RULES AND REGULATIONS
FOR THE MANAGEMENT, OPERATION, CONTROL,
AND USE OF THE
PUEBLO MEMORIAL AIRPORT

Adopted _____ for an effective date of _____.

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1. Definitions

As used in these Rules and Regulations, the following terms have the meanings set forth below. Terms not defined herein shall have the meanings assigned to them in the Pueblo Municipal Code, applicable FAA regulations, or the Airport's Minimum Standards. Where a definition below states that a term has the meaning set forth in the Pueblo Municipal Code, the text of that Code provision is reproduced immediately after the cross-reference for the convenience of the reader. The Pueblo Municipal Code controls, and if the Code provision is amended the amended text governs.

ABANDONED shall mean: (1) with respect to an Aircraft, an Aircraft that is deemed abandoned under Pueblo Municipal Code § 3-1-3(n); and (2) with respect to equipment or a ground vehicle, any equipment or ground vehicle that does not meet State of Colorado requirements for operation, has no current registration, or has a mechanical defect and is incapable of being driven, and that remains in that condition for more than thirty (30) days without the owner or operator undertaking repair or restoration to operable condition, absent special arrangements approved in writing by the Director of Aviation.

ACCIDENT shall mean a collision, exchange of energy or other contact between any part of an Aircraft, Vehicle, equipment, person, stationary object and/or other thing which results in Property damage, personal injury, or death.

AERONAUTICAL ACTIVITY shall mean any activity that involves, makes possible, or is required for the operation of aircraft or that contributes to or is required for the safety of such operations. Activities within this definition, commonly conducted on airports, include, but are not limited to, the following: general and corporate aviation, air taxi and charter operations, scheduled and nonscheduled air carrier operations, pilot training, aircraft rental and sightseeing, aerial photography, aerial application, aerial advertising and surveying, aircraft sales and services, aircraft storage, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, parachute or ultralight activities, and any other activities that, because of their direct relationship to the operation of aircraft, can appropriately be regarded as aeronautical activities. Activities such as model aircraft and model rocket operations are not aeronautical activities.

AGENCY shall mean any federal, state, or local governmental entity, unit, organization, or authority.

AGREEMENT shall mean written contract (e.g., lease agreement, permit, etc.) enforceable by law between the City and another entity transferring rights or interest in land and/or Improvements and/or authorizing the conduct of certain Activities.

AIR CARRIER shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(h).

AIRCRAFT shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(g).

AIRCRAFT FUEL shall mean all flammable liquids composed of a mixture of selected hydrocarbons and non-hydrocarbons, expressly manufactured and blended for effectively and efficiently operating piston or turbine engines used by aircraft.

AIRCRAFT MAINTENANCE shall mean the repair, maintenance, adjustment, or inspection of Aircraft. Major repairs include major alterations to the airframe, powerplant, and propeller as defined in 14 CFR Part 43. Minor repairs include normal, routine annual inspection with attendant

maintenance, repair, calibration, or adjustment of aircraft airframe or powerplant and associated accessories. Preventive maintenance means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations, as defined by 14 CFR Part 43. Aircraft Maintenance may also be provided as defined in 14 CFR Part 145.

AIRPORT shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(a)

AIRPORT CERTIFICATION MANUAL (ACM) shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(n).

AIRPORT FUEL FARM shall mean the area designated by the Director of Aviation for Airport fueling facilities consisting of above ground sump tanks, above ground fuel storage tanks, piping, associated fueling apparatus, and above ground waste fuel/oil storage. Unless otherwise specifically expressed, a Lessee does not have rights to utilize the Airport Fuel Farm. Placement of fuel storage tanks is restricted to areas designated for fuel storage.

AIRPORT MANAGER shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(d).

AIRPORT SECURITY PLAN (ASP) shall mean the sensitive security information (SSI) provided in the Airport Security Program required by 49 CFR Part 1542 and approved by the TSA, that describes the security requirements that must be implemented at the Airport. The current ASP is on file in the Airport Administration office, and is considered SSI.

AIRPORT TERMINAL BUILDING (TERMINAL) shall mean the Airline Passenger Terminal Building located at 31201 Bryan Circle, Pueblo, Colorado 81001, and its related concourses located at the Airport, including the parking lots adjacent to the Terminal.

AIRPORT TRAFFIC CONTROL TOWER (ATCT) shall mean FAA control tower facility, including personnel. ATCT personnel are responsible for controlling all aircraft, vehicle, and pedestrian traffic on runways, taxiways, movement areas and air traffic in the local airspace around the Pueblo Memorial Airport.

AOA (AIR OPERATIONS AREA) shall mean that portion of the Airport inside the perimeter fence used or intended to be used for the landing, takeoff, taxiing, and parking of Aircraft and other aeronautical activity, as designated by the Director of Aviation or shown on the Airport Layout Plan, and includes the Movement Area and the Non-Movement Area.

APRON AREA shall mean the areas at the Airport within the AOA designated by the Director of Aviation for parking, loading, unloading, fueling, or servicing of Aircraft.

BEST MANAGEMENT PRACTICE (BMP) shall mean schedules of activities, prohibitions of practices, maintenance procedures, safety plans, and other management practices to prevent or reduce the pollution of waters of the United States.

BUSINESS HOURS shall mean Monday through Friday 8:00 am to 5:00 pm excluding holidays recognized by the City of Pueblo.

CITY shall mean the City of Pueblo, a Colorado Municipal Corporation, or any duly authorized successor thereto.

COMMERCIAL AERONAUTICAL ACTIVITY shall mean any Aeronautical Activity conducted at or out of the Airport by any Entity involving: (1) the exchange, trading, buying, hiring, providing, or selling of commodities, goods, services, or property on the Airport; (2) engaging in an activity

on the Airport for the purpose of securing revenue, earnings, income, barter, and/or compensation, whether or not such revenue, earnings, income, barter, and/or compensation are ultimately exchanged, obtained, or transferred; or (3) the offering or exchange of any product, service, or facility on the Airport as a part of other revenue, earnings, income, and/or compensation producing activity on or off the Airport. An activity conducted by a nonprofit, charitable, or tax-exempt entity is not exempt from this definition solely by reason of that status if the activity otherwise meets the criteria above; however, such entities are exempt from FBO and SASO minimum standards to the extent consistent with Grant Assurance 22 and the Airport Minimum Standards.

COMMERCIAL AERONAUTICAL OPERATOR shall mean an Entity engaging in a Commercial Aeronautical Activity for compensation or hire.

COMMERCIAL SELF-SERVICE FUELING shall mean a fueling concept that enables a pilot to fuel an aircraft from a commercial fuel pump installed for that purpose by an FBO, the City, or a Commercial Aeronautical Operator authorized by the Director of Aviation pursuant to a Lease or Permit. The fueling facility may or may not be attended.

DEPARTMENT OF AVIATION shall mean the City of Pueblo Department of Aviation, the operator of the Airport, or any duly authorized successor thereto.

DIRECTOR OF AVIATION (AIRPORT DIRECTOR) shall mean the Director of Pueblo Memorial Airport, City of Pueblo Director of Aviation as appointed by the City of Pueblo, any duly authorized successor City department thereto, or the Director's designee. As used in these Rules, "Director of Aviation" is synonymous with "Airport Manager" as that term is used in Pueblo Municipal Code Chapter 3-1.

ENTITY (ENTITIES) shall mean a person, persons, firm, partnership, limited liability partnership or corporation; agency; unincorporated proprietorship; association or group, or corporation.

ENVIRONMENTAL LAWS shall mean any federal, State, or local laws, statutes, ordinances, codes, judgments, orders, rules, or regulations pertaining to the environment and/or human health, Hazardous Materials, Pollutants, occupational safety and health, industrial hygiene, or the environmental conditions on, at, under or about the Airport, including laws relating to emissions, discharges, releases of Hazardous Materials into the environment and the manufacture, processing, distribution, use, generation, treatment, storage, disposal, transport, or handling of Hazardous Materials.

EQUIPMENT shall mean all machinery, together with the necessary supplies, tools, and apparatus necessary to properly conduct the activity or services being performed.

FAA shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(f).

FIXED BASE OPERATOR (FBO) shall mean a commercial business granted by the airport sponsor that maintains and operates facilities at the Airport for the purpose of providing multiple commercial aeronautical services, including the retail sale of aviation fuels, aircraft line services, and aircraft airframe and engine repair and maintenance.

FLIGHT TRAINING shall mean any person or entity engaged in instructing pilots and students in dual or solo operation of fixed or rotary wing Aircraft and providing related ground school instruction.

FLYING CLUB shall mean a flying club as defined in FAA Order 5190.6C, Section 10.6, as currently in effect, and in Pueblo Municipal Code Section 3-1-2(d): a nonprofit entity organized for the express purpose of providing its members with one or more Aircraft for their personal use and enjoyment. A Flying Club's operating conditions, and the reclassification of a nonqualifying club as a commercial operation, are governed by Pueblo Municipal Code Section 3-1-2(d) and the Airport Minimum Standards.

FUEL shall mean any substance (solid, liquid, or gaseous) used to operate any engine in aircraft or vehicles.

FUEL FLOWAGE FEE shall mean a fee due and payable to the City for fuel that is brought on, delivered to, or dispensed on the Airport or within the Airport boundaries. This fee is applicable to all FBOs and self-fuelers.

FUEL HANDLING (FUELING) shall mean the transportation, sale, delivery, dispensing, or draining of Fuel or Fuel waste products to or from Aircraft.

FUEL STORAGE AREA shall mean any portion of the Airport designated temporarily or permanently by the Director of Aviation as an area in which Aircraft Fuel or any other type of Fuel may be stored or loaded.

FUEL STORAGE FACILITIES shall mean facilities where Aviation Fuel, including low-lead aviation gas and jet fuel, diesel, or other hazardous materials are stored. These facilities must be in areas designated, inspected, and approved by the Airport, County, and State, as appropriate, and meet minimum standards that specifically address the safe storage, handling, and dispensing of fuels or hazardous materials on the Airport, including those promulgated by the National Fire Protection Association (NFPA).

GENERAL AVIATION shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(j).

GRANT ASSURANCES shall mean the Airport Sponsor Assurances accepted by the City as a condition of receiving federal airport development grants, as amended from time to time, including the assurances prescribed by the FAA Reauthorization Act of 2024 (P.L. 118-63).

HAZARDOUS MATERIALS shall mean any pollutant, contaminant, chemical, compound, substance, hazardous or toxic substance, material, waste, and/or any other matter regulated by any governmental entity, including the City, the State of Colorado, and the United States Government. The term includes, without limitation, any material or substance which is: (i) defined as a "hazardous waste," "extremely hazardous waste," or "hazardous substance" under any Environmental Law; (ii) petroleum or a petroleum product or fraction thereof; (iii) asbestos-containing materials; (iv) flammable or explosive substances; (v) mold containing materials or polychlorinated biphenyl compounds; and/or (vi) substances designated by any governmental entity to cause cancer and/or reproductive toxicity.

IMPROVEMENTS shall mean any item or improvements (excluding trade fixtures owned by Lessee) which is affixed to the Leased Premises or affixed to any improvement thereto and which cannot be removed without damage or injury to the Leased Premises or any other improvements.

LEASE shall mean a written contract between the City of Pueblo and an Entity specifying the terms and conditions under which an Entity may occupy and operate from Airport facilities and/or property.

LEASED PREMISES shall mean the land and/or improvements subject to a Lease between the Lessee and the City.

LESSEE shall mean an entity that has entered into an agreement with the City of Pueblo to occupy, use, and/or develop land and/or improvements and engage in approved activities.

LESSOR shall mean the City of Pueblo, Department of Aviation, or any duly authorized successor thereto.

LICENSE shall mean an Agreement that grants or otherwise authorizes the use of Airport land or building space by an FBO or SASO operating its facilities as a sublessee.

MINIMUM STANDARDS shall mean the qualifications or criteria which may be established by the Airport owner as the minimum requirements that must be met by a Commercial Aeronautical Operator engaged in on-airport aeronautical activities in exchange for the right to conduct those activities. These standards may be amended and revised by the City at any time.

MOVEMENT AREA shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(v).

OPERATOR shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(x).

PERMIT shall mean Commercial Aeronautical Service Provider Permit as described in Section 12 of the Minimum Standards, authorizing limited Commercial Aeronautical Activities without a leasehold interest.

POLLUTANT shall mean any chemical, compound, substance, or combination thereof regulated under the Federal Clean Water Act, including petroleum and related hydrocarbons, metals and nonmetals with characteristics causing adverse effects on living organisms, artificial materials, household waste, and any other constituent or material in quantities that will interfere with or adversely affect the beneficial use of receiving waters, flora, or fauna of the State.

PERSON shall mean any individual, firm, partnership, corporation, limited liability company, association, joint venture, governmental entity, trust, estate, or any other legal entity, however organized.

PROPERTY shall mean anything of material value that is real, personal, tangible, or intangible.

ROADWAY shall mean any street or road, whether improved or unimproved, within the boundaries of the Airport and designated for use by ground vehicles.

REFUELING VEHICLE shall mean any vehicle, including fuel trucks and fuel tankers, used for the transportation, delivery, and dispensing of Aircraft Fuel on the Airport.

RULES AND REGULATIONS shall mean the Airport Rules and Regulations, as may be adopted and amended from time to time, or any successor ordinance, rule, or regulation adopted by the City of Pueblo Department of Aviation governing use of the Airport.

SAFETY AREA shall mean a defined area comprised of either a runway or taxiway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway or the unintentional departure from a taxiway.

SECURITY IDENTIFICATION DISPLAY AREA (SIDA) shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(cc).

SELF-FUELING AND SELF-SERVICING shall mean the fueling or servicing of an aircraft (including the right to tie down, adjust, repair, refuel, clean, and otherwise service an aircraft) by the owner of the aircraft with the owner's employees and using the owner's own equipment. Self-Fueling and Owner Maintenance may not be contracted out to another party, nor may fuel or other related products or services be sold or traded by the owner to another entity. Self-fueling entails using fuel obtained by the Aircraft Owner from the source of his/her preference and transported to the Airport. Self-fueling differs from using a self-service fuel pump made available by the Airport or an FBO; the use of a self-service Aviation Fuel pump made available by the Airport or an FBO is a commercial activity and is not considered self-fueling as defined herein.

SMOKING shall mean inhaling, exhaling, burning, or carrying any lighted cigar, cigarette, controlled substance, or other combustible substance.

SPECIALIZED AVIATION SERVICE OPERATOR (SASO) shall mean an aeronautical business that offers a single or limited combination of services, not including Aircraft fueling. Examples of a SASO include, but are not limited to, aircraft maintenance, flight training, Aircraft Rental, Aircraft Sales, Air Ambulance, Avionics Sales and Maintenance, and specialized flying services.

SPILL PREVENTION, CONTROL, AND COUNTERMEASURES (SPCC) shall mean a document that identifies the plans, procedures, equipment, and personnel in place to reduce the likelihood of or the impact of a petroleum or hazardous spill.

STERILE AREA shall mean the portion of an airport defined in the airport security program that provides passengers access to boarding aircraft and to which that access generally is controlled by TSA through the screening of persons and property.

SUBLEASE OR SUBCONTRACT shall mean an agreement entered into by an Entity with a third party that assigns, transfers, or conveys limited rights or interests to provide services as an Entity on the Airport.

TAXILANE shall mean a specialized Taxiway leading to parking or hangar areas.

TAXIWAY shall mean a defined path established for the taxiing of Aircraft from one part of the Airport to another.

TENANT shall mean an entity that pays to use another person's property.

TERMINAL BUILDING shall mean the commercial passenger terminal located at 31201 Bryan Circle, Pueblo, Colorado, or any building officially designated as such hereafter, for the purpose of flight ticket purchase, passenger enplanement and deplanement, including Sterile Areas and adjoining Ramps, roadways, public lobby waiting, baggage check-in and pick-up, and those other services related to public passenger air travel.

THROUGH-THE-FENCE OPERATIONS/OPERATOR shall mean commercial activities permitted by the City through an agreement allowing access to the public landing area to a licensed and insured independent entity or operator offering an aeronautical activity or to owners of aircraft based on land adjacent to the Airport but who do not commercially operate out of owned or leased property on the Airport's premises. The obligation to make an airport available for the use and benefit of the public does not impose any requirement for the airport sponsor to permit ground access by aircraft from adjacent property.

TSA shall mean Transportation Security Administration of the United States Department of Homeland Security, or any department or agency succeeding to its jurisdiction or function.

UNMANNED AERIAL SYSTEM (UAS) shall mean an aircraft that is operated by a person via a ground control system, or autonomously through use of an on-board computer, communication links, and any additional equipment that is necessary for the aircraft to operate, commonly known as a drone.

VEHICLE shall have the meaning set forth in Pueblo Municipal Code § 3-1-1(k).

VIOLATION OF RULES shall mean the actions of any person who does not comply with any of the provisions of these Rules and Regulations, or any lawful order issued pursuant thereto. Violators will be subject to progressive penalties for repeat violations as provided by PMC § 3-1-8 and any applicable schedule of penalties adopted by the Director of Aviation.

2. Introduction

2.1 Purpose

These Rules and Regulations, and any amendments thereto (the "Rules"), are adopted under authority of C.R.S. §§ 41-4-201 and 41-4-204 and Pueblo Municipal Code Section 3-1-2(b), pursuant to which the Director of Aviation is authorized to promulgate rules and regulations governing the use and operation of the Airport.

They are designed to protect the public health, safety, interest, and general welfare at the Pueblo Memorial Airport (the "Airport") and to restrict or prevent any activity which would interfere with the safe, orderly, and efficient use of the Airport by passengers, operators, tenants, and other users.

These Rules shall not excuse any entity from performing any obligation it may have under any Lease, License, or Permit with the City or the Airport, whether in existence on the date of the adoption of these Rules or entered into at any time thereafter.

2.2 Applicability, Compliance and Conditional Use of the Airport

Any permission granted directly or indirectly, expressly or by implication, to any entity or individual to enter upon or use the Airport (including Aircraft operators; vehicle operators; Aircraft crewmembers and passengers; the general public; spectators and sightseers; occupants of private and commercial vehicles; officers, employees, customers, vendors, and suppliers of operators and lessees; entities doing business with the Airport, their contractors, subcontractors, and licensees; and all other entities) is conditioned upon assumption of responsibility to fully and completely comply with these Rules, as well as applicable provisions of the Airport Minimum Standards, Airport Certification Manual (ACM), Airport Security Plan (ASP), Airport Emergency Plan (AEP), and all applicable regulatory measures that may be promulgated by any governing body or agency having jurisdiction at the Airport.

2.3 Enforcement

2.3.1 The Director of Aviation may remove or evict from the Airport any person who violates any Rule prescribed herein, or any applicable statute, rule, or regulation of the federal government or

the State of Colorado, or Ordinance of the City of Pueblo, and may deny use of the Airport and its facilities to any such person if it is determined by the Director of Aviation that such denial is in the interest of the safety and security of the Airport.

2.3.2 Pursuant to Section 3-1-2(b), P.M.C., all users of and persons on the Airport are subject to these Rules. Section 3-1-8 of the Pueblo Municipal Code provides penalties for violation of these Rules, including that any person violating any provision of PMC Chapter 3-1, or any rule or regulation adopted pursuant thereto, shall be guilty of a municipal offense.

2.4 VARIANCE OR WAIVER

The Director of Aviation may vary from the provisions of these Rules at any time when circumstances may require in the interests of public safety. Any variance shall not constitute a waiver or modification of any of the provisions herein for any purpose except as to the particular operator/user and the particular provision which is the subject of the variance and only for so long as the circumstances warranting the variance exist. Any such variance shall be reasonable, not unjustly discriminatory, and consistent with prior decisions involving similar circumstances.

2.5 ADMINISTRATIVE REVIEW AND COURT PROCEEDINGS

(a) Appeal to the Airport Policy Advisory Committee. Any Entity aggrieved by a decision of the Airport Manager under Section 2.3 or Section 2.4 may appeal that decision by filing a written notice of appeal with the City Clerk within ten (10) business days after the decision is issued, identifying the decision appealed and the grounds for the appeal.

(b) Recusal of the Director of Aviation. Because the Director of Aviation serves as the Airport Manager, the Director shall not participate in, deliberate on, or vote on any appeal under this Section. The appeal shall be heard by the four (4) appointed members of the Airport Policy Advisory Committee, three (3) of whom shall constitute a quorum, and the concurrence of a majority of the members present shall decide the appeal.

(c) Hearing and recommended decision. The Committee shall convene to hear the appeal within thirty (30) days after the notice of appeal is filed and shall issue a written recommended decision within fifteen (15) days after the hearing is concluded, setting forth its findings and served on the appealing Entity and the Airport Manager.

(d) Referral to the Mayor; final decision; safety duty. The Committee's recommended decision shall be referred to the Mayor, as Chief Executive Officer of the City under Charter Section 4-3. The Mayor may adopt, modify, or reject the recommended decision, in whole or in part, by written decision stating the Mayor's reasons, and shall modify or decline implementation to the extent necessary to address any risk to the life, health, safety of persons or to property. The Mayor's written decision shall be served on the appealing Entity and the Airport Manager and shall be the final decision of the City.

(e) Effect pending appeal. Unless the Entity's Agreement is suspended or revoked under Section 2.3, the Entity shall continue performance of its Agreement during the pendency of the appeal, and the decision of the Airport Manager shall remain in effect until the appeal is finally decided. Nothing in this Section limits the authority of the Airport Manager under Section 2.3 to suspend an Operator's operations immediately, without prior notice, when necessary to protect public safety or Airport security.

(f) Finality and judicial review. The Mayor's written decision under subsection (d) shall be the final decision of the City and shall be subject to judicial review under Colorado Rule of Civil Procedure 106(a)(4).

3. General Rules and Regulations

3.1 Abandoned, Derelict or Lost Property

Property including, without limitation, Aircraft, vehicles, equipment, machinery, baggage, or personal property shall not be abandoned on the Airport. Abandoned, derelict, or lost property found in public areas at the Airport shall be reported to the Director of Aviation. Property unclaimed by its proper owner or items for which ownership cannot be established will be handled in accordance with applicable law. Nothing in this section shall be construed to deny the right of Commercial Aeronautical Operators and other lessees to maintain "lost and found" service for property of their customers and/or employees.

3.2 Accidents or Incidents

In addition to other appropriate notifications and actions, accidents resulting in damage to property, injury requiring medical treatment, or interference with normal Airport operations shall be reported immediately to the Director of Aviation, airport administration, and the Airport Traffic Control Tower when it is in operation.

The pilot or operator of any Aircraft involved in such an accident shall, in addition to all reports required by other agencies, file a prompt and complete written report with the Director of Aviation within forty-eight (48) hours of the accident, and where a written report is required by Federal Aviation Regulations, a copy of that report may be filed with the Director of Aviation in lieu of a separate report.

3.3 Animals

Domestic pets and other animals are permitted at the Airport only when restrained by leash or otherwise properly confined and kept under the control of the owner or handler at all times, consistent with Pueblo Municipal Code Sections 3-1-7 and 11-4-15.

A domestic pet or other animal that is restrained and controlled as required by this Section may be present on the Airport, including in the non-movement area of the AOA. No animal shall be permitted in the Movement Area, or in any Restricted, Secure, Sterile, or Security Identification Display Area, except service animals, law enforcement or other working dogs, animals being transported or shipped in accordance with applicable requirements, and animals otherwise authorized by the Director of Aviation. Service animals required for assistance are permitted in the Airport passenger terminal building and other public areas as required by law.

It shall be the responsibility of the owner or handler to maintain control over the animal at all times and to immediately remove and dispose of animal waste. No Person, except those authorized by the Director of Aviation, shall intentionally hunt, pursue, trap, catch, injure, or kill

any bird or animal on the Airport. Feeding or otherwise encouraging the congregation of birds or animals on the Airport is prohibited.

3.4 Commercial Activities

Commercial activity of any kind on the Airport requires the express written permission of the City through a specifically authorized Lease, sublease, License, permit, or written temporary permission, and the payment of any required fees. Unless otherwise provided in such document, any permission may not be assigned or transferred and shall be limited solely to the approved activity. Conducting commercial operations without such written authorization constitutes a municipal offense under PMC § 3-1-2(c), in addition to any remedy available under these Rules. Sublease and subcontract agreements shall be submitted to the Department of Aviation for review and prior written approval.

3.5 Exclusive Rights

Consistent with FAA Grant Assurance 23 and C.R.S. § 41-4-201, no exclusive right to conduct any aeronautical activity at the Airport shall be granted to any person providing, or intending to provide, aeronautical services to the public. The provision of aeronautical services by a single fixed-base operator shall not be construed as an exclusive right if (a) it would be unreasonably costly, burdensome, or impractical for more than one fixed-base operator to provide such services, and (b) allowing more than one fixed-base operator would require the reduction of space leased pursuant to an existing agreement between such operator and the Airport. The City may reserve exclusive rights unto itself as permitted by law.

3.6 Minimum Standards for Commercial Operators

All Entities engaging in Commercial Aeronautical Activities at the Airport shall meet the qualifications and requirements established in the Airport's Minimum Standards, as adopted and amended from time to time by the Director of Aviation. The Minimum Standards are a separate document maintained at the Airport Administrative office and available for inspection upon request. Compliance with these Rules does not excuse a Commercial Aeronautical Operator from compliance with the Minimum Standards, nor does compliance with the Minimum Standards excuse a Commercial Aeronautical Operator from compliance with these Rules.

3.7 Compliance with Regulatory Measures

All Persons occupying or using, engaging in an Aeronautical Activity on, or developing Airport land or Improvements shall comply, at the person's or entity's sole expense, with all applicable Regulatory Measures including, without limitation, these Rules, and those of the federal, state, and local government and any other agency having jurisdiction over the Airport.

3.8 Fire/Open Flames

Open flames of any kind are prohibited except (a) as provided in a burn permit; (b) for open flames utilized by operators/lessees in the performance of approved Aircraft Maintenance; (c) as necessary for Pueblo Fire Department training. Burn permits may be issued in the discretion of the City of Pueblo Fire Department and only in compliance with applicable building and/or fire codes. The use of open flame space heaters that utilize kerosene or gas is prohibited on Airport

property. Smoking and the use of any open-flame device is prohibited on any apron, or within fifty (50) feet of any Aircraft, fuel truck, fueling facility, or other flammable storage facility. Any fires (regardless of the size of the fire or whether or not the fire has been extinguished) shall be reported immediately to 911. No welding/cutting activities shall be conducted on the Airport without an approved fire extinguisher and a person trained in its proper usage present for the duration of any welding/cutting activities. Welding or cutting activities are subject to provisions in the Lease Agreement.

3.9 General Conduct

No Person shall use or otherwise conduct himself or herself upon any portion of the Airport in any manner contrary to any posted or otherwise visually indicated directions applicable to that area. No person shall use, keep, or permit to be used or kept, any foul or noxious gas or substance at the Airport, or permit the Airport to be occupied or used in a manner that a reasonable person would find to endanger safety or to unreasonably interfere with others' use of the Airport. Spitting on, marking, or defacing the floors, walls, or other surfaces of the Airport is prohibited.

3.10 Hazardous Materials

No person shall cause or permit any Hazardous Material to be used, generated, manufactured, produced, stored, brought upon, or released, on, under, or about any premises, or transported to and from the Airport, by itself, its agents, employees, contractors, invitees, sublessees, or any third party in violation of any Environmental Law, provided that, in no circumstances shall any person or entity cause or permit any Extremely Hazardous Substance or toxic chemical to be used, generated, manufactured, produced, stored, brought upon, or released, on, under, or about the Airport, or transported to and from any premises. All persons or entities shall promptly notify the Director of Aviation of any action or condition that is contrary to any prohibition in the previous sentence. Approved Hazardous Material must be stored in suitable containers that are properly secured. Safety Data Sheets for all hazardous materials shall be maintained on site so as to be readily available to emergency responders and for review by the Pueblo Fire Department. No fuels, oils, dopes, paints, solvents, acids, or any other Hazardous Material shall be released in storm water conveyances, drains, catch basins, ditches, the Air Operations Area, or elsewhere on the Airport. Tenants and operators who generate and dispose of "Special Waste" shall comply with the requirements of 40 CFR Sections 266 & 273. Used engine oil shall be disposed of only at approved waste oil stations or disposal points. Secondary containment is required for the storage of gasoline, oils, solvents, or other hazardous waste in drums or receptacles. Aviation fuels or automotive gasoline in quantities greater than five (5) gallons shall not be stored at the Airport without the prior written permission of the Director of Aviation. Any fuels must be stored in accordance with any applicable codes, regulations, and requirements for the storage of volatile fuels.

3.11 Hazardous Material Spills

Any person who experiences overflowing or spilling of oil, grease, fuel, alcohol, glycol, or any other Hazardous Material anywhere on the Airport shall immediately call 911. Persons involved in Hazardous Material incidents shall take action to prevent/minimize danger to personnel, property, and the environment while awaiting arrival of the Pueblo Fire Department personnel. At

the discretion of the Pueblo Fire Department, the entity responsible for the spill may be required to clean and properly dispose of the material/substance, which shall be performed in compliance with all applicable federal, state, and local regulations and guidelines. Any costs incurred by the Airport in such instances shall be reimbursable to the City by the Person responsible for the spill.

3.11.1 Written Spill Report Required. In addition to the immediate 911 notification required by Section 3.11, the responsible party shall provide a written fuel or chemical spill report to the Director of Aviation within twenty-four (24) hours of any spill or release of any Hazardous Material at the Airport. The written report shall include, at a minimum: (a) date and time of the spill; (b) location of the spill; (c) identity of the responsible party; (d) identification of the vehicle or aircraft involved, if any; (e) estimated amount of material spilled; (f) type of material spilled; (g) cause of the spill; and (h) method of cleanup employed. This written reporting requirement is in addition to, and does not substitute for, any reporting obligation under applicable federal or state environmental law.

3.12 Licenses, Permits, Certifications and Ratings

Commercial Aeronautical Operators shall obtain and comply with all necessary licenses, permits, certifications, or ratings required for the conduct of operator's activities at the Airport as required by the Director of Aviation or any other duly authorized agency prior to engaging in any activity at the Airport. Upon request, operators shall provide copies of such licenses, permits, certifications, or ratings to the Airport within 5 business days. Commercial Aeronautical Operators shall keep in effect and post in a prominent place all necessary or required licenses, permits, certifications, or ratings.

3.13 Painting

Doping processes, painting, or paint stripping shall be performed only in those facilities approved for such activities by the Director of Aviation and in compliance with air quality regulations, the current City adopted International Fire Code, and the City's Storm Water Management Plan (SWMP), or any successor thereto.

3.14 Preservation of Property

No Person shall destroy or cause to be destroyed, injure, damage, deface, or disturb, in any way, property of any nature located on the Airport. Any Person causing or responsible for such injury, destruction, damage, or disturbance to Airport-owned property shall report such damage to the Director of Aviation and shall reimburse the City the full amount of repair and replacement of property. No Person shall take or use any Aircraft, Aircraft parts, instruments, or tools owned, controlled, or operated by any person while on the Airport or within its hangars, except with the consent of the owner or operator thereof. No person shall prevent the lawful use and enjoyment of the Airport by others. Any activity which results in littering, environmental pollution, or vandalism on the Airport is not permitted and violators are subject to arrest.

3.15 Signage/Advertisements

Written advertisements, signs, notices, circulars, and/or handbills may be posted or distributed only with the prior written permission of the Director of Aviation. The Director of Aviation has the

right to remove any such sign, placard, picture, advertisement, name, or notice. No signage may be installed on the Airport without the prior written approval of the Director of Aviation.

3.16 First Amendment Activities

3.16.1 Policy Required. The Director of Aviation shall adopt and publish a written policy governing the exercise of First Amendment rights on the Airport, including by way of example but not limitation, solicitation of contributions for charitable or religious purposes, dissemination of printed material, conduct of surveys, and demonstrations. The policy shall establish reasonable, content-neutral time, place, and manner guidelines for the exercise of such First Amendment rights, shall be narrowly tailored to serve a significant governmental interest, shall leave open ample alternative channels for communication, and shall designate one or more areas of the Airport in which such activities may be conducted.

3.16.2 Publication. The policy adopted under Section 3.16.1 shall be posted at the Airport Administrative office, published on the Airport's website, and made available upon request. Any amendment to the policy shall be published in the same manner.

3.16.3 Secure Areas. No person shall engage in the activities described in Section 3.16.1 within any Restricted or Secure area, Sterile Area, SIDA, or the AOA. This Section 3.16.3 is effective independent of the policy required by Section 3.16.1.

3.16.4 Compliance. Except as provided in Section 3.16.3, it shall be unlawful for any person to engage in the activities described in Section 3.16.1 on the Airport other than in accordance with the policy adopted under Section 3.16.1. This Section 3.16.4 has no force or effect until the policy has been adopted and published as required by Sections 3.16.1 and 3.16.2.

3.16.5 Limitations. The policy adopted under Section 3.16.1 may require advance notice of activity involving more than a stated number of participants, but shall not condition the exercise of First Amendment rights on prior approval by the City. Neither this Section nor the policy adopted under it shall be administered or enforced on the basis of the viewpoint or content of the expression.

3.17 Sound Amplifying Devices

Sound amplifying devices such as megaphones, public address systems, or any other device designed to amplify and broadcast the human voice over a distance, are prohibited on the Airport unless written approval from the Director of Aviation is given prior to their installation and use.

3.18 Special Events

Special events on the Airport require written coordination, regulation, and authorization of the Director of Aviation prior to the public disclosure or advertisement of the event. Certain events may require an executed lease, operating agreement, TSA authorized change of condition or permit with the Director of Aviation.

3.19 Through-the-Fence Activities

All "Through-the-Fence" activities may be conducted only in accordance with a written Permit with the City. No such "Through the Fence" activity shall be authorized except in strict accordance with the Airport's Minimum Standards.

3.20 Trash and Other Waste Containers

The Director of Aviation shall designate areas to be used for garbage receptacles and no other areas shall be utilized. Tenants, Commercial Aeronautical Operators, and other users of the Airport shall not move or otherwise re-locate Airport-placed trash and waste containers. Garbage, empty boxes, crates, rubbish, trash, papers, refuse, or litter of any kind shall not be placed, discharged, or deposited on the Airport, except in the receptacles provided specifically for that purpose. The burning of garbage or litter on the Airport is prohibited. Trash and other waste containers at the Airport shall only be used for trash generated on Airport property. Tenants and Commercial Aeronautical Operators shall ensure that their trash and waste containers are emptied with sufficient frequency to prevent overflowing, shall be cleaned with sufficient frequency to prevent the development of offensive odors, and are equipped with securely fastened lids which shall be closed and fastened at all times other than while the receptacles are being loaded or unloaded.

3.21 Use of Roadways and Walkways

No Person shall travel on the Airport other than on the roadways, walkways, or other areas provided for the particular class of traffic or occupy roadways or walkways in such a manner as to hinder or obstruct their proper use.

3.22 Buildings and Remodeling

It shall be unlawful for any person, other than the City, to construct, reconstruct, or remodel any Building or other Improvement on the Airport without first obtaining an applicable permit.

3.23 Overnight Camping or Lodging

Overnight camping or lodging on the Airport is prohibited except with the prior written permission of the Director of Aviation. Except for the Airport fire station, use of any facility on, or area of, the Airport for sleeping or other purposes in lieu of a hotel, motel, residence, or other public accommodation is prohibited.

3.24 Wildlife Hazard Management

No person shall maintain or permit conditions on the Airport that attract or sustain hazardous wildlife within the AOA or its vicinity, consistent with FAA Advisory Circular 150/5200-33B, "Hazardous Wildlife Attractants On or Near Airports." Prohibited conditions include, but are not limited to, uncovered waste receptacles, standing water not associated with approved storm water facilities, and landscaping or vegetation that provides food or harborage for species identified in the Airport's Wildlife Hazard Assessment or Wildlife Hazard Management Plan, if applicable. Tenants and Commercial Aeronautical Operators shall cooperate with the Director of Aviation in implementing wildlife hazard mitigation measures. The Director of Aviation may require the modification or removal of any condition determined to constitute a wildlife attractant.

3.25 Stormwater Compliance

Pursuant to PMC § 3-1-2(I)(1), all users of and persons on the Airport are subject to the Storm Water Management Plan (SWMP), the Spill Prevention Control and Countermeasure Plan (SPCC), and all other environmental regulations now in effect or hereafter adopted for the Airport. Tenants and Commercial Aeronautical Operators whose activities have the potential to contribute pollutants to storm water runoff shall develop and maintain a Stormwater Pollution Prevention Plan (SWPPP) for their leased premises and shall submit such plan to the Director of Aviation for review. No person shall cause or permit any non-storm water discharge to the Airport storm water drainage system except as authorized by applicable permit. Copies of the Airport SWMP and SPCC Plan are on file with the Director of Aviation and available for inspection upon request.

3.26 NONDISCRIMINATION

The Airport shall be available for public use on fair and reasonable terms and without unjust discrimination. Consistent with FAA Grant Assurance 30, Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.), 49 U.S.C. § 47123, the Age Discrimination Act of 1975, and the Americans with Disabilities Act of 1990, no person shall, on the grounds of race, color, national origin, creed, sex, age, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the Airport or any of its facilities, services, or programs.

4. Security and Safety

All persons using the Airport are subject to the Airport Security Plan, as may be amended from time to time. Persons in violation of TSA, FAA, and/or Airport Security Rules, including those set forth herein and elsewhere, may be denied access to the Airport, may have access or driving privileges and/or Airport identification badge revoked, and/or may be fined or otherwise penalized in accordance with applicable Regulatory Measures. Commercial Aeronautical Operators who are required to provide controlled access to their facilities for security reasons are responsible for ensuring that all personnel are trained on the appropriate procedures for authorizing non-employees onto their respective facilities.

4.1 RESTRICTED OR SECURE AREAS

Restricted or Secure areas on the Airport are those areas that are identified in the Airport Security Plan as areas (Secure, Sterile, and SIDA) where no person is allowed access unless issued an Airport badge or a badge that is recognized in the Airport Security Plan, such as law enforcement, FAA, or TSA badges.

4.1.1 No person shall enter any Restricted or Secure area except those persons directly engaging in work or an aviation activity that must be accomplished therein; and

4.1.1.1 Having prior authorization of the Director of Aviation or under appropriate supervision or escort; or

4.1.1.2 Employed by or representing the FAA, TSA, DHS, or recognized in the Airport Security Plan as being authorized to access certain secured areas of the Airport.

4.1.2 No person shall cause any object to be located within eight (8) feet of the Airport perimeter fence, which may assist an unauthorized individual in accessing a Secured area. No person shall cut or in any manner create an unauthorized opening in the Airport perimeter fence.

4.1.3 Any gate or fence condition that would allow unauthorized access to restricted or secure areas of the Airport must be reported immediately to the Director of Aviation. Any attempts by any persons to gain unauthorized access to any such area, and any conditions that would adversely affect the safety or security of Aircraft operations shall be reported immediately to the Pueblo Police Department and the Director of Aviation.

4.1.4 Any person who violates security related regulatory measures may be denied future entry into a restricted or secure area.

4.1.5 All persons shall wear and visibly display their approved Airport identification badge or approved identification recognized in the Airport Security Plan on their outermost garment, between their shoulders and their waist, while inside a secure area.

4.1.6 Airport identification badge holders must notify the Director of Aviation of any entry or attempted entry to a secure area by any unauthorized or unbadged person, or by any unauthorized means.

4.1.7 Any person with a proper Airport identification badge and escort privileges may bring an unbadged person into a secure area if the unbadged person has a valid reason for being inside the secure area and if the unbadged person is provided continuous escort by a person with a proper Airport identification badge. A continuous escort requires that the escorted person remains in close proximity to the Airport identification badge holder at all times while inside the secure area. The Airport identification badge holder shall bear full responsibility for the actions of the person being escorted.

4.2 Airport Identification Badges

4.2.1 Airport identification badges shall not be issued to any person until a need for unescorted access inside the secure or sterile area and/or the SIDA has been determined by the Director of Aviation and all requirements have been met.

4.2.2 All persons requiring access to the restricted areas of the Airport shall pay appropriate fees; provide the Department of Aviation the proper identification; complete all required forms; undergo a background check and/or fingerprint procedure consistent with 49 CFR Part 1542, as amended; and successfully complete SIDA and Airport Ground Vehicles/Runway Incursion Prevention Driving Program.

4.2.3 No person shall make, possess, use, offer for sale, pass, and/or deliver any forged or falsely altered pass, permit, identification, badge, card, sign, and/or other authorization purporting to be issued by or on behalf of the Airport.

4.3 Sterile Area

Any persons desiring to enter a sterile area are subject to security screening.

4.4 Security Access

4.4.1 Security gates (pedestrian or vehicular) that provide access to the AOA shall be kept closed and locked at all times, except when actually in use. All access gates to the AOA through a tenant's leased premises are the Commercial Aeronautical Operator's/lessee's responsibility and shall be monitored and secured in a manner that will prevent unauthorized access.

4.4.2 Vehicle operators shall stop their vehicle and allow the gate to fully close before proceeding and shall also ensure that no other vehicles or persons gain access to the Airport while the gate is in the process of closing or not fully closed. If the vehicle operator cannot prevent such access, the vehicle operator shall immediately notify the Director of Aviation and the Pueblo Police Department.

4.4.3 Tampering with, interfering with, or disabling the lock, or closing mechanism or breaching any other securing device at the Airport is prohibited.

4.4.4 Persons who have been provided either a code or a device for the purpose of obtaining access to the AOA shall not divulge, duplicate, or otherwise distribute the same to any other person.

5. Aircraft Rules and Regulations

All aircraft operations at the Airport shall comply with applicable FAA regulations, including 14 CFR Parts 91 and 139. The provisions of this Section supplement, and do not replace, those federal requirements.

5.1 Accidents or Incidents

5.1.1 Aircraft operators involved in an incident or accident on the Airport resulting in injury or death to person or damage to City or Airport property shall complete any necessary reports and forms, and comply with all applicable provisions of National Transportation Safety Board (NTSB) Regulations Part 830. The Aircraft operator is responsible for all damages to property, including damage to a runway, taxiway, taxilane, apron, signage, navigational aid, light, or fixture.

5.1.2 An Aircraft involved in an accident on the Airport may not be removed from the scene of the accident until authorized by the Director of Aviation. Once authorization to remove the Aircraft has been issued, the Aircraft operator shall be responsible for the safe and prompt removal of disabled Aircraft and parts within a movement area to a non-movement area.

5.1.3 Subject to the requirements of 5.1.2 above, disabled Aircraft shall be removed within 30 minutes from any runway or taxiway.

5.1.4 If immediate arrangements are not made (so that the Airport can return to full operational status without unreasonable delay), the Director of Aviation may have any disabled Aircraft removed, at the Aircraft operator's sole risk and expense, without liability for damage arising from or out of such removal, subject to the Colorado Governmental Immunity Act, C.R.S. § 24-10-101 et seq..

5.2 Aircraft Assembly

5.2 Aircraft Assembly and Construction. Final assembly of an aircraft under construction, and non-commercial construction of amateur-built or kit-built aircraft, are aeronautical uses. These activities are permitted in areas designated for that use and in hangars, subject to applicable fire and building codes, insurance requirements, and safe-operation standards. The Director of Aviation may condition such use on reasonable construction-progress benchmarks to ensure the hangar is used for final assembly and storage of an operational aircraft within a reasonable period. Commercial aircraft manufacturing is a non-aeronautical commercial use requiring a separate agreement and, where applicable, prior FAA approval.**5.3 AIRCRAFT CLEANING**

Aircraft cleaning shall be performed only in areas designated for such use and in compliance with the City's Storm Water Management Plan, a copy of which is on file with the Director of Aviation and is available for inspection upon request. All drainage must flow to an oil/water separator, or a collection system approved pursuant to the City's SWMP.

5.3.1 All Aircraft cleaning shall be done with biodegradable soap, and without the use of solvents or degreasers.

5.3.2 Cleaning practices using flammable or combustible materials are prohibited within any building or within fifty (50) feet of any building, Aircraft, vehicle, fuel storage facility, or fueling operation.

5.3.3 In the event that fire retardant containing PFAS needs to be cleaned off an Aircraft, all efforts to prevent PFAS from entering into either stormwater or wastewater systems must be exercised, including but not limited to approved Hazardous Material disposal.

5.4 AIRCRAFT MAINTENANCE AND REPAIR

Aircraft maintenance and repair is permitted only in areas designated by the Director of Aviation.

5.4.1 With exception of preventative maintenance (as defined in 14 CFR Part 43), maintenance and repair of general aviation Aircraft shall be confined to designated areas within an FBO's or SASO's leased premises. An aircraft owner may perform owner-performed maintenance and preventive maintenance on their own Aircraft within their leased hangar, consistent with 14 CFR Part 43. Commercial maintenance, modifications, and repairs performed for compensation or hire shall be confined to designated areas within an FBO's or SASO's leased premises and may only be performed by an operator holding a current permit or lease with the Airport authorizing such activity.

5.4.2 Preventive maintenance may be performed on Aircraft located on tie downs and in individual hangars, only by the owners of such Aircraft.

5.4.3 Minor maintenance of air carrier Aircraft (as defined by 14 CFR Part 43) may be performed at the gate positions in the passenger terminal area. For all other work, the Aircraft must be moved to an area designated by the Director of Aviation.

5.4.4 Aircraft painting shall be performed only in hangars approved for that activity by the Director of Aviation.

5.5 AIRCRAFT OPERATIONS

5.5.1 Operating an Aircraft in a careless, negligent, or reckless manner; in disregard of the rights and safety of others; without due caution and care; or at a speed or in a manner which endangers or is likely to endanger persons or property of any entity, is prohibited.

5.5.2 Aircraft operators shall obey all pavement markings, signage, and lighted signals unless instructed otherwise by the Director of Aviation.

5.5.3 Operating an Aircraft constructed, modified, equipped, or loaded as to endanger, or be likely to endanger persons or the property of any person, is prohibited.

5.5.4 Experimental flights or ground demonstrations shall not be conducted on the Airport without the prior written permission of the Director of Aviation.

5.5.5 The starting, positioning, or taxiing of any Aircraft shall be done in such a manner so as to avoid generating or directing any propeller slipstream or engine blast that may endanger or result in injury to persons or damage to property.

5.5.6 Aircraft engines shall not be started within, and Aircraft shall not be taxied into, out of, or within, any structure on the Airport except for structures designed for engine run-ups, such as a hush house or a test stand.

5.5.7 Aircraft shall only be taxied or towed on hard-surfaced runways, taxiways, taxilanes, and aprons, unless otherwise approved in writing by the Director of Aviation.

5.5.8 Aircraft operators shall not taxi an Aircraft at the Airport at a speed greater than is reasonable and prudent under the conditions with regard for actual and potential hazards and other Aircraft so as not to endanger persons or property. Taxiing Aircraft shall yield the right-of-way to any emergency vehicle.

5.5.9 The runway Aircraft weight limitations for the Airport (FAA Gross Weight evaluation) set forth in the FAA Facility Directory shall not be exceeded without the prior approval of the Director of Aviation. Aircraft operators shall not land, take off, taxi, or park an Aircraft on any area that has been restricted to a maximum weight bearing capacity of less than the weight of the Aircraft. It shall be the Aircraft operator’s responsibility to bear the expense of repair for any damage to the Airport’s runways, taxiways, or aprons caused by excessive Aircraft weight loading.

5.6 AIRCRAFT PARKING AND STORAGE

5.6.1 Consistent with FAA Grant Assurance 22(f), no FBO or SASO authorized to provide Aircraft storage to the public shall require procurement of fuel or other supplies or services from a specific source as a condition of Aircraft storage. This Section prohibits only a mandatory source requirement imposed as a condition of Aircraft storage and does not prohibit an FBO or SASO from offering fuel or other supplies or services on an optional basis that the customer is free to accept or decline."

5.6.2 Aircraft shall be parked only in those areas designated for such purpose and shall not be positioned in such a manner so as to block a runway, taxiway, taxilane, or fire hydrant, or obstruct access to hangars, parked Aircraft, or parked vehicles.

5.6.3 Aircraft operators shall ensure parked and stored Aircraft are properly secured in accordance with applicable FAA airworthiness standards, 14 CFR Part 91, and the Aircraft manufacturer's published mooring and tie-down procedures. Parked or stored helicopters shall have braking devices or rotor mooring blocks applied to the rotor blades. Moored lighter-than-air Aircraft shall have at least one person monitoring the safety of the mooring at all times.

5.6.4 All air carrier Aircraft loading and unloading at the passenger terminal must be parked at designated gate positions. General Aviation Aircraft are not permitted to enter in the SIDA, except by special permission granted by the Director of Aviation.

5.6.5 Upon request of the Director of Aviation, the operator of any Aircraft parked or stored at the Airport shall move the Aircraft to the location and/or position on the Airport identified by the Director of Aviation. In the event the Aircraft operator refuses, is unable, or unavailable, the Director of Aviation may have the Aircraft moved to the area at the risk and expense of the Aircraft operator without liability for damage that may arise from or out of such movement, subject to the Colorado Governmental Immunity Act, C.R.S. § 24-10-101 et seq..

5.7 AIRWORTHINESS

5.7.1 No Aircraft shall remain on the Airport outside a hangar in excess of ninety (90) days unless such Aircraft is currently registered with the FAA, certificated, and in airworthy condition.

5.7.2 Notwithstanding Section 5.7.1, and consistent with PMC § 3-1-3(n), any damaged or disabled Aircraft parked or stored in an authorized, assigned, leased, or otherwise properly designated area in excess of thirty (30) days without the owner or operator undertaking repair or restoration to operable condition shall, absent special arrangements approved in writing by the Director of Aviation, be deemed abandoned and subject to impoundment as an illegally parked Aircraft. Prior to impoundment, the Director of Aviation shall provide written notice to the Aircraft owner of record by certified mail or personal service, affording a reasonable opportunity to cure not to exceed fifteen (15) days from the date of notice.

5.8 ENGINE RUN-UPS

Aircraft shall not commence run-ups so that the engine blast is directed at persons, other Aircraft, hangars, shops, or other vehicles. Extended run-ups shall only be performed in designated areas so as to minimize impact to persons, other Aircraft, and businesses.

5.9 NOISE ABATEMENT PROCEDURES

Commercial Aeronautical Operators of Aircraft based at the Airport shall become familiar with and, consistent with safe operating procedures for the Aircraft, shall adhere to the Noise Abatement Plan developed for the Airport, copies of which are available at the Airport Administrative offices. The preferred calm wind (5 knots or less) runway is Runway 8R-26L.

5.10 LANDING AND TAKE-OFF OPERATIONS FOR FIXED WING AIRCRAFT

Fixed wing Aircraft taking off or landing at the Airport shall do so only from designated runways. Landing Aircraft shall clear the runway as soon as practicable, taxiing ahead to the nearest turn off.

5.11 Passengers and Cargo

Passengers and cargo shall be enplaned/deplaned only in areas designated for such activities.

5.12 Helicopter Operations

5.12.1 All helicopters at the Airport shall take-off, land, or taxi only from established and recognized parking pads, designated ramps, or airport taxiways and runways. Helicopters shall park only in the areas designated for such operations.

5.12.2 Helicopters shall not be operated within one hundred (100) feet of any area where light Aircraft are parked or operating, and are prohibited from landing, taking off, or air taxiing between structures less than one-hundred and twenty (120) feet apart, unless such area is specifically established for helicopter operations.

5.12.3 Helicopters shall not be taxied, towed, or otherwise moved with rotors turning unless there is a clear area of at least forty (40) feet in all directions from the outer tips of the rotors.

5.12.4 Trailers or dollies shall be utilized to tow helicopters to parking pads for flights. Helicopter tow vehicles and trailers shall not be left at Airport public-use parking pads and shall be stored at a location designated by the Director of Aviation.

5.13 Specialized Aeronautical Activities

5.13.1 Ultralight vehicle operations at the Airport shall be conducted in accordance with 14 CFR Part 103 and are allowed only with an operable two-way radio capable of receiving and transmitting on the proper aeronautical frequencies.

5.13.2 Hot air balloon operations, parachute drops, banner or glider towing, use of motorless Aircraft, and the aeronautical transport of radioactive or Hazardous Materials are prohibited on the Airport without the prior written approval from the Director of Aviation. Approval may be granted by the Director of Aviation if the person proposing such activity demonstrates that such activities may be conducted on the Airport in a safe manner without interference with other aeronautical activities.

5.14 Model Aircraft

Except as authorized and regulated by federal law or FAA regulation, it shall be unlawful for any person to fly or launch any Model Aircraft on, over, or from the Airport.

5.15 Aircraft Detention for Nonpayment of Airport Charges

Consistent with PMC § 3-1-3(h), the Director of Aviation may detain any Aircraft at the Airport for nonpayment of rates, fees, and charges due the City and arising from that Aircraft's use, operation, or storage at the Airport, including charges imposed under the Airport Schedule of Rates and Charges. Detention under this Section is a possessory remedy only and does not authorize the sale or other disposition of the Aircraft. At the time detention is imposed, the Director of Aviation shall give written notice to the Aircraft owner and to the operator of record, stating the amount claimed and the charges on which it is based. The Director of Aviation shall release the Aircraft upon payment in full of the amount claimed or upon the owner's or operator's posting of a cash deposit or surety bond in that amount, after which any dispute over the charges shall be

resolved separately. If charges remain unpaid, the City may pursue collection and any further remedy as provided by applicable law, and an Aircraft that meets the conditions of PMC § 3-1-3(n) may be processed as abandoned.

5.16 Unmanned Aircraft Systems (UAS)

5.16.1 All UAS (drone) operations at, on, or over the Airport, including in the airspace above Airport property, are subject to all applicable federal law and regulations, including 14 CFR Part 107 and any FAA authorization required for operations in controlled or designated airspace (including LAANC authorization where applicable). No person shall operate a UAS on the Air Operations Area (AOA) or within Airport Movement Areas without prior written approval of the Director of Aviation.

5.16.2 The Director of Aviation is authorized to issue UAS operating policies, permit requirements, and designated operating areas by separate administrative directive. Such directives shall be posted at the Airport Administrative office and made available upon request.

5.16.3 Nothing in this Section limits the authority of the FAA or any other federal agency with jurisdiction over UAS operations in the National Airspace System.

6. Motor Vehicle Rules and Regulations

6.1 Air Operations Area (AOA)

6.1.1 All non-escorted vehicles operating on the AOA must clearly display an Airport vehicle permit; shall always yield the right of way to Aircraft, emergency vehicles or equipment, and pedestrians; and shall not be operated in such a manner or within such proximity of an Aircraft as to create a hazard or interfere with the safe operation of Aircraft.

6.1.2 Prior to operating vehicles on the AOA, all vehicle operators shall perform annual training regarding Airport Ground Vehicles/Runway Incursion Prevention Driving Program.

6.1.3 The Director of Aviation may restrict vehicles to certain portions or segments of the AOA. Such restrictions shall prohibit vehicle operations outside designated areas.

6.1.4 Use of ATVs, three-wheelers, scooters, motorcycles, mini-bikes, go-carts, roller skates/blades, skateboarding, and the recreational use of bicycles is not permitted as a means of transportation. ATVs, small tractors, and the like shall be permitted to aid the towing of aircraft into and out of hangars but not on taxilanes or apron areas. This Section 6.1.4 does not apply to a hangar tenant's personal vehicle operated in accordance with Section 6.4.3.

6.1.5 Unless otherwise posted, vehicles, except emergency vehicles responding to an emergency, shall not be operated on the AOA at speeds in excess of 10 miles per hour.

6.1.6 Tugs and baggage carts shall be returned to designated storage areas immediately following unloading.

6.2 Movement Area

6.2.1 Ground Vehicle access to the Movement Area is restricted including Runways, Taxiways and designated Safety Areas of the Airfield. Vehicle operators must be approved by the Director

of Aviation and comply with FAA mandated Movement Area training procedures as outlined in the FAA approved Part 139 Certification Manual.

6.2.2 Vehicle operators shall make a location announcement, including intention and direction of movement, on the Airport Traffic Control Tower (ATCT) frequency when the Tower is in operation, or on the designated CTAF frequency when the Tower is closed, before proceeding closer than two-hundred and fifty (250) feet from the edge of any runway or one hundred (100) feet from the edge of any taxiway, and shall ensure that no Aircraft is present or approaching before entering any movement area.

6.2.3 Unless escorted, all vehicles operating in the movement area shall be equipped with a functioning two-way radio capable of communicating on the proper aeronautical frequencies (118.000 to 136.975 MHz). When the ATCT is in operation, vehicle operators must establish and maintain radio contact with ATC before entering the movement area. When the ATCT is closed, vehicle operators shall monitor and communicate on the designated CTAF frequency.. A vehicle without a two-way radio capable of communicating on such frequencies may enter the movement area provided that such vehicle is escorted at all times in the movement area by an authorized escort having radio contact with the ATCT or UNICOM, as applicable. In the event a vehicle in the movement area experiences radio failure, it must vacate the area utilizing any perimeter roadways or other non-controlled routes.

6.3 Operator Licensing and Permit

Vehicle operators must have a valid state vehicle operator's license of the class needed for the vehicle being operated and evidence of insurance (as required by State law and the Airport) to operate a vehicle on the Airport. Evidence of valid title or current rental/lease agreement for the vehicle shall be kept in the vehicle and available for inspection. Nothing in this Section 6.3, or in Section 6.1.1, requires an Airport vehicle permit for a hangar tenant's personal vehicle operated solely for the purpose of accessing or departing the tenant's leased hangar. The AOA vehicle permit requirement of Section 6.1.1 continues to apply to all vehicles operating on the Air Operations Area in an operational capacity.

6.4 Parking and Standing

6.4.1 Vehicles shall be parked only in those areas designated for such purpose. Vehicles shall not be parked or stopped:

6.4.1.1 In such a manner so as to obstruct a parking lot lane, driveway, roadway, walkway, crosswalk, fire lane, runway, taxiway, taxilane, or obstruct access to hangars, parked Aircraft, or parked vehicles;

6.4.1.2 In any space marked for parking in such a manner that the vehicle occupies more than one marked space;

6.4.1.3 Within a bus stop, taxicab, or commercial vehicle zone (except for vehicles authorized by the Director of Aviation to use such areas);

6.4.1.4 On the side of a roadway;

6.4.1.5 On the roadway side of any stopped or parked vehicle (double parking);

6.4.1.6 Within fifteen (15) feet of a fire hydrant or within a fire lane or restricting the access to or from the fire lane;

6.4.1.7 Within eight (8) feet of either side of a security fence; or

6.4.1.8 Other than in accordance with restrictions posted on authorized signs.

6.4.2 Service vehicles (including utility company, government owned, delivery, etc.) shall park in specially reserved and marked areas or areas designated for such purpose.

6.4.3 Automobiles, motorcycles, boats, jet skis, snowmobiles, dune buggies, race cars, recreational vehicles, trailers, and other vehicles may not be parked or stored on Airport property, unless (a) parked in the passenger terminal parking lot, with permission from the Director of Aviation in advance, or (b) written permission of the Director of Aviation has been first obtained. Trailers and semi-trailers shall be disengaged from the towing vehicle. Notwithstanding the foregoing, a hangar tenant's personal vehicle, including a motorcycle or automobile, may be driven to and from the tenant's leased hangar and parked within the hangar during the tenant's period of hangar access without prior Director approval. This exception does not authorize parking of personal vehicles on the ramp, taxiway access lanes, or any other Airport operational area outside the tenant's leased hangar space.

6.4.4 Towing of Improperly Parked Vehicles. Consistent with PMC § 3-1-4(f), the Director of Aviation is authorized to tow or otherwise remove any motor vehicle parked on the Airport in violation of these Rules or Airport regulations, at the vehicle owner's expense and without liability for damage that may result in the course of such removal, subject to the Colorado Governmental Immunity Act, C.R.S. § 24-10-101 et seq.. The Director of Aviation may detain a vehicle removed under this Section until the towing, removal, and storage charges incurred under this Section are paid, and shall release the vehicle upon payment of those charges or upon the owner's posting of security in the amount claimed.

6.5 VEHICLE LICENSING AND EQUIPMENT

6.5.1 Except for vehicles that are exclusively used on the AOA, all vehicles shall meet proper state licensing, registration, and inspection requirements.

6.5.2 Vehicles shall not be operated on the Airport unless the vehicle is in sound mechanical order; has adequate lights, horn, and brakes; and permits clear visibility from the driver's position.

6.5.3 Vehicles operating or parking inside the security fence shall be registered with the Airport and display a current vehicle permit.

6.6 VEHICLE MAINTENANCE

Except for minor repairs that are necessary to remove such vehicle(s) from the Airport, and except as expressly provided otherwise in an agreement with the Director of Aviation, private vehicles shall not be cleaned or maintained anywhere on the Airport. Vehicles operated by commercial operators/lessees shall be cleaned or maintained only in areas designated by the Director of Aviation.

6.7 VEHICLE OPERATIONS

The following shall apply to all vehicle operations on the Airport:

6.7.1 No vehicle shall be operated in a careless, negligent, unsafe, or reckless manner; in disregard of the rights and safety of others; without due caution and care; or at a speed or in a manner which endangers or is likely to endanger persons or property.

6.7.2 No vehicles shall be constructed, equipped, loaded, or maintained (or any having attached thereto any object or equipment which drags, swings, or projects) so as to endanger or be likely to endanger, persons or property.

6.7.3 Vehicles shall not be operated in any hangar unless (1) the vehicle exhaust is protected by screens or baffles to prevent the escape of sparks or the propagation of flame and (2) a vent system exists to prevent exhaust fumes from building up in the hangar.

6.7.4 Vehicle operators shall obey all posted speed limits. Vehicles shall not be operated at a speed greater than is reasonable and prudent under the conditions and having regard for actual and potential hazards, traffic, use of the street or roadway, or so as not to endanger persons or property.

6.7.5 Vehicle operators shall provide proper signals and obey all traffic lights, signs, mechanical or electrical signals, and pavement markings.

6.7.6 Vehicles that are overloaded or carrying more passengers or cargo than the amount that the vehicle is designed to carry are prohibited.

6.7.7 Vehicles used for hauling trash, dirt, or any loose material shall be operated in such a fashion as to prevent the contents of the vehicle from dropping, sifting, leaking, or otherwise escaping.

6.7.8 Except in case of emergency or operational necessity, no vehicle shall leave paved areas.

6.7.9 Airport management may restrict the access of any vehicle or person to any part of the airport, both public and leased including the ramp, to ensure the safety or security of the airport.

7. Facilities Rules and Regulations

The following shall apply to all property and Buildings on the Airport, under a lease, sublease, or otherwise:

7.1 Compressed Gases

7.1.1 Oxygen or any compressed gas in a cylinder or portable tank must be secured to a fixed location or secured to a portable cart designed and approved specifically for the cylinders or tanks being secured.

7.1.2 Compressed gas cylinders or tanks must have approved and fully operational pressure relief devices installed, and shall be maintained in compliance with all applicable rules and regulations.

7.1.3 Cylinders or tanks not in use shall have an approved transportation safety cap installed.

7.2 Fire Prevention

7.2.1 Good fire prevention practices/procedures shall be followed at all times on the Airport and in any Building located on the Airport.

7.2.2 Tenants shall provide proper, adequate, inspected, certified, and readily accessible fire extinguishers (that are approved by fire underwriters) for the particular hazard involved or associated with the activity being conducted. Fire extinguishers shall be maintained in accordance with the current City adopted Fire Code.

7.2.3 Logs showing the date of last inspection shall be attached to each unit or records acceptable by fire underwriters shall be kept showing the status of such equipment.

7.3 Lubricating Oils

Quantities of lubricating oils in hangars shall not exceed amounts necessary for maintenance purposes and operation of equipment. Storage of combustible liquids in hangars in excess of five (5) gallons requires prior approval from the Pueblo Fire Department.

7.4 Storage of Materials and Equipment

No person shall store, stack, box, or bag material (or equipment) in such manner as to create any hazard, obstruct any operation, or cause littering. Storage of materials or equipment is prohibited outside of hangars or other Buildings, without approval of the Director of Aviation.

7.5 Telecommunications

No person shall operate any communications equipment (wired or wireless) on the Airport in a manner that will cause interference to operations of the Airport. Upon any notification from the Airport, the FAA, or the police or fire departments of any interference caused by operator's or lessee's operation, the person notified shall cease such communications operations, transmissions, and uses on the Airport. Such person shall not resume communications operations until the Director of Aviation has provided notice in writing.

8. Aircraft Fuel Storage, Handling and Dispensing

8.1 Permit

Fuels in quantities greater than five (5) gallons shall only be stored and dispensed on the Airport by persons having a permit, lease or other agreement with the City of Pueblo authorizing the fueling operation and approving the fuel storage facilities, refueling vehicles, and related equipment. This includes any third-party, public use, self-serve fueling facilities.

8.2 Best Practices

8.2.1 Commercial Aeronautical Operators shall conform to the standards set forth in FAA Advisory Circular 150/5230-4C, "Aircraft Fuel Storage, Handling and Dispensing on Airports," the "Fuel Handling Safety Guidance" issued by the Northwest Mountain Region of the FAA; NFPA 407; and the 2015 International Fire Code as adopted by PMC § 3-2-21, as they may be amended from time to time.

8.2.2 Commercial Aeronautical Operators owning and operating fuel tanks, refueling vehicles, and/or portable oil containers shall comply with the requirements of the Oil Pollution Prevention regulations (40 CFR 112) including provision of secondary containment for loading/unloading areas and refueling vehicle parking areas. Each operator shall comply with all provisions of the Airport Stormwater Management Plan. Commercial Aeronautical Operators who wish to provide their own Stormwater Management Plan shall submit such plans to the Director of Aviation for review to verify that such plans are in conformance with the existing plans for the Airport.

8.2.3 Commercial Aeronautical Operators must provide their own Spill Prevention Contingency and Control Plan and file a copy with the Director of Aviation.

8.3 EQUIPMENT

8.3.1 Refueling vehicles, fueling pumps, meters, hoses, nozzles, funnels, fire extinguishers, and bonding devices used during fueling operations shall be maintained in a safe operating condition and in good working order and repair at all times.

8.3.2 Commercial Aeronautical Operators shall have on hand at all times sufficient spill control equipment including containment booms, socks, pillows, pads, etc. to control spills and Releases occurring on their leasehold. Cleanup of non-fuel spills and Releases is the responsibility of the Commercial Aeronautical Operator. Commercial Aeronautical Operators shall store contaminated spill control equipment in containers in accordance with applicable sections of 40 CFR 262 and 49 CFR 172-173 until proper disposal can be effected. At a minimum:

8.3.2.1 Each refueling vehicle shall have a "first responder" spill kit; and

8.3.2.2 Each fuel storage facility shall maintain a spill kit with an appropriate supply of, but not limited to, spill socks, pillows, pads, wipes, disposable bags with ties, and DOT approved containers. All spill control items shall be rated for hydrocarbon use.

8.3.3 Commercial Aeronautical Operators may not install self-service fueling islands or similar facilities without the prior written approval of the Director of Aviation.

8.3.4 Consistent with PMC § 3-1-5(c), all aircraft fueling facilities and vehicles shall be maintained in accordance with Air Transport Association (ATA) Specification 103, "Standards for Jet Fuel Quality Control at Airports," as currently in effect, in addition to the requirements of Section 8.3.1 above.

8.4 FUEL FLOWAGE FEES

8.4.1 A fuel flowage fee is payable to the City, as set forth in the Airport Rates and Charges as amended from time to time, for all aviation fuel (not including mogas) delivered to Commercial Aeronautical Operators at the Airport and to all Through-the-Fence permittees. For any Commercial Aeronautical Operator whose lease agreement does not expressly specify the applicable fuel flowage fee rate, the default rate established by PMC § 3-1-6(g)(4) controls until amended by City Council. All current and future lease agreements with Commercial Aeronautical Operators conducting fueling operations should expressly specify the applicable rate.

8.4.2 Each Commercial Aeronautical Operator shall pay the fuel flowage fee for all fuel delivered to its premises, trucks, and/or storage tanks.

8.4.3 Commercial Aeronautical Operators shall furnish to the Director of Aviation on or before the tenth (10th) day of the next succeeding month, a written statement setting forth the total number of gallons of fuel delivered to its premises, trucks, and/or storage tanks during the preceding month. The format for reporting must be in a form acceptable to the Director of Aviation. Commercial Aeronautical Operators shall pay all fuel flowage fees determined to be owed no later than the tenth (10th) day of the month following submission of the monthly statement, or as otherwise specified in the Commercial Aeronautical Operator's individual lease or permit agreement. Tenants operating approved private fuel storage facilities under PMC § 3-1-6(g) remain subject to the weekly fuel delivery reporting requirement of PMC § 3-1-6(g)(7) in addition to this monthly payment obligation.

8.4.4 Commercial Aeronautical Operators shall keep and maintain adequate books and records to establish and verify the accuracy of the fuel volumes reported to the Airport. The City's authorized representative shall have the right to examine, inspect, or audit an operator's books and records for the purpose of verifying the accuracy of the fuel volumes reported by a Commercial Aeronautical Operator.

8.5 Fuel Storage Facilities

8.5.1 Plans for fuel storage and installation shall be submitted to the Director of Aviation for approval prior to any installation. All facilities, equipment, and installation shall be in conformance with all local, state, and federal requirements.

8.5.2 The maintenance and operation of fuel storage facilities shall meet NFPA 30, NFPA 407, UL 2085, and FAA regulations and advisory circulars, and shall be approved by all agencies that regulate the maintenance and operation of fuel storage facilities. The installation of all tanks or facilities shall meet the requirements of the 2015 International Fire Code as adopted by PMC § 3-2-21.

8.5.3 Commercial Aeronautical Operator shall have a written Spill Prevention Control and Countermeasures Plan that meets regulatory measures for their fuel storage facilities. A copy of the Spill Prevention Control and Countermeasures Plan shall be filed with the Director of Aviation.

8.5.4 Restriction on Fuel Sales by Tenants with Private Storage Facilities. Consistent with PMC § 3-1-6(g)(8), any Commercial Aeronautical Operator or tenant that has constructed or operates an approved private aviation fuel storage facility on its leased premises shall not sell fuel from that facility to any other tenant at the Airport. Fuel from an approved private storage facility may be sold only at retail to the Commercial Aeronautical Operator's own customers. Any violation of this restriction shall constitute grounds for termination of the Commercial Aeronautical Operator's lease agreement pursuant to PMC § 3-1-6(g)(11).

8.5.5 100-Octane Low Lead Aviation Gasoline (100LL). Consistent with FAA Grant Assurance 40 (P.L. 118-63, effective April 2025), the Airport shall not restrict or prohibit the sale of, or self-fueling with, 100-octane low lead aviation gasoline (100LL) at the Airport. No provision of these Rules or any Airport permit, lease, or operating agreement shall be construed to restrict or prohibit 100LL sales or self-fueling with 100LL. This prohibition remains in effect until the earlier of December

31, 2030, or the date on which the Airport or any retail fuel seller at the Airport makes available an unleaded aviation gasoline that has been authorized by the FAA as a replacement for 100LL for use in piston-engine aircraft and meets an industry consensus standard or other standard facilitating safe use, production, and distribution, as determined by the FAA. Any violation of this provision is subject to civil penalties under 49 U.S.C. § 46301(a)(8).

8.6 FUELING OPERATIONS

8.6.1 All fuel handled on the Airport shall be treated with due caution and care with regard to the rights and safety of others so as not to endanger, or be likely to endanger, persons or property.

8.6.2 Persons engaged in the fueling, defueling, and oil servicing of Aircraft or vehicles, the filling of refueling vehicles or dispensing equipment, or the dumping or pumping or loading of aviation fuels or oils into or from fuel or oil storage facilities shall exercise care and extreme caution to prevent overflow of fuel or oils and/or spills.

8.6.2.1 In the event that a spill should occur of any magnitude, associated activities shall cease immediately. The responsible party of such spill shall take appropriate action to properly contain and clean up the spill, and applicable provisions of Section 3.11 of these Rules shall be followed.

8.6.3 A properly trained operator shall be present at all times while fuel delivery vehicles transfer fuel into or out of any fuel storage facility. All fueling shall be performed by qualified operators.

8.6.3.1 The operator shall remain within the immediate vicinity, in close proximity to, and in direct view of all operating controls and equipment; and

8.6.3.2 The operator shall not leave the discharge end of any hose or hoses unattended at any time while the transfer of fuel is in progress; and

8.6.3.3 The operator shall not block open, disengage, bypass, and/or deactivate the deadman control or mechanism at any time while fueling or transferring fuel. Hold-down devices are prohibited.

8.6.4 No fueling activity shall take place unless adequate fire extinguishing equipment and personnel trained in the use of such equipment are present.

8.6.5 Aircraft shall not be refueled or defueled with one or more of its engines operating or while the Aircraft is located inside any structure.

8.6.6 Pouring or gravity transfer of fuel from containers is prohibited. Approved pumps, either hand or power operated, shall be used when Aircraft are fueled from containers greater than five (5) gallons.

8.6.7 Aircraft or vehicles shall not be fueled or defueled if an electrical storm is in progress or within close proximity of the Airport.

8.6.8 When Aircraft are being fueled or defueled, the Refueling Vehicle shall be bonded to the Aircraft to equalize the voltage potential between the Refueling Vehicle and the Aircraft.

8.6.9 All hoses, nozzles, spouts, funnels, and appurtenances used in fueling and defueling operations shall comply with NFPA 407 and shall be equipped with a bonding device to prevent ignition of volatile liquids.

8.7 Location of Fueling Operations Relative to Other Activities, Equipment and Structures

8.7.1 Aircraft fuel handling shall be conducted outdoors and with the Refueling Vehicle and Aircraft being at least fifty (50) feet from any hangar, building, and any combustion and ventilation air-intake to any boiler, heater, or similar facility or as approved by the Pueblo Fire Department.

8.7.2 Unless a secondary containment is being used, Aircraft fuel handling shall take place on an impervious surface and at least fifty (50) feet from any storm water conveyances, drains, catch basins, or ditches.

8.7.3 No person shall operate any radio transmitter or receiver (or switch electrical appliances on or off in an Aircraft) within fifty (50) feet of and for the duration of fueling or defueling activity unless said radio transmitter or receiver is designed for such environment.

8.7.4 During fueling operations, no person shall use any material or equipment that is likely to cause a spark or ignition within fifty (50) feet of such Aircraft or vehicle.

8.7.5 Use of matches, lighters, or any other igniting or incendiary devices is prohibited on the AOA and within fifty (50) feet of any Aircraft, refueling vehicle, fuel storage facility, or any Aircraft being fueled or defueled.

8.8 Off-Premises Fueling

Fueling activities shall be limited to a Commercial Aeronautical Operator's leased premises unless the Commercial Aeronautical Operator's lease agreement or fueling permit expressly permits off-premises fueling, and Commercial Aeronautical Operator's levels of insurance are sufficient to cover the increased liability associated with off-premises fueling. Off-premises fueling is permitted only in designated areas.

8.9 Storage of Refueling Vehicles/Use of Fuel Cans

Refueling Vehicles shall be stored outside and not less than fifty (50) feet from a building or other structure, storm water conveyances, drains, catch basins, or ditches. Refueling Vehicles shall be parked in a manner that provides a minimum of ten (10) feet of separation between vehicles and any other vehicle or Aircraft and a minimum of twenty (20) feet from a storm water inlet. Unless otherwise authorized by the Pueblo Fire Department, no more than ten (10) gallons of fuel may be stored in fuel cans, and all fuel cans shall be spring loaded, self-closing containers.

8.10 Maintenance of Refueling Vehicles

Maintenance and servicing of Refueling Vehicles shall be performed outdoors or in a building that is approved by the Director of Aviation and the Pueblo Fire Department specifically for this purpose. Commercial Aeronautical Operators shall document and maintain vehicle maintenance and agency inspection records, which shall be made available to the Director of Aviation upon request.

8.11 Training

All personnel engaged in fueling operations shall be trained in procedures for fueling and defueling, quality control, safety, fire prevention, use of fire extinguishers, responding to fuel and

oil spills, handling flammable materials, and actions to be taken in an emergency caused by a fire or fuel spill (including environmental protection). All such personnel shall receive proper training or instruction immediately upon employment and not less than annually thereafter, and records of training and qualifications of each person engaged in fueling operations shall be maintained. Training shall be performed in accordance with 14 CFR Part 139 and the Airport Certification Manual. Training records shall be made available for review and/or inspection by the Director of Aviation, the Pueblo Fire Department, and/or the FAA at any reasonable time.

8.12 TRANSIENT FUELING OPERATIONS

Transient fueling operations (such as seasonal firefighting operations) shall be subject to the inspection and approval of the Director of Aviation; pay applicable fuel flowage charges; fuel only in designated areas; and operate according to Best Management Practices.

9. Severability

If any section, subsection, sentence, clause, phrase, or portion of these Rules and Regulations is for any reason held invalid, unconstitutional, or unenforceable by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions.

10. Amendment and Revision

These Rules and Regulations may be amended only by ordinance adopted by the City Council. Any amendment shall be effective on the date specified in the adopting ordinance. The Director of Aviation shall maintain the current version of these Rules and Regulations at the Airport Administrative office and shall make copies available upon request.

11. Supersession

These Rules and Regulations supersede all prior Airport rules and regulations for Pueblo Memorial Airport. Any prior Airport rules, regulations, policies, or directives that are inconsistent with these Rules are hereby superseded to the extent of such inconsistency.

12. Effective Date and Savings

These Rules and Regulations shall become effective on the date specified in the approving ordinance of City Council. All acts properly done, rights vested, and obligations incurred under any prior Airport rules and regulations before the effective date of these Rules are preserved and may be enforced as if these Rules had not been adopted.