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### **9.1. Introduction**

9.1.1. A Specialized Commercial Aeronautical Operator is a Commercial Operator engaged in providing limited aircraft services and support (see Section 9.1.1.1), miscellaneous commercial services and support (see Section 9.1.1.2), sale of aviation fuel to its Airport based tenants (see Section 9.1.1.3) or air transportation services for hire (see Section 9.1.1.4).

9.1.1.1. Limited Aircraft Services and Support – are defined as limited Aircraft, engineer, or accessory support (for example, washing, cleaning, painting, upholstery, propeller, etc.) or other miscellaneous Activities directly related to Aircraft services and support.

9.1.1.2. Miscellaneous Commercial Services and Support – are defined as ground schools, simulator training, charter flight coordinators, aircrew management, or any other miscellaneous Activities directly related to supporting or providing support services for a Commercial Activity.

9.1.1.3. Sale of Aviation Fuel – defined as the sale of aviation fuel to the Commercial Operator’s Airport based tenants only (meaning tenants of SASO that have a minimum of a thirty (30) day lease). The Commercial Operator shall be required to pay fuel flowage fees and maintain minimum uplift requirements at comparable rates or flowage fees and uplift requirements imposed on similarly situated tenants at the Airport.

9.1.1.4. Air Transportation Services for Hire – are defined as non-stop sightseeing flights (flights that begin and end at the Airport and are conducted within 25 statute mile radius of the Airport); flights for aerial photography or survey, fire fighting, power line, underground cable, or pipe line patrol; banner towing; or any other miscellaneous Activities directly related to air transportation services for hire (e.g., helicopter operations in construction or repair work).

### **9.2. Leased Premises**

9.2.1. Operator engaging in this Activity shall have adequate land (see Section 2.5.1), Apron/Paved Tiedown (see Section 2.5.2), facilities, and Vehicle Parking (see Section 2.5.3) to accommodate all Activities of the Operator and all approved Sublessee(s), but not less than the following:

9.2.1.1. Contiguous Land (Lessee only) – one-quarter acre (10,890 square feet) upon which all required Improvements including Apron, facilities, and Vehicle Parking shall be located.

9.2.1.2. Apron/Paved Tiedowns (Lessee only) shall be adequate to accommodate four Aircraft having a minimum wingspan of 40 feet.

9.2.1.2.1. If Operator utilizes a hangar for the storage of Operator’s entire fleet at the Airport, no Paved Tiedowns will be required.

9.2.1.3. Facilities shall include customer and administrative areas. Maintenance and hangar areas are required if Operator is conducting Aircraft Maintenance on Aircraft owned, leased, and/or operated by (and under the full and exclusive control of) Operator. If Operator provides Aircraft Maintenance on other Aircraft, Operator shall meet the minimum standards for an Aircraft Maintenance Operator.

9.2.1.3.1. Customer area (Lessee) shall be at least 500 square feet and shall include adequate space for customer lounge, public use telephone, and restrooms.

9.2.1.3.2. Customer area (Sublessee): If appropriate, customers shall have immediate access to customer lounge (if appropriate), public use telephone, and restrooms.

9.2.1.3.3. Administrative area (if appropriate) shall be at least 250 square feet or sufficient to accommodate the administrative functions associated with the Activity, whichever is greater, and shall include adequate and dedicated space for employee offices, work areas, and storage.

9.2.1.3.4. Hangar area (Lessee), if required, shall be at least 2,500 square feet or large enough to accommodate the largest Aircraft in Operator’s fleet at the Airport maintained by Operator, whichever is greater.

9.2.1.3.5. Hangar area (Sublessee), if required, shall be large enough to accommodate the largest Aircraft in Operator’s fleet at the Airport maintained by Operator.

- 9.2.1.3.6. Maintenance area, if required, shall be at least 250 square feet and shall include adequate and dedicated space for employee work areas, shop areas, and storage for Aircraft parts and equipment.

**9.3. Licenses and Certifications**

- 9.3.1. Operator shall have and provide to the Airport evidence of all Agency licenses and certificates that are required to conduct the Activity.

**9.4. Personnel**

- 9.4.1. Operator shall provide a sufficient number of personnel to adequately and safely carry out its Activity in a courteous, prompt, and efficient manner adequate to meet the reasonable demands of the public seeking such services.

**9.5. Equipment**

- 9.5.1. Operator shall have (based at the Airport), either owned or under written lease to (and under the full and exclusive control of) Operator, sufficient Vehicles, Equipment, and, if appropriate, one continuously airworthy Aircraft.
- 9.5.2. Operator shall have sufficient supplies and parts available to support the Activity.

**9.6. Hours of Activity**

- 9.6.1. Operator shall be open and services shall be available during hours normally maintained by entities operating competitive businesses at the Airport.

**9.7. Insurance**

- 9.7.1. Operator shall maintain, at a minimum, the coverage and limits of insurance set forth in Attachment A – Minimum Insurance Requirements.

**10. TEMPORARY SPECIALIZED AERONAUTICAL SERVICE OPERATOR (SASO)****10.1. Introduction**

- 10.1.1. The Municipalities recognizes that Aircraft Operators using the Airport may require specialized assistance with the maintenance of their Aircraft and/or Flight Training of their pilots. When assistance is not available on the Airport through an existing Operator due to either the specialized nature of the maintenance and/or Flight Training requirements, the Airport Manager may allow an Aircraft Operator to solicit and utilize the services of a qualified entity to provide said services.
- 10.1.2. In addition to the General Requirements set forth in Section 2, each Temporary Specialized Commercial Aeronautical Operator at the Airport shall comply with the following minimum standards set forth in this Section 10.

**10.2. Scope of Activity**

- 10.2.1. Operator shall conduct Activity on and from the Leased Premises of the Aircraft Operator in a first-class manner consistent with the degree of care and skill exercised by experienced Operators providing comparable products and services and engaging in similar Activities.

**10.3. Permit**

- 10.3.1. Aircraft Operator must submit written request to the Airport Manager on behalf of Temporary Specialized Aeronautical Service Operator (Operator).
- 10.3.2. Operator shall obtain a 30-day temporary permit (issued by the Airport Manager) prior to engaging in Activity on the Airport.
  - 10.3.2.1. Renewal shall be subject to the Operator's compliance with all terms of the temporary permit.
- 10.3.3. Operator shall comply with all requirements for the permitted Activities and limit service provided to those strictly stated on the temporary permit.
- 10.3.4. Aircraft Operators requiring after-hour or weekend service by a Temporary Specialized Aviation Service Operator must notify Airport Operations prior to Operator engaging in Activities on the Airport.
  - 10.3.4.1. Aircraft Operator is responsible for assuring compliance of all Regulatory Measures by the Temporary Specialized Aviation Service Operator while on the Airport.

**10.4. Licenses and Certifications**

- 10.4.1. Operator shall have and provide to the Airport evidence of all Agency licenses and certificates that are required.

**10.5. Insurance**

- 10.5.1. Operator shall maintain, at a minimum, the coverage and limits of insurance set forth in Attachment A – Minimum Insurance Requirements.

**11. AIRCRAFT STORAGE OPERATOR (SASO)**

**11.1. Introduction**

- 11.1.1. An Aircraft Storage Operator is a Commercial Operator that develops, owns, and/or leases facilities for the purpose of selling or Subleasing (to the general public) Aircraft storage facilities and/or associated office or shop space to entities engaging in Commercial or Non-Commercial Aeronautical Activities.
- 11.1.2. In addition to the General Requirements set forth in Section 2, each Commercial Aircraft Storage Operator at the Airport shall comply with the following minimum standards set forth in this Section 11.

**11.2. Scope of Activity**

- 11.2.1. Operator shall use the Leased Premises for the purpose of: selling hangar and associated office or shop space; engaging in Subleasing of Aircraft storage facilities and associated office and shop space (as an Aircraft Storage Operator); or use by Operator (primarily for Operator’s Aircraft and/or equipment).

**11.3. Leased Premises**

- 11.3.1. Operator engaging in this Activity shall have adequate land (see Section 2.5.1), Apron/Paved Tiedown (see Section 2.5.2), facilities, and Vehicle Parking (see Section 2.5.3) to accommodate all Activities of the Operator and all approved Sublessee(s), but not less than the following:

	<b>Group I Piston and Turboprop Aircraft Hangar Storage</b>	<b>Group II Piston and Turboprop Aircraft Hangar Storage</b>	<b>Group I Turbojet Aircraft Hangar Storage</b>	<b>Group II Turbojet Aircraft Hangar Storage</b>	<b>Group III Turbojet Aircraft Hangar Storage</b>
<b>Contiguous Land</b>	21,780 SF	32,670 SF	43,560 SF	54,450 SF	65,340 SF
<b>Hangar</b>	5,000 SF	7,500 SF	10,000 SF	12,500 SF	15,000 SF

- 11.3.1.1. All required Improvements including Apron, facilities, and Vehicle Parking shall be located on Contiguous Land.
- 11.3.1.2. The development of hangar(s) shall be limited to the following types of hangar structures:
  - 11.3.1.2.1. Hangar – a single structure of not less than 2,500 square feet, completely enclosed.
  - 11.3.1.2.2. Hangars – a single structure of not less than 5,000 square feet, subdivided and configured (although each unit shall not be less than 1,250 square feet) to accommodate individual bays for the storage of Aircraft.

**11.4. Hours of Activity**

- 11.4.1. Operator shall have facilities available for Sublessees’ Aircraft removal and storage seven days a week (including holidays) 24 hours a day.

**11.5. Insurance**

- 11.5.1. Operator shall maintain, at a minimum, the coverage and limits of insurance set forth in Attachment A - Minimum Insurance Requirements.

**12. NON-COMMERCIAL HANGAR OPERATOR**

**12.1. Introduction**

- 12.1.1. A Non-Commercial Hangar Operator is an entity that develops, constructs, and/or owns one or more hangar structures for the primary purpose of storing Aircraft used for Non-Commercial purposes only.
- 12.1.2. In addition to the General Requirements set forth in Section 2, each Non-Commercial Hangar Operator at the Airport shall comply with the following Minimum Standards set forth in this Section 12.

**12.2. Scope of Activity**

- 12.2.1. Operator shall use the Leased Premises for Aircraft owned or leased by (and under the full and exclusive control of) Operator for Non-Commercial purposes.
  - 12.2.1.1. Operator shall provide the Airport Manager with a copy of the Aircraft lease.
  - 12.2.1.2. The Airport Manager will determine if an Aircraft lease is commercially reasonable.
- 12.2.2. No Commercial Activity of any kind shall be permitted on or from the Leased Premises.
- 12.2.3. Operator shall not be permitted to Sublease any land or Improvements on the Leased Premises for any purpose.

**12.3. Leased Premises**

- 12.3.1. Operator engaging in this Activity shall have adequate land, Apron/Paved Tiedown (see Section 2.5.2), facilities, and Vehicle Parking (see Section 2.5.3) to accommodate all Activities of the Operator, but not less than the following square footages, which are not cumulative:

	Group I Piston and Turboprop Aircraft Hangar Storage	Group II Piston and Turboprop Aircraft Hangar Storage	Group I Turbojet Aircraft Hangar Storage	Group II Turbojet Aircraft Hangar Storage	Group III Turbojet Aircraft Hangar Storage
<b>Contiguous Land</b>	6,000 SF	12,000 SF	18,000 SF	24,000 SF	36,000 SF
<b>Hangar</b>	2,500 SF	5,000 SF	7,500 SF	10,000 SF	15,000 SF

- 12.3.1.1. All required Improvements including Apron, facilities, and Vehicle Parking shall be located on Contiguous Land.
- 12.3.1.2. The development of Non-Commercial hangar(s) shall be limited to the following types of hangar structures:
  - 12.3.1.2.1. Hangar – a single structure of not less than 2,500 square feet, completely enclosed.
  - 12.3.1.2.2. Hangars – a single structure of not less than 5,000 square feet, sub-divided and configured (although each unit shall not be less than 1,250 square feet) to accommodate individual bays for the storage of Private Aircraft.

**12.4. Ownership Structure**

- 12.4.1. Hangar development may be accomplished by any entity, including Associations.
  - 12.4.1.1. Association membership shall be contingent upon ownership interest in the Association of a proportionate share of the Non-Commercial hangar facility which shall consist of not less than one individual hangar, or an equal portion of the "common" hangar area which is consistent with the total number of members/shareholders (such area not to be less than 1,250 total square feet).

- 12.4.1.2. All members/shareholders of the Association shall be declared to the Airport Manager at the time the application for development and Activity is submitted. Thereafter, the Association and/or each member/shareholder of the Association shall be required to demonstrate ownership (as required herein) as requested by the Airport Manager from time to time. Association shall appoint (be represented by) one individual. The hangar facilities developed and utilized by the Association shall be exclusively for storage of Aircraft owned by the member(s)/shareholder(s) of the Association.
- 12.4.1.3. The Association may not utilize nor cause the Leased Premises to be utilized for speculative development of either the Leased Premises or the Improvements located thereupon.
- 12.4.1.4. Each member/shareholder of the Association shall be responsible and jointly and severally liable with all other members/shareholder for the Association's compliance with these Minimum Standards, and each member/shareholder of the Association shall, upon written request, provide appropriate written confirmation of membership status or share ownership. All Association members/shareholders declared to the Airport Manager in accordance with paragraph 12.4.1.2 hereof shall remain jointly and severally liable to the Board for the Association's compliance with these Minimum Standards, regardless of whether the membership or ownership of the Association changes, unless a release of the liability of a former Association member is approved in writing by the Board.

## **12.5. Insurance**

- 12.5.1. Operator shall maintain, at a minimum, the coverage and limits of insurance set forth in Attachment A - Minimum Insurance Requirements.



## 13. NON-COMMERCIAL SELF-SERVICE FUELING PERMITTEE

### 13.1. Introduction

- 13.1.1. All entities desirous of self-service Fueling shall be accorded a reasonable opportunity, without unlawful discrimination, to qualify and receive a Non-Commercial Self-Service Fueling Permit.
  - 13.1.1.1. Those entities that have Agreements granting them the rights to perform commercial Fueling (e.g., FBO) are not required to apply for a Non-Commercial Self-Service Fueling Permit.
- 13.1.2. This Section 13 sets forth the standards prerequisite to an entity desirous of engaging in Non-Commercial self-service Fueling at the Airport. Any entity engaging in such activities shall also be required to comply with all applicable Regulatory Measures pertaining to such activities.
- 13.1.3. In addition to the applicable General Requirements set forth in Section 2, each entity conducting Non-Commercial self-service Fueling activities at the Airport shall comply with the following minimum standards set forth in this Section 13.

### 13.2. Permit/Approval

- 13.2.1. No entity shall engage in self-service Fueling activities unless a valid Non-Commercial Self-Service Fueling Permit authorizing such activity has been obtained from the Board. Such entities shall herein be referred to as "Permittees".
- 13.2.2. The Permit shall not reduce or limit Permittee's obligations with respect to these Self-Service Fueling standards, which shall be included in the Permit by reference.
- 13.2.3. Prior to issuance and subsequently upon request by the Airport Manager, Permittee shall provide evidence of ownership or lease of any Aircraft being operated (under the full and exclusive control of) and Fueled by Permittee.
- 13.2.4. Permittee shall provide evidence of ownership or lease of Equipment and trained Permittee' Employees for purposes of engaging in self-service Fueling activities.

### 13.3. Reporting

- 13.3.1. Permittee shall report all Fuel delivered to the Permittee's Aircraft during each calendar month and submit a summary report along with appropriate fees and charges due the Board on or before the 10<sup>th</sup> day of the subsequent month.
- 13.3.2. Permittee shall during the term of the Permit and for 3 years thereafter maintain records identifying the total number of aviation Fuel gallons delivered. Records (and meters) shall be made available for audit to the Airport Manager. In the case of a discrepancy, Permittee shall promptly pay, in cash, all additional rates, fees, and charges due the Board, plus annual interest on the unpaid balance at the lesser of 18% or the maximum rate allowable by law from the date originally due.

### 13.4. Fuel Storage

- 13.4.1. Permittee shall arrange and demonstrate that satisfactory arrangements have been made for the storage of Fuel, as follows:
  - 13.4.1.1. through either an authorized FBO at the Airport,
  - 13.4.1.2. in a location off the Airport, and/or
  - 13.4.1.3. through the development of a fuel storage facility in a Board designated centralized fuel storage facility.
    - 13.4.1.3.1. Fuel storage facility is limited to a single 3,000 gallon below ground tank for each grade of fuel or a 2,000 gallon above ground tank.
- 13.4.2. Permittee shall be liable and indemnify the Municipalities and Board for all leaks, spills, or other damage that may result through the handling and dispensing of Fuel.

- 13.4.3. Fuel delivered shall be clean, bright, pure, and free of microscopic organisms, water, or other contaminants. Ensuring the quality of the Fuel is the responsibility of Permittee.

### **13.5. Fueling Equipment**

- 13.5.1. Permittee shall be limited to a single Refueling Vehicle for each type of Fuel to be dispensed with a minimum capacity of 750 gallons. Avgas Refueling Vehicles shall have a maximum capacity of 1,200 gallons and Jet Refueling Vehicles shall have a maximum capacity of 3,000 gallons. All Refueling Vehicles shall be capable of bottom loading.
- 13.5.2. Each Refueling Vehicle, with the written permission of the Airport Manager, shall have the tail number of the Permittee's Aircraft prominently displayed in 12" characters.
- 13.5.3. Each Refueling Vehicle shall be equipped and maintained to comply at all times with all applicable safety and fire prevention requirements, standards, and Regulatory Measures including without limitation, those prescribed by:
- 13.5.3.1. State of Illinois Fire Code and local fire district;
  - 13.5.3.2. National Fire Protection Association (NFPA) Codes;
  - 13.5.3.3. Illinois Environmental Protection Agency;
  - 13.5.3.4. 14 CFR Part 139, Airport Certification, Section 139.321 "Handling/Storing of Hazardous Substances and Materials".
  - 13.5.3.5. Applicable FAA Advisory Circulars (AC) including AC 00-34 "Aircraft Ground Handling and Servicing" and AC 150/5210-5 "Painting, Marking and Lighting of Vehicles Used on an Airport".
- 13.5.4. Prior to transporting Fuel onto the Airport, the Permittee shall provide the Airport Manager with a Spill Prevention Contingency and Control Plan (SPCC) that meets regulatory requirements. An updated copy of such SPCC Plan shall be filed with the Airport Manager at least 10 business days prior to actual implementation. Such plan shall describe, in detail, those methods that shall be used by the Permittee to clean up any potentially hazardous Fuel spills. The plan should include Equipment to be used, emergency contact personnel and their telephone numbers, and all other details as to how the Permittee would contain such a spill. This plan should also describe, in detail, what methods the Permittee intends to use to prevent any such spill from occurring.
- 13.5.5. In accordance with all applicable Regulatory Measures and appropriate industry practices, the Permittee shall develop and maintain Standard Operating Procedures (SOP) for Fueling and shall ensure compliance with standards set forth in FAA Advisory Circular 00-34A, entitled "Aircraft Ground Handling and Servicing". The SOP shall include a training plan, Fuel quality assurance procedures, record keeping, and emergency response procedures for Fuel spills and fires. The SOP shall also address the following: (1) bonding and fire protection, (2) public protection, (3) control of access to Refueling Vehicle storage areas, and (4) marking and labeling of Refueling Vehicles. The SOP shall be submitted to the Airport Manager no later than 10 business days before the Permittee commences self-fueling at the Airport and annually thereafter.

### **13.6. Limitations**

- 13.6.1. Permittees shall not sell and/or dispense Fuels to Based Aircraft or Transient Aircraft that are not owned, leased, and/or operated by (and under the full and exclusive control of) Permittee. Any such selling or dispensing shall be grounds for immediate revocation of the Permit by the Airport Manager.
- 13.6.1.1. Revocation upon first violation will be for a period of one year.
  - 13.6.1.2. Revocation upon a second violation shall be permanent.

**13.7. Insurance**

- 13.7.1. Permittee shall maintain, at a minimum, the coverages and policy limits set forth in Attachment A – Minimum Insurance Requirements.

## **14. COMMERCIAL OPERATING PERMIT**

### **14.1. Application**

- 14.1.1. Any entity desiring to engage in a Commercial Aeronautical Activity at the Airport shall submit a written application to the Airport Manager for a Commercial Operating Permit (Permit).
- 14.1.2. The prospective Operator shall submit all of the information requested on the application form and thereafter shall submit any additional information that may be required or requested by the Airport Manager or the Board in order to properly evaluate the application and facilitate an analysis of the prospective operation including, but not limited to, verifiable history of experience, financial statements, reference, etc.
- 14.1.3. No application will be deemed complete that does not provide the Airport Manager with the information necessary to allow a meaningful assessment of Applicant's prospective operation and determine whether or not the prospective operation will comply with all applicable Regulatory Measures and be compatible with the Airport's Master Plan, Airport Layout Plan, or Land Use Plan (if any).
- 14.1.4. After the Board approves the application a Permit will be issued.

### **14.2. Permit**

#### **14.2.1. Commercial Aeronautical Activities**

##### **14.2.1.1. The Permit will be valid as long as the Operator meets the following requirements:**

- 14.2.1.1.1. The information submitted in the Application is current. The Operator shall notify the Airport Manager in writing within 15 days of any change to the information submitted in the application.

##### **14.2.1.2. The Permit may not be assigned or transferred and shall be limited solely to the approved Activity.**

##### **14.2.1.3. The Permit and application shall be appended to the Agreement and become a material part thereof. The breach of any portion of the Permit by Operator, including the application incorporated by reference thereto, shall be deemed a material breach of any associated Agreement allowing the Board the option to terminate Permit and Agreement.**

#### **14.2.2. Temporary or Special Use Permit**

##### **14.2.2.1. The Airport Manager may issue a temporary or special use Permit that allows an entity to engage in specific Activities, in designated areas, and only for a specified period of time, not to exceed one year.**

##### **14.2.2.2. The Permit will be valid only during the time period specified and only as long as the Operator complies with all applicable Regulatory Measures.**

##### **14.2.2.3. The Permit may not be assigned or transferred and shall be limited solely to the approved Activity, the designated area, and the specified time period.**

### **14.3. Existing Operator with an Existing Agreement**

#### **14.3.1. No Change in Scope of Activities**

##### **14.3.1.1. An existing Operator with an existing Agreement may engage in the Activities permitted under the Agreement without submitting an application for Permit provided that the Operator is in compliance with all applicable Regulatory Measures.**

#### **14.3.2. Change in Scope of Activities**

##### **14.3.2.1. Prior to engaging in any Activity not permitted under the Agreement or changing or expanding the scope of the Activities permitted under the Agreement, the Operator shall submit an application and obtain a Permit prior to engaging in the Activity.**

### **14.4. Non-Commercial Operators**

- 14.4.1. A Permit is not required; however, the Operator shall comply with all applicable Regulatory Measures.

**15. ATTACHMENT A (MINIMUM INSURANCE REQUIREMENTS)**

	Fixed Base Operator	Aircraft Maintenance Operator	Avionics or Instrument Maintenance Operator	Aircraft Rental or Flight Training Operator	Aircraft Charter or Aircraft Management Operator	Aircraft Sales Operator	Specialized Commercial Aeronautical Operator	Temporary Specialized Aviation Service Operator	Aircraft Storage Operator	Non-Commercial Hangar Operator	Non-Commercial Self-Service Fueling Permittee
<b>COMMERCIAL GENERAL LIABILITY (Combined Single Limit)</b>											
Each Occurrence	\$25,000,000	\$5,000,000 Piston \$10,000,000 Turboprop/Turbine	\$10,000,000	\$1,000,000	\$1,000,000 Piston \$2,000,000 Turboprop/Turbine	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>VEHICULAR LIABILITY (Combined Single Limit, Each Occurrence)</b>											
Non-Movement Area	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Movement Area	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
<b>HANGAR KEEPER'S LIABILITY (Largest Aircraft Accommodated)</b>											
SE Piston Group I	Each Aircraft	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Each Occurrence		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
ME Piston Group I	Each Aircraft	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Each Occurrence		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Turboprop Group I	Each Aircraft	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Each Occurrence		\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
Turboprop Group II	Each Aircraft	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
Each Occurrence		\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Turboprop Group I	Each Aircraft	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Each Occurrence		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Turbojet Group II	Each Aircraft	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Each Occurrence		\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000
Turbojet Group III	Each Aircraft	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000
Each Occurrence		\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000
<b>AIRCRAFT AND PASSENGER LIABILITY (Each Occurrence)</b>											
SE Piston/Group I						\$1,000,000/\$100,000 sub limit per person					
ME Piston/Group I						\$1,000,000/\$100,000 sub limit per person					
Turboprop/Group I & II						\$5,000,000/\$250,000 sub limit per person					
Turbojet/Group I						\$5,000,000/\$250,000 sub limit per person					
Turbojet/Group II				\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Turbojet/Group III				\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Student and Renters				\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
<b>ENVIRONMENTAL LIABILITY (\$1,000,000 Combined Single Limit, Each Occurrence and \$2,000,000 Aggregate)</b>											
	Required	Required	Required	Required	Required	Required	Required	Required	Required	Required	Required
<b>WORKER'S COMPENSATION</b>											
Limits Based Upon Statutory Requirements											

**Commercial General Liability** to include bodily injury, personal injury, and Property damage for all premises, products and completed operations, unlicensed Vehicles, and contractual liability. Non-licensed Vehicles operated on the movement area will require coverage in an amount not less than \$5,000,000 combined single limit per occurrence for bodily injury, personal injury, and Property damage.

**Vehicular Liability or Business Automobile Liability** to include bodily injury and Property damage for all Vehicles (owned, non-owned, or hired).

**Hangar Keeper's Liability** to include Property damage for all non-owned Aircraft under the care, custody, and control of the Operator. Hangar Keeper's Liability insurance minimum limits shall be the greater of the limits identified in Table A or the aggregate value of aircraft capable and normally stored in the largest hangar of the Operator.

**Aircraft and Passenger Liability** to include bodily injury, Property damage, and passenger injury for all owned, leased, or operated Aircraft.

**Student and Renter Liability** to include bodily injury, personal injury, and Property damage (excluding aircraft hull) for students and renters of Aircraft.

**Environmental Liability** to include bodily injury, Property damage, and environmental cleanup costs.

**SE** = Single engine aircraft.

**ME** = Multi engine aircraft