

BREMERTON NATIONAL AIRPORT

RULES & REGULATIONS



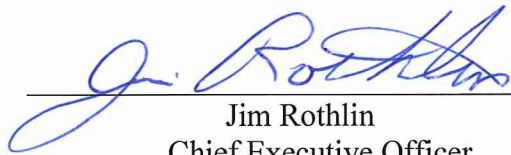
8850 SW State Hwy 3, Bremerton, WA 98312
(360) 674-2381 • www.portofbremerton.org

RULES AND REGULATIONS

BREMERTON NATIONAL AIRPORT

Bremerton, Washington

ADOPTED BY
THE PORT OF BREMERTON



Jim Rothlin
Chief Executive Officer

Authority:
RCW 53.08.220 Laws of the State of Washington
FAA Order 5190.6B

Adopted: February 27, 2001
Revised: January 9, 2006
May 1, 2013
August 27, 2013
March 13, 2014

Table of Contents

Introduction.....	1
Purpose.....	1
Director, Airport & Industrial Operations (DAIO).....	1
Permission to Use Airport Conditional.....	2
Approval of Aviation Operations.....	2
Self Service	2
Revenue Producing Commercial Activities.....	2
Storage and Maintenance	3
Structure Design.....	3
Commercial Standards	4
Enforcement and Appeal.....	4
Rules and Regulations.....	4
A. Compliance with State and Other Regulations	4
B. Vehicle Operations (Other than Aircraft)	4
C. Security	5
D. Aircraft Operation (non-Ultralight)	6
E. Aircraft Parking	7
F. Vehicle Parking.....	7
G. Safety Prohibitions.....	7
H. Accidents/Incidents.....	8
I. Nuisances	8
J. Pedestrians	9
K. Availability of Rules and Regulations	9
L. Refuse	9
M. Construction.....	9
N. Special Events.....	9
O. Flying Clubs.....	9
P. Ultralight Operations	10
Definitions.....	10

Introduction

Bremerton National Airport is an Airport Design Code B-II commercial and general aviation facility that serves the air transportation needs of the citizens of Kitsap and North Mason Counties. The airport is owned and operated by the Port of Bremerton in accordance with federal grant assurances issued by the Federal Aviation Administration. The airport properties were annexed into the City of Bremerton in 2009.

The Airport is utilized for personal and commercial aeronautical businesses such as flight instruction, recreational flying, charter service, air freight movement, and medical transportation. The Port of Bremerton supports the Airport and its activities to assure the viability, safety, and effectiveness necessary to serve the transportation needs of the flying public.

Bremerton National Airport's mailing address:

Bremerton National Airport
8850 SW State Highway 3
Bremerton, WA 98312

Purpose

These Rules and Regulations hereafter referred to as “regulations” have been adopted by the Port of Bremerton Commission. These regulations are designed to establish the structure necessary to ensure the continued viability and safety of the airport for its users and for the citizens of Kitsap and North Mason Counties.

These regulations are intended to be reasonable, non-arbitrary and non-discriminatory. These regulations apply equally to everyone using the airport and shall be observed, abided by and obeyed.

All aeronautical activities, operations, piloting of aircraft, businesses and other activities at the airport shall be conducted in accordance with these regulations, and other City of Bremerton Codes, FAA, WSDOT Aviation, and NFPA standards as appropriate.

Director, Airport & Industrial Operations (DAIO)

The Chief Executive Officer shall employ a qualified individual to manage, direct and coordinate the operations and maintenance of the airport in order to ensure compliance with all federal, state and city regulations. The DAIO is authorized to take all reasonable actions necessary to protect and safeguard the public while present at the airport and to oversee all airport operations consistent with these regulations. The DAIO shall coordinate airport affairs with the Federal Aviation Administration, Washington State Department of Transportation Aviation Division and other applicable agencies to ensure that the ongoing needs of the airport are met.

Permission to Use Airport Conditional

Any permission granted by the Port, directly or indirectly, expressed or by implication, to enter upon and use the airport or any part thereof, including, but not limited to, operators, crew members and passengers, spectators, sightseers, pleasure and commercial vehicles, officers and employees of airlines, lessees and other persons occupying space at the airport, persons doing business with the airport, its lessee, sub-lessee and permittee, and all other persons whatsoever whether or not of the type indicated, is conditioned upon compliance with this chapter and any rules, regulations or procedures promulgated hereunder; entry upon or into the airport by any person shall be deemed to constitute an agreement by such person to comply with this chapter and such rules, regulations and procedures. The Port reserves the right to deny any or all usage of the airport to any person or person for cause.

Approval of Aviation Operations

Any commercial activities or operations conducted at the airport shall require approval of the Port Commission. Any person wishing to commence activities or operations at the airport shall make application for Port approval through the DAIO. Such application shall state in writing how the applicant will comply with each requirement set forth in the Airport's Minimum Standards for Commercial Activities policy and any other applicable provisions of this chapter.

Self Service

The owner of an aircraft located on the airport may perform minor repairs to his/her aircraft, provided there is no attempt to perform such services for others for compensation. Maintenance on aircraft beyond the scope of Preventive Maintenance (FAR Part 43 Appendix A) must be conducted in an approved maintenance hangar. Aircraft owners wishing to contract for maintenance of their aircraft may do so provided they meet all the criteria listed in the Airport's Minimum Standards for Commercial Activities and the contractor produces evidence of adequate insurance, business licenses and has approval from the DAIO.

Washing of aircraft is permitted on the airport. Engine degreasing or cleaning of excessive oily surfaces is encouraged to be done on the paved area directly north and west of the self-fuel island. This area is served by an oily-water separator. Use of biodegradable detergents and drip pans are encouraged.

Revenue Producing Commercial Activities

No person shall utilize the airport or any portion thereof for revenue producing commercial activities or solicit business or funds for any business or activity except as permitted under the terms of an existing lease or, if such activity does not require a lease, by written permission of the DAIO. Failure to comply with the Minimum Standards for Commercial Activities as adopted by the Port from time to time shall be a basis for revocation of the right to utilize the airport for these purposes.

Storage and Maintenance

Aircraft storage hangars shall be used primarily for aircraft storage. Storage of boats, RV's, and automobiles are not permitted in Port owned hangars, except as provided in paragraph F-2. Storage in connection with commercial activities performed in the hangars shall be with prior written approval of the DAIO. All hangar and other premises on the airport shall be maintained in a condition as to repair, cleanliness and general maintenance that is equal to the maintenance maintained by the Port in comparable areas. Fuel and oil storage must be in accordance with provisions described below. Such storage shall comply with any regulations adopted pursuant to the airport's Minimum Standards for Commercial Activities, these regulations, as well as applicable federal, state and local fire codes pertaining to fire safety, including, but not limited to, the City of Bremerton Building Codes, and the International Fire Codes. No storage of any kind is permitted outside of the hangar.

Nothing stored in any hangar can be hazardous, noxious or a nuisance in the judgment of the DAIO with the exception of those items specifically permitted in this section unless authorized by the DAIO in writing.

Storage of flammable liquids:

- i. Avgas stored in the aircraft fuel tanks with the caps securely in place is permitted
- ii. Avgas or motor fuel used in aircraft authorized to use it, or motor fuel for powered aircraft tugs may be stored in approved closed containers quantities not to exceed 5 gallons, provided no more than one (1) such container can be located within a single hangar, or as allowed by the International Fire Code, with permission from the DAIO.
- iii. Motor fuel in vehicles with closed caps is permitted.
- iv. Small quantities of propane (5 gallons or less) stored in approved containers is permitted.
- v. Small quantities of motor oil (12 quarts or less) stored in the oil company's sealed original containers is permitted
- vi. Small quantities of other flammable lubricants in closed appropriate containers (up to one gallon) used for routine maintenance of aircraft is permitted
- vii. Rags used for cleaning oily surfaces must be stored in metal receptacles with self closing covers
- viii. Other flammable liquids such as anti-ice system fluid (used for aircraft closed anti-ice systems) in approved drums (one 55-gallon drum max) that are tightly sealed is permitted.

Structure Design

In order to assure an aesthetic appearance and harmonious design of airport improvements, new construction and remodeling or repainting of existing structures requires the written approval of the DAIO and shall comply with the Airport Building Standards.

Commercial Standards

In addition to compliance with the regulations set forth herein, the Port has adopted Minimum Standards for Commercial Activities at the airport to carry out the purposes of this chapter and serve the best interests of the Port. Such standards shall be made available to all members of the public at the Port's administrative offices. Failure to comply with such standards shall be considered a violation of this chapter, and the DAIO may deny the use and privileges of the airport to such violator, subject to the appeal rights contained in the Enforcement and Appeals section of this chapter.

Enforcement and Appeal

The primary concern of airport management is the safe and efficient operations of the airport. The Port may issue warning letters for violations of this chapter, including the rules and regulations contained in this chapter, and/or promulgated pursuant to the Minimum Standards for Commercial Activities. The City of Bremerton may take enforcement action pursuant to areas of their specific jurisdiction.

Any person, who feels aggrieved by staff enforcement of this chapter, rules and regulations promulgated hereunder, or the Minimum Standards for Commercial Activities promulgated hereunder, may appeal in writing to the Port's Chief Executive Officer, setting forth the specific grievance in detail. After evaluation of all the facts on the matter, the Chief Executive Officer shall rule on the matter. Appeal of the Chief Executive Officer's decision may be made in writing to the Port Commission, who after due consideration will make a final decision.

Rules and Regulations

The following rules and regulations will govern the conduct of all persons at the airport, whether engaged in aeronautical activities or otherwise:

A. Compliance with State and Other Regulations

No person shall navigate, land aircraft upon, or conduct any aircraft operations on, from or to the airport other than in conformity with FAA rules and regulations as well as recommended practices in the Airman's Information Manual.

B. Vehicle Operations (Other than Aircraft)

1. Only official vehicles with proper identification may be driven into the Airport Operation Area (AOA) or movement areas. A non-official vehicle which is registered and whose owner/operator has a valid gate access card is allowed free access to all parts of the airport except Taxiway Alpha and the runway. All vehicles within the controlled access area shall at all times be driven cautiously at a safe and reasonable speed not to exceed twenty (20) miles per hour.
2. Vehicle operators shall observe all applicable laws and regulations of the airport, including all directional signs, fire lanes and pavement markings and shall comply with all lawful orders, signals or directives of the DAIO or his/her authorized representative. Blocking of any access area by a motor

vehicle or aircraft is prohibited. Violators shall be subject to tow at owner's expense.

3. No person shall drive a motor vehicle on any street, parking lot, driveway or frontage road, whether it is inside or outside of the controlled access area (defined as area inside electronically controlled gates) unless such vehicle is currently licensed and registered under state law with a valid sticker attached. Properties around the airport affected by airport operations shall be subject to all FAA, WSDOT, and City standards. This rule does not apply to electric vehicles such as golf carts.
4. All vehicles operated on airport property within the controlled access area shall be maintained in a safe operating condition in accordance with WSDOT codes and standards. All fuel trucks operating on the airport must meet WSDOT standards and adhere to International Fire Code (IFC), National Fire Protection Agency (NFPA), or any City Fire regulations, and must be approved in writing by the DAIO.
5. All cargo of any kind being transported on airport grounds must be secured in the vehicle so as to not drop out onto the roads.
6. Only equipment and vehicles authorized to operate by the DAIO shall be operated on Taxiway Alpha and/or the runway. Official vehicles shall be lighted with a rotating beacon and equipped with a two way radio at all times while operating in the above areas. Crossing the runway is prohibited by those other than Airport Operations employees.
7. All vehicles shall yield the right of way to pedestrians, aircraft and emergency vehicles in motion.

C. Security

The airside of the airport is secured with card activated automatic gates to control vehicle access onto the airport. Each individual desiring airport access must have a valid need to enter, must complete an application, and must understand the locations of all aircraft movement areas on the airport. Port administration employees are authorized to issue access gate cards under the guidelines set forth herein:

1. Up to two cards may be issued to each of the following who hold a current lease with the Port or who have an aircraft based in a hangar or in a tie-down at the airport. A refundable \$10.00 fee will be charged for each card.
 - a. Pilots
 - b. Aircraft owners
 - c. Renters (businesses, hangar users, etc)
 - d. Airport property leaseholders
2. Access cards shall be used solely for the holder's personal access to the airport and are nontransferable and un-assignable. Access cards that have been given or loaned to another individual other than that of the applicant, or his/her employee or contractors, will be subject to cancellation. In the event access cards for employees or agents of the holder are needed, separate

applications shall be submitted for each such card. An employer shall accept full responsibility for any access cards issued to its employees or agents and must agree to obtain the return of such cards to the Port upon termination of the employment or agency relationship.

3. Card holders have the responsibility to see that only authorized personnel enter any gate he/she uses and must remain with the gate until and shall verify closure movement of the gate before proceeding. Unauthorized vehicles may not tailgate those with access cards through an open gate. Any person entering security gates without an access card shall be in violation of these rules and regulations.
4. No ramp access card shall be issued to an applicant who operates a vehicle of any type without a policy of automobile liability insurance in force. Such policy of insurance shall be provided to the Port administration for its review upon request.
5. All illegal firearms or weapons are prohibited on the airport property.

D. Aircraft Operation (non-Ultralight)

1. Every person operating an aircraft shall comply with and operate such aircraft in accordance with these regulations, and with all pertinent rules and regulations of the Federal Aviation Administration (FAA), and any other appropriate governmental agency. Every person operating an aircraft is responsible for the safety of his/her operation and for the safety of others exposed to such operations, and therefore shall exercise good operating procedures at all times. Aircraft shall not be operated carelessly or negligently nor in disregard of the rights and safety of others.
2. A licensed pilot, aircraft mechanic or student pilot under the supervision of a CFI must be in the cockpit and at the controls of the aircraft whenever an aircraft engine is operating unless the aircraft requires hand-propping in which case the pilot in command or his/her designee must ensure that the aircraft is properly secured during the hand-propping procedure.
3. Bremerton National Airport is a non-towered airport. Even though radio communications are not required, it is highly recommended that pilots have radio equipment permitting two-way communication to monitor the airport common traffic advisory frequency (CTAF) while in the vicinity of the airport.
4. All pilots operating aircraft shall follow the appropriate taxiway and runway guidance markings and lighting while operating on the airport.
5. Any aircraft weighing more than the published runway load bearing capacity is prohibited on the runway, taxiways or apron, unless approved by the DAIO.
6. Local helicopter traffic pattern is west of the runway. Rotorcraft in training are not permitted to perform autorotations to a running or skidding landing on any taxiway surface.

E. Aircraft Parking

1. All aircraft will be parked in areas designated by the DAIO. Each aircraft owner or operator occupying a hangar or tie down is responsible for adequately securing his/her aircraft so as to not create a hazard to other aircraft and/or structures.
2. Helicopter operations shall be limited to designated helicopter parking areas unless approved otherwise by the DAIO.
3. No derelict, non-flyable or un-airworthy aircraft will be permitted to tie down in any movement or non-movement area of the airport over a period of 30 days without permission of the DAIO.
4. The Port assumes no responsibility for damages by a third party or theft to aircraft or vehicles operated or parked at the airport. Transient and long term aircraft parking fees are set from time to time by the Port Commission.

F. Vehicle Parking

1. All motor vehicles on the airport are to be parked in such a way as to not be a hazard for or impede taxiing aircraft, moving motor vehicles or any authorized operation of the airport.
2. Hangar/tie-down tenants may park their cars in their hangars or on their assigned tie-down area while operating their aircraft.
3. Parking on grass or sod areas such that it would cause damage to that area is not permitted except with special permission of the DAIO. Parking is prohibited within fifteen (15) feet of fire hydrants or standpipes.

G. Safety Prohibitions

All persons using the airport or the facilities of the airport in any way must exercise the utmost care to guard against fire and injuries to persons and property. Fueling shall be done in strict accordance with International Fire Codes (IFC), NFPA 407 requirements, City of Bremerton and/or other applicable fire or hazardous materials regulations. Fuel services shall be administered only by an authorized Fixed Base Operator (FBO) that adheres to the Airport Minimum Standards for Commercial Activities.

1. The following are not authorized on Bremerton National Airport:
 - i. Smoking or any open flame within fifty (50) feet of any aircraft, fuel truck or fuel storage tank of any kind.
 - ii. Refueling or defueling of an aircraft or other vehicle in any hangar.
 - iii. Refueling during an electrical storm.
 - iv. While fueling aircraft, electronic devices such as cell phones, two-way radios, etc shall not be used until all fueling operations have been completed.

- v. Hot refueling aircraft while the propellers or blades are in motion without the authorization from the DAIO or his/her designee.
 - vi. Flying or releasing a model rocket, kite, fireworks, tethered balloon, etc., on the airport without written permission of the DAIO.
2. The following rules apply in aircraft storage hangars:
- i. Starting or taxing of an aircraft is prohibited.
 - ii. Self-service maintenance as outlined in FAR 43 and FAR 91 is permitted.
 - iii. Stripping or painting is prohibited except minor touch-up done by the aircraft owner.
 - iv. Welding, open flame tools, and propane fired heaters are prohibited.

H. Accidents/Incidents

Persons involved in an aircraft accident affecting airport operations or damaging Port property shall make a full verbal report to the DAIO or his/her designee within one hour after the accident. The report must include the names and addresses, time, place, cause, injuries and other information requested by the DAIO. When a written report of an accident is required by the FAA, a copy of such report shall be submitted to the DAIO. At the accident scene, aircraft owners, the pilots or agents will promptly remove disabled aircraft, parts and accident debris unless directed by the DAIO or FAA to delay such action pending an accident investigation. Damage sustained to the airport facility, grounds or buildings will be assessed as a claim against the responsible party.

I. Nuisances

1. Dismantled aircraft, aircraft parts, inoperative or otherwise un-airworthy aircraft or any other unsafe or unsightly item(s), in the opinion of the DAIO, shall not be left overnight in open view. This includes all movement areas as well as non-movement areas. If the DAIO determines that a violation has occurred, he/she shall so advise the owner. If not corrected within seventy two (72) hours, the DAIO may cause the removal of such items at the expense of the owner/operator. Conditions involving safety issues shall be corrected within twenty four (24) hours.
2. Any person, including the operators of aircraft, causing spillage of more than one gallon of fuel and/or any oil or grease on any apron will notify airport operations immediately. The involved person shall be responsible for cleaning such area and repairing any damage to the satisfaction of the DAIO.
3. At no time shall engines be “run up” when other aircraft, hangars, shops, buildings or persons are in the path of the propulsion system. Any person operating any vehicle or aircraft (including fixed wing or rotor) shall be responsible for damage or cleanup caused by such operations (i.e., scattering of debris from prop blast or rotor downwash).

J. Pedestrians

All pedestrians and sightseers at the airport shall remain outside the fenced operational areas unless accompanied by a pilot or his/her designee.

K. Availability of Rules and Regulations

All commercial operators with valid leases to perform aeronautical business on the airport shall keep a current copy of these regulations prominently posted in their place of business and available for viewing to all who enter the facilities. It is the responsibility of all owners of aircraft based at the airport and pilots who regularly use the airport to be familiar with the contents of this document. The operator bears the responsibility for compliance and ignorance is not an excuse for violation of any part of these regulations.

L. Refuse

No person shall throw, dump, or deposit any waste, refuse, or garbage except in closed garbage containers provided by the airport.

Hazardous materials including waste oil products are not allowed in airport garbage containers and shall be removed from the airport as soon as possible by the owner/operator.

M. Construction

Before any construction project begins on the airport, the contractor or his/her designated project supervisor will be required to meet with the DAIO or his/her designee to review airport safety and operations during construction. The contractor is required to have in place one port-a-potty and one enclosed refuse dumpster prior to the start of construction per City requirements. The DAIO or his/her designee will attend the post construction inspection before any final inspection is approved.

N. Special Events

The airport insurance carrier is very strict on the type of activities at the airport that are covered under their policy. Certain types of activities, such as air shows, fly-ins, demonstration flights, etc are not covered, present a liability to the Port and must be approved by the DAIO. Small gatherings such as hangar parties are permitted. However, the DAIO must be informed 24 hours in advance by phone or email of any such activity to ensure compliance with airport insurance coverage and to assist with any coordination regarding traffic and parking that will be needed

O. Flying Clubs

Flying Clubs are defined as non-profit entities organized for the purpose of providing its members with a number of aircraft for their personal use and enjoyment. Aircraft must be vested in the name of the club or owners on a pro-rata share and the club may not derive greater revenue from the use of the aircraft than the cost to operate,

maintain and replace the aircraft. A flying club qualifies as an individual under FAA grant assurances. As such, a flying club has the right to fuel and maintain the aircraft by its members.

The Port has the right to require a flying club to furnish documents such as insurance policies, Club by-laws, and a current list of members to ensure that the club remains a non-commercial and non-profit organization. Specific documentation required by clubs operating at the airport is available from the DAIO.

P. Ultralight Operations

Ultralight aircraft will be operated in accordance with the provisions of FAR Part 103 and the following procedures:

1. No person may operate an Ultralight aircraft within the Airport Control Zone except between the hours of sunrise and sunset.
2. Ultralight operators are required to notify Seattle Approach Control on 127.1 MHZ or via telephone prior to commencing and upon terminating flight operations within the Class E airspace.
3. All Ultralight aircraft operating within five (5) miles of the airport shall remain at an altitude no higher than 500 feet AGL. Ultralights shall use left-hand traffic for runway 2 and right hand traffic for runway 20.
4. The operator of an Ultralight at Bremerton National is **encouraged** to install and use or have in his possession, a functioning VHF radio capable of monitoring and broadcasting his intentions on the airport's UNICOM frequency (123.05 MHZ) while operating near the airport or in the traffic pattern.
5. The designated area for take-offs or landings shall be the active runway 02/20.
6. No Ultralight aircraft may be operated under weather conditions less than those required for VFR flight which requires a minimum of three (3) miles visibility and a minimum ceiling of 1000 feet AGL.
7. Each person operating an Ultralight aircraft shall maintain vigilance so as to see-and-avoid aircraft and shall yield the right-of-way to all other aircraft.

Definitions

As used in this chapter, the following words and terms shall have the meaning ascribed to them in this section:

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

AGL – refers to the actual altitude above average elevation of terrain or “above ground level”.

AIR SALES OPERATOR – A person, firm, or corporation engaged in the business of buying, selling and exchanging new or used aircraft.

AIR TAXI OPERATORS – A person, firm, or corporation engaged directly in air transportation of passengers and/or property subject to the provisions of Part 135 of the Federal Aviation Regulations and holding required certification from the state of Washington.

AIRCRAFT – Any device used or intended to be used for flight in the air, including, but not limited to, airplanes, ultra lights, helicopters, balloons and gliders of all types.

AIRCRAFT RADIO, INSTRUMENT, PROPELLER, AND ACCESSORY SHOPS – A person, firm or corporation engaged in FAA approved aircraft, radio, instrumentation, or propeller business, including sales service, repair, exchange and installation of new and/or used aircraft radio equipment, instruments or propellers and parts.

AIRPORT – All Port owned or leased real or personal property comprising the Bremerton National Airport as it now exists or as the same may hereafter be expanded and developed.

AIRPORT BUILDING STANDARDS – Means the Bremerton National Airport Minimum Building Standards as adopted and amended from time to time.

AIRPORT MINIMUM STANDARDS – Means the Bremerton National Airport Minimum Standards for Commercial Activities, as adopted and amended from time to time.

AOA – Airport Operations Area

BASED AIRCRAFT – Any aircraft habitually parked or stored on the airport, whether in a hangar or without. This also includes any aircraft or similar vehicle transported onto the airport and assembled and flown from the airport.

CHIEF EXECUTIVE OFFICER (CEO) – The Chief Executive Officer of the Port of Bremerton.

CITY – Means the City of Bremerton

COMMERCIAL ACTIVITY – The conduct of any aspect of a business or concession on the airport for revenue, whether intended to be profit producing or nonprofit.

COMMISSION – The elected Board of Commissioners for the Port of Bremerton.

CONTROLLED ACCESS AREA – All areas of the airport enclosed by a fence or other barrier and to which vehicular access may be obtained only through card activated gates.

DIRECTOR, AIRPORT & INDUSTRIAL OPERATIONS (DAIO) – The duly appointed manager of the Bremerton National Airport or his/her designee.

FAA – The Federal Aviation Administration or duly designated representative thereof.

FIXED BASE OPERATOR (FBO) – A person, firm or corporation subject to the provisions of a lease engaging in the delivery of fuel and oil products into aircraft, in addition to any number of the following services:

The sales, service, exchange, renting or leasing of new or used aircraft, and/or aircraft parts, accessories and hardware; the repair, overhaul, maintenance and modification of general aviation aircraft and/or aircraft equipment under the provisions of an FAA approved maintenance station; the conduct of FAA approved pilot flight and ground school training; and charter flight services which may include aerial photography, advertising, map making and crop dusting services.

FLIGHT SCHOOL OPERATOR – A person, firm or corporation engaged in an FAA approved flight training school, limited to dual and solo flight training in fixed and rotary wing aircraft and such related ground school instruction as is necessary to prepare the student pilot to take a written examination and flight check ride for a pilot's license or appropriate aircraft rating from the FAA.

FUEL HANDLING – The transportation, delivery, fueling and draining of fuel or fuel waste products.

FUEL STORAGE AREA – Any portion of the airport designated temporarily or permanently by the DAIO as areas in which Avgas or any type of fuel may be stored or loaded.

LAW ENFORCEMENT OFFICER (LEO) – Any sworn peace officer, City Police, County Sheriff, WSP, or similar law enforcement personnel that may be on the airport in the line of assigned duty.

MOVEMENT AREA – The runway, taxiways and other areas of an airport which are used for taxiing or hover taxiing, take-off and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

NFPA – National Fire Protection Agency

OPERATIONAL AREA – Any place on the airport not leased or designated to anyone for occupancy.

PARK OR PARKING – The standing of an aircraft or vehicle, whether occupied or not.

PUBLIC AREAS – Those areas normally used by the general public, including structures and facilities such as roadways, sidewalks and terminal buildings that are maintained and kept at the airport for use by the general public.

SASO – A specialized aeronautical service provider performing less than full FBO services.

SIDA – Security Identification Display Area

THROUGH-THE-FENCE OPERATIONS – “Through-the-Fence” activities are prohibited at Bremerton National Airport. Recreational, light sport and ultra-light aircraft that are designed to be transported by a trailer shall not be considered Through-the-Fence operations as long as NO commercial activity takes place.

WSDOT Aviation – Washington State Department of Transportation Aviation Division.