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Minimum Standards for Commercial Aeronautical Activities

Jacksonville Aviation Authority

Jacksonville International Airport (JAX)
Cecil Airport and Spaceport (VQQ)
Jacksonville Executive at Craig Airport (CRG)
Herlong Recreational Airport (HEG)

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ARTICLE 1. INTRODUCTION

Section 1-1. *Purpose*

(a) The purpose of these Minimum Standards for Commercial Aeronautical Activities (Minimum Standards) is to encourage and promote: (a) the provision of high quality aeronautical products, services, and facilities; (b) the development of high quality aeronautical Improvements; (c) safety and security; (d) the economic health of Fixed Base Operators (FBOs) and Specialized Aviation Service Operators (SASOs); and (e) the orderly development of land and Improvements at Jacksonville International Airport (JAX), Cecil Airport and Spaceport (VQQ), Jacksonville Executive at Craig Airport (CRG), and Herlong Recreational Airport (HEG).

(b) These Minimum Standards specify the standards and requirements which must be complied with by any entity desiring to engage in Commercial Aeronautical Activities (Activities) at the Airports. Throughout these Minimum Standards, the words "standards" or "requirements" shall be understood to be modified by the word "minimum" except where explicitly stated otherwise. Any required determinations, interpretations, or judgments regarding what constitutes an acceptable standard or requirement, or regarding compliance with such standard or requirement, shall be made by the Jacksonville Aviation Authority (Authority).

(c) All qualified and experienced Entities desirous of engaging in Activities within the Jacksonville Airport System shall be accorded a reasonable opportunity, without unjust discrimination, to engage in such Activities, subject to fully complying with these Minimum Standards.

(d) Activities may be proposed that do not fall within the Activities designated herein. In any such cases, appropriate minimum standards shall be established by the Authority on a case-by-case basis for such Activities and incorporated into the Agreement.

Section 1-2. *PMCD General Provisions*

(a) These Minimum Standards incorporate, by reference, the Primary Management Compliance Documents (PMCDs) General Provisions set forth in Appendix A of the Rules and Regulations.

Section 1-3. *PMCD Definitions*

(a) These Minimum Standards incorporate, by reference the defined words and acronyms identified in Appendix B – Definitions and Acronyms of the Rules and Regulations and are capitalized whenever used in these Minimum Standards. Words or acronyms that are not defined or identified shall be construed consistent with common meaning or as generally understood throughout the aviation industry.

Section 1-4. *Pioneering Period*

(a) When a specific Activity is not currently being provided at an Airport, the Authority may enter into or approve an Agreement with an Operator under terms and conditions that may be less than those outlined in these Minimum Standards for a limited period of time known as a pioneering period. The duration of the pioneering period shall be specified in the Agreement.

Section 1-5. *Exclusive Rights*

(a) The granting of rights or privileges to engage in Activities shall not be construed in any manner as affording any Operator an Exclusive Right, other than the exclusive use of the land and/or improvements that may be leased to an Operator and then only to the extent provided in an Agreement, consistent with the Airport Sponsor Assurances (Assurances) given to the federal and/or state government by the Authority as a condition to receiving federal and/or state funds.

(b) However, the Authority has the right to exercise its proprietary Exclusive Right, consistent with and as allowed by the Assurances, to provide certain Activities directly with the Authority's employees, vehicles, equipment, and resources. This right has been exercised for FBO products, services, and facilities at HEG (see Section 3-1(a)).

(c) The presence on an Airport of only one Operator engaged in a particular Activity does not, in and of itself, indicate that an Exclusive Right has been granted. It is the policy of the Authority not to enter into or promote an understanding, commitment, or express agreement to exclude other reasonably qualified and experienced Entities. Accordingly, those Entities who desire to enter into an Agreement should neither expect nor request that other Entities be excluded who also desire to engage in the same or similar Activities and are willing to meet these Minimum Standards.

(d) The opportunity to engage in Activities shall be made available to those Entities willing and able to comply with these Minimum Standards and as land and Improvements may be available at the Airport to support such Activities provided such use is consistent with the current and planned uses of land and Improvements at the Airport and is in the best interest of the Authority and the public, as determined by the Authority in its sole discretion.

Section 1-6. *Applicability*

(a) Unless provided for herein or within an Agreement, no entity shall be allowed to engage in Activities at the Airport under conditions that do not comply with these Minimum Standards, unless a variance or exemption has been requested in writing and approved by the Authority consistent with Appendix A-20 of the Rules and Regulations. Requests for variance or exemption from these Minimum Standards shall be sent to the Director of Business Development, subject to the Authority's delegation of authority.

(1) All Entities may exceed the applicable minimum standards or requirements as market conditions dictate. No Entity shall be allowed to engage in Activities at the Airport under conditions that do not, in the Authority's discretion, meet these Minimum Standards.

(b) These Minimum Standards shall apply to any new Agreement or any amendment to any existing Agreement relating to the occupancy or use of land or Improvements for Activities at the Airport. If an Operator desires, under an existing Agreement, to change its Activities, the Operator shall fully comply with these Minimum Standards.

(1) These Minimum Standards shall not affect any Agreement executed prior to the date of promulgation of these Minimum Standards except as provided for in such Agreement, in which case these Minimum Standards shall apply to the extent permitted by such Agreement.

(2) These Minimum Standards shall not be deemed to modify any existing Agreement under which an Operator or Permittee is required to exceed these Minimum Standards, nor prohibit the Authority from entering into or enforcing an Agreement that requires an Operator or Permittee to exceed these Minimum Standards.

(c) If these Minimum Standards are amended after an Operator enters into an Agreement, Operator shall not be required to comply with the amended Minimum Standards until:

(1) such time as existing Agreement is amended,

(2) the Authority approves an assignment to another Entity acceptable to the Authority, or

(3) a new Agreement is entered into.

ARTICLE 2. GENERAL REQUIREMENTS

Section 2-1. *Introduction*

(a) Operator engaging in Activities at the Airport shall comply with or exceed the standards and requirements of this Article as well as the minimum standards applicable to each Activity, as set forth in subsequent articles herein.

Section 2-2. *Experience/Capability*

(a) Operator shall, in the judgment of the Authority, demonstrate before and throughout the term of the Agreement the following:

(1) the capability of consistently providing the required aeronautical products, services, and facilities and engaging in the required Activities in a safe, secure, efficient, courteous, prompt, and professional manner in service to and to the benefit of the public with the degree of care and skill exercised by qualified and experienced operators providing similar products, services, and facilities at comparable airports.

(2) the financial wherewithal and technical capability of paying all rents, fees, or other charges owed the Authority; developing and maintaining the required land and Improvements; procuring and maintaining the required vehicles, Equipment, and/or aircraft; employing required Employees; and engaging in the Activities.

Section 2-3. *Agreement*

(a) Entities shall not engage in Activities at the Airports without an Agreement authorizing such Activities. Agreement shall not reduce or limit Operator's obligations with respect to complying with these Minimum Standards.

Section 2-4. *Payment of Rents, Fees, and Charges*

(a) Operator shall pay the rents, fees, or other charges on time, as specified by the Authority for engaging in Activities. The Authority may, at its option, enforce the payment of any rent, fee or other charge due and owing to the Authority by any legal means available to the Authority under any Agreement as provide by Legal requirements.

Section 2-5. *Leased Premises*

(a) Land and Improvements

(1) Operator shall lease or Sublease sufficient Contiguous land and/or lease, Sublease, construct, or have immediate access to Improvements for the Activities, as required in these Minimum Standards.

(2) Lessees shall have adequate land and Improvements to accommodate all Activities of Lessee and all approved Sublessees, as required in these Minimum Standards.

(3) All required Improvements including Apron, Paved Tiedowns, facilities, and vehicle parking (but excluding fuel storage facilities) shall be located on Contiguous Land.

(4) Construction of any Improvements must be approved in writing, in advance by the Authority, in accordance with Authority's requirements and any Agency having jurisdiction.

(5) SASOs are encouraged to be Sublessees of an FBO; however, if suitable land or Improvements are not available or cannot be secured from an FBO, SASOs may (if available and as approved by the Authority): (a) Sublease land or Improvements from another SASO or (b) lease land or Improvements from the Authority.

(b) Apron/Paved Tiedowns must be:

(1) contiguous and separated by no more than a Taxilane which allows Operator to taxi or tow aircraft without traversing a public roadway or Taxiway;

(2) must be adequate size and weight bearing capacity to accommodate the movement, staging, and parking of the aircraft currently and/or anticipated to utilize the Operator's Leased Premises;

(3) located so as to provide unimpeded movement of aircraft in and out of other facilities and/or operating to, from, or on Taxilanes and Taxiways; and

(4) one and one-half times the square footage of the largest hangar located on the Contiguous development and be able to accommodate the movement of aircraft into and out of the hangar and the staging and parking of aircraft.

(c) Paved Vehicle Parking shall be:

(1) sufficient to accommodate all Vehicles and equipment utilizing Operator's Leased Premises on a daily basis;

(2) on Operator's Leased Premises and/or located in close proximity to Operator's primary facility; and

(3) have direct Landside access (on-street parking is not allowed).

(d) Hangars

(1) Construction of a hangar shall be no less than the following square footage:

JAX	VQQ	CRG	HEG
10,000	10,000	3,600	3,600

(2) Hangars may be subdivided and configured (although each unit shall not be less than 2,500 square feet at JAX and VQQ or 1,200 square feet at CRG and HEG) to accommodate individual bays for storage of Aircraft.

(e) Self-Service Aircraft Maintenance

(1) The following minimum standards are for Operators engaged in Self-Service Aircraft Maintenance on aircraft owned, leased, and/or operated by (under the full and exclusive control of) Operator. If Operator provides Aircraft Maintenance on other aircraft, Operator shall comply with the minimum standards for an Aircraft Maintenance Operator (see Article 4 of these Minimum Standards).

Leased Premises	Standard	Notes
Maintenance area	500 SF	Shall include dedicated space for employee work areas, shop areas, and storage for aircraft parts and equipment.
Hangar	5,000 SF	Shall be at least equal to the square footage stipulated or large enough to accommodate the largest aircraft maintained by the Operator, whichever is greater.

Section 2-6. *Products, Services, and Facilities*

(a) To ensure Authority's compliance with the Assurances, Operator shall:

(1) provide aeronautical products, services, and facilities on a reasonable and not unjustly discriminatory basis to all users of the Airport.

(2) charge reasonable and not unjustly discriminatory prices for each aeronautical product, service, or facility.

a. Operators may provide reasonable discounts, rebates, or other similar types of price reductions based on the type, kind, or class of Airport user or the volume purchased.

(b) Operators shall conduct Activities in a safe, secure, efficient, courteous, prompt, and professional manner consistent with the degree of care and skill exercised by qualified and experienced operators providing similar products, services, and facilities at comparable airports (in comparable markets).

(c) In the event of a complaint and upon request, Operator shall submit a pricing schedule for Operator's aeronautical products, services, and facilities to the Authority within 14 calendar days. In addition, Operator shall identify any discounts, rebates, or other similar types of price reductions offered.

Section 2-7. *Licenses, Permits, Certifications, and Ratings*

(a) Operators and Operator's employees shall obtain and comply with, at Operator's or employee's sole cost and expense, all necessary licenses, permits, certifications, or ratings required for the provision of Operator's Activities as required by the Authority or any other duly authorized Agency prior to engaging in any Activities at the Airport.

(1) Operators shall keep in effect and post in a prominent place, readily accessible and/or visible to the general public, all necessary or required licenses, permits, certifications, or ratings.

(2) Upon request, Operator shall provide copies of such licenses, permits, certifications, or ratings to the Authority within 10 business days.

Section 2-8. *Employees*

(a) Operator shall employ and designate a qualified, experienced, and professional on-site manager who shall be fully responsible for the day-to-day management of Operator's Activities, employees, and Leased Premises.

(1) The designated person shall have recent experience managing similar Activities at a comparable airport in a comparable market.

(b) During Operator's hours of Activities, a qualified, experienced, and professional on-site supervisor(s) shall be Readily Available and authorized to represent and act for and on behalf of Operator.

(c) Operator shall have in its employ, on duty, and immediately available during hours of Activity, properly trained and qualified Employees in such numbers as are required to fully comply with these Minimum Standards and to meet the reasonable demands of customers for each of the Operator's Activities.

(d) Operator shall control the conduct, demeanor, and appearance of Operator's employees. It shall be the responsibility of Operator to maintain close supervision over its employees to ensure that high quality products, services, and facilities are provided in a safe, secure, efficient, courteous, prompt, and professional manner.

Section 2-9. *Aircraft, Equipment, and Vehicles*

(a) Aircraft, Equipment, and vehicles required in these Minimum Standards must be fully operational, in compliance with applicable Legal Requirements, and available at all times and capable of providing all required products and services in a manner consistent with the intended use.

(1) Aircraft, Equipment, and vehicles may be unavailable, from time to time, on a temporary basis for a reasonable period of time, due to routine or emergency maintenance as long as: appropriate measures are being taken to return the aircraft, Equipment, or vehicle to service as soon as possible and fully operational back-up aircraft, Equipment, and vehicles are available at all times.

Section 2-10. *Hours of Activity*

(a) Operator's hours of activity and contact information for after-hours service shall be clearly posted in public view using appropriate and professional signage approved in writing, in advance, by the Authority.

(b) Unless otherwise stated in these Minimum Standards or in an Agreement, Operator's Activities shall be continuously offered and available to meet reasonable demand of customers for a minimum of eight hours per day between the hours of 6:00 a.m. to 6:00 p.m. Monday through Friday.

Section 2-11. *Security*

(a) Operator shall fully comply with the Authority's security requirements and/or best practices as applicable to the Leased Premises and Activities.

(b) Operator shall designate a responsible person for the coordination of all security procedures and communications and provide point-of-contact information to the Authority including the name of the primary and secondary contacts and a 24-hour telephone number for both contacts.

(c) Operator shall develop and maintain a Security Plan for Operator's Leased Premises and Activities.

(1) Operator's Security Plan shall be made available to the Authority for review upon request no later than 30 calendar days before Operator is scheduled to commence Activities at the Airport and it shall be made available for review upon request any time changes are made.

(2) Upon request, Operators that are required to comply with a TSA security program must demonstrate written compliance with all relevant and applicable TSA requirements to the Authority within 14 calendar days.

(d) Operator must comply with applicable reporting requirements as established by the Authority, FAA, TSA, and any other Agencies.

Section 2-12. *Insurance*

(a) Operator shall procure, maintain, and pay all premiums throughout the term of Agreement for the insurance minimum coverages and limits required by Legal Requirements and set forth in Attachment A (*Minimum Insurance Requirements*) of these Minimum Standards for each Activity conducted.

(1) The insurance company(ies) underwriting the required policies shall be licensed (with a Best rating of A-7) or authorized to write such insurance in the State of Florida or be approved in writing by the Authority.

(2) When coverages and/or the amounts set forth in Attachment A are not commercially available, appropriate replacement coverages and/or limits must be approved in writing by the Authority at least 30 calendar days before Operator is scheduled to commence Activities.

(b) The coverages and limits stipulated herein for each Activity represent the minimum coverages and limits that shall be maintained, at all times, for the specific airport. Operator are encouraged to secure higher amounts.

(c) Operators with known environmental contamination exposures shall be required to secure appropriate environmental liability insurance with coverages and limits appropriate for the type and level of environmental contamination exposure risk, as determined by the Authority.

Section 2-13. ***Indemnification and Hold Harmless***

(a) Operator shall protect, defend, reimburse, indemnify, and hold harmless Authority, its agents, employees and elected officers as provided in an Agreement and approved by the Authority's Attorney.

Section 2-14. ***Taxes***

(a) Operator shall pay, at its sole cost and expense, all ad valorem taxes or other taxes (including applicable sales tax), governmental fees or charges, which are levied, assessed, or charged by any duly authorized Agency, relating to the Operator's Activities.

Section 2-15. ***Multiple Activities***

(a) When Operators engages in more than one Activity at the Airport, the minimum standards and requirements (including insurance coverages and limits) for the combined Activities shall be established by the Authority.

(b) The minimum standards and requirements for the combined Operator's Activities shall not be:

(1) less than the highest standard or requirement for each element (e.g., land, facilities, etc.) within the combined Activities, or

(2) greater than the cumulative standards or requirements for all of the combined Activities.

Section 2-16. ***Flying Club***

(a) The qualifications to operate a Flying Club that does not perform any of the Commercial Aeronautical Services defined in these Minimum Standards are not addressed in these Minimum Standards but are instead detailed in the Authority's Rules and Regulations.

ARTICLE 3. FIXED BASE OPERATOR

Section 3-1. *Introduction*

(a) A Fixed Base Operator (FBO) is engaged, at a minimum, in each of the following Activities (which are defined further in Section 3-2 of these Minimum Standards):

Activities	JAX	VQQ	CRG	HEG
Aviation fuels and lubricants	**Yes**	**Yes**	**Yes**	**Yes**
Aircraft ground handling services	**Yes**	**Yes**	**Yes**	**Yes**
Passenger and crew services	**Yes**	**Yes**	**Yes**	**Yes**
Aircraft maintenance	Line Only[1]	Line Only[1]	Yes	No
Aircraft parking and storage				
Apron/Tiedown	**Yes**	**Yes**	**Yes**	**Yes**
Hangar	Yes	Yes	Yes	**Yes**

(1) Activities designated in **bold** and underline may only be provided by an authorized FBO.

(2) HEG – The Authority is currently exercising its proprietary exclusive right for the provision of Aviation Fuels; Ground Services, Support, and Amenities; and Aircraft Storage.

(b) In addition to the General Requirements set forth in Article 2 of these Minimum Standards, FBO shall comply with the following minimum standards set forth in this Article.

Section 3-2. *Scope of Activity*

(a) Unless otherwise stated in these Minimum Standards, all required products and services shall be provided by FBO's Employees using FBO's vehicles, equipment and resources.

(1) In the event any Activities are conducted from the FBO Leased Premises by an Entity other than the FBO, the FBO is required to enforce and uphold all applicable minimum standards for the Activity.

(b) **Aviation fuels and lubricants** – FBO shall sell, deliver, and/or dispense, upon request, the following aviation fuels and lubricants into all General Aviation aircraft using the Airport:

Aviation Fuels and Lubricants	JAX	VQQ	CRG	HEG
Jet Fuel	Yes	Yes	Yes	Yes
Avgas	Yes	Yes	Yes	Yes
Lubricants	Yes	Yes	Yes	Yes
Response time (minutes)[2]	25	25	25	25

[1] See definition of Line Aircraft Maintenance in Appendix B of the JAA Rules and Regulations
[2] From time of customers' request during required hours of activities, except in circumstances beyond control of the FBO

(c) **Aircraft ground handling services** – FBO shall provide, upon request, the following aircraft ground handling services for General Aviation aircraft using the Airport:

Aircraft Ground Handling Services	JAX	VQQ	CRG	HEG
Marshalling	Yes	Yes	Yes	Yes
Towing	Yes	Yes	Yes	Yes
Oxygen and Nitrogen service[3]	Yes	Yes	Yes	No
Compressed air services	Yes	Yes	Yes	Yes
Lavatory services	Yes	Yes	Yes	No
Ground power (Alternating Current-AC)	Yes	Yes	No	No
Ground power (Direct Current-DC)	Yes	Yes	Yes	Yes

(d) **Passenger and crew services** – FBO shall provide, upon request, the following passenger and crew services for General Aviation aircraft using the Airport:

Passenger and Crew Services	JAX	VQQ	CRG	HEG
Baggage handling and related services	Yes	Yes	Yes	Yes
Concierge services[4]	Yes	Yes	Yes	Yes
Courtesy transportation[5]	Yes	Yes	Yes	Yes
Ground transportation arrangements[6]	Yes	Yes	Yes	Yes
Aircraft catering arrangements	Yes	Yes	Yes	Yes

(e) **Aircraft parking and storage** – FBO shall develop, own, and/or lease aircraft parking and storage facilities, consistent with the requirements stipulated in Section 3-3 of these Minimum Standards, for the purpose of subleasing to Based Aircraft and overnight parking and storage of Transient Aircraft.

(f) **Aircraft maintenance** – FBO shall provide, upon request, Aircraft Maintenance in accordance with Article 4 of these Minimum Standards for the following General Aviation aircraft:

Aircraft Maintenance	JAX	VQQ	CRG	HEG
Group I Piston Aircraft	Line Only[7]	Line Only[7]	Yes	No
Group II Piston Aircraft	Line Only[7]	Line Only[7]	Yes	No
Group I Turboprop Aircraft	Line Only[7]	Line Only[7]	Yes	No
Group II Turboprop Aircraft	Line Only[7]	Line Only[7]	Yes	No
Group I Turbojet Aircraft	Line Only[7]	Line Only[7]	Yes	No
Group II Turbojet Aircraft	Line Only[7]	Line Only[7]	Yes	No
Group III Turbojet Aircraft[8]	Line Only[7]	Line Only[7]	Line Only[7]	No

[3] Service to be provided by FBO or in compliance with Section 3-2(f)a and Section 3-2(f)b
[4] Hotel arrangements, directions, meeting space coordination (at FBO), etc.
[5] Utilizing FBO's Vehicles for passengers, crew, and baggage, as necessary and/or appropriate
[6] Crew and passenger transportation arrangements (e.g., limousine, shuttle, taxi, and/or rental car)
[7] See definition of Line Aircraft Maintenance in Appendix B of the JAA Rules and Regulations
[8] General Aviation aircraft up to Group III Turbojet Aircraft not exceeding 100,000 pounds maximum gross takeoff weight

a. FBO can meet these requirements by arrangement and through agreement with an authorized Sublessee who meets the minimum standards for Aircraft Maintenance Operator and operates from the FBO's Leased Premises.

b. JAX and VQQ – In the absence of an Aircraft Maintenance Operator operating from the FBO's Leased Premises, FBO can meet these requirements by arrangement and through agreement with an Independent Aircraft Maintenance Operator (see Article 10).

Section 3-3. *Leased Premises*

(a) FBO shall have adequate land and Improvements to accommodate all FBO Activities and all approved Sublessees Activities, but not less than the following:

Land and Apron (square feet)	**JAX**	**VQQ**	**CRG**	**HEG**
Contiguous Land	435,600	435,600	326,700	217,800
Apron	217,800	217,800	163,350	108,900
Paved Tiedowns[9]	10	10	40	40
Facilities (square feet)	**JAX**	**VQQ**	**CRG**	**HEG**
Terminal Building (total)	10,000	5,000	5,000	4,000
Customer area	5,000	2,500	2,500	2,000
Administrative area	2,000	1,000	1,000	1,000
Aircraft Maintenance (total)	N/A	N/A	10,000	10,000
Customer area[10]	N/A	N/A	500	500
Administrative area[11]	N/A	N/A	400	400
Maintenance area[12]	N/A	N/A	1,000	1,000
Maintenance hangar[13]	N/A	N/A	8,000	8,000
Maintenance hangar door height/width	N/A	N/A	28' / 110'	18' / 60'
Aircraft Storage (community hangar total)	40,000	20,000	25,000	20,000
Community hangar door height/width	28' / 110'	28' / 110'	20' / 100'	18' / 80'

(1) JAX and VQQ – If utilizing an Independent Aircraft Maintenance Operator to perform Aircraft Maintenance and the Aircraft Maintenance is occurring on the Leased Premises, adequate facilities shall be provided to the Independent Aircraft Maintenance Operator to perform the Activity in a safe, secure, and efficient manner.

[9] Adequate to accommodate the number, type, and size of Based and Transient Aircraft requiring Tiedown spaces on the Leased Premises

[10] Customers shall have immediate access to FBO's customer lounge and restrooms. If immediate access is not available, customer area shall be at least the minimum dedicated square feet outlined in the above table to include adequate space for customer lounge and restrooms

[11] Administrative area shall include adequate space for employee offices, work areas, and storage

[12] Maintenance area shall include adequate space for employee work areas, shop areas, and storage for Aircraft parts and equipment

[13] Maintenance hangar and community hangar shall be clear span (on a standalone basis or within another structure).

Terminal Building	JAX	VQQ	CRG	HEG
Customer area				
Passenger lounge	Yes	Yes	Yes	Yes
Flight planning room	Yes	Yes	Yes	Yes
Conference room	Yes	Yes	Yes	Yes
Public use telephones and restrooms	Yes	Yes	Yes	Yes
Kitchen	Yes	Yes	No	Yes
Vending	Yes	Yes	Yes	Yes
Crew lounge	Yes	Yes	Yes	Yes
Crew sleep room	No	No	No	No
Crew bathroom	Yes	Yes	No	No
Administrative area[14]	Yes	Yes	Yes	Yes

Section 3-4. *Fuel Storage*

(a) FBO shall own or lease an above ground Fuel storage facility at the Airport in a location consistent with the Airport Layout Plan and/or Land Use Plan and approved by the Authority.

(b) Fuel storage facility shall have total capacity for three (3) days peak supply (excluding special events) of aviation Fuel for Aircraft being serviced by FBO. In no event shall the total storage capacity be less than the following:

Fuel Storage	JAX	VQQ	CRG	HEG
Jet Fuel Storage				
Number of tanks	2	2	1	1
Size of each tank (gallons)	20,000	20,000	12,000	12,000
Avgas Storage				
Number of tanks	1	1	1	1
Size of each tank (gallons)	10,000	5,000	10,000	10,000

(1) FBO shall have adequate and proper storage for waste Fuel or test samples.

(2) FBO shall demonstrate the capability of expanding its Fuel storage facility capacity within a reasonable time period.

(c) FBO shall demonstrate that satisfactory arrangements have been made with a reputable aviation Fuel supplier for the delivery of aviation Fuels in the quantities necessary to meet the reasonable peak demands of customers.

(d) FBO shall provide the Authority with a Spill Prevention, Control, and Countermeasures (SPCC) Plan that meets Legal Requirements for Fuel storage facilities and FBO fueling Activities. An updated copy of

[14] The Administrative area may, with prior written approval from the Authority, be located in other facilities located on the FBO's Leased Premises.

the SPCC Plan shall be filed with the Authority at least 30 calendar days prior to any scheduled changes in operations.

(e) Fuel delivered, stored, or dispensed by FBO shall fully comply with the quality specifications outlined in American Society for Testing and Materials (ASTM) D 1655 (Jet A) and ASTM D 1910 (Avgas). Ensuring the quality of the Fuel is the sole responsibility of FBO.

Section 3-5. *Fueling Equipment*

(a) FBO shall have the following fueling Equipment and associated capacities:

Fueling Equipment	JAX	VQQ	CRG	HEG
Jet Fuel				
Refueling Vehicle(s)	3	3	2	1
Capacity of 1st Refueling Vehicle (gallons)	10,000	10,000	3,000	1,500
Capacity of 2nd Refueling Vehicle (gallons)	5,000	5,000	1,000	--
Avgas				
Refueling Vehicle(s)	2	2	2	1
Capacity of Refueling Vehicles (gallons)	750	750	1,000	750

(1) VQQ, CRG, and HEG – A fixed Avgas Self-Service Fueling system can be substituted for an Avgas Refueling Vehicle. If so, the system shall: (a) be constructed or installed in a location specified and approved by the Authority, (b) be available and maintained by FBO for public Commercial use, and (c) have detailed and readily accessible instructions for the proper and safe operation of the system and a fully operational and readily accessible telephone, emergency shut-off, properly rated fire extinguisher, and Fuel spill kit.

(2) HEG – A Jet Fuel cart can be substituted for a single Jet Fuel Refueling Vehicle.

(3) JAX – If more than one FBO at the Airport, FBO may have only one Avgas Refueling Vehicle.

(4) JAX - If one FBO at the Airport, FBO shall have two Avgas Refueling Vehicles. A fixed Avgas Self-Service Fueling system can be substituted for one Avgas Refueling Vehicle. If so, the system shall: (a) be constructed or installed in a location specified and approved by the Authority, (b) be available and maintained by FBO for public Commercial use, and (c) have detailed and readily accessible instructions for the proper and safe operation of the system, emergency shut-off, properly rated fire extinguisher, and Fuel spill kit.

(b) Refueling Vehicles shall be equipped with metering devices that meet all applicable Legal Requirements. One Refueling Vehicle dispensing Jet Fuel shall have over-the-wing and single point Aircraft servicing capability. All Refueling Vehicles shall be bottom loaded.

(c) Fuel storage, Refueling Vehicles and all fueling equipment shall be equipped, maintained and operated in order to comply with all applicable Legal Requirements including, without limitation, those prescribed by:

(1) Article 7, Aviation Fueling of the Authority Rules and Regulations ;

(2) National Fire Protection Association (NFPA) codes and standards;

(3) 14 CFR Part 139, Airport Certification, Section 139.321 “Handling/Storing of Hazardous Substances and Materials”; and

(4) Applicable ACs including AC 00-34 "Aircraft Ground Handling and Servicing" and AC 150/5210-5 "Painting, Marking and Lighting of Vehicles Used on an Airport".

Section 3-6. *Equipment*

(a) FBO shall have the following aircraft ground handling services and passenger and crew services Equipment:

Aircraft Ground Handling and Passenger and Crew Services	JAX	VQQ	CRG	HEG
Oxygen cart(s)[15]	1	1	1	N/A
Nitrogen cart(s) [15]	1	1	1	N/A
Compressed air unit(s)	1	2	1	1
Lavatory service cart(s)	1	1	1	N/A
Potable water unit(s)	1	1	N/A	N/A
Air stair unit(s)[16]	1	1	N/A	N/A
Baggage belt unit(s)[16]	1	1	N/A	N/A
Courtesy Vehicle(s)[17]	1	1	1	N/A
Minimum number of passengers	7	7	5	N/A
Crew car(s)[18]	1	1	1	1
Ramp marshalling Vehicle(s)	1	1	N/A	N/A
Utility Vehicle(s)	1	1	1	1
Golf cart(s)	1	1	N/A	N/A
Aircraft towing Vehicle(s) [19]	4	3	2	2
Tow bars/heads	As required	As required	As required	As required
Aircraft ground power (AC) unit(s)	1	1	N/A	N/A
Aircraft ground power (DC) unit(s)	3	2	2	1

[15] Equipment to be provided by FBO or in compliance with Section 3-2(f)a and Section 3-2(f)b
[16] Equipment shall be Readily Available
[17] Utilized solely for transportation of passengers, crews, and baggage to and from destinations on the Airport and local area resorts, hotels, and restaurants
[18] Available for use by crews utilizing FBO and is in addition to any courtesy Vehicle requirements
[19] At least one having a rated draw bar capacity sufficient to meet the towing requirements of the heaviest General Aviation aircraft normally frequenting the Airport

Aircraft Ground Handling and Passenger and Crew Services	JAX	VQQ	CRG	HEG
Aircraft wash rack	No	No	No	No
Equipment for securing Transient Aircraft[20]	Yes	Yes	Yes	Yes
Spill kits[21]	4	1	1	1
Dry chemical fire extinguisher units[22]	As required	As required	As required	As required
Aircraft Maintenance Equipment[23]	As required	As required	As required	As required

Section 3-7. *Employees*

(a) Employees, while on duty, shall be clean, neat in appearance, and at all times, professionally uniformed. Uniforms shall identify the name of the FBO.

(b) Management and administrative Employees shall not be required to be uniformed.

(c) FBO shall have properly trained and qualified Employees to provide aircraft fueling, parking, and ground services and support, as follows:

Employees	JAX	VQQ	CRG	HEG
Line service technicians[24]				
Shift 1 and 2	3	3	2	2
Shift 3	N/A	N/A	N/A	N/A
Customer service representatives[25]				
Shift 1 and 2	1	1	1	1
Shift 3	N/A	N/A	N/A	N/A

(d) FBO (or authorized Aircraft Maintenance Operator, Sublessee) shall have properly trained and qualified A & P Mechanics to perform Aircraft Maintenance on Aircraft normally frequenting the Airport, as follows:

Employees	JAX	VQQ	CRG	HEG
A & P Mechanics				
Shift 1	N/A	N/A	2	N/A
Customer Service Representatives				
Shift 1	N/A	N/A	1	N/A

[20] Including ropes, chains, and other types of aircraft restraining devices and wheel chocks which are required to safely secure aircraft on the Apron, as described in AC 20-35C

[21] Including necessary Equipment and materials to contain and restrict a Fuel spill from flowing into drains and other areas

[22] Maintained (and regularly inspected) within all hangars, on all Apron areas, at all Fuel storage facilities, and on all ground handling and Refueling Vehicles and Equipment

[23] Reasonably necessary for the proper performance in accordance with applicable FAA regulations and manufacturer's specifications

[24] FBO shall have one supervisory line service technician (FBO Employee) trained in an FAA approved fire safety program (14 CFR Part 139.321)

[25] A line service technician may fulfill the responsibilities of the customer service representative unless the line service technician is performing duties off-airport.

(e) An A & P Mechanic may fulfill the responsibilities of the maintenance customer service representative unless the A & P Mechanic is performing duties off-airport.

Section 3-8. *Standard Operating Procedures*

(a) FBO shall develop and maintain standard operating procedures (SOPs) for aircraft fueling and ground handling and shall ensure compliance with standards set forth in AC 00-34A “Aircraft Ground Handling and Servicing."

(b) FBO's SOP shall include a training plan, Fuel quality assurance procedures and record keeping, and emergency response procedures to fires.

(c) FBO's SOP shall also address: regular safety and security inspections, bonding and fire protection; public protection; and, marking and labeling of (and controlling access to) Refueling Vehicles and Fuel storage facilities.

(d) FBO's SOP shall be made available to the Authority for review upon request no later than 30 calendar days before the FBO’s Activities are scheduled to commence and it shall be made available for review upon request any time changes are planned.

Section 3-9. *Hours of Activity*

(a) FBO’s products, services, and facilities shall be continuously offered and available to meet reasonable demands of customers for these Activities, but no less than the following:

Hours of Activity	JAX	VQQ	CRG	HEG
Hours/ Days	24/7	0700-2300 (M-F) 0700-2200 (Sa-Su)	0600-2200 (7 days a week)	0700-1930 (M-F) 0800-1700 (Sa-Su)
Holidays	24/7	0700-2200	0700-2200	0800-1700
After hours on-call response time	N/A	1 hour	1 hour	1 hour

(b) FBO (or authorized Aircraft Maintenance Operator, Sublessee) shall be open and services shall be continuously offered and available to meet reasonable demands of the public for this Activity as follows:

Hours of Activity	JAX	VQQ	CRG	HEG
Hours per day	N/A	N/A	8	N/A
Days per week	N/A	N/A	5	N/A
Holidays	N/A	N/A	No	N/A
After hours on-call response time	1 hour	1 hour	1 hour	1 hour

Section 3-10. *Aircraft Removal*

(a) Recognizing that aircraft removal is the responsibility of the Aircraft Owner or Aircraft Operator, the FBO shall be prepared to lend assistance within 30 minutes from the time of request by the Authority or the Aircraft Owner or Aircraft Operator in order to maintain the operational readiness of the Airport. The FBO shall prepare an aircraft removal plan and have the Equipment Readily Available that is necessary to remove up to and including the following:

Aircraft Removal	JAX	VQQ	CRG	HEG
Aircraft Design Group	Group III	Group III	Group II	Group II

Section 3-11. *Into-Plane Fueling (JAX and VQQ)*

(a) Any Entity desirous of providing Into-Plane Fueling must meet the requirements of an FBO at the Airport.

(1) Since FBOs are not required to provide Into-Plane Fueling, the Authority reserves the right to establish, in the future, separate Into-Plane minimum standards to meet the future needs of air carrier operations.

(b) FBOs engaging in Into-Plane Fueling must comply with ATA 103 and the following minimum standards.

(c) Additional Fuel Storage:

(1) FBO fuel storage facility shall have additional capacity for three days peak supply of aviation Jet Fuel for Aircraft being serviced for Into-Plane Fueling. In no event shall the additional storage capacity be less than:

a. 60,000 gallons for Jet Fuel Storage

b. FBO shall also demonstrate the capability of expanding its Fuel storage facility and/or capacity within a reasonable time period.

(2) FBO must comply with all provisions outlined in Section 3-4(c) through Section 3-4(e), as it applies to Into-Plane Fueling.

(d) Fueling Equipment

(1) FBO shall have two Jet Fuel Refueling Vehicles having a capacity equal to or greater than the largest single uplift requirement of the current customer(s).

(2) FBO must comply with all provisions outlined in Section 3-5(b) and Section 3-5(c), as it applies to Into-Plane Fueling.

(e) Employees

(1) FBO shall have sufficient number of properly trained and qualified line service technicians (FBO Employees) to provide Into-Plane Fueling in addition to the requirements set forth in Section 3-7(d).

ARTICLE 4. AIRCRAFT MAINTENANCE OPERATOR (SASO)

Section 4-1. *Introduction*

(a) An Aircraft Maintenance Operator is engaged in providing Aircraft Maintenance on the Airport for aircraft other than those owned, leased, and/or operated by (and under the full and exclusive control of) Operator.

(b) In addition to the General Requirements set forth in Article 2 of these Minimum Standards, Operator shall comply with the following minimum standards set forth in this Article.

Section 4-2. *Leased Premises*

(a) Operator shall have adequate land and Improvements to accommodate all Activities of Operator and all approved Sublessees' Activities, but not less than the following based on the type of aircraft, which are not cumulative.

(b) The minimum requirements identified in the table that follows are based upon the largest Aircraft Design Group serviced by Operator.

Leased Premises (square feet)	JAX	VQQ	CRG	HEG
Contiguous Land				
Lessee	43,560	43,560	43,560	32,670
Sublessee	N/A	N/A	N/A	N/A
Customer area[26]				
Lessee	500	500	500	440
Sublessee	Immediate access	Immediate access	Immediate access	Immediate access
Administrative area[27]				
Lessee and Sublessee	400	400	400	400
Maintenance area[28]				
Group I: Piston & Turboprop Aircraft	1,000	360	750	360
Group II: Piston & Turboprop Aircraft	1,000	640	750	640
Group I: Turbojet Aircraft	1,000	750	1,000	750
Group II: Turbojet Aircraft	1,000	1,000	1,000	1,000
Group III: Turbojet Aircraft	1,500	1,500	1,500	1,500

[26] Customer area shall include adequate space for customer lounge and restrooms.
[27] Administrative area shall include adequate and dedicated space for employee offices, work areas, and storage.
[28] Maintenance area shall include adequate and dedicated space for employee work areas, shop areas, and storage for aircraft parts, accessories, related components, and Equipment.

Leased Premises (square feet)	JAX	VQQ	CRG	HEG
Maintenance hangar[29]				
Group I: Piston & Turboprop Aircraft	10,000	3,600	7,500	3,600
Group II: Piston & Turboprop Aircraft	10,000	6,400	7,500	6,400
Group I: Turbojet Aircraft	10,000	7,500	10,000	7,500
Group II: Turbojet Aircraft	10,000	10,000	10,000	10,000
Group III: Turbojet Aircraft	15,000	15,000	15,000	15,000
Maintenance Hangar door height/width	28’ / 110”	20’ / 100’	28’ / 110’	18’ / 80’

Section 4-3. *Licenses and Certification*

(a) Employees shall be properly certificated by the FAA, current, and hold the appropriate ratings for the work being performed.

Section 4-4. *Employees*

(a) Operator shall provide a sufficient number of employees (including A&P Mechanics and customer service representatives) to carry out Operator’s Activity in a safe, secure, efficient, courteous, prompt, and professional manner while also meeting the reasonable demands of customers for this Activity, but no less than the following:

Employees	JAX	VQQ	CRG	HEG
FAA licensed A&P Mechanic	2	2	2	2
Customer Service Representative	1	1	1	1

(b) An A&P Mechanic may fulfill the responsibilities of the customer service representative unless the A&P Mechanic is performing duties off-Airport

(c) Aircraft Maintenance Operators providing 100 hour, annual, or phase inspections shall employ one A&P Mechanic having Inspection Authorization (IA).

Section 4-5. *Hours of Activity*

(a) Operator shall be open and services shall be continuously offered and available to meet the reasonable demands of customers for this Activity eight hours per day between the hours of 6:00 a.m. to 6:00 p.m. Monday through Friday, excluding holidays.

(b) Services shall be available all other times (after hours), on-call, with response time not to exceed one hour for urgent aircraft maintenance requirements.

[29] Hangar area shall be at least equal to the square footage stipulated for the type of service being provided (as identified above) or large enough to accommodate the largest aircraft being serviced, whichever is greater.

Section 4-6. *Defueling*

(a) Operator conducting defueling and refueling directly associated with Aircraft Maintenance services, shall have adequate and proper storage for waste Fuel or test samples, provide the Authority with a SPCC Plan for defueling, refueling and Fuel storage, conform with Section 3-5(c) and applicable sections within Article 7. Aviation Fueling of the Authority Rules and Regulations.

(b) Defueling presents extreme fire hazards similar to refueling, NFPA 407 and NFPA 410 (Standard on Aircraft Maintenance) outlines strict operational, equipment and environmental controls that must be complied with.

(c) VQQ – An Operator may defuel an aircraft as needed for Aircraft Maintenance purposes only. Additionally, an Operator may refuel the aircraft following the required Aircraft Maintenance. Defueling and refueling shall not be construed to permit an Operator to engage in the sale of Aviation Fuels, which is specifically reserved for an FBO (Article 3).

ARTICLE 5. AVIONICS OR INSTRUMENT MAINTENANCE OPERATOR (SASO)

Section 5-1. *Introduction*

(a) An Avionics or Instrument Maintenance Operator is engaged in the business of maintenance or alteration of one or more of the items described in 14 CFR Part 43, Appendix A (i.e., aircraft radios, electrical systems, or instruments) on the Airport.

(b) In addition to the General Requirements set forth in Article 2 of these Minimum Standards, each Operator shall comply with the following minimum standards set forth in this Article.

Section 5-2. *Leased Premises*

(a) Operator shall not have less than the following, which are not cumulative.

(1) Operators performing benchwork only (i.e., no removal or replacement services are being performed), the minimum facility requirements are as follows:

Leased Premises (square feet)	JAX	VQQ	CRG	HEG
Contiguous Land				
Lessee	43,560	43,560	43,560	32,670
Sublessee	N/A	N/A	N/A	N/A
Customer area				
Lessee	500	500	500	440
Sublessee	Immediate access	Immediate access	Immediate access	Immediate access
Administrative area				
Lessee and Sublessee	400	400	400	400
Maintenance area				
Lessee and Sublessee	500	500	500	500

(2) Operators performing services beyond benchwork (i.e., removal and replacement services are being performed), the minimum facility requirements are as follows:

Leased Premises (square feet)	JAX	VQQ	CRG	HEG
Contiguous Land				
Lessee	43,560	43,560	43,560	32,670
Sublessee	N/A	N/A	N/A	N/A
Customer area[30]				
Lessee	500	500	500	440
Sublessee	Immediate access	Immediate access	Immediate access	Immediate access
Administrative area[31]				
Lessee and Sublessee	400	400	400	400
Maintenance area[32]				
Group I: Piston & Turboprop Aircraft	1,000	360	360	360
Group II: Piston & Turboprop Aircraft	1,000	640	640	640
Group I: Turbojet Aircraft	1,000	750	750	750
Group II: Turbojet Aircraft	1,000	1,000	1,000	1,000
Group III: Turbojet Aircraft	1,500	1,500	1,500	1,500
Maintenance hangar[33]				
Group I: Piston & Turboprop Aircraft	10,000	3,600	3,600	3,600
Group II: Piston & Turboprop Aircraft	10,000	6,400	6,400	6,400
Group I: Turbojet Aircraft	10,000	7,500	7,500	7,500
Group II: Turbojet Aircraft	10,000	10,000	10,000	10,000
Group III: Turbojet Aircraft	15,000	15,000	15,000	15,000

Section 5-3. *Licenses and Certifications*

(a) Operator shall be properly certificated by the FAA as a Repair Station.

(b) Employees shall be properly certificated by the FAA and the Federal Communications Commission, current, and hold the appropriate ratings for the work being performed.

[30] Customer area (for a Lessee) shall include adequate space for (or in the case of a Sublessee, immediate access to) customer lounge and restrooms.

[31] Administrative area shall include adequate and dedicated space for Employee offices, work areas, and storage

[32] Maintenance area shall include adequate and dedicated space for Employee work areas, shop areas, and storage for aircraft parts and Equipment.

[33] Hangar area (if required) shall be at least equal to the square footage stipulated for the type of service being provided (as identified above) or large enough to accommodate the largest aircraft being serviced, whichever is greater.

Section 5-4. *Employees*

(a) Operator shall provide a sufficient number of Employees (including technicians and customer service representatives) to carry out Activity in a safe, secure, efficient, courteous, prompt, and professional manner while also meeting the reasonable demands of customers for this Activity.

Employees	JAX	VQQ	CRG	HEG
Technician	2	2	2	2
Customer Service Representative	1	1	1	1

(b) A technician may fulfill the responsibilities of the customer service representative unless technician is performing duties off-Airport

Section 5-5. *Hours of Activity*

(a) Operator shall be open and services shall be continuously offered and available to meet the reasonable demands of customers for this Activity between the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday, excluding holidays.

(b) Services shall be available all other times (after hours), on-call, with response time not to exceed one hour for urgent aircraft maintenance requirements.

ARTICLE 6. AIRCRAFT RENTAL OR FLIGHT TRAINING OPERATOR (SASO)

Section 6-1. *Introduction*

(a) An Aircraft Rental Operator is engaged in the rental of aircraft to the public from the Airport.

(b) A Flight Training Operator is engaged in providing flight instruction to the public from the Airport.

(c) A person holding a current FAA Flight Instructor certificate who provides occasional flight training to an Aircraft Owner in the Aircraft Owner's aircraft and is not compensated by the Aircraft Owner or any other party and does not make flight training available to the public, shall not be deemed a Commercial Activity.

(d) In addition to the General Requirements set forth in Article 2 of these Minimum Standards, each Operator shall comply with the following minimum standards set forth in this Article.

Section 6-2. *Leased Premises*

(a) Operator shall not have less than the following.

Leased Premises (square feet)	JAX	VQQ	CRG	HEG
Contiguous Land				
Lessee	43,560	43,560	43,560	32,670
Sublessee	N/A	N/A	N/A	N/A
Apron/Paved Tiedown Positions[34]				
Lessee and Sublessee	2	2	2	1
Customer area				
Lessee	500	500	500	440
Sublessee	Immediate access	Immediate access	Immediate access	Immediate access
Administrative area[35]				
Lessee and Sublessee	400	400	400	400
Maintenance area (if required)[36]				
Lessee	1,000	1,000	360	360
Maintenance hangar (if required)				
Lessee	10,000	10,000	3,600	3,600

[34] Number of aircraft having a minimum wingspan of 40 feet or all the aircraft in Operator's fleet at the Airport, whichever is greater. If Operator utilizes a hangar for storing all aircraft in Operator's fleet at the Airport, Paved Tiedowns are not required.

[35] Including adequate and dedicated space for employee offices, work areas, and storage

[36] To include adequate and dedicated space for employee work areas, shop areas, and storage of aircraft parts, accessories, related components, and Equipment

(1) Customer Areas

a. Customer area (for a Lessee) shall include adequate space for customer lounge, class/training rooms, and restrooms.

b. Customer area (for a Sublessee) shall include adequate space for class/training rooms. Operator's customers shall have immediate access to customer lounge and restrooms.

(2) Maintenance and hangar areas are required if Operator is conducting Aircraft Maintenance on aircraft owned, leased, and/or operated by (and under the full and exclusive control) of Operator.

a. Hangar area (for a Lessee), if required, shall be at least the previously identified square feet or large enough to accommodate the largest aircraft in Operator's fleet at the specific airport maintained by Operator, whichever is greater.

b. Hangar area (for a Sublessee), if required, shall be large enough to accommodate the largest aircraft in Operator's fleet at the specific airport maintained by Operator.

Section 6-3. *Licenses and Certifications*

(a) Employees performing aircraft proficiency checks and/or Flight Training shall be properly certificated by the FAA, current, and hold the appropriate ratings and medical certification for the aircraft being utilized and/or Flight Training being provided.

(1) Flight Training Operators shall have at least one flight instructor with the appropriate ratings and medical certification to provide flight instruction for commercial pilot license and instrument rating.

Section 6-4. *Employees*

(a) Operator shall provide a sufficient number of employees to carry out Activity in a safe, secure, efficient, courteous, prompt, and professional manner while also meeting the reasonable demands of customers for this Activity.

Employees	JAX	VQQ	CRG	HEG
Flight Instructor	2	2	2	2
Customer Service Representative	1	1	1	1

(b) A flight instructor may fulfill the responsibilities of the customer service representative unless the flight instructor is performing duties off-Airport.

Section 6-5. *Equipment*

(a) Operator shall have available for rental or use in Flight Training the following number of properly certified and continuously airworthy aircraft. All required aircraft shall be owned or leased by the Operator (and under the full and exclusive control of Operator).

Equipment	JAX	VQQ	CRG	HEG
Aircraft				
Single-engine piston VFR[37]	1	1	1	1
Single-engine piston IFR	2	2	2	1
Multi-engine piston VFR	N/A	N/A	N/A	N/A
Multi-engine piston IFR	N/A	N/A	N/A	N/A
Four place Aircraft[38]	1	1	1	1

(1) JAX, VQQ, and CRG – These aircraft requirements may be fulfilled utilizing two or more aircraft.

(2) HEG – These aircraft requirements may be fulfilled utilizing one aircraft or a combination of aircraft.

Section 6-6. *Hours of Activity*

(a) Operator shall be open and services shall be available to meet the reasonable demands of customers for this Activity as follows:

Hours of Activity	JAX	VQQ	CRG	HEG
Begin/End	0800-1700	0800-1700	0800-1700	0800-1700
Days per week	6	6	6	6
Holidays	No	No	No	No

Section 6-7. *Insurance Disclosure*

(a) Disclosure Requirement: Operator shall post a notice (and incorporate within the rental and instruction agreements) identifying the insurance coverages provided to the renter or student by Operator, as well as a statement advising that additional insurance coverage is available to such renter or student through the purchase of an individual non-ownership liability policy. Operator shall provide a copy of such notice to the Authority upon request.

[37] May be fulfilled by IFR aircraft

[38] May be fulfilled by IFR aircraft if one IFR aircraft is a four place aircraft

ARTICLE 7. AIRCRAFT CHARTER OR AIRCRAFT MANAGEMENT OPERATOR (SASO)

Section 7-1. *Introduction*

(a) An Aircraft Charter Operator is engaged in on-demand common carriage for persons or Property (as defined in 14 CFR Part 135) or operates in private carriage (as defined in 14 CFR Part 125) from the Airport.

(b) An Aircraft Management Operator is engaged in the business of providing aircraft management including, but not limited to, flight dispatch, flight crews, or Aircraft Maintenance coordination to the public from the Airport.

(c) In addition to the General Requirements set forth in Article 2 of these Minimum Standards, each Operator shall comply with the following minimum standards set forth in this Article.

Section 7-2. *Leased Premises*

(a) Operator shall not have less than the following.

Leased Premises (square feet)	JAX	VQQ	CRG	HEG
Contiguous Land				
Lessee	43,560	43,560	43,560	32,670
Sublessee	N/A	N/A	N/A	N/A
Apron/Paved Tiedown Positions[39]				
Lessee and Sublessee	1	2	1	2
Customer area[40]				
Lessee	500	500	500	440
Sublessee[41]	Immediate access	Immediate access	Immediate access	Immediate access
Administrative area[42]				
Lessee and Sublessee	400	400	400	400
Maintenance area (if required)[43]				
Lessee	1,000	1,000	360	360
Maintenance hangar (if required)				
Lessee	10,000	3,600	3,600	3,600

[39] Number of aircraft having a minimum wingspan of 40 feet or all the aircraft in Operator's fleet at the Airport, whichever is greater. If Operator utilizes a hangar for storing all aircraft in Operator's fleet at the Airport, Paved Tiedowns are not required.

[40] To include adequate space for customer lounge, class/training rooms and restrooms.

[41] Sublessee's customers shall have immediate access to customer lounge and restrooms.

[42] Including adequate and dedicated space for employee offices, work areas, and storage

[43] To include adequate and dedicated space for employee work areas, shop areas, and storage of aircraft parts, accessories, related components, and Equipment

(1) Maintenance and hangar areas are required if Operator is conducting Aircraft Maintenance on aircraft owned, leased, and/or operated by (and under the full and exclusive control of) Operator.

a. Hangar area (for a Lessee), if required, shall be at least the previously identified square feet or large enough to accommodate the largest aircraft in Operator's fleet at the specific airport maintained by Operator, whichever is greater.

b. Hangar area (for a Sublessee), if required, shall be large enough to accommodate the largest a Operator's fleet at the specific airport maintained by Operator.

Section 7-3. *Licenses and Certifications*

(a) Aircraft Charter Operators shall have and provide copies to the Authority of all appropriate certifications and approvals, including without limitation, the Pre-application Statement of Intent (FAA Form 8400-6), the Registrations and Amendments under Part 298 (OST Form 4507), and/or FAA issued operating certificate(s). Any time certifications or approvals are modified, the updated documentation reflecting the changes shall be provided to the Authority within three business days.

(b) Employees shall be properly certificated by the FAA, current, and hold the appropriate ratings in the aircraft utilized and medical certifications for Activity.

Section 7-4. *Employees*

(a) Operator shall provide a sufficient number of employees to carry out Activity in a safe, secure, efficient, courteous, prompt, and professional manner while also meeting the reasonable demands of customers for this Activity.

Employees	JAX	VQQ	CRG	HEG
Chief Pilot	Yes	Yes	Yes	Yes
Commercial Pilot	1	1	1	1
Customer Service Representative	1	1	1	1

(b) Commercial pilot may serve as the chief pilot.

(c) A chief pilot or commercial pilot may fulfill the responsibilities of the customer service representative unless the chief pilot or commercial pilot is performing duties off-Airport.

Section 7-5. *Equipment*

(a) Operator shall provide, either owned or under written lease to Operator and under the full and exclusive control of Operator, at least one aircraft properly certified and continuously airworthy aircraft.

Section 7-6. *Hours of Activity*

(a) Operator shall be open and services shall be available to meet the reasonable demands of customers for this Activity.

(b) After hours, on-call response time is as follows. Each response time is predicated upon the previous step, initialized upon customer inquiry.

After Hours, On-Call Response Time	JAX	VQQ	CRG	HEG
Response to customer inquiries	1 hour	1 hour	1 hour	1 hour
Provision of Trip Quote	1 hour	1 hour	1 hour	1 hour
Flight initiation (based on aircraft availability)	2 hours	2 hours	2 hours	2 hours

ARTICLE 8. AIRCRAFT SALES OPERATOR (SASO)

Section 8-1. *Introduction*

(a) An Aircraft Sales Operator is engaged in the sale of no more than three new and/or used aircraft during a 12-month period operating from the Airport. This excludes individuals selling personally owned aircraft, unless individual purchases aircraft for the primary purpose of resale.

(b) In addition to the General Requirements set forth in Article 2 of these Minimum Standards, each Operator shall comply with the following minimum standards set forth in this Article.

Section 8-2. *Leased Premises*

(a) Operator shall not have less than the following.

Leased Premises (square feet)	JAX	VQQ	CRG	HEG
Contiguous Land				
Lessee	43,560	43,560	43,560	32,670
Sublessee	N/A	N/A	N/A	N/A
Apron/Paved Tiedown Positions [44]				
Lessee and Sublessee	4	4	4	4
Customer area[45]				
Lessee	500	500	500	440
Sublessee[46]	Immediate access	Immediate access	Immediate access	Immediate access
Administrative area[47]				
Lessee and Sublessee	400	400	400	400
Maintenance area[48]				
Lessee	1,000	360	360	360
Maintenance hangar				
Lessee	10,000	10,000	3,600	3,600

(1) Maintenance and hangar areas are required if Operator is conducting Aircraft Maintenance on aircraft owned, leased, and/or operated by (and under the full and exclusive control of) Operator.

a. Hangar area (for a Lessee), if required, shall be at least the previously identified square feet or large enough to accommodate the largest aircraft in Operator's fleet at the specific airport maintained by Operator, whichever is greater.

[44] Number of aircraft with a minimum wingspan of 40' or all aircraft in Operator's fleet at the specific airport, whichever is greater. If Operator utilizes a hangar for storing all aircraft in Operator's fleet, Paved Tiedowns are not required.
[45] To include adequate space for customer lounge, class/training rooms and restrooms.
[46] Sublessee's customers shall have immediate access to customer lounge and restrooms.
[47] Including adequate and dedicated space for employee offices, work areas, and storage
[48] To include adequate and dedicated space for employee work areas, shop areas, and storage of aircraft parts, accessories, related components, and Equipment

b. Hangar area (for a Sublessee), if required, shall be large enough to accommodate the largest aircraft in Operator's fleet at the specific airport maintained by Operator.

Section 8-3. *Dealership*

(a) An Operator, who is an authorized factory sales franchise, dealer, or distributor either on a retail or wholesale basis, shall have available or shall make available with advance notice at least one current model demonstrator of aircraft in each of its authorized product lines.

Section 8-4. *Licenses and Certifications*

(a) Employees shall be properly certificated by the FAA, current, and hold the appropriate ratings and medical certification for providing flight demonstration in all aircraft offered for sale.

Section 8-5. *Employees*

(a) Operator shall provide a sufficient number of employees to carry out Activity in a safe, secure, efficient, courteous, prompt, and professional manner while also meeting the reasonable demands of customers for this Activity.

Employees	JAX	VQQ	CRG	HEG
Commercial Pilot	1	1	1	1
Customer Service Representative	1	1	1	1

Section 8-6. *Equipment*

(a) Operator shall provide necessary and satisfactory arrangements for Aircraft Maintenance in accordance with any sales guarantee or warranty period.

Section 8-7. *Hours of Activity*

(a) Operator shall be open and services shall be continuously offered and available to meet the reasonable demands of customers for this Activity between the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday, excluding holidays.

ARTICLE 9. SKYDIVING OPERATOR (SASO)

Section 9-1. *Introduction*

(a) A Skydiving Operator is engaged in the transportation of persons for skydiving, instruction in skydiving, and/or rental and sales of skydiving equipment.

(b) This Article applies to HEG only.

(c) In addition to the General Requirements set forth in Article 2 of these Minimum Standards, each Operator shall comply with the following minimum standards set forth in this Article.

Section 9-2. *Leased Premises*

(a) Operator shall not have less than the following, which are not cumulative.

(1) Contiguous Land (Lessee only) – 32,670 square feet

(2) Apron/Paved Tiedowns shall be adequate to accommodate at least one aircraft having a minimum wingspan of 40 feet or all aircraft in Operator's fleet, whichever is greater.

a. If Operator utilizes a Hangar for the storage of Operator's entire fleet at the Airport, Paved Tiedowns are not required.

(3) Customer area (for a Lessee) shall be at least 440 square feet and shall include adequate space for (or have immediate access to) customer lounge, and restrooms.

(4) Operator shall have immediate access to a parachute packing area.

(5) Maintenance and hangar areas are required if Operator is conducting Aircraft Maintenance on aircraft owned, leased, and/or operated by (and under the full and exclusive control of) Operator.

a. Maintenance area, if required, shall be at least 360 square feet to include adequate and dedicated space for employee work areas, shop areas, and storage for aircraft parts and equipment

b. Hangar area, if required, shall be at least 3,600 square feet or large enough to accommodate the largest aircraft in Operator's fleet at the Airport maintained by Operator, whichever is greater.

Section 9-3. *Licenses and Certifications*

(a) Employees shall be properly certificated by the FAA, current, and hold the appropriate ratings and licensed by the United States Parachuting Association (USPA) for the skydiving training provided.

(b) Operators shall have available a properly certificated ground school instructor capable of providing on-demand ground school instruction.

(c) Operator shall ensure all Participants have all necessary licenses and certificates and have met all FAA and USPA requirements.

Section 9-4. ***Employees***

(a) Operator shall provide a sufficient number of employees to carry out Activity in a safe, secure, efficient, courteous, prompt, and professional manner while also meeting the reasonable demands of customers for this Activity, including at least one appropriately rated jumpmaster.

(b) Parachute instructors shall meet all applicable certification requirements of the FAA for parachute instruction and maintain current certificates issued by the FAA and, if required, a current Airman Medical Certificate.

Section 9-5. ***Equipment***

(a) Operator shall have available for use at least one aircraft properly equipped and FAA certified for parachute jumping. The aircraft must either be owned, leased, or under contract to the Operator.

Section 9-6. ***Hours of Activity***

(a) Operator shall be open and service shall be available to meet the reasonable demands of the public.

Section 9-7. ***Drop Zone Requirements***

(a) Operator shall adhere to the following provisions related to the use of the Drop Zone at the Airport:

(1) Skydive/Parachute landings shall only occur at an Authority and FAA approved and designated Drop Zone.

(2) Each Operator must enter into a separate Agreement with the Authority for the area on the Airport to be used as a Drop Zone.

(3) The Drop Zone shall be used exclusively for such space to entities engaging in such purpose and shall not be subleased at any time when Commercial Skydiving is authorized to occur.

(4) Pursuant to the USPA's Basic Safety Requirements, Drop Zones must be unobstructed and conform with DOT/FAA/AR-11/30 Development of Criteria for Parachute Landing Areas on Airports.

(5) The Operator must install sufficient signage, and ground markings around the Drop Zone to prevent runway incursions or incursions into any OFA, OFZ, or RSA.

(6) The Drop Zone shall be maintained to facilitate safe landings by Participants.

(7) The Drop Zone must be sufficiently lighted to facilitate safe landing by Participants in all weather and at all times of day when it is safe to conduct Commercial Skydiving.

ARTICLE 10. INDEPENDENT AIRCRAFT MAINTENANCE OPERATOR (SASO)

Section 10-1. *Introduction*

(a) An Independent Aircraft Maintenance Operator is engaged in providing limited Aircraft Maintenance for airframe and powerplant, but does not lease or sublease land or Improvements at the Airport.

(1) Limitations

a. Operator may only provide Aircraft Maintenance to Based Aircraft.

b. Operator shall not solicit transient aircraft for any reason. However, with the approval and/or at the request from an FBO or Aircraft Maintenance Operator an Operator may provide Aircraft Maintenance to transient aircraft.

c. Independent Aircraft Maintenance Activities may not be provided in the event an Aircraft Maintenance Operator at the Airport is fully meeting the needs of based and transient customers, as determined by the Authority in its sole discretion.

(b) This Article applies to JAX, VQQ, and HEG only.

(c) In addition to the General Requirements set forth in Article 2 of these Minimum Standards (excluding Section 2-5 and Section 2-11(c)), Operator shall comply with the following minimum standards set forth in this Article.

Section 10-2. *Location*

(a) Operator shall only provide Aircraft Maintenance in locations designated and/or approved, in writing, by the Authority.

(b) These locations (including Improvements) must meet applicable Legal Requirements for the type of Aircraft Maintenance to be provided.

Section 10-3. *Permits/Certifications*

(a) Employees shall be properly certificated by the FAA, current, and hold the appropriate ratings for the work being performed.

(b) Operator shall have a Permit in accordance with Section 2-3.

ARTICLE 11. OTHER COMMERCIAL AERONAUTICAL ACTIVITIES (SASO)

Section 11-1. *Introduction*

(a) This Article pertains to SASOs engaging in Activities not specifically addressed in the preceding Articles which may include, but is not limited to, aircraft services and support Activities (see Section 11-1(a)(1)), miscellaneous Commercial services and support Activities (see Section 11-1(a)(2)), or air transportation services for hire Activities (see Section 11-1(a)(3)) on the Airport.

(1) **Limited Aircraft Services and Support** – defined as limited aircraft, engine, or accessory services and support (e.g., cleaning, waxing, painting, upholstery, propeller, etc.).

(2) **Experimental Aircraft Services and Support** – defined as construction assistance to owners of experimental and/or amateur-built Aircraft (as defined in 14 CFR Section 21.191).

(3) **Miscellaneous Commercial Services and Support** – defined as ground instruction, simulator training, scheduling and dispatching, or any other related Commercial services and support Activities.

(4) **Other Air Transportation Services for Hire** – defined as non-stop sightseeing flights (flights that begin and end at an airport and are conducted within a 25 statute mile radius of that airport); flights for aerial photography or survey, fire fighting, and power line, underground cable, or pipe line patrol; helicopter operations relating to construction or repair work; or, other related air transportation services for hire.

(b) In addition to the General Requirements set forth in Article 2 of these Minimum Standards (excluding Section 2-5 and Section 2-11(c) for those Operators not requiring land or improvements on the Airport), each of the SASOs described in Section 11-1(a) shall fully comply with the following minimum standards set forth in this Article.

Section 11-2. *Leased Premises*

(a) Operators requiring land and Improvements for the provision of their Activities shall not have less than the following.

Land and Apron (square feet)	JAX	VQQ	CRG	HEG
Contiguous Land				
Lessee	43,560	43,560	43,560	32,670
Sublessee	N/A	N/A	N/A	N/A
Apron/Paved Tiedown Positions [49]				
Lessee and Sublessee	As Required	As Required	As Required	As Required
Customer area[50]				
Lessee	500	500	500	440
Sublessee[51]	Immediate access	Immediate access	Immediate access	Immediate access
Administrative area[52]				
Lessee and Sublessee	400	400	400	400

(b) These Leased Premises requirements provide a framework for negotiations between the Operator and the Authority. Depending upon the Activity, the Authority may require lower or higher Leased Premises requirements.

(c) Not all Operators covered under this Article will be required to meet these Leased Premises requirements if the associated Activity does not require specific land and Improvements.

Land and Apron (square feet)	JAX	VQQ	CRG	HEG
Maintenance area[53]				
Lessee	1,000	360	360	360
Maintenance hangar				
Lessee	10,000	3,600	3,600	3,600

(1) Maintenance and hangar areas are required if Operator is conducting Aircraft Maintenance on aircraft owned, leased, and/or operated by (and under the full and exclusive control of) Operator.

a. Hangar area (for a Lessee), if required, shall be at least the previously identified square feet or large enough to accommodate the largest aircraft in Operator's fleet at the specific airport maintained by Operator, whichever is greater.

[49] Number of aircraft having a minimum wingspan of 40 feet or all the aircraft in Operator's fleet at the specific airport, whichever is greater. If Operator utilizes a hangar for storing all aircraft in Operator's fleet, Paved Tiedowns are not required.
[50] To include adequate space for customer lounge, class/training rooms and restrooms.
[51] Sublessee's customers shall have immediate access to customer lounge and restrooms.
[52] Including adequate and dedicated space for employee offices, work areas, and storage
[53] To include adequate and dedicated space for employee work areas, shop areas, and storage of Aircraft parts, accessories, related components, and Equipment

b. Hangar area (for a Sublessee), if required, shall be large enough to accommodate the largest aircraft in Operator's fleet at the specific airport maintained by Operator.

Section 11-3. ***Licenses and Certifications***

(a) Operator shall have and provide to the Authority, upon request, evidence of all Agency licenses, certificates, and/or ratings that are required to conduct the Activity.

Section 11-4. ***Employees***

(a) Operator shall provide a sufficient number of employees to carry out Activity in a safe, secure, efficient, prompt, courteous, and professional manner while also meeting the reasonable demands of customers for this Activity.

Section 11-5. ***Equipment***

(a) Operator shall have, either owned or under written lease to (and under the full and exclusive control of) Operator, sufficient Vehicles, Equipment, and, if appropriate, one certified and continuously airworthy aircraft.

(b) Operator shall have sufficient Equipment and supplies available to support the Activity.

Section 11-6. ***Hours of Activity***

(a) Operator shall be open and services shall be available during the hours maintained by qualified and experienced Entities providing comparable services and/or engaging in similar Activities at similar airports (in similar markets). Operator's services shall be available to meet the reasonable demands of customers for the Activity.

ARTICLE 12. TEMPORARY SPECIALIZED AVIATION SERVICE OPERATOR (SASO)

Section 12-1. *Introduction*

(a) The Authority recognizes that Aircraft Owners and Aircraft Operators using the Airport may, from time to time, have specialized service requirements (i.e., Aircraft Maintenance, Flight Training, etc.). When specialized service is required, but is not available at the Airport through existing Operators due to the specialized nature of the service requirements and/or existing Operators are unable to provide the services required within a reasonable timeframe, the Authority may allow an Aircraft Owner or Aircraft Operator to solicit and utilize the services of a qualified and experienced Entity to provide said services.

(1) Aircraft Owner or Aircraft Operator shall initialize the process by informing the Authority about the specialized services desired, the timeframe for the execution of said services, and the Temporary Specialized Aviation Service Operator to provide such services.

(2) Aircraft Owner or Aircraft Operator shall be responsible for assuring that the Operator complies with all Legal Requirements while on the Airport.

(b) In addition to the applicable General Requirements set forth in Article 2 of these Minimum Standards (excluding Section 2-5 and Section 2-11(c)), each Operator shall comply with the following minimum standards set forth in this Article.

Section 12-2. *Scope of Activity*

(a) Operator shall conduct Activity on the Leased Premises of the Aircraft Owner or Aircraft Operator in a safe, secure, efficient, prompt, courteous, and professional manner consistent with the degree of care and skill exercised by qualified and experienced Operators providing similar services at comparable airports (in comparable markets).

Section 12-3. *Temporary Commercial Aeronautical Activity Permit*

(a) Prior to engaging in Activity on the Airport, Operator must obtain a Permit (in accordance with Section 2-3) for a specific period of time (typically no more than 30 calendar days).

(b) Operator shall fully comply with all requirements for the permitted Activities and limit service provided to the Entity, area, and time period identified in the approved Permit.

(c) Aircraft Owners or Aircraft Operators requiring after-hours or weekend service by Operator must notify the Authority or FBO (in accordance with Section 2-3) prior to Operator engaging in Activities on the Airport.

ARTICLE 13. COMMERCIAL AERONAUTICAL ACTIVITY APPLICATION

Section 13-1. *Application*

(a) Any Entity desiring to engage in a Commercial Aeronautical Activity at the Airport (Applicant) shall complete a Commercial Aeronautical Activity Application (Application).

(1) Lessees and Permittees (in accordance with Section 2-3) shall submit the Application directly to the Authority.

(2) Sublessees shall submit the Application to the Authority through their Lessor in conjunction with submission of the Commercial Sublease for consent.

(b) Applicant shall submit all of the information requested in the Application and thereafter shall submit any additional information, data, and/or documentation that may be required or requested by the Authority in order to properly and fully evaluate the submittal and facilitate an analysis of the prospective operation including, but not limited to, verifiable qualifications and experience, past and current financial performance, condition, and capability (as evidenced by historical and current financial statements), references, etc.

(c) No Application will be deemed complete that does not provide the Authority with the information, data, and/or documentation necessary to enable the Authority to make a meaningful assessment of Applicant's prospective operation and determine whether or not the Applicant's prospective operation will comply with all applicable Legal Requirements and be compatible with the Airport's Airport Layout Plan and/or Land Use Plan.

(d) Following review and approval by the Authority and subject to the Applicant complying with all requirements, an Agreement will be issued or consented to by the Authority.

Section 13-2. *Existing Operator with an Existing Agreement*

(a) No Change in Scope of Activities

(1) Upon promulgation of these Minimum Standards, an existing Operator with an Agreement may engage in the Activities permitted under the Agreement without submitting an Application provided that Operator is in full compliance with all the terms and conditions of the Agreement and all applicable Legal Requirements.

(b) Change in Scope of Activities

(1) Prior to engaging in any new Activity not permitted under an existing Agreement or changing or expanding the scope of Activities permitted under an existing Agreement, Operator shall complete and submit an Application to, and receive an amendment to the Agreement from, the Authority prior to conducting new Activity(ies) not permitted under an existing Agreement.

ARTICLE 14. ATTACHMENT A (MINIMUM INSURANCE REQUIREMENTS)

Jacksonville International Airport		Fixed Base Operator	Aircraft Maintenance Operator	Avionics or Instrument Maintenance Operator	Aircraft Rental or Flight Training Operator	Aircraft Charter or Aircraft Management Operator	Aircraft Sales Operator	Other Commercial Aeronautical Activities	Temporary Specialized Aviation Service Operator
COMMERCIAL GENERAL LIABILITY (Combined Single Limit)									
Each Occurrence		$50,000,000	$5,000,000 Piston $10,000,000 Turboprop/ Turbine	$10,000,000	$1,000,000	$5,000,000	$1,000,000	$1,000,000	$1,000,000
Unlicensed Vehicles		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$2,000,000	$5,000,000	$2,000,000
VEHICULAR LIABILITY (Combined Single Limit, Each Occurrence) *									
		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$2,000,000	$5,000,000	$2,000,000
HANGAR KEEPER'S LIABILITY (Largest Aircraft Accommodated)									
SE Piston	Each Aircraft	$15,000,000 Each Aircraft $50,000,000 Each Occurrence	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
Group I	Each Occurrence		$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
ME Piston	Each Aircraft		$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
Group I	Each Occurrence		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Turboprop	Each Aircraft		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Group I	Each Occurrence		$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000
Turboprop	Each Aircraft		$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000
Group II	Each Occurrence		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Turbojet	Each Aircraft		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Group I	Each Occurrence		$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000
Turbojet	Each Aircraft		$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000
Group II	Each Occurrence		$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Turbojet	Each Aircraft		$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Group III*	Each Occurrence		$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000
AIRCRAFT AND PASSENGER LIABILITY (Each Occurrence)									
SE Piston/Group I					$1,000,000/$100,000 sub limit per person				
ME Piston/Group I					$1,000,000/$100,000 sub limit per person				
Turboprop/Group I & II					$5,000,000/$250,000 sub limit per person				
Turbojet/Group I					$5,000,000/$250,000 sub limit per person				
Turbojet/Group II					$10,000,000	$10,000,000	$10,000,000	$10,000,000	
Turbojet/Group III*					$10,000,000	$10,000,000	$10,000,000	$10,000,000	
Student and Renters					$500,000				
ENVIRONMENTAL LIABILITY									
		$2,000,000	$2,000,000						
WORKER'S COMPENSATION									
		Limits Based Upon Statutory Requirements							

* If entity operates any vehicle(s)
* Includes Group IV, Group V, and Group VI

Cecil Airport and Spaceport		Fixed Base Operator	Aircraft Maintenance Operator	Avionics or Instrument Maintenance Operator	Aircraft Rental or Flight Training Operator	Aircraft Charter or Aircraft Management Operator	Aircraft Sales Operator	Other Commercial Aeronautical Activities	Temporary Specialized Aviation Service Operator
COMMERCIAL GENERAL LIABILITY (Combined Single Limit)									
Each Occurrence		$25,000,000	$5,000,000 Piston $10,000,000 Turboprop/ Turbine	$5,000,000	$1,000,000	$2,000,000	$1,000,000	$1,000,000	$1,000,000
Unlicensed Vehicles		$2,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
VEHICULAR LIABILITY (Combined Single Limit, Each Occurrence) *									
		$2,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
HANGAR KEEPER'S LIABILITY (Largest Aircraft Accommodated)									
SE Piston	Each Aircraft	$15,000,000 Each Aircraft $25,000,000 Each Occurrence	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
Group I	Each Occurrence		$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
ME Piston	Each Aircraft		$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
Group I	Each Occurrence		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Turboprop	Each Aircraft		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Group I	Each Occurrence		$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000
Turboprop	Each Aircraft		$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000
Group II	Each Occurrence		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Turbojet	Each Aircraft		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Group I	Each Occurrence		$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000
Turbojet	Each Aircraft		$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000
Group II	Each Occurrence		$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Turbojet	Each Aircraft		$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Group III*	Each Occurrence		$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000
AIRCRAFT AND PASSENGER LIABILITY (Each Occurrence)									
SE Piston/Group I					$1,000,000/$100,000 sub limit per person				
ME Piston/Group I					$1,000,000/$100,000 sub limit per person				
Turboprop/Group I & II					$5,000,000/$250,000 sub limit per person				
Turbojet/Group I					$5,000,000/$250,000 sub limit per person				
Turbojet/Group II					$10,000,000	$10,000,000	$10,000,000	$10,000,000	
Turbojet/Group III*					$10,000,000	$10,000,000	$10,000,000	$10,000,000	
Student and Renters					$500,000				
ENVIRONMENTAL LIABILITY									
		$2,000,000	$2,000,000						
WORKER'S COMPENSATION									
		Limits Based Upon Statutory Requirements							

* If entity operates any vehicle(s)
* Includes Group IV, Group V, and Group VI

ATTACHMENT A
(MINIMUM INSURANCE REQUIREMENTS)

Jacksonville Executive at Craig Airport		Fixed Base Operator	Aircraft Maintenance Operator	Avionics or Instrument Maintenance Operator	Aircraft Rental or Flight Training Operator	Aircraft Charter or Aircraft Management Operator	Aircraft Sales Operator	Other Commercial Aeronautical Activities	Temporary Specialized Aviation Service Operator
COMMERCIAL GENERAL LIABILITY (Combined Single Limit)									
Each Occurrence		$15,000,000	$5,000,000 Piston $10,000,000 Turboprop/ Turbine	$5,000,000	$1,000,000	$2,000,000	$1,000,000	$1,000,000	$1,000,000
Unlicensed Vehicles		$2,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
VEHICULAR LIABILITY (Combined Single Limit, Each Occurrence)*									
		$2,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
HANGAR KEEPER'S LIABILITY (Largest Aircraft Accommodated)									
SE Piston	Each Aircraft	$10,000,000 Each Aircraft $15,000,000 Each Occurrence	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
Group I	Each Occurrence		$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
ME Piston	Each Aircraft		$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
Group I	Each Occurrence		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Turboprop	Each Aircraft		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Group I	Each Occurrence		$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000
Turboprop	Each Aircraft		$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000
Group II	Each Occurrence		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Turbojet	Each Aircraft		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Group I	Each Occurrence		$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000
Turbojet	Each Aircraft		$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000
Group II	Each Occurrence		$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Turbojet	Each Aircraft		$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Group III**	Each Occurrence		$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000
AIRCRAFT AND PASSENGER LIABILITY (Each Occurrence)									
SE Piston/Group I					$1,000,000/$100,000 sub limit per person				
ME Piston/Group I					$1,000,000/$100,000 sub limit per person				
Turboprop/Group I & II					$5,000,000/$250,000 sub limit per person				
Turbojet/Group I					$5,000,000/$250,000 sub limit per person				
Turbojet/Group II					$10,000,000	$10,000,000	$10,000,000	$10,000,000	
Turbojet/Group III**					$10,000,000	$10,000,000	$10,000,000	$10,000,000	
Student and Renters					$500,000				
ENVIRONMENTAL LIABILITY									
		$2,000,000	$1,000,000						
WORKER'S COMPENSATION									
		Limits Based Upon Statutory Requirements							

*If entity operates any vehicle(s)
**Includes Group IV, Group V, and Group VI

Herlong Recreational Airport		Fixed Base Operator	Aircraft Maintenance Operator	Avionics or Instrument Maintenance Operator	Aircraft Rental or Flight Training Operator	Aircraft Charter or Aircraft Management Operator	Aircraft Sales Operator	Other Commercial Aeronautical Activities	Temporary Specialized Aviation Service Operator
COMMERCIAL GENERAL LIABILITY (Combined Single Limit)									
Each Occurrence		$10,000,000	$5,000,000 Piston $10,000,000 Turboprop/ Turbine	$5,000,000	$1,000,000	$2,000,000	$1,000,000	$1,000,000	$1,000,000
Unlicensed Vehilcles		$2,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
VEHICULAR LIABILITY (Combined Single Limit, Each Occurrence) *									
		$2,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
HANGAR KEEPER'S LIABILITY (Largest Aircraft Accommodated)									
SE Piston	Each Aircraft	$10,000,000 Each Aircraft $15,000,000 Each Occurrence	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
Group I	Each Occurrence		$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
ME Piston	Each Aircraft		$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
Group I	Each Occurrence		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Turboprop	Each Aircraft		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Group I	Each Occurrence		$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000
Turboprop	Each Aircraft		$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000
Group II	Each Occurrence		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Turbojet	Each Aircraft		$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Group I	Each Occurrence		$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000
Turbojet	Each Aircraft		$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000
Group II	Each Occurrence		$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Turbojet	Each Aircraft		$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Group III*	Each Occurrence		$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000	$25,000,000
AIRCRAFT AND PASSENGER LIABILITY (Each Occurrence)									
SE Piston/Group I					$1,000,000/$100,000 sub limit per person				
ME Piston/Group I					$1,000,000/$100,000 sub limit per person				
Turboprop/Group I & II					$5,000,000/$250,000 sub limit per person				
Turbojet/Group I					$5,000,000/$250,000 sub limit per person				
Turbojet/Group II					$10,000,000	$10,000,000	$10,000,000	$10,000,000	
Turbojet/Group III*					$10,000,000	$10,000,000	$10,000,000	$10,000,000	
Student and Renters					$500,000				
ENVIRONMENTAL LIABILITY									
		$2,000,000	$1,000,000						
WORKER'S COMPENSATION									
		Limits Based Upon Statutory Requirements							

* If entity operates any vehicle(s)
* Includes Group IV, Group V, and Group VI