

**MINIMUM STANDARDS FOR FIXED BASE OPERATORS AND
AIRPORT TENANTS AT THE ORLANDO SANFORD AIRPORT
SANFORD, FLORIDA**

Whenever the term "Authority" is used herein it shall be construed as referring to the Sanford Airport Authority, a special board constituted as an agent and instrumentality of the City of Sanford, Sanford, Florida. In this regard, Fixed Base Operators and Airport Tenants should be aware that the Authority operates and controls the entire area of the Airport.

1. Have leased a minimum of five and one half (5.5) acres of airport property including a minimum of three (3) acres of concrete rigid pavement or flexible asphalt surface. Leased property shall contain all required facilities, aircraft parking and adequate aircraft tie-down facilities with approved ropes and chocks. See Exhibit "A" attached hereto.
2. Provide those services listed on Exhibit "B" attached hereto on either primary/obligatory or secondary/optional basis as specified herein on Exhibit "B" attached hereto.
3. Provide the minimum level of equipment called for on Exhibit "C" attached hereto.
4. At the option of the Authority, Category "A" Fixed Base Operator may purchase, lease or have available from the Sanford Airport Authority a minimum of 20,000 gallon fuel storage tank capacity for each type of aviation fuel sold. As a minimum, 100LL octane and Jet-A-1 aviation kerosene base fuel must be provided. Retail sale of fuel shall be permitted only by Fixed Base Operators in the "A" Category who meet all minimum service and equipment requirements herein.
5. Ensure that all dispensing, truck storage and handling of aviation fuels and petroleum products shall be in strict conformance with all regulatory and environmental agencies regulating same and in strict

accordance with the current Federal Aviation Administration Advisory Circular Number 150/5230-4, the fuel supplier's regulations and the Rules and Regulations of the Sanford Airport Authority.

6. Provide, maintain and operate truck-mounted fueling equipment, pumps, filters and motor vehicles in strict compliance with the provisions and procedures as set forth in the Airport Rules and Regulations in a safe and responsible manner.

7. Ensure no person shall dispense fuel into any aircraft until their name and experience record is on file in the office of the Executive Director. Such experience record must demonstrate the person dispensing aviation fuel as having received proper training from appropriate safety procedures and methods. Under no circumstances shall any person put automotive fuel into any aircraft with the intent to fly without first acknowledging in writing to the Executive Director the possible consequences therefrom and releasing, in writing, the Sanford Airport Authority and the City of Sanford from any and all liability therefor.

Additional documentation may be required by the Executive Director. Specific approval for such automotive fuel usage must be received from the Executive Director in writing prior to putting said fuel into any aircraft.

8. All fuel tank trucks will be marked/labeled to identify the specific type of fuel and octane designation and all trucks shall be maintained in a clean/shiny, rust free and mechanically excellent condition at all times.

9. Maintain mobile pumping equipment meeting all applicable safety requirements with available metering devices. These will be subject to independent inspection and will include pumping efficiency connectors and delivery hoses capable of servicing all aircraft using the Airport.

10. Have clean, courteous, uniformed personnel on full-time duty during normal business hours seven days a week, on call as needed on a twenty-four (24) hour, seven (7) day per week basis.

- 11. Install or have available at all fueling locations adequate grounding rods to reduce the hazards of static electricity.**
- 12. In addition to the 20,000 square foot general aviation hangar(s), have available a general aviation terminal facility with a minimum of 1,500 square feet conveniently located with comfortably heated and air-conditioned space with first class waiting room for passengers and crew. The general aviation terminal facility must also provide a planning room from which pilots can file flight plans and have available weather information, pilots lounge, including high quality restrooms, public telephones, FAX machine and small business conference room.**
- 13. A Category "A" Fixed Base Operator in this category may engage in the buying, selling or brokerage of new and used aircraft, aircraft parts and equipment without meeting the requirements of Category "E" provided a permit is obtained from the Authority for aircraft sale or brokerage. In addition to the services shown on Exhibit "B" attached, a Fixed Base Operator may conduct FAR Part 135 operations from the general aviation terminal. FAR Part 121 Operations may not be conducted except as may be specifically authorized by Sanford Airport Authority from the main airport terminal operated by the Sanford Airport Authority.**
- 14. Have demonstrated two (2) years of experience in owning and operating a Fixed Base Operation or comparable facility at a similar or larger sized airport and be authorized to conduct business in the State of Florida, Seminole County, and City of Sanford.**
- 15. Provide a statement satisfactory to the Sanford Airport Authority showing financial and technical capability sufficient to operate as a Category "A" Fixed Base Operation and construct, where applicable, required capital improvements to meet required minimum standards for Category "A" Fixed Base Operation.**
- 16. Prior to the commencement of operations the prospective operator will be required to enter into a written agreement with the Authority, which**

agreement will recite the terms and conditions under which the proposed business will operate at Orlando Sanford Airport, including, but not limited to, the term of agreement; minimum investment in improvements, rentals, fees and charges; the rights, privileges, and obligations of the respective parties; and other relevant covenants. It should be understood, therefore, that neither the conditions herein contained nor those set forth in the Proposed Minimum Standards represent a complete recitation of the provisions to be included in the written agreement. Such contract provisions, however, will not change or modify the Approved Minimum Standards or be inconsistent therewith.

17. Upon demand by the Authority, the prospective operator shall, concurrent with executing the aforesaid written agreement, furnish a performance bond acceptable to the Authority, or in lieu thereof, a cash deposit; in either case, in an amount satisfactory to the Authority.

18. The operator shall hold the Sanford Airport Authority and the City of Sanford harmless from and against all suits, claims, demands, actions, and/or causes of action of any kind or nature in any way arising or resulting from his tenancy and activities on the Airport and shall pay all expenses in defending any claims made against Authority by reason of his tenancy and activities on the Airport and shall pay all expenses in defending any claims made against Authority by reason of his tenancy and activities on the Airport. A hold harmless provision shall be included in written agreements between the Authority and the operator.

19. The operator shall procure and maintain, during the term of his agreement, insurance of the types and in the minimum limits set forth as determined by the Authority as recommended by the Authority's insurance consultant or agent for the respective categories of aeronautical services. The insurance company or companies writing the required policy or policies shall be licensed to do business in the State of Florida, and, unless operator is otherwise directed by the Authority, the Authority shall be named in the

policy as an additional insured. The operator shall furnish evidence of compliance with this requirement in the form of an insurance certificate. The applicable insurance coverages shall be in force during the period of the construction of operator's facilities and/or prior to his entry upon the Airport for the conduct of his business.

The operator shall also furnish evidence of his compliance with the Florida Statutes with respect to worker's compensation and unemployment insurance, where applicable.

20. The operator shall at all times comply with Federal, State and local laws, ordinances, codes, and other regulatory measures applicable to the specific type of operation contemplated. The operator shall procure and maintain during the term of the agreement all licenses, permits, and other similar authorizations required for the conduct of his business operations.

EXHIBIT A
MINIMUM REQUIRED FACILITIES FOR
CATEGORY "A" FIXED BASE OPERATION

1. HANGAR & SHOP SPACE

A minimum of 20,000 square feet of hangar space or equipment storage area including related shop space shall be provided for storage and maintenance of aircraft and related equipment.

2. GENERAL AVIATION TERMINAL

A minimum of 1,500 square feet of general aviation terminal area including a first class passenger waiting lounge, restrooms, flight planning room, pilots lounge, and manned service counter by helpful customer conscious personnel.

3. GSE AREA

An enclosed ground service equipment area (may be combined with a hangar) where ground support equipment will be housed and maintained.

4. PARKING LOT

A parking lot of not less than fifty public spaces and adequate number of employee spaces.

5. GROUNDS

First class and continually maintained exterior, sprinkled landscaping around building and parking areas for the benefit and convenience of the air traveling public. Such landscaping shall be designed so as to project an image natural to the Airport Area.

6. RESTAURANT

As may be specified by the Authority and agreed to by the Category "A" Fixed Base Operator.

EXHIBIT B
OBLIGATORY AND OPTIONAL SERVICES
TO BE PROVIDED BY "A" CATEGORY FIXED BASE OPERATION

1. PRIMARY/OBLIGATORY SERVICE

This category of services must be provided by "A" Fixed Base Operator.

A. Complete twenty-four (24) hour per day on-call fueling service for general aviation aircraft on FBO leased premises and removal of disabled aircraft. Requested services shall be provided at other locations on the Airport on customer request via telephone or radio. So-called "follow me" trucks soliciting FBO services to arrival aircraft shall not be permitted on areas other than the leased premises.

B. Complete twenty-four (24) hour per day first class line servicing and ground handling for all certificated passenger, cargo or general aviation aircraft.

C. Complete servicing of oils and lubricants for all categories of aircraft.

D. Full service facility operations and staffing with minimum operating hours from 6:30 a.m. to 9:30 p.m. seven (7) days per week. Category "A" Fixed Base Operator shall provide a practical method to handle fueling requests during non-business hours and may be required to extend hours of operation by the Authority.

E. All other services listed under Category "A", "D", and "F" of the Authority's Minimum Standards of Fixed Base Operation include (See Attachment 9):

(1) Aircraft starter service

- (2) Oxygen service**
- (3) Aircraft parts service**
- (4) Airframe and power plant repair services with at least one FAA certified A&P mechanic**
- (5) Rapid removal of disabled aircraft service upon request by the Airport Authority, Air Traffic Control Tower (ATCT) or customer**
- (6) Pilot supplies including charts, plotters, computers, sunglasses, etc.**

2. SECONDARY OPTIONAL SERVICES

These services may be provided as a business option at the discretion of the Category "A" Fixed Base Operation.

A. Buying and selling of new and used aircraft under prevailing fee structures of the Sanford Airport Authority. (Current fee is \$1,800.00 per year.)

B. Flight instruction or training upon meeting all requirements of Category "B" under the Authority's Minimum Standards.

C. Aircraft charter and taxi upon meeting all requirements of Category "C" under these Minimum Standards.

D. Other services which may be approved on a case by case basis by the Sanford Airport Authority.

E. Aircraft paint shop services upon meeting all applicable environmental or regulatory requirements.

F. Aircraft upholstery shop.

G. Propeller repair services.

H. Non-aviation concession services including vending, food and beverage service, rent-a-car or other non-aviation services to be approved on a case by case basis by the Airport Authority, subject to reasonable concession fees as may be set from time to time by the Sanford Airport Authority.

I. Flying club, Civil Air Patrol or other similar services.

J. All aviation sub-tenants and all non-aviation sub-tenants are subject to a case by case approval by the Sanford Airport Authority and may be subject to additional fees, charges or percentage of gross receipts fees based on prevailing industry practice as determined at the sole discretion of the Sanford Airport Authority.

K. Aircraft receiver/transmitter and antenna repair/installation including all categories of aircraft avionics repair services with at least one full time Federal Aviation Administration (FAA) certified technician with proper licenses issued by the Federal Communications Commission (FCC).

EXHIBIT C
MINIMUM REQUIRED EQUIPMENT FOR
CATEGORY "A" FIXED BASE OPERATION

All equipment named hereunder shall be maintained at all times on premises in a first rate, shiny, rust free, and top quality condition. Signage/logos on equipment shall be subject to approval of the Sanford Airport Authority and must, at minimum, identify the name of the airport and location, i.e., Orlando Sanford Airport, Sanford, Florida.

1. 1 each 2,200 gallon jet-a refueler
2. 1 each 3,000 gallon jet-a refueler
3. 1 each 1,200 (or 750) gallon avgas (100LL) refueler
4. Courtesy vehicle
5. Generator
6. Aircraft tug
7. 2 each 28 volt power units
8. 2 each GPU/KVA small power units
9. 1 each air conditioning unit for corporate aircraft
10. 1 each lav truck
11. 1 each lav cart

FIXED BASE OPERATOR
CATEGORY "A" -- SALE OF AVIATION PETROLEUM PRODUCTS AND RAMP
SERVICE

A. Fixed Base Operator in this category shall:

- 1. Lease from the Authority a minimum of three (3) acres of concrete rigid pavement or flexible asphalt surface on which will be located all required improvements, aircraft parking and tie-down areas with adequate tie-down facilities with approved ropes and chocks. Included in the land must be access or accesses to taxiways. Demonstrated capability to efficiently and safely conduct or move aircraft to such areas and park them in compliance with all local regulations.**
- 2. Provide and maintain a minimum of 10,000 gallon fuel tank capacity for each grade of aviation fuel usually required for aircraft using the Airport. Such tanks to be located in the fuel farm area to be designated by the Authority. In this regard, 100LL octane fuel and Jet-A-1 aviation kerosene base fuel should be available. SALE OF FUEL IS ONLY PERMITTED BY FIXED BASE OPERATORS AND SUCH FUEL SHALL BE DISPENSED ONLY WITH PERSONNEL AND EQUIPMENT PROVIDED BY THE FIXED BASE OPERATOR(S).**
- 3. Ensure that all dispensing, storage and handling of aviation fuels and petroleum products shall be in strict conformance with all regulatory and environmental agencies regulating same and in strict accordance with the current Federal Aviation Administration's Advisory Circular No: 150/5230--.**
- 4. Provide, maintain and operate the fueling facility and equipment in strict compliance with the provisions and procedures as set forth in the Airport Rules and Regulations.**
- 5. Ensure no person shall dispense fuel to any aircraft until their name and experience record is on file in the office of the Executive Director. Under no circumstances shall any person put automotive fuel into any aircraft with the intent to fly without first acknowledging in writing to the Executive Director the**

possible consequences therefrom and releasing, in writing, the Airport from any and all liability therefor. Additional documentation may be required by the Executive Director. Specific approval for such fuel usage must be received from the Executive Director in writing prior to putting said fuel into any aircraft.

6. All fuel storage tanks and tank trucks will be marked/labeled to identify the specific type of fuel and octane designation.

7. Maintain mobile and fixed pumping equipment meeting all applicable safety requirements with available metering devices subject to independent inspection and with a pumping efficiency capable of servicing all aircraft normally using the Airport.

8. Have uniformed personnel on full-time duty during normal business hours seven (7) days a week.

9. Demonstrate capability to perform minor repairs coupled with a requirement for tools, jacks, towing and tire repair equipment.

10. Install at all fueling locations adequate grounding rods to reduce the hazards of static electricity.

11. In addition to the 14,000 square foot general aviation hangar facility provided for elsewhere, construct or have available a facility with a minimum of 1,500 square feet conveniently located and comfortably heated and air-conditioned with waiting room for passengers and crew of itinerant aircraft while being fueled, including sanitary restrooms and public telephone.

12. Provide starters, oxygen, compressed air, passenger loading steps, and such other equipment and supplies as may be required to serve the aircraft using the Airport.

13. A Fixed Base Operator in this category may engage in the buying and selling of new and used aircraft, aircraft parts and equipment without meeting the requirements of Category "E" providing a permit is obtained from the Authority for aircraft sale.

CATEGORY "B" -- FLIGHT INSTRUCTION AND AIRCRAFT RENTAL

A Fixed Base Operator or Airport Aviation Tenant in this category shall:

- 1. Have available on a full-time employment basis a minimum of one instructor pilot with appropriate and current Federal Aviation Administration Pilot and Federal Aviation Administration approved Medical Certificates.**
- 2. Provide and at all times maintain a minimum of two (2) aircraft owned or leased by and under exclusive control of the operator which are properly equipped and Federal Aviation Administration certified for flight instruction and rental.**
- 3. Lease from the Authority or provide under terms agreeable to the Authority for his exclusive use a minimum of 800 square feet of classroom and/or office space, to include restrooms.**
- 4. Demonstrate the continuing ability to meet requirements for certification of flight instructor personnel and aircraft by the Federal Aviation Administration.**
- 5. Lease from the Authority a minimum of one-half (1/2) acre of land on which will be located all required improvements.**
- 6. Be responsible that personnel operating rental aircraft have appropriate and current Federal Aviation Administration Pilot and Federal Aviation Administration approved Medical Certificates.**
- 7. A Fixed Base Operator in this category may engage in the buying and selling of new and used aircraft, aircraft parts and equipment without meeting the requirements of Category "E" providing a permit for aircraft sales is obtained from the Authority.**

CATEGORY "C" -- AIRCRAFT CHARTER AND TAXI

A Fixed Base Operator or Airport Aviation Tenant in this category shall:

- 1. Have available on a full-time employment basis a minimum of one Federal Aviation Administration certificated pilot with current commercial and instrument ratings and appropriate and current Federal Aviation Administration approved Medical Certificate.**
- 2. Lease from the Authority or provide under terms agreeable to the Authority for his exclusive use a minimum of 800 square feet in a building for passenger shelter, restrooms, telephone, etc.**
- 3. Provide satisfactory arrangements for the checking in of passengers, handling of luggage, ticketing, and ground transportation, etc.**
- 4. Provide and at all times maintain a minimum of two (2) currently certified and continuously airworthy aircraft owned or leased by and under exclusive control of the operator, which are properly certificated for air charter or air taxi service.**
- 5. Lease from the Authority a minimum of one-half (1/2) acre of land on which will be located all required improvements.**
- 6. A Fixed Base Operator in this category may engage in the buying and selling of new and used aircraft, aircraft parts and equipment without meeting the requirements of Category "E" providing a permit for aircraft sales is obtained from the Authority.**

**CATEGORY "D" -- AIRCRAFT, ENGINE, PROPELLER AND ACCESSORY
MAINTENANCE**

A Fixed Base Operator and Airport Aviation Tenant in this category shall:

- 1. Lease from the Authority or provide under terms agreeable to the Authority for his exclusive use a minimum of 4,000 square feet of hangar, shop and storage space.**
- 2. Furnish facilities and equipment for airframe and power plant repairs with at least one duly Federal Aviation Administration certified A & P Mechanic and such other personnel as may be necessary. Such airframe and power plant repair shall include facilities for both major and minor repair of aircraft and engines used in private aviation in this area.**
- 3. Demonstrate the ability to and assume responsibility for promptly removing from the public landing area as soon as permitted by cognizant Federal Aviation Administration and Sanford Airport Authority any disabled aircraft which is expected to use the Airport.**
- 4. Lease from the Authority a minimum of one (1) acre of land on which will be located all required improvements.**
- 5. A Fixed Base Operator in this category may engage in the buying and selling of new and used aircraft, aircraft parts and equipment without meeting the requirements of Category "E" providing a permit for aircraft sales is obtained from the Authority.**

CATEGORY "E" -- NEW AIRCRAFT SALES

A Fixed Base Operator or Airport Aviation Tenant in this category shall:

- 1. Have a sales or distributorship franchise from a recognized aircraft manufacturer.**
- 2. Have available during normal working hours Federal Aviation Administration certificated and currently air-worthy aircraft for sale.**
- 3. Have a minimum of one (1) fully qualified demonstrator pilot employed with current and appropriate Federal Aviation Administration Pilot and Federal Aviation Administration approved Medical Certificates.**
- 4. Lease from the Authority a minimum of one-half (1/2) acre of land on which will be located all required improvements.**
- 5. Lease from the Authority or provide under terms agreeable to the Authority for his exclusive use a minimum of 800 square feet of office space.**
- 6. Have satisfactory arrangements at the Airport for repair and servicing of sales aircraft during the sales guarantee.**
- 7. Maintain stock of spare parts particular to the aircraft type for which the sales privileges are granted.**

CATEGORY "F" – RADIO OR INSTRUMENT

A Fixed Base Operator or Airport Aviation Tenant in this category shall:

1. Lease from the Authority or provide under terms agreeable to the Authority for his exclusive use a minimum of 800 square feet of shop and storage space.

2. Have available on a normal full-time basis Federal Aviation Administration certificated technicians in the field of aircraft electronics and/or aircraft instruments with proper Federal Communication Commission license to conduct complete aircraft transmitter, receivers and antenna repair.

3. Provide satisfactory arrangements for access to and storage of aircraft being worked on.

4. Lease from the Authority a minimum of one-half (1/2) acre of land on which shall be located all required improvements.

5. A Fixed Base Operator in this category may engage in the buying and selling of new and used aircraft, aircraft parts and equipment without meeting the requirements of Category "E" providing a permit for aircraft sales is obtained from the Authority.

6. Have satisfactory arrangements at the Airport for repair and servicing of sales aircraft during the sales guarantee.

7. Maintain stock of spare parts particular to the aircraft type for which the sales privileges are granted.

CATEGORY "G" – SALE OF AVIATION PETROLEUM THROUGH COMMERCIAL SELF-SERVICE FUELING SYSTEM

A. Fixed Base Operator in this category shall:

1. Lease from the Authority or provide under terms agreeable to the Authority for use of a minimum of four thousand square feet of concrete rigid pavement or flexible asphalt surface on which will be located all required improvements, above ground double wall tank(s), fueling terminal, metering system, lighting and protective enclosure, using pipe bollards or other suitable protection.

2. The associated tanks must be situated such that any aircraft being fueled will not preclude another aircraft from passing by without hindrance.

3. Commercial Self-Service Fueling System **MUST BE OWNED AND OPERATED BY AN FBO AND SHALL BE FOR THE SOLE USE OF APPROVED FBO EMPLOYEES AND OTHER APPROVED USERS.** The names of all said persons shall be on record with the Authority.

4. Provide and maintain a minimum of one, but no more than two fuel tanks, with a minimum capacity of 10,000 gallons for Jet A and/or 100LL octane fuel. Said system shall be located in an area designated by the Authority. No more than two fuel tanks may be located within one 4,000 square foot area as described in paragraph #1.

5. The fuel storage and dispensing equipment shall comply, entirely with all applicable Federal, State, and local regulations and requirements, including NFPA 30, NFPA 407, and Federal Aviation Administration's Advisory Circular No: 150/5230-4A, as now or hereafter amended.

6. Ensure that all maintenance and operation of Commercial Self-Service Fueling System are in strict conformance with the requirements and procedures contained within the Airport Rules and Regulations.

7. Be knowledgeable of, and comply with all, Federal, State, and local environmental laws, ordinances, rules and regulations, and provide the Authority with a current fuel spill prevention, countermeasures, and control plan signed by a licensed engineer.

8. The FBO shall be responsible for preparing a written Rules & Regulations Manual for self-fueling. This Rules & Regulations Manual will be subject to final approval by the Authority and it shall be the sole responsibility of the FBO and the users of the facility to adhere to such standards.

9. Ensure no person shall utilize facility until they have been properly trained, approved, and their name is on file with the Authority.

10. All such persons shall release, in writing, the Authority from and against any and all liability arising out of users self-fueling activity.

11. Ensure the self-fueling tank is equipped with a control device that prevents unauthorized dispensing of fuel.

12. Dispensing device shall have an emergency shut-off valve incorporating a fusible link or thermally activated device designed to close automatically in case of fire.

13. Provide a bonding capability between the fueling equipment and the aircraft.

14. Display with signage, the location and procedures for the emergency fuel shutoff valve, as well as the ARFF and SAA Control telephone numbers.

15. Fuel dispensing handle shall be equipped with a deadman nozzle preventing inadvertent cascading spills of large quantities.

16. Pay the Authority a fuel flowage fee at the current rate as discussed and approved separately.

**MINIMUM STANDARDS
FOR
AIRLINE FUELING OPERATORS**

A. In order to offer storage, delivery, and into-plane fueling services to airlines at the Orlando Sanford International Airport, an operator shall meet the Minimum Standards of EITHER ONE of the following two (2) categories:

- 1. Category "A" Fixed Base Operator; or**
- 2. Airline Fueling Specialty Operator**

B. The Minimum Standards for Category "A" Fixed Base Operators are as outlined elsewhere in this Minimum Standards For Fixed Base Operators and Airport Tenants document.

C. The Minimum Standards for Airline Fueling Specialty Operators are as follows:

1. The operator shall lease from the Airport Authority land sufficient to contain the required fuel farm facilities and ancillary equipment necessary to perform the services offered. The location of the fuel farm shall be in the area designated in the current FAA-approved Airport Layout Plan.

2. The fuel farm facilities shall contain at least 400,000 gallons of storage capacity for Jet-A aviation fuel.

3. The fuel farm facilities and all equipment shall be built, maintained, and operated in full compliance with all applicable safety, certification, and environmental laws, rules, regulations, statutes, codes, and ordinances of pertinent federal, state, and local governmental agencies, and in full compliance with the Airport Authority's Rules and Regulations, Minimum Standards, and FAA and FDOT obligations.

4. The fuel farm facilities and all equipment shall be built, maintained, and operated in full compliance with fueling industry standards, as well as the requirements of the fuel supplier or broker.

5. The operator shall have at least two (2) 10,000 gallon mobile refueling tanker vehicles adequately equipped to service large transport jet aircraft.

6. The operator shall be limited to offering into-plane fueling services only to FAR Part 121, 129, and 135 domestic and international airlines which hold use or ground handling agreements with either the

Airport Authority or its designated terminal services management operators. The operator shall be required to provide foreign trade zone bonded fuel for international airlines.

7. The operator shall not be permitted to offer fueling services to general aviation, military, government agencies, or to any other aircraft operator, unless specifically requested in writing by the Airport Authority on a case-by-case basis. Fueling services shall not be conducted on a retail basis.

8. The operator shall offer only Jet-A fuel services, and shall not offer AvGas or any other type of fuel grades.

9. Fueling services shall only consist of the storage, handling, and into-plane dispensing of Jet-A fuels that have already been purchased by an airline from the vendor or broker of its choice. Fueling services shall only be conducted on the ramps adjacent to the Airline Passenger Terminal Complex, and on no other areas of the Airport, unless specifically authorized in writing by the Authority.

10. The operator shall pay to the Authority the current fuel flowage royalty fee for all fuel delivered to the operator's fuel farm facility. The payment method shall be as outlined elsewhere in this Minimum Standards document.

11. The operator's personnel shall be properly trained to perform the duties required, and shall be subject to periodic testing by the Authority and/or the FAA. Adequate records of personnel training shall be maintained by the operator to permit examination by the Authority and/or the FAA at any reasonable time and place.

12. The operator shall provide and maintain current policies of insurance in the minimum amounts as may be determined by the Authority from time to time. Such policies shall indemnify the Authority, the City of Sanford, and its officers, agents, and employees from all damages arising from operator's fueling operations.

**MINIMUM STANDARDS
FOR
AVIATION FUEL STORAGE, HANDLING, AND DISPENSING
ON
ORLANDO SANFORD INTERNATIONAL AIRPORT**

May 1, 1999

GENERAL:

All fuel storage, handling, and dispensing activities shall be in conformance with current aviation and fuel industry standards and generally acceptable practices, as well as applicable federal, state, and local statutes, ordinances, laws, codes, regulations, and Airport Authority Rules and Regulations. In the event that these Minimum Standards conflict with any of the above, the stricter interpretation shall govern.

SPECIFIC:

Fuel Farm/Storage Areas

a. **Overall** the farm shall:

- (1) Be fenced and signed to reduce chance of unauthorized entry and/or tampering;
- (2) Be posted with flammable non-smoking signs;
- (3) Contain no feature which would allow introduction of any foreign material into fuel;
- (4) Be free of materials, equipment, functions and activities which would be ignition sources; and
- (5) Be constructed in such a manner as to prevent the introduction of the product into the wrong storage tank.

b. **Fuel Tanks** shall be:

- 1) Marked with letters at least 3-inches high to identify type/grade (1) of fuel;
- 2) Equipped with a positive low point sump and, if filled via fixed piping, with non-splashing bottom inlets;

- 3) Closed and equipped with rainproof and bug-proof vents at least 12-feet above grade;
- 4) Equipped with functioning floating suction pickup or other device to prevent, during normal pumping, pickup of water and other contaminants at bottom of tank; (Jet A only);
- 5) Equipped with "thief" pump or gravity drain at tank's positive low point sump, with an outlet located to facilitate convenient collection of outflow;
- 6) If tank has floating suction system, be equipped with floating suction test hole and test cable;
- 7) Equipped with a manhole large enough to allow entry for inspection and cleaning;
- 8) Free of zinc, copper, cadmium;
- 9) Clean and free of significant rust, scale, surfactants, biological growth, or other materials which could contaminate fuel; and
- 10) Equipped with an accessible fire extinguisher which meets or exceeds NFPA Standard 407 having at least a 20-BC rating.

c. Filters/Filter Separators. The system shall:

- 1) If for Avgas (including MOGAS), contain at least an inlet strainer, outflow filter (2) sized to match maximum pump flow capacity, differential pressure check system, and a sump drain with outlet located to facilitate convenient capture of outflow; and
- 2) If for jet fuel, contain at least an inlet strainer, inflow and outflow filter/separators (3) sized to match maximum pump flow capacity, differential pressure check system, positive water defense system, a sump drain with outlet located to facilitate convenient capture of outflow, and fuel sampling (Millipore or equivalent) fittings downstream of all filters and filter/separators.

d. Piping shall be:

- 1) Completely separate by type and grade of fuel;

- 2) Marked with letters at least 3-inches high and color coded at each inlet, outlet and valve to clearly identify fuel type and grade (4);
- 3) Free of zinc, copper (except possibly, tubing serving test or pressure gauge systems), and cadmium; and
- 4) Clean and free of significant rust, scale, surfactants, biological growth or other materials which could contaminate fuel.

e. Hoses, Nozzles, and Outflow Connectors shall:

- 1) Be only those specifically designed and tested for delivery of aviation fuels;
- 2) Equipped with appropriate unique fuel coupling for each product in storage;
- 3) Be controlled by spring-loaded, non-bypassable automatic (deadman) fuel flow cutoff feature (5); and
- 4) Be color-coded to identify fuel type (4).

f. Electrical Equipment, Switches, and Wiring shall be:

- 1) Reasonably protected from heat, abrasion, or other impact which could cause failure of insulation, open spark or other ignition source.
- 2) Of a type or design approved for use in Class I, Group D, Division I hazardous locations (explosion proof; i.e., free of exposed conductors, contacts, switches, connectors, motors, etc., which could generate open spark or other exposed ignition source during normal operations). See National Fire Protection Association (NFPA) Standard 70, National Electrical Code.

g. Grounding and Bonding Equipment shall provide that piping, filters, tanks, and electrical components are electrically bonded together and interconnected to adequate electrical ground.

h. Loading Docks and Stations shall be:

- 1) Clearly marked and color coded as to fuel type (4);
- 2) Equipped with accessible fire extinguishers meeting standards of NFPA Standard 407 (a minimum of two, each having at least a 20-BC rating);

- 3) If top loading system, equipped with metallic drop tube (having anti-splash fuel deflector) long enough to reach bottom of deepest fueling vehicle tank;
- 4) Equipped with a "deadman" control;
- 5) Equipped with boldly marked emergency cutoff (5);
- 6) Equipped with a bond/ground wire and appropriate connector clamp for grounding fueling vehicles; and
- 7) Designed to prevent the introduction of improper fuel into refueling vehicles.

j. Marking and Color Coding.

- 1) All parts of fueling system, including all unloading headers, inlets, tank fills, tank hatches, in and outflow piping, valves, top load drop tubes, hose connectors, nozzles, and vehicles should be marked permanently and color coded (4); and
- 2) Marking and color bands on over-the-wing nozzles used for loading fuel onto aircraft should not be subject to chipping, peeling, or flaking.

2. Ground Availability. Ground rods shall be available for aircraft fueling unless fuel flow is not more than 25 gallons per minute.

3. Mobile Fueling Vehicles.

a. Overall the system shall:

- 1) Be marked with letters at least 3-inches high on all sides to show danger, flammability, standard hazardous material placard with ID number (6) and, inside crew compartment (if any) to prohibit smoking;
- 2) Be marked with letters at least 3-inches high on all sides and in crew cab to clearly show type or grade of fuel in system;
- 3) Contain/dispense only one type or grade of fuel unless the vehicle was specifically designed to contain/dispense multiple grades of fuel;
- 4) Be equipped with: (a) a system capable of overriding all other controls and stopping, with one physical movement, all fuel flow; and (b) fire extinguishers as prescribed by NFPA Standard 407 (at least two each accessible from a different side and each having at least a 20-BC rating);

- 5) Contain no feature which would allow introduction of any foreign material into fuel;
- 6) Contain no feature which would allow fuel or concentrated fumes to contact (during normal operations, overfilling or other spill) exhaust system, hot exhaust gasses, or any other ignition source; and
- 7) If equipped with an internal combustion engine, be equipped with air filter/spark arrester and a leak-free exhaust system terminating in a standard baffled (original equipment type) muffler.

b. Fuel Tank(s) shall be:

- 1) Closed and equipped with gasketed dome covers (a) which contain a 3 p.s.i. emergency vapor pressure relief valve, and (b) which are adequate to prevent fuel spillage during vehicle movement and influx of water anytime;
- 2) Equipped with sump drain, with an outlet located to facilitate convenient capture of outflow;
- 3) Equipped with tank bottom outflow cutoff valve which can block fuel flow and spill in the event of piping rupture or other valve failure;
- 4) Free of zinc, copper, cadmium; and
- 5) Clean and free of significant rust, scale, surfactants, biological growth, or other material which could contaminate fuel.

c. Filter and Filter Separator system shall:

- 1) If for Avgas, contain at least a non-bypassable outflow filter (7) sized to match maximum pump flow capacity, a differential pressure check system, and a sump drain with an outlet located to facilitate convenient capture of outflow;
- 2) If for jet fuel, contain at least an outflow filter/separator sized to match maximum pump capacity, differential pressure check system, a positive water defense system bottom drain with an outlet located to facilitate convenient capture of outflow, and fuel sampling (Millipore) fitting downstream of all filters and filter/separators; and
- 3) If for Avgas, be equipped with a final in-line filter from pump to aircraft.

d. Piping shall be:

- 1) Reasonably protected from impact/stress which could cause rupture/fuel spillage;**
- 2) Free of zinc, copper (except in tubing serving test or pressure gauge systems), and cadmium; and**
- 3) Clean and free of rust, scale, surfactants, biological growth, or other material which could contaminate fuel.**

e. Hoses, Nozzles, and Connectors shall be:

- 1) Only those specifically designed, tested, and marketed for delivery of aviation fuels;**
- 2) Equipped with appropriate unique fuel couplings for each product in storage;**
- 3) If over-the-wing nozzles, meet Society of Automotive Engineers specification AS 1852;**
- 4) Equipped with dust cap or other feature which will minimize contaminant introduction into fuel/system;**
- 5) Equipped with non-bypassable 100 mesh nozzle/connector screens;**
- 6) Controlled by a deadman flow cutoff feature; and**
- 7) Color-coded to identify fuel type (4).**

f. Electrical Equipment and Wiring shall be:

- 1) Reasonably protected from heat, abrasion, or other impact which could cause failure of insulation, open spar, or other ignition source; and**
- 2) Of a type or design approved for use in Class I, Group D, Division 1 hazardous locations (explosion proof; i.e., free of exposed conductors, contacts, switches, connectors, motors, etc., which could generate open spark or other ignition source during normal operations). See NFPA Standard 70, National Electrical Code.**

g. Grounding and Bonding system shall:

- 1) Provide electrical continuity between all metallic or conductive components;**
- 2) Have both ground and bonding wires, and clamps adequate to facilitate prompt definite electrical ground connection between fueling vehicle pit cabinet, grounding system, and aircraft being fueled; and**
- 3) If a pit or cabinet, be permanently electrically grounded.**

4. Fueling Personnel.

- a. Number. Fueling personnel should be of a sufficient number to safely operate the fueling system and to perform periodic checks/inspections essential to that system's proper functioning.**
- b. Training for Supervisory Personnel. At least one supervisor must have completed an aviation fuel training course at an approved FAA/Industry-sponsored fueling course. Following initial training, supervisory personnel should:**
 - 1) Be able to identify, explain major characteristics of, and distinguish between, the various types of fuel (using flammability, color, odor, and feel) found on the airport;**
 - 2) Be able to distinguish gasoline-fueled reciprocating engines from turbine engines and explain the major features of each, and describe the type of fuel and oils used by each;**
 - 3) Be able to identify (by power plant and required fuel type or grade) aircraft normally on fueling operator's ramp, and to routinely properly fuel same;**
 - 4) Be able to identify and explain the more common sources and major effects of fuel contaminants: water, other types of fuel, biological growth, surfactants, lint, rust, sand, and other common solid particles;**
 - 5) Understand and be able to explain what should be done when one or more of these contaminants are found in fuel;**
 - 6) Be able to identify and explain basic purposes of required components of the fuel farm and mobile fueling vehicles, pits, and fueling cabinets they normally use;**

- 7) Be able to explain the purpose of and safely perform periodic inspections/checks needed to keep equipment operational and functioning safely;
- 8) Understand and be able to explain what should be done when required component of fuel farm, mobile fueling vehicle, pit or cabinet is inoperable;
- 9) Understand the basic "fire triangle", and be able to identify the more common ignition sources found on airports;
- 10) Understand and be able to explain what should be done if fuel leak or spill occurs;
- 11) Understand and be able to generally explain static-generation/retention misting of fuels; and the dangers associated with filtering and pumping fuels to and from storage tanks, mobile fueling vehicles, and aircraft;
- 12) Understand and be able to explain the hazards of atmospheric electrical phenomena, including lightning and static charging of aircraft in flight;
- 13) Understand and be able to explain main features of proper firefighting technique using, and demonstrating use of the fire extinguishers normally at fuel farms and on fueling vehicles, pit, and cabinets;
- 14) Understand and be able to explain defueling procedures and precautions;
- 15) Understand, be able to perform and be able to explain the quality control tests necessary to ensure the integrity of fuel provided;
- 16) Understand, be able to explain and show successful implementation of quality control procedures, including appropriate record keeping;
- 17) Receive periodic training sufficient to maintain this knowledge; and
- 18) Maintain records of individual training and recurrent training.

c. Training for line personnel. Line personnel shall:

- 1) Be able to identify, understand major characteristics of, and distinguish between, the various types of fuel (using flammability, color, odor, and feel) found on the airport;
- 2) Be able to distinguish gasoline-fueled reciprocating engines from turbine engines and understand the major features of each, and describe the type of fuel and oils used by each;
- 3) Be able to identify (by power plant and required fuel type or grade) aircraft normally on fueling operator's ramp, and to routinely properly fuel same;
- 4) Be able to identify and understand the more common sources and major effects of fuel contaminants, water, and other types of fuel, biological growth, surfactants, lint, rust, and other common solid particles;
- 5) Understand what should be done when one or more of these contaminants are found in fuel;
- 6) Be able to identify and understand basic purposes of required components of the fuel farm and mobile fueling vehicles, pits, and fueling cabinets they normally use;
- 7) Be able to understand the purpose of and safely perform periodic inspections/checks needed to keep equipment operational and functioning safely;
- 8) Understand what should be done when required component of fuel farm, mobile fueling vehicle, pit or cabinet is inoperable;
- 9) Understand the basic "fire triangle", and be able to identify the more common ignition sources found on airports;
- 10) Understand what should be done if fuel leak or spill occurs;
- 11) Understand static-generation/retention misting of fuels; and the dangers associated with filtering and pumping fuels to and from storage tanks, mobile fueling vehicles, and aircraft;
- 12) Understand the hazards of atmospheric electrical phenomena, including lightening and static charging of aircraft in flight'

13) Understand the main features of proper firefighting technique using, and demonstrating use of the fire extinguishers normally at fuel farms and on fueling vehicles, pit, and cabinets; and

14) Understand the dangers of defueling.

d. Clothing and Footwear. Fueling personnel shall be appropriately clothed (garments other than silk, polyesters, nylon with wool, or other static generating fabrics; shoes containing no taps, hobnails, or other material which could generate sparks on pavement.)

e. Other. Fueling personnel shall not carry on their persons (at any time in, on, or within 100 feet of any tank, dock, storage area, fueling vehicle or aircraft) any igniting device including safety matches, strike-anywhere matches, cigarette lighter, or other items which could become ignition sources if operated, bumped, hit, or dropped.

f. Supervision. Fueling personnel shall be adequately supervised and periodically checked to assure that training and knowledge levels are maintained, all equipment and required components are kept fully operational, required periodic checks and inspections are made when due, required records are kept, and that, proper quantity and grade of clean, dry "on spec" fuel is routinely delivered to the proper aircraft.

g. Fuel Farm, Mobile Fueling Vehicles, and Pit Operations. Fueling staff shall:

- 1) Ensure that only qualified personnel are allowed to operate fuel farm or equipment or to fuel aircraft;**
- 2) Ensure that fuel unloading and fueling vehicle loading are carried out only with qualified personnel present;**
- 3) Ensure, before placement of fuel in a fuel storage tank that it has passed appropriate tests to assure fuel meets specification, and is free of contaminants, of proper color, smell, and feel and is "clear and bright";**
- 4) Ensure that an adequate system of records is maintained to trace fuel from receipt to delivery to a specific aircraft;**
- 5) Ensure fueling is performed only outside, never in a building;**

- 6) Ensure that fueling vehicles are never parked closer than 10 feet from each other, 50 feet from any building or aircraft not being fueled/defueled; and, during loading and fueling operations, 100 feet from smokers or other visible sources of ignition;**
- 7) Ensure that before all unloading, loading, fueling and defueling operations are begun, all motors, engines, radios, and other electrical and mechanical equipment (except only auxiliary power units) not needed for that specific operation are turned off and kept off;**
- 8) Ensure that all systems and fueling vehicles are grounded or bonded before commencing and during all fuel handling operations;**
- 9) Ensure that before opening any aircraft or fueling vehicle tank or commencing any fueling operation (and at all time during fuel transfer) at least a bonding wire is connected between fueling vehicle being loaded and the loading dock ground, or between the fueling vehicle, pit, cabinet and the aircraft being fueled.**
- 10) Before commencing loading of any fueling vehicle or fueling any aircraft, ensure that all fuel farm, fueling vehicle, pit, and cabinet equipment to be used is in good operating condition; that the tank and filter or filter/separator involved have been sumped in the previous 24 hours and that the fuel about to be loaded or pumped into the airplane is free of contaminants and of proper color, smell, feel, and type and it "clear and bright";**
- 11) Before loading any mobile fueling vehicle or refueling any aircraft, ensure that within the preceding seven days: (a) differential pressure for each filter or filter/separator on the fuel farm, pit, cabinet, and mobile fueling vehicle has been checked, compared with prior readings, and found within manufacturers' tolerances and that; (b) all nozzle/hose connector screens have been visually checked and found intact and free of significant debris;**
- 12) Before loading any mobile fueling vehicle or refueling any aircraft, ensure that within the preceding 30 days: (a) each inflow basket strainer has been visually checked, (b) a water detection test has been performed downstream of each filter or filter/separator, (c) if jet fuel system, at least a colormetric (visual) Millipore (or equivalent), a test has been conducted downstream of last filter or filter/separator; (d) each mobile fueling vehicle has been given a careful visual condition inspection including a night spark check to identify visible ignition sources; (e) internal combustion engine's exhaust system has been**

thoroughly checked and found intact and free of leaks; and (f) the entire fueling vehicle is mechanically sound and well maintained;

- 13) Before loading any mobile fueling vehicle or refueling any aircraft, ensure that within the past 12 months: (a) each filter and filter/separator element in entire fuel system has been replaced or has passed a single element test in which it can remain in service an additional 12 months; (b) each fueling hose in the system has been stretched to its full length, has had maximum pumping pressure applied, and (while this pressure is maintained) has been visually and tactility checked and found free of significant cuts, exposed cords, discoloration, soft spots, blisters, slippage of end connectors, or other indication of potential failure; (c) each bonding, grounding device, or connection has been checked for electrical continuity; and that (d) each storage tank with access has been opened and visually checked for a build-up of sludge or other contaminant;
- 14) Ensure that mobile fueling vehicle loading and aircraft fueling is conducted only when deadman control is operable and used to control fuel flow;
- 15) Ensure that fuel farm and all equipment is kept neat and free of trash or debris which could cause or contribute to fuel contamination or fire;
- 16) Ensure that all fire extinguishers are checked for charge and condition at least semiannually; and
- 17) Ensure that fuel service operations shall be suspended when there are lightning discharges in the immediate vicinity of the airport.

h. **Testing.** All personnel shall be subject to periodic testing by the FAA and/or the Airport Authority.

5. **Fueling Vehicle Records.**

- a. Fueling vehicle staff and supervisors shall develop and maintain (for at least 12 months) records adequate to at least show:
 - 1) Source, tests run on, and ultimate delivery points of all fuel brought onto the airport;
 - 2) Checks (and any subsequent corrective action taken) made on equipment required by these standards; and

- 3) Training given and qualifications/achievements of all fueling staff on the airport.**
-

FOOTNOTES:

- (1) For example, Avgas 80, Avgas 100LL, Jet A, etc.**
- (2) If Avgas portion of fuel storage area and fuel farm has (1) no settling tank, and (2) if no firm procedure (to require at least two hours settling time and subsequent sumping to remove any water) can be demonstrated, system should contain a non-bypassable inflow and outflow filter/separators and water slug detector cutoff/alarm (see footnote #3 below), in place of the filter.**
- (3) At low throughput locations, one filter/separator and one water slug detector cutoff/alarm may (with proper piping/valving/procedures) serve both inflow and outflow.**
- (4) Color and marking codes shall be in accordance with the latest FAA advisory circular AC 150/5230-4 and API bulletin 1542.**
- (5) Capable of overriding all other controls and stopping, with one physical movement, all fuel flow.**
- (6) 1203 for all Avgas, 1223 for Jet B (JP-4), and 1863 for Jet A.**
- (7) If Avgas is from fuel storage area or other source having (1) no settling tank and (2) no firm procedure to require at least two hours settling time and subsequent sumping to remove any water, system being used should have a non-bypassable outflow filter/separator and water slug detector cutoff/alarm in place of the filter.**

ORLANDO SANFORD AIRPORT
CONSTRUCTION STANDARDS

- A. All buildings shall meet state and local building codes, with permits obtained before any construction starts.**
- B. Site plans showing building size, configuration, floor elevation, door and window locations, drainage, and parking shall be submitted to the President for review and approval before it is submitted to the City for site plan review.**
- C. All buildings or additions to buildings that are prefabricated metal structures shall include the following items as minimum specifications:**
 - 1) 4" concrete floor slab with 6x6/10x10 wwf or 6" 3000 psi minimum.**
 - 2) 3" vinyl insulation on entire sidewalls and roof.**
 - 3) 7' ± liner panels around entire interior.**
 - 4) 20 s.f. of skylight for each 625 s.f. of floor area.**
 - 5) Roof ventilation, 10 linear ft. of operable ridge per 25 linear ft. of ridge length (9" throat).**
 - 6) Gutters and downspouts.**
 - 7) Sidewall color to be approved by the President. (All roof panels to be white.)**
 - 8) All buildings shall have plumbing roughed-in below the floor slab.**
 - 9) All buildings shall have electrical service brought to the building and the building wired and lighted for minimum "storage lighting" meeting minimum electrical codes and fire exit regulations.**
 - 10) All overhead doors shall be approved by the President as to their location, operation, and manufacturer.**

- 11)All buildings shall be wired for outside security lighting on at least two opposite sides.**
- 12)All buildings shall meet applicable fire codes.**
- 13)All buildings shall have 3' of block around the bottom sides.**
- 14)Roof and wall panels – minimum 26 gauge.**

Sanford Airport Authority
Environmental Protection Policy
Addendum to Lease Number _____

The Sanford Airport Authority recognizes and strongly supports protection of the environment and adherence to federal, state and local laws, regulations and policies enacted for the protection and enhancement of the natural environment.

It shall be the policy of the Sanford Airport Authority to hold the tenant, Lessee or user of the airport property responsible for environmental hazards or liability created by their activity at the Airport. Such liability includes, but is not limited to fines, legal fees, consultant fees and all other costs required to operate or bring into compliance any activity, use or occupancy of Airport property which creates an environmental violation or hazard. Lessee specifically agrees to be responsible to the Authority for all matters stated herein.

With promulgation of this policy, it is clearly the intent of the Sanford Airport Authority to support and enhance responsible industrial activities which may incidentally create low risk, low volume quantities of environmentally hazardous or toxic materials. All such activities shall be reviewed on a case by case basis and continuously monitored by the tenant and the Authority. Such activities would generally include:

- 1) Proper handling and storage of oils, fuels, lubricants or equivalent products.
- 2) Permitted handling and storage of solvents, cleaners, paints and related cleaners.
- 3) Regulated storage of explosives and or related products.

Any proposed use of Airport property for handling of high risk or high volume hazardous or toxic materials will be reviewed on a case by case basis and may be disapproved if deemed incompatible with Airport needs, standards or goals. Such higher risk or higher volume activities could include:

- 1) Handling or use of radioactive materials.
- 2) Dumping on Airport property.
- 3) Waste incineration on Airport property.
- 4) Hazardous or toxic waste storage on Airport property.

All tenants or users of Airport property who are involved in the use, storage, manufacture or recycling of regulated materials or substances are required to be

insured in order that the Sanford Airport Authority and the City of Sanford are indemnified against environmental risk. The required insurance shall be determined by the Authority and must effectively address the comprehensive potential loss created by the user or tenant activity. At the Authority's discretion, the tenant may be asked to substitute a cash deposit, letter of credit or bond in lieu of insurance. Limits of insurance coverage or deposits may be adjusted from time to time at the sole discretion of the Authority.

In addition to insurance or deposit covering financial loss, the Authority independently may also require the development of an emergency plan which covers the Airport tenant's or user's action in the event of an environmental emergency.

It shall be the ongoing responsibility of each tenant or user of Airport property to maintain all required insurance, licenses, records, permits or training standards in line with all applicable governmental requirements. All insurance shall provide a one hundred and twenty (120) day prior notice of non-renewal to the Sanford Airport Authority and loss of required licenses to operate shall be deemed just and sufficient cause to terminate the lease or use of the Airport. Sixty (60) days prior to non-renewal or cancellation of any environmental insurance policy, the Authority may commence clean-up activities thereunder or utilize such deposits or insurance proceeds as may be available to bring an offending activity into compliance.

AGREED AND ACCEPTED:

NAME: _____

COMPANY: _____

DATE: _____

Self Regulation Points

Orlando Sanford International Airport

Since 1997 the Sanford Airport Authority and various airport users, including the FAA control tower, have willingly entered into a mutual agreement. By this agreement, all users have initiated self-managed techniques to ensure that all can safely and efficiently use the facilities of the Airport, especially during the high tempo summer months of April through November.

These self-management techniques generally fall into the broad categories listed below. In addition, these techniques are good management principles throughout the year, but are most important from April through November. They establish and enhance separation between flight training activity and air carrier airline activity including any adverse operating effects on one another.

I. Self Regulation:

- a. The hours of 1:00 pm and 6:00 pm local time on Thursday, Friday and Saturday are referred to as "Peak Density Period" (PDP). During PDP:
 - Flight schools won't hold for training at NDB
 - Runways 9R 27L to be used for repetitive training
 - Flight schools attempt to maximize flight training during non-PDP and minimize flight training during PDP.
 - Air carriers/ground handlers will minimize the pushbacks onto the C taxiway and minimize the time on taxiway C.
 - No simultaneous operations (9L/27R and 9C/27C).
 - Initial climb altitude greater than 2,000ft
 - No GA low altitude, high speed or high pitch maneuvers at the field with air carriers present
 - No constraint to safety

II. Letters of Agreement

- a. Aerobatic Practice Areas
- b. Parallel Runway and Foreign Air Carrier Procedures
- c. Land and Hold short operations

III. Sanford ATC Tower Letters to Airmen

- a. Blind Spot on Taxiway Bravo
- b. Southeast Ramp Taxi and Spot 8 Procedures
- c. VFR Operations at or below 500 feet AGL in the SFB Class C Surface Area

IV. Flight Training Management for Runway 9R/27L

- a. Land in first 1/3 of runway**
- b. Adhere to establish pattern**
- c. Climb on established climb schedule (27L operation)**
- d. Start usage of runway later in the morning. Especially on weekends.**

V. Air Carrier Maintenance Engine Turn-Ups

- a. SW ramp limited to idle power only**
- b. Late at night or other slow times and with SAA permission, use north side of terminal in vicinity of gate 6 or 7**
- c. High power or extended low power night turns use taxiways as assigned by ground control**

SPECIAL CATEGORY
AIRPORT AVIATION TENANT
(OCCUPYING BUILDINGS & RAMP SPACE ON AIRPORT PROPERTY
BUT WHO IS NOT A FIXED BASE OPERATOR

An Airport Aviation Tenant in this category shall:

1. Lease from the Authority or provide under terms agreeable to the Authority for his exclusive use a minimum of one-half (1/2) acre of land which shall be improved in accordance with applicable zoning ordinances pertaining to the Airport.

2. Be prohibited from engaging in any of the activities of Fixed Base Operators defined by Category "A". If specifically approved by the Authority in the lease agreement, the Airport Aviation Tenant may be permitted to operate in Categories "G" through "F".

SPECIAL EXCEPTION required in lease agreement.

3. Be responsible that aircraft owned by him or operated from the property leased or occupied by him are operated by personnel who hold appropriate and current Federal Aviation Administration approved Medical Certificates.

* * * * *

These Standards originally established by the City of Sanford Resolution Number 1087, dated November 23, 1970, and later modified by the Sanford Airport Authority on July 12, 1973, March 13, 1975 and July 14, 1987.

Revised and adopted July 14, 1987.