

KNOX COUNTY REGIONAL AIRPORT

RATES AND MINIMUM STANDARDS

**FOR COMMERCIAL OPERATIONS, NOT FOR PROFIT
AERONAUTICAL ACTIVITIES
&
LEASING OF LAND AND FACILITIES**

**KNOX COUNTY REGIONAL AIRPORT
62 Union Street
ROCKLAND, MAINE 04841**

Adopted by Vote of Board of Commissioners October 11, 2005

**RATES AND MINIMUM STANDARDS
Knox County Regional Airport**

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PREAMBLE

The Knox County Commissioners, recognizing the need to protect the public health, safety, and to foster the economic health and orderly development of Commercial, Aeronautical and non-Aeronautical Operators at the Knox County Regional Airport, hereby promulgates and adopts the following procedures and minimum standards for the use of any land/facility on the Airport or for any commercial aviation activities with direct access to the Airport from adjacent property.

CANCELLATION

Rates and Minimum Standards for Commercial Activities and Leasing of Land and Facilities at Knox County Regional Airport, Effective January 1992, and as Revised June 1, 2001.

**THE FOLLOWING RATES AND MINIMUM STANDARDS ARE APPROVED AND
ACCEPTED WITH ALL CURRENT CHANGES, EFFECTIVE 2005.**

CHANGE LOG

KNOX COUNTY
COMMISSIONERS

A. Mason Johnson, Jr., Chair
Anne Beebe-Center
Lawrence R. Nash

AIRPORT
MANAGER

Jeffrey A. Northgraves

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I. APPLICATION

Any person wishing to acquire the use of land or establish or use any facility on the Airport for any activity or to establish a commercial aeronautical activity with direct access to the airport from adjacent property shall be furnished a copy of these rates and standards, as amended from time to time, and shall make an application in writing, filed with the Airport Manager, setting forth in detail the following:

- A. The name and address of the applicant;
- B. The proposed land use and/or services to be offered;
- C. The requested or proposed date for commencement of the activity and the term of conducting same;
- D. The amount of land to be leased;
- E. The financial responsibility and ability of applicant or operator to carry out the activity sought;

II. NOTICE AND HEARING

Upon the filing of such an application with the Airport Manager's Office, it shall be immediately referred to the County Commissioners with recommendations of the Airport Manager and considered at the next scheduled meeting of the County Commission. If no meeting is scheduled within forty-five (45) days from the filing of such application, a special meeting may be called for considering the same and notice thereof given to the applicant.

Upon the consideration of the application, the County Commissioners shall determine whether or not the applicant meets the standards and qualifications as herein set out and whether or not such application should be granted in whole or in part, and if so, upon what terms and conditions.

III. LEASE OR CONTRACT

Upon the approval of any such applications submitted or modified, the County Commissioners shall cause to be prepared a suitable lease or contract agreement setting forth the terms and conditions of the land and/or facility use, which lease or contract shall in every instance be conditional upon or contain language assuring:

- A. That the minimum standards be incorporated into the Lease, Contract or Agreement; and
- B. That there be original and continued compliance with the standards required for Each particular aeronautical or other activity approved:
- C. That any structure or facility to be constructed or placed upon said Airport shall Be constructed in a manner to conform to all safety regulations of the Sate of Maine and the County, and shall be in compliance with the requirements of current building codes and fire regulations of the Town of Owls Head; and that any construction once commenced will be diligently prosecuted to completion. Knox County will review & approve detailed plans.

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IV. STANDARDS FOR SPECIFIC ACTIVITIES

In addition to meeting the requirements of paragraph I, every person conducting the following specific activities shall meet the additional requirements as hereinafter set forth. Four types or activities are anticipated: Fixed Base Operations (FBO) performing multiple commercial activities from leased airport land/facilities, FBOs performing specialized aviation service operations (SASOs) (sometimes referred to as single-service operators) from leased land/facilities (leased from either the airport or another FBO), Independent Operations which are SASOs performing commercial operations on the airfield without fixed facilities on the airport (such as aircraft washing, car rental, maintenance, flight instruction or transient charter operators), and commercial aeronautical operations with direct access to the airfield from adjacent properties (sometimes referred to as 'through the fence operations'). The unique requirements of each of these types of operations will be considered when applying the provisions of these standards. This is not to say that all SASOs providing the same or similar services should not equally comply with all applicable standards, however an operator desiring to provide a single service is not required to meet the criteria for a full-service FBO.

A. Aircraft Charter, Air Taxi Service.

1. Definition

An Aircraft Charter and an Air Taxi Operator is a person or persons, firm, or corporation engaged in the business of providing air transportation persons or property to the general public for hire, either on a charter basis (Commercial Operation) or as an Air Taxi Operator, as defined in the Federal Aviation Act.

2. Minimum Standards

- a. The Operator shall lease from the Knox County Regional Airport an area not less than one quarter acre (10,890 square feet) of ground space on which shall be erected a building to provide at least 2,000 square feet of floor space for aircraft storage, office and customer space, as well as cargo handling. The area shall be properly heated and lighted; and shall provide telephone facilities for customers use.

The Operator shall provide a paved walkway within the leased area to accommodate pedestrian access to the Operator's office.

The Operator shall provide a paved aircraft apron within the leased area to accommodate aircraft movement from the Operator's building to the taxiway or the access to the taxiway.

Operator shall have his premises open, services available and a ground person available during any flight operations.

- c. The Operator shall have in his employ and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in this category in an efficient manner but never less than at least one (1) Federal Aviation Administration certificated commercial pilot and otherwise appropriately rated to permit the flight activity offered by Operator.

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- d. The Operator performing the service under this category will be required to carry the types of insurance necessary to adequately protect the customers and the County. The Knox County Regional Airport and the County of Knox shall be named as additional insureds in appropriate policies. As a minimum, the operator shall purchase General Comprehensive Liability insurance coverage for death, personal injury and property damage occurring as a result of their activities at the Airport or their occupancy of the premises. Specifically, at least Five-Hundred Thousand Dollars (\$500,000.00) for personal injuries or death of any one person, Two and Half Million Dollars (\$2,500,000.00) personal injuries or death resulting from any one accident, and One Million Dollars (\$1,000,000.00) for property damage. Such insurance shall be at a minimum no less than the limitation of damages established by the Maine Tort Claims Act (Title 14 S8101 et seg.) per occurrence.

B. Aircraft Rental or Sales:

1. Definition

An Aircraft Rental or Sales Operator is a person or persons, firm, or corporation engaged in the rental or sale of new or used aircraft through franchises, licensed dealerships or distributorships (either on a retail or wholesale basis), or otherwise; provides such repair, services, and parts as necessary to meet any guarantee or warranty on new or used aircraft sold by him.

2. Minimum Standards

- a. The Operator shall lease from Knox County Regional Airport an area of not less than one (1) acre of ground space to provide for outside display and storage of aircraft, on which shall be erected a building to provide at least 2,000 square feet of floor space for aircraft storage, office and customer space, as well as cargo handling. The area shall be properly heated and lighted; and shall provide telephone facilities for customers use.
- b. The Operator shall provide a paved walkway within the leased area to accommodate pedestrian access to the Operator's office.

The Operator shall provide a paved aircraft apron within the leased area to accommodate aircraft movement from the Operator's building to the taxiway or the access to the taxiway.
- c. The Operator shall have available for rental, either owned or under written lease to Operator, not less than two (2) certified and currently airworthy aircraft.
- d. For sales activity of a new aircraft, a sales or distributorship franchise from a recognized aircraft manufacturer of new aircraft, and at least one demonstrator model of such aircraft.

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- e. The Operator shall provide necessary and satisfactory arrangement for the duration of any sales guarantee or warranty period. Servicing facilities may be provided through written agreement with a Repair Shop Operator at Knox County Regional Airport. The Operator shall provide an adequate inventory of spare parts for the type of aircraft for which sales privileges are granted.
- f. The Operator shall have his premises open and services available eight (8) hours daily, five (5) days a week on a year round basis.
- g. The Operator shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in an efficient manner, set standards being never less than one (1) person having a current commercial pilot certificate with an appropriate rating including an instructor rating.

The Operator shall make provision for someone to be in attendance in the office at all times during the required operating hours.

- h. The Operator performing the service under this category will be required to carry the types of insurance necessary to adequately protect the customers and the County. The Knox County Regional Airport and the County of Knox shall be named as additional insureds in appropriate policies. As a minimum, the operator shall purchase General Comprehensive Liability insurance coverage for death, personal injury and property damage occurring as a result of their activities at the Airport or their occupancy of the premises. Specifically, at least Five-Hundred Thousand Dollars (\$500,000.00) for personal injuries or death of any one person, Two and Half Million Dollars (\$2,500,000.00) personal injuries or death resulting from any one accident, and One Million Dollars (\$1,000,000.00) for property damage. Such insurance shall be at a minimum no less than the limitation of damages established by the Maine Tort Claims Act (Title 14 S8101 et seq.) per occurrence.

C. Flight Training:

1. Definition

A Flight Training Operator is a person or persons, firm, or corporation engaged in instructing pilots in dual and solo flight training, in fixed or rotary wing aircraft, and provides such related ground school instruction as is necessary preparatory to taking written examination, and flight check ride for the category or categories of pilots licenses and ratings involved. During periods without available FBO Flight Instructors, and at other times when deemed necessary, the Commissioners may permit Independent Flight Instruction. Only those instructors who have complied with this standard will be allowed to instruct at KCRA.

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2. Minimum Standards

- a. Potential Flight Instructors shall apply for a permit to instruct, in writing, to the Board of Commissioners, via the Airport Manager. Each request shall contain the following minimum information:
 - i. Licenses and Qualifications of the instructor
 - ii. Type of training to be provided
 - iii. Proof of liability insurance
 - iv. Curriculum description
 - v. Aircraft registration and certifications
 - vi. Provisions for aircraft storage and maintenance
 - vii. Provisions for rest rooms and briefing rooms
 - viii. Fee structure
 - ix. Other information as deemed relevant
- b. Upon approval, the Flight Instructor will be permitted to conduct flight instruction at KCRA until notified in writing of termination of the permit.
- c. While conducting flight instruction at KCRA, the flight instructor shall pay Knox County 2.5% of the students' fees.
- d. All materials needed for this instruction will be the responsibility of the instructor.

D. Aircraft Service Facilities (Fuels/Lubricants/Maintenance)

1. Definition

An Aircraft Service Facility is a person or persons, firm, or corporation engaged in the business of providing line service to the more popular demands of the general aviation users of the Airport, to include the sale or interplane delivery of recognized brands of aviation fuels, lubricants and other related aviation petroleum products. This FBO function shall include, in addition to the above, the necessary ramp assistance in parking/tie-down assignments, "follow-me" vehicle operation and collection of transit parking fees. Maintenance services could also be part of a service facility.

2. Minimum Standards

- a. The Operator shall lease from the Knox County Regional Airport an area of not less than one half (1/2) acre of ground space on which shall be erected a building to provide at least 1,000 square feet of floor space if maintenance services are provided. At least 300 square feet of floor space for office, customer lounge, and rest rooms shall be properly heated and lights.

The Operator shall provide auto-parking space "within" the leased area to accommodate all of operations employees.

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The Operator shall provide a paved walkway within the leased area to accommodate pedestrian access to the Operator's office.

If maintenance services are provided the Operator shall provide a paved aircraft apron within the leased area to accommodate aircraft awaiting repair of maintenance or delivery after repairs have been completed, and aircraft movement from the Operator's building to the taxiway.

- b. The Operator shall provide at least two (2) fuel storage tanks at the Knox County Regional Airport and maintain an adequate supply of fuel on hand at all times of at least two (2) grades of fuel as closely related as possible to the demands. The Operator shall provide at least two (2) metered filter-equipped dispensers, fixed or mobile, for dispensing pumps and meters are required for each grade of fuel. All EPA/DEP standards and requirements will be complied with and to include State & Local standards to include the State & Local standards requirement.
- c. In conducting refueling operations, every Operator shall install and use adequate grounding facilities at fueling locations to eliminate the hazards of static electricity, and shall also provide approved types of fire extinguishers or other equipment commensurate with the hazards involved in refueling and servicing aircraft as required by NFPA 407 (Standard for Aircraft Fuel Servicing) and State/Local standards.
- d. The Operator shall provide for the adequate sanitary handling, and disposal, away from the Airport, of all trash, waste, and other materials, including but not limited to used oil, solvents, and other waste. The piling or storage of crates, boxes, barrels, and other containers will not be permitted within the leased premises.
- e. The Operator shall have his premises open for aircraft fueling and oil dispensing service during daylight hours six (6) days a week, (Mon. – Sat). The Operator shall make provisions for such service during hours of darkness and Sunday with an “on-call” basis. The Operator shall post in a conspicuous location, a sign explaining the procedures to be followed in obtaining after hour service to include Sundays.
- f. The Operator shall have in his employ, and on duty during the appropriated business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in this category of services in an efficient manner. Said personnel shall be trained in operating fire-fighting equipment specified in paragraph 2.c. above.
- g. The Operator performing the service under this category will be required to carry the types of insurance necessary to adequately protect the customers and the County. The Knox County Regional Airport and the County of Knox shall be named as additional insureds in appropriate policies. As a minimum, the operator shall purchase General Comprehensive Liability insurance coverage for

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death, personal injury and property damage occurring as a result of their activities at the Airport or their occupancy of the premises. Specifically, at least Five-Hundred Thousand Dollars (\$500,000.00) for personal injuries or death of any one person, One Million Dollars (\$1,000,000.00) personal injuries or death resulting from any one accident, and One Million Dollars (\$1,000,000.00) for property damage. Such insurance shall be at a minimum no less than the limitation of damages established by the Maine Tort Claims Act (Title 14 S8101 et seq.) per occurrence.

E. Airframe and Power-plant Repair Facilities

1. Definition

An Aircraft Engine, Airframe Maintenance, and Repair Operator is a person or persons, firm or corporation providing one or a combination of airframe and power plant repair service, but, with at least one person currently certified by the Federal Aviation Administration with ratings appropriate to the work being performed. This category of aeronautical services shall also include the sale of aircraft parts and accessories, but such is not an exclusive right.

2. Minimum Standards

- a. The Operator shall lease from the Knox County Regional Airport an area of not less than one half acre of ground space and on which shall be erected a building to provide at least 2000 square feet of floor space for airframe and power plant repair services, including sufficient hanger space to provide housing for any aircraft being serviced, office space, and customer areas, which shall be properly heated and lighted.

The Operator shall provide auto-parking space within the leases area to accommodate at least six (6) automobiles.

The Operator shall provide a paved walkway within the leased area to accommodate pedestrian access to the Operator's office.

The Operator shall provide a paved aircraft apron within the leased area to accommodate aircraft awaiting repair or maintenance or delivery after repairs have been completed and aircraft movement from the Operator's building to the taxiway.

- b. The Operator shall have his premises open and services available eight (8) hours a day, five (5) days each week, on a year round basis.
- c. The Operator shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards set forth in this category of services in an efficient manner.

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- d. The Operator performing the service under this category will be required to carry the types of insurance necessary to adequately protect the customers and the County. The Knox County Regional Airport and the County of Knox shall be named as additional insureds in appropriate policies. As a minimum, the operator shall purchase General Comprehensive Liability insurance coverage for death, personal injury and property damage occurring as a result of their activities at the Airport or their occupancy of the premises. Specifically, at least Five-Hundred Thousand Dollars (\$500,000.00) for personal injuries or death of any one person, Two and Half Million Dollars (\$1,000,000.00) personal injuries or death resulting from any one accident, and One Million Dollars (\$1,000,000.00) for property damage. Such insurance shall be at a minimum no less than the limitation of damages established by the Maine Tort Claims Act (Title 14 S8101 et seq.) per occurrence.

F. Radio, Instrument, or Propeller Repair Station

1. Definition

A Radio, Instrument, or Propeller Repair Station Operator is a person or persons, firm or corporation engaged in the business of and providing a shop for the repair of aircraft radios, propellers, instruments, and accessories for the general aviation aircraft. This category shall include the sale of new or used aircraft radios, propellers, instruments, and accessories, but such is not an exclusive right.

2. Minimum Standards

- a. The Operator shall lease from the Knox County Regional Airport an area of not less than one half (1/2) acre of ground space and on which shall be erected a building to provide at least 2,000 square feet of floor space to hanger at least one (1) aircraft, to house all equipment, and to provide an office, shop, customer lounge and rest rooms, all of which to be properly heated and lights.

The Operator shall provide auto-parking space within the leased area and shall provide a paved walkway within the leased area to accommodate pedestrian access to the Operator's office.

The Operator shall provide a paved aircraft apron within the leased area to accommodate aircraft and aircraft movement from the Operator's building to the taxiway.

- b. The Operator shall have his premises open and services available eight (8) hours daily, five (5) days each week on a year round basis.
- c. The Operator shall have in his employ and on duty during the appropriated business hours trained personnel in such numbers as are required to meet the minimum standards set forth in this Category in an efficient manner.

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- d. The Operator performing the service under this category will be required to carry the types of insurance necessary to adequately protect the customers and the County. The Knox County Regional Airport and the County of Knox shall be named as additional insureds in appropriate policies. As a minimum, the operator shall purchase General Comprehensive Liability insurance coverage for death, personal injury and property damage occurring as a result of their activities at the Airport or their occupancy of the premises. Specifically, at least Five-Hundred Thousand Dollars (\$500,000.00) for personal injuries or death of any one person, Two and Half Million Dollars (\$1,000,000.00) personal injuries or death resulting from any one accident, and One Million Dollars (\$1,000,000.00) for property damage. Such insurance shall be at a minimum no less than the limitation of damages established by the Maine Tort Claims Act (Title 14 S8101 et seq.) per occurrence.

G. Other Independent or Specialized Aviation Services Operations (SASOs).

1. Definition

This section establishes standards for other anticipated SASO operations and covers commercial aviation services for the purpose of providing the activities listed below:

- a. Nonstop sightseeing flights that begin and end at the same airport;
- b. Crop dusting, fish spotting, seeding, spraying and bird chasing;
- c. Banner towing and aerial advertising;
- d. Fire fighting;
- e. Power line or pipe line patrol
- f. Any other operations specifically excluded from Part 135 of the Federal Aviation Regulations.
- g. Aero photography or Survey Flights

2. Minimum Standards

- a. In the Case of crop dusting, aerial application, or other commercial use of chemicals, Operator shall provide a centrally drained (as per COE/EPA/DEP requirements), paved area of not less than 2,500 square feet for aircraft loading, washing and servicing. Operator shall also provide for the safe storage and containment of noxious chemical materials. Such facilities will be in a location on the Knox County Regional Airport, which will provide the greatest safeguard to the public. The Operator will comply with all EPA/DEP requirements.

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- b. In the Case of crop dusting or aerial application, Operator shall provide tank trucks for the handling of liquid spray and mixing liquids. Operator shall also provide adequate ground equipment for the safe handling and safe loading of dusting materials.

H. Multiple Services FBO

1. Definition

A Multiple Service Operator shall be one who engages in any two (2) or more of the aeronautical services for which minimum standards have been herein before provided.

2. Minimum Standards

- a. The Operator shall lease from the Knox County Regional Airport an area of not less than one (1) acre of ground space for aircraft storage, parking and other use in accordance with the services to be offered, and on which shall be erected a building to provide at least 2,500 square feet of floor space for aircraft storage and parking. At least 500 square feet of floor space for office, customer lounge, rest rooms, and class/briefing rooms (if applicable) which shall be properly heated and lighted; and shall provide telephone facilities for customer use.

The Operator shall provide auto-parking space within the leased area to accommodate at least ten (10) automobiles.

The Operator shall provide a paved walkway within the leased area to accommodate pedestrian access to the Operator's office
The Operator shall provide a paved aircraft apron within the leased area to accommodate aircraft movement from the Operator's building to the taxiway.

- b. The Operator shall comply with the previously identified minimum requirements, including any equipment restrictions, for each aeronautical service to be performed except as hereinafter provided.
 - Multiple uses can be made of all aircraft except aircraft used for crop dusting, aerial application, or other commercial use of chemicals.
 - The Operator shall adhere to the hours of operation required for each aeronautical service being performed.
 - The Operator shall have in his employ, and on duty during the appropriate business hours, trained personnel in such numbers as are required to meet the minimum standards for each Aeronautical Service as herein before provided. Multiple responsibilities may be

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assigned to meet the personnel requirements for each aeronautical service being performed by the Operator.

- The Operator shall obtain, as a minimum, that insurance coverage which is equal to the highest individual insurance requirement of all the aeronautical services being performed by the Operator.

I. Through the Fence Operations

At times, Knox County may permit access to the public landing area by independent operators offering an aeronautical activity or by aircraft based on land adjacent to, but not part of, the airport. The obligation to make an airport available for use and benefit of the public does not impose any requirement to permit access by aircraft from adjacent property. The existence of such an arrangement could place an encumbrance upon the airport property unless the off-site owner or operator conforms in all respects to the requirements of any existing or proposed grant agreements. In addition, operating restrictions must be in place to ensure safety (including entry and inspection permissions), equitable compensation for use of the airport (including normally assessed sales charges) and consistent application of applicable Minimum Standards.

The County may execute any 'through the fence' commercial aviation operations, after receiving written application in accordance with this document, through a Concessionaire or Operators Agreement. In all cases, applicable requirements of this document will be enforced.

J. Flying Clubs

In an effort to foster and promote flying for pleasure, develop skills in aeronautics, including pilotage, navigation, and an awareness and appreciation of aviation requirements and techniques, the category of Flying Clubs is added to the Rules, Regulations and Minimum Standards of Airports.

All flying clubs desiring to base their aircraft and operate on the airport must comply with the applicable provisions of Order 5190.6. However, they shall be exempt from regular FBO requirements upon satisfactory fulfillment of the conditions contained herein:

- a. The club shall be a nonprofit/not-profit entity (corporation, association or partnership) organized for the express purpose of providing its members with an aircraft, or aircraft, for their personal use and enjoyment only. The ownership of the aircraft, or aircraft, must be vested in the name of the flying club (or owned ratably by all of its members). The property rights of the members of the club shall be equal and no part of the net earnings of the club will inure to the benefit of any member in any form (salaries, bonuses, etc.). the club may not derive greater revenue from the use of its aircraft than

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the amount necessary for the operations, maintenance and replacement of its aircraft.

- b. Flying clubs may not offer or conduct charter, air taxi, or rental of aircraft operations. They may not conduct aircraft flight instruction except for regular members, and only members of the flying club may operate the aircraft. No flying club shall permit its aircraft to be utilized for the giving of flight instruction to any person, including members of the club owning the aircraft, when such person pays or becomes obligated to pay for such instructions, except when instruction is given by a lessee based on the airport and who is otherwise permitted to provide flight training. Any qualified mechanic who is a registered member and part owner of the aircraft owned and operated by a flying club shall not be restricted from doing maintenance work on aircraft owned by the club and the club does not become obligated to pay for such maintenance work except that mechanics and instructors may be compensated by credit against payment of dues or flight time.
- c. All flying clubs and their members are prohibited from leasing or selling any goods or services whatsoever to any person or firm other than a member of such club at the airport except that said flying club may sell or exchange its capital equipment.
- d. The flying club, with its permit request shall furnish the airport management a copy of its charter and bylaws, articles of association, partnership agreement or other documentation supporting its existence; a roster, or list of members, including names of officers and directors, to be revised on a semi-annual basis; evidence of insurance in the form of a certificate of insurance in the following minimum amounts: Public Liability (\$100,000/\$50,000) per person; public liability (\$300,000/\$100,000) per accident; property damage (\$100,000/\$20,000), with hold harmless clause in favor of the airport, its officers and employees (10 days prior notice of cancellation shall be filed with airport management); number and type of aircraft; evidence that aircraft are properly certificated; evidence that ownership is vested in the club, and operating rules of the club. The books and other records of the club shall be available for review at any reasonable time by airport management.
- e. A flying club, at any airport controlled by this same airport management shall abide by and comply with all Federal, State and local laws, ordinances, regulation and the rules and regulations of this airport management.
- f. A flying club which violates any of the foregoing, or permits one or more members to do so, will be required to terminate all operations at all airports controlled by this airport management. A public hearing should be held for the purpose of considering such termination.

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V. BASIC LEASE TERMS AND CONDITIONS:

A. Premises To Be Operated For Use And Benefit Of Public

Lessee agrees to operate the premises for the use and benefit of the public.

1. To furnish good, prompt, and efficient service adequate to meet all the demands for its service at the Airport.
2. To furnish said service on a fair, equal, and non-discriminatory basis to all users thereof.
3. To charge fair, reasonable, and non-discriminatory prices for each unit of sale or service, provided that the Lessee may be allowed to make reasonable and non-discriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

B. Non-Discrimination Clause

The Lessee, his agents, and employees will not discriminate against any person or class of persons by reason of race, color, creed or national origin in providing any services or in the use of any of its facilities provided for the public, in a manner prohibited by Part 15 of the Federal Aviation Regulations.

The Lessee further agrees to comply with such enforcement procedures as the United States might demand that the Lessor take in order to comply with the Sponsor's Assurances.

C. Aircraft Service By Owner Or Operator Of Aircraft

It is clearly understood by the Lessee that no right or privilege has been granted which would operate to prevent any person, firm, or corporation operating aircraft on the Airport from performing any services on its own aircraft with its own regular employees (including, but not limited to, maintenance and repair) that it may choose to perform.

D. Non-Exclusive Rights Clause

It is understood and agreed that nothing herein contained shall be construed to grant or authorize the granting of an exclusive right.

E. Development of the Knox County Regional Airport

Lessor reserves the right to further develop or improve the landing area of the Airport as it sees fit, regardless of the desires of view of the Lessee, and without interference or hindrance.

F. Lessor's Rights Clause

Lessor reserves the right, but shall not be obligated to Lessee, to maintain and keep in repair the landing area of the Airport and all publicly owned facilities on

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the Airport, together with the right to direct and control all activities of Lessee in this regard.

G. Obstructions at Knox County Regional Airport

Lessor reserves the right to take any action it consider necessary to protect the aerial approaches of the Airport against obstruction, together with the right to prevent Lessee from erecting, or permitting to be erected, any building or other structure on the Airport which, in the opinion of the Lessor, would limit the usefulness of the Airport or constitute a hazard to aircraft.

H. Subordination Clause

This lease shall be subordinate to the provisions of any existing or future agreement between Lessor and the United States, relative to the operation or maintenance of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of Federal funds for the development of the Airport.

IV. AMENDMENT OF STANDARDS

The Knox County Commissioners shall review the standards for conducting aeronautical or other activities at least bi-annually and shall recommend such revisions or amendments as shall be deemed necessary to properly protect the health, safety and interest of the County and the health, safety and interest of the County and Public. Upon approval of any such amendments, the Operators of aeronautical activities secured hereunder shall be required to conform to such amended standards.

ADDITIONAL PROVISIONS

1. Payments shall be paid monthly on the tenth day of the following month.
2. All tenants shall provide the Airport Manager with a report of operations and sales with any percentage payments as may be required by them. The County reserves the right to audit these reports and or statements as necessary for its purposes, unless otherwise agreed to in writing.
3. These standards as published are minimum standards only. Additional standards may be required of any tenant as conditions may dictate at the time of the lease being reached.
4. The County reserves the right to waive any of these minimum standards if, in the opinion of the Commissioners, the existing conditions should warrant such waiver, and may at their discretion, apply such waiver to any other tenants as they may see fit.
5. Industrial or other non-aeronautical leases on land belonging to Knox County will be negotiated on its own merits and charged for at rates considered at the time of the negotiations.

RATES AND MINIMUM STANDARDS
Knox County Regional Airport

6. PRIVATE PROPERTY OPERATIONS AT KCRA. Due to sufficient property being available for lease at Knox County Regional Airport, and to provide for a control of development and adherence to Federal State, and Local Laws, effective July 8, 1992 there will be no further granting approval of access ways/taxiways etc., to private property operations at KCRA. This also allows for equal and fair competition to current and future FBOs. There are currently three FOBs (Rockland Airport Partners, Lussier, and Owls Head Transportation Museum) such operations in existence which, due to contractual agreements will be allowed to continue.

**RATES AND MINIMUM STANDARDS
Knox County Regional Airport**

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Knox County Regional Airport**

RATES AND FEES

The following fees and/or rates will apply to all future agreements and leases for commercial use of Knox County Regional Airport. NOTE: Gross sales for lease purposes shall include: All sales by ALL operations on the leased area including any sub-leased operations:

- (1) NON-BASED SCHEDULED COMMUTER:
 - (a) Charge shall be negotiated for each user and when for the same market as existing service shall be reasonably equal to assure fair competition.
 - (b) Any land, terminal or counter space, when available shall be in addition to the above.

- (2) LAND LEASES:
 - (a) Prime Aviation: (designated by the County Commissioners)
\$5,822.00/ Yr. Per acre, one-quarter-acre minimum (2005) adjusted yearly as indicated by the Federal Consumer Price Index. Plus (for commercial operations) a percentage of gross receipts of all sales.
 - (b) Raw Land:
\$.12/Yr. per square foot (2005) adjusted yearly as indicated by the Federal Consumer Price Index. Plus (for commercial operations) a percentage of gross receipts of all sales.
 - (c) Industrial or Non-Aviation use areas:

Each proposal will be negotiated individually.

- (3) MISCELLANEOUS LEASES AND AGREEMENTS:

To be negotiated individually.