

A RESOLUTION of the Port Commission of the Port of Seattle establishing certain rules, regulations and schedule of charges as shown in Seattle-Tacoma International Airport Schedule of Rules, Regulations and Charges No. 3 and cancelling "Schedule of Rules, Regulations and Charges No. 2" as amended.

BE IT RESOLVED by the Port Commission of the Port of Seattle as follows

SECTION 1 The Port of Seattle does hereby establish and adopt a schedule of charges and rules and regulations applying at Seattle-Tacoma International Airport as shown in the attached "Seattle-Tacoma International Airport, Schedule of Rules, Regulations and Charges No. 3", copies of which are hereby annexed and made a part of this Resolution, said rates, rules and regulations to take effect on January 1, 1969.

SECTION 2 All charges, rates, rules and regulations conflicting with the provisions of the above-described pages and Resolutions numbered 1713, 1788, 2084, 2145 and 2158 are hereby repealed.

Adopted by the Port Commission of the Port of Seattle this 26 day of November, 1968, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the Seal of the Commission duly affixed.

Mark D. Adlum
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A T T L E - T A C O M A I N T E R N A T I O N A L A I R P O R T

SCHEDULE OF RULES, REGULATIONS AND CHARGES NO. 3

(CANCELS ISSUE ORIGINALLY EFFECTIVE
MAY 28, 1956, AND AS AMENDED)

APPLYING AT

SEATTLE-TACOMA INTERNATIONAL AIRPORT

SEATTLE, WASHINGTON

* * * * *

OF PORT OF SEATTLE COMMISSION DECEMBER 10, 1968 - EFFECTIVE JANUARY 1, 1969

PORT OF SEATTLE COMMISSION
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SECTION I

DEFINITIONS

1. "AIRPORT" AS REFERRED TO HEREINAFTER MEANS THE SEATTLE-TACOMA INTERNATIONAL AIRPORT, LOCATED IN KING COUNTY, WASHINGTON, AND OWNED AND OPERATED BY THE PORT OF SEATTLE.
2. "DIRECTOR" MEANS THE DIRECTOR OF AVIATION OF THE PORT OF SEATTLE OR HIS DULY AUTHORIZED REPRESENTATIVE AS SPECIFIED IN APPROPRIATE POSITION DESCRIPTIONS OF THE PORT.
3. "FEDERAL AVIATION ADMINISTRATION OR FAA" MEANS THE FEDERAL AVIATION ADMINISTRATION CREATED BY THE FEDERAL GOVERNMENT UNDER PUBLIC LAW 89-670 AND EXECUTIVE ORDER #11340 DATED MARCH 30, 1957, OR TO SUCH OTHER GOVERNMENTAL AGENCY WHICH MAY BE SUCCESSOR THERETO OR BE VESTED WITH THE SAME OR SIMILAR AUTHORITY.
4. "COMMISSION" MEANS THE PORT OF SEATTLE COMMISSION.
5. "GENERAL MANAGER" MEANS THE GENERAL MANAGER OF THE PORT OF SEATTLE.
6. "MOTOR VEHICLES" SHALL INCLUDE AUTOMOBILES, TRUCKS, MOTORCYCLES OR ANY OTHER DEVICE SO DEFINED IN REVISED CODE OF WASHINGTON 47.04.010.
7. "PERSON" MEANS ANY INDIVIDUAL, FIRM, CO-PARTNERSHIP, CORPORATION, COMPANY, ASSOCIATION, JOINT STOCK ASSOCIATION, OR BODY POLITICAL, AND INCLUDES ANY TRUSTEE, RECEIVER, ASSIGNEE OR OTHER REPRESENTATIVE THEREOF.
8. "PORT" MEANS THE PORT OF SEATTLE, A DULY ORGANIZED MUNICIPAL CORPORATION WITH POWERS AS GRANTED BY WASHINGTON LAW, INCLUDING TITLES 14 AND 53 REVISED CODE OF WASHINGTON.
9. "PORT EMPLOYEES" MEANS EMPLOYEES OF THE PORT OF SEATTLE, AND IN PARTICULAR, THOSE EMPLOYEES WITH DUTIES RELATED TO THE ENFORCEMENT OF THESE REGULATIONS INCLUDING BUT NOT LIMITED TO:
 - (A) SUPERINTENDENT OF OPERATIONS
 - (B) SECURITY OFFICERS
 - (C) AIRPORT FIREMEN
10. "ROADWAYS" INCLUDES AREAS DESIGNATED BY THE DIRECTOR FOR USE BY MOTOR VEHICLES.
11. "RULES AND REGULATIONS" SHALL INCLUDE THESE RULES AND REGULATIONS OR ANY DIRECTIVES ADOPTED PURSUANT HERETO, INCLUDING OFFICIAL AIRPORT SIGNS OR ORAL DIRECTIVES GIVEN BY PORT EMPLOYEES.
12. "VEHICLES FOR HIRE" SHALL INCLUDE TAXICABS, LIMOUSINES, BUSES, RENTAL VEHICLES, ALL OTHER VEHICLES USED BY HOTELS, MOTELS, PARKING LOTS, CAR RENTAL AGENCIES, AND OTHERS TO PICK UP AND DELIVER PASSENGERS AT THE AIRPORT. A SEPARATE OR DIRECT CHARGE FOR TRANSPORTATION TO OR FROM THE AIRPORT SHALL NOT BE A FACTOR IN DETERMINING THAT A VEHICLE IS FOR HIRE SO LONG AS THE TRANSPORTATION IS INCIDENTAL TO A COMMERCIAL OPERATION.

SECTION 2

FOREWORD

1. THE SEATTLE-TACOMA INTERNATIONAL AIRPORT IS OWNED AND OPERATED BY THE PORT OF SEATTLE, A MUNICIPAL CORPORATION, ORGANIZED UNDER STATUTORY AUTHORITY OF THE STATE OF WASHINGTON.
2. THE PORT OF SEATTLE IS GOVERNED BY FIVE ELECTIVE COMMISSIONERS WHO HAVE ADOPTED THE FOLLOWING RULES AND REGULATIONS WITH RESPECT TO THE SEATTLE-TACOMA INTERNATIONAL AIRPORT TO PROVIDE FOR THE SAFETY AND PROPER CONDUCT OF PERSONS AND PROPERTY USING THE SAID AIRPORT. THE FOLLOWING RULES AND REGULATIONS ARE TO BE CONSTRUED IN CONFORMITY WITH ALL FEDERAL, STATE, OR LOCAL LAWS.
3. IN CASE ANY SECTION OR SECTIONS OR PART OF ANY SECTION OF THESE RULES AND REGULATIONS SHALL BE FOUND INVALID FOR ANY REASON, THE REMAINDER SHALL NOT THEREBY BE INVALIDATED, BUT, IN ACCORDANCE WITH THE INTENTION OF THE COMMISSION HEREIN EXPRESSED, SHALL REMAIN IN FULL FORCE AND EFFECT. ALL SECTIONS ARE HEREBY DECLARED SEPARABLE AND INDEPENDENT OF ALL OTHERS.

SECTION 3

GENERAL RULES AND REGULATIONS

1. ALL PERSONS HAVING ENTERED ON THE AIRPORT PROPERTY SHALL BE GOVERNED BY THE RULES AND REGULATIONS HEREIN PRESCRIBED AND BY ORDERS AND INSTRUCTIONS OF THE COMMISSION AND THE DIRECTOR RELATIVE TO THE USE OR OCCUPATION OF ANY PART OF THE AIRPORT PROPERTY AND SHALL COMPLY WITH WRITTEN OR ORAL INSTRUCTIONS ISSUED BY THE DIRECTOR OR PORT EMPLOYEES TO ENFORCE THESE REGULATIONS.
2. ANY PERSON OPERATING OR HANDLING ANY AIRCRAFT, OPERATING OR HANDLING ANY VEHICLE OR APPARATUS, OR USING THE AIRPORT OR ANY OF ITS FACILITIES SHALL COMPLY WITH THE APPLICABLE RULES AND REGULATIONS AT THE AIRPORT.
3. ANY PERSON OR PERSONS WHO SHALL REFUSE TO COMPLY WITH THESE APPLICABLE RULES AND REGULATIONS, AFTER PROPER REQUEST TO DO SO BY THE DIRECTOR OR A PORT EMPLOYEE, SHALL BE REQUESTED TO LEAVE THE AIRPORT, AND IN THE EVENT OF HIS OR THEIR FAILURE TO COMPLY WITH A PROPER REQUEST TO ABIDE BY THE RULES AND REGULATIONS OF THE AIRPORT SHALL BE REGARDED AS A TRESPASSER.
4. ALL PENAL LAWS OF THE STATE OF WASHINGTON ARE APPLICABLE TO THE AREA OF THE AIRPORT, AND ANY VIOLATORS THEREOF ARE SUBJECT TO ARREST BY AUTHORIZED POLICE OFFICERS.
5. ALL TENANTS, LESSEES, PERMITTEES, OR CONCESSIONAIRES AT THE AIRPORT SHALL COMPLY WITH ALL REQUIREMENTS OF APPLICABLE STATE AND/OR FEDERAL LAWS AND COMMISSION RESOLUTIONS RELATING TO THE ESTABLISHMENT OF NON-DISCRIMINATORY REQUIREMENTS IN HIRING AND EMPLOYMENT PRACTICES, AND SHALL ASSURE THE SERVICE OF ALL PATRONS OR CUSTOMERS WITHOUT DISCRIMINATION AS TO ANY PERSON'S RACE, CREED, COLOR, OR NATIONAL ORIGIN.
6. RESTRICTED AREAS
NO PERSON SHALL ENTER ANY RESTRICTED AREA POSTED AS BEING CLOSED TO THE PUBLIC, EXCEPT:
 - (A) PERSONS ASSIGNED TO DUTY THEREIN.
 - (B) PERSONS AUTHORIZED BY THE DIRECTOR.
 - (C) PASSENGERS UNDER APPROPRIATE SUPERVISION ENTERING THE APRON AREA FOR THE PURPOSES OF EMBARKATION AND DEBARKATION.
7. COMMERCIAL PHOTOGRAPHY
NO PERSON EXCEPT REPRESENTATIVES OF THE PRESS (INCLUDING TELEVISION) ON DUTY OR DURING OFFICIAL ASSIGNMENTS SHALL TAKE STILL, MOTION OR SOUND PICTURES FOR COMMERCIAL PURPOSES ON THE AIRPORT WITHOUT PERMISSION OF THE DIRECTOR.
8. SOLICITING
NO PERSON SHALL SOLICIT FUNDS FOR ANY PURPOSE OR OFFER MERCHANDISE OR SERVICES FOR SALE ON THE AIRPORT WITHOUT THE PERMISSION OF THE COMMISSION.
9. SIGNS, ADVERTISEMENT AND WRITTEN MATTER
NO PERSON SHALL POST, DISTRIBUTE OR DISPLAY SIGNS, ADVERTISEMENTS, CIRCULARS, PRINTED OR WRITTEN MATTER AT THE AIRPORT EXCEPT WITH THE APPROVAL OF THE COMMISSION.
10. USE OF ROADS AND WALKS
 - (A) NO PERSON SHALL TRAVEL ON THE AIRPORT OTHER THAN ON THE ROADS, WALKS, OR PLACES PROVIDED FOR THE PARTICULAR CLASS OF TRAFFIC.
 - (B) NO PERSON SHALL USE THE ROADS OR WALKS IN SUCH MANNER AS TO HINDER OR OBSTRUCT THEIR PROPER USE.

SECTION 3

GENERAL RULES AND REGULATIONS

11. ANIMALS
NO PERSON SHALL ENTER THE TERMINAL BUILDING OR LANDING AREA OF THE AIRPORT WITH AN ANIMAL, EXCEPT A SEEING-EYE DOG, OR AS REQUIRED FOR SHIPMENT. ANIMALS MAY BE PERMITTED IN OTHER AREAS OF THE AIRPORT IF RESTRAINED BY LEASH OR CONFINED IN SUCH MANNER AS TO BE UNDER CONTROL.
12. LOST ARTICLES
 - (A) NO PERSON SHALL ABANDON ANY PERSONAL PROPERTY ON THE AIRPORT. ANY PERSONAL PROPERTY SO ABANDONED MAY AT THE ELECTION OF THE PORT BE DISPOSED OF AS GARBAGE OR REFUSE, OR UNDER APPLICABLE WASHINGTON STATE ABANDONED PROPERTY LAWS.
 - (B) ANY PERSON FINDING LOST ARTICLES IN THE PUBLIC AREA SHALL DEPOSIT THEM AT THE AIRPORT SECURITY OFFICE.
13. DISORDERLY CONDUCT
NO PERSON SHALL COMMIT ANY DISORDERLY, OBSCENE, INDECENT OR UNLAWFUL ACT OR COMMIT ANY NUISANCE ON THE AIRPORT.
14. GAMBLING
NO PERSON SHALL CONDUCT GAMBLING IN ANY FORM OR OPERATE GAMBLING DEVICES ANYWHERE ON THE AIRPORT.
15. SANITATION
 - (A) GARBAGE, PAPERS AND REFUSE OR OTHER MATERIAL SHALL BE PLACED IN RECEPTACLES PROVIDED FOR THAT PURPOSE.
 - (B) NO PERSON SHALL USE A COMFORT STATION OTHER THAN IN A CLEAN AND SANITARY MANNER.
16. SANITARY SEWER
 - (A) THERE SHALL BE NO REPAIRS OR ADJUSTMENTS TO AIRCRAFT OR GROUND VEHICLES ON THE RUNWAYS OR TAXIWAYS WHICH CAN CAUSE THE FIELD DRAINAGE SYSTEM TO BECOME CONTAMINATED WITH GREASE, OIL, FUEL, OTHER PETROLEUM PRODUCTS OR WITH DETERGENTS.
 - (B) THE RAMP AREA AND HANGAR AREA DRAINS SHALL NOT BE USED TO DISPOSE OF USED MOTOR OIL, GREASE, FUEL, OR DETERGENTS IN AMOUNTS OVER THOSE DUE TO NORMAL SPILLAGE OR CLEANING SERVICES.
 - (C) NO PLASTICS OR OTHER MATERIALS THAT WILL ADVERSELY AFFECT THE TREATMENT OF SEWAGE WILL BE ALLOWED IN THE SANITARY SYSTEM.
17. PRESERVATION OF PROPERTY
 - (A) NO PERSON SHALL DESTROY, INJURE, OR DISTURB IN ANY WAY, ANY BUILDING, SIGN, EQUIPMENT, MARKER, OR OTHER STRUCTURE, TREE, FLOWER, LAWN, OR OTHER PUBLIC PROPERTY ON THE AIRPORT.
 - (B) ANY PERSON DAMAGING, INJURING, OR DESTROYING AIRPORT PROPERTY EITHER BY ACCIDENT OR OTHERWISE SHALL BE LIABLE FOR THE REASONABLE VALUE OF THE PROPERTY SO DAMAGED OR DESTROYED.
18. FIREARMS AND EXPLOSIVES
 - (A) NO ONE EXCEPT DULY AUTHORIZED PERSONS, PEACE OFFICERS, FEDERAL, AIRPORT AND AIR CARRIER EMPLOYEES, OR MEMBERS OF THE ARMED FORCES OF THE UNITED STATES ON OFFICIAL DUTY SHALL CARRY ANY FIREARMS OR EXPLOSIVES ON THE AIRPORT WITHOUT THE WRITTEN PERMISSION OF THE DIRECTOR, EXCEPT THAT AIR CARRIER PASSENGERS MAY CARRY CASED SPORTING GUNS AS BAGGAGE.
 - (B) ALL PERSONS OTHER THAN THE EXCEPTED CLASSES DESCRIBED ABOVE SHALL SURRENDER ALL SUCH OBJECTS IN THEIR POSSESSION TO A PORT EMPLOYEE ON DUTY AT THE AIRPORT.

SECTION 3

GENERAL RULES AND REGULATIONS

19. AIRPORT LIABILITY

THE COMMISSION ASSUMES NO RESPONSIBILITY FOR LOSS, INJURY, OR DAMAGE TO PERSONS OR PROPERTY ON THE AIRPORT OR USING THE AIRPORT FACILITIES BY REASON OF FIRE, THEFT, VANDALISM, WIND, FLOOD, EARTHQUAKE, OR COLLISION DAMAGE NOR DOES IT ASSUME ANY LIABILITY FOR INJURY TO PERSONS WHILE ON THE AIRPORT OR WHILE USING AIRPORT FACILITIES.

SECTION 4

MOTOR VEHICLE OPERATIONS

A. GENERAL

MOTOR VEHICLE OPERATIONS WITHIN AND ON THE AIRPORT PREMISES SHALL BE GOVERNED GENERALLY BY THE PROVISIONS OF THE WASHINGTON STATE MOTOR VEHICLE CODED AND TRAFFIC DIRECTION PROCEDURES, AND SIGNALS FOR TURNS, LIGHTS AND SAFE DRIVING PRECAUTION SHALL BE IN CONFORMITY THEREWITH. IN ADDITION, MOTOR VEHICLES SHALL CONFORM TO ALL SPECIAL REGULATIONS PRESCRIBED BY THE COMMISSION OR PROCEDURES IMPOSED PURSUANT TO COMMISSION REGULATION BY THE DIRECTOR.

1. NO PERSON SHALL OPERATE A MOTOR VEHICLE OF ANY KIND ON THE AIRPORT IN EXCESS OF SPEED LIMITS AS PRESCRIBED BY THE DIRECTOR AND INDICATED BY POSTED TRAFFIC SIGNS.
2. NO PERSON SHALL OPERATE A MOTOR VEHICLE OF ANY KIND ON THE AIRPORT IN A RECKLESS MANNER SO AS TO INDICATE A WILLFUL OR WANTON DISREGARD FOR THE SAFETY OF PERSONS OR PROPERTY.
3. NO PERSON SHALL OPERATE A MOTOR VEHICLE OF ANY KIND ON THE AIRPORT OTHER THAN IN A CAREFUL AND PRUDENT MANNER, HAVING REGARD FOR THE WIDTH, GRADE, CURVES, CORNERS, TRAFFIC AND USE OF STREETS, WEATHER CONDITIONS AND ALL OTHER ATTENDANT CIRCUMSTANCES SO AS NOT TO ENDANGER THE LIFE, LIMB AND/OR PROPERTY OF ANY PERSON.
4. NO PERSON SHALL OPERATE A MOTOR VEHICLE ON THE AIRPORT AT SUCH A SLOW SPEED AS TO IMPEDE OR BLOCK THE NORMAL AND REASONABLE MOVEMENT OF TRAFFIC EXCEPT WHEN A REDUCED SPEED IS NECESSARY FOR SAFE OPERATION OR IN COMPLIANCE WITH THE LAW.
5. ANY PERSON OPERATING A MOTOR VEHICLE TRAVELING SLOWLY ON ANY ROAD ON THE AIRPORT SHALL KEEP TO THE RIGHT TO ALLOW SAFE PASSAGE.
6. PERSONS OPERATING MOTOR VEHICLES SHALL COME TO A COMPLETE STOP AT ALL CROSSWALKS THAT ARE OCCUPIED BY PEDESTRIANS.
7. NO PERSON SHALL OBSTRUCT OR DELAY THE FREE FLOW OF TRAFFIC BY MAKING TURNS FROM THE INCORRECT LANES OR BY WEAIVING IN AND OUT OF TRAFFIC OR IN ANY OTHER IMPROPER MANNER.
8. NO PERSON SHALL SOUND A MOTOR HORN EXCEPT AS A WARNING SIGNAL.
9. NO PERSON SHALL OPERATE A MOTOR VEHICLE ON THE ROADWAYS, PARKING LOTS, OR OTHER AREAS OF THE AIRPORT UNLESS THE VEHICLE IS IN REASONABLY SAFE CONDITION.
10. ALL SAFE DRIVING PROCEDURES, RULES, AND REGULATIONS ADOPTED BY TENANT ORGANIZATIONS FOR THEIR EMPLOYEES SHALL REMAIN IN FORCE UNLESS THE CONTEXT THEREOF SHALL INDICATE TO THE CONTRARY OF ANY PROVISION SET FORTH IN THIS SECTION.

B. IN-TERMINAL BUILDING

1. ANY PERSON OPERATING EQUIPMENT WITHIN THE PASSENGER TERMINAL BUILDING WILL ABIDE BY ALL POSTED SPEED REGULATIONS IN THESE AREAS AND IN ANY EVENT NOT EXCEED FIVE MILES PER HOUR.
2. ANY PERSON OPERATING EQUIPMENT PRIOR TO LEAVING ANY TUNNEL AREA SHALL, WITHIN THREE FEET OF ANY EXIT, BRING HIS EQUIPMENT TO A COMPLETE STOP IN ADDITION TO SOUNDING HIS HORN BEFORE ENTERING THE APRON OR ADJOINING AREA.
3. ANY PERSON OPERATING EQUIPMENT IN THE IMMEDIATE TUNNEL AREA SHALL, WHERE APPLICABLE, SOUND HIS HORN APPROXIMATELY 50 FEET OFFORE ENTERING A CURVE OR WHERE THE OPERATOR'S VIEW IS OBSTRUCTED AND IN ALL INSTANCES TRAVEL TO THE EXTREME RIGHT OF ESTABLISHED CENTER LINES.

ADOPTED BY THE PORT OF SEATTLE COMMISSION DECEMBER 10, 1968 - EFFECTIVE JANUARY 1, 1969

SECTION 4

MOTOR VEHICLE OPERATIONS

C. FIELD

1. ALL VEHICULAR EQUIPMENT ON A RAMP OR FIELD OPERATIONAL AREA, CARGO, TUNNEL, ACCESS ROAD, AIRCRAFT PARKING OR STORAGE AREA MUST AT ALL TIMES COMPLY WITH ANY LAWFUL SIGNAL OR DIRECTION OF PORT EMPLOYEES. ALL TRAFFIC SIGNS, LIGHTS, AND SIGNALS SHALL BE OBEYED, UNLESS OTHERWISE DIRECTED BY PORT EMPLOYEES.
2. EVERY PERSON OPERATING MOTORIZED EQUIPMENT OF ANY CHARACTER ON ANY OPERATIONAL AREA MENTIONED IN THE PREVIOUS PARAGRAPH SHALL OPERATE THE SAME IN A CAREFUL AND PRUDENT MANNER AND AT A RATE OF SPEED FIXED BY THIS SECTION AND AT NO TIME GREATER THAN IS REASONABLE AND PROPER UNDER THE CONDITIONS EXISTING AT THE POINT OF OPERATION, TAKING INTO ACCOUNT TRAFFIC AND ROAD CONDITIONS, VIEW OBSTRUCTION AND CONSISTENT WITH ALL CONDITIONS SO AS NOT TO ENDANGER THE LIFE, LIMB, OR PROPERTY OR THE RIGHTS OF OTHERS ENTITLED TO THE USE THEREOF.
3. ANY PERSON OPERATING EQUIPMENT IN AREAS RESTRICTED TO AIRCRAFT OPERATION SHALL, IN ADDITION TO THIS SECTION, ABIDE BY ALL EXISTING FEDERAL AVIATION ADMINISTRATION AND OTHER GOVERNMENTAL RULES AND REGULATIONS.
4. ALL CONDITIONS SET FORTH IN THIS SECTION SHALL BE IN CONFORMITY AND CONSISTENT WITH CURRENT FEDERAL AVIATION ADMINISTRATION AND OTHER GOVERNMENTAL RULES AND REGULATIONS.
5. NO PERSON SHALL OPERATE ANY MOTOR VEHICLE OR MOTORIZED EQUIPMENT ON THE APRON OR RAMP AREAS OF THE TERMINAL BUILDING OR HANGARS EXCEPT:
 - (A) PERSONS ASSIGNED TO DUTY IN SUCH AREAS.
 - (B) PERSONS AUTHORIZED BY THE DIRECTOR, AND IN THE CASE OF LANDING AREAS, WITH THE PRIOR PERMISSION OF THE AIRPORT CONTROL TOWER BY RADIO, IN EMERGENCY CASES ONLY. NECESSARY VEHICLE TRAFFIC ON TAXIWAYS NOT IN USE WILL BE AT THE DISCRETION OF THE AIRPORT CONTROL TOWER DURING SLACK TRAFFIC PERIODS.
6. NO PERSON SHALL OPERATE ANY MOTOR VEHICLE OR MOTORIZED EQUIPMENT ON THE LANDING AREA OR TAXIWAYS OF THE AIRPORT UNLESS THE MOTOR VEHICLE OR MOTORIZED EQUIPMENT IS EQUIPPED WITH TWO-WAY RADIO, OR IS ESCORTED BY A VEHICLE EQUIPPED WITH TWO-WAY RADIO AND IN GROUND CONTROL FREQUENCY RADIO CONTACT WITH THE AIRPORT CONTROL TOWER.
7. NO PERSON SHALL OPERATE ANY MOTOR VEHICLE OR MOTORIZED EQUIPMENT WITH AN AIRCRAFT IN TOP ON ANY PORTION OF THE AIRPORT UNLESS THE MOTOR VEHICLE OR MOTORIZED EQUIPMENT IS EQUIPPED WITH TWO-WAY RADIO OR ESCORTED BY A VEHICLE EQUIPPED WITH TWO-WAY RADIO AND IN GROUND CONTROL FREQUENCY RADIO CONTACT WITH THE AIRPORT CONTROL TOWER AND WITH THE PRIOR PERMISSION OF THE AIRPORT CONTROL TOWER.
8. NO PERSON SHALL OPERATE ANY MOTOR VEHICLE OR MOTORIZED EQUIPMENT ON THE AIRCRAFT MOVEMENT OR PARKING AREAS OF THE AIRPORT AT A SPEED IN EXCESS OF TWENTY MILES PER HOUR, OR LESS WHERE CONDITIONS WARRANT. DESIGNATED MOTOR VEHICLE DRIVE LANES SHALL BE UTILIZED UNLESS SPECIFIC AUTHORIZATION TO THE CONTRARY IS GIVEN BY A PORT EMPLOYEE.
9. ANY PERSON OPERATING ANY MOTOR VEHICLE OR MOTORIZED EQUIPMENT ON THE AIRCRAFT MOVEMENT OR PARKING AREAS OF THE AIRPORT SHALL OBEY ALL POSTED TRAFFIC SIGNS AND TRAFFIC SIGNALS.

SECTION 4

MOTOR VEHICLE OPERATIONS

C. FIELD (CONTINUED)

10. NO PERSON OPERATING A MOTOR VEHICLE OR MOTORIZED EQUIPMENT ON THE AIRCRAFT MOVEMENT OR PARKING AREAS SHALL IN ANY WAY HINDER, STOP, SLOW, OR OTHERWISE INTERFERE WITH THE OPERATION OF ANY AIRCRAFT ON THE AIRPORT.
11. NO PERSON SHALL PARK ANY MOTOR VEHICLE, OTHER EQUIPMENT OR MATERIALS ON THE AIRCRAFT MOVEMENT OR PARKING AREAS OF THE AIRPORT, EXCEPT IN A NEAT AND ORDERLY MANNER AND AT SUCH POINTS AS PRESCRIBED BY THE DIRECTOR.
12. NO PERSON SHALL PARK ANY MOTOR VEHICLE, OR OTHER EQUIPMENT, OR MATERIALS ON THE AIRCRAFT MOVEMENT OR PARKING AREAS OF THE AIRPORT WITHIN FIFTEEN (15) FEET OF ANY FIRE HYDRANT OR STANDPIPE.
13. NO PERSON SHALL PAINT, REPAIR, MAINTAIN, OR OVERHAUL ANY MOTOR VEHICLE, OTHER EQUIPMENT, OR MATERIALS ON THE AIRCRAFT MOVEMENT OR PARKING AREAS OF THE AIRPORT, EXCEPT IN SUCH AREAS AND UNDER SUCH TERMS AND CONDITIONS AS PRESCRIBED BY THE DIRECTOR.
14. NO PERSON SHALL OPERATE ANY MOTOR VEHICLE OR MOTORIZED EQUIPMENT ON THE AIRCRAFT MOVEMENT OR PARKING AREAS OF THE AIRPORT UNLESS SUCH MOTOR VEHICLE OR MOTORIZED EQUIPMENT IS IN A REASONABLY SAFE CONDITION FOR SUCH OPERATION.

D. PARKING

1. ALL AIRPORT ROADWAYS SHALL BE AREAS OF RESTRICTED PARKING. THE PRIMARY PURPOSE OF AIRPORT ROADWAYS SHALL BE FOR MOTOR VEHICULAR TRAVEL. HOWEVER, THE DIRECTOR MAY DESIGNATE AREAS ADJACENT TO ENTRANCES AS AREAS OF RESTRICTED PARKING TO BE UTILIZED IN A MANNER DESIGNED TO EXPEDITE THE MOVEMENT OF PERSONS, PASSENGERS, FREIGHT, SUPPLIES, AND BAGGAGE TO AIRPORT BUILDINGS AND TERMINALS. IN DESIGNATING SUCH AREAS, THE DIRECTOR MAY:
 - (A) ESTABLISH RESTRICTED USE TO ACTUAL LOADING OR UNLOADING AND PROHIBIT WAITING FOR ANY PURPOSE, AND REQUIRE MOTOR VEHICLES TO MOVE WITHOUT REGARD TO THEIR STATUS OF LOADING OR UNLOADING.
 - (B) REQUIRE DRIVERS OF MOTOR VEHICLES PARKED ON ROADWAYS TO REMAIN IN SUCH VEHICLES WHILE STOPPED ON ROADWAYS.
 - (C) PROHIBIT MOTOR VEHICLES REQUIRING ADDITIONAL TIME TO ASSEMBLE PASSENGERS AND/OR BAGGAGE FROM OCCUPYING SPACE IN ROADWAYS (INCLUDING CURB LANES).
 - (D) RESERVE PARKING AREAS OFF THE ROADWAYS (BUT NEAR TO PUBLIC ENTRANCES) FOR THE USE OF VEHICLES FOR HIRE ASSEMBLING PASSENGERS AND BAGGAGE.
2. NO MOTOR VEHICLE SHALL PARK UNATTENDED EXCEPT IN:
 - (A) AREAS OPERATED OR LEASED FOR COMMERCIAL PARKING BY THE PORT OR UNDER A PORT LEASE OR CONCESSION AGREEMENT.
 - (B) AREAS LEASED OR SPECIFIED FOR THE PARKING OF AIRPORT EMPLOYEES INCLUDING THE EMPLOYEES OF LESSEES, PERMITTEES AND CONCESSIONNAIRES.
 - (C) METERED PARKING AREAS WHICH MAY BE SPECIALLY RESERVED OR ASSIGNED.
 - (D) OTHER AREAS SPECIFICALLY SIGNED OR DESIGNATED AS A PERMIT PARKING AREA BY THE DIRECTOR.

SECTION 4

MOTOR VEHICLE OPERATIONS

E. OPERATION - "VEHICLES FOR HIRE"

1. NO PERSON SHALL OPERATE A VEHICLE FOR HIRE TO PICK UP PASSENGERS ON THE AIRPORT WITHOUT FIRST HAVING EXECUTED A PERMIT AGREEMENT IN FORM AND CONTENT APPROVED BY THE DIRECTOR AND PAYING THE APPROPRIATE FEES AND/OR CHARGES AS PROVIDED IN SAID PERMIT AGREEMENT.
2. NO VEHICLE FOR HIRE SHALL LOAD OR UNLOAD PASSENGERS AT THE AIRPORT IN ANY PLACE OTHER THAN THAT DESIGNATED BY THE DIRECTOR
3. TAXICABS SHALL COMPLY WITH THE FOLLOWING ADDITIONAL SPECIFIC REGULATIONS:
 - (A) A TAXICAB SHALL, WHILE AWAITING PASSENGERS, USE ONLY THE TAXICAB STAND OR STANDS PROVIDED FOR THIS PURPOSE.
 - (B) PICKING UP PASSENGERS FOR HIRE AFTER OR WHILE DROPPING PASSENGER OR PASSENGERS OFF AND BEFORE TAKING POSITION AT THE REAR OF THE PROPER LINE IS PROHIBITED.
 - (C) UPON ENTRY TO THE AIRPORT WITHOUT PASSENGERS, EACH TAXICAB WILL PROCEED AT ONCE TO THE TAXI STAND AND PROPER PLACE AT THE END OF THE LINE.
 - (D) NO TAXICAB SHALL RECEIVE PASSENGERS FOR HIRE AT THE AIRPORT, EXCEPT IN PROPER TURN AND THEN ONLY UPON CALL BY MECHANICAL MEANS AS ESTABLISHED, OR HAND SIGNALS FROM VICINITY OF MAIN EXIT, OR BY SELECTION BY A PROSPECTIVE CUSTOMER AT THE TAXI STAND (OR BY OFFICIAL STARTER).
 - (E) NO TAXICAB SHALL REFUSE A FARE EXCEPT AS PROVIDED IN THE PERMIT AGREEMENT.
 - (F) THE OPERATORS OF THE FIRST THREE TAXICABS IN THE PROPER LINE, SHALL AT ALL TIMES, UNTIL ENGAGED FOR HIRE, REMAIN IN THE OPERATOR'S SEAT OF HIS VEHICLE, OR OUTSIDE AND WITHIN 10 FEET OF HIS VEHICLE, AND SHALL AT NO TIME OBSTRUCT VEHICULAR OR PEDESTRIAN TRAFFIC.
 - (G) WHEN THE FIRST CAB LEAVES THE STAND, EACH VEHICLE AT ITS REAR SHALL MOVE UP INTO PROPER POSITION PROMPTLY.
4. ALL VEHICLES FOR HIRE SHALL COMPLY WITH THE FOLLOWING RULES AND REGULATIONS:
 - (A) PLACING, THROWING, OR DROPPING OF WASTE, REFUSE OR RUBBISH UPON ANY TAXI STAND, ROADWAY, STREET, OR SIDEWALK ADJACENT THERETO, IS STRICTLY FORBIDDEN AND SHOULD THIS BE DISREGARDED, THE DRIVERS OF VEHICLES FOR HIRE THEN ON THE AIRPORT SHALL CLEAN THE AREA UPON ORDER TO DO SO.
 - (B) THE OWNERS OR OPERATORS OF ALL VEHICLES FOR HIRE, THEIR EMPLOYEES, INVITEES, AND THOSE DOING BUSINESS WITH THEM, SHALL CONDUCT THEMSELVES IN AN ORDERLY AND PROPER MANNER, AT ALL TIMES.
 - (C) NO OWNER OR OPERATOR OF A VEHICLE FOR HIRE, OR ANY PERSON, AT ANY TIME WHILE ON THE AIRPORT, BY WORDS, GESTURES, OR OTHERWISE, SHALL SOLICIT, PERSUADE, OR URGE ANY PERSON TO USE OR HIRE ANY VEHICLE FOR HIRE, OR OTHER MEANS OF TRANSPORTATION OR CONVEYANCE AT THE AIRPORT.
 - (D) ANY DRIVER OF A VEHICLE FOR HIRE WHO VIOLATES ANY OF THESE RULES AND REGULATIONS, SHALL BE SUBJECT TO IMMEDIATE EXPULSION FROM THE AIRPORT AND WILL NOT BE ALLOWED TO RE-ENTER THE AIRPORT WITHOUT PERMISSION OF THE DIRECTOR. ALSO, SUCH VEHICLE PERMIT MAY BE REVOKED.

SECTION 4

MOTOR VEHICLE OPERATIONS

E. OPERATION - "VEHICLES FOR HIRE" (CONTINUED)

- (E) ANY VEHICLE FOR HIRE COMPANY OR OWNER FAILING TO COMPLY WITH THE RULES AND REGULATIONS OR WHO PERMITS, ENCOURAGES, OR ALLOWS ANY OF ITS REPRESENTATIVES TO VIOLATE THE RULES AND REGULATIONS SHALL BE SUBJECT TO EXCLUSION FROM THE AIRPORT AT THE DISCRETION OF THE DIRECTOR.
- (F) THE VEHICLE FOR HIRE COMPANIES OR OWNERS SHALL ASSIST AND RENDER ALL POSSIBLE COOPERATION WITH PORT EMPLOYEES IN ENFORCING THESE RULES AND REGULATIONS AND FAILURE TO SO COOPERATE OR ASSIST SHALL BE CONSIDERED A VIOLATION OF THESE RULES AND REGULATIONS AND MAY RESULT IN A REVOCATION OF THEIR PERMIT.

SECTION 5

FIRE REGULATIONS

FOR CONFORMATION OR EXPLANATION OF THE FOLLOWING FIRE REGULATIONS, THE NATIONAL FIRE CODES, AS PUBLISHED BY THE NATIONAL FIRE PROTECTION ASSOCIATION, WILL BE USED AS A GUIDE. FIRE INSPECTIONS SHALL BE CONDUCTED AT REGULAR INTERVALS IN ACCORDANCE WITH PORT OF SEATTLE PROCEDURE BULLETIN ST-4. THE NATIONAL FIRE CODES SHALL BE USED AS A BASIS FOR REPORTING DISCREPANCIES AND CORRECTIONS ON FIRE DEPARTMENT INSPECTION REPORT FORMS.

1. OPEN FLAME OPERATIONS

NO PERSON SHALL CONDUCT ANY OPEN FLAME OPERATIONS ON THE AIRPORT GROUNDS, OR IN ANY HANGAR OR OTHER BUILDING OR PART THEREOF, UNLESS SPECIFICALLY AUTHORIZED IN WRITING AND/OR UNDER SUCH TERMS AND CONDITIONS AS PRESCRIBED BY THE DIRECTOR.

2. STORAGE

(A) NO PERSON SHALL STORE OR STOCK MATERIAL OR EQUIPMENT IN SUCH A MANNER AS TO CONSTITUTE A FIRE HAZARD.

(B) ALL STORAGE OF MATERIALS SHALL BE ARRANGED IN HEIGHT NOT TO EXCEED THE LOWER OR BOTTOM SIDE OF ROOF TRUSSES, AND SHALL NOT BE CLOSER THAN EIGHTEEN INCHES BELOW SPRINKLER HEADS. LESSEES SHALL PROVIDE ADEQUATE AISLES FOR PASSAGE OF FIRE DEPARTMENT PERSONNEL AND EQUIPMENT THROUGHOUT THE STORAGE AREA.

3. STORAGE OF FLAMMABLE MATERIAL

NO PERSON SHALL KEEP OR STORE ANY FLAMMABLE LIQUIDS, GASSES, EXPLOSIVES, SIGNAL FLARES, OR OTHER SIMILAR MATERIAL IN THE HANGARS OR IN ANY BUILDINGS ON THE AIRPORT; HOWEVER, SUCH MATERIALS MAY BE KEPT IN AIRCRAFT IN THE PROPER RECEPTACLES INSTALLED IN AIRCRAFT FOR SUCH PURPOSES, OR IN ROOMS OR AREAS SPECIFICALLY APPROVED FOR SUCH STORAGE BY THE DIRECTOR.

4. LUBRICATING OILS

(A) NO PERSON SHALL KEEP OR STORE LUBRICATING OILS IN OR ABOUT THE HANGARS OR ANY BUILDING AREA; HOWEVER, SUCH MATERIALS MAY BE KEPT IN AIRCRAFT IN THE PROPER RECEPTACLES INSTALLED IN THE AIRCRAFT FOR SUCH PURPOSES, OR IN CONTAINERS PROVIDED WITH SUITABLE DRAFFOFF DEVICES, AND STORED ONLY IN SUCH PLACES AS APPROVED BY THE DIRECTOR. ALL OPEN DRUMS OF LUBRICATING OIL SHALL BE FITTED WITH APPROVED DISPENSING DEVICES, AND SHALL BE GROUNDED.

(B) NO PETROLEUM PRODUCTS OR OBJECTIONABLE INDUSTRIAL WASTE MATTER SHALL BE DUMPED OR BE PERMITTED TO DRAIN INTO DRAINAGE DITCHES, PONDING AREA OR INTO SEWER SYSTEM OR STORM DRAINS.

5. CARE OF WASTE

LESSEES OF HANGARS OR OTHER AIRCRAFT SERVICING OR MAINTENANCE BUILDINGS, TERMINAL BUILDINGS, OR OTHER AREAS, SHALL PROVIDE SUITABLE METAL RECEPTACLES WITH SELF-CLOSING COVERS FOR THE STORAGE OF OIL WASTES, RAGS, AND OTHER RUBBISH AND TRASH. ALL WASTE WITHIN THIS GENERAL CLASSIFICATION SHALL BE REMOVED BY THE LESSEES FROM THE AIRPORT PREMISES DAILY.

6. CLEANING FLUIDS

(A) NO PERSON SHALL USE VOLATILE FLAMMABLE SUBSTANCES FOR CLEANING FLOORS IN HANGARS OR IN ANY OTHER BUILDING ON THE AIRPORT.

(B) ALL CLEANING FLUIDS OF A VAPORIZING NATURE SHALL BE STORED IN ACCORDANCE WITH N.F.P.A. PRACTICES, BEING CARE THAT THE CONTAINERS ARE PROPERLY VENTED AND GROUNDED.

(C) ALL CLEANING FLUIDS OF A VAPORIZING NATURE SHALL BE TRANSPORTED TO POINT OF USE IN APPROVED SAFETY CANS.

SECTION 5

FIRE REGULATIONS

7. CLEANING OF AIRCRAFT

NO PERSON SHALL USE VOLATILE FLAMMABLE LIQUIDS IN THE CLEANING OF AIRCRAFT ENGINES, PROPELLERS, AND APPLIANCES UNLESS SUCH CLEANING OPERATIONS ARE CONDUCTED IN OPEN AIR, OR IN A ROOM SPECIFICALLY SET ASIDE FOR THAT PURPOSE, WHICH ROOM SHALL BE PROPERLY VENTILATED, FIREPROOFED, AND EQUIPPED WITH ADEQUATE AND READILY ACCESSIBLE FIRE EXTINGUISHING APPARATUS.

8. PAINTING AND OTHER PROCESSES

PAINTING OF AIRCRAFT SHALL BE CONDUCTED ONLY IN DESIGNATED AREAS AND UNDER SUCH CONDITIONS AS SHALL CONFORM TO LOCAL LAWS, NATIONAL FIRE CODES, UNDERWRITERS STANDARDS AND FIELD REGULATIONS. DOPING PROCESSES SHALL BE CONDUCTED ONLY IN DESIGNATED AND PROPERLY DESIGNED, FIRE-PROOFED AND VENTILATED ROOMS OR BUILDINGS IN WHICH ALL ILLUMINATION, WIRING, HEATING, VENTILATION EQUIPMENT, SWITCHES, OUTLETS, AND FIXTURES SHALL BE SPARK-PROOF AND VAPOR PROOF.

9. CARE OF FLOORS, APRONS, OR AIRCRAFT PARKING AREAS

- (A) ALL LESSEES ON THE AIRPORT SHALL KEEP THE FLOORS OF THE HANGARS OR OTHER BUILDINGS, TERMINAL APRONS, PITS AND AREAS ADJACENT THERETO LEASED OR USED BY THEM RESPECTIVELY, FREE AND CLEAR OF OIL, GREASE AND OTHER FLAMMABLE MATERIAL. THE FLOORS OF THE HANGARS AND OTHER BUILDINGS SHALL BE CLEANED DAILY AND CONTINUOUSLY KEPT FREE OF RAGS, WASTE MATERIAL OR OTHER TRASH OR RUBBISH.
- (B) ANY PERSON, INCLUDING OPERATORS OF AIRCRAFT, CAUSING OVERFLOWING OR SPILLING OF EXCESS OIL OR GREASE ON ANY AIRCRAFT RAMP, APRON OR PARKING AREAS, SHALL BE RESPONSIBLE FOR CLEANING SUCH AREAS.

10. SMOKING

SMOKING SHALL BE PROHIBITED IN ANY HANGAR, BUILDING, ROOM, OR PLACE WHERE FLAMMABLE VAPORS ARE LIKELY TO BE PRESENT. SMOKING SHALL BE PROHIBITED WHERE "NO SMOKING" SIGNS ARE POSTED OR WITHIN 50 FEET OF ANY FUEL STORAGE AREA OR FUEL DISPENSING VEHICLE NOT IN MOTION.

11. FIRE APPARATUS INSTRUCTIONS

ALL EMPLOYEES OF THE AIRPORT OR EMPLOYEES OF LESSEES AND TENANTS, SHALL BE AND REMAIN PROFICIENT WITH RESPECT TO THE OPERATION OF FIRE EXTINGUISHING APPARATUS AND EQUIPMENT IN THE IMMEDIATE VICINITY OF THEIR USUAL PLACE OF EMPLOYMENT.

SECTION 6

AIRCRAFT FUELING AND DEFUELING

1. PROHIBITED WHILE ENGINE RUNNING
NO AIRCRAFT SHALL BE FUELED OR DRAINED OF FUEL WHILE THE ENGINE IS RUNNING OR WHILE SUCH AIRCRAFT IS IN A HANGAR OR ENCLOSED SPACE.
2. SMOKING PROHIBITED
 - (A) NO SMOKING WITHIN 50 FEET OF THE AIRCRAFT'S FUEL TANKS WHILE THE AIRCRAFT IS BEING FUELED OR DRAINED OF FUEL.
 - (B) NO SMOKING WITHIN 50 FEET OF ANY FUEL CARRIER WHEN NOT IN MOTION OR WHEN IT IS BEING UTILIZED FOR FUELING OR DRAINING OF FUEL FROM AIRCRAFT.
3. ELECTRICAL SWITCHES
NO PERSON SHALL OPERATE ANY ELECTRICAL SWITCH, RADIO TRANSMITTER OR RECEIVER IN AN AIRCRAFT DURING FUELING OR DRAINING OF FUEL.
4. STATIC PROTECTION
 - (A) DURING FUELING THE AIRCRAFT AND THE FUEL DISPENSING APPARATUS SHALL BOTH BE GROUNDED TO A POINT OR POINTS OF ZERO ELECTRICAL POTENTIAL. FUEL NOZZLES SHALL BE GROUNDED TO THE AIRCRAFT, ALSO.
 - (B) ALL HOSES, FUNNELS, AND APPURTENANCES USED IN FUELING AND DRAINING OPERATIONS SHALL BE EQUIPPED WITH A GROUNDING DEVICE TO PREVENT IGNITION OF VOLATILE LIQUIDS.
 - (C) NO PERSON SHALL USE ANY MATERIAL DURING FUELING OR DRAINING OF FUEL WHICH IS LIKELY TO CAUSE A STATIC DISCHARGE.
5. PREVENT OVERFLOW
PERSONS ENGAGED IN THE FUELING AND DRAINING OF AIRCRAFT SHALL EXERCISE CARE TO PREVENT OVERFLOW OF FUEL. ANY PERSON OR COMPANY CAUSING ANY OVERFLOW DURING FUELING OPERATIONS OR OTHERWISE, SHALL BE RESPONSIBLE FOR ALL CONSEQUENCES ARISING FROM SUCH ACT. SUCH PERSON SHALL ALSO BE RESPONSIBLE FOR TAKING PROPER MEASURES TO REMOVE VOLATILE LIQUIDS WHEN IT IS SPILLED DURING TRANSFER. IN THE EVENT SUCH AREAS ARE NOT CLEANED IMMEDIATELY AFTER THE OCCURRENCE OF SUCH SPILLAGE, THE DIRECTOR SHALL TAKE STEPS TO HAVE THE AREAS CLEANED AT THE EXPENSE OF THE OFFENDING PERSON AND HIS EMPLOYER.
6. FUEL ON GROUND
NO PERSON SHALL START THE ENGINE OF ANY AIRCRAFT WHEN THERE IS FUEL ON THE GROUND UNDER SUCH AIRCRAFT.
7. PASSENGERS IN AIRCRAFT
NO PASSENGER OR PASSENGERS SHALL BE PERMITTED IN ANY AIRCRAFT DURING FUELING OPERATIONS UNLESS A CABIN ATTENDANT IS PRESENT AT OR NEAR THE CABIN DOOR, AND JETWAY OR PASSENGER LOADING STAIRS ARE IN PLACE AT THE AIRCRAFT CABIN DOOR.
8. PERSONNEL PERMITTED IN VICINITY
ONLY PERSONNEL ENGAGED IN THE FUELING, MAINTENANCE, AND OPERATION OF AN AIRCRAFT SHALL BE PERMITTED WITHIN 50 FEET OF FUEL TANKS OF SUCH AIRCRAFT DURING ANY SUCH OPERATION, EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH 7, ABOVE.
9. FIRE EXTINGUISHERS
ADEQUATE FIRE EXTINGUISHERS SHALL BE WITHIN READY REACH OF ALL FUELING AND DRAINING OPERATIONS AND SHALL BE SUPPLIED AND MAINTAINED IN FILLED AND READILY USABLE CONDITION BY THE OPERATOR OF THE FUELING FACILITY OR THE AIRCRAFT OWNER CONCERNED.

SECTION 6

AIRCRAFT FUELING AND DEFUELING

10. MAINTENANCE OF EQUIPMENT

FUELING HOSES AND DRAINING EQUIPMENT SHALL BE MAINTAINED IN A SAFE, SOUND, AND NON-LEAKING CONDITION AND SHALL BE OF A TYPE APPROVED FOR SUCH USE.

11. DESIGNATED AREAS

THE FUELING AND DRAINING OF AIRCRAFT SHALL BE CONDUCTED IN DESIGNATED AREAS AND AT LEAST 50 FEET FROM ANY HANGAR OR BUILDING.

12. MOTORIZED EQUIPMENT

NO MOTORIZED EQUIPMENT SHALL BE OPERATED UNDER THE WING OF ANY AIRCRAFT BEING FUELED OR DRAINED OF FUEL.

SECTION 7

AIRCRAFT OPERATIONS

1. CONFORMITY WITH F.A.A. RULES

NO PERSON SHALL NAVIGATE ANY AIRCRAFT, LAND UPON, FLY S'NE FROM, SERVICE, MAINTAIN, REPAIR ANY AIRCRAFT, OR CONDUCT ANY AIRCRAFT OPERATIONS ON OR FROM THE AIRPORT OTHERWISE THAN IN CONFORMITY WITH CURRENT FEDERAL AVIATION ADMINISTRATION AND OTHER GOVERNMENTAL RULES AND REGULATIONS.

2. REQUIREMENT FOR AIRCRAFT

(A) NO AIRCRAFT SHALL LAND AT OR TAKE OFF FROM THE AIRPORT UNLESS IT IS EQUIPPED WITH BRAKES OR POSITIVE MEANS TO INSURE ADEQUATE GROUND CONTROL.

(B) NO AIRCRAFT SHALL LAND AT OR TAKE OFF FROM THE AIRPORT UNLESS IT IS EQUIPPED WITH PROPERLY FUNCTIONING TWO-WAY RADIO CAPABLE OF COMMUNICATING WITH THE AIRPORT CONTROL TOWER.

3. CLEARANCE MAY BE REFUSED

THE DIRECTOR MAY SUSPEND OR RESTRICT ANY OR ALL AIRCRAFT OPERATIONS ON THE AIRPORT WHENEVER SUCH ACTION IS DEEMED NECESSARY IN THE INTEREST OF SAFETY.

4. STARTING, AND/OR RUNNING OF AIRCRAFT ENGINES

(A) AIRCRAFT ENGINES SHALL BE STARTED AND OPERATED ONLY IN PLACES DESIGNATED FOR SUCH PURPOSE BY THE DIRECTOR OR PORT EMPLOYEES.

(B) NO AIRCRAFT ENGINE SHALL BE OPERATED UNLESS A LICENSED PILOT OR MECHANIC IS AT THE CONTROLS.

(C) ANY AIRCRAFT NOT EQUIPPED WITH LOCKING BRAKES SHALL HAVE THE WHEELS ADEQUATELY BLOCKED BEFORE STARTING ANY ENGINES.

(D) NO AIRCRAFT ENGINE SHALL BE STARTED WITHOUT ADEQUATE FIRE EXTINGUISHERS BEING AVAILABLE TO PERSONNEL TO EXTINGUISH ANY FIRE AS A RESULT OF STARTING OPERATIONS.

(E) NO AIRCRAFT ENGINES SHALL BE OPERATED IN ANY HANGAR.

(F) NO AIRCRAFT ENGINE SHALL BE RUN UP IMMEDIATELY IN FRONT OF OR ADJACENT TO THE PASSENGER TERMINAL BUILDING, OR WITH THE AIRCRAFT IN SUCH A POSITION THAT PARKED AIRCRAFT, TAXIWAYS, OR SPECTATORS ARE IN THE PATH OF THE JET BLAST OR PROPELLER SLIPSTREAM.

5. TAXIING

(A) NO PERSON SHALL TAXI OR TOW AN AIRCRAFT ON TAXIWAYS OR RUNWAYS UNTIL HE HAS RECEIVED A CLEARANCE FROM THE AIRPORT CONTROL TOWER AND HAS ASCERTAINED THAT THERE WILL BE NO DANGER OF COLLISION WITH OTHER AIRCRAFT, PERSONS, OR OBJECTS IN THE IMMEDIATE AREAS OR ON THE RAMP AREAS.

(B) AIRCRAFT SHALL BE TAXIED AT SPEEDS THAT WILL INSURE COMPLETE CONTROL AT ALL TIMES.

(C) WHILE AWAITING TAKE-OFF CLEARANCE, AIRCRAFT SHALL NOT BE TAXIED PAST THE HOLDING LINES PAINTED ON THE TAXIWAY.

(D) AIRCRAFT SHALL NOT BE TAXIED INTO OR OUT OF ANY HANGAR.

6. TAKE OFF

NO PERSON SHALL ATTEMPT TO TAKE OFF UNLESS HE HAS RECEIVED CLEARANCE FROM THE AIRPORT CONTROL TOWER AND HAS ASCERTAINED THAT THERE IS NO DANGER OF COLLISION WITH OTHER AIRCRAFT, PERSONS, OR OBJECTS IN THE IMMEDIATE AREA.

SECTION 7

AIRCRAFT OPERATIONS

7. AIR TRAFFIC RULES

THE AIR TRAFFIC RULES AS ESTABLISHED BY THE FAA AND CURRENTLY IN EFFECT, ARE HEREBY ADOPTED BY REFERENCE AND MADE A PART OF THESE RULES, AS FULLY AS IF THE SAME AND EACH AND ALL OF THEM WERE SET FORTH HEREIN.

8. LANDING

AIRCRAFT AFTER LANDING SHALL CLEAR THE ACTIVE RUNWAY AS SOON AS POSSIBLE.

9. PARKING OF AIRCRAFT

(A) AIRCRAFT SHALL BE PARKED ONLY IN LEASED AREAS OR IN LOCATIONS FOR PERIODS OF TIME AND IN MANNER DESIGNATED BY THE DIRECTOR OR PORT EMPLOYEES.

(B) SECONDARY USE OF LEASED GATE POSITIONS SHALL NOT BE MADE WITHOUT CONSENT OF THE DIRECTOR OR PORT EMPLOYEES.

(C) THE DIRECTOR MAY REQUIRE THE REMOVAL OR CHANGE IN POSITION OF ANY PARKED AIRCRAFT DEEMED TO CREATE A SAFETY HAZARD OR IN ANY WAY ADVERSELY AFFECT THE OVERALL OPERATION OF THE AIRPORT.

10. DISABLED AIRCRAFT

ANY AIRCRAFT OR PARTS THEREOF INTERFERING WITH THE NORMAL RUNWAY OR TAXIWAY TRAFFIC SHALL ON REQUEST BY THE DIRECTOR BE REMOVED FROM SUCH RUNWAY OR TAXIWAY. IF THE OWNER, PILOT OR AGENT FAILS TO COMPLY WITH SUCH REQUEST, AND THE DIRECTOR FINDS SUCH AIRCRAFT OR PARTS TO BE INTERFERING WITH THE SAFE OPERATION OF THE AIRPORT, THE DIRECTOR MAY CAUSE REMOVAL OF SUCH AIRCRAFT OR PARTS AT HIS DISCRETION AND AS HE DEEMS APPROPRIATE UNDER THE CIRCUMSTANCES. THE FULL RISK AND EXPENSE OF SUCH REMOVAL SHALL BE ASSESSED AGAINST THE OWNER WITHOUT LIABILITY OF ANY NATURE TO THE PORT, THE DIRECTOR OR AGENTS.

11. ACCIDENT REPORTS

WITNESSES AND PARTICIPANTS IN ACCIDENTS ON OR WITHIN THE AIRPORT SHALL MAKE A FULL REPORT THEREOF TO THE DIRECTOR AS SOON AS POSSIBLE.

12. STUDENT PILOT INSTRUCTIONS PROHIBITED

NO PERSON SHALL LAND AT OR TAKE OFF FROM THE AIRPORT WHILE ENGAGED IN STUDENT PILOT INSTRUCTIONS.

SECTION 8

ENFORCEMENT

THE DIRECTOR, WITH THE APPROVAL OF THE GENERAL MANAGER, IS AUTHORIZED TO ENFORCE THESE REGULATIONS AS REQUIRED TO ASSURE THE CONVENIENCE AND SAFETY OF THE TRAVELING PUBLIC AND OTHERS USING THE AIRPORT FOR TRANSPORTATION PURPOSES. THE DIRECTOR MAY PROHIBIT USE OF THE AIRPORT, OR ANY PART THEREOF, BY ANY PERSON IN VIOLATION OF THESE RULES AND REGULATIONS. WHEN REQUIRED TO PROTECT LIVES AND PROPERTY SUCH ACTION MAY INCLUDE REQUESTING THE AID OF THE SHERIFF, OTHER PEACE OFFICERS, FIRE DEPARTMENT, CIVIL DEFENSE AGENCIES, OR OTHER APPROPRIATE AUTHORITIES AS REQUIRED, OR BY OBTAINING A TEMPORARY RESTRAINING ORDER IN AN APPROPRIATE COURT.

SECTION 9

SCHEDULE OF CHARGES

THE FOLLOWING CHARGES WILL APPLY TO FIRMS OR INDIVIDUALS NOT HAVING LEASE AGREEMENTS COVERING LANDING CHARGES WITH THE PORT OF SEATTLE, AND ARE PAYABLE UPON DEPARTURE OF THE AIRCRAFT CONCERNED: EXCEPT, FIRMS OR INDIVIDUALS WHO ARE REQUIRED TO LAND AT THE AIRPORT FOR INTERNATIONAL ENTRY OR CLEARANCE PURPOSES, WHEN SUCH USE OF THE AIRPORT DOES NOT INVOLVE THE TAKING ON OR DISCHARGING OF PASSENGERS OR CARGO OR OTHER COMMERCIAL OPERATIONS, SHALL BE EXEMPT FROM SAID LANDING CHARGES.

SCHEDULE OF LANDING CHARGES

<u>MAXIMUM GROSS LANDING WEIGHT</u>	<u>1ST 3 LANDINGS IN A CALENDAR MONTH</u>	<u>4TH & 5TH LANDINGS IN A CALENDAR MONTH</u>	<u>6TH & SUCCEEDING LANDINGS IN A CALENDAR MONTH</u>
7,501 - 10,000 LBS.	\$10.00 EACH	\$ 6.00 EACH	\$ 2.00 EACH
10,001 - 15,000	12.50	7.50	2.50
15,001 - 20,000	15.00	9.00	3.00
20,001 - 30,000	20.00	12.00	4.00
30,001 - 40,000	25.00	15.00	5.00
40,001 - 55,000	30.00	18.00	6.00
55,001 - 70,000	35.00	21.00	7.00
70,001 - 90,000	40.00	24.00	8.00
90,001 - 110,000	45.00	27.00	9.00
110,001 - 140,000	50.00	30.00	10.00
140,001 - 170,000	55.00	33.00	11.00
OVER 170,000	60.00	36.00	12.00

MAXIMUM GROSS LANDING WEIGHT SHALL MEAN THE MAXIMUM GROSS WEIGHT WHICH AN AIRCRAFT MAY LAWFULLY HAVE, AT THE TIME OF LANDING AT ANY AIRPORT IN THE UNITED STATES (UNDER THE MOST FAVORABLE CONDITIONS WHICH MAY EXIST AT SUCH AIRPORT AND WITHOUT REGARD TO SPECIAL LIMITING FACTORS ARISING OUT OF THE PARTICULAR TIME, PLACE, OR CIRCUMSTANCES OF THE PARTICULAR LANDING, SUCH AS RUNWAY LENGTH, AIR TEMPERATURE OR THE LIKE). IF SUCH MAXIMUM GROSS WEIGHT IS NOT FIXED BY OR PURSUANT TO LAW, THE COMMISSION SHALL ESTABLISH A RATE FOR THE SPECIFIC TYPE OF AIRCRAFT BY KNOWN FACTORS AND A REASONABLE INTERPRETATION.

SCHEDULE OF PARKING CHARGES

	<u>DAILY RATE</u>	<u>MAXIMUM CHARGE PER MONTH</u>
SINGLE-ENGINE AIRCRAFT	\$1.50 PER DAY OR OVER 8 HRS. THEREOF	\$22.50
TWO-ENGINE AIRCRAFT		
UP TO 20,000 LBS.	\$2.50 " " " " " " " "	\$37.50
OVER 20,000 LBS.	\$3.00 " " " " " " " "	\$45.00
FOUR-ENGINE AIRCRAFT	\$3.50 " " " " " " " "	\$52.50

PARKED AIRCRAFT WHICH ARE SUBJECT TO A LANDING CHARGE PER THE ABOVE SCHEDULE SHALL NOT BE CHARGED ADDITIONALLY FOR PARKING FOR THE FIRST 24 HOURS. THE PORT OF SEATTLE ASSUMES NO LIABILITY FOR TIE-DOWN OR GUARDING OF PARKED AIRCRAFT.

ADOPTED BY THE PORT OF SEATTLE COMMISSION DECEMBER 10, 1968 - EFFECTIVE JANUARY 1, 1969

SECTION 9

SCHEDULE OF CHARGES

THE FOLLOWING CHARGES FOR PARKING AIRCRAFT ON RUNWAY No. 11 - 29 WILL APPLY TO SCHEDULED AIR CARRIERS HAVING LEASE AGREEMENTS WITH THE PORT OF SEATTLE COVERING LANDING CHARGES:

SCHEDULE OF PARKING CHARGES

AIRCRAFT \$3.00 EACH PER 24 HOURS OR FRACTION THEREOF

THE PORT OF SEATTLE ASSUMES NO LIABILITY FOR TIE-DOWN OR GUARDING OF PARKED AIRCRAFT.

ADOPTED BY THE PORT OF SEATTLE COMMISSION DECEMBER 10, 1968 - EFFECTIVE JANUARY 1, 1969

SECTION 9

SCHEDULE OF CHARGES

ELECTRIC SERVICE RATES:

- A. DEMANDS OF 10 KW OR LESS
 2¢ PER KWH FOR THE FIRST 2000 KWH PER MONTH
 1.25¢ PER KWH FOR ALL OVER 2000 KWH PER MONTH
- B. DEMANDS IN EXCESS OF 10 KW
 2¢ PER KWH FOR THE FIRST 200 KWH PER MONTH PER KW OF DEMAND
 1.25¢ PER KWH FOR ALL KWH THEREOVER

MINIMUM CHARGE:

\$10.00 PER MONTH AND \$2.00 PER KW OF BILLING DEMAND OVER 10 KW. WHENEVER A TENANT REQUESTS SERVICE ON A CERTAIN DATE, BILLING SHALL START ON THAT DATE OR THEREAFTER WHEN SERVICE IS ACTUALLY MADE AVAILABLE.

DISCOUNT:

2% FOR SERVICE TAKEN AND METERED AT THE AVAILABLE PRIMARY VOLTAGE.

DEMAND COMPUTATION:

BILLING DEMAND SHALL BE FOUR TIMES THE TENANT'S HIGHEST KWH USE DURING ANY CONSECUTIVE 15 MINUTES WITHIN THE TWELVE-MONTH PERIOD IMMEDIATELY PRECEDING THE BILLING DATE.

HIGHLY INTERMITTENT DEMANDS (OR PORTABLE EQUIPMENT OVER 10 HP) SHALL BE RATED NOT LESS THAN 50% OF THE RATED CAPACITY OF ALL CONNECTED (OR CONNECTABLE) APPARATUS, AND SHALL BE CONSIDERED COINCIDENTAL WITH THE REMAINING DEMAND. ONE HORSEPOWER SHALL BE CONSIDERED 750 WATTS DEMAND. ALL DEMANDS SHALL BE COMPUTED AND BILLED TO THE NEAREST WHOLE KW.

POWER FACTOR CHARGE SHALL BE 10¢ PER EACH 0.01 OF AVERAGE POWER FACTOR BELOW 0.90 PER KW OF BILLING DEMAND PER MONTH.

ANY SERVICE MAY, AT THE TENANT'S REQUEST AND EXPENSE, BE METERED WITH A THERMAL RECORDING DEMAND METER. THE BILLING DEMAND FOR ANY MONTH WILL THEN BE THE SECOND HIGHEST DEMAND RECORDED. THE SERVICE CHARGE TO INSTALL AND MAINTAIN A RECORDING DEMAND METER SHALL BE \$200.00, NON-REFUNDABLE.

METERING:

- A. PORT OF SEATTLE SHALL OWN, INSTALL, AND MAINTAIN ALL ELECTRIC SERVICE METERS, METERING TRANSFORMERS, AND ASSOCIATED ACCESSORIES.
- B. KWH CONSUMPTION SHALL BE MEASURED WITH SUITABLE COMMERCIAL KWH METERS.
- C. KWH DEMAND SHALL BE MEASURED WITH THERMAL, MECHANICAL, OR RECORDING KWH DEMAND METERS; MECHANICAL INTERVAL SHALL BE 15 MINUTES.
- D. AVERAGE POWER FACTOR SHALL BE MEASURED BY INSTALLING A KVAR METER ALONG WITH THE KWH METER, AND COMPUTED ACCORDING TO THE FOLLOWING FORMULA:

$$\text{AVERAGE POWER FACTOR} = \frac{\text{KWH}}{\sqrt{(\text{KWH})^2 + (\text{KVAR})^2}}$$

(CONTINUED ON ORIGINAL PAGE NO. 22)

ADOPTED BY THE PORT OF SEATTLE COMMISSION DECEMBER 10, 1968 - EFFECTIVE JANUARY 1, 1969

SECTION 9

SCHEDULE OF CHARGES

METERING: - (CONTINUED FROM ORIGINAL PAGE NO. 21)

- E. PORT OF SEATTLE SHALL MAINTAIN ALL METERING TO REGISTER WITHIN 1% OF THE EXACT USE. IF ANY METERING SHOULD BECOME DEFECTIVE, UPON CORRECTING SAID DEFECT, PORT OF SEATTLE SHALL ADJUST INCORRECT BILLINGS FOR PRECEDING THREE (3) MONTH PERIOD ONLY, TO WITHIN 1% OF THE ESTIMATED CORRECT VALUE.
- F. ON SERVICES WITH LIMITED ENERGY USE, PORT OF SEATTLE MAY AT ITS DISCRETION BILL THE MINIMUM SERVICE CHARGE AND NOT INSTALL A METER; SAID MINIMUM BILLING SHALL BE FINAL SETTLEMENT FOR THE PERIOD OF SERVICE WITHOUT METERING. PORT OF SEATTLE RESERVES THE RIGHT TO METER FLAT RATE SERVICES AT ANY TIME.

TEMPORARY SERVICE:

TENANT SHALL PAY ALL CHARGES TO INSTALL AND REMOVE ANY SERVICE PLANNED FOR LESS THAN 12 MONTHS SERVICE. THE BILLING RATE SHALL BE STANDARD RATE.

SERVICE VOLTAGE:

NORMAL SERVICE VOLTAGE SHALL BE 3 PHASE, 4 WIRE, 277 VOLTS TO NEUTRAL, 480 VOLTS PHASE TO PHASE. OTHER VOLTAGES MAY BE FURNISHED IF THEY EXIST IN THE SERVICE AREA.

SERVICE AND UTILIZATION EQUIPMENT:

PORT OF SEATTLE WILL FURNISH ALL SERVICE EQUIPMENT INCLUDING TRANSFORMER BANK, METERS, AND METERING TRANSFORMERS. TENANT SHALL SUPPLY ANY SPACE REQUIRED FOR THE TRANSFORMER AND METERING EQUIPMENT.

TENANT SHALL SUPPLY ALL SECONDARY SERVICE EQUIPMENT INCLUDING:

- A. ENCLOSURES AND SOCKETS FOR METER, METERING TRANSFORMERS, AND ACCESSORY EQUIPMENT.
- B. SERVICE ENTRANCE CIRCUIT BREAKER WITH ADJUSTABLE MAGNETIC TRIP DEVICE (TO BE SET BY PORT OF SEATTLE).
- C. UTILIZATION EQUIPMENT CONNECTED SO NO VOLTAGE FLUCTUATION, DUE TO THE TENANT'S EQUIPMENT, EXTENDS BEYOND THE TENANT'S PREMISES. INsofar AS THEY CONFORM TO THE PRECEDING, MOTORS OF ANY SIZE MAY BE STARTED ACROSS THE LINE.
- D. ALL WIRING SHALL CONFORM WITH CHAPTER 19-28, ELECTRICIANS AND ELECTRICAL INSTALLATIONS, REVISED CODE OF WASHINGTON. ALL TECHNICAL DETAILS OF PROPOSED SERVICES SHALL BE APPROVED BY PORT OF SEATTLE IN ADVANCE OF CONSTRUCTION.
- E. SERVICE CONTRACT AND REQUEST. TENANT SHALL MAKE WRITTEN REQUEST TO THE PORT OF SEATTLE FOR SERVICE, STATING -
1. LOCATION
 2. CONNECTED LOAD, LISTING ALL EQUIPMENT OVER 1 HP
 3. PLANNED CAPACITY OF SERVICE IN AMPERES
 4. DATE REQUIRED
 5. BILLING ADDRESS OF TENANT
- F. PORT OF SEATTLE WILL THEN APPROVE OR CORRECT THE PLANS.

ADOPTED BY THE PORT OF SEATTLE COMMISSION DECEMBER 10, 1968 - EFFECTIVE JANUARY 1, 1969

SECTION 9

SCHEDULE OF CHARGES

STEAM RATES

THIS SCHEDULE COVERS ALL STEAM USED BY TENANTS AT SEATTLE-TACOMA INTERNATIONAL AIRPORT ON A MONTHLY BASIS.

FIRST	25,000 LBS. OF STEAM	\$2.50 PER 1,000 LBS.
NEXT	25,000 LBS.	2.30 " " "
NEXT	50,000 LBS.	2.05 " " "
OVER	100,000 LBS.	1.90 " " "

IN THE MEASURING OF HOT WATER AND DETERMINING THE AMOUNT OF STEAM USED FOR THE HEATING OF WATER, THE FOLLOWING FORMULA IS TO APPLY:

$$\frac{\text{CONSUMPTION IN CU. FT.} \times 62.5}{6} = \text{POUNDS OF STEAM USED}$$

EXAMPLE: IF CONSUMPTION (BY METER READINGS) IS 10,000 CU. FT. -

$$\frac{10,000 \times 62.5}{6} = 104,167 \text{ LBS. OF STEAM}$$

APPLYING ABOVE FORMULA, CHARGES WOULD BE	\$260.42
PLUS COST OF WATER (PAGE NO. 17)	<u>13.72</u>
TOTAL CHARGE	\$274.14

SECTION 9

SCHEDULE OF CHARGES

WATER CHARGES

THE RATES FOR METERED WATER SUPPLIED SHALL BE FOR ONE MONTH, OR FRACTIONAL PART THEREOF, IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

DOMESTIC WATER

700 CU. FT., OR LESS	\$1.75
EACH 100 CU. FT. IN EXCESS OF FIRST 700 CU. FT., UP TO 30,000 CU. FT.	.15
EACH 100 CU. FT. IN EXCESS OF FIRST 30,000 CU. FT.	.12

* FIRE PROTECTION SERVICE

4" SERVICE CONNECTION	\$2.60 PER MO.
6" OR OVER, SERVICE CONNECTION	\$3.60 PER MO.

THE ABOVE ARE SERVICE CHARGES AND NO WATER SHALL BE USED FROM FIRE SERVICE CONNECTIONS EXCEPT IN CASE OF FIRE. IF FIRE SERVICE METERS SHOW USE OTHER THAN FOR A FIRE, DOUBLE DOMESTIC RATES WILL BE CHARGED.

* THIS CHARGE WILL APPLY TO FIRMS OR INDIVIDUALS NOT HAVING LEASE AGREEMENTS OTHERWISE COVERING THIS ITEM WITH THE PORT OF SEATTLE.

SECTION 9

SCHEDULE OF CHARGES

AVIATION FUEL - GALLONAGE CHARGE

VENDORS OF AVIATION FUEL SHALL PAY TO THE PORT OF SEATTLE ONE-HALF CENT (1/2¢) PER GALLON ON ALL AVIATION FUEL DELIVERED TO ANY LOCATION AT THE SEATTLE-TACOMA INTERNATIONAL AIRPORT. (SEE EXCEPTION)

THE VENDOR SHALL FILE A MONTHLY REPORT OF SUCH DELIVERIES AND SHALL REMIT TO THE PORT OF SEATTLE ON OR BEFORE THE 15TH OF EACH MONTH FOLLOWING THE MONTH IN WHICH THE AVIATION FUEL IS DELIVERED.

EXCEPTION: WILL NOT APPLY ON AVIATION FUEL DELIVERED TO TENANTS AT THEIR LEASED PREMISES AT THE AIRPORT FOR USE IN AIRCRAFT OWNED AND OPERATED BY SAID LESSEES.

ADOPTED BY THE PORT OF SEATTLE COMMISSION DECEMBER 10, 1968 - EFFECTIVE JANUARY 1, 1969