

FSM Airport Minimum Standards

For Aeronautical Activities at Fort Smith Regional Airport

Adopted January 27, 2026

Part 1 – General Provisions

1. Purpose and Policy

These Minimum Standards are established to ensure that all commercial aeronautical activities conducted on the Airport are consistent with federal obligations, promote safe and efficient operations, maintain fair competition, and protect the public interest. They are adopted in accordance with FAA Order 5190.6B, Advisory Circular 150/5190-7, and the Airport’s federal grant assurances.

The Airport will make its facilities available for public use on reasonable terms and without unjust discrimination, while maintaining a fee structure that allows the Airport to remain as self-sustaining as possible. The Commission may review the Minimum Standards on a periodic basis and shall make such revisions or amendments as deemed necessary under the circumstances to properly protect the health, safety, and interest of the public and the airport.

2. Applicability & Authority

These Standards apply to all persons, firms, or entities conducting or proposing to conduct commercial aeronautical activities on Airport property or within Airport boundaries. All such entities must operate pursuant to a valid lease, permit, license, or Airport Operating Agreement approved by the Airport Commission. The Airport Director, acting under authority of the Commission, is responsible for the administration and enforcement of these Standards.

3. Definitions

Aeronautical Activity – shall mean any activity which involves, makes possible, or is required for operation of aircraft or which contributes to, or is required for, the safety of such operations.

Airport – shall mean the Fort Smith Regional Airport governed by the Fort Smith Airport Commission.

Airport Certification Manual – the manual established by the Airport and approved by the Federal Aviation Administration (FAA) to assure compliance with Federal Aviation Regulations Part 139 – Certification of Airports.

Commission – shall mean the Fort Smith Airport Commission.

Person – shall mean any person, firm, general, or limited partnership, corporation, trust or association making application for, leasing or using any land or facility at the airport.

Fixed Based Operator – any person, partnership, corporation, or other entity which provides, at the Airport, two or more of the Aeronautical Activities as hereinafter set forth, one of which is Fuel and Oil Sales.

Hangar Leasing Service Operator – any person, partnership, corporation, or other entity engaged in the business of leasing and renting to aircraft owners or operators solely for aircraft storage purposes.

Master Plan or Layout Plan – the scaled dimensional layout of the entire airport, indicating current and proposed usage for each identifiable segment as approved by the Commission and the FAA.

Minimum Standards – the qualifications and requirements established herein, as amended periodically by the Commission upon recommendations of the Airport Director, setting forth the minimum requirements and expectations to be met as a condition for the rights to conduct any aeronautical activity on the Airport.

Specialized Aviation Service Operations (SASO) – any person, partnership, corporation, or other entity which provides, at the Airport, one or more of the Aeronautical Activities as hereinafter set forth, and which does *not* include Fuel and Oil Sales.

4. Nondiscrimination and Compliance with Laws

No person shall be granted an exclusive right to conduct aeronautical activity at the Airport. No person shall be permitted to use any land or conduct any aeronautical activity for commercial purposes or the solicitation of business in connection herewith unless such activities are conducted in accordance with standards herein established and as hereafter amended from time to time by the Commission.

The owner of any aircraft damaged because of an accident shall be responsible for the prompt removal of the aircraft following release by the FAA or National Transportation Safety Board. No aircraft in a non-airworthy condition so disabled as to give appearance of a wrecked plane, or otherwise so damaged as to be unsightly, shall at any time be parked or tied down out of doors in public view. Such damaged or disabled aircraft held for inspection or for determination of whether to be repaired, shall be at all times stored inside a hangar until such determination shall be made. Within 30 days from any determination that such disabled aircraft is to be held for salvage, it shall be permanently stored from public view in a hangar or approved enclosure. No such aircraft shall be stored at the airport except as herein provided. Aircraft awaiting component parts such as rudder, aileron, horizontal stabilizer, or other movable surface, shall not be considered disabled or unsightly provided such waiting period does not exceed 30 days. An extension of time shall be granted by the Airport Director if such conditions are justified. Said extension shall not be unduly withheld.

No person or persons, corporation, or company shall engage in any type of commercial enterprise on the Airport without first complying with all Federal, State, and local laws and regulations, including, but not limited to, all orders and ordinances as they pertain to both non-discrimination and equal employment practices.

Part 2 – Applications and Agreements

5. Application for Aeronautical Activity

Any person wishing to acquire the use of land or establish or use any facility on the Airport for an Aeronautical Activity shall be furnished a copy of these Minimum Standards, as amended from time to time, and shall there upon make application in writing, filed with the Airport Director, setting forth in detail the following:

- The name and address of the applicant.
- The proposed land use, facility and/or activity sought.

- Names and qualifications of the personnel to be involved in conducting such activity.
- The financial responsibility and ability of the applicant and operator to carry out the activity sought.
- The tools, equipment, services and inventory, if any, proposed to be furnished in connection with such activity.
- The requested or proposed date for commencement of the activity and the term of conducting the same.
- The estimated cost of any structure of facility to be furnished, the proposed specifications for same, and the means or method of financing such construction or acquisition of facilities.

Notice and Hearing: Upon the filing of an application with the Airport Director and, provided it meets the requirements set forth in the Minimum Standards, it may be referred to the Commission with a request to be considered at the next regularly scheduled meeting.

Upon consideration of the application, the Commission shall determine whether the application meets the standards and qualifications herein set out and whether or not such application should be granted in whole or in part, and if so, upon what terms and conditions.

6. Leases and Contracts

Upon the approval of such application as submitted or modified, the Commission shall cause to be prepared a suitable lease or contract agreement setting forth the terms and conditions of the land and/or facility use, which lease, or contract shall in every instance be conditioned upon:

- Original and continued compliance with the Minimum Standards required for each Aeronautical Activity approved; shall refer to and incorporate these Minimum Standards by reference.
- That any structure or facility to be constructed or placed upon the Airport shall be constructed in a manner to conform to all safety regulations of the State of Arkansas, the City of Fort Smith, the FAA and any other governmental entity having regulatory authority in connection therewith, and shall be in compliance with the requirements of current building codes and fire regulations of the City of Fort Smith, and that any construction once commenced will be diligently prosecuted to completion.
- The Commission reserves the right to modify or add to these Minimum Standards and shall provide for termination or cancellation of the lease or contract upon failure to comply after notice.

7. Airport Operating Agreement

An Airport Operating Agreement may be required for entities conducting aeronautical or aviation-related activities on the Airport that do not otherwise require a lease, permit, or concession agreement. The Airport Operating Agreement establishes the terms, conditions, and limitations under which such entities are authorized to operate on the Airport.

The Agreement documents the operator's responsibilities related to safety, security, insurance, indemnification, regulatory compliance, and adherence to these Minimum Standards and other

applicable Airport rules, policies, and programs. It also defines the scope of authorized activities and preserves the Airport's ability to manage facilities, security, and operational impacts.

Execution of an Airport Operating Agreement does not convey any property interest, leasehold, or exclusive right, and may be terminated in accordance with its terms. The Airport Director, acting under authority of the Commission, may require an Airport Operating Agreement when necessary to protect the public interest, maintain compliance with FAA grant assurances, or ensure safe and orderly Airport operations.

8. Assignment or Transfer of Leasehold Interests

No lease, permit, or other agreement granting use of Airport land or facilities, nor any building, hangar, or improvement located on Airport-owned property, shall be assigned, transferred, subleased, sold, or otherwise conveyed, whether voluntarily or involuntarily, without the prior written approval of the Fort Smith Airport Commission.

Any request for assignment, transfer, sublease, or sale of a leasehold interest or tenant-owned improvement shall be submitted in writing and reviewed by the Commission, which shall approve or deny such request at a duly noticed public meeting. Approval of any such request is at the sole discretion of the Commission and shall not be presumed.

As a condition of approval, the Commission may require modification of lease terms, including but not limited to rental rates, fees, term length, insurance requirements, and operating conditions, to reflect current market rates, Airport policies, and Minimum Standards in effect at the time of review. Approval of a transfer of improvements shall not be construed as approval of a lease assignment or continuation of existing lease terms.

In lieu of approving an assignment or transfer, the Commission may elect to terminate the existing lease in accordance with its terms and reissue the premises under a new agreement. Any outstanding financial obligations to the Airport, including unpaid rent, fees, or other charges, shall be resolved as part of the Commission's determination.

Nothing herein shall be construed to create a vested right to assign, transfer, sublease, or sell a leasehold interest or improvement, nor to guarantee continuation of rental rates or lease terms beyond those expressly approved by the Commission.

Part 3 – Safety and Security Requirements

9. Minimum Standards for All Aeronautical Activities

Every applicant seeking permission to conduct Commercial Aeronautical Activities at the Airport shall satisfy the Commission:

- That such applicant has a history of management and personal ability in conducting the same or similar, or comparable type or service or activity in a good and workmanlike manner.
- That such applicant has the financial responsibility and ability to provide facilities and service proposed.

- That applicant has or can reasonably secure necessary certificates from the FAA or other authority where the same is required for the activity proposed.
- That applicant has or can furnish suitable indemnity insurance or bond to protect and hold the Airport harmless from any liability in connection with the conduct of the activity proposed and providing certificates of such insurance to the Commission. Such certificates shall reflect the Commission as an additional insured. Such public liability insurance shall be in amounts of not less than \$1,000,000 combined single limit for Specialized Aviation Service Operations and not less than \$2,000,000 combined single limit for Fixed Base Operators. The Commission reserves the right to set higher insurance limits in an operating or lease agreement should it determine whether it to be necessary.
- The lease terms and conditions shall permit the applicant to engage only in those specific commercial aeronautical activities as indicated in the application. Changes in the services provided will require formal application to the Commission and must meet appropriate Minimum Standards.
- The applicant will always meet the standards of all local, state and federal bodies having regulatory authority over the Airport and the applicant.
- In considering every application for establishing commercial aeronautical activities, the Commission shall give due consideration to whether such proposed activity would be a wasteful or uneconomical duplication of facilities and detrimental to the public interest.
- No aircraft shall be parked, tied down or stored outside of hangars in any area not so designated for tie downs. In no event shall any aircraft be parked or tied down nearer than 100 feet from the edge of any taxiway. Aircraft may not be parked between a runway and taxiway.

Additionally, all airport users must comply with the following in order to maintain a safe and efficient airfield.

- Vehicles operating on aprons, ramps, and other non-movement areas (such as between hangars) must remain vigilant of aircraft. Speed limit is set at 10mph.
- No aircraft shall be taxied into or out of a hangar under its own power.
- A FAA FSM ATCT issued clearance is required prior to any aircraft being flown, taxied, towed, or otherwise moved on FSM Aircraft Movement Areas.
- Any aircraft accessing or transiting the Aircraft Movement Area must be operated under its own power by a licensed pilot. Aircraft that are towed must be escorted by Airport staff while entering or moving within the movement area.
- Aircraft power-back operations are not permitted at FSM.

10. Minimum Standards for Specific Activities

Every person conducting the following specific activities shall meet the requirements as hereinafter set out. The Commission, however, reserves the right to waive any of these provisions if, in their opinion, existing conditions justify such a waiver:

FUEL AND OIL SALES: Persons conducting aviation fuel and oil sales on the Airport shall be required to provide:

- Hard surface ramp space accessible by taxiway with electric pumps and storage tanks having a capacity equal to the minimum tank truck load deliverable for each grade of fuel which has been approved by the Commission.
- Properly trained line personnel in accordance with the Airport Certification Manual on duty a minimum of 12 hours every calendar day, seven days a week, and on call by readily accessible means at other hours of the day or night.
- Proper equipment for repairing and inflating aircraft tires, servicing oleo struts, changing engine oil, washing aircraft windows and windshields, and for recharging or energizing discharged aircraft batteries and starters.
- Conveniently located heated and air-conditioned lounge or waiting rooms for passengers, and airplane crews of itinerant aircraft together with sanitary rest rooms and public telephones.
- Adequate towing equipment and parking and tie down area to move aircraft and store them in all reasonably expected weather conditions safely and efficiently.
- Adequate inventory of at least two brands of generally accepted grades of aviation engine oil and lubricants.
- Refueling operations are conducted in compliance with the Airport Certification Manual. The FAA requires fueling operators to maintain a variety of training and inspection records. These records must remain current and available for review by the Airport Administration or FAA upon request.
- Adequate and sanitary handling and disposal, away from the Airport, of all trash, waste, and other materials, including but not limited to used oils, solvents, and other waste. The piling or storage of crates, boxes, barrels, and other containers will not be permitted within the leased premises.

AIR CARRIER SERVICE: All current and prospective air carriers shall comply with applicable FAA and TSA regulations, as well as all Airport rules, policies, and leasehold requirements. Assigned locations, facilities, equipment, and operational parameters shall be defined in the carrier's lease agreement and maintained in accordance with all applicable federal regulations.

- Aircraft deicing shall be conducted in designated locations and per federal, state, and local regulations.
- All personnel assigned to operate passenger boarding bridges or other ground support equipment shall receive and maintain current training necessary to ensure proper operation and prevent damage.
- All gate apron configurations, markings, and operations shall be subject to approval by Airport Administration to ensure regulatory compliance and operational efficiency. Any modification to existing facilities must be approved by the Airport and shall be at the leaseholder's expense unless otherwise specified in the lease agreement.

SELF FUELING PRIVILEGES: Persons wishing to obtain fuel for their private owned aircraft from sources other than the Commission, or Fixed Base Operator(s) located at the Airport shall be required:

- To obtain an oil company contract to make bulk purchases of aviation fuels and oil, a copy of which must be provided to and approved by the Commission.
- To provide suitable and adequate storage of fuel which meets all applicable fire codes, federal, state, and local laws, statutes, ordinances, rules and regulations pertaining to fire safety and as approved by the Commission.
- To provide suitable and adequate fuel dispensing equipment meeting all NFPA Criteria to service aircraft.
- To arrange with the Airport, for a fee, all required Fuel Handler and Hazardous Materials Handling training as required by the FAA.
- No refueling of privately owned aircraft will be permitted in hangars or T-hangars whether the individual leases tie-down, hangar or T-hangar space from the Fixed Base Operator. Fueling the aircraft shall be permitted only in an area designated by the Airport Director.
- Nothing herein shall be construed as waving the fuel flowage fees to be paid to the Commission. The individual, through his supplier, shall be responsible for a monthly accounting of fuel consumed, copies of which shall be submitted to the Airport Director.

AIRCRAFT CHARTER, AIR TAXI, AIR AMBULANCE OR AIR CARGO SERVICE: Persons operating aircraft charter, air taxi, air ambulance or air cargo service shall provide and/or meet, as a minimum, the following:

- Required ratings and certificates shall include: Operators must hold an appropriate FAA certificate for the charter, taxi or cargo service provided.
- FAA certificated Pilot Rating(s) must be held or obtained as necessary to conduct the operation permitted by the Operator certificate held.
- A copy of each required certificate or rating described herein shall be delivered to the Commission, and the Operator shall immediately notify the Commission in the event its Certificate(s) or Rating(s) shall be amended, suspended, or revoked, or in the event the FAA notifies Operator of a violation.
- Lease land area of size sufficient to support Operator's activities shall be maintained to provide space for aircraft parking, storage, employee, and customer parking. The size of said area and facilities to be subject to such minimum requirements as may reasonably be established by the Airport Director.
- Properly heated and lighted building space of size sufficient to support Operator's activities shall be maintained to perform work, and provide office space, storage, and public waiting area that includes indoor restroom facilities to be subject to such minimum requirements as may reasonably be established by the Airport Director. Public waiting area and restroom facilities may be waived if a letter of agreement for such services has been established between the Operator and the FBO for use of the FBO restrooms and passenger lounge. A copy of this letter of agreement must be forwarded and approved by the Airport Director.

- At least one aircraft meeting all the requirements of the certificated operation shall be owned or leased by agreement in writing and meet all the relevant requirements of Part 135 of the Federal Aviation Regulations.
- At least one contact person is available by telephone or answering service who has the authority to act for the company in the event of an emergency.
- At least one appropriately rated crew, meeting FAA requirements for Operator Certificated operations, always available for on-demand services.

AIRCRAFT ENGINE, AIRFRAME AND ACCESSORY SALES AND MAINTENANCE:

- In the case of airframe or engine repairs, sufficient hangar space to house any aircraft upon which such service is being performed.
- Suitable storage space for aircraft awaiting repair or maintenance or delivery after repair and maintenance have been completed, other than major repairs or alterations of less than 24 hours duration.
- Adequate shop space to house the equipment and machine tools, jacks, lifts and testing equipment to perform top overhauls as required for FAA certification and repair of parts not needing replacement on all single engine land and light multi-engine land general aviation aircraft.
- At least one FAA certification air frame and powerplant mechanic available during hours of operation.
- Facilities for washing and cleaning aircraft if operator engages in said business.

AIRCRAFT RENTAL: Persons renting aircraft to be flown by third-party licensed pilots shall:

- Have at least one (1) person available to meet customers' needs.
- Have available for rental, a minimum of two (2) owned or leased fixed wing/rotorcraft aircraft certified and airworthy.

FLIGHT TRAINING: Persons providing aircraft dual and solo ground and flight instruction necessary to complete the written examination and flight check for any category of pilot certificate or rating shall, as a minimum:

- Provide at least one (1) or more FAA certified flight instructor(s) as necessary to meet the flight training demand and schedule requirements.
- Provide properly licensed and maintained fixed wing aircraft equipped to accomplish the services offered.
- Provide adequate office and classroom space with proper restroom and seating facilities.

AIRCRAFT SALES: Persons conducting aircraft sales activity shall provide:

- Suitable office space for consummating sales and the keeping of the proper records in connection therewith.

- In the case of new aircraft sales, a sales or distributorship franchise from a recognized aircraft manufacturer of new aircraft and at least one demonstrator model of such aircraft is available for demonstration.
- In the case of used aircraft sales, all aircraft must be in a hangar or tied down in an approved tie-down location. All aircraft must be maintained and certified as airworthy with a current annual inspection.

AIRCRAFT RESTORATION, PAINTING, UPHOLSTERY AND REFURBISHING: Persons providing restoration, painting, upholstery and refurbishing of aircraft structures, propellers, accessories, interiors, exteriors, and components, shall:

- Operate from a ventilated shop space large enough to accommodate one multi-engine aircraft of 12,500 pounds gross weight.
- Have at least one (1) qualified person that has certificates appropriate for the work performed.
- Meet all requirements of the Uniform Fire Code.
- Must meet all safety requirements and regulations of applicable Federal, State and local agencies if painting is to be performed on the Airport.

SPECIALIZED FLYING SERVICES: Persons providing specialized commercial flying services such as non-stop sightseeing tours, aerial photography or surveying, power line or pipeline patrol, firefighting or fire patrol, airborne mineral exploration, banner towing, and other air transportation operations specifically excluded from FAR Part 135 shall:

- Provide at least one (1) person who holds a current FAA appropriate pilot certificate and medical certificate with ratings appropriate for the operator's aircraft.
- Own or lease at least one (1) airworthy aircraft.

COMMERCIAL SKYDIVING: Due to extensive military and civil aircraft activity in and around the airport skydiving operations are not allowed in the interest of airport safety and efficiency.

THROUGH THE FENCE OPERATORS: Persons not leasing or subleasing property at the Airport but interested in providing an Aeronautical Activity must apply to the Commission to perform the service. Such operators will acquire a permit for "Through the Fence" operations that provides a level of regulation and compensation satisfactory to the Commission for such operations. Compensation will be appropriate for the service offered and based in a manner as not to give privileged status to the "Through the Fence" Operator. Conditions of a "Through the Fence" agreement include, but are not limited to:

- "Through the Fence" operations will not be granted by the Commission if leased space suitable for the operation is available on the Airport.
- Operators will be required to obtain the same level of insurance as on-airport operators. Prior to any "Through the Fence" agreement being approved, the operator must obtain and implement a TSA-approved Exclusive Area Agreement. This agreement ensures the operator meets or exceeds TSA regulations as it relates to controlling authorized access to the airport operations area.

CROP DUSTING AND SPRAYING: Persons seeking to conduct crop dusting or spraying of agricultural chemicals shall be required to satisfy the Commission that:

- Suitable arrangements have been provided for the safe storage and containment of noxious chemical materials; no poisonous or inflammable material shall be kept or stored near other facility installations at the Airport.
- The operator shall have available properly certificated aircraft suitably equipped for the agricultural operation undertaken.
- The operator shall make suitable arrangements for servicing the aircraft with adequate safeguards against spillage on runways and taxiways or pollution or disbursal of chemicals by wind to other areas.

HANGAR CONSTRUCTION AND RENTAL: Persons seeking to construct or lease structures or facilities for storing aircraft shall be required to satisfy the Commission that:

- All environmental and FAA-required airspace studies (Form 7460-1) shall be completed in cooperation with the Airport Director.
- All buildings, ramps, structures, etc. shall be designed/engineered/constructed to meet all Arkansas/Fort Smith Building Codes and FAA construction requirements.
- The premises leased shall be kept clear of weeds and accumulation of other noxious growth of vegetation.
- The leased premises shall be used solely for the purpose of storing aircraft and such other duly authorized related activities.
- The premises and improvements shall be maintained in good condition and neat in appearance.
- No signs will be placed on the structure or premises without prior approval of the Airport Director.
- Building improvements shall occupy at least 60% of the gross area leased and building improvements and paved ramp together shall occupy at least 40% of the gross area leased.
- All paving and other construction shall be permanent and fire resistant and shall be kept compatible with the design, material and landscaping of the basic structures of the Airport.
- Detailed plans and specifications of all construction and architectural design shall require the written approval of the Commission before any construction takes place.
- All taxiways, ramps and hangars constructed on property owned by the Airport shall immediately become the property of the Airport, subject to the rights of the lessees to use such facilities as set forth in these Minimum Standards and in any lease pertaining to such facilities entered by the Commission and the lessee.

BASIC LEASE TERMS AND CONDITIONS: It is the intention of the Commission to write a lease requiring the Fixed Base Operator to provide certain services. It is also the intention of the Commission that all leases be “net” leases. That is, that total costs for amortizing the investment and maintenance costs be borne by the operator. Hangars may be constructed by operators

provided they meet the minimum investment requirement, and the title is to be vested in the Commission upon completion, subject to rights of the mortgagor.

- The rates or charges for aircraft parking, tie-down and storage made by operators shall be determined by the operators, subject to the approval of the Airport Director, and subject further to the requirement that all such rates or charges shall be reasonable and be equally and fairly applied to all users of the services. All other rates and charges shall be filed with the Airport Director.
- All utilities are to be paid for directly by the operator.
- All building maintenance on Airport owned facilities is borne by the operator as provided in the lease agreement. Building maintenance on individually owned facilities shall be borne by the owner or operator.
- Any improvements made to the leased premises become the property of the Airport upon completion but must be maintained by the operator.
- Maintenance of the leased area shall be that of the operator.
- Maintenance of pavements constructed by the Airport will be maintained by the Airport. All others will be maintained by the operator.
- All sublease agreements must receive prior written approval from the Commission.
- Operators shall comply with all Federal or State regulations which may be required as a condition of airport grant obligations.
- Landscaping of facilities is required. Each operator will be required to provide a plan for landscaping the area to be approved by the Commission and maintained by the operator in a neat, clean and aesthetically pleasing manner.

CONSTRUCTION OF CORPORATE HANGARS BY OTHER THAN FIXED BASE OPERATORS: The Commission recognizes the need for individual hangars that would be constructed by persons other than Fixed Base Operators. Corporations will be encouraged to obtain facilities from the Fixed Based Operators. Corporations will not be permitted to construct a new hangar if appropriate space is available at one of the Fixed Base Operators. However, this does not prohibit expansion of existing corporate facilities. If unable, such buildings will be permitted in specific areas, provided no commercial activities are conducted on the premises and the following conditions are met:

- A minimum area shall be 20,000 square feet, all of which shall be developed either by paving, structures, auto parking or landscaping. Ground rental rates will be negotiated with the Commission and will include periodic escalators.
- Taxiway improvements to the site will be borne by the Commission and charged back to the users on a prorated basis.
- Individual fuel facilities, when approved by the Commission, will be for private use only. A fuel flowage fee shall be charged by the Commission and adjusted by the Commission from time to time.

- The ground lease for the area will be for a term consistent with the amortization of the improvement. This is typically twenty (20) years for hangars.

HANGAR LEASING SERVICES:

A Hangar Leasing Service Operator is engaged in the business of leasing and renting to aircraft owners or operators solely for aircraft storage purposes. A Hangar Leasing Services Operator may engage in the business of constructing and operating hangars to be leased. A Hangar Leasing Services Operator shall comply with the following minimum standards:

- A Hangar Leasing Services Operator shall lease sufficient land from the airport to accommodate the proposed number of hangars based on the following:
 - Hangars should provide adequate space to store aircraft in a safe manner.
 - Each Hangar Leasing Services Operator shall register with the airport the number of aircraft and registration number (N-number) for each aircraft.
 - Transient aircraft storage is prohibited.
 - The construction plans and specifications for any hangars to be constructed, including ground lease location, minimum hangar sizes and architectural design plans, are subject to the written approval of the Commission.
 - Hangar Leasing Services Operator leasing or renting hangars shall maintain the applicable types and minimum amounts of insurance as required for all aeronautical activities.

ADDITIONAL OBLIGATIONS OF FIXED BASE OPERATORS: Every Fixed Base Operator shall provide all the Aeronautical Activities to the general public as set forth in the original application and lease with the Commission within 30 days of becoming a Fixed Base Operator and continuously thereafter. Failure of a Fixed Base Operator to provide all the services called for herein shall constitute grounds for the termination by the Commission of all leases, contracts, rights and privileges between the Commission and such Fixed Base Operator. Leases, contracts, rights, and privileges in existence between the person, partnership, corporation or other entity and the Commission prior to that person, partnership, corporation or entity becoming a Fixed Base Operator shall be modified to comply with the standard terms of leases, contracts, rights and privileges between Commission and Fixed Base Operators.

11. Airport Badging

The FSM Airport property, runways, taxiways, and subsequent aircraft operations area is protected by a perimeter fence intended to prevent access by unauthorized individuals. As an airport with commercial air service, the airport maintains compliance with FAA and TSA security standards.

Any and all individuals operating inside the airport's perimeter fence must be badged or escorted by a badged individual with the proper credentials. All badged individuals must display an airport-issued or airport-approved security badge above the waist, below the neck, and on the outermost garment at all times while present inside the airport perimeter fence (AOA).

Airport-issued security badges shall be requested through each company's Authorized Signatory to ensure proper vetting and clearance assignments. Badged personnel performing escort duties shall remain within control distance of all escorted persons.

Individuals with unescorted access authority entering a secured area shall, in accordance with this section, always display an airport-issued or airport-approved security badge. Individuals with unescorted access authority entering the Secured Identification Display Area of a passenger terminal must always be in possession of their airport-issued or airport-approved security badge.

12. Airport Compliance & Enforcement Program (ACE)

The Airport Compliance & Enforcement Program supports a strong safety and security culture by ensuring ongoing adherence to Airport Minimum Standards and the Airport Security Program (ASP). It identifies non-compliance, implements corrective actions to prevent repeat violations, and mitigates vulnerabilities. As a dynamic document, it will be updated periodically to reflect federal mandates, FSM policies, security risks, and advancements in security technology.

ADMINISTRATATION & APPLICABILITY

The ACE Program is administered by the FSM Airport Administration Office. All permittees, leaseholders, tenants, and security badge holders pursuant to these Minimum Standards and the ASP, are subject to the oversight and enforcement efforts under the ACE Program. Airport Officials conduct daily inspections, tests, respond to airport incidents, and enforce identified violations.

The ACE Program is a fine-based system that utilizes a progressive action philosophy premised by the offense, number of offenses, or severity of the offense. The FSM Airport Director or designee reserves the right to deny, suspend, revoke, or limit the scope of an individual's badge, endorsements, or privileges based upon reasonable grounds and giving due consideration to the nature of the offense.

NOTIFICATION OF VIOLATION PROCESS

A digital Notice of Violation (NOV) will be issued by airport officials to document violations and to initiate the corrective action process.

TSA & FAA Regulatory Violations (Individuals)		
Offense	Standard	Severe
1st	<ul style="list-style-type: none"> • \$25 Administrative Fine • Remedial Training • 2-Day Badge Suspension 	<ul style="list-style-type: none"> • \$200 Administrative Fine • Remedial Training • 7-Day Badge Suspension
2nd	<ul style="list-style-type: none"> • \$100 Administrative Fine • Remedial Training • 7-Day Badge Suspension 	<ul style="list-style-type: none"> • Permanent Revocation of Badge
3rd	<ul style="list-style-type: none"> • Permanent Revocation of Badge 	n/a
TSA Civil Penalties		
All	TSA-issued Civil Penalty to the Airport (Employee or Company Violations) <ul style="list-style-type: none"> • Company Indemnification to the Airport 	
Lost/Stolen/Unrecoverable Badges		
All	Unrecovered Badges Failure to recover security badge upon employee separation or conclusion of operational need: <ul style="list-style-type: none"> • \$250 Administrative Fine 	Unrecovered Security Key Failure to recover security key upon employee separation or conclusion of operational need: <ul style="list-style-type: none"> • Company indemnification to the Airport for all Re-Keying and Re-Coring costs