



APRIL 30, 2020

**CALL AND NOTICE OF A REGULAR MEETING
OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

NOTICE is hereby given that a regular meeting of the Burbank-Glendale-Pasadena Airport Authority will be held on Monday, May 4, 2020, at 9:00 a.m., in the Airport Skyroom of Hollywood Burbank Airport, 2627 N. Hollywood Way, Burbank, California 91505.

Pursuant to Governor Newsom's Executive Order N-29-20, members of the Commission or staff may participate in this meeting via teleconference. In the interest of maintaining appropriate social distancing, members of the public may observe and participate in the meeting telephonically through the following number:

Dial In: (978) 990-5000

Access Code: 880737#

Members of the public also may observe the meeting online at the following address by clicking on Watch Live Stream:

<https://hollywoodburbankairport.com/airport-authority/commission-meeting-videos/>

Terri Williams, Board Secretary
Burbank-Glendale-Pasadena Airport Authority

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

Regular Meeting of Monday, May 4, 2020

9:00 A.M.

The public comment period is the opportunity for members of the public to address the Commission on agenda items and on airport-related non-agenda matters that are within the Commission's subject matter jurisdiction. At the discretion of the presiding officer, public comment on an agenda item may be presented when that item is reached.



Members of the public are requested to observe the following decorum when attending or participating in meetings of the Commission:

- *Turn off cellular telephones and pagers.*
- *Refrain from disorderly or boisterous conduct, including loud, threatening, profane, or abusive language, clapping, whistling, stamping, or other acts that disrupt or otherwise render unfeasible the orderly conduct of the meeting.*
- *If you desire to address the Commission during the public comment period, fill out a speaker request card and present it to the Board Secretary.*
- *Confine remarks to agenda items or to airport-related non-agenda matters that are within the Commission's subject matter jurisdiction.*
- *Limit comments to five minutes or to such other period of time as may be specified by the presiding officer.*



The following activities are prohibited:

- *Allocation of speaker time to another person.*
- *Video presentations requiring use of Authority equipment.*



Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the Authority to the Commission less than 72 hours prior to that meeting are available for public inspection at Hollywood Burbank Airport (2627 N. Hollywood Way, Burbank) in the administrative office during normal business hours.



In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Board Secretary at (818) 840-8840 at least 48 hours prior to the meeting.

AGENDA

Monday, May 4, 2020

1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. APPROVAL OF AGENDA
4. PUBLIC COMMENT
5. CONSENT CALENDAR
 - a. Committee Minutes
(For Note and File)
 - 1) Operations and Development Committee
 - (i) March 16, 2020 ***[See page 1]***
 - 2) Finance and Administration Committee
 - (i) April 6, 2020 ***[See page 3]***
 - 3) Legal, Government and Environmental Affairs Committee
 - (i) March 16, 2020 ***[See page 5]***
 - b. Commission Minutes
(For Approval)
 - 1) April 20, 2020 ***[See page 8]***
6. ITEMS FOR COMMISSION APPROVAL
 - a. Proposed Restated Airport Rules and Regulations ***[See page 12]***
 - b. Right of Entry and Access Agreement with
Burbank Industrial Investors ***[See page 14]***
7. ITEMS FOR COMMISSION DISCUSSION
 - a. Update: COVID-19 Impact Report ***[No staff report]***
8. CLOSED SESSION
 - a. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant Exposure to Litigation (California Government Code Section
54956.9(d)(2)): 1 potential case. Facts and Circumstances: FAA Southern
California Metroplex Project

9. COMMISSIONER COMMENTS
(Other updates and information items, if any)
 10. ADJOURNMENT
-

COMMISSION NEWSLETTER

Monday, May 4, 2020

[Regarding agenda items]

5. CONSENT CALENDAR

(Consent Calendar items may be enacted by one motion. There will be no separate discussion on these items unless a Commissioner so requests, in which event the item will be removed from the Consent Calendar and considered in its normal sequence on the agenda.)

- a. COMMITTEE MINUTES. Approved minutes of the Operations and Development Committee meeting of March 16, 2020; approved minutes of the Finance and Administration Committee meeting of April, 6, 2020; and approved minutes of the Legal, Government and Environmental Affairs Committee meeting of March 16, 2020 are included in the agenda packet for information purposes.
- b. COMMISSION MINUTES. Draft minutes of the April 20, 2020 Commission meeting are attached for the Commission's review and approval.

6. ITEMS FOR COMMISSION APPROVAL

- a. PROPOSED RESTATED AIRPORT RULES AND REGULATIONS. A staff report is included in the agenda packet. At its meeting on April 20, 2020, the Operations and Development Committee voted unanimously (3–0) to recommend that the Commission approve the proposed Restated Airport Rules and Regulations. The Airport Rules & Regulations is an FAA-required document that promotes safe operations for all airside, terminal and landside airport facilities. The current Rules & Regulations were originally approved in 1976 and has gone through numerous revisions. Given the number of revisions since the original documents was approved, and in discussion with the FAA, a comprehensive, updated Restated Rules and Regulations document has been prepared for review and approval by the Commission.
- b. RIGHT OF ENTRY AND ACCESS AGREEMENT WITH BURBANK INDUSTRIAL INVESTORS. A staff report is included in the agenda packet. At its meeting on April 20, 2020, the Legal, Government and Environmental Affairs Committee voted unanimously (3–0) to recommend that the Commission approve a proposed second Right of Entry and Access Agreement with Burbank Industrial Investors, LP to facilitate additional grading and drainage work on the Adjacent Property to protect the Avion Burbank site.

7. ITEMS FOR COMMISSION DISCUSSION

- a. UPDATE: COVID-19 IMPACT REPORT. No staff report attached. Staff will update the Commission on the status of the impact of COVID-19.

**MINUTES OF THE REGULAR MEETING OF THE
OPERATIONS AND DEVELOPMENT COMMITTEE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, MARCH 16, 2020

A regular meeting of the Operations and Development Committee was called to order on this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 8:37 a.m., by Commissioner Brown.

ROLL CALL

Present: Commissioner Brown,
Commissioner Devine (via teleconference)

Absent: Commissioner Tornek

Also Present: Staff: Frank Miller, Executive Director;
John Hatanaka, Senior Deputy Executive Director;
Tom Janowitz, Sr. Manager, Ground Access;
Patrick Lammerding, Deputy Executive Director,
Planning and Development

1. Approval of Agenda There were no adjustments to the agenda.

2. Public Comment There were no public speakers.

3. Approval of the Minutes

a. February 18, 2020 Commissioner Devine (via teleconference) moved approval of the minutes of the February 18, 2020 meeting seconded by Commissioner Brown. There being no objection, a voice vote was taken to accommodate those participating via teleconference. The motion was approved (2-0, 1 absent).

4. Contracts and Leases

**a. Award of Contract
Parking Access and Revenue
Control Maintenance Service
and Approval of Acquisition of
Additional Pre-Book Parking
Equipment** Staff sought Committee recommendation to the Commission that it: (i) award a contract to Skidata, Inc. ("Skidata") for a replacement Maintenance Service Contract to maintain the Skidata Parking Access and Revenue Control System for a four-year term with one optional extension year; and (ii) authorize execution of a Change Order to Skidata for acquisition and installation of additional equipment that supports the pre-booking system.

The cost of proposed Service Contact is for \$159,124 in the first year with each succeeding year subject to a CPI increase thereafter, including the one-year option. The cost of the pre-booking self-park equipment which allows for online pre-booking service to Lot A customers is \$8,503.

Motion

Commissioner Devine (via teleconference) moved approval of Staff's recommendation, seconded by Commissioner Brown.

Motion Approved

There being no objection, a voice vote was taken to accommodate those participating via teleconference. The motion was approved motion was approved (2-0, 1 absent).

b. Approval of Amendment No. 1 to Professional Services Agreement-Cerrell Associates, Inc.

Staff sought Committee recommendation to the Commission for approval of proposed Amendment No. 1 ("Amendment"), to the Professional Services Agreement ("Agreement") with Cerrell Associates Inc. for an additional amount of \$40,000 to provide continued media and community relations services in support of the Southern San Fernando Valley Airplane Noise Task Force. The Amendment increases the total compensation under the Agreement from \$65,000 to \$105,000.

Motion

Commissioner Brown moved approval of Staff's recommendation, seconded by Commissioner Devine (via teleconference).

Motion Approved

There being no objection, a voice vote was taken to accommodate those participating via teleconference. The motion was approved (2-0, 1 absent).

5. Items for Information

a. Committee Pending Items

Staff informed the Committee of future pending items that will come to the Committee for review.

6. Adjournment

There being no further business, the meeting adjourned at 8:48 a.m.

**MINUTES OF THE REGULAR MEETING OF THE
FINANCE AND ADMINISTRATION COMMITTEE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, APRIL 6, 2020

A regular meeting of the Finance and Administration Committee was called to order this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 10:18 a.m., by Commissioner Selvidge.

AB 23 Disclosure: The Deputy Executive Director for Finance and Administration announced that, as a result of the convening of this meeting of the Finance and Administration Committee, each Committee member is entitled to receive and shall be provided \$200.

ROLL CALL

Present: Commissioners Selvidge (via teleconference)
and Adams

Absent: None

Also Present: Staff: John Hatanaka, Senior Deputy Executive Director; Kathy David, Deputy Executive Director, Finance and Administration

1. Approval of Agenda Agenda was approved as presented.

2. Public Comment There were no public comments.

3. Approval of Minutes

a. March 16, 2020 Draft minutes for the March 16, 2020, Finance and Administration Committee meeting were presented for approval.

Motion Commissioner Selvidge moved approval of the minutes, seconded by Commissioner Adams.

Motion Approved There being no objection, the minutes were approved (2-0).

4. Items for Discussion

b. Fiscal Year 2020/2021 ("FY 2021") Budget Development Staff presented and discussed with the Committee impacts to revenues and expense impacts from the COVID-19 pandemic on FY 2020.

5. Items for Information

a. Committee Pending Items

Staff informed the Committee of future pending items that will come to the Committee for review.

6. Other Contracts and Leases

There were no other contracts and leases to be discussed.

7. Adjournment

There being no further business to discuss, the meeting was adjourned at 11:06 a.m.

**MINUTES OF THE REGULAR MEETING OF THE
LEGAL, GOVERNMENT AND ENVIRONMENTAL AFFAIRS COMMITTEE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, MARCH 16, 2020

A regular meeting of the Legal, Government and Environmental Affairs Committee was called to order on this date in the Burbank Room, 2627 N. Hollywood Way, Burbank, California, at 10:37 a.m., by Chairman Wiggins.

AB 23 Disclosure: The Assistant Board Secretary announced that, as a result of the convening of this meeting of the Legal, Government and Environmental Affairs Committee, each Committee member in attendance is entitled to receive and shall be provided \$200.

ROLL CALL

Present:

Commissioner Agajanian
Commissioners Wiggins and Madison (via
teleconference)

Absent:

None

Also Present:

Staff: Frank Miller, Executive Director;
John Hatanaka, Senior Deputy Executive Director
(arrived at 11:10); Maggie Martinez, Manager,
Noise and Environmental Compliance

Airport Authority Counsel: Terence R. Boga of
Richards, Watson and Gershon

Airport Authority Legislative Consultant
(via teleconference): Kristian Foy, of Arnold and
Associates

Airport Authority Environmental Counsel:
Norman A. Dupont, Esq., Ring Bender LLP

1. Approval of Agenda

The agenda was approved as presented.

2. Public Comment

There were no public speakers.

3. Approval of Minutes

a. February 18, 2020

Commissioner Agajanian moved approval of the minutes of the February 18, 2020, meeting with one correction to Item 4.a., TBI Airport Management Contract Amendment. The motion was to direct Authority General Counsel to prepare a fourth amended and restated airport management services agreement in lieu of a sixth amendment to the third amended and restated airport services agreement.

Commissioner Madison (via teleconference) seconded the motion.

There being no objection, a voice vote was taken to accommodate those participating via teleconference. The minutes were approved as amended (3-0).

4. Contracts and Leases

a. Annual Review and Adjustment of Noise Violation Fines

The Airport Authority's Resolution No. 382 requires an annual review and adjustment of noise violation fines. This adjustment is based on year-over-year increases in the Consumer Price Index ("CPI") for the month of January.

Staff recommended that the Committee recommend to the full Commission increases to the current Rules 8 and 9 violation fines effective April 1, 2020, as follows: Rule 8, first violation, increased to \$1,603; Rule 8, subsequent violations, increased to \$2,328; and Rule 9, each violation, increased to \$4,661.

Motion

Commissioner Agajanian moved approval of Staff's recommendation, seconded by Commissioner Madison (via teleconference).

Motion Approved

There being no objection, a voice vote was taken to accommodate those participating via teleconference. The motion was approved (3-0).

Please note: Item 5.a. was taken out of order.

5. Discussion Item

a. State Legislative Update

Via teleconference Kristian Foy of Michael J. Arnold & Associates, the Authority's Sacramento legislative consultant updated the Committee and answered various questions on the legislative calendar and status of the bills submitted to date.

4. Contracts and Leases (continued)

b. Fourth Amended and Restated TBI Airport Management Contract

The General Counsel sought a recommendation from the Committee to the Commission for approval of a fourth amended and restated airport management services agreement ("Fourth Management Contract") with TBI Airport

Management, Inc. The proposed Fourth Management Contract amends and restates the third amended and restated airport management services agreement to: (i) extend the term by 10 years; (ii) redefine cost sharing for legal and professional fees and costs associated with Airport-related collective bargaining, employee grievances, and litigation; (iii) revise the supplemental employment practices liability insurance requirement; (iv) remove certain outdated provisions; and (v) make clerical revisions.

Motion

Commissioner Agajanian moved approval of Staff's recommendation, seconded by Commissioner Madison (via teleconference).

Motion Approved

There being no objection, a voice vote was taken to accommodate those participating via teleconference. The motion was approved (3-0).

6. Closed Session

The meeting recessed to closed session at 11:06 a.m. to consider the items listed on the closed session agenda and to confer with legal counsel regarding existing and potential litigation.

a. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Significant Exposure to Litigation (California Government Code Section 54956.9(d)(2)): One potential case. Facts and Circumstances: Los Angeles Regional Water Quality Control Board (LARWQCB) Water Code Section 13267 Order WQ2019-0005-DWQ

The meeting reconvened to open session at 11:15 a.m. with the same Commissioners present. Chairman Wiggins announced that there was no reportable action taken in closed session.

7. Items for Information

a. Committee Pending Items

Staff informed the Committee of future pending items that will come to the Committee for review.

8. Adjournment

There being no further business, the meeting was adjourned at 11:15 a.m.

**MINUTES OF THE REGULAR MEETING OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, APRIL 20, 2020

A regular meeting of the Burbank-Glendale-Pasadena Airport Authority was called to order this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 9:00 a.m., by President Adams.

1. ROLL CALL

Present: Commissioners Brown, Agajanian (via teleconference), Tornek (via teleconference), Adams, Devine (via teleconference), Madison (via teleconference), Wiggins (via teleconference) and Selvidge (via teleconference)

Absent: None

Also Present: Staff: Frank Miller, Executive Director; John Hatanaka, Senior Deputy Executive Director; Kathy David, Deputy Executive Director; Tom Henderson, Director, Operations; Scott Kimball, Director, Contracts, Properties, Procurement and SMS; Sumire Spurlock, Manager, SMS

2. PLEDGE OF ALLEGIANCE President Adams led the assembly in the recitation of the Pledge of Allegiance to the Flag.

3. APPROVAL OF AGENDA The agenda was approved as presented.

MOTION There being no objection, a voice vote was taken to accommodate those participating via teleconference. The motion was approved (8-0).

MOTION APPROVED AYES: Commissioners Brown, Agajanian (via teleconference), Tornek (via teleconference), Adams, Devine (via teleconference), Madison (via teleconference), Wiggins (via teleconference) and Selvidge (via teleconference).

NOES: NONE

ABSENT: NONE

4. PUBLIC COMMENT There were no public comments.

5. CONSENT CALENDAR

a. Committee Minutes (For Note and File)

1) Finance and Administration Committee

(i) March 16, 2020

Approved minutes of the Finance and Administration Committee regular meeting for March 16, 2020, were included in the agenda packet for information purposes.

b. Commission Minutes (For Approval)

1) April 6, 2020

Minutes of the April 6, 2020, Commission meeting were included in the agenda packet for review and approval.

c. Ratification of Emergency Short-Term, Lease with California Department of General Services

Staff presented to the Commission an emergency short term lease for ratification with the California Department of General Services ("DGS") for use of one-half of available space in Hangar 40 to support the State's response to the COVID-19 pandemic.

On April 13, 2020, due to the emergency need to establish a location to undertake the decontamination of Personal Protective Equipment ("PPE") by the Office of Emergency Services, the Executive Director executed a short-term lease with DGS. The lease term is April 16, 2020 through July 31, 2020 with a holdover right not to exceed one year at the current market rate for the space. The rent for the current agreement period will be \$15,000 per month. DGS is required to disinfect and restore the hangar to its preexisting condition prior to vacating the premises.

MOTION

Commissioner Brown moved approval of the Consent Calendar; seconded by Commissioner Devine.

MOTION APPROVED

There being no objection, a voice vote was taken to accommodate those participating via teleconference. The motion was approved (8–0).

AYES: Commissioners Brown, Agajanian (via teleconference), Tornek (via teleconference), Adams, Devine (via telecon-

ference), Madison (via teleconference),
Wiggins (via teleconference) and
Selvidge (via teleconference).

NOES: NONE

ABSENT: NONE

6. ITEMS FOR COMMISSION DISCUSSION

a. COVID-19 Impact Report

Staff updated the Commission on steps being taken by the SMS Department to aid in the health, safety and wellbeing of passengers and Airport personnel in light of the Health Officer Order issued by Los Angeles County and updated on April 10, 2020. This Order extended the "Safer at Home" Order until May 15, 2020. Also mentioned was the City of Burbank, Glendale and Pasadena ordered mandatory face coverings for essential businesses which took effect on April 15, 2020 and enforced the Social Distancing Protocol in response to COVID-19.

The presentation also highlighted the impacts to date occurring at the Airport and the steps which are being implemented to ensure the safety and operational conditions are optimal for passengers, tenants and Airport personnel.

b. COVID 19, Discussion on Impacts to Revenues and Expenses

Staff updated and answered questions of the Commission on the CARES Act and informed the Commission on the Impact on Revenues and Expenses as it applies to the Airport.

7. COMMISSIONER COMMENTS

Commissioner Wiggins thanked the Airport and the Airport Police Department for their assistance in aiding the Office of Emergency Services to undertake the decontamination of Personal Protective Equipment by allowing them to use Hangar 40 for this purpose.

Commissioner Selvidge offered congratulations to Commissioner Agajanian in his newly elected role as Mayor of the City of Glendale.

8. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:10 a.m.

MOTION

Commissioner Wiggins moved approval; seconded by Commissioner Selvidge.

MOTION APPROVED

There being no objection, a voice vote was taken to accommodate those participating via teleconference. The motion to adjourn was approved (7–0).

AYES: Commissioners Brown, Agajanian (via teleconference), Tornek (via teleconference), Adams, Devine, Wiggins (via teleconference) and Selvidge (via teleconference).

NOES: NONE

ABSENT: Commissioner Madison

Ray Adams, President

Frank Miller, Executive Director

Date

Date

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
MAY 4, 2020**

PROPOSED RESTATED AIRPORT RULES AND REGULATIONS

SUMMARY

At its meeting on April 20, 2020, the Operations and Development Committee ("Committee") voted unanimously (3–0) to recommend that the Commission approve the proposed Restated Airport Rules & Regulations, copy attached. The Airport Rules & Regulations is an FAA-required document that promotes safe operations for all airside, terminal and landside airport facilities. The current Rules & Regulations were originally approved in 1978 and has gone through numerous revisions. Given the number of revisions since the original document was approved, and in discussions with the FAA, a comprehensive, updated Restated Airport Rules & Regulations document has been prepared for review and approval by the Commission.

BACKGROUND

All commercial airports receiving federal funding are required to meet standards to maintain a safe and functional facility. These requirements are published in the Federal Aviation Regulations, FAA Grant Assurances, and within the FAA – Airport Compliance Manual, 5190.6B. With reference to Grant Assurance 19, Operations and Maintenance, this grant assurance requires the Airport Sponsor to protect the public using the airport by adopting and enforcing rules, regulations, and ordinances as necessary to ensure safe and efficient flight operations. This requirement is also stated in the FAA – Airport Compliance Manual and outlines that the Airport Sponsor should implement and enforce adequate rules covering at a minimum, vehicular traffic, sanitation, security, crowd control, access to certain areas, and fire protection. Additionally, the Airport Sponsor is expected to implement rules pertaining to the fueling of aircraft, proper storage of hazardous materials, and the maintenance of aircraft and related equipment.

Since its inception, the Burbank-Glendale-Pasadena Airport Authority has continuously met the FAA's requirement to adopt and enforce rules and regulations. This was originally approved through Resolution No. 23 in 1978 to establish rules and regulations governing conduct on, operations at, and use of facilities at the Airport. Since then, the Commission has amended the Airport Rules & Regulations through resolutions in 1982, 1988, 2002, 2009, and most recently in 2010.

Because the original document has been revised over a period of four decades, it was determined that a comprehensive restated document was appropriate. In order to accomplish this task of restating the Airport Rules & Regulations, the Commission authorized the retention of Garver LLC ("Garver") to assist Staff with this project that required two years to complete. Garver interviewed all airport departments to gather all relevant data and information required to be included in the restated document. Through the process of developing several drafts, and reviews by the Operations Department, and Authority General Counsel, a final draft was completed in December 2019.

The final draft of the proposed Restated Airport Rules & Regulations meets and exceeds the FAA requirements, and is a more comprehensive, user-friendly document that addresses all functions of the Airport. The restated document also includes an updated Notice of Violation and Fines Schedule, which provides Airport Staff a more effective means of enforcing the Rules & Regulations. It also compliments the Airport's new Safety Management System (SMS) program by promoting a safer, more functional airport facility.

RECOMMENDATION

At its meeting on April 20, 2020, the Committee voted unanimously (3–0) to recommend that the Commission approve the proposed Restated Airport Rules & Regulations.

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
MAY 4, 2020**

**RIGHT OF ENTRY AND ACCESS AGREEMENT
WITH BURBANK INDUSTRIAL INVESTORS**

SUMMARY

At its meeting on April 20, 2020, the Legal, Government and Environmental Affairs Committee voted unanimously (3–0) to recommend that the Commission approve a proposed second Right of Entry and Access Agreement (“Agreement”) with Burbank Industrial Investors, LP (“BII”), copy attached, to facilitate additional grading and drainage work on the Adjacent Property to protect the Avion Burbank site.

BACKGROUND

BII, through Overton Moore Properties (OMP), is now constructing the Avion Burbank development on the former Trust Property north of Lot A and east of the Adjacent Property. As a condition of the City of Burbank’s development approvals and permits, BII is responsible for addressing pre-development storm water drainage. Due to the current topographical condition of the area, some storm water that falls on the Adjacent Property flows to the east and crosses the property line onto the Avion Burbank site.

BII’s original grading design for the Avion Burbank site included a drainage channel at the property line to collect storm water from the Adjacent Property and direct it to a storm water collection system. In preliminary discussions with BII, staff indicated that, if the Replacement Passenger Terminal is constructed on the Adjacent Property (the preferred site), then that development will essentially eliminate existing surface water flows and thereby effectively eliminate the need for a drainage collection channel. Additionally, Staff expressed concerns that a drainage channel located immediately next to the Airport could create a potential security issue. In response to these concerns, BII prepared a new storm water drainage plan for the Avion Burbank site. The new plan contemplates limited grading and installation of storm drainpipe on the Adjacent Property and does not include a permanent drainage channel on the Avion Burbank site.

The Commission approved an Agreement with BII at the February 3, 2020 meeting that expired March 31, 2020. While the expired agreement was in effect, OMP completed installation of the proposed drainage infrastructure but was not able to complete the associated grading work.

DETAILS

The proposed second Agreement will give BII and its designees access to the Adjacent Property through July 31, 2021 and include a provision that gives the Executive Director the authority to extend the expiration date until July 31, 2022. BII’s remaining scope of work under the Agreement includes installation of compacted berm, limited landscaping, and grading a drainage swale. BII’s engineer is currently finalizing grading & landscaping details which will be subject to both City of Burbank approval and Authority approval prior to initiation of the additional work to be completed by OMP on the Adjacent Property.

Work undertaken by BII and its designees on the Adjacent Property will be overseen by a representative of the Authority's Engineering Department as necessary.

COST

BII will be responsible for all costs associated with the surveying, grading, and pipe installation on the Adjacent Property.

RECOMMENDATION

At its meeting on April 20, 2020, the Committee voted unanimously (3–0) to recommend that the Commission approve the proposed second Agreement with BII to facilitate limited grading and drainage work to protect the Avion Burbank site.

SECOND RIGHT OF ENTRY AND ACCESS AGREEMENT

THIS SECOND RIGHT OF ENTRY AND ACCESS AGREEMENT ("Second Entry/Access Agreement") is dated May 4, 2020 for reference purposes, and is entered into by and between the **BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**, a California joint powers agency ("Licensor"), and **BURBANK INDUSTRIAL INVESTORS LP**, a Delaware limited partnership ("Licensee").

RECITALS

A. Licensor is the owner of the land more particularly described on Exhibit "A", attached hereto and incorporated herein by reference (the "Property").

B. Licensee is constructing a mixed-use campus (the "Campus Project") on land adjacent to the Property.

C. To ensure that storm drain flows from the Property do not impact the Campus Project, and to ensure that standing water does not accumulate on the Property, the parties executed a January 21, 2020 Right of Entry and Access Agreement ("First Entry/Access Agreement") to provide for Licensee's entry upon the Property in order to survey the Property, grade the Property, and install a Tin Whistle Pipe in accordance with Exhibit "B", subject to applicable laws and permits (collectively the "Work") at Licensee's cost.

D. The First Entry/Access Agreement expired on March 31, 2020 and the parties desire to execute this Second Entry/Access Agreement to afford Licensee additional time to perform the Work.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual covenants and agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Licensor and Licensee do hereby covenant and agree as follows:

1. Term. The term of this Second Entry/Access Agreement shall commence on May 4, 2020. Unless extended as provided in this Section or terminated as provided in Section 12 below, the term shall expire upon the earlier of completion of the Work or on July 31, 2021. The Authority shall have one option, exercisable until July 1, 2021, by which it may extend the term of this Second Entry/Access Agreement by one year in its sole discretion. If the Authority exercises the extension option, then the term shall expire upon the earlier of completion of the Work or on July 31, 2022. The Authority's Executive Director is authorized to exercise the extension option without further action by the Authority Commission if deemed in the interests of the Authority.

2. Access by Licensee. Subject to Licensee's compliance with the terms and provisions of this Second Entry/Access Agreement and applicable laws, ordinances, regulations and codes ("Legal Requirements"), Licensee and Licensee's consultants who are designated in writing to Licensor (collectively, "Licensee's Designees") shall have the right to enter upon the Property, at no cost, rent, fee or other similar charge, for the purpose of performing the Work.

Licensor will coordinate entry onto the Property with Anthony Defrenza, Director, Engineering and Maintenance [(818) 729-3501], who shall have the right to be present or require another Licensor staff person or Licensor consultant staff person accompany Licensee or Licensee's Designee, as applicable, during performance of the Work (provided Licensor reasonably makes a representative available to so accompany Licensee and/or any Licensee Designee).

3. Indemnity. Licensee shall indemnify, defend and hold Licensor harmless from and against any and all claims, liabilities, damages, losses, costs and expenses of any kind or nature whatsoever, including, without limitation, reasonable and actual attorneys' fees and expenses and court costs suffered, incurred or sustained by Licensor to the extent caused by the performance of the Work or the entry by Licensee or Licensee's Designees onto the Property, except to the extent any such Claim was caused by the negligence or willful misconduct of Licensor or any of its consultants, staff persons or employees. The indemnification and defense obligations of Licensee contained herein shall survive the expiration or earlier termination of this Second Entry/Access Agreement. Licensor hereby releases Licensee from any and all claims, losses, liabilities, penalties, costs or expenses of any kind or nature whatsoever, including without limitation, attorney and expert fees which may at any time from and after the date hereof be asserted or imposed against Licensee or any of its affiliates, successors, employees, consultants, members, partners and/or Licensee's Designees as a result of: (i) any environmental condition existing at the Property prior to Licensee's access to the Property, whether or not in violation of Legal Requirements; or (ii) the release of hazardous materials by Licensor, its agents, employees or contractors affecting the Property whether or not in violation of Legal Requirements.

4. Reports. Licensee shall promptly provide to Licensor copies of all surveys, letters, studies and reports prepared by third parties related to or arising from the Work (but expressly excluding Licensee's internal financial reports and analyses and other materials to the extent that any such materials are subject to confidentiality restrictions binding upon Licensee, are proprietary or are protected from disclosure by the attorney-client privilege).

5. Insurance. Licensee shall (and shall also cause all of Licensee's Designees performing the Work to), procure and maintain a policy of commercial general liability insurance issued by an insurer reasonably satisfactory to Licensor covering the Work with a single limit of liability of not less than \$1,000,000.00 per occurrence and \$2,000,000.00 in the aggregate, and to deliver to Licensor certificate(s) of insurance evidencing that such insurance is in force and effect, and evidencing that Licensor has been named as an additional insured thereunder with respect to the Work.

6. Limitations. Licensor does not hereby convey to Licensee any right, title or interest in or to the Property, but merely grants the specific and limited contractual rights and privileges hereinabove set forth.

7. Notices. Any notice, demand, request, consent, approval or communication that either party desires or is required to give to the other party shall be in writing and shall be addressed as follows and given by United States certified mail, postage prepaid, return receipt requested or by nationally recognized overnight mail service (ie, FedEx).

If to Licensor, to:

Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 95105
Attention: Anthony Defrenza

If to Licensee, to:

Burbank Industrial Investors LP
c/o Overton Moore Properties
19300 Hamilton Avenue, Suite 200
Gardena, CA 90248
Attention: Timur Tecimer

8. Assignment. This Second Entry/Access Agreement may not be assigned by Licensee, in whole or in part.

9. Governing Law. This Second Entry/Access Agreement shall be construed, enforced and interpreted in accordance with the laws of the State of California.

10. Counterparts. This Second Entry/Access Agreement may be executed in counterparts and delivered electronically, each of which shall be deemed an original, and all of such counterparts together shall constitute one and the same instrument.

11. No Recording of Agreement or Memorandum of Agreement. In no event shall this Second Entry/Access Agreement or any memorandum hereof be recorded.

12. Default; Termination. If Licensee fails to cure a default by Licensee hereunder within ten (10) days after written notice from Licensor, Licensor may terminate this Second Entry/Access Agreement by further written notice to Licensee.

13. Miscellaneous. All provisions herein shall be binding upon and shall inure to the benefit of the parties hereto, and to their respective legal representatives, successors and permitted assigns. The provisions of this Second Entry/Access Agreement shall be severable. This Second Entry/Access Agreement, and any exhibits and/or addendum attached hereto, set forth the entire agreement between the parties hereto relating to Licensee's entry upon the Property for performance of the Work. Any prior conversations or writings relating to such subject (including the First Entry/Access Agreement) are merged herein and extinguished. No subsequent amendment to this Second Entry/Access Agreement shall be binding upon Licensor or Licensee unless reduced to writing and signed by both parties hereto, except as otherwise provided herein. The parties each represent and warrant to the other that they have full power and authority to enter into this Second Entry/Access Agreement and to satisfy their respective obligations hereunder.


(remainder of page left intentionally blank)

IN WITNESS WHEREOF, Licensors and Licensee have caused this Second Entry/Access Agreement to be executed and sealed, all the day and year first written above.

LICENSEE:

BURBANK INDUSTRIAL INVESTORS LLP

By: Fremont Industrial Partners GP, LLC,
a Delaware limited liability company,
its general partner

By: 
Timur Tecimer, Authorized Signatory

LICENSOR:

BURBANK-GLENDALE-PASADENA
AIRPORT AUTHORITY, a California joint
powers authority

By: _____
Ray Adams, President

EXHIBIT "A"

DESCRIPTION OF LICENSED PROPERTY

Southwest Quadrant Terminal Selection Memo
Exhibit A
Adjacent Property Legal Description

1. PARCEL "A SOUTH".

PARCEL "A SOUTH" BEING THAT PORTION OF PARCEL "A" AS SHOWN ON MAP OF RECORD OF SURVEY, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, FILED IN BOOK 113 PAGES 90 AND 91 OF RECORDS OF SURVEY IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 4, TOWNSHIP 1 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

EXCEPTING THE EASTERLY 50 FEET OF SAID LAND.

ALSO EXCEPTING THAT PORTION OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 4, LYING NORTHERLY OF A LINE PARALLEL WITH AND DISTANT NORTHERLY 750.00 FEET MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF THE EAST-WEST RUNWAY OF THE BURBANK-GLENDALE-PASADENA AIRPORT, SAID CENTERLINE BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF HOLLYWOOD WAY (100.00 FEET WIDE) WITH THE CENTERLINE OF WINONA AVENUE, BEING THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 4; THENCE ALONG SAID CENTERLINE OF HOLLYWOOD WAY, SOUTH 100' 12" WEST 621.13 FEET TO ITS INTERSECTION WITH THE EASTERLY PROLONGATION OF THE CENTERLINE OF SAID RUNWAY; THENCE ALONG SAID PROLONGATION AND SAID CENTERLINE, NORTH 89° 03' 06" WEST TO THE WESTERLY LINE OF SAID AIRPORT.

2. PARCEL "E".

PARCEL "E" AS SHOWN ON MAP OF RECORD OF SURVEY, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, FILED IN BOOK 113 PAGES 90 AND 91 OF RECORDS OF SURVEY IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 3 IN THE NORTHWEST ONE-QUARTER OF FRACTIONAL SECTION 4, TOWNSHIP 1 NORTH, RANGE 14 WEST, SAN BERNARDINO

MERIDIAN, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, LYING EASTERLY OF THAT CERTAIN COURSE IN THE GENERAL EASTERLY LINE OF THE BURBANK-GLENDALE-PASADENA AIRPORT DESCRIBED IN PARCEL 1 IN THAT DEED TO THE HOLLYWOOD-BURBANK AIRPORT AUTHORITY RECORDED ON JUNE 29, 1978 AS INSTRUMENT NO. 78-704352 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS HAVING A BEARING AND LENGTH OF "NORTH 12° 54' 21" WEST 2897.71 FEET".

EXCEPT THE EASTERLY 330 FEET OF THE NORTHERLY 660 FEET THEREOF.

3. PARCEL "H".

PARCEL "H" AS SHOWN ON MAP OF RECORD OF SURVEY, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, FILED IN BOOK 113 PAGES 90 AND 91 OF RECORDS OF SURVEY IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE MOST SOUTHERLY 47 FEET OF THE NORTHERLY 660 FEET OF THE EASTERLY 330 FEET OF LOT 3 OF THE NORTHWEST QUARTER OF FRACTIONAL SECTION 4, TOWNSHIP 1 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

4. PARCEL "D".

PARCEL "D" AS SHOWN ON MAP OF RECORD OF SURVEY, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, FILED IN BOOK 113 PAGES 90 AND 91 OF RECORDS OF SURVEY IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOT "A" OF TRACT NO. 3008, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 34 PAGE 71 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LOT "A", LYING WESTERLY OF THAT CERTAIN EASTERLY BOUNDARY LINE OF THE LAND DESCRIBED IN PARCEL 1 OF THE DEED TO THE CITY OF BURBANK, RECORDED ON JUNE 29, 1978 AS INSTRUMENT NO. 78-704351, IN SAID OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SHOWN AS HAVING A BEARING AND LENGTH OF NORTH 12° 54' 21" WEST 2897.71 FEET.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LOT "A" OF TRACT NO. 3008, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINES OF HOLLYWOOD WAY (100.00 FEET WIDE) AND WINONA AVENUE (80.00 FEET WIDE); THENCE NORTH 89° 01' 33" WEST 1610.28 FEET ALONG THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LOT "A", BEING THE CENTERLINE OF WINONA AVENUE, VACATED BY THE CITY OF BURBANK, BY RESOLUTION NO. 1965 ON JUNE 18, 1941 AND NO. 1032 ON MARCH 26, 1929 AND FURTHER BEING THAT CERTAIN COURSE IN THE BOUNDARY OF THE PROPERTY CONVEYED TO THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY, FORMERLY KNOWN AS THE HOLLYWOOD-BURBANK AIRPORT AUTHORITY BY DEED RECORDED AS DOCUMENT NO. 78-704352 ON JUNE 29, 1978, IN THE OFFICE OF SAID COUNTY RECORDER, DESCRIBED IN SAID DEED AS BEING THE NORTHERLY LINE OF THE SOUTHEAST ONE QUARTER, SECTION 4, TOWNSHIP 1 NORTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89° 01' 33" WEST 259.27 FEET TO THE WESTERLY TERMINUS OF SAID CERTAIN COURSE; THENCE CONTINUING ALONG THE BOUNDARY OF SAID AIRPORT AUTHORITY, NORTH 12° 54' 21" WEST 432.61 FEET; THENCE PARALLEL WITH THE FIRST DESCRIBED COURSE IN SAID AIRPORT AUTHORITY BOUNDARY, SOUTH 89° 01' 33" EAST 363.05 FEET TO A LINE DRAWN AT RIGHT ANGLES TO SAID FIRST DESCRIBED COURSE THAT PASSES THROUGH SAID TRUE POINT OF BEGINNING; THENCE ALONG SAID LINE SOUTH 0° 58' 27" WEST 419.98 FEET TO THE TRUE POINT OF BEGINNING.

EXHIBIT "B"

DESCRIPTION OF (PARAMETERS FOR)
GRADING WORK AND PIPE INSTALLATION

PENDING CITY OF BURBANK APPROVAL



Restated
Airport
Rules & Regulations

Effective Date:
Subject to Authority Approval

Hollywood Burbank Airport
2627 N. Hollywood Way
Burbank, CA 91505

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Chapter 1 – General

1.1. General Provisions

Hollywood Burbank Airport (Airport) is owned and operated by the Burbank-Glendale-Pasadena Airport Authority (Airport Authority), which is a separate government agency created under a Joint Powers Agreement (JPA) executed by the Cities of Burbank, Glendale, and Pasadena in 1977 pursuant to Government Code Section 6546.1. Under the JPA, the Airport Authority is specifically tasked with the acquisition, operation, repair, maintenance, improvement, and administration of the Airport.

All users of, and persons on, the Airport shall be governed by these Airport Rules and Regulations, and by other rules promulgated by the Airport Authority Executive Director (Director). These Airport Rules and Regulations may be changed or amended from time to time by the Director with approval from the Airport Authority Commission.

These Airport Rules and Regulations are supplemental to applicable federal, state, and local laws, and to the Airport Authority's contracts with airlines, concessionaires, contractors, and tenants. Insofar as possible, these Airport Rules and regulations shall be interpreted such that a conflict with applicable laws and contracts shall not exist.

Further, if any provision of these Airport Rules and Regulations is held to be invalid, the remainder of these Airport Rules and Regulations shall remain in effect.

1.2. Requirement to Comply with Applicable Laws

Each person shall comply with applicable federal, state, and local laws that now exist or as hereafter shall exist.

1.3. AOA Considered to Be Public Property with Controlled/Restricted Access

The Air Operations Area (AOA) shall be considered public property with controlled/restricted access.

1.4. Emergency Powers/Authorities

The Director shall have the authority to take such actions as may be necessary to safeguard persons and property at the Airport, and to make and enforce such provisions, in addition to those provided herein, as shall be required in any emergency or abnormal condition or situation.

1.5. Definitions

Air Operations Area (AOA): The AOA consists of all areas contained within the airport perimeter fence at the Airport. This area is subject to all the requirements set forth in the Airport Security Program.

Air Traffic Control Tower (ATCT): The FAA Air Traffic Control Tower for the Airport.

Aircraft: A device used or intended to be used for flight in the air.

Aircraft Accident: An occurrence associated with an aircraft operation that takes place between the time any person boards the aircraft with the intention of flight and until such time as all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Aircraft Engine: An engine used or intended to be used for propelling aircraft, including turbo superchargers, appurtenances, and accessories necessary for its functioning.



Aircraft Incident: An occurrence other than an aircraft accident associated with an aircraft operation that affects or could affect the safety of future operations.

Airfield Service Vehicles: Vehicles that are routinely used in the AOA for airfield service, maintenance, or construction (e.g. maintenance trucks, airport operations, security, safety, airport police, aircraft rescue and firefighting, and tractors).

Airport: Hollywood Burbank Airport.

Airport Authority: Burbank-Glendale-Pasadena Airport Authority.

Airport Business: Any person that operates a business or not-for-profit activity at the Airport under a lease, concession agreement, operating agreement, permit, access agreement, contract, use agreement, purchase order, license, or other legal authority. The term “airport business” includes contractors, subcontractors, sublessees, and vendors.

Airport Communication Center: The Airport Authority communication center tasked with making notifications to airport stakeholders regarding various events/activities including non-911 emergency communications, maintenance requests, documentation of system outages, and incidents.

Airport Fire: The aircraft rescue and firefighting department of the Airport Authority’s airport management firm.

Airport Highways, Streets, or Roads: Any designated roadway and right-of-way established on airport property by the Director for use by motorized vehicles.

Airport Noise Rules: The airport noise rules set forth in Commission Resolution No. 471.

Airport Police: Burbank-Glendale-Pasadena Airport Authority Police Department.

Airport Security Program (ASP): A TSA-approved airport operator’s manual that governs security-related activities, communications, and procedures covered under 49 CFR Part 1542 – Airport Security.

Business Day: Monday to Friday 8:00 a.m. to 4:30 p.m., not including holidays recognized by the Airport Authority.

Commission: Burbank-Glendale-Pasadena Airport Authority Commission.

Director: Burbank-Glendale-Pasadena Airport Authority Executive Director or such person’s duly authorized designee.

Driver: Any person responsible for the direct control of a vehicle while the vehicle is in operation.

Emergency Vehicle: Vehicles of police departments, fire departments, ambulances, airport operations vehicles, and vehicles conveying an airport official or airport employee in response to any emergency call.

Federal Aviation Administration (FAA): Federal Aviation Administration of the U.S. Department of Transportation.

Foreign Object Debris (FOD): Any object located in an inappropriate location that is capable of causing injury to personnel and/or damaging aircraft.

Ground Service Equipment (GSE): Vehicles that are routinely used on the AOA to support aircraft operations (e.g. aircraft pushback tractors, baggage/cargo tractors or trucks, air conditioning and aviation fuel trucks).

Ground Transportation Operator: An individual, company, group, or organization that provides for-hire ground transportation services at the Airport. The term “ground transportation provider” includes taxis, hotel/motel shuttles, courtesy vehicles, door-to-door shuttles, off-airport parking shuttles, other shuttle bus operators, executive car services, and TNCs.

Movement Area: Runways, taxiways, and other paved areas (including associated safety areas) that are used for taxiing, takeoff, and landing and that are under the control of the ATCT.

Night: The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Non-movement area: Taxilanes, aprons, and other paved areas inside the AOA not under the control of the ATCT.

Obstruction: Any structure, growth, or other object (including a mobile object) in the vicinity of the Airport that exceeds height limitations established by federal regulations.

Person: Any individual, limited liability company, partnership, corporation, government agency, or other entity.

Regulated Free Speech Activity: Charitable solicitation, leafletting, or picketing.

Restricted Area: Any area the Director designates as restricted under certain circumstances from time to time, either in writing or by means of maps or barriers, and in which persons without express permission to be there are not allowed.

Safety Area: A defined surface surrounding a runway, taxiway, or taxilane that has been prepared or is suitable for reducing the risk of damage to an aircraft in case of an unintentional departure from the paved surface as defined by the Airport Certification Manual.

Secured Area: A portion of the Airport, specified in the Airport Security Program, in which certain security measures are specified by federal regulations. This area is where aircraft operators and airlines enplane and deplane passengers and sort and load baggage. This area includes ramps and aprons where commercial aircraft park.

Security Identification Display Area (SIDA): A portion of the Airport specified in the ASP in which security measures specified in 49 CFR Part 1542 are carried out. The boundaries of the established SIDA at the Airport are depicted in the materials provided in the Airport Authority’s security training program and on a map held at the Airport Security Office.

SIDA Badge: The identification media authorized by the Director and the TSA to provide unescorted access to the SIDA. The SIDA badge is color coded to correspond to the area to which the badge holder has approved access. The SIDA badge may also be programmed to allow the badge holder access through security-controlled portals of the SIDA.

Smoking: Inhaling, exhaling, burning, or carrying any lighted or heated cigar, cigarette, or pipe, or any other lighted or heated tobacco or plant product intended for inhalation, whether natural or synthetic, in any manner or in any form. The term “smoking” includes the use of an electronic smoking device that creates an aerosol or vapor, in any manner or in any form, or the use of any oral smoking device for the purpose of circumventing the prohibition of smoking.

Sterile Area: The area beyond the airport passenger security checkpoints that provides passengers access to board aircraft and to which access generally is regulated by the TSA, through the screening of persons and property.

Substantial Damage: Damage or failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft, and that would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only

one engine fails or is damaged, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered substantial damage.

Taxi Hold Lot: The primary queue lot for taxis awaiting dispatch to the terminal area.

Terminal: Passenger terminal building.

Terminal Maintenance Activity: The performance of any maintenance related to the terminal or its associated systems beyond routine cleaning services.

Transportation Network Company (TNC): An organization, including a corporation, limited liability company, partnership, sole proprietor, or any other entity, that operates in California and provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle.

Transportation Security Administration (TSA): Transportation Security Administration of the U.S. Department of Homeland Security.

Ultralight vehicle: An aeronautical vehicle operated for sport or recreational purposes that does not require FAA registration, an airworthiness certificate, nor pilot certification in accordance with Federal Aviation Regulations.

Vehicle: Any conveyance, except aircraft, used on the ground to transport persons, cargo, and/or equipment.

1.6. Boundaries

The boundaries of the Airport shall include all land owned, leased, or otherwise controlled by the Airport Authority. Such land areas shall be shown on the FAA-approved Airport Layout Plan and incorporated herein by reference showing the boundaries of all such controlled areas.

Chapter 2 – Conduct

2.1. Damage to or Destruction of Airport Property

- 2.1.1. No person shall destroy, injure, damage, deface, or disturb in any way any Airport Authority building, sign, equipment, marker, structure, tree, flower, lawn, or property of any nature.
- 2.1.2. Any person causing or responsible for such injury, destruction, damage, or disturbance, including damage caused by the improper operation of a vehicle or aircraft, shall report such damage to the Airport Authority and, upon demand by the Director, shall reimburse the Airport Authority for the full amount of the damage(s).
- 2.1.3. Any SIDA badge holder observing or discovering damage to Airport Authority property shall report such damage to the Airport Communication Center.
- 2.1.4. The cost of repair or replacement necessitated by any such damage or destruction shall be ascertained by the Director.

2.2. Health

- 2.2.1. Airport business personnel at the Airport are required to report any potential health hazards (e.g. blood/blood stains, unprotected syringes, etc.) to the Airport Communication Center immediately upon discovery.
- 2.2.2. Airport business personnel at the Airport are required to immediately report any known or suspected communicable disease or potential disease vector to the Airport Communication Center immediately upon discovery.

2.3. Right of Inspection

- 2.3.1. The Director may inspect all buildings, improvements, equipment, and activities at the Airport including fuel equipment, effluent and chemical discharges, fire detection systems, fire suppression systems, utilities, and storm drains. Advance notice of inspection may be provided by the Director as a courtesy, but is not required.
- 2.3.2. Nothing herein shall be construed to limit the use of any area or portion of any building space by authorized officers, employees, or agents of the Airport Authority, or by airport contractors, or to prevent any police officer, firefighter, or any other public officer or employee from entering upon any building when properly required to do so in the performance of official duties.

2.4. Regulated Free Speech Activities

- 2.4.1. In order not to unduly interfere with the movement of persons, vehicles, aircraft, and property at the Airport, the Director has established designated locations on airport property for persons to engage in regulated free speech activities. These locations are: (i) for picketing - sidewalk at corner of N Hollywood Way and Airport Entrance; and (ii) for charitable solicitation and leafletting - demarcated area of sidewalk in front of Terminal B adjacent to pathway between Terminal A and Terminal B. Individuals engaging in regulated free speech activities are permitted to do so within these established locations and in accordance with the requirements set forth in the section 2.4.2 and 2.4.3.

2.4.2. Use of the aforementioned designated locations must conform to the following requirements:

2.4.2.1. The person or entity desiring to engage in the regulated free speech activity must submit an application to and obtain a permit from the Director. Within two business days of receipt of a complete application, the Director shall approve the permit unless one or more of the following findings is made: (i) The subject location has been reserved for another regulated free speech activity at the day and hour requested in the application; or (ii) the subject location is physically unsuitable for the size of the proposed regulated free speech activity so as to constitute a public safety hazard. If the permit is denied, the Director shall provide a written statement of the reasons for the denial.

2.4.2.2. Permits issued by the Director for use of a designated area for a regulated free speech activity shall be for a single continuous two-hour period. The permit shall state the start and end times of the two-hour period. Modification to the time period prescribed in the permit will require the submission of a new application.

2.4.2.3. To provide an equal opportunity for persons or entities to engage in regulated free speech activities, no more than two permits to utilize the designated locations will be issued to a single person or entity for a 48-hour period.

2.4.2.4. The permittee must keep an original copy of the permit on-site while engaging in the regulated free speech activity.

2.4.3. No person conducting a regulated free speech activity may:

2.4.3.1. Violate any other provisions of these Rules and Regulations.

2.4.3.2. Impair the safe operation of the Airport.

2.4.3.3. Obstruct, delay, or interfere with the free movement of any vehicle or any person.

2.4.3.4. Use a sound or voice amplifying apparatus in or adjacent to the terminal.

2.4.3.5. Use signage or materials beyond what can fit within the boundaries of the designated locations defined in 2.4.1. No signage may be affixed to Airport Authority property. The size of any signs cannot be larger than 24" x 24."

2.5. Improper Personal Conduct

2.5.1. No person shall engage in any improper conduct while on airport property. Improper conduct includes: committing a felony or a misdemeanor; unlawfully possessing a firearm or other weapon; fighting, defecating, or urinating in public; gambling or participating in other games of chance where money is involved; failing to cooperate with any Airport Authority officer or employee performing official duties; willfully assaulting or committing battery upon any person; threatening the safety of any person; recklessly or intentionally destroying property owned by any person; or acting in a manner intended or that is reasonably likely to cause physical injury to any person.

2.5.2. No person shall coerce, obstruct, delay, or interfere with the free movement of any other person, or seek to coerce or physically disturb any other person.

- 2.5.3. No person shall impersonate or falsely indicate to the public that he or she is a representative of the Airport Authority, any airport business, or government organization.
- 2.5.4. No person shall misrepresent his or her identity.
- 2.5.5. No person shall touch, move, or take possession of another person's property (including baggage) except for Airport Authority and airline personnel carrying out official duties.
- 2.6. Proper Use of Facilities and Equipment
 - 2.6.1. No person shall use any airport facilities or equipment in a manner other than originally intended.
 - 2.6.2. All persons utilizing any airport facility or equipment shall do so in compliance with all applicable instructions, standards, or other prescribed procedures.
 - 2.6.3. No person shall expectorate on the floors, walls, or other surfaces of the Airport, or use airport property other than in a clean and sanitary manner.
- 2.7. Prohibition Against Feeding/Sheltering Wildlife or Interference with Wildlife Mitigation Activities
 - 2.7.1. No person shall touch or tamper with any trap, exclusionary netting, or device used by the Airport Authority for wildlife mitigation/control.
 - 2.7.2. No person shall feed or shelter any wild animals or birds on airport property except for animals that are being transported.
 - 2.7.3. No person shall contribute to or create a wildlife habitat or attractant on airport property.
- 2.8. Drugs, Alcohol, and Intoxication
 - 2.8.1. No person shall consume any alcoholic beverage except in places specifically designated for dispensing and consumption of alcoholic beverages.
 - 2.8.2. No person under the influence of alcohol, narcotics, or other controlled substances shall operate a vehicle or aircraft on the Airport.
- 2.9. Firearms, Weapons, and Explosive Materials
 - 2.9.1. The carrying of firearms, weapons, and explosives on airport property shall be conducted in compliance with applicable laws.
 - 2.9.2. The open carry of weapons on airport property is prohibited other than by on-duty licensed law enforcement officers or personnel approved by the Director.
- 2.10. Refuse Removal and Containers
 - 2.10.1. All persons on airport property shall properly dispose of all unused or abandoned food and food containers in trash receptacles.
 - 2.10.2. No person shall dispose of garbage, papers, refuse, or other material on the Airport except in the receptacles provided for that purpose.
 - 2.10.3. Refuse containers in public areas shall be covered.

- 2.10.4. No vehicle or container used for hauling trash, dirt, or any other material shall be operated on the Airport unless such vehicle or container is constructed and maintained so as to prevent the contents thereof from dropping, sifting, leaking, or otherwise escaping therefrom.
 - 2.10.5. Areas to be used for trash or garbage containers shall be designated by the Director, and no other areas shall be so used. Such areas shall be kept clean and sanitary at all times.
 - 2.10.6. No person shall search through refuse or garbage material that has been disposed of or abandoned by someone other than himself/herself or his/her employees.
 - 2.10.7. Any large surplus equipment, broken items or supplies used in a leased space shall be disposed of properly. Items shall be transported off the airport property by the lessee immediately and shall not be allowed to sit on designated loading areas or in hallways.
 - 2.10.8. Hazardous waste shall be disposed of in accordance with applicable laws and shall not be placed in airport trash or garbage receptacles.
- 2.11. Reflective Safety Vests and Personal Protective Equipment (PPE)
- 2.11.1. All persons on the AOA shall wear a reflective safety vest at all times. This requirement does not apply to aircraft passengers traversing to or from an aircraft and transient pilots or staff pilots conducting duties associated with the inspection or operation of an aircraft in preparation for flight.
 - 2.11.2. All persons working on any airport highways, streets, or roads shall wear a reflective safety vest to comply with the U.S. Department of Transportation's Work Zone Safety and Mobility regulations (23 C.F.R. 630, subpart J or succeeding regulation).
 - 2.11.3. All required reflective safety vests shall be ANSI/ISEA Type R (Roadway) or Type P (Public Safety) as appropriate, meet performance class 2 standards, and be worn properly, which means fastened in the front by using the zipper, button, or Velcro fastener.
- 2.12. Foreign Object Debris (FOD)
- 2.12.1. Each airport employee shall be responsible for the proper disposal of FOD on the AOA.
 - 2.12.2. It is the responsibility of each lessee or other occupant of ramp and apron areas to place suitable containers, as determined by the Director, at every gate, remote aircraft parking area, cargo, and maintenance facilities at locations determined by the Director to encourage the proper disposal of FOD.
 - 2.12.3. All persons operating or conducting business on the AOA shall ensure that any owned/operated equipment that could be repositioned or moved by winds or other weather-related forces shall be properly secured at all times to ensure that the equipment will not move from its parked position. The cost of any damage to Airport Authority or tenant property that is caused by unsecured equipment shall be the responsibility of the owner/operator of the unsecured equipment.
 - 2.12.4. Any airport business operating on the AOA shall keep its leasehold clean and free of FOD at all times. The Director shall monitor all leaseholds within the AOA to ensure that they are properly clean and free of FOD. Any airport business whose leasehold the Director deems to not be satisfactorily clean and free of FOD shall be notified in writing of the non-compliance and given 10 calendar days to sufficiently clean the leasehold. If the airport business fails to clean the leasehold sufficiently, the Director may have the leasehold cleaned at the expense of the airport business.

2.13. Duty to Report

All persons involved in or witnessing any accident, incident, or safety/security hazard involving persons, aircraft, vehicles, or other equipment occurring on the Airport shall contact the Airport Communication Center immediately to report the accident, incident, or safety/security hazard and make a report to Airport Operations and/or Airport Police as soon as possible, giving all pertinent information as requested.

2.14. Use of Airport Highways, Streets, Roads, and Sidewalks

2.14.1. No person shall occupy airport highways, streets, roads, or sidewalks in such a manner as to hinder or obstruct their proper operation or use by others or to obstruct or hinder emergency responders.

2.14.2. No person shall drive any vehicle across or upon any lawn or grass area, sidewalk, or curb except by permission of the airport police officer on duty or except as necessary to service or maintain airport facilities.

2.14.3. No person or vehicle shall travel on the Airport other than on the highways, streets, roads, sidewalks or places provided for the use of that particular class of traffic.

2.15. Prohibition Against Obstruction or Interference with the Movement of Aircraft, Vehicles, Personnel, and Equipment

No person shall obstruct or interfere with the movement of aircraft, vehicles, personnel, and equipment.

2.16. Improper Sound Devices and Visual Displays

2.16.1. Sound trucks, sound amplifying devices, and amplified sound reproduction machines are prohibited on the Airport.

2.16.2. No person shall use the airport public address system for the solicitation of business.

2.16.3. Excessive or prolonged use of horns, sirens, whistles, or other noise-generating devices is prohibited. This prohibition does not apply to Airport Authority personnel using horns, sirens, whistles, or other noise-generating devices in conduct of official duties.

2.17. Animals

2.17.1. Animals authorized to be on airport property shall relieve themselves solely in the designated pet relief areas established by the Director.

2.17.2. No person shall allow or transport any animal onto the AOA unless it is properly leashed or restricted by other means as deemed appropriate by the Director to prevent the animal from interfering with airport operations.

2.18. Open Flame/Smoking Restrictions

2.18.1. No person shall conduct any open flame operations in any hangar or elsewhere on the Airport unless specifically authorized by the Director in writing. Any open flame operations authorized by the Director shall be conducted strictly in accordance with applicable fire and safety regulations. Authorization shall not be granted until such operation has been investigated and it has been determined that there is no fire hazard to airport property.

- 2.18.2. Open flame welding within 50 feet of aircraft fueling operations is prohibited. An operational fire extinguisher of the proper classification shall be present at the site during welding operations.
- 2.18.3. Smoking is prohibited on airport property other than in designated smoking areas.
- 2.18.4. The Director is authorized to designate smoking areas at the Airport at least 20 ft. from any building entrance/exit point.
- 2.19. Lost and Found Items
Any person finding lost articles in any airport common areas shall immediately turn them into Airport Police. Articles unclaimed by their owners are subject to policies and procedures set forth by the Airport Authority. Nothing herein shall be construed to deny the right of scheduled airlines or other airport tenants to maintain "lost and found" services for property of their passengers, invitees, or employees as permitted by law.
- 2.20. Forgery and Counterfeit
No person shall make, possess, use, sell, barter, exchange, pass, or deliver any forged, counterfeit, or falsely altered pass, permit, identification badge, certificate, placard, sign, or other authorization purporting to be issued by or on behalf of the Airport Authority or other regulatory agency.
- 2.21. Proper Use of Elevators, Escalators, and Conveyor Systems
2.21.1. No person shall use an elevator, escalator, or conveyor system contrary to its intended use or posted restriction(s).
2.21.2. Escalators shall not be used with wheeled carts, wheelchairs, wheeled vehicles, strollers, walkers, unescorted children, or animals.
- 2.22. False Reports or Threats
No person shall make any threat involving aircraft or any facilities or operations at or on the Airport or make any false report regarding the conduct of operations at or use of the Airport.
- 2.23. Sporting Equipment and Recreation Activities on the AOA
No person shall engage in recreational activities or sporting events on the AOA unless approved by the Director. The Director may approve areas within the AOA for use as employee break areas.
- 2.24. Personal Appearance Standards
Each entity having personnel on airport property shall require its employees, subcontractors, and/or independent contractors who work in public view and about the terminal to wear clean and neat appearing clothing (as appropriate to the job duties performed) and shall take all actions necessary to ensure their courteous, polite, and inoffensive conduct and demeanor.
- 2.25. Prohibition Against Squatting/Unlawful Occupation on Airport Property
2.25.1. The occupation of airport property and facilities without authorization from the Director is prohibited.

2.25.2. The utilization of public areas of the Airport for excessive durations of time or for non-travel related purposes without authorization from the Director is prohibited.

2.26. Requirement to Remove Derelict, Non-Functional, or Unsafe Vehicles or Equipment

2.26.1. No tenant or lessee shall park or store a derelict, non-functional, or unsafe aircraft, vehicle, or piece of equipment in any area outside its leasehold without the approval of the Director.

2.26.2. Any derelict, non-functional, or unsafe aircraft, vehicle, or piece of equipment that is stored or parked within a tenant or lessee's leasehold for more than 30 days may be deemed derelict and subject to removal at the owner's expense as described in section 2.27.4.

2.26.3. No person shall park or store any vehicle in an airport parking facility, in a parking facility under the control of an airport tenant, or other area authorized for parking, that is unattended or inoperable for a period of 30 days or more without a written permit from the airport tenant or the Director as applicable. Vehicles left unattended shall be presumed to have been abandoned and may be considered and treated as such.

2.26.4. Upon notification and demand by the Director, the owner or operator of any derelict, non-functional, or unsafe vehicle, aircraft, or piece of equipment shall remove the item at his/her own expense. If the owner or operator fails or refuses to remove such property by the deadline, the Director may cause the same to be removed, impounded, and/or stored. The cost of such removal, impounding, storage, and any fees due at the time shall be a charge against the owner or operator of such property.

2.27. Parking and Storage of Personal Transportation Systems

Personal transportation systems (e.g. bicycles, scooters, unicycles, segways, roller skates, skate board, etc.) shall only be parked, stored, or left unattended in designated areas established by the Director.

Chapter 3 – Aircraft Operations

3.1. Interference/Tampering with Aircraft

- 3.1.1. No person shall interfere or tamper with any aircraft, or put in motion the engine of such aircraft, or use any aircraft, aircraft part, instrument, or tool without permission of the owner.
- 3.1.2. No person shall release, throw, shoot, or propel any object in such a manner as to interfere with or endanger the safe operation of any aircraft taking off, landing, or operating on the Airport or any vehicle operating on the Airport.
- 3.1.3. No person shall use a laser or any other lighted device to interfere with the operation of an aircraft.

3.2. Compliance with Instruction Issued by Air Traffic Control and the Director

- 3.2.1. All aircraft in flight within the Airport's Class C airspace or in motion or parked on the runways, taxiways, aprons, hardstands, or ramps of the Airport shall comply with written or oral instructions issued by ATCT personnel and the Director.
- 3.2.2. All aircraft shall follow appropriate taxiway and runway guidance markings, lighting, and signage when operating on any portion of the Airport.

3.3. Dangerous or Negligent Operations

The Director may prohibit aircraft landing and taking off any time and under any circumstances when such operation is deemed likely to endanger persons or property, except for emergency landings. In addition, no aircraft shall be operated on the surface of any public landing area, public cargo ramp and apron area, or public aircraft parking and storage area:

- 3.3.1. In a careless or negligent manner.
- 3.3.2. In disregard of the rights and safety of others.
- 3.3.3. Without due caution and circumspection.
- 3.3.4. At a speed or in a manner that endangers persons or property.
- 3.3.5. While the pilot, or other person aboard, controlling any part of the operation thereof, is under the influence of intoxicating liquor, any narcotic, or dangerous drug or controlled substance.
- 3.3.6. If such aircraft is so constructed, equipped, or loaded as to unreasonably endanger or be likely to unreasonably endanger persons or property.

3.4. Aircraft and Aircraft Operator Requirements

- 3.4.1. All aircraft operating at the Airport shall display on board the aircraft a valid airworthiness certificate issued by the FAA or appropriate foreign government and display on the exterior of the aircraft a valid registration number issued by the FAA or appropriate foreign government.
- 3.4.2. No aircraft, excluding skid-equipped helicopters, shall operate on the Airport unless equipped with a tail wheel or nose wheel; and, in addition, the main gear wheels shall have operating brakes, unless, with the permission of the Director, who, before

permission is given, shall investigate the circumstances under which such aircraft is to be operated and determine that no danger exists to persons or property by reason of such operation. When any pilot of an aircraft that is not equipped with adequate brakes receives permission from the Director to taxi such aircraft, such pilot shall not taxi such aircraft near buildings or parked aircraft unless an attendant is at the wing of the aircraft to assist the pilot. An aircraft with wings and tail higher than five feet from the ground that does not have adequate brakes shall not be taxied on the Airport, but shall be towed if it is necessary to move such aircraft.

- 3.4.3. All aircraft operating at the Airport are required to have all mandatory aircraft lighting systems, as required by the FAA, operational during times required by the FAA.
- 3.4.4. All persons operating aircraft on the Airport shall possess an appropriate license, issued by the FAA or appropriate foreign government.

3.5. Engine Run-Ups and Proper Operation of Aircraft Engines

- 3.5.1. Aircraft engines shall be run-up only in places and times approved for such purposes by the Director. All engine run-ups shall be coordinated with Airport Operations and ATCT.
- 3.5.2. At no time shall aircraft with engines running or engines being tested be left unattended.
- 3.5.3. At no time shall engines be started, run-up or operated when hangars, shops, offices, building, persons, equipment, passengers, or aircraft landing, parked, or taking off are in the propeller stream or jet engine exhaust.
- 3.5.4. No person shall start or run any aircraft engine unless a competent person fully qualified as required by federal or state regulations is in the aircraft attending the engine controls. Chocks shall always be placed in front of the main landing gear wheels before starting the engine or engines unless the aircraft is equipped with adequate brakes.
- 3.5.5. Any aircraft engines that are mounted to a free-standing support stand instead of an aircraft and are operational shall be properly secured prior to operation of the engine. If the support stand is on wheels, all the wheels of the support stand shall be chocked in front of and behind each wheel.
- 3.5.6. No aircraft engines shall be run at a terminal gate unless a sufficient number of attendants are present and properly positioned to prevent any person, vehicle, or other apparatus from being damaged or injured by operation of the engines. Permission shall also be received from ATCT and the Director prior to starting an engine at a terminal gate.
- 3.5.7. Cross-bleed engine starts are only allowed in locations approved by the Director.
- 3.5.8. Aircraft engine run-ups shall be done in compliance with the Airport Noise Rules (Reference Rules and Regulations 8.1 – Aircraft Noise Rules).

3.6. Unmanned Aircraft System (UAS), Ultralight Vehicles, and Motorless Aircraft

The operation of Unmanned Aircraft System (UAS, also commonly referred to as “drones”), motorless aircraft and/or ultralight vehicles, as defined by the FAA, is prohibited unless:

- 3.6.1. The operator has prior authorization from the Director and the ATCT; and

- 3.6.2. The aircraft/vehicle meets all other applicable requirements stated in these Airport Rules and Regulations as well as all governing sections of the Federal Aviation Regulations pertaining to this classification of aircraft/vehicle.

3.7. Authorized Aircraft Parking Areas

- 3.7.1. No person shall park an aircraft or leave an aircraft standing at any location on the Airport other than those areas designated for the parking of aircraft. The parking of any aircraft outside of areas designated for aircraft parking is prohibited without permission from the Director.
- 3.7.2. All parked aircraft shall have at least one main gear wheel chocked in the front and back of the wheel by wheel blocks or other approved devices except in cases where, in the opinion of the Director, proven procedures, such as those followed by the scheduled airlines, that are equally safe are employed.
- 3.7.3. Upon notification by the Director, the operator of any aircraft parked or stored at the terminal shall move such aircraft from the place where it is parked or stored to a location designated by the Director. If the operator refuses to comply with such direction, the Director may cause such aircraft to be removed to the designated place at the operator's expense, and without liability for damage that may result in the course of such moving.
- 3.7.4. All aircraft parked on non-leased aircraft parking areas shall have cones or another type of barricade approved by the Director at the outer edge of the wingtips, nose, and tail of the aircraft unless an exemption has been granted by the Director.
- 3.7.5. Cones or barricades placed to protect a parked aircraft shall not be placed on any vehicle service road or outside of an area designed for aircraft parking.
- 3.7.6. No person or entity shall reserve any non-leased aircraft parking position by any means without permission from the Director. The parking, placement, or staging of any equipment, barricades, or objects of any type on a non-leased aircraft parking spot for more than five minutes prior or after the aircraft's arrival or departure from the parking spot is prohibited without the permission of the Director.
- 3.7.7. Parking of aircraft such that any part extends beyond the leasehold is forbidden, and any damage to property caused by any part extending beyond the lease area will be the responsibility of the airport tenant in violation.

3.8. Repairs in Designated Areas Only

Repairs to an aircraft or any aeronautical equipment shall not be performed outside of an airport tenant's leasehold in any area of the Airport other than in areas specifically designated for such purposes by the Director. Additionally, the Director may restrict the types of maintenance activities that can be conducted in each designated area.

3.9. Aircraft Operating Under Special Flight Permits

Any aircraft operating with a special flight permit as defined under 14 CFR 21.197 shall receive approval from the Director prior to operating at the Airport.

3.10. Simulated Forced Landing

Simulated forced landings are forbidden within the airport traffic area without approval of the ATCT and the Director.

3.11. Taxiing

- 3.11.1. No person shall taxi an aircraft until ascertaining by visual inspection that there will be no danger of collision with any person or object in the immediate area.
- 3.11.2. Aircraft shall be taxied in accordance with all directions given by the ATCT.
- 3.11.3. No person shall taxi an Aircraft on any vehicle service road at the Airport.

3.12. Aircraft Towing/Repositioning

- 3.12.1. Personnel towing aircraft shall be properly trained and authorized by their company to perform aircraft towing operations.
- 3.12.2. If proceeding into the movement area, the tow crew shall maintain contact with ATCT and receive authorization to proceed into the movement area.
- 3.12.3. Businesses performing aircraft towing operations are responsible for providing a sufficient number of personnel for each towing operation to ensure the safety of the movement.
- 3.12.4. Aircraft shall not be towed on any vehicle service road.

3.13. Airport Operational Restrictions

The Director may issue a Notice to Airmen (NOTAM) denying or restricting use of the Airport, its runways, taxiways, taxilanes, aprons, and parking areas for aircraft operations. Additionally, NOTAMs may be issued to advise airmen of conditions that exist at the Airport that may cause a hazard to aircraft but that do not deny use of the area. In the event that the Director believes the conditions at the Airport to be unsafe for aircraft operations, the Director may issue a NOTAM closing the Airport, or any portion of the Airport, until the Director determines conditions to be safe for aircraft operations.

3.14. Power Back from Terminal Gates Prohibited

The engines of turbojet aircraft shall not be used to propel the aircraft backwards from a terminal gate unless permission has been obtained from the Director and sufficient attendees are present to prevent injury or damage to any and all persons and equipment.

3.15. Aircraft Incidents and Accidents

In addition to all other reports required by other agencies, the pilot or operator of any aircraft involved in an accident or incident on the Airport causing personal injury or property damage shall immediately notify the Airport Authority. Upon request, the pilot or operator shall make a prompt and complete written statement concerning such accident or incident to the Director within 48 hours. When a written report of an accident or incident is required by Federal Aviation Regulations, a copy of such report shall also be submitted to the Airport Authority if requested by the Director.

3.16. Discharge of Aircraft Contents Prohibited

The discharge or release of any object from an aircraft while operating on the ground is prohibited except when an emergency situation requires such discharge of contents for the protection of life and property.

3.17. Removal of Disabled Aircraft

3.17.1. Aircraft owners, operators, and tenants shall be responsible for the prompt removal of disabled aircraft and parts thereof, unless required or directed to delay such action by the Director or an authorized federal agency.

3.17.2. When a disabled aircraft is blocking or delaying the use of any portion of the Airport, the owner or operator of the aircraft shall make immediate arrangements to have such aircraft moved as soon as an authorized representative of the Airport Authority and appropriate governmental agencies have authorized such movement. In the event that the removal of the aircraft is not initiated as soon as possible, or is not progressing at an acceptable rate, the Director may initiate action to remove the aircraft at the expense and risk of the aircraft owner. The aircraft owner and operator shall hold the Airport Authority harmless and free of liability for any damage to the aircraft from the removal operation.

3.18. Banner Towing Operations

No aircraft shall conduct banner towing operations at the airport without receiving permission from the Director.

3.19. Hand Propping of Aircraft

Aircraft hand propping is not allowed unless no other means of starting an aircraft exists and all applicable Federal Aviation Regulations and guidance are followed. Pilots are solely responsible for liability resulting from hand propping of an aircraft. Two people (one to hand prop the aircraft and a second to handle the aircraft controls) are required to hand prop and aircraft.

3.20. Prohibition on Removal of Liened Aircraft

No person shall move or remove any aircraft from the Airport, or parts from such aircraft, when an official notice of lien has been posted upon such aircraft by the Airport Authority unless approved by the Director.

3.21. General Aviation Aircraft Parking at Terminals

No general aviation aircraft shall park at a terminal gate without the permission of the Director. Any general aviation aircraft that does park at a terminal gate shall immediately disembark from such gate when requested by the Director.

3.22. Trash Disposal from Aircraft

3.22.1. Airline and/or aircraft operators shall promptly dispose of all aircraft trash in appropriate receptacles.

3.22.2. All trash or refuse material brought into the Airport that is subject to the federal standards regarding the disposal of trash from countries or provinces outside of the United States of America shall be disposed of in adherence with all federal regulations.

3.23. Terminal Aircraft Pushback Operations

All aircraft pushing back from a terminal gate shall have a sufficient number of wingwalkers present and properly positioned to assist with the pushback operation in order to prevent injury or damage to any and all persons and equipment. Wingwalkers shall be in position for the duration of the pushback operation.

3.24. Helicopter Operations on Airport Property

- 3.24.1. The Director may require helicopter operators who conduct regular operations on airport property to submit a written plan detailing how they will safely operate into and out of their proposed landing site on airport property. The Director may choose to conduct a Safety Risk Assessment (SRA) of the proposed landing site to identify any hazards and risk mitigation solutions. The findings of the SRA will then be submitted to the helicopter operator for consideration and, if required by the Director, corrective action. The Director may require that the hazards identified in the SRA be mitigated prior to allowing the helicopter operation to begin. The Director may require the helicopter operator to establish a heliport in compliance with FAA Advisory Circular 150/5390-2 (current edition) Heliport Design if deemed necessary.
- 3.24.2. Helicopters shall land to a runway and hover taxi via taxiways to their parking positions unless otherwise approved by the Director.

3.25. Prohibition Against Aircraft Interference with Vehicle Service Road

Aircraft shall not be parked on or over any designated vehicle service road.

3.26. Use of Chocks

- 3.26.1. Any parked aircraft or aircraft conducting an engine run-up shall have its at least one wheel on its main landing gear chocked to prevent the movement of the aircraft unless the aircraft is tied down to the ramp with tie down lines.
- 3.26.2. Wheel chocks manufactured specifically for aircraft parking shall be used. The use of homemade wheel chocks or other items (e.g. rocks, pieces of wood, etc.) as wheel chocks is not permitted.

3.27. Radio Equipment Requirements

- 3.27.1. All aircraft based at or using airport facilities shall be equipped with a properly functioning two-way radio that, under normal conditions, is capable of communicating with the ATCT.
- 3.27.2. Pilots of aircraft shall not land, taxi, or take off without clearance from the ATCT by radio or light signal.
- 3.27.3. Aircraft without fully operational radio equipment are prohibited from operating in the movement area unless approved by the ATCT. If the aircraft operation will be conducted while the ATCT is not in operation, then permission from the ATCT is not required.

3.28. Unauthorized and Non-Standard Painting on Ramp/Apron Areas

- 3.28.1. Any person desiring to paint new markings or to modify existing markings on any ramp/apron area inside the AOA, including inside leaseholds, shall receive written approval from the Director prior to painting the markings.
- 3.28.2. Design drawings of the proposed painted markings shall be submitted to the Director for review and approval.

- 3.28.3. The Director may deny or require modifications to any proposed markings in the interest or safety and uniformity.
- 3.28.4. Any person who paints markings prior to receiving permission from the Director or who paints markings other than those approved by the Director, shall be required to remove the unapproved markings and shall be solely liable for the expense of such removal.
- 3.29. Balloon, Airship, Dirigible, and Other Lighter-Than-Air Aircraft Operations
 - 3.29.1. No one shall operate a balloon, airship, dirigible, or other lighter-than-air aircraft at the Airport without the approval of the Director.
 - 3.29.2. Balloon, airship, dirigible, or other lighter-than-air aircraft permitted to land or take-off at the airport shall use a mooring mast/tower, or another means acceptable to the Director for parking.

Chapter 4 – Terminal Operations

- 4.1. **No Loitering**
The utilization of the terminal for excessive durations of time or for non-travel related purposes, unless authorized by the Director, is prohibited.
- 4.2. **Protection of Public Safety**
Every airport business operating in the terminal shall make the safety of the public the highest priority when conducting any operation.
- 4.3. **Proper Use of Common Areas (Non-Leased Areas)**
- 4.3.1. Any person utilizing common areas (non-leased areas) of the terminal shall do so in a safe manner to prevent injury or damage.
 - 4.3.2. No portion of the common areas of the terminal shall be blocked off or barricaded to prevent utilization of the area without permission from the Director, except where such is required to protect life and property.
 - 4.3.3. No portion of the common areas of the terminal shall be altered, modified, or improved in any way without the permission from the Director.
 - 4.3.4. No airport business shall place any signage or equipment of any kind in common areas of the terminal without permission from the Director.
 - 4.3.5. Any airport business that soils, dirties, or damages common areas of the terminal shall be responsible for cleaning the affected area.
- 4.4. **Proper Use of Common-Use Equipment**
- 4.4.1. Common use equipment associated with the terminal shall not be operated or utilized in a manner other than originally intended and in compliance with all published procedures/standards.
 - 4.4.2. Common use equipment associated with the terminal shall be operated in a safe manner to prevent injury or damage.
 - 4.4.3. Any airport business that soils, dirties, or damages common use equipment associated with the terminal shall be responsible for repairing or restoring the equipment to its previous condition.
 - 4.4.4. Common-use equipment associated with the terminal shall not be altered, modified, or improved in any way without permission from the Director.
- 4.5. **Prohibition Against Storage of Items in Common Use Areas**
No items of any kind shall be stored or left unattended in common areas of the terminal without prior authorization from the Director.
- 4.6. **Requirement to Use Designated Entry/Exit Points**
- 4.6.1. Any person entering the sterile area for non-airport business related purposes shall enter such area through and, after being properly screened at, a TSA security screening checkpoint.

- 4.6.2. All persons planning to board an aircraft shall enter the sterile area through and, after being properly screened at, a TSA security screening checkpoint.
- 4.6.3. Any person with a SIDA badge entering the sterile area for airport business-related purposes shall do so through designated entry/exit points established by the Director.
- 4.6.4. Any materials or equipment being brought into the sterile area shall do so through designated entry/exit points established by the Director and, as appropriate, shall be screened.
- 4.7. Coordination of Terminal Maintenance Activities
Any airport business desiring to conduct a terminal maintenance activity shall coordinate and receive permission from the Director before such maintenance activity can be executed.
- 4.8. Proper Transportation of Materials Through Terminal
 - 4.8.1. Proper precautions and safety measures shall be taken when transporting any item, equipment, or materials through the terminal to prevent injury to persons or damage to property.
 - 4.8.2. Any loose items or materials being transported through the terminal shall be properly secured/covered to prevent them from becoming a hazard to other persons.
 - 4.8.3. Any used cooking oil shall be transported in a sealed oil trolley specifically made for transporting oil. The container shall be sealed properly while the oil is transported and any spills or drips shall be cleaned up immediately. Oil shall only be transported in the cargo elevators. Passenger elevators shall not be used for transporting oil.
 - 4.8.4. Any prohibited items being transported through the terminal shall be done so in compliance with all TSA policies and the ASP.
- 4.9. Unauthorized Occupation of Vacant Areas
No airport business shall use a vacant (non-leased) portion of the terminal without first receiving permission from the Director.
- 4.10. Compliance with Joint Use Facility Policy
All airport businesses in the terminal shall comply with the Joint Use Facility Policy established by the Airport Authority. The Joint Use Facility Policy may be amended from time to time by the Airport Authority and without prior notice.

Chapter 5 – Vehicle Operations Outside the AOA

This Chapter applies to the operation of all vehicles on airport property at locations outside the AOA.

5.1. Proper Licenses to Operate a Vehicle

The driver shall also have a license(s), certification(s), permit(s), or endorsement(s), as required by law for the type of vehicle being operated.

5.2. Vehicle Requirements

5.2.1. Any vehicle operated at the Airport shall be properly registered and licensed as required by the state the vehicle is registered in and, if applicable, the State of California and local jurisdictions.

5.2.2. All vehicles shall be sufficiently equipped and maintained to ensure they do not present a hazard.

5.3. Compliance with Posted Signage and Notices

Drivers shall comply with all posted signage and notices related to the operation of vehicles.

5.4. Compliance with Speed Limit

Drivers shall comply with all posted speed limit signage. If no speed limit is posted, it shall be assumed that the speed limit for such surface is not to exceed 15 miles per hour.

5.5. Requirement to Comply with All Instructions Issued by Airport Police and Airport Operations

Drivers shall comply with directions and instructions from Airport Police and Airport Operations.

5.6. Prohibition Against Unsafe or Negligent Operation

5.6.1. No vehicle shall be operated in a manner that creates an unreasonable risk of harm to persons or property, or while the driver is under the influence of any substance that impairs, impedes, or otherwise affects the ability of the driver to safely operate the vehicle, or if such vehicle is so constructed, equipped, or loaded as to create an unreasonable risk of harm to persons or property.

5.6.2. The utilization of a cell phone for any purpose (e.g. telephone calls, texting, utilization of applications, etc.) by the driver of a vehicle while the vehicle is in motion is prohibited unless the cell phone is being utilized through a hands-free device.

5.7. Designated Areas for Vehicle Operations

5.7.1. No person shall operate in a vehicle outside of areas designated for vehicle operations by the Director. Areas authorized for vehicle operations include roadways, driveways, parking lots, parking garages, and other paved areas intended for vehicle operations. No vehicle shall be operated in any grass area without the permission of the Director.

5.7.2. Vehicles being used to deliver packages, goods, or other items/materials to an airport business shall only conduct delivery operations in areas approved by the Director.

5.8. Designated Vehicle Parking Areas

- 5.8.1. No person shall park a vehicle for loading, unloading, or any other purpose on the Airport other than in the areas specifically established for such purpose and in the manner prescribed by signs, lines, or other means.
- 5.8.2. No person shall abandon any vehicle on the Airport.
- 5.8.3. No person shall park a vehicle on grass areas, or in a manner so as to obstruct roadways.
- 5.8.4. No person shall park a vehicle in any space marked for parking in such a manner as to occupy part of another marked space.
- 5.8.5. No person shall park or stop any vehicle in any reserved areas so marked, unless authorized to do so.
- 5.8.6. All employees of companies, organizations, or agencies having tenancy on the Airport shall park private vehicles on leased premises only or in designated employee parking lots.
- 5.8.7. Vehicles shall not be left running and unattended.

5.9. Right-of-Way for Pedestrians and Emergency Vehicles

Drivers shall yield the right-of-way at all times to pedestrians and emergency vehicles.

5.10. Temporary Obstruction of Areas Where Vehicles Operate

Permission from the Director is required to park or stop a vehicle or piece of equipment in any area that will impede or obstruct the utilization of an area where vehicle operations occur. This may occur when maintenance activities need to be carried out on airport roadways or facilities located adjacent to airport roadways.

Chapter 6 – Vehicle Operations On the AOA

This Chapter applies to the operation of all vehicles on Airport property at locations on the AOA.

6.1. **Operator Requirements to Operate a Vehicle on the AOA**

Any person operating a vehicle on the AOA shall meet the following requirements. For the purposes of this paragraph, the term vehicle includes aircraft being taxied under their own power by a non-pilot, or being towed with no intention for flight:

- 6.1.1. Hold a valid SIDA badge that provides the security authorization to operate the vehicle in the area. The SIDA badge shall be kept on the person while operating a vehicle.
- 6.1.2. Hold a valid driver's license issued by the State of California or another government agency authorized to issue driver's licenses acceptable to the Director. This includes any required authorizations, endorsements, or certifications necessary for the particular vehicle being operated. The valid driver's license shall be kept on the person while operating a vehicle.
- 6.1.3. Hold a valid AOA driver's license designation, depicted on the person's SIDA badge, to operate the vehicle in the area.
- 6.1.4. If a person does not meet the requirements set forth in 6.1.1 through 6.1.3, the person may only operate a vehicle on the AOA if properly escorted by an individual meeting the aforementioned requirements.

6.2. **Vehicle Requirements for AOA Operations**

Any vehicle operated on the AOA shall meet the following requirements:

- 6.2.1. Be properly painted, marked, signed, and/or lighted as required by the Airport Authority for operation on the AOA.
- 6.2.2. Be in a safe operating condition.
- 6.2.3. Meet all applicable vehicle safety standards and regulations for the type of vehicle being operated as required by the State of California.
- 6.2.4. Any vehicles that will operate in a movement area shall be equipped with a working VHF two-way radio to enable communication with ATCT. This requirement does not apply to vehicles that will only be operated in the non-movement area.
- 6.2.5. Any vehicle that does not meet the requirements set forth in 6.2.1 through 6.2.4 shall be escorted by a vehicle meeting the aforementioned requirements.

6.3. **Prohibition Against Operating a Vehicle in a Manner Other than Originally Intended**

No vehicle shall be operated in a manner other than the manner it was originally intended to be operated in.

6.4. **Prohibition Against Open Riding on Vehicles**

All persons on a moving vehicle shall be seated at a location on or in the vehicle established for an individual to be present on while the vehicle is in motion. Open riding in the back of a truck or other open storage vehicle is prohibited.

6.5. Requirement to Wear Seat Belts

Seat belts shall be worn by all persons occupying a vehicle where seat belts are provided.

6.6. Prohibition Against Unsafe or Negligent Operation

6.6.1. No vehicle shall be operated in a manner that creates an unreasonable risk of harm to persons or property, or while the driver is under the influence of any substance that impairs, impedes, or otherwise affects the ability of the driver to safely operate the vehicle, or if such vehicle is so constructed, equipped, or loaded as to create an unreasonable risk of harm to persons or property.

6.6.2. The utilization of a cell phone for any purpose (e.g. telephone calls, texting, utilization of applications, etc.) by the driver of a vehicle while the vehicle is in motion is prohibited unless the cell phone is being utilized through a hands-free device.

6.7. Requirement to Comply with All Instructions Issued by Airport Police and Airport Operations

All persons operating a vehicle on the AOA shall comply with any and all directions and instructions from Airport Authority personnel.

6.8. Compliance with Posted Signage and Notices

Drivers shall comply with all posted signage and notices related to the operation of vehicles.

6.9. Speed Limits on the AOA

Vehicles on the AOA shall not exceed the posted speed limit when on the Airport perimeter road and shall not exceed 15 miles per hour when operating in any area where the speed limit is not posted. Vehicles shall not exceed 5 miles per hour when operating in close proximity to aircraft or equipment.

6.10. Requirement to Comply with the Requirements of the Airport's Driver's Training Program, Airport Certification Manual (ACM), and Airport Security Program (ASP)

Any person operating a vehicle on the AOA and any vehicle being operated on the AOA shall meet all applicable requirements establish in the Airport Driver's Training Program, Airport Certification Manual, and ASP. Access to the full ASP is restricted. The Airport Authority will inform persons of the applicable portions of the ASP that they shall comply with through signage, notices, training, and other communication methods.

6.11. Ground Service Equipment (GSE) Requirements

6.11.1. Any Airport Business that operates GSE at the Airport shall comply with all GSE policies and standards established by the Director.

6.12. Parking or Storage of Vehicles and GSE Equipment Only in Authorized Areas on the AOA

6.12.1. Vehicles, GSE equipment, and other items/equipment shall only be stored within an airport business' leased area or other areas authorized by the Director.

6.12.2. Vehicles shall not be left running and unattended.

- 6.13. Maintenance of Vehicles and GSE Equipment on the AOA
All vehicle and GSE equipment maintenance shall only be conducted inside an airport business' leasehold or in another area authorized by the Director.
- 6.14. Limitation on Number of Baggage Carts
No vehicle shall tow more than four baggage carts at one time.
- 6.15. Vehicle Escorting Limitation
No more than three vehicles shall be escorted by a single escort vehicle. No more than five vehicles shall be escorted if front and back escorts (e.g. two escort vehicles) are used. Escort rations exceeding these requirements may be approved by the Director.
- 6.16. Prohibition of Bicycle, Unicycle, Roller Skate, Skateboard, Shoes with Rollers, and Personal Transport System Operations on the Air Operations Area
The use of bicycles, unicycles, roller skates, skateboards, shoes with rollers/wheels, and any other personal transportation system (e.g. segways, tricycles, etc.) is prohibited without the approval of the Director.
- 6.17. Insurance Requirements for Vehicles Operating on the AOA
Any vehicle operating on the AOA shall meet any and all insurance coverage requirements established by the Director.
- 6.18. Use of Privately Owned Vehicles on the AOA
The use of privately owned vehicles on the AOA for business purposes is permitted as long as the vehicle owner and operator meet all the applicable requirements set forth in these Airport Rules and Regulations.
- 6.19. Right of Way for Aircraft, Emergency Vehicles, and Pedestrians
Any person operating a vehicle on the AOA shall give the right of way to all aircraft, emergency vehicles, and pedestrians.
- 6.20. Zero-Tolerance for Alcohol and Drugs Policy on the AOA
The Airport has a zero tolerance policy related to the use of alcohol and drugs on the AOA.
- 6.21. Securing and Covering Load Requirements
Any person operating a vehicle on the AOA carrying materials or other items shall ensure that all materials and items are sufficiently secured to the vehicle to ensure that they do not fall off. Additionally, any open loads shall be covered to prevent items from exiting a vehicle.
- 6.22. Inspection of Tires and Vehicles to Prevent FOD on the AOA
Prior to entering the AOA, any person operating a vehicle is required to sufficiently inspect the vehicle to ensure there are no loose items on the vehicle or materials stuck in the tires that could become FOD on the AOA.

Chapter 7 – Ground Transportation

7.1. **Requirement to Obtain Permission From the Airport Authority**

Ground transportation operators shall obtain permission from the Director to operate at the Airport prior to commencing a ground transportation operation. Ground transportation operators shall meet any and all rules and requirements established by the Director pertaining to their particular type of operation and shall pay all fees prior to commencing operation.

7.2. **Operation Only in Designated Areas**

Ground transportation operators are only permitted to operate in areas designated by the Director for their particular type of operation. The Director may establish separate passenger pick-up and drop-off areas for ground transportation operators.

7.3. **Prohibition Against Unsafe or Negligent Operation**

No ground transportation operator shall operate a vehicle in a manner that creates an unreasonable risk of harm to persons or property, or while the driver thereof is under the influence of any substance that impairs, impedes, or otherwise affects the ability of the driver to safely operate the vehicle, or if such vehicle is so constructed, equipped, or loaded as to create an unreasonable risk of harm to persons or property.

7.4. **Queueing and Use of Hold Lot**

Ground transportation operators shall comply with all queuing procedures and standards established by the Airport Authority. Where applicable, ground transportation operators required to use a designated hold lot shall do so until allowed to drive to the designated area for passenger pick-up.

7.5. **Right of Inspection/Access**

The Director may inspect ground transportation operator vehicles at any time without advance notice.

Chapter 8 – Noise & Environmental

8.1. Airport Noise Rules

The Commission has established the Airport Noise Rules to minimize aircraft noise impacts on the community. These rules, and the enforcement actions pertaining to violations of the rules, are published on the Airport's website and are available for review at the Noise & Environmental Department.

- 8.1.1. Rule 8 pertains to activities prohibited during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. Prohibited activities include, no intersection takeoffs, no maintenance engine run-ups, and no flight training operation (See Airport Noise Rules for details).
- 8.1.2. Rule 9 is a specific curfew standard between 10:00 p.m. and 7:00 a.m. Aircraft which create noise greater than a certain limit may not use the Airport during these nighttime hours (See Airport Noise Rules for details).
- 8.1.3. Any pilot in command or maintenance facility violating the provisions of the rules may, in the discretion of the Airport Authority and in addition to any other remedies (including injunctive remedies) available, be subject to civil penalties for each violation.
- 8.1.4. The noise fine associated with certain restricted operations in Rule 8 and 9 are subject to an annual increase in accordance with the annual adjustment of noise violation fines required by Resolution No. 382.

8.2. Trash Disposal and Recycling Requirements

- 8.2.1. Airport businesses shall establish a program (approved by the Director) to ensure the proper containment, storage, and disposal of trash.
 - 8.2.1.1. Trash containers shall be covered to prevent trash from escaping containment.
 - 8.2.1.2. Trash containers shall be emptied at a frequency sufficient to prevent accumulation of trash beyond what the container is designed to hold.
 - 8.2.1.3. Hazardous waste containers (e.g. syringe disposal containers, biohazard containers) shall be placed in appropriate areas as required by the State of California – Occupational Health and Safety Program (referred to as CAL-OSHA).
- 8.2.2. Airport businesses shall establish a recycling program (approved by the Director) and encourage recycling with all persons associated with the business.
 - 8.2.2.1. Recycling containers shall be covered to prevent recycling materials from escaping containment.
 - 8.2.2.2. Recycling containers shall be emptied at a frequency sufficient to prevent accumulation of recycling materials beyond what the container is designed to hold.
- 8.2.3. Hazardous Waste/Universal Waste Recycling - Airport businesses shall comply with U.S. Environmental Protection Agency (EPA), Resource Conservation and Recovery Act (RCRA), Certified Unified Program Agencies (CUPA) and other applicable laws.
 - 8.2.3.1. Airport businesses shall obtain their own federal, state and local permits, as applicable to their business.

- 8.2.3.2. Airport businesses shall promote the collection and recycling of hazardous waste/universal waste.
- 8.2.3.3. Airport businesses shall encourage the development of recycling programs to reduce the quality of these wastes going to municipal solid waste landfills or combustors.
- 8.2.3.4. Universal waste regulations require that materials be managed in a way to prevent releases to the environment and tailors those requirements to each type of universal waste.
- 8.2.3.5. Standards for universal waste include labeling, requirement to respond to releases, transport to a facility that is permitted or otherwise designated for receiving hazardous waste.
- 8.2.3.6. All hazardous waste generators shall determine if their waste is hazardous and shall oversee the ultimate fate of the waste.
- 8.2.3.7. Generators shall ensure and fully document that the hazardous waste that they produce is properly identified, managed, and treated prior to recycling or disposal. The degree of regulation that applies to each generator depends on the amount of waste generated.

8.3. Industrial General Stormwater Permit

The Industrial General Permit regulates industrial storm water discharges and authorized non-storm water discharges from industrial facilities in California. The State Water Resources Control Board and the Los Angeles Regional Water Quality Control Board (collectively, Water Boards) implement and enforce the Industrial General Stormwater Permit. The Industrial General Stormwater Permit requires the development of a Storm Water Pollution Prevention Plan.

- 8.3.1. Airport businesses shall comply with the Airport Authority's Stormwater Pollution Prevention Plan (SWPPP) and all future revisions that may be made to the SWPPP.
- 8.3.2. The SWPPP has a set of minimum Best Management Practices (BMPs) that are used to control sources of unauthorized non-stormwater discharges such as spills, leakage, and dumping. The Environmental Department emails a detailed list of the Airport's BMPs on an annual basis and are made available upon request.
- 8.3.3. Minimum BMPs include Good Housekeeping, Preventive Maintenance, Spill and Leak Prevention and Response, Material Handling and Waste Management, Erosion and Sediment Controls, Employee Training Program, Quality Assurance Record Keeping.
- 8.3.4. The Airport Authority may implement additional or advanced BMPs or other control measures in order to attain compliance with the receiving water limitation if a discharge causes or contributes to an exceedance of a water quality standard.

8.4. Spill or Release Notification and Cleanup

- 8.4.1. All Airport businesses shall comply with all U.S. EPA regulations and obtain their own Spill Prevention Control and Countermeasures (SPCC) plan. See Airport's BMPs on Spill and Leak Prevention and Response.
- 8.4.2. Airport businesses shall immediately report all fuel and motor oil spills and other hazardous materials and hazardous waste spills (including lavatory cart, deicing fluid, hydraulic fluid, etc.) to the Airport Communication Center regardless of the amount.

- 8.4.3. It is the responsibility of the airport business to contain and clean up the spill or release.
- 8.4.4. Airport businesses are responsible for making all notifications required by federal, state, and local regulations for releases resulting from their operations.
- 8.4.5. Airport businesses shall inform the Director of all notifications they have made to external agencies as required by federal, state, and local regulations.
- 8.4.6. No person shall allow solid or liquid (including any new or waste restaurant fry oil) to be placed or poured into any interior floor drains and manholes.
- 8.4.7. No person shall allow unauthorized solid or liquid (including any new or waste restaurant fry oil) to be placed or poured into any sewer connections.
- 8.4.8. Chemicals shall be stored in a manner to minimize the potential for spills and to prevent a spill from reaching any drains.
- 8.4.9. No person shall allow any solid or liquid to be discharged to any exterior drains, inlets, or manholes.

8.5. Deicing

- 8.5.1. Aircraft deicing shall only be conducted in areas approved by the Director and in accordance with rules and procedures established by the Airport.
- 8.5.2. Products and procedures used for deicing shall not be used without prior approval by the Director.
- 8.5.3. Deicing fluid left on the ground after deicing an aircraft shall be cleaned up.
- 8.5.4. Procedures implemented for deicing shall include provisions for containment and cleanup.

8.6. Construction Stormwater Regulations

- 8.6.1. Airport business shall comply with the Water Boards' Construction General Permit.
- 8.6.2. Construction activities covered under this permit includes but not limited to clearing, grading and disturbances to the ground such as stockpiling, or excavation.
- 8.6.3. A complete list of construction activities covered under the Construction General Permit can be found in Order 2009-009-DWQ (amended by 2010-0014-DWQ and 2012-006-DWQ) from the California EPA State Water Resources Control Board.
- 8.6.4. Airport business shall develop their own SWPPP and set of BMPs (approved by the Director) to control sources of non-storm water discharges that may contribute significant pollutant loads to receiving water.
- 8.6.5. Measures to control spills, leakage, and dumping, and to prevent illicit connections during construction shall be addressed through structural as well as non-structural BMPs.

Chapter 9 – Fire Safety and HAZMAT

9.1. Right-of-Entry

Whenever necessary to make an inspection to enforce any of the provisions of this Chapter, or whenever Airport Fire has reasonable cause to believe that there exists on any premises on the Airport any condition that makes such building or premises unsafe, Airport Fire may enter such building or premises at all reasonable times to inspect the same; provided that, if such building or premises is occupied, Airport Fire shall first present proper credentials and demand entry; and if such building or premises is unoccupied, Airport Fire shall first make a reasonable effort to locate the lessee or other persons having charge of the building or premises and demand entry. If such entry is refused, Airport Fire shall have recourse to every remedy provided by law to secure entry.

9.2. Airport Fire Codes Adopted by Reference

The following documents, and any future updates to them, have been approved by the Airport Authority and are incorporated into these Rules and Regulations by reference.

9.2.1. NFPA 101 – Life Safety Code

9.2.2. NFPA 407 – Standard for Aircraft Fuel Serving

9.2.3. NFPA 410 – Standard on Aircraft Maintenance

9.2.4. NFPA 704 – Standard System for the Identification of the Hazards of Materials for Emergency Response

9.2.5. International Fire Code (IFC)

9.2.6. California Fire Code

9.2.7. Energy Institute (EI) 1540 – Design, Construction, Commissioning, Maintenance and Testing of Aviation Fueling Facilities

9.2.8. Energy Institute (EI) 1542 – Identification Markings for Dedicated Aviation Fuel Manufacturing and Distribution Facilities, Airport Storage and Mobile Fueling Equipment.

9.2.9. Federal Aviation Regulation (FAR) Part 139 – Certification of Airports and the Airport's FAA-Approved Airport Certification Manual (ACM).

9.2.10. FAA Advisory Circular 150/5230-4 – Standards and Procedures for Fuel Storage, Handling, Training, and Dispensing on Airports

9.2.11. City of Burbank Municipal Fire Code

9.2.12. Department of Transportation Regulations

9.3. Fueling of Aircraft While an Aircraft Engine is in Operation

The fueling of an aircraft while an engine of the aircraft is in operation is prohibited unless conducted in accordance with procedures established by the Airport Authority.

9.4. Fueling and Fuel Storage Equipment Maintenance

Fueling pumps, meters, hoses, nozzles, fire extinguishers, and grounding and/or bonding devices shall be kept in proper working condition at all times and shall be subject to inspection by the Director at any time. All aircraft fuel service trucks shall have an approved dust cap attached to each nozzle, or other type of configuration to ensure that no dust or debris is allowed to enter the nozzle end.

9.5. Fuel Spill Notifications

9.5.1. Airport businesses shall immediately report all fuel spills and/or HAZMAT spills to the Airport Communication Center regardless of the amount.

9.5.2. It is the ultimate responsibility of the airport business to contain and clean up the spill or release and make all appropriate federal, state, and local notifications as required by law.

9.6. Use of Volatile Liquids

No person shall use flammable/combustible liquids in the cleaning of aircraft, aircraft engines, propellers, appliances, or for any other purpose, unless such operations are conducted in an approved open air location, or in a room specifically set aside and approved in accordance with the International Fire Code.

9.7. Cleaning Fluids

The use of volatile flammable solvents for cleaning floors is prohibited.

9.8. Care of Floors, Aprons, Ramps, and Other Areas

9.8.1. Airport business shall keep the floors of their respective hangars, ramps, aprons, and other facilities free and clean of oil, grease, or other flammable or combustible materials or liquids.

9.8.2. Airport businesses shall take every precaution possible to prevent the leaking of any chemical, compound, or other material onto any floor, apron, ramp, or other flat surface.

9.8.3. Any chemical, compound, or other material that does leak onto a floor, apron, ramp, or other area shall be cleaned up immediately by the party responsible for the aircraft, vehicle, facility, or equipment the leak is originating from.

9.8.4. Any aircraft, vehicle, or other equipment that is leaking shall immediately have drip pans placed under it and shall be repaired as soon as possible to prevent further leaking.

9.9. Storage of Flammable Substances

9.9.1. Gasoline, oil, waste fuel, and other flammable substances shall not be stored on the apron and ramp areas in excess of amounts actually needed as current stock. Any material of this type that is kept at the Airport shall be kept enclosed and covered in a clearly marked and labeled housing of a design and type that meets all applicable requirements and standards.

9.9.2. Each drum or container shall be labeled in letters at least 3 inches high with "No Smoking," "Flammable," and the tenant's name. Drums shall be stored on a spill pallet or by some other means, approved by the Director, of containing any potential spill of the largest amount anticipated.

- 9.9.3. Enough absorbent material to remediate a spill of the largest amount of fuel on hand shall be kept readily accessible to any such flammable liquids storage area. No such flammable liquids storage area shall be inside any building unless in an approved explosion proof flammable liquids storage room or closet.
- 9.9.4. No cylinders or flasks of compressed flammable gases shall be stored in hangars.
- 9.9.5. No person shall store, handle, or transport Class A, Class B or Class C flammable and/or combustible material(s) upon the Airport without prior approval from the Airport Authority.
- 9.10. Hazardous Materials and Dangerous Good Requirements
- 9.10.1. Hazardous Materials
Airport businesses or other persons who handle, store, transport or use hazardous materials at the Airport shall comply with the International Fire Code and Title 49 of the Code of Federal Regulations. In accordance with Title 49, all shippers shall obtain product-specific training and certification in the safe handling of all hazardous materials under their control. The proper handling of hazardous material training shall be product specific. Training records shall be made available upon request. The Director may limit and/or exclude any type, quantity or use of hazardous materials at the Airport. The Director may inspect all premises where any hazardous material is handled, stored or used. Secondary containment shall be provided for all liquid hazardous materials.
- 9.10.2. Dangerous Goods
The transportation of any and all Dangerous Goods, as defined International Civil Aviation Organization (ICAO), shall be properly handled, transported, and stored in accordance with all federal and state regulations.
- 9.11. Proper Maintenance of Fire Extinguishers and Fire Suppression or Alarm Systems
All fire extinguishers, fire suppression systems, and/or fire alarm systems shall be maintained in proper working order to sufficiently fulfill their intended function at all times. If an airport business or any other person becomes aware of a fire extinguisher, fire suppression system, or fire alarm system that is unable to perform its intended function, the Airport Communication Center shall be notified immediately of the issue. Repairs to the system or a replacement shall be enacted as quickly as possible to ensure proper fire protections. If repairs or a replacement is not available within a time frame suitable to the Director, the Director may require the airport business to undertake other fire protection techniques (e.g. fire watch, etc.) to ensure a sufficient level of protection.

Chapter 10 – Commercial Activity

10.1. Prerequisites for Commercial Activities

- 10.1.1. No person shall engage in any business or commercial activity of any nature whatsoever on the Airport except with the prior written approval of the Director, and under such terms and conditions as may be set forth in a permit issued by or a contract executed with the Airport.
- 10.1.2. Anyone conducting a business or commercial activity at the Airport shall obtain insurance of such types and in such amounts as may be determined from time to time by the Director. Such insurance shall contain a statement naming the Airport Authority as an additional insured. All such insurance policies shall provide for minimum of 30 days' notice to the Airport Authority prior to cancellation. The Airport Authority shall have no duty to issue lease agreements or permits, or to pay or perform under contract until evidence of adequate insurance shall have been delivered to the Airport Authority. All businesses shall be prohibited from commencing work until the proper notification of insurance has been delivered to the Airport Authority.

10.2. CAL-OSHA Compliance Required

Airport businesses are required to comply with all applicable regulations, requirements, and standards established under the State of California's Occupational Safety and Health (OSHA) program commonly referred to as CAL-OSHA.

10.3. Construction Safety Standards

Any airport business conducting any kind of construction, maintenance, or modification activity is required to abide by any and all construction safety standards established by the Director.

10.4. Commercial Activity Notification Requirement

Any airport business planning to conduct an approved non-routine maintenance, construction, or modification activity at the Airport shall contact the Airport Communication Center upon arrival and departure to ensure the Airport Authority is aware of the activity.

10.5. Photography/Filming/Recording Activities

- 10.5.1. No person, except representatives of the news media on duty or during official assignments, shall take still, motion, television, or sound pictures for commercial purposes on the Airport without the express written consent of the Director.
- 10.5.2. Any person conducting commercial photography, filming, or recording activities of any kind of Airport property shall comply with all policies and standards established by the Director related to the activity and shall immediately comply with any directives/instruction issued by the Director during such operation to minimize impacts on the continued operation of the Airport.

10.6. Prohibition Against Recording Aircraft Registration Information

The recording of any aircraft registration information by persons or airport businesses other than those servicing or handling such aircraft is expressly prohibited without the written permission of the aircraft owner, operator, or his/her designee.

10.7. Changes/Improvements to Leased Premises

- 10.7.1. No airport business shall effect structural changes, undertake construction activities, complete additions (including signs or displays of any type), or complete repairs/non-routine maintenance activities to any Airport Authority-owned buildings without prior written permission of the Director.
- 10.7.2. No airport business shall effect changes to any existing non-Airport Authority owned facility located on Airport property, construct a new facility on airport property, or complete surveying work on airport property without prior written permission from the Director.
- 10.7.3. Airport businesses shall furnish any and all documentation regarding the proposed changes or construction, in a quantity specified by the Director, to the Director for review and approval.
- 10.7.4. Any airport business that makes changes/improvements to its leased premises without first receiving approval from the Director shall be required to return the premises to its original condition prior to the unauthorized change/improvement at the discretion of the Director.

10.8. Facility, Equipment, Vehicle, and Personnel Appearance Standards

- 10.8.1. Airport businesses shall require employees, subcontractors, and/or independent contractors who work in public view and about the terminal buildings to wear clean and neat attire (as appropriate to the job duties performed) and to display proper identification. Uniforms and dress code shall be professional. Those not in uniforms shall dress in a way that is conducive to a professional environment.
- 10.8.2. Airport businesses shall maintain all facilities, equipment, vehicles, and other items that they are responsible to maintain in a clean, well-maintained, and orderly appearance as determined by the Director.

10.9. Cleanliness and Pest Control

- 10.9.1. Airport businesses shall ensure all their facilities are sufficiently clean and orderly to reduce the attraction of bugs, rodents, or other wildlife.
- 10.9.2. Airport businesses shall take action to control bugs, rodents, or other wildlife upon becoming aware of their presence or when directed to do so by the Director.
- 10.9.3. Airport businesses wishing to remove or mitigate any wildlife or wildlife habitats in their leasehold shall notify the Airport Authority of the proposed action and ensure any removal or mitigation activities are completed in compliance with applicable laws. The Airport Authority shall be held harmless in the event that the Airport Business violates federal, state, or local regulations related to the removal of wildlife or wildlife habitats.

10.10. Planting and Maintenance of Vegetation

- 10.10.1. Any airport business wishing to plant any vegetation outside of a building shall receive approval to do so from the Director. Any such vegetation shall not be a wildlife attractant, such as a fruit-bearing plant or otherwise habitat creating.
- 10.10.2. Any unauthorized vegetation that is planted without the Director's approval shall be removed by the airport business at its expense.

10.10.3. Any airport business responsible for landscaping on its leasehold shall maintain it in such a way to avoid being a wildlife attractant or safety/security issue.

10.11. Signage

The approval of the Director is required prior to the posting, installation, or establishment of any signage on Airport property in public view.

10.12. Decorations

No airport business shall decorate any public view area to celebrate, commemorate or support any cause, event or holiday without a prior request to and written authorization from the Director.

10.13. Improper Sound Devices and Visual Displays

10.13.1. No airport business shall utilize any sound amplifying device to play music, recordings or make announcements in any public area unless approved by the Director. This specifically excludes the normal utilization of the Airport's public address system for regular flight boarding announcements.

10.13.2. No airport business shall establish or utilize any visual displays in the public area without the approval of the Director.

10.14. Special Events Outside of Leased Premises

Any airport business that would like to hold an event outside of its leased premises shall make a written request to the Director at least 10 days prior the event. The airport business will be required to comply with any requirements set forth by the Director regarding the event.

10.15. Proper Storage of Equipment

10.15.1. Any airport business that stores equipment or other items within the public's view shall ensure that the equipment is stored in an orderly fashion to maintain a professional appearance.

10.15.2. No airport business shall store equipment or other items outside of its leased premises without the approval of the Director. Airport business operating at the Airport under an agreement other than a lease (e.g. permit, agreement, etc.) shall only store equipment or other items in areas specifically approved by the Director for that purpose.

10.16. Requirements Related to a Leased Premise Being Vacated

Any airport business vacating a facility on Airport property is required to comply with all policies and procedures established by the Director related to vacating a facility. This includes completing a walk-through of the facility to be vacated with Airport Authority staff, repairing/correcting items required by the Director, providing documentation on the facilities as requested, returning SIDA badges (if applicable), providing keys or other access means to the facility, and documentation of any improvements made to the facility.

10.17. Requirement to Provide Access to Cameras

An airport business that owns a security camera(s) shall, when requested by the Director, provide access to such camera feeds or recordings.

Chapter 11 – Security

11.1. Airport Police Powers

Airport Police have full police powers and authority to enforce all laws, ordinances, orders, rules, and regulations at the Airport.

11.2. Compliance with TSA Regulations and Airport Security Program

All persons on Airport property are required to comply with all TSA regulations and requirements and all provisions of the Airport's TSA-approved ASP.

11.3. Unauthorized Entry

11.3.1. It shall be unlawful for any person to enter or be upon the AOA, SIDA, or other restricted areas except:

- 11.3.1.1. Persons displaying a current SIDA Badge or another valid credential approved in the ASP for access to the area.
- 11.3.1.2. Persons under the escort of someone displaying a current SIDA Badge or another valid credential approved in the ASP for access to the area.
- 11.3.1.3. Passengers, crew, or other individuals under the direct supervision of someone displaying a current SIDA Badge and that are entering the AOA for purpose of embarkation or debarkation of an aircraft.

11.4. Requirement to Submit to Search

At the request of Airport Police, all persons, equipment, or materials entering the SIDA are required to submit to Airport Police for search.

11.5. Development and Implementation of Security Plans, Procedures, and Systems

11.5.1. Airport businesses with facilities with direct access to the AOA shall develop and implement security plans containing the following:

- 11.5.1.1. A drawing of the lease area, showing the footprint of the facility to include any doors, gates, or fencing to be used as deterrents to prevent unauthorized AOA access.
- 11.5.1.2. The location of each gate, opening, or other means of controlling access to the AOA.
- 11.5.1.3. Surveillance, locking systems, or other methods of preventing unauthorized movement through the access points, both during and after.
- 11.5.1.4. Provision for escort or supervision on the AOA by a person displaying authorized identification, pursuant to 11.3.1 of this Chapter.

11.5.2. Each plan shall be submitted to the Director for review and approval prior commencing a new operation or proceeding with any changes or modifications to an existing facility on the Airport.

11.6. Display of Security Identification Display Area (SIDA) Badge

All persons with a SIDA badge shall:

- 11.6.1. Only use the SIDA badge for business purposes.

- 11.6.2. Display the SIDA badge in accordance with the ASP at all times.
- 11.6.3. Ensure the SIDA badge is current and valid.
- 11.6.4. Immediately return to the Airport Authority all SIDA badges that are expired, invalid, or not expected to be used again (e.g. badge holder being terminated, contractor ceasing operations, etc.).
- 11.7. Requirement to Challenge
If any person holding a SIDA badge witnesses another person in the SIDA without a SIDA badge and not being properly escorted, the SIDA badge holder shall challenge the unbadged/unescorted individual and require the individual to display a SIDA badge. If the individual cannot produce a SIDA badge, the individual shall be reported to the Airport Communication Center. The individual with a SIDA badge shall stay (if possible) with the unbadged individual until the Airport Police arrives.
- 11.8. Security Violation
Any violation of the provisions established in the ASP may result in a security violation under federal regulations.
- 11.9. Escorting Standards and Requirements
All persons within the SIDA without a valid SIDA badge shall be under the escort of an individual with a valid SIDA badge. The person with a valid SIDA badge that is escorting an unbadged individual is responsible for ensuring that the unbadged individual is escorted in compliance with the requirements established under the Airport's ASP. No more than five persons may be escorted by an individual SIDA badge holder unless approved by the Director.
- 11.10. Authority to Revoke SIDA Badge and SIDA Badge Ownership
 - 11.10.1. All SIDA badges are the property of the Airport Authority.
 - 11.10.2. The Director may suspend or revoke a person's SIDA badge or access to particular areas of the Airport for violations of the ASP or if the Director believes the individual presents a safety or security risk to the Airport.

Chapter 12 – Enforcement and Penalties for Non-Compliance

12.1. Authority for Enforcement

The Director has the authority to enforce all the provisions set forth in these Airport Rules and Regulations. All persons on any part of the property comprising the Airport shall be governed by these provisions and by other directives from the Director relative to the use or occupation of property within the Airport. This includes any permission granted directly or indirectly, expressly or by implication, to any entity or individual to enter upon or use the Airport (including aircraft operators; vehicle operators; aircraft crewmembers and passengers; spectators and sightseers; occupants of private and commercial vehicles; officers, employees, customers, vendors, and suppliers of operators and lessees; and entities conducting business at the Airport). All such permission granted is conditioned upon full and complete compliance with these Airport Rules and Regulations, and all other applicable regulatory measures that may be promulgated by Airport Authority from time to time.

12.2. Notice of Violation Program

12.2.1. Airport personnel authorized by the Director have the authority to issue a Notice of Violation (NOV) to any person or airport business found to be in violation of any provision of these rules and regulations and any supplemental policies regarding the enactment of these rules and regulations issued by the Director.

12.2.2. Violations of these Airport Rules and Regulations and supplemental policies issued by the Director may be punishable with remedial training, an administrative fine, suspension or revocation of AOA driving privileges, suspension or revocation of escorting privileges, SIDA badge suspension and/or SIDA badge revocation, or exclusion from the Airport depending on the number and severity of the violations. An administrative fine may only be imposed on an airport business or an employee or agent of an airport business.

12.2.3. The Airport maintains a Violation Enforcement Program Schedule specifying the typical penalties applicable for violations of various provisions of these rules and regulations and any supplemental policies. The Violation Enforcement Program Schedule is incorporated into these Rules and Regulations as Appendix A.

12.2.3.1. The Director may publish additional information and guidance regarding the enactment of the Violation Enforcement Program Schedule.

12.2.3.2. The Violation Enforcement Program Schedule may be updated from time to time by the Director without prior notice.

12.2.3.3. Based on the severity of a given violation, the Director may issue a more severe violation under the Violation Enforcement Program Schedule.

12.2.4. The Director may take enforcement actions beyond what is specified in the Violation Enforcement Program Schedule if deemed necessary to protect the safety and security of the Airport's continued operation.

12.3. Right of Removal

Airport Police may immediately remove any individual from the Airport property when necessary to protect the safety and security of the Airport's continued operation.

12.4. Appeal of a Notice of Violation (NOV)

- 12.4.1. NOV appeals will only be heard for NOV resulting in an administrative fine of more than \$100 or if the NOV results the individual's SIDA badge being deactivated for 5 days or more.
 - 12.4.2. Any person desiring to appeal an NOV shall submit the appeal in writing to the Director no more than 10 days after the issuance of the NOV. The appeal shall provide a detailed explanation of why the NOV is unfounded and should be overturned.
 - 12.4.3. The Director has 10 days to review the written appeal an appeal review meeting with the person who received the NOV to discuss and review the appeal.
 - 12.4.4. After conducting the appeal meeting, the Director has 10 days to make a decision whether to uphold the appeal and rescind the NOV or not. The Director's decision regarding the appeal shall be provided to the individual in writing. The decision of the Director shall be final.
- 12.5. Administrative Fine Payment Deadline.
- 12.5.1. An administrative fine imposed by a non-appealable NOV shall be paid within 48 hours of NOV issuance.
 - 12.5.2. An administrative fine imposed by an appealable NOV shall be paid within 10 days after NOV issuance unless a timely appeal is filed. If a timely appeal is filed and is denied by the Director, then the administrative fine imposed by that NOV shall be paid within 48 hours of the Director's decision.
- 12.6. Civil Penalties Charged to the Airport
- Any monetary civil penalty or fee charged to the Airport as the result of any action or inaction by any person or entity that violates a federal, state, or local law, or regulation shall, at the discretion of the Director, be paid by the person or entity responsible for the violation.

APPENDIX A – Violation Enforcement Program Schedule

Security – Chapter 11	Class I Violations	Class II Violations	Class III Violations
First Offense	\$50	\$75	\$100 & 5 Day Suspension
Second Offense	\$75	\$100 & 5 Day Suspension	\$150 & 10 Day Suspension
Third Offense	\$100 & 5 Day Suspension	\$150 & 10 Day Suspension	Badge Revoked

Vehicle Operations – Chapter 6	Violations
First Offense	\$50
Second Offense	\$75 & 5 Day Suspension
Third Offense	Driving Revoked

Environmental – Chapter 8 (not 8.3)	Violations
First Offense	\$50
Second Offense	\$75 & 5 Day Suspension
Third Offense	Badge Revoked

Aircraft Noise – Chapter 8.3	Aircraft Noise Rules Program
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All Other Chapters	Violations
First Offense	\$50
Second Offense	\$75 & 5 Day Suspension
Third Offense	Badge Revoked

Company Violations	Violations
First Offense	\$500
Second Offense	\$1,000
Third Offense	\$1,500
Third Offense	\$1,500
Re-Inspection Fee	\$100

Note: All Personal Violations Require Re-Training

Each violation will stay on record for 12 consecutive calendar months after issuance. Violations within chapters will count towards the total number of offenses.