

**LONESOME PINE AIRPORT RULES, REGULATIONS AND
MINIMUM STANDARDS
WISE, VIRGINIA
September 22, 2011**

1. General Provisions

1.1 Purpose: These Airport Rules, Regulations and Minimum Standards, hereinafter referred to as “regulations and standards,” are adopted by the Cumberland Airport Commission (CAC) to establish the necessary administrative, operational and safety regulations and standards for the management, government and use of the Lonesome Pine Airport (LNP). These regulations and standards apply to everyone using the Airport and must be observed.

1.2 Definitions:

1.2.1 **“AGL”** means an altitude expressed in feet measured above ground level.

1.2.2 **“AIM”** means Aeronautical Information Manual; a publication containing basic flight information and air traffic control procedures designed primarily for use as a pilot’s instructional manual in the National Airspace System (NAS) of the United States.

1.2.3 **“Aeronautical Activities”** means any activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations. Aeronautical activities include, but are limited to: air taxi and charter operations, pilot training, aircraft hangar leasing, sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which directly relate to the operation of aircraft. In contrast, examples which are not “Aeronautical Activities” include ground transportation (taxis, car rentals, limousine service, etc.), restaurants, and auto parking lots.

1.2.4 **“Airport”** means the Lonesome Pine Airport and all of the property, buildings, facilities and improvements within the exterior boundaries of such Airport as it now exists or the Airport Layout Plan (ALP) or as it may hereafter be extended, enlarged or modified.

1.2.5 **“Airport Operations Manager”** means the designated person appointed by the Cumberland Airport Commission to manage the day-to-day operations of the Airport or their designee. In lieu of a full time position, CAC may designate any member or other person to act as Airport Operations Manager for specific duties and for specific periods of time.

1.2.6 **“Airport Operations Area”** (AOA) means the area of the Airport used or intended to be used for landing, take off or surface maneuvering of aircraft including the associated hangars and navigational, weather and communication facilities.

1.2.7 **“CAC”** means the Cumberland Airport Commission and its Commissioners, designated officials, officers, employees or representatives.

1.2.8 **“DOAV”** means the Virginia Department of Aviation.

1.2.9 **“FAA”** means the Federal Aviation Administration.

1.2.10 **“FAR”** means the Federal Aviation Regulations.

1.2.11 **"FBO"** means Fixed Based Operator(s) duly licensed and authorized by written agreement with the CAC to operate at the Airport under strict compliance with such agreement and pursuant to these regulations and standards.

1.2.12 **"Flying Club"** means an organization established to promote flying for pleasure, and develop skills in aeronautics, including pilotage, navigation, and awareness and appreciation of aviation requirements and techniques.

1.2.13 **"Heavy Twin"** means a multi-engine aircraft with a gross weight exceeding 12,500 pounds.

1.2.14 **"IFR"** means Instrument Flight Rules, which govern the procedures for conducting instrument flight.

1.2.15 **"Individual Users"** includes individual pilots, aircraft owners; tie-down users, temporary hangar users, T-hangar renters, transient users, and other individual users of the Airport.

1.2.16 **"Landside"** means all buildings and surfaces used by surface vehicular and pedestrian traffic on the Airport.

1.2.17 **"Light-Sport Aircraft (LSA)"** a two-place single-engine aircraft with:

1. A maximum gross takeoff weight of 1,232 pounds or less (A lighter-than-air LSA must have a maximum takeoff weight of 660 pounds or less);
2. A maximum stall speed of 44 mph in the landing configuration and a maximum stall speed of 51 mph with flaps retracted, if so equipped;
3. A maximum speed in level flight of 132 mph;
4. A fixed or ground-adjustable propeller; and
5. A fixed landing gear, with the exception that seaplanes may have landing gear that can be rotated for amphibious operation.

1.2.18 **"Light Twin"** means a multi-engine aircraft with a gross weight of less than 12,500 pounds.

1.2.19 **"MSL"** means an altitude expressed in feet measured from Mean Sea Level.

1.2.20 **"Minimum Standards"** means the standards that are established by the CAC as the minimum requirements to be met as a condition for the right to conduct an aeronautical activity on Airport Property.

1.2.21 **"NFPA"** means the National Fire Protection Association.

1.2.22 **"NOTAM"** means a "Notice to Airmen" published by the FAA.

1.2.23 **"Proprietary Aeronautical Activity"** means an activity, as prescribed by FAA Advisory Circular 150/5190-2A (Exclusive Rights at Airports), in which the CAC may engage while denying others the right to engage in the same activity.

1.2.24 **"Sport Pilot"** means a Pilot with a FAA sport pilot certificate.

1.2.25 **"UNICOM"** means a nongovernmental communicating facility, which may provide airport information at certain airports. Locations and frequencies are shown on aeronautical charts and publications.

1.2.26 **"WADO"** means the FAA's Washington Airports District Office

1.3 Airport Operations Manager: The Airport Operations Manager is authorized to take all actions necessary to regulate, benefit and protect the public who use the Airport, to regulate aircraft and vehicular traffic at the Airport and to oversee all Airport operations consistent with these regulations and standards, and the laws of the Commonwealth of Virginia.

1.4 Rules and Regulations: All aeronautical activities at the Airport, all operation and flying of aircraft at the Airport, and all business and other activities at the Airport shall be conducted in conformity with these regulations and standards, and all pertinent statutes, ordinances, laws, rules, regulations, orders and rulings of the FAA, DOAV, the Commonwealth of Virginia, and the NFPA, which are made a part of these regulations and standards by this reference. In the event of any conflict between these regulations and standards and any statute, ordinance, law, rule, regulation, order or ruling of any governmental entity cited in this section and exercising the same or similar jurisdiction, the latter shall prevail.

1.5 Special Events: No special event, including but not limited to air shows, air races, fly-ins, skydiving, or other events requiring the general use of the Airport, other than normal or routine Airport traffic, shall be held unless formal written approval for the event has been granted by the CAC. Said approval shall specify the areas of the Airport authorized for such special use, dates and such other terms and conditions as the CAC may require.

1.6 Public Use: The Airport shall be open for public use at all times, subject to restrictions due to weather, the conditions of the Airport Operations Area, and special events and like clauses, as may be determined by the CAC. The CAC provides the Airport for the use, benefit, and enjoyment of the public.

1.7 Common Use Areas: Common use areas include all runways for landing and take-off, taxiways, Airport lighting, all apparatus or equipment for disseminating weather and wind information, for radio and other electrical communications and any other structure, equipment or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and take-off of aircraft. All parallel and connector taxiways shall be considered common use areas. All apron taxiways through leased areas shall be considered common use areas available for use, in common, by all persons flying or operating aircraft on the Airport and shall be kept clear and available for aircraft traffic. Hangar taxi lanes are also considered common use areas. No FBO or other person shall use any common use areas for the parking or storing of aircraft, the repair, servicing, or fueling of aircraft or for any other purpose other than the flying and operation of aircraft without the prior consent of the CAC. The CAC may change common use area designations at any time.

1.8 Vehicular Traffic and Parking: The traffic laws of the Commonwealth of Virginia shall apply to the streets, roads, and vehicular parking areas at the Airport, unless otherwise provided by law. All traffic, informational, and warning signs shall be obeyed. Except for fire-fighting equipment, ambulance and emergency vehicles, no person shall take or drive any vehicle on the Airport, other than on established streets, roads and vehicular parking facilities, unless permission has been first obtained from the Airport Operations Manager. This permission is not required for personal vehicles operated onto the tie-down areas to and from a parked aircraft or to the hangar areas by hangar renters. The pilot in command of said aircraft, or his authorized representative, must operate the vehicle onto the ramp area. Operators of unauthorized vehicles shall be subject to arrest and vehicles towed, if necessary, at the owner's expense. In addition to the foregoing, the following rules apply to vehicles operated on the Airport:

1.8.1 No person shall operate a motor vehicle on the Airport in a reckless or negligent manner. Except for fire, emergency, or law enforcement vehicles, no person shall operate a motor vehicle on the Airport Operation Area portion of the Airport in excess of 15 miles per hour;

1.8.2 Pedestrians and aircraft shall have the right of way at all times. When vehicles are operating on the Airport Operation Area, they shall pass to the rear and at least 20 feet clear of taxiing aircraft;

1.8.3 When parking on the tie-down or transient apron, vehicles shall be parked clear of taxi lanes and parked aircraft so as not to endanger, damage or interfere with such aircraft; and

1.8.4 The operator of any vehicle must have a valid driver's license and be qualified to drive the vehicle being operated.

1.8.5 The operator of any vehicle shall affix and operate a yellow strobe light while operating on runways. The light shall be visible to any aircraft operating in the airport operations area.

1.9 Advertising and Signs: No signs or other advertising shall be placed or constructed upon the Airport, or any building, or structure, or improvement thereon without having first obtained written approval from the CAC. The CAC may refuse permission for such signs if it determines that such signs are undesirable, unnecessary or may create a safety hazard.

1.10 Acceptance of Rules by Users: The use of the Airport shall constitute an acceptance by the user of these regulations and standards and shall create an obligation on the part of the user to obey these regulations and standards.

1.11 Regulations and Standards made Available: All persons permitted to do business on the Airport shall keep a current copy of these regulations and standards in their office or place of business, and shall make the copy available to all persons.

1.12 Pedestrians: All pedestrians at the Airport shall remain outside of the Airport Operation Area unless arriving or departing in an aircraft or unless escorted by an Airport employee or authorized representative.

1.13 General Aviation Airport Voluntary Security Certification Program: The Lonesome Pine Airport has established security "best practices" and has evaluated the potential security threat and tailored a security plan to meet those specific needs and level of threat.

1.13.1 A security survey shall be conducted by an independent agency every three (3) years.

1.13.2 CAC will conduct and document a self-inspection semi-annually using the established checklist as provided by the Program).

1.13.3 The requirements of the CAC Security Plan shall be reviewed by the Airport Commission yearly.

2. Aircraft Operation and Airport Traffic

2.1 General: Every person operating an aircraft or LSA shall comply with and operate such aircraft in conformity with procedures recommended in the AIM, and these regulations and standards, and all pertinent statutes, ordinances, laws, rules, regulations, orders and rulings of the FAA, DOAV and other appropriate governmental agencies. Each person operating an aircraft is responsible for the safety of his or her operation and the safety of others exposed to such operation.

2.1.1 Aeronautical activities other than the activities specifically described and allowed herein, shall be submitted to the CAC in writing for approval prior to engaging in such aeronautical activity. The written request should thoroughly describe the activity, the operations, and all provisions for ensuring the safety of such operations. The requested aeronautical activity shall not be conducted until properly coordinated and approved in writing by the Airport Operations Manager and until all other prerequisites to conducting such activity have been satisfied.

2.1.2 All pilots of aircraft having radio equipment permitting two-way communications should contact the Airport Unicom on 123.0 to obtain airport advisory information and announce their intentions when they are within ten (10) nautical miles of the Airport. Pilots having radios permitting reception only should maintain a listening watch on the Unicom frequency at the Airport when they are within ten (10) nautical miles of the Airport.

2.1.3 The attached traffic pattern map is made a part of these regulations and standards and each person operating an aircraft shall comply with such map.

2.1.4 All aircraft shall follow the appropriate taxiway and runway guidance marking and lighting when operating on the Airport

2.1.5 Aircraft shall not be operated carelessly or negligently or without regard to the rights or safety of others.

2.1.6 If the Airport Operations Manager believes the conditions at the Airport are unsafe for takeoffs or landings, it shall be within his authority to issue a NOTAM to close the Airport, or any portion thereof, for a reasonable time so the unsafe condition may be corrected. Only persons identified on the authorized list on file at the Washington Automated Flight Service may issue a NOTAM concerning the Airport.

2.1.7 In the event that any aircraft is wrecked or damaged to the extent that it cannot be moved under its own power, the Airport Operations Manager shall be immediately notified by the pilot in command of the aircraft or an FBO if the pilot in command is unable to give notice. Subject to governmental investigations and inspection of the wrecked or damaged aircraft, the owner or pilot of the aircraft or the owner's agent of legal representative shall take immediate action to move the aircraft from all landing areas, taxiways, ramps, tie-down areas and other traffic areas, and move it to a place designated by the Airport Operations Manager. No such aircraft shall be permitted to remain exposed to view from public roadways for more than 24 hours after owner is notified. If the owner of the aircraft fails for any reason to remove the wrecked or damaged aircraft from the Airport as may be requested by the Airport Operations Manager or to remove it from the Airport Operations Area as herein indicated, or if the owner cannot be reached within seven (7) days, the CAC to perform this function, must cause the removal and storage or disposal of such wrecked or damaged aircraft at the sole expense of the aircraft owner.

2.1.8 Every aircraft owner, operator or lessee shall pay when due all charges for services received on the premises, equipment, or goods leased or purchased.

2.2 No person shall park, store, tie down or leave any aircraft on any area of the Airport other than that designated by the Airport Operations Manager.

2.2.2 The pilot or owner of an aircraft shall properly secure the aircraft while it is parked or stored. Aircraft pilots or owners are solely responsible for parking and tying down their aircraft, including any special security measures required by weather conditions or other conditions at the Airport. Aircraft pilots or owners shall also be responsible for securing aircraft in a manner necessary to avoid damage to other aircraft or buildings at the Airport in the event of wind or other severe weather. Owners of all aircraft shall be held solely responsible for any damage or loss resulting from the failure of such owner or pilot of such aircraft to comply with this rule.

2.2.3 Separate areas shall be designated by the Airport Operations Manager for aircraft in maintenance, temporary hangars, and itinerant tie-downs. No person shall use any aircraft anchoring or tie-down facilities when such facilities are already in actual use by, rented to or designated by the Airport Operations Manager for use by another person.

2.2.4 Repairs to aircraft or engines shall be made in the areas designated for this purpose by the CAC, and not on any part of the landing area, taxiways, ramps or fueling service areas. No person shall allow a person who is not his employee onto the Airport to perform scheduled maintenance on his owned or operated aircraft unless the aircraft requires repairs which cannot be adequately performed by any authorized FBO providing aircraft maintenance and repair services on the Airport. An employee is defined as an individual on the normal payroll of the employer. Any aircraft owner utilizing an employee to perform aircraft maintenance may be required to provide the CAC evidence of employment in a form acceptable to the CAC. Social Security records, corporate identification, etc. shall be deemed acceptable evidence of employment. "Unscheduled" maintenance is limited to the following:

2.2.4.1 Warranted maintenance work that requires repair or additional attention by the warranting company;

2.2.4.2 A malfunction that prevents the aircraft from being taken to another airport for maintenance; and

2.2.4.3 Maintenance work that requires a specialty service that is not being provided by an existing FBO operating at the Airport.

2.2.5 All aircraft maintenance shall be conducted strictly in accordance with these regulations and standards; all Federal, State, and County fire and safety regulations; all Federal, State, and CAC rules and regulations; air worthiness directives, and other applicable rules and regulations.

2.2.6 No aircraft engine shall be started on an aircraft unless a competent operator is in control of the aircraft.

2.2.7 No aircraft engine shall be run up unless the aircraft is in such a position that the propeller or turbine engine blast clears all hangars, shops, other buildings, persons, other aircraft and automobiles or vehicles in the area, and the flight path of landing aircraft.

2.3 Taxing:

2.3.1 All aircraft shall be taxied at the lowest reasonable speed.

2.3.2 Aircraft awaiting take-off shall stop off the runway in use and in a position so as to have a direct view of aircraft approaching for a landing and shall give full right-of-way to such approaching aircraft.

2.3.3 No person shall taxi an aircraft until they have ascertained by visual inspection of the area that there will be no danger of collision with any person or object.

2.3.4 Aircraft on the taxiway must stop before entering the runway and allow aircraft, which are exiting the runway in use to clear the runway. Aircraft clearing the runway after landing have the right-of-way over aircraft on the taxiway preparing to enter the runway. Jump aircraft returning to pick up jumpers have the right-of-way over aircraft on the taxiway preparing to enter the runway.

2.3.5 Back taxiing on the runway shall be done only if use of a parallel taxiway is not possible and the back taxi can be done safely.

2.4 Landings:

2.4.1 Aircraft entering the traffic pattern shall do so as described in the AIM.

2.4.2 All aircraft shall turn off the runway as soon as reasonably possible after landing and taxi only on designated taxiways or to jumper pickup areas.

2.5 Sky Diving Operations:

2.5.1 The pilot in command of aircraft used in sky diving operations is responsible that an announcement is made over the appropriate Unicom frequency at least one (1) minute prior to any jumps.

2.5.2 Aircraft shall pick up jumpers only at an area designated for that purpose by the CAC.

2.5.3 Jump aircraft should make every effort to use the runway most nearly aligned with the wind and in general use by other aircraft.

2.6 Fire Prevention and Aircraft Self-Fueling:

2.6.1 General: The purpose of this section is to provide fire prevention and self-fueling regulations and standards for persons who service or fuel their own aircraft. Persons who intend to use flammable or volatile liquids on the Airport and/or fuel their own aircraft shall do so in accordance with the requirements of NFPA 407 Standard for Aircraft Fuel Servicing, and FAA Advisory Circular 150/5230-4 as amended. The following shall apply except where applicable codes differ, in which case the latter shall prevail.

2.6.2 Flammable or Volatile Liquids: No person shall use flammable or volatile liquids having a flash point of less than 100 degrees Fahrenheit in the cleaning of aircraft, aircraft engines, propellers, appliances, or for any other purpose. The procedures and precautions outlined in the criteria of NFPA pamphlet 410-D (Safeguarding Aircraft Cleaning, Painting, and Paint Removal) and NFPA pamphlet 410-F (Aircraft Cabin Cleaning and Refurbishing Operations) are hereby incorporated by reference and made part of this chapter as if fully set out herein, and shall be adhered to in all cleaning, painting, and refurbishing operations using flammable and volatile fluids, including the storage of such fluids. No rags soiled with flammable substances shall be kept or stored in any building on the Airport with the exception of CAC approved aircraft maintenance facilities but only if kept or stored in a manner acceptable to the designated Fire Marshall.

2.6.3 Cleaning and liquid disposal: No person shall clean any engines or other parts of an aircraft in any hangar with flammable substances. If flammable liquids are used for this purpose, the operation shall be carried on in the open air in a designated owner maintenance area identified by the CAC or FBO. Fuels, oils, dopes, paints, solvents and acids shall not be disposed of or dumped into drains, on the aprons, catch basins, ditches (on or adjacent to the Airport) or elsewhere on the Airport. Such liquids shall be disposed of at an approved waste disposal point off Airport property.

2.6.4 Cleaning Floors: Floors shall be kept clean and free of oil. The use of volatile or flammable solvents for cleaning floors is prohibited.

2.6.5 Drip Pans: If required by aircraft design, drip pans shall be placed under engines and kept clean.

2.6.6 Fueling Operations: No fixed wing aircraft shall be fueled while its engine is running, or while in a hangar or other enclosed place. Adequate connection for grounding of electricity shall be continuously maintained during fueling. Persons may only self-fuel aircraft owned by them provided such operation is conducted in accordance with NFPA 407 and these regulations and standards. An aircraft owner may service his own aircraft provided he does so personally, or with his own full time employee and his own equipment in accordance with the established regulations of the CAC related to such work. Any aircraft owner utilizing an employee to perform aircraft self-fueling may be required to provide the CAC evidence of employment in a form acceptable to the CAC. Social Security records, corporate identification, etc. shall be deemed acceptable evidence of employment.

2.6.7 Fuel Storage; No fuels shall be stored on Airport property other than in the bulk storage and distribution system (Fuel Farm) owned and maintained by the CAC, in the fuel trucks owned and maintained by CAC, and no more than one (1) five (5) gallon container of fuel inside a hangar.

2.7 Non-Commercial Sailplane/Sky Diving Operations:

2.7.1 General: The purpose of this section is to establish standard ground operating and safety procedures for the operation of glider/sky diving aircraft at the Airport. Persons who operate glider or sky diving aircraft shall comply with all items contained in this section.

2.7.2 Communications: An on-board radio capable of transmitting and receiving local Unicom frequency (123.0) is recommended. Notification to personnel operating the Unicom base station of the presence of glider or sky diving operations for the purpose of pilot advisory information is also recommended.

2.7.3 Standard Operating Procedures: Operator shall submit written standard operating procedures for glider or sky diving operations to be reviewed by the CAC prior to operating at the Airport. Motor vehicle must be equipped with yellow rotating light while in use in the Airport Operating Area. No more than two (2) glider passengers will be present in the staging areas at one time. Said passengers will be escorted to and from the staging area, from the terminal building by a member of the operating personnel referenced above and remain outside the 250 foot safety area except while actually acting as a passenger in the glider.

2.7.4 Ground Operations-Personnel and Equipment: Operator shall not exceed a specified number of motor vehicles, one (1), and personnel, three (3), to assist the glider, jump and tow plane pilots while on the runways and taxiways without written approval from the Airport Operations Manager.

2.7.5 Jump aircraft returning to pick up jumpers have the right-of-way over aircraft on the taxiway preparing to enter the runway.

2.8 Traffic Rules:

2.8.1 All pre-takeoff checks should be completed before taxiing to takeoff position on the runway.

2.8.2 Ground Operations: During the staging of the sailplane or jump plane for departure from taxiways, the aircraft will be positioned no closer than 200 feet from the runway centerline. Upon return to the Airport, tow plane and/or jump plane should be removed from the active runway and taxiways, as not to impede the flow of other aircraft traffic when required for glider/jump operations.

2.8.3 All aircraft taking off shall proceed with a standard published departure schedule for the Lonesome Pine Airport.

2.8.4 All aircraft intending to remain in the traffic pattern should continue to climb to the traffic altitude of 3500 feet MSL for singles and light twins, following procedures as described in the AIM, and thereafter follow the pattern as set forth on the attached traffic pattern chart. Helicopters should maintain an altitude of 500 feet AGL and remain clear of fixed wing traffic. Aircraft having flight characteristics which make the above procedure impossible, shall be flown at approach altitudes for that type of aircraft and shall conform to the pattern shown as nearly as possible.

2.8.5 All IFR approaches in VFR weather conditions should be conducted, in accordance, with the applicable FAR's, and recommended procedures in the AIM.

3. Airport Fixed Base Operators, Leases, Concessions and Minimum Standards

3.1 Business Activities: Subject to applicable orders, certificates or permits of the FAA, or their successors, Grant Agreements with the FAA or DOAV and the laws of the Commonwealth of Virginia, no person shall use the Airport or any portion thereof or any of its improvements or facilities as a primary base for operations for commercial, business or aeronautical activities who has not first obtained the consent and required approval for such use from the CAC and entered into such written agreement as may be required by the CAC.

3.2 Action on Application: The CAC may deny any application, or reject any bid or proposal to operate any activity on the Airport, if, in its opinion, it finds any one or more of the following:

3.2.1 The applicant does not meet the qualifications, standards and requirements established by these regulations and standards;

3.2.2 The applicant's proposed operations or construction will create a safety hazard;

3.2.3 The granting of the application will require the CAC to spend funds, or to supply labor or materials which the CAC is unwilling to spend or supply;

3.2.4 There is no appropriate, adequate, or available space or building on the Airport to accommodate the applicant at the time of the application;

3.2.5 The proposed operation, Airport development, or construction does not comply with the FAA approved Airport Layout Plan for the Airport;

3.2.6 The applicant has supplied the CAC or any other person with any false information or has misrepresented any material fact or has failed to make full disclosure in his or her application or in supporting documents;

3.2.7 The applicant has violated any of these regulations and standards, or the regulations and standards of any other airport, or the Federal Aviation Regulations or any other statutes, ordinances, laws, orders, rules or regulations applicable to the Airport or any other airport;

3.2.8 The applicant has defaulted in the performance of any lease or other agreement with the CAC;

3.2.9 The applicant's credit report contains negative information. The applicant does not appear to be a person of satisfactory business responsibility and reputation;

3.2.10 The applicant does not have, or appear to have, access to operating funds necessary to conduct the proposed operation;

3.2.11 The applicant has committed any crime, or violated any local ordinance;

3.2.12 The applicant is unable to obtain sufficient insurance, financial sureties or guarantors to protect the interest of the CAC, the Commonwealth of Virginia, the FAA or other appropriate governmental entities;

3.2.13 The applicant's activities or operations have been or could be detrimental to the Airport or another airport; and

3.2.14 Nothing contained herein shall be construed to prohibit the CAC from granting or denying, for any reason it deems sufficient, an application to do business at or otherwise use the Airport.

3.3 Supporting Documents: All applicants shall submit the following supporting documents to the CAC, together with such documents and information as may be requested by the CAC:

3.3.1 A current financial statement prepared by financial entities approved by the CAC;

3.3.2 A written listing of the assets owned or being purchased which will be used in the applicant's operations or business at the Airport;

3.3.3 A current credit report covering all business in which the applicant has engaged during the past five (5) years of business. If business has not been in existence for five (5) years, the report shall cover all businesses in which the principals have engaged in the past five (5) year period;

3.3.4 A description of previous experience in airport services, a listing of key personnel to be assigned to the Airport and a description of the duties, responsibilities, and prior experience of such personnel; and

3.3.5 A written and signed authorization permitting the FAA, all Aviation or Aeronautic Commissions, Administrators, or Departments of all states in which the applicant or its key personnel has engaged in aviation business and all airports at which applicant or its key personnel to supply the CAC with all information in their files relating to the applicant, his operation or the applicant's key personnel. The applicant shall execute such forms, releases and discharges as may be requested by any of these agencies or by the CAC.

3.4 Airport License and Leases Non-Transferable: No right, privilege, permit, or license to do business at the Airport, or any lease of any area of the Airport or a part thereof shall be assigned, sold or otherwise transferred or conveyed in whole or in part without prior express written consent of the CAC. No Lease or portion thereof may be assigned or sublet without prior approval of the CAC and all assignees or subleases approved by the CAC shall comply with these regulations and standards.

3.5 Rates: Rates charged by FBO's at its leasehold for hangar space, T-hangar rentals, tie downs, temporary hangars, products and service charges shall not be excessive, discriminatory or otherwise unreasonable, and shall be filed with and approved by the CAC. FBO's shall provide a list to the CAC with names and addresses of all aircraft owners leasing or utilizing hangars or tie downs. A list shall be provided to the Commissioner of Revenue by January 1 of every year of all aircraft utilizing the Airport for hangar or tie down of six (6) months or more. All aircraft must be registered with the FAA if utilizing the airport for hangar or tie down storage of six (6) months or more.

3.6 Refuse: No person shall throw, dump, or deposit any waste, refuse or garbage on the Airport. All waste, refuse or garbage shall be placed and kept in closed garbage cans or containers and all operations areas shall be kept safe, neat and clean at all times.

3.7 Approval of Construction: No building, structure, tie down, temporary hangar, ramp, paving, taxi area, or any other improvement or addition on the Airport shall be placed or constructed, enacted, or altered or removed without prior written approval of the CAC. Prior to such work being done, the CAC may, at its discretion, require a work bond, letter of credit or other surety to guarantee the work. The form of such bond, letter of credit or surety shall be subject to the approval of CAC's Attorney. The CAC shall consider conformance to the Capital Improvement Plan for the Airport and Airport Layout Plan prior to the approval or denial of any construction or development at the Airport.

3.8 Operation Area: No person authorized to operate or conduct business activities at the Airport shall do so on any area except that approved in writing by the CAC.

3.9 Fixed Base Operators:

3.9.1 General FBO Regulations: Each FBO shall enter into an agreement with the CAC which shall include an agreement on the part of the FBO to accept, be bound by, comply with and conduct its business operations in accordance with these regulations and standards and to agree that this approval and authority to carry on business at the Airport shall be subject to these regulations and standards.

3.9.2 Plans, specifications, and FAA Form 7460-1 for any construction required by the FBO shall be submitted to the CAC for review and approval. Construction thereon shall commence within sixty (60) days from FAA's and CAC's approval of the plans and specifications. Unless otherwise provided in an FBO lease agreement, the CAC for good cause upon request of the FBO may extend the deadlines provided in this paragraph. All construction shall comply with applicable building codes and other ordinances, and the proper permits shall be secured and the fees shall be paid by the FBO.

3.9.3 An FBO shall cooperate with the CAC in the operation, management and control of the Airport and shall do all things necessary to advance or promote the Airport and to develop the Airport into an attractive, efficient and modern facility.

3.9.4 Any observed actions contrary to the standards should be documented and forwarded to the Airport Operations Manager and the CAC. In order to gauge and solicit user input, the CAC will offer an annual quality of service survey.

3.9.5 The FBO agrees to indemnify, defend, save and hold harmless the CAC, its agents, officers, representatives, and employees, from and against any and all actions, penalties, liability, claims, demands, damages, or losses arising directly or indirectly out of acts or omissions of the FBO, its agents, officers, representatives, employees, servants, guests, or visitors.

3.9.6 The FBO shall furnish all services authorized or approved by the CAC, on a fair, and non discriminatory basis to all persons and shall charge fair, reasonable, and non discriminatory prices for each unit of service; provided that the FBO may make reasonable discounts, rebates, or other similar types of price reductions to volume purchasers, if permitted by law.

3.9.7 FBO's, upon being fully authorized by the CAC to construct any required physical facilities, shall immediately commence and conduct on a full time basis all business activities and services upon completion of said facility.

3.9.8 The CAC may, at its discretion, terminate any lease authorizing the FBO to conduct any services or businesses at the Airport, which said termination shall automatically revoke the FBO's lease, for any cause or reason provided in these regulations and standards or of the terms of any agreement between the CAC and the FBO, and in addition thereto, upon the happening of any one or more of the following:

3.9.8.1 Filing of a petition, voluntarily or involuntarily, for the adjudication of the FBO as bankrupt;

3.9.8.2 The FBO making any general assignment for the benefit of creditors;

3.9.8.3 Abandonment or discontinuance of any permitted operation at the Airport by the FBO or the failure to conduct operation on a full time basis without prior approval of the CAC;

3.9.8.4 Failure of the FBO to remedy any default of breach of violations by it or its personnel in keeping, observing, performing, and complying with these regulations and standards and the terms, covenants and concessions in any lease or agreement entered into pursuant hereto on the part of the FBO to be performed, kept, or preserved, within thirty (30) days from the date written notice from the CAC has been mailed or delivered to the place of business of the FBO at the Airport;

3.9.8.5 Failure to promptly pay to the CAC, when due, all rents, charges, fees and other payments which are payable to the CAC by the FBO;

3.9.8.6 Operation of the business of the FBO so as to create a safety hazard on the Airport for other Airport users, aircraft or property at the Airport, the general public or any pilots, students or passengers;

3.9.8.7 The discovery that the FBO, has misrepresented, misstated, falsified, withheld or failed to make full or accurate disclosure of any information; and

3.9.8.8 Any action or omissions of the FBO or its principals that adversely affect or may adversely affect the mission of the Airport.

3.9.9 In the event of such termination, the FBO shall immediately and peaceably vacate the Airport and surrender possession of the premises to the CAC and shall cease and desist all business operations at the Airport. Should the FBO fail to make such surrender, the CAC shall have the right at once and without any notice to the FBO, to enter and take full possession of the space occupied by the FBO at the Airport by force or otherwise, and to expel, oust, and remove any and all persons that may be found within or upon the space property at the sole expense of the FBO and without being liable to prosecution or to any claim for damages. Upon such termination by the CAC, all rights, powers and privileges of the FBO shall cease and the FBO shall make no claim of any kind whatsoever against the CAC, its agents or representatives by reason of such termination or any act or omission related thereto.

3.9.10 In addition to all other rights and remedies provided in these regulations and standards, the CAC shall have any and all other rights and remedies at law or in equity, including the equitable remedy of injunction, to enforce these regulations and standards, to obtain compliance herewith and to impose the penalties herein provided.

3.9.11 The CAC or any authorized agent of the CAC shall have the right to inspect at any time all Airport premises together with all structures or improvements and all aircraft, equipment, all licenses and registrations and all records of the FBO or its officers, agents' representatives of agents.

3.9.12 The FBO shall park and store the aircraft used in its operations and its customers' aircraft only on areas assigned by the CAC unless alternate arrangements for such parking or storage are made with the CAC.

3.10 Independent Flight Instructor: Aircraft owners and/or aircraft users are permitted to use independent flight instructors incumbent upon aircraft owners and/or aircraft users ensuring that the Independent Flight Instructor has insurance and is certificated according to FAA regulations.

3.11 Freelance Mechanics: Aircraft owners are permitted to use a freelance mechanic providing aviation maintenance to their aircraft incumbent upon aircraft owner ensuring that the Freelance Mechanic has insurance and is certificated according to FAA regulations.

3.12 Flying Clubs: All flying clubs desiring to base their aircraft and operate on the Airport must comply with the applicable provisions of these regulations and standards. However, they shall be exempt from regular FBO requirements upon satisfactory fulfillment of the conditions contained herein:

3.12.1 The club shall be a nonprofit entity (corporation, association or partnership) organized for the express purpose of providing its members with aircraft for their personal use and enjoyment only. The Ownership of aircraft must be vested in the name of the flying club (or owned by all of its members). The property rights of the aircraft shall be equal and no part of the net earnings of the club will inure to the benefit of any member in any manner. The club shall not derive greater revenue from the use of its aircraft than the amount necessary for the operations, maintenance, insurance, and replacement, upgrading or expansion of its aircraft fleet;

3.12.2 The club shall not conduct charter, air taxi (Part 135), or rental operations. The club shall not conduct aircraft flight instruction except for regular members, and only members of the flying club may operate the aircraft. Any qualified mechanic who is a registered member and part owner of the aircraft owned and operated by a flying club shall not be restricted from doing maintenance work on aircraft owned by the club and the club does not become obligated to pay for such maintenance work except that such mechanics and instructors may be compensated by credit against payment of dues or flight time. Maintenance shall be subject to the provisions of these regulations and standards;

3.12.3 All flying clubs and their members are prohibited from leasing or selling any goods or services whatsoever to any person or firm other than a member of such club at the Airport except that said flying club may sell or exchange its capital equipment;

3.12.4 The flying club, with its initial application, shall furnish the CAC a copy of its charter and by-laws, articles of association, partnership agreement or other documentation supporting its existence; a roster, or list of members, including names of officers and directors, evidence of insurance in the form of a certificate of insurance in following minimum amounts: Public Liability (\$100,000/\$50,000) per person; public liability (\$300,000/\$100,000) per accident; property damage (\$100,000/\$20,000), with hold harmless clause in favor of the CAC, its officers, agents, representatives and employees (ten days prior notice of cancellation shall be filed with the CAC); number and type of aircraft; evidence that ownership is vested in the club; and operating rules of the club. Evidence of insurance will be submitted to the CAC on an annual basis, during the renewal month of the policy. The books and other records of the Club shall be available for review at any reasonable time by the CAC;

3.12.5 A flying club shall comply with all Federal, State and local laws, ordinances, regulations and these regulations and standards; and

3.12.6 If a flying club violates any of the foregoing, or permits one or more members to do so, and the violation is not corrected within a reasonable time, as determined by the CAC, the club will be required to terminate all operations on the Airport and vacate the Airport.

3.13 Personal Aircraft Sales: Nothing contained herein shall prohibit any person from selling such person's own aircraft.

3.14 Waiver of Chapter 3 Provisions: The CAC, may at its discretion, waive all or any portion of Chapter 3 of these regulations and standards for the benefit of any government of governmental agency performing non-profit public services to the aircraft industry, or performing air search and rescue operations, or performing fire prevention, fire fighting or law enforcement operations but only to the extent permitted by the rules of the FAA and the laws of the Commonwealth of Virginia and Wise County.

3.15 Effect on Existing Leases: All lessees of land under written lease agreement at the Airport with the CAC at the time these regulations and standards become effective shall be required to comply with these regulations and standards.

3.16 Repair, Restoration, Replacement: Nothing contained in these regulations and standards shall be construed to require the CAC to maintain, repair, restore or replace any structure, improvement or facility which is damaged or destroyed.

3.17 Aircraft Washing: The Virginia Department of Environmental Quality may assign a permanent grassy area for aircraft washing.

4. Penalties

4.1 General: In addition to any penalties otherwise provided by County ordinance of law, the Federal Aviation Regulations, Virginia Aviation Law, and all other rules and regulations of the FAA, any person violating these regulations and standards may be promptly removed, either temporarily or permanently, from the Airport by the CAC. The CAC may hear appeals submitted in writing by any person or persons so removed, or ejected within ten (10) days of such removal.

5. Government Agreements

5.1 War or national Emergency: during time of war or national emergency, the CAC shall have the right to lease the Airport, or the landing area, or any part thereof to the United States Government for military use, and, any license or authority granted under these rules and any lease and agreement executed pursuant hereto shall be subject to such government lease and the provisions of the government lease shall control insofar as they are inconsistent with the said operators agreement, lease or authority.

5.2 Leases Subordinate to Government Lease: Any license, authority, lease or agreement entered into pursuant to these regulations shall be subject and subordinate to the provisions of any existing or future agreement between the CAC and the United States, relative to the operation or the maintenance of the Airport, the execution of which has been or may be required as a conditioned precedent to the expenditure of Federal funds for the development of the Airport.

5.3 Disadvantaged Business Enterprise: It is the policy of the FAA, and endorsed by the CAC to utilize Disadvantaged Business Enterprises (DBE) in all aspects of contracting at the Airport. This commitment can be demonstrated by the efforts taken in the development of a DBE Plan and in correspondence within this organization stating such position. The plan will be made available upon request.

6. Airport Capital Improvement Plan

6.1 The County may, without the knowledge, consent or approval of any FBO or other person licensed to do business or use part of the Airport, make changes in the Airport Capital Improvement Plan, and in the CAC's planning and policies in connection with the development of the Airport and in these regulations and standards. However, it is the CAC's intent to inform FBO's and other businesses of any such changes that are significant.

7. Reservation of Rights to Individual Users

7.1 Explanation of Rights and duties Imposed: Notwithstanding anything to the contrary contained herein the following rights, privileges and duties are hereby conferred and imposed upon individual users of the Airport and its facilities including but not limited to individual pilots, aircraft owners, tie-down and hangar renters:

7.1.1 Each individual user as defined herein shall meet and maintain all requirements, regulations and standards for licensing, maintenance, and repair of aircraft established by the FAR's, Safety Bulletins, Advisory Circular, Virginia Aviation Law, and all other Federal and State regulations and standards for licensing, maintenance, and repair of aircraft;

7.1.2 It shall be the duty of each individual user of the Airport to fully inform themselves of, and to keep current on, all Federal, State and County aviation regulations and standards and to completely and promptly comply therewith.

7.1.3 Nothing contained herein shall restrict or limit the right of individual users to conduct maintenance and repairs on their own aircraft that are allowed by FAA or these regulations and standards. However, all such repairs and maintenance shall be conducted strictly in accordance with Federal, State, and County regulations, circular, airworthiness directives and requirements and such maintenance and repairs shall be conducted within the area designated by the FBO or hangars leased by individual users of the Airport or by authorized repair facility. The CAC must approve aircraft maintenance conducted in hangars in writing. It is understood that this approval will be withheld due to violations of these Regulations and Standards, or other safety related practices identified by the CAC; and

7.1.4 All individual users shall comply with these regulations and standards and will not allow any maintenance or repair activities or any part thereof to be conducted in said operations areas and will comply with all safety and fire regulations in effect at the time and as set forth herein.

8. Reservation of Rights of the Airport Owner

8.1 Explanation of Rights Reserved: The CAC, owner and operator of the Lonesome Pine Airport, reserves all rights and powers to adhere to all Federal and State laws, and all contracts it has entered into including, but not limited to, all Federal and State Grant Agreements with the FAA and DOAV for funding of improvements to the Airport. The CAC also reserves the right to make changes and modifications to these regulations and standards at any time.

Adopted by the CAC:

September 22, 2011

**Lonesome Pine Airport
KLNP**

PATTERN ALTITUDE: 3500'

**STANDARD LEFT HAND TRAFFIC PATTERN
ALL AIRCRAFT 3500' MSL, ---REFER TO AIM**