedy any hazards.

5.20. POWERED PARACHUTE OPERATIONS

5.20.1. The Airport recognizes and welcomes specialized types of aircraft, including Powered Parachutes, with the advanced authorization of the Airport Director.

5.20.2. Given the number of operations on the single runway at the Airport, it is not safe for Powered Parachutes to launch from Runway 03/21 because of the extended time that is required to set up the aircraft and launch.

5.20.3. Customers of Powered Parachutes shall coordinate with the Director to make accommodations for the safe launch and landing of these types of aircraft on the Airport property and in designated areas which will be limited to the crosswind runway or the skydive landing zones.

5.21. STANDARD (FIXED WING) OPERATIONS

5.21.1. The paved Runway 3/21 and the gravel Runway 15/33 are the only maintained landing surfaces located at the Airport. Individuals are responsible for any damages to airport property or Part 139 non-compliance issues resulting from operations on the airfield not occurring on a runway and shall immediately report such issues to the Director or designee.

5.21.2. All aircraft shall follow the appropriate taxiway and runway guidance marking and lighting when operating on the Airport. The PIC of an aircraft that exits the established paved surfaces for any reason must inform Airport Management and shall be financially responsible for the cost associated with removal of any FOD or repair of any airport infrastructure or maintained surface.

5.21.3. Landing on Runway 3/21 is restricted to aircraft with rubber tire type landing gear configurations. Aircraft equipped with primarily pontoons, skids or skis without wheels are not permitted to land or touchdown on any runway surface.

6. STORING, HANDLING AND TRANSFERRING FUEL

6.1. AVIATION FUEL

6.1.1. No business Entity shall dispense fuel either to the public or to private aircraft without written authorization and approval from the County.

6.1.2. All storage transport and handling of fuel on Airport property shall be conducted in accordance with the International Fire Code (IFC) as adopted by the County and all applicable Federal and State Laws and Regulations,.

6.1.3. Fueling shall be done in accordance with NFPA 407 requirements.

- 6.1.4. Fuel services shall be administered either by an authorized and trained attendant using the proper safety equipment or by the aircraft owner/operator.
- 6.1.5. In accordance with NFPA 407 4.2.12.3.1 Aircraft fueling is prohibited while the engine of fixed wing aircraft being fueled is running.
- 6.1.6. Aircraft fueling is prohibited inside a hangar or other enclosed space.
- 6.1.7. Hot Fueling, or Helicopter Rapid Fueling (HFF) shall be permitted to be fueled while an onboard engine is running and in accordance with NFPA.
- 6.1.8. No direct fueling from a common carrier transport truck into a mobile fuel truck, or an aircraft on the Airport, is allowed.
- 6.1.9. Aircraft fueling shall be done in accordance with NFPA 407 Section 5.10.
- 6.1.10. Each vehicle, pump or other device used for the storage, transport or handling of fuel must be a commercially available system in full compliance with the IFC.
- 6.1.11. The Director reserved the right to order any unauthorized and unsafe fuel tanks or trucks removed from the Airport property.
- 6.1.12. Entities authorized by the County to commercially dispense fuel will conduct a quarterly inspection in accordance with FAA Part 139 criteria.
- 6.1.13. Any non-standard fueling practices must have a specified written protocol approved by the Director and/or Fire Inspector prior to implementation.

6.2. DISTANCE FROM BUILDINGS

- 6.2.1. Aircraft fuel handling at the Airport shall be conducted at a distance of at least fifty (50) feet from any hangar or other building.
- 6.2.2. Fuel trucks shall be parked fifty (50) feet away from all hangars and buildings at all times.

6.3. PROPER STATIC GROUND

- 6.3.1. During all fuel handling operations in connection with any aircraft at the Airport, the aircraft and the fuel dispensing or draining apparatus shall be ground by wire to prevent the possibility of static ignition of volatile liquids and gases.

6.4. FLAMMABLE / COMBUSTIBLE FLUID SPILLS

- 6.4.1. Persons engaged in the fueling, defueling and servicing of aircraft shall exercise care to prevent spillage of fuel and fluids.
- 6.4.2. In the event of a fuel or fluid spill, the ARFF shall be notified immediately.
- 6.4.3. All spill accidents are the responsibility of the company and/or individual causing the spill.
- 6.4.4. All costs for clean-up of any spill will be borne by the responsible party.

6.5. FIRE EXTINGUISHER REQUIRED

6.5.1. During fuel handling operations with any aircraft at the Airport, a 20 - B:C fire extinguisher shall always be immediately available for use.

6.6. FUELING EQUIPMENT

6.6.1. In accordance with NFPA 407 5.16 and 5.17, fueling hoses, nozzles, pipes and defueling equipment must be maintained.

6.7. SMOKING / OPEN FLAMES / LIGHTING

6.7.1. Smoking is prohibited within 50 feet in or around any aircraft or on any ramp, apron or loading position where fueling is taking place.

6.7.2. Fuel service activities shall cease when lightning discharges occur within the vicinity of the Airport.

6.8. FUEL TRUCKS

6.8.1. Fuel servicing vehicles may not be parked or stored inside a building and may be parked only in exterior locations approved by the Director.

6.8.2. Repair and maintenance of fuel service vehicles must be at approved locations.

6.8.3. Fuel trucks shall be parked fifty (50) feet away from all hangars and buildings at all times.

6.8.4. Trucks will be kept clean and free of oil and grease leaks.

6.9. FUEL FARMS

6.9.1. All fuel farms will conform to the appropriate County Fire Codes, applicable NFPA standards, State and Federal regulations.

6.9.2. Persons or companies using any bulk fuel farm are responsible for keeping the area free of weeds for a distance of ten (10) feet outside of yard fences.

6.9.3. Under no circumstances shall a fueling vehicle be left unattended at a bulk plant during the loading or unloading process. Loading or unloading shall not be considered complete until the delivery hose is detached from both vehicle and tank.

6.9.4. Care shall be taken in filling tanks or trucks to ensure that they are not filled to the point where they will overflow from heat expansion.

6.10. MOBILE FUELING EQUIPMENT

6.10.1. Any mobile fueling equipment must be inspected and approved by properly trained airport staff prior to initial use.

6.10.2. All commercial fixed and mobile fueling equipment used at the Airport are subject to periodic inspections and the standards outlined in the ACM to maintain compliance with Part 139.321(3)(d) and NFPA 407 5.17.

6.11. ELECTRIC TOOLS

6.11.1. Electrical tools, drills, buffers or similar tools which produce sparks or arcs shall not be used in the immediate vicinity of aircraft during fueling operations.

6.12. AUTOMOTIVE FUELING

6.12.1. Automotive refueling shall be refueled only outdoors and at private leased Premises.

6.12.2. No aircraft refueling apparatus shall be used for automotive refueling purposes.

7. TRANSPORTATION, VEHICLES AND PEDESTRIANS

7.1. REQUIRED LICENSES

7.1.1. No vehicle shall be operated within the Airport unless:

7.1.1.1. The driver thereof is duly authorized to operate such vehicles under the laws of the State of Utah;

7.1.1.2. Such vehicle is registered in accordance with the laws of the State of Utah, or unless specifically authorized by the Director to be operated in such areas;

7.1.1.3. Approved ramp equipment is operated by an employee authorized to operate such equipment by the employer of equipment being used.

7.2. INSURANCE

7.2.1. The County shall establish minimum liability insurance limits for User business vehicles and other privately owned vehicles which are allowed access to the AOA.

7.2.2. Users shall provide the County with a Certificate of Insurance (COI) listing said insurance and including Grand County as additional insured.

7.3. GROUND VEHICLES

7.3.1. Normal traffic laws of the State of Utah shall apply to the streets, roads and vehicular parking areas at the Airport.

7.3.2. Except for emergency or official airport vehicles, no person shall drive or use a vehicle or equipment in undesignated areas.

7.3.3. The airside speed limit in the AOA is 10 mph or less.

7.3.4. Aircraft have the right-of-way at all times.

7.3.5. No person or vehicle is allowed in the Aircraft Movement Area unless trained and authorized.

7.3.6. Equipment such as GSE may be used in accordance with the operation.

7.3.7. Vehicles may be used to tow gliders as necessary for flight operations.

- 7.3.8. All vehicles and equipment shall hold clear of runways at the hold short lines painted on the pavement unless entering the movement area for a specific purpose and:
 - 7.3.8.1. The individual operating a vehicle or equipment is officially trained and authorized to enter into the movement area to include radio communications and announcement of intentions informing local area traffic.
 - 7.3.8.2. Escorted by an authorized representative who is movement area trained.

7.4. GROUND TRANSPORTATION

- 7.4.1. No person or company shall operate any ground service vehicle for hire on Airport property unless such operation has completed the required application process and paid all permitting fees.

7.5. PUBLIC PARKING

- 7.5.1. Overnight public parking fees are established by the County approved budget airport rates, fees and charges and will be assessed to vehicles parking each night in designated parking areas.
- 7.5.2. Vehicles may not be used for overnight camping.
- 7.5.3. Users with an employee parking permit may park in designated parking areas as part of their employment for work, business or leisure purposes and will not be charged the nightly parking fee.

7.6. VEHICLE SALE OR REPAIR

- 7.6.1. No person shall park, or operate a vehicle upon any roadway or other Airport property without the approval of the Director for the principle purpose of:
 - 7.6.1.1. Displaying such vehicle for sale or any advertising.
 - 7.6.1.2. Greasing, oiling, lubricating, painting or repairing such vehicle, except repairs necessary to remove the vehicle.

7.7. ILLEGALLY PARKED VEHICLES

- 7.7.1. No person shall park a vehicle in front of the terminal building and leave the vehicle unattended.
- 7.7.2. Any vehicle standing or parked upon a street or other public place on the Airport blocking other vehicles will be asked to promptly move.
- 7.7.3. No person shall abandon any motor vehicle, or parts of vehicles on the Airport. County shall make every effort to notify the owner or operator of such an abandoned vehicle and provide three (3) days notice of its removal.
 - 7.7.3.1. Attempt of notice shall be in writing, email, phone call, or other method of communication of the fact of such vehicle removal and reasons thereof and the place to which such vehicle has been relocated.

7.7.3.2. The person claiming the vehicle shall pay all costs incurred.

7.8. PEDESTRIANS & NON-MOTORIZED TRANSPORTATION

- 7.8.1. Pedestrians must use specific authorized security gates to access the AOA.
- 7.8.2. Pedestrians must be escorted by an authorized individual who has been trained and approved by Airport management in accordance with the Airport Security Program (ASP).
- 7.8.3. Pedestrians must be aware of their surroundings at all times when in the AOA. Distractions may impair a person's ability to react to a situation.
- 7.8.4. Personal Protective Equipment (PPE) is encouraged. This may include eye protection, ear protection, or other bodily protective equipment.
- 7.8.5. Non-motorized vehicles (including but not limited to: skateboards; skates; roller blades; unicycles; scooters; big wheels; push carts; or other modes of transportation on wheels) are not allowed to be used airside at the Airport as these hazards may cause injury to persons or property. Non-motorized vehicles may be used on leased premises in accordance with the User's insurance and with approval from Airport management. Bicycles and one-wheels may be allowed due to their nature of control.

8. SECURITY

8.1. AIRPORT SECURITY PROGRAM

- 8.1.1. All security requirements established by the approved ASP will be enforced by the Director and Airport staff.
- 8.1.2. Measures contained in the ASP comply with 49 Code of Federal Regulations, Transportation Security Regulations Section 1542.
- 8.1.3. Measures are implemented to provide for the safety and security of persons and property in relation to air transportation and aircraft.
- 8.1.4. Report suspicious activity to Airport staff and/or law enforcement.

8.2. ACCESS GATES

- 8.2.1. Access privileges to Pedestrian and vehicle gates or doors will be granted upon completion of annual airside and/or security training provided by authorized Airport staff.
- 8.2.2. Do not leave an access gate or door unattended if the gate or door will not close and lock.
 - 8.2.2.1. Immediately report any access gate or door mechanical failure to the Director or Airport staff.
- 8.2.3. All manual vehicle or Pedestrian access gates shall be closed and locked after passing through them unless being monitored by an authorized individual for

purposes of continuous traffic for construction or other reason for keeping the access gate open for an extended period of time.

- 8.2.4. When entering or exiting the AOA through an automatic vehicle gate the driver shall remain in the area of the access gate until the gate is fully closed in order to prevent any unauthorized individual from entering the AOA.
- 8.2.5. No vehicle tail-gaiting or piggy-backing is allowed when entering the AOA from landside to airside.

8.3. LOCK AND KEY CONTROL

- 8.3.1. Only persons with a clearly defined operational need, as determined by the Director, will be issued keys or access pins to the Airport facilities and operational areas as provided for in the Airport Security Program (ASP).
 - 8.3.1.1. Keys are not to be duplicated in any manner or transferred to another employee or individual;
 - 8.3.1.2. Access pins are not to be shared with others.
- 8.3.2. Employers are responsible for collecting and returning employee keys immediately upon termination of an employee.
- 8.3.3. Lost or stolen keys shall be immediately reported to Airport staff.
- 8.3.4. Users will be responsible for the cost of extra keys or replacing lost keys.

8.4. PROPERTY DAMAGE OR THEFT

- 8.4.1. The County assumes no liability or responsibility for property damage or theft of property on the Airport committed by unknown parties.
- 8.4.2. Normal law enforcement reports should be filed.

8.5. TENANT RESPONSIBILITY

- 8.5.1. Tenants are responsible for the security of all aircraft and other private property entrusted to their care on their leased Premises.

9. BASIC LEASE REQUIREMENTS

9.1. LEASES SUBORDINATE TO GOVERNMENT LEASE

- 9.1.1. Any license, authority, lease or agreement entered into pursuant to these Regulations shall be subject and subordinate to the provisions of any existing or future agreement between the County and the United States, relative to the operation or the maintenance of the Airport, the execution of which has been or may be required as a conditioned precedent to the expenditure of Federal funds for the development of the Airport.

9.2. NON-EXCLUSIVE RIGHT

9.2.1. The granting of rights and privileges to engage in Aeronautical Activities shall not be construed in any manner as affording the Airport User any exclusive right of use of the premises and/or facilities at the Airport, other than those premises and/or facilities which may be assigned exclusively to the Operator, and then only to the extent provided in a signed lease agreement or other written agreement.

9.3. OPERATIONS AREA

9.3.1. Airport Users shall not conduct any of its business or activities on any Airport area except those specified in an approved lease or agreement.

9.4. CHANGE IN SERVICES OFFERED

9.4.1. Airport Users under agreement with the County may not add or delete services offered without the prior consent of the County. Any additional services contemplated must meet the requirements outlined in these Airport Regulations.

9.5. MINIMUM STANDARDS

9.5.1. All leases and agreements shall be subject to these Airport Regulations and the Airport Minimum Standards, which are hereby incorporated into each lease and agreement.

10. SCHEDULE OF FEES

- 10.1. All Airport rates, fees and charges will be established by and posted in accordance with County governmental guidelines.
- 10.2. The County reserved the right to increase, decrease or amend in any manner and without notice the existing fee structure, and may assess new charges from time to time as it may deem reasonable and proper and necessary for the general welfare of the Airport.

11. PENALTY FOR NON-COMPLIANCE

11.1. FAILURE TO COMPLY

- 11.1.1. In the event of a failure to maintain compliance with any of these Regulations, Airport Management may bring a case to the Airport Board for review and determination allowing for investigation and explanation with those individuals involved in the violation, in which event the Airport Board will then make a recommendation to the County Council for final decision.
- 11.1.2. In the event of a safety violation, the Director and/or County Attorney may act immediately.

11.2. CIVIL REMEDY OR CRIMINAL PROSECUTION

11.2.1. In the event of violation of these Airport Regulations, the County may assess a civil penalty in the amounts established by ordinance.

11.2.2. In addition to the remedy preserve in Section 11.2.1, the County, in its sole discretion, reserves the right to commence any civil action or suit or file a complaint for criminal prosecution against any person or entity which causes injury or damage to persons or property or if such violation appears to constitute the commission of a criminal act.

11.3. LIABILITY FOR FINES

11.3.1. Any person, Entity, organization, or business (or their authorized servicing agent) whose act, or failure to act, results in a fine or penalty being assessed against the Airport or the County by any governmental agency having jurisdiction including security, safety, and environmental, shall be fully liable for the payment or reimbursement of such fine or penalty in addition to the costs associated with the restitution, repair, or clean-up of conditions resulting from such violations.

12. CONFLICT

12.1. In the event of a conflict between these Rules and Regulations and the Minimum Standards, the Minimum Standards shall control. In the event of a conflict between these Rules and Regulations and a Lease Agreement, the terms of the Lease Agreement shall control.