



Appendix B: Minimum Standards

The following represents the Minimum Standards document specifically developed for Dallas Executive Airport.



DallasExecutiveAirport

Dallas Executive Airport

Minimum Standards For Fixed Based and Commercial Operators

February 2010

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Section 1. Introduction

1.1. Purpose – The purpose of this document is to establish acceptable qualifications of participants, level and quality of service, and other conditions which will be required of all those proposing to conduct Fixed Based and Commercial Operations at Dallas Executive Airport. The City of Dallas Department of Aviation adopted these minimum standards to foster, encourage, promote and develop general aviation and related aeronautical activities at Dallas Executive Airport, while promoting safety in all activities, enhancing the availability of high quality services for airport users and promoting the orderly development of airport land. In promulgating these minimum standards, the Department of Aviation will provide a fair and reasonable opportunity without creating an exclusive right or unjust discrimination to any potential operators to qualify or otherwise compete for available airport facilities and the furnishing of selected aeronautical activities. These standards ensure that each operator is reasonably fit and able to perform both its service and economic obligations to the airport community. These minimum standards will be administered by the Airport Manager or designee.

All persons conducting commercial aeronautical activities at the airport, shall, as a condition of conducting such activities, comply with all applicable requirements concerning such activities as set forth in these minimum operating standards and any amendments thereto. The requirements set forth herein are the minimum standards which are applicable to persons conducting commercial aeronautical activities at the airport and all persons are encouraged to exceed such minimum standards in conducting their activities. These minimum operating standards shall be deemed to be a part of each commercial airport operator's lease agreement with or from the City of Dallas unless any such provisions are waived or modified by the City of Dallas or Airport Manager. The mere omission of any particular standard from a commercial airport operator's written lease agreement with the City of Dallas shall not constitute a waiver or modification of such standard in the absence of clear and convincing evidence that the City of Dallas intended to waive or modify such standard.

1.2. Amendments to Standards – The Airport Manager may promulgate future amendments, additions, deletions or corrections to these standards. The Airport Manager may waive or modify any portion of these minimum operating standards for the benefit of any governmental agency performing non-profit public services, fire protection or fire-fighting operations. He may also waive or modify any portion of these minimum operating standards for any person when it is determined that such waiver or modification is in the best interest of the City of Dallas and will not result in unjust discrimination among commercial airport operators at the Airport.

1.3. Enforcement by City of Dallas – City of Dallas security personnel and other representatives as designated by the Airport Manager are empowered to require compliance with these standards.

1.4. Previous Standards – These standards supersede and cancel all previous standards for Dallas Executive Airport as set forth by the Airport Manager.

1.5. Special Regulations, Notices or Directives – Special notices, memorandums or directives of interest to persons engaged in business with the Department of Aviation, shall be issued under the authority of these regulations.

1.6. Violation of Standards – Any person who knowingly or willfully violates any standard prescribed in this document or any order of instruction issued by the Airport Manager or his representative, authorized herein may be removed or rejected from the Airport and its facilities, if it is determined by the Airport Manager that such denial is necessary under the circumstances.

1.7. Validity – Voiding of any particular standard contained herein shall not affect the validity of the remainder of these regulations. Any activities for which there are no specific minimum standards set forth herein shall be subject to such standards and provisions as are developed by the Airport Manager on a case-by-case basis and set forth in such commercial airport operator's written lease.

Section 2. Definitions

Terms used in these minimum standards are defined below. Words relating to aeronautical practices, processes and equipment will be construed according to their general usage in the aviation industry, unless a different meaning is apparent from the context or specifically defined otherwise. All other words will be construed to their common literal meaning.

Airport is defined as the entirety of Dallas Executive Airport.

Airport Manager is defined as the Airport Manager (his designee) for Dallas Executive Airport as assigned by the Director of Aviation for the City of Dallas.

Aircraft is a vehicle for traveling through the air.

Aircraft Operations Area (AOA) includes aircraft aprons, ramps, taxiways, and runways.

Airport Tenant is a person, firm or corporation leasing or using airport property solely for the purpose of storing an aircraft and is not engaged in or providing any aviation related commercial activity or service at the airport. An airport tenant is not authorized to function as or provide the services of an FBO.

Building is defined as the main portion of each structure, all projections or extensions there from, and any additions or changes thereto, and shall include garages, outside platforms, docks, carports, canopies, eaves, and porches. Paving, ground cover, fences, signs and landscaping shall not be included.

City refers to the City of Dallas.

Commercial Operator is defined as any person, firm or corporation providing goods or services relating to the operation, maintenance or fabrication of aircraft to others on the Airport, except aviation fuels sales.

Fixed Based Operator (FBO) is defined as any person, firm or corporation which maintains facilities at the airport for the purpose of engaging in the retail sale of aviation petroleum

products, associated line service, aircraft airframe and/or engine repair and a minimum of two of the following: flight instruction, aircraft rental/sales, air taxi, aircraft charter operations, avionics, instrument or propeller repair, or aircraft storage.

Movement Area is defined as the area which is under the control of the Air Traffic Control Tower. It includes the Runways and Taxiways and safety areas.

Ramp/Apron is defined as a paved area suitable for aircraft parking.

Section 3. General Requirements

3.1. Application – Any person, firm or corporation wishing to perform commercial aeronautical activities shall submit an application, in writing, to the Airport Manager, who must approve them, and shall include the following information:

- A. Name and address;
- B. Proposed date for commencement of operations;
- C. Services to be offered;
- D. Amount, size, location of land to be lease;
- E. Description of buildings and improvements to be constructed or leased;
- F. Number of aircraft to provided;
- G. Number of personnel to be employed;
- H. Hours of proposed operation;
- I. Intent to comply with City insurance requirements;
- J. Evidence of financial responsibility from a bank or from such other source that may be readily verified through normal banking channels;
- K. Evidence of financial capability to initiate operations and for the construction of buildings, improvements, appurtenances and the ability to provide working capital to carry on the contemplated operation, once initiated;
- L. Statement of past experience in the specified aviation services proposed to be provided at the Airport together with a statement setting forth personnel to be used for the operations and the experience of said personnel.

3.2. Processing; denial – The Airport Manager shall be responsible for processing an application for a lease agreement to conduct activities at the airport. The Airport Manager may deny any application if he determines that:

- A. The applicant does not meet the qualifications and standards set forth in the rules and regulations, or these minimum operating standards;
- B. The proposed activities are likely to create a safety hazard at the Airport;
- C. The activities will require the city to expend funds or to supply labor or materials as a result of the applicant's activities, or will result in a financial loss to the Airport;

- D. No appropriate space or land is available to accommodate the proposed activities;
- E. The proposed activities are not consistent with the Airport's master plan and/or airport layout plan;
- F. The proposed activities are likely to result in a congestion of aircraft or buildings, a reduction in airport capacity, or an undue interference with airport operations or the operations of any existing airport users at the Airport;
- G. The applicant or any of its principals has knowingly made any false or misleading statements in the course of applying for a lease;
- H. The applicant does not have the technical capabilities or experience or financial resources to properly conduct the proposed activities;
- I. The applicant has not submitted appropriate documentation supporting the proposed activity as outlined in section 3.1.

3.4. Appeal Process – The applicant shall have the ability to appeal the denial of an application by the airport director, subject to the following provisions:

- A. Providing written notice of appeal to the Airport Manager within ten (10) days of said denial.
- B. The notice of appeal will be forwarded to the City Council for review.
- C. Applicant shall be notified in writing of the date of the scheduled appeal review.
- D. Applicant shall be present at the appeal review to justify the applicant's application. If applicant is not present, the Airport Manager's denial shall remain unchanged.
- E. The City Council shall render its decision in writing within ten (10) calendar days of the conclusion of the hearing and the decision shall be final as to the denial or approval of the application.

3.3. Written Contract – Any person, firm or corporation capable of meeting the minimum standards set forth herein for a Fixed Based or Commercial Operator is eligible to become a Fixed Based or Commercial Operator at Executive Airport, subject to the execution of a written lease for not less than five (5) years containing such terms and conditions as may be determined by the Airport Manager. A Fixed Based or Commercial Operator shall not engage in any business or activity on the airport other than that authorized under his particular category. Any Fixed Based or Commercial Operator desiring to extend his operation by expansion or sublease into more than one category or to discontinue operations in a particular category, shall first apply in writing to the Airport Manager for permission to do so, setting forth in detail the reasons and conditions of the request. The Airport Manager shall then grant or deny the request on such terms and conditions as the Airport Manager deems to be prudent and proper under the circumstances. Each Fixed Based or Commercial Operator shall provide his

own buildings, personnel, equipment, and other requirements as herein stated upon leased lands from the City of Dallas. A Fixed Based or Commercial Operator may utilize a city owned building if one is suitable for such a business and is available for lease.

3.4. Maintenance - All operators shall be required to maintain their leased property in a condition of repair, cleanliness and general maintenance in a manner acceptable to the Airport Manager, in accordance with their lease agreements and free from all hazards.

3.5. Improvements – Before any operator makes any changes, improvements, additions, removal to any real property, appurtenances, or signs thereof, shall, before the fact, notify the Airport Manager, who will in turn notify the Airport Manager for approval of said changes, improvements, additions, removal to said real property or appurtenances.

3.6. Fire Equipment – All operators shall supply and maintain such adequate and readily accessible fire extinguishers as are required and approved by the City of Dallas Fire Marshal for the particular hazard involved.

3.7. Damages – All operators shall be fully responsible for all damages to building, equipment, real property and appurtenances in the ownership or custody of Dallas Executive Airport. Property damage caused by negligence, abuse or carelessness on the part of their employees, agents, customer, visitors, suppliers or persons with whom the operator may do business will be the responsibility of the operator.

3.8. Prohibited Activities

- A. No residential domicile may be established anywhere on Airport premises.
- B. No non-aeronautical operators are allowed within the aviation area.
- C. No personal vehicles allowed on the AOA without approval from the Airport Management.
- D. Ramp speed must not exceed 15 mph.
- E. Any vehicle operating on the Movement Area must be equipped with 2-way radio communication with the Tower.
- F. Parking is reserved for working, registered vehicles only. Abandoned vehicles will be towed after 3 days at the owner's expense.

3.9. Pets – Pets must be accompanied by owner and controlled within carrier or on a leash on public and leased areas.

Section 4. Minimum Standards for Fixed Based Operators

A Fixed Based Operator (FBO) is defined as any person, firm or cooperation performing as a fuel dealer by furnishing ramp service and the sale of aviation petroleum products.

4.1. General

Any Fixed Based Operator shall satisfy the Airport Manager that it is technically and financially able to perform the services of a Fixed Based Operator. This shall include the responsibility of demonstrating continued financial solvency and business ability by submitting balance sheets, credit references and any other proof that the lessor may require.

Any Fixed Based Operator shall provide a paved walkway within the leased area to accommodate pedestrian access to the operator's office, when appropriate, a paved aircraft apron with tie-down facilities within the leased area sufficient to accommodate the activities being performed. Sufficient hard surface and on site automobile parking space shall also be provided.

All construction required of such operators shall be in accordance with design and construction standards established by the City of Dallas for the facility or activity involved. Title to any and all buildings and appurtenances, which may be built on city property, shall revert to the City of Dallas when and if the subject lessee vacates the lease for any reason, or at the end of the lease period. All operators shall be required to furnish the Airport Manager payment and performance bonds commensurate with any construction required under the standards herein fixed or under any contract or lease by and between such operator and the City of Dallas. No commercial operator shall do or permit to be done anything that may interfere with the effectiveness or accessibility of any public utility system, drainage system, sewer system, tire protection system, sprinkler system, alarm system or tire hydrant and hoses.

The rates and charges for any and all activities and services for such operators shall be determined by the operators, subject to review by the Airport Manager, and subject, further, to the requirement that all such rates and charges shall be reasonable and be equally and fairly applied to all users of the services.

All operators at the airport shall be full-time, financially sound and progressive business enterprises, with adequately manned and equipped facilities, and who observe normal or specifically required business hours.

In the event the operator becomes insolvent, or the subject of any kind or chapter of bankruptcy proceeding, or if a receiver, assignee, or other liquidating officer is appointed for the business of the operator the City of Dallas may cancel the lease at the City's option upon giving written notice to the operator.

All Fixed Based Operators shall, at their own expense, pay all taxes and assessments against any building or other structures placed on the premises by them as well as all taxes and assessments against the personal property used by them in their operations.

A fixed base operator means a person engaged in a wide range of commercial aeronautical activities on airport property including, at a minimum, the following:

- A. Aircraft fueling and lubrication;
- B. Aircraft line services;
- C. Major aircraft maintenance and repair services;
- D. Aircraft storage, parking, and tiedown;
- E. Retail sale of aircraft parts and accessories; and
- F. Provision of customary facilities, amenities, and ancillary services to general aviation users including, at a minimum, the following: public restrooms, public telephones, passenger waiting areas/lounges, conference rooms, crewmember lounges, and weather briefing/light planning services.

A fixed base operator shall comply with all of the standards and requirements contained in this article. In addition, a fixed base operator may engage in any general aviation specialty service activity identified below upon meeting all standards identified for the specific activity.

4.2. Aircraft Fuels and Oil Dispensing Service – Any operator proposing to engage in the retail sale of aircraft fuels and oils must lease and/or provide as a minimum the following:

- A. Land – The leasehold shall contain adequate square footage of land to provide space for building, aircraft parking area equipped with six tie downs and dispensing equipment
- B. Buildings - Lease or construct a minimum of 1,000 contiguous square feet of properly lighted, air-conditioned and heated floor space for office, public lounge, restroom and public use of telephone.
- C. Personnel – Properly trained personnel on full-time duty during normal operating hours. Personnel must be adequately trained to operate fuel dispensing equipment in accordance with all applicable local, state and federal laws.
- D. Services – Fuel, park and tie down, oil, inflate tires, emergency starting equipment, fire extinguisher, portable pressure tanks, towing equipment, and office space.
- E. Fuel – The operator must provide at least two grades of aircraft fuel, including 100 octane and Jet A.
- F. Fuel Dispensing Equipment – Two metered filter-equipped dispensers fixed or mobile for dispensing two grades of fuel. Separate dispensing pumps and meters for each grade of fuel are required.

Mobile dispensing trucks shall have a minimum capacity of 600 gallons for 100 octane and 2000 gallons for Jet A. Trucks shall be properly maintained, operated and equipped in accordance with applicable FAA, TCEQ, and National Fire Protection Association recommendations, requirements and regulations.

4.3. Hangar/Shade Leasing Services – Hangar/Shade leasing services operator means a person engaged in the business of leasing, renting or licensing hangars/shade to aircraft owners or operators solely for aircraft: storage purposes. A hangar/shade leasing services operator may engage in the business of constructing and operating hangars and shade space to be leased. A hangar/shade leasing services operator shall comply with the following minimum standards:

A hangar/shade leasing services operator shall lease sufficient land to accommodate the proposed number of hangars/shades based on the following.

- A. The FAA has established minimum standards for hangars/shades for the storage of aircraft: as follows: 2,500 square feet for jet aircraft, 2,000 square feet for turboprop and twin engine aircraft, and 1,000 square feet for single engine aircraft: and helicopters.
- B. The construction plans and specifications for any hangars/shades to be constructed, including minimum hangar sizes and architectural design plans, are subject to the written approval of the city.
- C. A hangar/shade leasing services operator leasing, renting or licensing hangars/shades in its operations shall maintain the types and amounts of insurance required by section 5 for any of its activities which may be covered by such insurance.
- D. A hangar/shade leasing services operator's hangars/shades shall include at least three (3) indoor restrooms for each thirty (30) hangar/shade facilities for the use by operator's lessees, and appropriate office and lounge areas for the operator's employees.

4.4. Aircraft Brokerage – Any operator desiring to engage in the brokerage of new or used aircraft must lease and/or provide as a minimum the following:

- A. Land – The leasehold shall contain adequate square footage of land to provide space for building, storage or aircraft and display ad dictated by expected on-site inventory.
- B. Buildings – Lease or construct a minimum of 300 contiguous square feet of properly lighted, air-conditioned and heated floor space for office, public restroom and public use of telephone.
- C. Personnel – One person available, having a current commercial pilot certificate with rating appropriate for the types of aircraft to be demonstrated.

- D. Dealerships – New aircraft dealers shall hold an authorized factory or sub-dealership. All aircraft dealers shall hold a dealership license or permit if required by the state.
- E. Aircraft – A dealer of new aircraft shall have available or on call one current model demonstrator.
- F. Services – A dealer of new aircraft shall provide for adequate parts and servicing of aircraft and accessories during warranty periods.

4.5. Aircraft Rental – Any aircraft rental operator must lease and/or provide as a minimum the following:

- A. Land – The leasehold shall contain sufficient square footage of land to provide space for aircraft parking and building.
- B. Buildings – Lease or construct building which will provide 1,000 square feet of properly air-conditioned, heated and lighted floor space for office, public lounge, restrooms and public use telephone.
- C. Personnel – One person must be available having a current commercial pilot certificate with ratings. Office is to be attended during operating hours.
- D. Aircraft – Two airworthy aircraft owned or leased in writing to the operator. At least one aircraft shall be equipped for flight under instrument conditions.

4.6. Flight Training – Any operator proposing to engage in pilot flight instruction shall provide as a minimum the following:

- A. Land – The leasehold shall contain sufficient square footage of land to provide space for buildings and aircraft tie-downs.
- B. Buildings – Lease or construct building which will provide 1,000 square feet of properly air conditioned, heated and lighted floor space for office, classroom, briefing room pilot lounge, restrooms and public use telephone.
- C. Personnel – One person properly certified by the FAA as a flight instructor to cover the type of training offered. Currently certified ground school instructor. Office to be attended during required operating hours. Certification by the FAA as a Pilot School.
- D. Aircraft – Two airworthy aircraft owned or leased in writing to the operator. Both aircraft shall be properly certified and equipped for flight instruction. At least one aircraft shall be equipped to give instrument flight instruction.

4.7. Airframe and/or Powerplant Repair – Any operator proposing to engage in airframe and/or powerplant repair service must provide as a minimum the following:

- A. Land – The leasehold shall contain sufficient square footage of land to provide space to accommodate parking for at least two aircraft and building.

- B. Buildings – Lease or construct building that will provide 5,000 square feet of properly air-conditioned, heated and lighted floor space for office, shop, hangar, restrooms and public use telephone.
- C. Personnel – Two persons properly certified by the FAA with ratings appropriate for work being performed.
- D. Equipment – Sufficient equipment, tool, supplies and availability of parts to perform maintenance in accordance with manufacturer's recommendations or equivalent. Operator must demonstrate the ability to assume responsibility for prompt removing from the public landing areas any disabled aircraft as soon as permitted by appropriate Federal and/or State authorities.

4.8. Air Taxi Service – Any operator proposing to engage in air taxi service must hold an FAA Air Taxi Commercial Operator's Certificate with ratings appropriate to function, and provide as a minimum:

- A. Land – The leasehold shall contain sufficient square footage of land to provide space for buildings and necessary improvements.
- B. Buildings – Lease or construct building which will provide 1,000 square feet of properly air conditioned, heated and lighted floor space for office, public lounge, satisfactory arrangements for checking in passengers, handling of luggage, ticketing, ground transportation, and other related activities, restrooms and public use telephone.
- C. Personnel – One person properly certified by the FAA as a commercial pilot who is appropriately rated to conduct the air taxi service offered.
- D. Aircraft – One four-place aircraft, owned or leased in writing to the operator, meeting all the requirements of the Air Taxi/Commercial Operator Certificate held. Require instrument operations capability under FAR Part 135.

4.9. Radio, Instrument or Propeller Repair Service – Any operator proposing to provide radio, instrument or propeller repair service must hold a FAA Repair Station Certificate and ratings for it and provide as a minimum the following:

- A. Land – The leasehold shall contain sufficient square footage of land for building.
- B. Buildings - Lease or construct building which will provide 1,000 square feet of properly air conditioned, heated and lighted floor space for office, shop and hangar space as required by FAA Repair Shop Certificate, provide satisfactory arrangements for access to and storage of aircraft being worked on; briefing room/pilot lounge, restrooms and public use telephone. Propeller shop must have additional shop space for one twin-engine aircraft.
- C. Personnel – One person properly certified by FAA as a repairman qualified in accordance with the terms of the Repair Station certificate.

4.10. Specialized Commercial Flight Services – A specialized commercial air activity is any person, firm or corporation performing aircraft support services or providing the use of aircraft for, but not limited to, the activities listed below:

- A. Non-stop, sight-seeing flights; Aerial photography or survey;
- B. Banner towing and aerial advertising;
- C. Fire fighting or fire patrol;
- D. Power line, underground cable, or pipe line patrol;
- E. Any other operations specifically excluded from FAR Part 135 or directly related to aircraft support or transportation.

Any operator proposing to engage in specialized commercial air activities including but not limited to those listed below shall provide as a minimum the following:

- A. Land – The leasehold shall contain sufficient square footage of land for building, aircraft parking and tie downs.
- B. Buildings – Lease or construct building which will provide 500 square feet of properly air conditioned, heated and lighted floor space for office, and public use telephone.
- C. Personnel – One person properly certified by the FAA as a commercial pilot with appropriate ratings for the aircraft to be flown.
- D. Aircraft – One airworthy aircraft owned or leased in writing to the operator.
- E. Hours of Operation – The hours of operation shall be at the operator's discretion, but should be reasonably available to the public.

4.11. Flying Clubs – A Flying Club is any person, firm or cooperation engaged in ownership or lease of aircraft that provide flying services only to its members. Any flying club proposing to base their operation at the Airport must comply with the applicable provisions in these Minimum Standards. However, they shall be exempt from regular Commercial Operator requirements upon satisfactory fulfillment of the conditions listed below:

- A. Club must be a non-profit Texas corporation or partnership organized for the expressed purpose of providing its members with aircraft for their personal use and enjoyment.
- B. Each member must be a bona fide owner of the aircraft, a stockholder in the corporation or a partner in the partnership.
- C. The club nor any member may derive a profit from the operation, maintenance, or replacement of its aircraft. Club aircraft may not be used by other than bona fide members for rental, and by no one for commercial operations.

- D. Flight instruction may not be given in club aircraft except when such instruction is given by an operator based on the Airport authorized to provide flight training or by an instructor who is a member of the club and who shall not receive remuneration in any manner for such service.

The flying club shall file with the Airport Manager a copy of its by-laws, articles of association, partnership agreement or other documentation supporting its existence; shall keep current with the Airport Manager a roster or list of members, including the names of the officers and director; evidence that ownership of the club aircraft is vested in the club; investment share held by each member to be revised on a semi-annual basis; number and type aircraft and operating rules of the club.

The club shall maintain a set of books showing all club income and expenses. These books shall be available for inspection by any operator proposing to establish a commercial flying club at the Airport and must provide as a minimum the following:

- A. Land – The leasehold shall contain sufficient square footage of land for building, aircraft parking and tie downs.
- B. Buildings – Lease or construct building which will provide 200 square feet of properly air conditioned, heated and lighted floor space for office, restroom, and public use telephone.
- C. Personnel – If the operator conducts flight training, it shall have in its employ or as a member sufficient flight instructor who have been properly certificated by the FAA.
- D. Aircraft – One certificated and airworthy aircraft owned or leased in writing to the operator.

4.12. Commercial Flying Club – A commercial Flying Club is any person, firm or cooperation engaged in the ownership or lease of aircraft and providing flying services for its members and others but which does not meet requirements for Flying Club as define above in 4.9. Any operator establishing a commercial flying club at the Airport must provide as a minimum the following:

- A. Land – The leasehold shall contain sufficient square footage of land for building, aircraft parking and tie downs.
- B. Buildings – Lease or construct building which will provide 200 square feet of properly air conditioned, heated and lighted floor space for office, restroom, and public use telephone.
- C. Personnel – If the operator conducts flight training, it shall have in its employ or as a member sufficient flight instructor who have been properly certificated by the FAA.
- D. Aircraft – One certificated and airworthy aircraft owned or leased in writing to the operator.

Section 5. Minimum Standards For Commercial Operators

A Commercial Operator is defined as any person, firm or cooperation providing goods or services relating to the operation, maintenance or fabrication of aircraft to others on the airport, except aviation fuels sales. No person, firm or corporation shall engage in any commercial activity unless done in full compliance with the standards herein.

5.1. General

Any Commercial Operator shall satisfy the Airport Manager that it is technically and financially able to perform the services of a Commercial Operator. This shall include the responsibility of demonstrating financial solvency and business ability by submitting balance sheets, credit references and other proof that the lessor may require.

Any Commercial Operator shall provide a paved walkway within the leased area to accommodate pedestrian access to the operator's office. When appropriate, a paved aircraft apron with tie-down facilities within the leased area sufficient to accommodate the activities being performed. Sufficient auto parking space shall also be provided.

All construction required of such operators shall be in accordance with design and construction standards required of such established by the City of Dallas for the facility or activity involved. Title to any and all buildings and appurtenances, which may be built on city property, shall revert to the City of Dallas when and if the subject lessee vacates the lease for any reason, or at the end of the lease period. All operators shall be required to furnish the Airport Manager payment and performance bonds commensurate with any construction required under the standards herein fixed or under any contract or lease by and between such operator and the City of Dallas.

The rates and charges for any and all activities and services for such operators shall be determined by the operators, subject to review by the Airport Manager, and subject, further, to the requirement that all such rates and charges shall be reasonable and equally and fairly applied to all users of the services.

All operators at the airport shall be full-time, financially sound and progressive business enterprises, with adequately manned and equipped facilities, and who observe normal or specifically required business hours.

In the event the operator becomes insolvent, or the subject of any kind of chapter of bankruptcy proceeding, or if a receiver, assignee, or other liquidating officer is appointed for the business of the operator, the City of Dallas may cancel the lease, at the City's option, upon giving written notice to the operator.

All Commercial Operators shall, at their own expense, pay all taxes and assessments against any building or other structures placed on the premises by the operator as well as all taxes and assessments against the personal property used by their operations.

5.2. Multiple Commercial Aeronautical Activities

A Multiple Commercial Aeronautical Activity is any person, firm or cooperation performing any combination of commercial aeronautical activities listed in this chapter.

Whenever a commercial airport operator conducts multiple activities pursuant to one lease agreement, such commercial operator must comply with the minimum standards set forth herein for each separate activity being conducted. If the minimum standards for one of the commercial airport operator's activities are inconsistent with the minimum standards for another of the commercial airport operator's activities, then the minimum standards which are most beneficial to the city and/or which are most protective of the public's health, safety and welfare, shall apply. Any operator proposing to offer a combination of commercial aeronautical activities must provide the following:

- A. Land – The leasehold shall contain sufficient square footage of land for specific use area requirements. Specific use spaces need not be additive where the combination use can be reasonably and feasibility established.
- B. Buildings – Lease construct building, which will provide 1,000 square feet of properly air-conditioned, heated, and lighted floor space for specific use area requirements. Specific use spaces need not be additive where the combination use can be reasonably and feasibly established. Repair stations must provide shop and hangar space as required by FAA Repair Shop Certification.
- C. Personnel – Multiple responsibilities may be assigned to personnel to meet the requirements for all activities.
- D. Aircraft – All requirements for aircraft for the specific activities to be engaged in must be provided; however, multiple uses can be made for all aircraft to meet these requirements. In order to meet these requirements, however, a minimum of two aircraft must be owned or leased in writing by the operator.
- E. Equipment – All equipment, specifically required for activity, must be provided.
- F. Services – All services required for each activity must be provided during the hours of operation.
- G. Hours of Operation – The hours of operation shall adhere to the operating schedule as required for each activity.

5.3. Insurance Requirements – Each commercial airport operator shall at all times maintain in effect the following types and minimum amounts of insurance as applicable to the business to be conducted:

Schedule of Minimum Insurance Requirements

<p>Fixed Based Operator Commercial general aviation liability policy with coverage for premises, operation and products.</p>	<p>\$5,000,000 Combined Single Limit (CLS)</p>
<p>Airframe and Powerplant Repair, Avionics, Instrument, or Propeller Repair Commercial general aviation liability policy with coverage for premises, operation and products.</p>	<p>\$1,000,000 CLS</p>
<p>Air Taxi and Charter Commercial general aviation liability policy with coverage for premises, operations and products. Aircraft liability with coverage for bodily injury and property damage including passengers.</p>	<p>\$1,000,000 CLS \$1,000,000 CLS</p>
<p>Aircraft Rental and Flight Training Commercial general aviation liability policy with coverage for premises, operations and products. Aircraft liability with coverage for bodily injury and property damage including passengers. Student and renters liability</p>	<p>\$1,000,000 CLS \$1,000,000 CLS \$500,000 CLS</p>
<p>Clubs Commercial general aviation liability policy with coverage for premises, operations and products.</p>	<p>\$1,000,000 CLS</p>
<p>Hangar Operations General Liability Policy</p>	<p>\$1,000,000 CLS</p>

In addition to the types and amounts of insurance required, each commercial airport operator shall at all times maintain such other insurance as the city's risk management director may reasonably determine to be necessary for such commercial airport operator's activities.

5.4. Indemnification – To the fullest extent permitted by law, any person accessing or using the airport or any of its facilities, or any taxilanes, and the person's successors, assigns and guarantors, shall indemnify, defend, pay and hold the city, its agents, employees, officials, directors, officers, commissioners and representatives

harmless from and against all claims, demands, charges, penalties, obligations, fines, administrative and judicial actions or proceedings, suits, liabilities, judgments, damages, losses, costs and expenses of any kind or nature (including, but not limited to, attorney fees and expenses, expert witness and consultant fees and expenses, arbitration fees, court costs and the cost of appellate proceedings) arising from said access or use, or from any other act or omission of said person (and its employees, agents or anyone for whose acts or omissions said person may be liable) including, without limitation, the discharge of any duties or the exercise of any rights or privileges pursuant to any regulations or these minimum operating standards promulgated hereunder. This applies, without limitation, to claims of personal injury, bodily injury, sickness, disease or death, and to claims of property damage (including city property), destruction or other impairment of every description (including, without limitation, loss of use), and to claims of environmental property damage (including, without limitation, cleanup, response, removal and remediation costs).

11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100