

RULES AND REGULATIONS

SECTION I—FOREWORD

St. Louis Downtown Airport is owned and operated by the Bi-State Development Agency of the Missouri-Illinois Metropolitan District.

These Rules and Regulations have been established in the public interest in order to permit the safe and efficient operation of the Airport on fair and reasonable terms in accordance with the provisions of Title 49 USC Subtitle VII, as amended, Title VI of the Civil Rights Act of 1964, and Part 21 of the Regulations of the Office of the Secretary of Transportation.

Your full cooperation and compliance are most earnestly solicited.

Robert L. McDaniel
Airport Director

SECTION II – DEFINITIONS

<u>Airport:</u>	All property and improvements within the boundary lines of the St. Louis Downtown Airport.
<u>Owner & Operator of Airport:</u>	Bi-State Development Agency of the Missouri-Illinois Metropolitan District.
<u>Airport Director:</u>	That representative of the Bi-State Development Agency who is responsible for general supervision of the operations and development of the Airport.
<u>Aircraft:</u>	Any contrivance now known or hereafter invented, used or designed for navigation of or flight in the air.
<u>Operation of Aircraft or Aircraft Operation:</u>	Any use or movement of aircraft.
<u>Person:</u>	Any individual, firm, co-partnership, corporation, company, association, group, government agency or entity, or duly authorized representative thereof.
<u>Aviation Operator:</u>	Any person or organization engaged in business of an aviation nature under authority of a lease or permit from the Bi-State Development Agency.
<u>Fixed Base Operator:</u>	Those aviation operators who furnish and engage in aeronautical services and activities for the public, including sale of aviation fuel and lubricants, line service, sale of aircraft, parts and supplies, maintenance and repair of airframes and engines, aircraft rental, charter and flight instruction.
<u>Commercial Activity:</u>	Any activity conducted with sole or chief emphasis on profit.
<u>Aeronautical Activity:</u>	Any commercial activity which involves, makes possible or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations.
<u>Tower:</u>	The air traffic control facility located on the Airport and operated by the Federal Aviation Administration (FAA).

SECTION III – GENERAL INFORMATION

St. Louis Downtown Airport:

1680 Sauget Industrial Parkway
Sauget, IL 62206-1449

Change one,
8/1/02

Location:

St. Louis Sectional:
38 34' N. Latitude
90 09' W. Longitude

15.1 nautical miles from Troy
VOR on the 224 degree radial.

3.5 miles southeast of Downtown
St. Louis in the Villages of Cahokia
and Sauget, Illinois.

Elevation:

413 Feet MSL

Airport Office Telephone:

Area Code 618
337-6060 and 337-6061
Fax # 337-1597

Radio Aids to Navigation:

Troy (L) VORTAC, TOY 116.0,
Channel 107, 044 degrees,
15.1 NM from field.
Acove LOM CP 350 KHz.
121 degrees, 4.8 NM from field.
ILS I-CPS 109.1 Runway 30

Radio Communications:

Downtown Tower 120.9 MHz.
Downtown Ground 121.8 MHz.
Unicom 122.95 MHz.
ATIS 127.85 MHz.

Radar Advisory:

Available on Frequency ---
123.7 MHz.
(St. Louis Approach Control)

Fuel:

100 LL and Jet "A"

Runways:

Runway 12R-30L 7000' Bituminous
Runway 12L - 30R 3800' Concrete
Runway 4-22 2800' Bituminous

SECTION III – GENERAL INFORMATION (Cont'd)

<u>Landing Patterns:</u>	Left traffic, or as directed by tower, 800' AGL (1500 AGL for multi-engine and turbine). Right traffic for runways 12R and 30R during hours tower is not open.
<u>Landing Fees:</u>	None
<u>Ground Transportation:</u>	Taxicab and Auto Rentals (please call in on Unicom)
<u>Repairs:</u>	Major–Minor (Airframe and Engine)
<u>Lights:</u>	Runways and Taxiways, Beacon and Wind-Tee (Hours of darkness)
<u>Weather and NOTAMS:</u>	St. Louis FSS, telephone: 1-800-WX-BRIEF Recorded Weather telephone: 874-2670 ASOS weather observation: 332-0001
<u>Storage:</u>	Heated hangars, T-hangars and tiedowns.
<u>Services:</u>	Aircraft Sales and Service, Flight Instruction; Air Charter; Restrooms; Restaurant; Business Conference Room; Pilot Lounge; Rental Cars.
<u>Hours Attended:</u>	Continuous Tower 7:00 a.m. to 9:00 p.m.

SECTION IV – AIRCRAFT OPERATIONS

A. General

1. The Airport shall be open for public use 24 hours a day, seven days per week, subject to such restrictions as inclement weather, the condition of the landing area and any other considerations which may reasonably be determined by the Airport Director to be in the interest of public safety. The Airport shall be open for public use at night, provided that lighting systems are operated in the manner prescribed by the FAA. The Tower will be attended during the hours of 7:00 a.m. to 9:00 p.m. only. Line service will be attended during the hours of 7:00 a.m. to 10:00 p.m. daily, with other hours available by request or by FBO discretion.
2. No person shall operate any aircraft at this Airport unless the aircraft and operator are then properly certified by the Federal Aviation Administration.
3. No person shall interfere or tamper with any aircraft or put in motion the engine of such aircraft or use any aircraft, aircraft parts, instrument or tools, without permission of the owner or by written direction of the Airport Director.
4. The owners of all aircraft based on the Airport shall register their aircraft with the Airport Director's office prior to beginning operations thereon and shall inform such office of any changes in the ownership within five (5) days thereof.
5. No aircraft shall be operated on the surface of a landing area, ramp, or storage parking area, while the pilot or any person aboard controlling any part of the operation is under the influence of liquor or any narcotic or drug.
6. No aircraft shall be run up for tests or for any other purpose in any area where the noise or slip stream will be a nuisance to others. Taxiway "E" is the designated area for maintenance engine run ups.
7. No motorless aircraft may land or take off at the Airport without prior written permission from the Airport Director; provided, however, that there may be adopted rules and regulations governing take off and landing of motorless aircraft and prescribing the conditions under which such operations are to be performed and consent therefore given by persons designated therein.
8. No series of experimental flight demonstrations will be conducted at the Airport without express written approval of the Airport Director. Such approval shall not be granted unless and until the applicant obtains proper insurance coverage.
9. Helicopters shall not fly over the active runways at any time except at an altitude of 1500 feet MSL or higher unless under Tower control. Helicopters may land on the ramp parking area exercising due care. Autogiros shall land and take off on the active runway and taxi to the parking area as do fixed wing aircraft.

SECTION IV – AIRCRAFT OPERATIONS (Cont'd.)

10. Any Fixed Base Operator or the Airport Director may refuse to release any aircraft until all charges have been paid.
11. In the interest of safety, the Airport Director may remove any disabled aircraft from the runway with or without the owner's consent, and render a bill for such services to the aircraft owner.
12. Disabled or obviously unairworthy aircraft and parts thereof will be parked only on areas of the Airport removed from public view.
13. All persons involved in any personal, aircraft or automotive accident on the premises of St. Louis Downtown Airport shall make a report in writing to the Airport Director's office as soon as possible, but in any case within 48 hours of said accident.
14. These rules are supplemental, subordinate and complementary to those of the Federal Aviation Administration and the Illinois Department of Transportation, Division of Aeronautics.

B. Patterns

1. During Tower hours of operation, all aircraft will operate in accordance with Tower control. During the hours the Tower is not in operation, except as otherwise hereinafter expressly provided, all aircraft before landing and after takeoff shall be flown in accordance with the traffic pattern as outlined in Federal Aviation Regulations Part 91, General Operating and Flight Rules, and Part 93, Special Air Traffic Rules and Airport Traffic Patterns and any amendments promulgated from time to time by the Federal Aviation Administration.
2. Aircraft awaiting takeoff shall park at least 100 feet clear of the runway in use and in a position so as to have a direct view of aircraft approaching for a landing.
3. The active runway shall be the one closest to the direction indicated by the wind-tee, or as designated by the Air Traffic Control Tower.
4. When calm wind conditions exist, Runway 30L normally shall be the active runway. However, if other aircraft are using a different runway, abide by existing traffic.
5. All traffic patterns at St. Louis Downtown Airport are lefthand traffic except for runways 12R and 30R, or as directed by Tower.
6. All aircraft taking off shall proceed straight ahead to an altitude of at least 400 feet above the surface before executing a turn. Report any non-standard departures on CTAF frequency.

SECTION IV – AIRCRAFT OPERATIONS (Cont'd.)

7. Aircraft intending to remain in the traffic pattern shall climb straight ahead to 400 feet AGL and thereafter climb and maintain 800 feet AGL above the surface (1500 feet AGL for twin and turbine) after the first 90 degree turn.
8. When the ceiling is insufficient to maintain proper vertical separation from the clouds at the prescribed pattern altitude, the pattern altitude will be reduced as necessary to provide the proper vertical clearance. The traffic pattern will at no time be lower than circling minimums for the type of aircraft being flown.
9. Aircraft entering the traffic pattern shall do so at an angle of 45 degrees midway on the downwind leg at an altitude of 800 feet above the surface (1500 feet for twin and turbine).
10. Aircraft entering the traffic pattern shall exercise extreme caution and courtesy so as not to cause aircraft in the pattern to deviate from their course in order to provide adequate separation.
11. Large or fast aircraft having flight characteristics which make the above procedures impractical shall be flown at a traffic altitude of 1500 feet above the surface in a manner conforming to the circular pattern common to heavy and fast aircraft.

C. Take Offs and Landing

1. All cockpit and engine checks shall be made on the runup line prior to taxiing into position for the takeoff.
2. Aircraft landing at the Airport shall make the landing runway available to others by leaving the runway as promptly as practical.
3. All landings and takeoffs shall be made on runways only, except in an emergency; off-runway operations for airships, helicopters, and other aircraft may be approved by the Airport Director in advance.
4. No aircraft shall make a 180 degree turn after landing on a runway unless instructed to do so by the Tower.
5. When landing or takeoffs are made in a direction other than as prescribed in the above rule, the pilot is solely responsible for determining that the operation can be completed with safety and without interference with, or disruption of other traffic in the area. Such landings and takeoffs are not authorized for convenience and shall only be made for bonafide reasons such as permitting, under cross wind conditions, the use of a longer runway for heavily loaded or large aircraft, etc.

SECTION IV – AIRCRAFT OPERATIONS (Cont'd.)

D. Taxiing

1. Pilots shall taxi their aircraft slowly on the taxiways and exercise and display extreme caution at all times. Taxi speed shall not exceed 15 M.P.H.
2. Under no circumstances shall any aircraft be taxied into or out of any hangar. No taxiing shall be done except on areas designated for taxiing.
3. No person shall taxi an aircraft until he has ascertained that there will be no danger of collision with any person or object in the immediate area.

E. Parking of Aircraft

1. Privately owned aircraft shall be parked only in the tiedown areas or in the hangars.
2. Only transient aircraft and aircraft occupying leased tiedowns are allowed to park on Airport aprons.
3. Transient aircraft shall be parked only on the transient parking area or in hangars in positions assigned them by the Airport Director or a Fixed Base Operator.
4. The Airport Director may direct any aircraft on the Airport be moved. If the aircraft operator, owner, or pilot fails to comply, the aircraft may be towed at the operator's and/or owner's expense and without liability for any damage that may result from such moving.

F. Starting of Engines

1. No person shall attempt starting or cranking an airplane engine except when a competent operator is at the controls of said airplane.
2. Aircraft shall be started and warmed up only in places designated for such purpose by the Airport Director.
3. Aircraft engine runs shall be performed only with the aircraft in such a position that the propeller or jet blast will not be a hazard to people, buildings, other aircraft, and aircraft operating and maneuvering areas.

G. Repairing of Aircraft

1. No person shall repair an aircraft, aircraft engine, propeller, or apparatus in any area of the Airport other than that specifically designated for such purpose by contract or agreement or by permission of the Airport Director, except that minor maintenance adjustments may be done while the aircraft is on a loading ramp

SECTION IV – AIRCRAFT OPERATIONS (Cont'd.)

preparatory to take-off when such action is necessary to prevent a delayed departure.

2. All personnel employed by the aircraft owner or Lessee to perform maintenance or repairs on Lessee's aircraft must be registered in the airport administration office.

SECTION V – MOTOR VEHICLES

A. Licensing and Registration

No person shall operate motorized equipment of any kind on the Airport without a valid Operator's License and prior permission from the Airport Director.

B. Ramp Access Gate Cards

A card to operate the electronic gate controlling access to ramp areas may be obtained from Airport management provided:

1. Airport management considers access to be necessary or required.
2. Requester supplies a copy of current vehicle liability insurance for any and all vehicles they drive onto ramp areas. Minimum liability coverages are as follows:
 - a. \$250,000 Per Person
 - b. \$500,000 Per Accident
 - c. \$100,000 Per Accident, or
 - d. \$500,000 Combined liability limit
3. Approved card holders must keep the liability insurance, referred to in 1.(b.), current at all times. Failure to do so shall result in their gate card(s) being invalidated.
4. Card holders are not to pass their gate card to any other person to use. Violation of this provision will result in the gate card(s) being invalidated.
5. Any violation of any provision of the rules contained in this section will result in the violator's gate card(s) being invalidated.

C. Rules of Operation

1. No person shall, while on ramps, taxiways or other active aircraft areas:
2. Operate a motor vehicle in a reckless or negligent manner.
3. Operate a motor vehicle at a speed in excess of 10 MPH.
4. Fail to give proper signals.
5. Fail to obey posted directions or other traffic signs.
6. Operate a motor vehicle while under the influence of intoxicating beverages or narcotics.

SECTION V – MOTOR VEHICLES (Cont'd.)

7. Operate a motor vehicle while carrying more passengers than that for which the vehicle was designated, or, while any occupant thereof is riding outside the body of that vehicle, or, with arms or legs protruding therefrom.
8. Operate a motor vehicle inside any hangar unless the vehicle is equipped with exhaust protectors which prevent the escape of sparks or other flame propagation.
9. Park so as to block or obstruct any entrance or fire gate.
10. Vehicular and pedestrian traffic shall, at all times, yield the right of way to aircraft.
11. Vehicular and pedestrian traffic shall, at all times, pass to the rear of taxiing aircraft or aircraft on which the propeller is turning.
12. All vehicles authorized to operate on taxiways and runways shall:
13. Have constant radio communication with ground control operators, or, be escorted by a vehicle with ground control communication.
14. Receive permission from ground control operators before entering or moving from place to place on any taxiway or runway. Unauthorized entry is a Class C Misdemeanor, punishable by fine.
15. Have an amber or white rotating or flashing beacon on top of said vehicle, or, be escorted by a vehicle so equipped.
16. When parking adjacent to a runway shall park at a distance of at least 100 feet to the outside of the runway lights.
17. Between the hours of sunset and sunrise, have operating headlights and taillights visible for at least 500 feet. Operators must avoid shining their headlights toward operating aircraft or active landing areas to prevent creating landing illusions or blinding pilots.

D. Parking

1. No person shall park a motor vehicle:
 - a. In any area other than those specifically established for parking.
 - b. In parking areas other than in positions designated by marked lines or posted signs.
 - c. Adjacent to, or in front of T-Hangars.

SECTION V – MOTOR VEHICLES (Cont'd.)

- d. T-Hangar tenants shall park their vehicles in designated parking areas or inside their respective hangars only.
- e. Airport management is authorized to tow, otherwise move, or immobilize vehicles parked in violation of published rules or posted signs. Such movement or immobilization shall be at the expense of the owner, and Airport management assumes no liability for any damage arising from said movement.

E. Vehicle and Aircraft Repair

In order to protect the general use areas of the Airport, and prevent encroachment upon the rights of users, no owner or other person shall clean or make repairs to vehicles or aircraft anywhere other than in areas designated for that purpose.

F. Tampering

Except as otherwise provided, no person, other than the owner, shall move, interfere or tamper with any motor vehicle or aircraft, or put into motion, take or use any part therefrom, without the permission of the owner, or satisfactory evidence of the right to do so duly presented to Airport management.

G. Ground Transportation

No vehicle or aircraft for hire shall load or unload materials or passengers at any place other than areas designated by Airport management.

H. Violations

Violations of any of the above rules and regulations can result in the offenders gate card(s) being invalidated and ramp access privileges revoked.

SECTION VI – FIRE HAZARDS

- A. Smoking or lighting of open flames is prohibited in the following locations:
 - 1. Places with signs posted prohibiting smoking.
 - 2. On ramps or aprons where aircraft are parked.
 - 3. Within 50 feet of hangars, fuel trucks or fuel loading stations.
- B. No person shall start an open fire on the Airport for any reason whatsoever, except the Airport maintenance crew in performance of their duties.
- C. Except for oil in containers, not more than five aggregate gallons of flammable liquids or gases, including but not limited to gasoline, dope, paint, thinner, or solvent (other than fuel in aircraft fuel tanks), shall be stored in any facility housing aircraft, except as is necessary for use inside repair shops by approved Fixed Base Operators. A separate building for such storage may be required for insurance purposes.
- D. Except for oil in sealed containers or in drums equipped with hand operating dispensing pumps, no flammable liquids or gases shall be stored in any maintenance hangar in quantities aggregating more than five (5) gallons and said storage shall be in metal containers.
- E. No person shall use a volatile flammable substance for cleaning purposes inside any hangar or building, except with prior approval of acceptable safety precautions that are to be followed.
- F. No person shall operate any aircraft engine, electrical equipment, radio equipment, or any machinery or equipment producing unshielded sparks in any hangar.
- G. Spray painting will be permitted in maintenance hangars only in specifically enclosed areas isolated from all sources of open flame or sparks, and fully equipped with an exhaust ventilating system.
- H. Aircraft or aircraft engines shall not be cleaned or degreased unless such operations are done in an externally ventilated maintenance area properly equipped to handle such work or other suitable space designated for such purpose by the Airport Director.
- I. Fire extinguishers shall be maintained in operating conditions at all times by Fixed Base Operators in accordance with the requirements and rules of the Illinois Inspection and Rating Bureau, the Village of Cahokia and the Airport Director.

SECTION VII – AIRCRAFT FUEL AND LUBRICANT DISPENSING

A. Retail Aircraft Fuel and Lubricant Dispensing

All aircraft fuel and lubricants sold retail at St. Louis Downtown Airport will be dispensed by Fixed Base Operators under specific agreement authorizing the operation. The agreement, lease, or contract, will specify basic land, building and personnel requirements, hours of operation, equipment to be used, services to be provided, flowage fee, and markup authorized. Servicing, dispensing, or sale of aircraft fuel and lubricants without written approval of the Bi-State Development Agency is prohibited. Failure to obtain this written approval prior to any operations is basis for cancellation of any existing lease agreement. Lessees desiring to dispense aviation fuels and lubricants, as well as other related services, such as tiedown and parking, must provide full fueling services to the general public. The following minimum facilities and services will be provided:

1. Land

The leasehold shall contain a minimum area of 45,000 square feet to provide for building, private automobile parking, dispensing equipment and storage or parking areas equipped with ten (10) tiedowns. For helicopter-only operations, the minimum area is 30,000 square feet.

2. Buildings

Construct or lease a building providing a minimum of 5,000 square feet of properly lighted and heated floor space for office, restrooms, public lounge and public use telephone and 10,000 square feet of hangar space for indoor storage of aircraft. A minimum of 6,000 square feet total building space is required for a helicopter-only operation.

3. Personnel

One properly trained person shall be on duty during FAA Control Tower operating hours for fuel dispensing. The office shall be attended at all times during required operating hours.

4. Aircraft Service Equipment

Emergency starting equipment and adequate fire extinguishers shall be provided.

5. Services

Fuel, park and tiedown aircraft, wash aircraft, inflate tires, change aircraft engine oil, provide transportation for aircraft occupants from parking ramp to office, provide minor repairs and services not requiring certificated mechanic rating. Helicopter-only operations are not permitted to service Fixed-wing aircraft.

SECTION VII – AIRCRAFT FUEL AND LUBRICANT DISPENSING (Cont'd.)

6. Fuel Grades

A minimum of two grades of fuel, 100LL and Jet A, or one grade for helicopter-only operations, is required. Each grade of fuel will be stored in environmentally acceptable facilities. The minimum storage capacity for each grade is 10,000 gallons (20,000 gallons total). Mobile dispensing trucks shall have a 300 gallon minimum capacity for each grade of fuel. All fuel handling equipment and storage facilities will be required to meet the specifications set forth by the Federal Aviation Administration, Illinois Department of Transportation Division of Aeronautics, Illinois Fire Marshall, and the National Board of Fire Underwriters. Under no circumstances will fueling of aircraft from drums be permitted.

B. Private Aircraft Fuel and Lubricant Dispensing

1. Fixed Base Operators, Aviation Operators, and other Lessees operating aircraft based at St. Louis Downtown Airport whose requirements for aviation fuel make operation of specified fueling equipment economical, may be given permission to service their leased or owned aircraft with aviation fuel and lubricants subject to the safety standards and conditions contained herein.
2. Permission to privately dispense fuel and lubricants will be authorized in a specific agreement that will contain basic land, building, personnel, and equipment requirements for the type operation being planned. Failure to obtain this written permission in advance of any operations is basis for cancellation of any existing lease agreement.
3. Fueling will be done only from metered fueling dispensers, fixed or mobile, especially constructed for dispensing aviation fuel and having all safety devices specified by Rules and Regulations of the Federal Aviation Administration, Illinois Department of Transportation Division of Aeronautics, National Board of Fire Underwriters, and the Illinois Fire Marshall.

C. Fuel Dispensing Requirements

1. In addition to the general insurance requirements of the tenant's lease, special coverages of Products and Motor Vehicle Liability and Property Damage will be required.
2. The Lessee must notify the Airport of each fuel supplier and proof of purchase or an invoice must be submitted directly to the Airport by each fuel supplier. Proof of purchase submitted by the Lessee will not be accepted as the sole source of information on fuel purchases.

SECTION VII – AIRCRAFT FUEL AND LUBRICANT DISPENSING (Cont’d.)

3. A flowage fee will be charged on all fuel and lubricants purchased and/or consumed on St. Louis Downtown Airport. The flowage fee will be established through the agreement, lease or contract and is subject to review each fiscal year.

D. Handling of Aviation Fuel

1. Fueling Prohibited While Aircraft Engine Running

Aircraft fueling is prohibited while an engine of the aircraft being fueled is running or is being heated.

2. Bonding of Electrical Potential

During all fuel handling operations in connection with any aircraft at the Airport, the aircraft and the fuel dispensing or draining equipment shall be bonded by wire to prevent the possibility of static ignition of volatile liquids.

3. Distance from Hangar or Buildings

Aircraft being fueled shall be positioned so that aircraft fuel system vents or fuel tank openings are not closer than 25 feet (8 meters) from any terminal building, hangar, service building, or enclosed passenger concourse (other than a loading walkway) or within 50 feet (15 meters) of any combustion and ventilation air intake to any boiler, heater or incinerator room facing the ramp side of the terminal or concourse.

4. Fire Extinguishers Available

During fuel handling operations in connection with any aircraft at least two fifteen pound CO₂ or other equivalent type fire extinguishers approved by the National Board of Fire Underwriters shall be kept immediately available.

5. Operating Radio, Radar or Electrical Equipment Prohibited

During fueling operations in connection with any aircraft no person shall operate any radio transmitter or receiver or any electrical switches or any radar equipment in such aircraft or do any act or use any material that is likely to cause a spark within 50 feet of such aircraft. No airborne radar equipment shall be operated or ground tested wherein the directional high intensity beam is within 100 feet of another aircraft, an aircraft refueling operation, an aircraft refueling truck or flammable liquid storage facility.

6. Prevent Fuel Overflow

Persons engaged in aircraft fuel handling shall exercise care to prevent overflow of fuel. Any spill of 25 gallons or more must be reported immediately by

SECTION VII – AIRCRAFT FUEL AND LUBRICANT DISPENSING (Cont’d.)

telephone to the Illinois Environmental Protection Agency at 1-800-782-7860 and to the Airport Director.

7. Starting Engine Where Fuel on Ground Prohibited

No person shall start the engine or engines or any aircraft when there is gasoline or any type of fuel on the ground within 25 feet of the engine to be started.

8. Storage and Parking of Refueling Units

Refueling units, when not in use, shall be stored or parked only in those locations designated or approved by the Airport Director

9. Motorized Equipment

During fueling or defueling operations all motorized equipment used for servicing aircraft shall be parked in such a way that it may be readily driven or towed away from the place in the event of an emergency.

10. Fueling Prohibited While Aircraft Occupied

No occupants are permitted in aircraft during fueling operations.

SECTION VIII – COMMERCIAL ACTIVITY

- A. Any commercial activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations shall be known as an aeronautical activity.
- B. Any aircraft operating under one or more of the categories below is to be considered a commercial aircraft and must comply with the rules established for a commercial activity:
 - 1. Carrying passengers for hire.
 - 2. Available for rental, hire or charter.
 - 3. Student instruction and its kindred operations.
 - 4. Any commercial purpose not above mentioned.
- C. No person shall engage in any business or commercial activity of any nature whatsoever on the Airport without the prior written approval of and under such terms and conditions as may be prescribed in writing by the Bi-State Development Agency.
- D. Lease Agreements for aeronautical activities will not grant any power, privilege, or other right excluding or debarring another from enjoying or exercising a like power, privilege, or right.
- E. No person shall post, distribute, or display signs, advertisements, circulars, or printed or written matter at the Airport without the written permission of the Airport Director.
- F. The soliciting of fares, alms or funds for any purpose on the Airport without the permission of the Airport Director is prohibited.

SECTION IX – FLYING CLUBS

- A. All flying clubs desiring to base their aircraft and operate on the Airport must comply with the applicable provisions of these Rules and Regulations. However, they shall be exempt from regular Commercial Activity requirements upon satisfactory fulfillment of the conditions contained herein.
- B. Each club must be a non-profit corporation or partnership. Each member must be a bonafide owner of the aircraft or a stockholder in the corporation. The club may not derive greater revenue from the use of its aircraft than the amount necessary for the actual use of operation, maintenance, and replacement of its aircraft. The club will file and keep current with the Airport Director a complete list of the club's membership and investment share held by each member. At any time the Airport Director has reason to believe a club aircraft is being so operated that it falls under the "commercial" classification, he shall so notify the club and if they fail to remedy these conditions, they shall be reclassified and must comply with the requirements for any other Commercial Activity.
- C. The club's aircraft will not be used by other than bonafide members for rental and by no one for commercial operations. Student instruction can be given in club aircraft to club members provided such instruction is given by a lessee based on the Airport who provides flight training or by an instructor who shall not receive remuneration in any manner for such services.
- D. In the event that the club fails to comply with these conditions, the Airport Director will notify the club in writing of such violations. If the club fails to correct the violations within fifteen (15) days thereafter, the Airport Director may recommend to the Bi-State Development Agency any action deemed advisable, including cancellation of lease.
- E. The flying club must furnish satisfactory evidence of insurance indicating Single Limit Aircraft and Comprehensive Airport Liability Coverage of \$1,000,000 for Bodily Injury and Property Damage.

SECTION X – LEASE AGREEMENT REQUIREMENTS

A. General

1. Any person offering any services or combination thereof on the Airport shall do so under written Lease Agreement with the Bi-State Development Agency. In accordance with stipulations contained in the Grants of Federal funds from the Federal Aviation Administration, all leases will contain the following clauses:
 - a. Lessee agrees to operate the premises leased for the use and benefit of the public.
 - (1.) To furnish good, prompt, and efficient services adequate to meet all the demands for its service at the Airport.
 - (2.) To furnish said services on a fair, equal, and non-discriminatory basis to all users thereof, and
 - (3.) To charge fair, reasonable, and non-discriminatory prices for each unit of sale or service, provided that the Lessee may be allowed to make reasonable and non-discriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
 - b. The Lessee, his agents and employees will not discriminate against any person or class of persons by reason of race, color, creed or national origin in providing any services or in the use of any of its facilities provided for the public, in any manner prohibited by Part 21 of the Regulations of the Office of the Secretary of Transportation which implements Title VI of the Civil Rights Act of 1964. The Lessee further agrees to comply with such enforcement procedures as the United States might demand that the Lessor take in order to comply with the Sponsor's Assurances.
 - c. It is clearly understood by the Lessee that no right or privilege has been granted which would operate to prevent any person, firm or corporation operating aircraft on the Airport from performing any services on its own aircraft with its own regular employees (including, but not limited to, maintenance, repair and fueling) that it may choose to perform.
 - d. It is understood and agreed that nothing herein contained shall be construed to grant or authorize the granting of an exclusive right within the meaning of Title 49 USC Subtitle VII, as amended.
 - e. Lessor reserves the right to further develop or improve the landing area of the Airport as it sees fit, regardless of the desires or view of the Lessee, and without interference or hindrance.
 - f. Lessor reserves the right, but shall not be obligated to Lessee, to maintain and keep in repair the landing area of the Airport and all publicly owned facilities

SECTION X – LEASE AGREEMENT REQUIREMENTS (Cont'd.)

- g. of the Airport, together with the right to direct and control all activities of Lessee in this regard.
 - h. During the time of war or national emergency Lessor shall have the right to lease the landing area or any part thereof to the United States Government for military or naval use, and, if such lease is executed, the provisions of this instrument insofar as they are inconsistent with the provisions of the lease to the Government, shall be suspended. Lessor reserves the right to take any action it considers necessary to protect the aerial approaches of the Airport against obstruction, together with the right to prevent Lessee from erecting, or permitting to be erected, any building or other structure on or adjacent to the Airport which, in the opinion of the Lessor, would limit the usefulness of the Airport or constitute a hazard to aircraft.
 - i. Any executed lease shall be subordinate to the provisions of any existing or future agreement between Lessor and the United States, relative to the operation or maintenance of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of Federal funds for the development of the Airport.
2. All Lessees shall furnish satisfactory evidence of the following insurance coverage and conditions:
- a. Single Limit Airport Premises Liability of \$1,000,000 for Bodily Injury and Property Damage.
 - b. Where applicable, Hangarkeeper's Liability, Products Liability and Aircraft Liability in an appropriate amount.
 - c. Workmen's Compensation insurance as required by the State of Illinois.
 - d. Policies shall also name the Bi-State Development Agency as a named insured and shall contain a clause which shall provide that in the event Lessee's insurance coverage, or any part thereof, should be cancelled or materially changed, Bi-State shall receive at least fifteen (15) days prior written notice of such change.
3. All lease agreements shall be for a minimum of one (1) year and a maximum of five (5) years except that longer periods will be authorized when new construction is to be amortized.
4. The Bi-State Development Agency will not accept or take action on a request to lease building space or land area or in any way permit the installation of a commercial activity until after the candidate Lessee, in writing, submits a proposal which sets forth the scope of operation he/she proposes, including the following:

SECTION X – LEASE AGREEMENT REQUIREMENTS (Cont'd.)

- a. The amount of land the Lessee desires to lease.
 - b. The building space to be constructed or leased.
 - c. The services to be offered.
 - d. The hours of proposed operation.
 - e. The number of persons he/she will employ.
 - f. The number of aircraft to be based at the Airport.
 - g. Certificate of Insurance or other satisfactory evidence indicating the ability to obtain coverages as required.
 - h. Evidence of his financial capability to perform and provide the above services and facilities for a minimum of one (1) year. The Bi-State Development Agency shall be the sole judge of what constitutes adequate financial capacity.
5. Building space requirements may be provided in one building, attached buildings or in separate buildings.
 6. All Lessee personnel required to hold Federal Aviation Administration certificates and ratings shall maintain such certificates and ratings.
 7. All Lessees are responsible for strict compliance with all State and Federal laws pertaining to employees, including but not limited to Social Security, Unemployment Compensation and Wages and Hours.
 8. All Lessees are included in the Airport's National Pollutant Discharge Elimination System (NPDES) Permit for discharges of industrial storm water, and are accountable for compliance with the conditions of the Permit.

SECTION XI – PUBLIC AND LESSEE OR TENANT USAGE

A. Scope

All persons shall be governed by the Rules and Regulations prescribed herein while on, or occupying any area of the St. Louis Downtown Airport and they shall also be subject to comply with the orders and instructions of the Airport Director relative to the use and occupancy of Airport property and Airport facilities.

B. Disorderly Conduct

No person shall commit any disorderly, obscene or indecent act, or commit any act of nuisance or intoxicated. No person shall conduct or engage in any form of gambling or consume alcohol on the airport without express written approval of the Airport Director.

C. Sanitation

No person shall dispose of garbage, papers, refuse, or other material on the Airport except in the receptacles provided for that purpose; nor use the restrooms other than in a clean and sanitary manner; nor expectorate on the floors, walls or other surfaces of any Airport building.

D. Preservation of Property

No person shall destroy, injure, deface, or disturb in any way any building, sign, equipment, marker, or other structures, tree, flower, lawn or other property on the Airport; nor alter, make additions to, or erect any building or sign or make excavations on the Airport without permission; nor willfully abandon any personal property on the Airport.

E. Weapons, Explosives and Inflammable Materials

No persons except Peace Officers, duly authorized Post Office, Airport and Air Carrier Employees or members of the Armed Forces of the United States on official duty shall carry any weapons, explosives, or flammable material on the Airport, except cased sporting guns carried for transshipment.

F. Use of Roads, Walks, and Parking Lots

1. No person shall travel on the Airport other than on the roads, walks, parking lots or places provided for the particular class of traffic.
2. No person shall occupy the roads, walls, or parking lots in such a manner as to hinder or obstruct their proper use.
3. No pedestrian shall be upon any landing area of the Airport without first having obtained a signed permit from the Airport Director, except authorized aircraft mechanics.

SECTION XI – PUBLIC AND LESSEE OR TENANT USAGE (Cont'd.)

4. No person shall enter any restricted area that is posted as closed to the public except persons authorized in writing by the Airport Director.

G. Use of Hangar Space

The performance of any aircraft maintenance, washing, lubricating, draining of oil or painting, by any person other than the aircraft owner, or his/her employee, in any hangar space leased for storage, is prohibited.

H. Animals

Except for seeing-eye dogs, animals are not permitted in Airport buildings, land areas, ramp areas, aircraft storage and parking areas. Dogs to be transported by air will be constrained by leash or otherwise properly confined.

I. Lost Articles

All lost articles shall be turned in to the Airport Director's office by the finders. Any such articles not claimed in sixty (60) days will be disposed of in accordance with the provisions of the Illinois Statutes on unclaimed property.

J. Loitering and Refusal to Comply

No person shall loiter or loaf on any part of the Airport or in any building on the Airport; nor shall any person come upon or use the Airport, except while traveling through as a passenger on a bus or taxicab or while enplaning or deplaning as a passenger on an aircraft operating on the Airport, after such person has been denied the use of the Airport by the Director. Any person or persons who shall refuse to comply with these applicable rules and regulations, after proper request to do so by the Airport Director or other authorized representative, shall be requested to leave the Airport, and in the event of his or their failure to comply with a proper request to abide by the Rules and Regulations of the St. Louis Downtown Airport, shall be arrested for trespassing.

K. Penalties

The Bi-State Development Agency, the Airport Director or an authorized representative may remove or evict from the Airport premises any person who knowingly or willfully violates any rule or regulation prescribed herein, or any rule or regulation in effect by the Federal Aviation Administration or the Department of Aeronautics of the State of Illinois, and may deny the use of the Airport and its facilities to any such persons if it is determined that such denial is in the public interest.

SECTION XI – PUBLIC AND LESSEE OR TENANT USAGE (Cont'd.)

L. Liability

The Bi-State Development Agency assumes no responsibility for loss, injury or damage to persons or property by reason of fire, theft, vandalism, wind, flood, earthquake, collision, strikes, or acts of God or of the public enemy, nor does it assume any liability for injury to persons while on the Airport or while using the facilities of same, or for property damage.

M. Indemnity

The privilege of using the Airport and its facilities shall be upon the condition that any person using same shall assume the full responsibility and risk for the use thereof and shall release and hold harmless and indemnify the Bi-State Development Agency, their officers, employees, and authorized representatives from any and all liability or loss resulting from such use.

SECTION XII – REVISIONS

The Bi-State Development Agency reserves the right, to at any time without notice, revise, modify change, or waive any or all of the foregoing Rules and Regulations.