

NORTH LITTLE ROCK AIRPORT
RULES AND REGULATIONS
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I. DEFINITIONS

Abandoned Property: Personal property, except motor vehicles, is deemed abandoned if left unused for more than thirty (30) consecutive days unless in compliance with a lease or with permission of the Airport Director.

Abandoned Vehicle: A vehicle is deemed abandoned if airport personnel has not observed the vehicle being moved or used for thirty (30) consecutive days unless the owner has informed the Airport Director of the length of time the vehicle will be parked and has received written permission from the Airport Director to park in that location for the requested length of time.

Abandoned Aircraft: An aircraft left to fall into a state of disrepair, disuse, or both, that is not observed by airport personnel to be used, attended or receiving any maintenance activity for thirty (30) consecutive days or more, unless the aircraft owner has offered a reasonable explanation for the aircraft's status to the Airport Director and received written approval for the owner's plans for the rehabilitation or disposition of the aircraft.

Aeronautical Activity: Any activity that involves, makes possible, or is required for or related to the storage, maintenance, or operation of aircraft or that contributes to or is required for the safety of such operations.

Aircraft Parking and Storage Areas: Airport hangars, open shade hangars, tie downs, and ramp areas identified by the Airport Director for parking, storing, and securing aircraft. This includes:

- (a) Locations specifically assigned for short-term or long-term aircraft parking.
- (b) Hangars designated for aircraft storage and protection from the elements.
- (c) Apron areas approved for aircraft maintenance activities.
- (d) Designated zones where self-fueling operations may be conducted in accordance with Airport policies and applicable regulations.

Airport: The North Little Rock Regional Airport and all associated property owned and operated by the City of North Little Rock, acting through the North Little Rock Regional Airport Commission.

Airport Building: A structure owned, leased, or occupied by the Airport.

City: The City of North Little Rock, Arkansas, the legal owner and designated sponsor of the North Little Rock Regional Airport. "City" includes any City of North Little Rock employee,

agent, or elected official while acting in connection with the Airport on behalf of the City in an official capacity.

Commercial Business: A business located on Airport Property that sells goods, services, or both to the public. A commercial business may be a fixed base operator ("FBO") or a non-aeronautical business if the Commission determines that the non-aeronautical business will provide Airport revenue, advance the Airport's mission, or offer convenience or other benefit to persons using the Airport for aeronautical purposes.

Common Areas: Any portion of Airport property not subject to exclusive-use agreements. All Common Areas are under the exclusive control of Airport Management, which reserves the right to modify, reconfigure, or discontinue such areas or services at its sole discretion, provided such changes do not unreasonably interfere with tenant operations.

Federal Aviation Administration ("FAA"): The United States federal government agency within the Department of Transportation responsible for regulating and overseeing civil aviation in the United States and territorial waters.

Fixed Base Operator ("FBO") or Other Aircraft Support Facility ("ASF"): An FBO is an aeronautical support facility that provides one or more of the following services: aircraft fueling, flight instruction, aircraft rental, aircraft maintenance. ASF services may include, without limitation, airframe repair, engine repair and installation, avionics repair and installation, painting, interior, aircraft parts and similar goods and services.

Fuel Handling: Fuel transportation, storage, and delivery, and the fueling, fuel sampling, and draining of fuel or fuel waste products, from an aircraft.

Improvement: A permanent enhancement or addition to Airport property such as a building or other facility.

Leasehold: An identified and described parcel of land, including any improvements, leased from the Commission. Leased Premises are subject to the terms, conditions, and restrictions of the lease and by these Rules and Regulations.

National Transportation Safety Board ("NTSB"): The federal agency charged with, among other things, investigating civil aviation accidents in the United States.

North Little Rock Airport Commission ("Commission"): The Commission is the governing body appointed by the Mayor of North Little Rock and confirmed by the City Council—

responsible for establishing Airport policy, guiding its development, and serving as the designated Lessor in all Airport lease agreements

North Little Rock Airport Director ("Airport Director"): The individual appointed by the Mayor and the Commission to manage the daily operations of the Airport and has authority to enforce the Commission's rules and regulations.

ORK: refers to the airport designator code for the North Little Rock Regional Airport as established by the International Air Transport Association ("IATA").

Rules and Regulations: The conditions, responsibilities, obligations, and criteria established by the Airport Commission that must be satisfied as a condition of the entry upon and use of Airport property, facilities, or services.

Special Event: A scheduled event open to the public such as an airshow, fly-in, or exhibition.

Taxilane: The portion of the aircraft parking area used for access between taxiways and aircraft parking position.

Taxiway: A defined path established for the taxiing of aircraft from one part of an airport to another.

Tenant: An airport lessee or sub-lessee.

Unmanned Aircraft System ("UAS"): An aircraft and the equipment necessary for the safe and efficient operation of that aircraft without the possibility of direct human intervention from within or on the aircraft.

Vehicle: means every device to transport one or more persons, cargo, or both, which is self-propelled or propelled by one or more users.

Visitor: Any individual who enters Airport property for any purpose other than aeronautical activity.

II. GENERAL PROVISIONS:

(a) Introduction:

- (1) City owns the Airport and acts through the Commission and the Commission's Airport Director.
- (2) The Commission promotes and carries out airport safety; airport development, including products and services; and establishes Airport Rules and Regulations.
- (3) The Airport Director manages the Airport's daily operations.

(4) Together the Commission and the Airport Director safeguard compliance with FAA requirements and ensure that aeronautical services and facilities are fairly and reasonably available to all airport tenants, visitors, and aeronautical users.

(b) Policy Statement – Airport Operations and Use of Facilities:

(1) The Commission and the Airport Director are dedicated to operating, managing, planning, financing, and developing the Airport in ways that promote the airport's utility.

(2) FBO, ASF, and other commercial applicants are provided fair and reasonable opportunities to qualify for and, where appropriate, occupy available facilities, without unlawful discrimination.

(3) All tenants must comply with these rules and regulations as may be amended from time to time.

(4) The granting of rights or privileges to engage in aeronautical activities does not confer any exclusive use of Airport premises or facilities, except for those areas expressly leased to an operator, and only to the extent specified in the written lease agreement.

(c) Conflicts of Laws: federal laws and rules take precedence over conflicting state laws and rules, which in turn take precedence over conflicting Municipal codes and Airport rules. If various provision on the same subject do not conflict (that is, can stand together), then the provision establishing the higher standard for the protection and promotion of public health and safety governs.

(d) Enforcement:

(1) Violation of any applicable federal or state laws, rules, or Airport Rules and Regulations, may be cause for:

(A) Establishing a deadline to achieve compliance.

(B) Removal or relocation of abandoned property or property placed or left in violation of these rules.

(C) Payment of costs related to the violation, including without limitation legal fees, and damages.

(D) Future airport access restriction.

(E) Lease termination.

(F) Revocation of operating privileges.

(G) Any other penalties provided by law or rule.

(2) Enforcement actions will be narrowly tailored to remedy and prevent violations of these rules.

(3) (A) Each person subject to an enforcement action may request the Commission to review and rescind or modify the enforcement action.

(B) Upon request the Commission Chair may stay the enforcement action pending the Commission's review. The Commission Chairman must act on a stay request within three (3) business days of its receipt by issuing a written determination. If the Commission Chairman denies a stay request the denial must state the reason(s) for denial.

(C) Requests must be filed in writing and be received by the Airport Director within ten (10) business days of receipt of notice of the enforcement action.

(C) The Commission will review the request at the next regularly scheduled Commission meeting, or the following regularly scheduled Commission meeting if the requesting person asks for the delay.

(E) At the conclusion of the review the Commission will announce its decision, which is final, and will provide a written copy of that decision to the affected person(s) within ten (10) business days.

(4) Nothing in these rules is a full or partial waiver of any governmental immunity. The reasonable exercise of this enforcement authority with ordinary care will not give rise to any cause of action for injury or damages, including damages for loss of use.

(e) Airport Closure:

Whenever the Airport Commission Chair, the Airport Director, or the Airport Commission Chair's designee determines that unsafe conditions exist at the Airport, or when necessary to facilitate construction, maintenance, or repairs, the Airport Director may close some or all of the Airport by issuance of a Notice to Airmen ("NOTAM") specifying the scope and duration of the closure (which may be until further notice if the duration cannot be determined when the NOTAM is issued).

(f) Smoking:

(1) The use of tobacco products, including smokeless tobacco products, is prohibited in Airport buildings, and within twenty (20) feet of any:

(A) Vehicle owned, leased, or used by the Airport.

(B) Open flame.

(C) Aircraft fueling.

(D) Fuel storage.

(E) Airport building entry/exit door.

(2) The Airport Director may identify outdoor smoking areas.

(3) All smoking materials, including matches, must be extinguished and disposed of in appropriate containers.

(4) The Airport Director will ensure periodic cleanup of designated smoking areas.

(g) Waste and Refuse:

(1) All persons entering the Airport must properly dispose of their waste and refuse in designated waste containers.

(2) All disposal of petroleum products, industrial waste, or other hazardous materials must comply with applicable federal, state, and local laws and rules.

(h) Airport Access Code:

(1) Use of Airport entry access codes and devices is limited to individuals who are expressly authorized to do so.

(2) Individuals granted an access code or device must ensure its secure use and may share the code only with their aircraft crew and direct employees or agents acting on their behalf. Any other code or device usage requires written approval from the Airport Director.

(i) UAS Operations: All UAS operations must comply with applicable FAA rules, including 14 CFR part 107, Remote ID requirements, and any waivers or authorizations issued by the FAA.

(j) Animals:

(1) No individual may bring a dog or any other animal onto airport property unless the animal is securely restrained by a leash not exceeding six feet in length, or otherwise properly confined as determined by the Airport Director., except that this restriction does not apply to service and support animals actively engaged in service and support and registered with the Official U.S. Service and Support Animal Registry.

(2) Animals must always remain under control.

(3) All animal waste must be promptly collected and disposed of in a sanitary manner.

(4) No person may feed stray animals on Airport property.

(k) Leases:

- (1) The Commission must approve all airport leases.
- (2) All leases must be executed in writing.
- (3) Lease terms must comply with all applicable federal, state, and local laws, rules, and regulations.
- (4) Leased premises must be used exclusively for the purposes specified in the lease agreement and must not disrupt or compromise airport operations or safety.

(l) Outdoor Storage:

No person, other than the Airport or the Director's designees, may leave or place his or her personal property outdoors in any Airport common area unless ancillary to the use of leased property or for operational purposes, and temporary outdoor placement of property is permitted for loading and unloading if the property does not obstruct or impede any person's lawful use of airport facilities.

(m) Property Damage, Harmful Activity:

No person may intentionally or negligently destroy, deface, or damage Airport property or impede or disrupt Airport operations or businesses.

(n) Alterations and Construction on Airport Property:

- (1) No individual, tenant, or entity may modify, alter, or construct any signs, buildings, aircraft parking or storage areas, on leased premises, or other Airport property without obtaining all required permits and receiving prior written approval from the Airport Director. This includes the erection of any structure or improvement that requires a building permit under the City Building Code.
- (2) All work must comply with City building codes and permitting.
- (3) Upon completion of any alteration or construction, the responsible party must submit accurate as-built plans to the Airport Director for recordkeeping and inspection purposes.
- (4) Minor interior modifications that do not require a building permit—such as painting, carpeting, or similar cosmetic enhancements—are exempt from this approval requirement.

(o) Restricted Access during Airport Emergencies and Disasters:

Because responders must have immediate and unimpeded access to the Airport in case of emergency or disaster, no one other than emergency responders may enter upon or remain in any area affected by an airport emergency or disaster unless:

- (1) Responders have not arrived and the activity is protected by the Arkansas Good Samaritan law.
- (2) Specifically requested to assist by responders.
- (3) Authorized or requested by the Airport Director.

III. AIRCRAFT OPERATING RULES

(a) Operating Rules:

- (1) All aircraft approaching, departing, parking, or operating on airport property must adhere to all applicable provisions of Title 14 of the Code of Federal Regulations.
- (2)(A) All helicopter operations must maintain safe separation from buildings, hangars, parked aircraft, and other airport infrastructure.
(B) To the extent practicable, helicopters must avoid flying over or hovering above individuals, vehicles, buildings, or other aircraft within the boundaries of the Airport.

(b) Aircraft Parking:

- (1) No person may park, leave parked, or allow any aircraft to remain stationary on airport property except within a specifically assigned, designated, aircraft parking or storage area.
- (2) Aircraft must be fully contained within the boundaries of the assigned area and may not encroach upon or extend into adjacent common areas or other designated spaces.
- (3) Nothing in this section is intended to prevent temporary parking for mechanical or safety reasons, to secure fuel or maintenance, or to be assigned a designated parking spot, if the aircraft does not impede any other Airport operations.

(c) Removal of Disabled Aircraft:

- (1) The owners and pilots of disabled aircraft located within an Airport common area are jointly responsible for prompt removal of the disabled aircraft at the owner's expense.
- (2) Removal may be deferred only if authorized by the Airport Director, the FAA, or the NTSB due to an active investigation.
- (3) If the aircraft is not promptly removed as required, the Airport Director is authorized to arrange for its removal.

(4) If a disabled aircraft is subject to an investigation, no cargo, baggage, or other contents may be removed until the aircraft has been formally released by the FAA or NTSB.

(d) Accident Reporting:

(1) Aircraft Damage: In addition to any other required reporting, aircraft crewmembers must report to the Airport Director, as soon as practicable, aircraft damage sustained during Airport aeronautical activities.

(2) Airport damage:

(A) Any person involved in an incident or accident that causes damage to Airport property must notify the Airport Director as soon as practicable, but no later than twenty-four (24) hours following the incident or within twenty-four (24) hours after regaining the capacity to make the report, whichever occurs first.

(B) Upon request, the involved party or parties having the capacity to do so must submit a written report to the Airport Director. To the extent known by the reporter, the report must include:

(i) Names and addresses of all individuals involved.

(ii) A detailed description of the accident, including the conditions and circumstances preceding the accident.

(iii) A complete list of all damaged property.

IV. VEHICLES AND PEDESTRIANS

(a) Parking:

(1) Vehicle parking is prohibited in any location or manner that blocks or impedes aircraft movement or hangar access; interferes with airport operations; damages Airport property; or creates a safety hazard.

(2) The Airport Director may grant exceptions to this policy for approved special events, subject to prior coordination and written authorization.

(b) Vehicle Operation:

(1) Vehicles must not interfere with airport operations or create a safety hazard for any person, including the operator, or to property.

(2) Motorized vehicle operators must comply with the rules and regulations governing licensed vehicle operators., except Official Airport and FBO vehicle operators to the limited extent necessary to carry out Airport and aeronautical operations.

(c) Outside Vehicle Storage: The Airport may not be used to store vehicles other than vehicles used to transport persons to or from the airport. Motor homes, boats, utility trailers and recreational vehicles may not be stored on Airport property without written permission from the Airport Director. based on a finding that the storage is on leased premises and does not limit or interfere with aircraft storage.

(d) Pedestrian Safety: To ensure personal safety and provide secure aircraft and vehicle operation, pedestrians may not obstruct, encroach upon, or interfere with aircraft or ground vehicular movement or operations, except that FBO employees may engage in aircraft marshalling.

V. LEASES

(a) Application: Prospective tenants must complete and submit a formal lease application, accompanied by the required application fee as specified in the current lease application guidelines. Each lease application must include: (1) a detailed statement of the intended use of the leasehold premises, including a description of any proposed improvements, if applicable, and (2) the requested lease term, which must reflect the applicant's anticipated financial investment and corresponding amortization schedule.

(b) Improvements: If the tenant intends to construct improvements to the leasehold, the application must:

(1) Include written assurance that the proposed leasehold is sufficient to accommodate all intended activities and services, and that the proposed improvements comply with all applicable building codes, zoning ordinances, and Federal Aviation Administration (FAA) standards.

(2) Include a site plan certified by a professional engineer or architect duly licensed to practice in the State of Arkansas. Each site plan must depict the location of all proposed improvements within the leasehold, designated automobile parking areas (if applicable), grading and drainage plans, and landscaping or planting plans (if applicable).

(3) Include credible assurance of compliance with all permits, licenses, inspections, laws and rules applicable to any commercial activity planned for the leasehold.

(4) Be submitted to the Airport's Engineer of Record for review and approval before consideration by the Commission. The applicant is responsible for all costs associated with the application process, including fees incurred for engineering review.

(5) Include all necessary approvals from the Airport's Engineer of Record and any other relevant documentation requested by Airport staff.

(6) Be submitted, along with payment and required approvals, to the Commission no less than thirty (30) calendar days before the scheduled date of Commission review. Incomplete or late submissions may result in deferral or denial of the application.

(c) Execution: The lease application and all supporting documentation is incorporated into and made part of the final lease agreement. The executed lease must include a certified legal description and accurate survey of the leasehold premises.

(d) Subordination: All leases are subordinate to any existing agreements between the Airport and the City of North Little Rock, which must be disclosed on the lease, and to current and future Federal laws and rules relating to Airport or operation, maintenance, or development including, without limitation, agreements executed with the United States as a condition of receiving federal funding.

(e) Compliance: Tenants and the Commission must comply with all terms, conditions, and obligations set forth in the lease agreement as executed.

(f) Improvement and Modernization: The Airport encourages hangar improvement and modernization and establishes these rules to allow extended leases for persons who improve their leaseholds.

(1) Tenants seeking to make substantial capital improvements to existing hangars may propose improvements and request an extension of their current or an assignable lease term, if the proposed improvements:

(A) Bring the hangar into compliance with current building codes, Airport Rules and Regulations, and applicable FAA regulations.

(B) Represent a meaningful investment in structural, operational, or safety enhancements that add value to the hangar.

(C) Are clearly documented in a written improvement proposal submitted to the Airport Director.

(2) Each hangar improvement proposal must include:

(A) A detailed scope of work and timeline for completion.

(B) Architectural or engineering plans, if applicable.

(C) Estimated costs and financing method.

(D) A statement of how the improvements will enhance safety, functionality, compliance, or value.

(E) Any required permits or approvals.

(3) The Airport Director will promptly review all improvement proposals and make a recommendation to the Commission, which may approve a lease extension commensurate with the scale and value of the proposed improvements, not to exceed the maximum term allowed under applicable law or Airport policy, contingent upon:

(A) Timely completion of the approved improvements.

(B) Verification of compliance through inspection by the Airport or its designated representative.

(C) Execution of an amended lease agreement reflecting the new term and updated obligations.

VII. AIRCRAFT PARKING AND STORAGE AREAS

(a) Temporary Parking: Aircraft may be temporarily parked on available ramp areas.

(b) Aircraft Storage: Aircraft may be stored in hangars, open shade hangars, and on tie downs.

(c) Stored aircraft: Each aircraft must be listed for the storage position occupied.

(d) Aircraft must be stored entirely within the leased storage position, except that temporary staging or fueling of aircraft is permitted.

(e) Aircraft must not obstruct vehicle or other aircraft movement or operations.

(f) Additional Tenant Parking: In addition to other available parking, tenants may park personal vehicles in and adjacent to their aircraft storage areas while the tenant's aircraft is temporarily elsewhere.

(g) No flammable or combustible material may be stored in an open shade hangar or on a tie down.

(h) Maintenance in Aircraft Storage Areas:

(1) Preventative maintenance, recurrent maintenance, and major alterations and repairs may be performed in any aircraft storage area by FAA qualified personnel.

(2) Tools or equipment must not disrupt or overload airport utility services.

(i) Aircraft storage area Business Use: No aircraft storage area, other than storage areas leased by FBOs, may be used as a place of business for commerce or enterprise except as provided in the lease or approved in writing by the Commission.

(j) Non-aeronautical use of an aircraft storage area is prohibited except for minor and incidental uses that do not inconvenience or increase cost to any other tenant or interfere with any aeronautical use.

VIII. FBOs and ASFs

(a) To be considered, potential FBOs and ASF's must submit the following to the Commission:

- (1) A detailed description of the proposed services.
- (2) Copies of all required certifications, licenses, or authorizations issued by the FAA or other relevant regulatory bodies.
- (3) Demonstration of financial capacity to initiate and sustain the proposed activity, including any required construction of facilities or appurtenances.

(b) FBOs must:

- (1) Maintain adequate equipment and infrastructure necessary for the FBO's specific services.
- (2) Employ qualified personnel with appropriate licenses, certifications, and experience.
- (3) Maintain the equipment and personnel necessary to deliver the FBO's specific services sufficiently to meet reasonably anticipated demand.
- (4) Serve all customers on a fair and non-discriminatory basis.
- (5) Adhere to non-discrimination standards in all employment and business practices, including without limitation, race, color, religion, disability, age, sex, gender identity, or national origin.

(c) Subcontracts and Subleases: All on-airport subcontractors and sublessees must meet the applicable regulatory, operational, and safety requirements for the services they provide and are jointly and severally responsible for the subcontractor's or sublessee's performance, conduct, and regulatory compliance.

(d) Space Requirements: FBOs must comply with any additional space requirements applicable to the specific aeronautical services they offer. However, space requirements will not be applied cumulatively across multiple services unless required by the Airport Director.

(e) FBOs that provide fueling must:

- (1) Ensure that aircraft fueling services are continuously available during the FBOs published operating hours.

(2) All FBO fueling equipment must include fuel-dispensing systems that comply with all applicable federal, state, and local regulations for each type of fuel dispensed. Required safety and operational equipment and practice include maintenance and regular inspection of:

(A) Bonding wires on all fueling equipment, which must be properly installed, routinely inspected, and continuously maintained to prevent static discharge.

(B) Spill response kits readily available for all mobile fuel storage tanks, sized and stocked appropriately for the types and quantities of fuel handled.

(C) Fire extinguishers and related fire suppression equipment located in accordance with applicable fire codes and always maintained in a state of readiness.

(f) Additional Hours: The Airport reserves the right to request that FBO facilities to be open and staffed during additional hours as demand necessitates.

IX. HAZARDOUS MATERIALS STORAGE

(a) Stored oily rags and oil waste must be in closed containers with tight-fitting lids that are approved by the Airport Director or the North Little Rock Fire Department ("NLRFD") per a list or descriptions posted by the Airport Director.

(b) Flammable or combustible fluids:

(1) May not be stored in an open shade hangar or on a tie-down.

(2) Must be stored in containers designed and manufactured for using and storing the fluid used.

X. FUELING, FLAMMABLE FLUIDS, AND SAFETY

(a) All transportation, storage, and handling of aircraft and vehicle fuel on the Airport must comply with:

(1) The *Uniform Fire Code*, as amended.

(2) Applicable codes and standards of the *National Fire Protection Association (NFPA)*, including but not limited to NFPA 407 and NFPA 409, as amended.

(3) *FAA Advisory Circular 150/5230-4*, or its current version, as amended

(4) Any other applicable federal, state, or local laws and regulations

(b) Fuel Handling: Only aircraft owners and their agents, aircrews, aircraft mechanics, and FBO employees may engage in fuel handling. Other tenants may engage in fuel handling only as authorized in writing by the Airport Director. This applies to all types of fuel, including, without limitation, aviation fuel, vehicle fuel, and portable fuel containers.

(c) Aircraft refueling vehicles:

- (1) May not be stored within fifty (50) feet of any building unless a shorter distance is approved by the Airport Director and the NLRFD.
- (2) May not be brought into, stored, or kept within any building on Airport property unless that building is designated and approved exclusively for fuel storage and handling purposes or such storage is approved by the Airport Director and the NLRFD.

(d) All aircraft fueling must be conducted outdoors. At no time during fueling may any part of an aircraft be located within a hangar, T-hangar, or open-shade hangar.

(e) NFPA 407: Standard for Aircraft Fuel Servicing: Compliance required for all aircraft refueling vehicles, portable fuel containers, and refueling devices whether in use, in storage, or undergoing maintenance.

(f) Spillage: Any person whose act or omission, or whose defective storage, causes a significant spill of hazardous or flammable liquids such as gasoline, oil, and grease, or liquids potentially detrimental to airport operations, safety, or the environment, must immediately remediate the spill. If that person cannot immediately remediate the spill, he or she must immediately report the incident to the Airport Director, who may undertake cleanup and remediation efforts.

(g) Fire Extinguishers: All tenants must provide and maintain fire extinguishers that are adequate in type, quantity, and placement, as determined by the NLRFD and in accordance with the recommendations outlined in NFPA 407: Standard for Aircraft Fuel Servicing, as posted by the Airport Director. Fire extinguishers must be tagged with the date of the most recent inspection.

(h) Portable Fuel Storage Tanks: Unless expressly approved in writing by the Airport Director, the use or storage of portable fuel storage tanks is prohibited on Airport property. Exceptions are:

- (1) Fuel trucks constructed, operated, and maintained in full compliance with all applicable laws and regulations.
- (2) Fuel tanks in on-airport vehicles including, without limitation, golf carts and vehicles for towing aircraft or mowing.
- (3) Fuel tanks installed in operable aircraft.
- (4) Sampling and testing containers not exceeding one (1) gallon in capacity, used exclusively for fuel, engine, or fuel system testing.

(5) Transport tanks lawfully delivering fuel for immediate transfer into a permitted fuel storage tank authorized by the City of North Little Rock.

(6) Purpose-built motor fuel storage tanks of up to five (5) gallon capacity stored within a hangar if such storage complies with all applicable fire safety codes and Airport regulations.

(i) Underground Fuel Storage Systems ("USTs"):

(1) must be operated and maintained in accordance with FAA Order 1050.15B, which addresses fuel storage tank systems at FAA Facilities and with Arkansas Department of Environmental Quality (ADEQ) requirements.

(2) The Commission retains authority over the siting, permitting, and operation of USTs on airport property. Absent a lease provision permitting a UST, tenants and operators must obtain written approval from the Commission before installing or modifying any underground fuel storage system. Lease agreements and operating permits must include provisions requiring compliance with FAA, EPA, and state regulations.

(3) Any suspected or confirmed fuel release must be reported immediately to the Commission, FAA, EPA, and ADEQ, with corrective action taken in accordance with regulatory requirements. Tanks older than ten years without corrosion protection are considered high-risk and subject to replacement or removal.

(j) Fueling from private fuel storage is limited to aircraft owned, operated, or both, by the fuel owner and must be carried out by the owner or the owner's designated agent(s). Private fuel may not be offered for sale or other distribution.

X. SPECIAL EVENTS

(a) Notice: All Airport tenants must provide at least thirty (30) days advance written notice to the Airport Director of any planned special event to be held on Airport property. Notices must describe the event, and state the event date, time, location, and anticipated attendance.

(b) Compliance:

(1) Person(s) or entity(s) hosting a Special Event at the Airport is/are fully responsible for the actions, behavior, and any resulting consequences of all guests they invite or allow to attend. This responsibility includes ensuring compliance with all applicable Airport rules, safety protocols, and local laws.

(2) Nothing in this section diminishes the personal responsibility of any person attending a special event that may exist under common law, laws, and rules.