

SECTION 3 - AIRCRAFT OPERATIONS

A. APPLICABILITY

The following Rules and Regulations govern the operation of Aircraft at PHL.

B. OPERATION OF AIRCRAFT

1. **Respect for Rights and Safety of Others.** No Aircraft shall be operated at an Air Terminal as follows:

- (a) In a manner that creates an unreasonable risk of harm to persons or property;
- (b) While the pilot or other persons aboard controlling any part of the operation thereof, is under the influence of intoxicating liquor or any narcotic or habit-forming drug, or any substance which impairs, impedes or otherwise affects the ability of such person(s) to safely operate the Aircraft; or
- (c) If it is constructed, equipped or loaded in such a way as to create an unreasonable risk of harm to persons or property.

2. **Following Directives, Signage, Lights, Etc.**

- a) The pilot or other person aboard engaged in the operation of any Aircraft or tug, except when subject to the direction or control, for ground movement purposes, of the Federal Aviation Administration (FAA), must at all times comply with any lawful order, signal or direction of an authorized representative of the DOA.
- b) When operation of such Aircraft is controlled by lights, signs, mechanical or electrical signals or pavement markings, such lights, signs, signals and markings shall be obeyed unless an authorized representative of the DOA directs otherwise.

3. **Compliance with Standards, Rules and Regulations.** All Persons shall navigate, take off, land, service, maintain and repair Aircraft in conformity with the FAA, National Transportation Safety Board (NTSB), Pennsylvania Department of Transportation directives, and the Rules and Regulations contained herein.

4. **Intoxicants and Drugs.** As provided under the Federal Aviation Regulation Part 91.11, no pilot or other member of the flight crew of an Aircraft in operation on the Airport, or any Person attending or assisting in said operation on the Airport, shall be under the influence of intoxicating

liquor or Drugs, nor shall any Person under the influence of intoxicating liquor or Drugs be permitted to board any Aircraft, except a medical patient under care. The CEO at his/her sole discretion may deny use of the Airport to any Person violating this Section.

5. **Chief Executive Officer's Authority to Deny Use of Airport.** The CEO has the authority to deny the use of the Airport to any Aircraft or pilot violating these Rules and Regulations or the Federal Aviation Regulations, whether at this Airport or elsewhere.

C. AIRCRAFT INCIDENT/ACCIDENT REPORTING

1. **Reporting Requirement.** The pilot or operator of any Aircraft involved in an incident/accident causing personal injury or property damage shall, comply with FAA Notification Procedures and in addition to all other reports required to be made to other agencies, make a prompt and complete report via telephone to the CEO through the Airport Operations Department at (215) 937-6914/6800 and in writing upon request of the DOA. Such person shall return to and remain at the scene of the accident until he/she has fulfilled all the reporting requirements.
2. **Authorization for Movement of Aircraft Required.** The owner or operator of an Aircraft involved in an accident on the Airport shall not move such Aircraft from the scene of the accident until authorized to do so by the appropriate federal agencies and the CEO or his/her designee.

D. DISABLED AIRCRAFT

1. **Removal/Disposal.** Aircraft Owners, their pilots or agents shall be responsible for the prompt removal/disposal of wrecked or disabled Aircraft, and/or any and all parts and fluids thereof unless required or directed by a proper authority, including the NTSB, the FAA or the CEO, to delay such action pending an investigation of the incident or accident.
2. **DOA Action in the Event of Owner's Failure to Remove/Dispose of Disabled Aircraft.**
 - a. In the event that Aircraft Owners, their pilots or agents fail or refuse to comply with the provisions of Section 3.D.1. above within two hours, after proper notification by the DOA, the DOA may at its sole option have its employees or contractors remove or relocate the wrecked or disabled Aircraft at the owner's expense and without liability for damage, which may result in the course of such removal or relocation.
 - b. All charges and expenses incidental thereto incurred by the DOA will be billed to the Aircraft Owner.

- c. Aircraft Owners, their pilots or agents who fail or refuse an Aircraft after being directed to do so by the CEO or his/her designee may be issued a Notice of Violation and fined up to \$300.00 or such greater amount as mandated by local, state or federal regulations. Each day that a violation continues after issuance of a Notice of Violation shall be deemed a separate repeat offense.
 - d. The imposition of any penalty or fine imposed by Section 3.D.2.c. above shall not relieve the violator from compliance with the CEO's request for removal; nor shall it prevent the DOA from removing or relocating the wrecked or disabled Aircraft.
 - e. Signatory Airlines are bound by the provisions of the Airport-Airline Use and Lease Agreement relating to removal of Aircraft. Aircraft Owners, their pilots or agents who are not subject to a Use and Lease Agreement with the City of Philadelphia may be subject to an additional penalty of up to \$2,300.00 or such greater amount as allowed by local, state or federal regulations for obstructing a taxiway, ramp or runway by failing or refusing to remove a wrecked or disabled Aircraft. Each day that a violation continues after issuance of a Notice of Violation shall be deemed as a separate repeat offense. In addition, the CEO reserves the right to add demurrage charges.
3. **Replacement of Parts and Fluids use to Extinguish Fires.** Aircraft Owners will be required to compensate the City actual cost or replace all parts and fluids used in extinguishing Aircraft fires at the City's discretion.

E. IRREGULAR OPERATIONS/LONG ON-BOARD DELAYS

1. In accordance with Department of Transportation requirements, each airline will coordinate with the DOA in the development and implementation of contingency plans for handling lengthy tarmac delays.
2. As soon as an airline determines that one of its planes may possibly be delayed on the tarmac for three hours or more, its designated airline representative shall contact the PHL Operations Tower Coordinator (OTC), at (215) 937-7942, 7943 or (267) 357-2880 between the hours of 0800-2300 or the Airport Operations Duty Officer at (215) 937-6800, at any other times to apprise the DOA of the situation and/or request DOA assistance with meeting anticipated passenger needs.
3. The OTC will notify the Duty Operations Officer and Operations Superintendent if an airline requests assistance. The Duty Operations Officer will coordinate any assistance that may be required.

4. If PHL Operations Tower personnel observe a plane on the airfield for over an hour, the OTC will contact the respective airline to determine the reason for the delay and what if any, assistance PHL may need to provide. DOA assistance may include providing a Common Use Gate or a remote parking position for deplaning of passengers, PTVs (passenger transport vehicle), bus service or other assistance as deemed necessary.

F. CEO's RIGHT TO CONTROL THE AIRFIELD

1. **CEO's Right to Delay, Restrict or Refuse.** The CEO or his/her designee shall have the right at any time to do the following when he/she considers such action to be necessary to avoid endangering persons or property and to be consistent with the safe and proper operation of the Airport:
 - a. Close the Airport in its entirety or any portion thereof to air traffic;
 - b. Delay or restrict any flight or other Aircraft operation; or
 - c. Refuse takeoff permission to Aircraft and to deny the use of the Airport or any portion thereof to any specified class or Aircraft or to any individual or group.
2. **NOTAM Issuance.** In the event the CEO or his/her designee determines the condition of the Airport or any part thereof is unsafe for landings or take-offs, he/she shall issue or cause to be issued a NOTAM closing the Airport or any part thereof.

G. TWO-WAY RADIO, BRAKES AND AIRSPACE REQUIREMENTS

1. Except in cases of emergency, no Aircraft may land or takeoff at the Airport unless it is equipped with the following:
 - a. Brakes;
 - b. A functioning two-way radio having two-way communication with the ATCT on the Airport;
 - c. An operating 4096 transponder for altitude and coding; and
 - d. VHF Omnidirectional Range (VOR) capability.
2. Aircraft which land in emergencies without functioning required communications equipment shall be required to have such equipment operational before clearing for takeoff, unless otherwise authorized by the ATCT.

3. The pilot must have received permission for each such landing or takeoff from the CEO or his/her designee and the ATCT. (See FAR Part 91, Section C-2)

H. STARTING OF AIRCRAFT ENGINES

1. **Operation of Controls.** No person shall start Aircraft engines or operate an Aircraft in any manner unless there is a licensed pilot or mechanic at the controls.
2. **Chocking of Wheels Required.** Wheel blocks equipped with ropes or other suitable means of chocking the wheels of an Aircraft to deter movement shall always be placed in front of the main landing wheels before starting the engine or engines, unless the Aircraft is locked into position by locking brakes or other devices approved by the CEO.
3. **Fire Extinguisher Requirement.** No Aircraft engine shall be started unless there are adequate fire extinguishers available and persons trained in their operation to extinguish any fire resulting from the engine startup.
4. **Prohibition Against Starting/Operating Aircraft Engine Inside Hangar.** No engine shall be started or operated inside a hangar.
5. **Restrictions.**
 - a. **Engine Setting.** Aircraft engines may be started at passenger loading gates so long as the engine is not operated above the idle power setting.
 - b. **Management of Exhaust, Blast and or Propeller Wash.** Engine exhaust, blast and/or propeller wash shall be directed in such a manner as to cause no injury, damage, or hazard to any person, structure of property.
 - c. **Towing Requirement.** If it is impossible to taxi Aircraft without compliance with the above, then the engine or engines must be shut off and the Aircraft towed. When there is no active deicing, any planes that will be parked at the deicing pad shall be towed in and out.
6. **Operating Departing Aircraft Under its own Power.** When an Aircraft is readied for departure, the Aircraft may not proceed under its own power until the Aircraft is at an Aircraft release line as denoted by the Apron pavement markings.
7. **Prohibition Against Contrary Operations.** Operations contrary to this Section are prohibited unless the CEO or his/her designee approves them in advance.

I. RUN-UP OF AIRCRAFT ENGINES

1. An "Aircraft engine run-up" is defined as the operation of the engines on an Aircraft for any purpose other than for proceeding expeditiously to and from an airport runway system for takeoff, or for landing or taxiing to and from an approved run-up location.
 - Aircraft engine run-ups include, but are not limited to, engine trim checks, oil pressure checks, propeller checks, various diagnostic tests and Aircraft engine idle thrust runs.
 - **Exclusions.** This definition of Aircraft engine run-ups specifically excludes reciprocating engine runs performed as part of pre-takeoff procedures, such as magneto checks conducted on a runway run-up pad, and all engine operations in approved test cells.
2. An "Aircraft engine idle thrust run" is defined as the idle thrust operation of an Aircraft engine for any purpose other than proceeding expeditiously to and from an airport runway system for takeoff or for taxiing to an approved run-up location.
3. **Run-up Procedures:**
 - a. **Operator Requirements.** Anyone towing an Aircraft to conduct run-up procedures must: (1) have successfully completed PHL's Movement Area Driver Training Program; (2) be authorized to have unescorted driving privileges on the Movement Area; and (3) be in possession of a valid PHL ID badge with an orange "D" driver designation indicating authorization to operate a vehicle on the movement area or be under escort by Airport Operations personnel. However, licensed Aircraft mechanics who are taxiing an Aircraft under its own power are not required to have completed PHL's Movement Area Driver Training Program.
 - b. **Prior Approval Required**
 - i. **Request for Authorization**
 - Any Operator requiring to run an Aircraft engine above idle power for maintenance purposes must first obtain approval from the CEO through Airport Operations.
 - Aircraft Operators must contact Airport Operations by phone, at least thirty (30) minutes prior to a run-up, to request authorization to conduct an engine run-up.

- If approved the Operator will be advised of the location on the airfield where an engine run-up can be performed. The location will be determined based on wind direction and time of day.
- ii. **Information Required.** Aircraft Operators must provide the following information to Airport Operations when requesting authorization to conduct engine run-ups:
 - ✓ Name of person requesting authorization;
 - ✓ Company name;
 - ✓ Aircraft type and registration number;
 - ✓ Purpose; and
 - ✓ Expected duration
 - iii. **Airport Right to Deny Authorization.** The DOA will deny authorization if a run-up cannot be accommodated at the time requested.
- c. **Maximum Duration.** Engine run-ups may not exceed 20 minutes.
- d. **Time/Location Restrictions.** Aircraft engine run-ups shall be performed in the following areas designated by the DOA:
- i. Between the hours of 0600 and 2200 hours - on Taxiway P (PAPA) with the nose of the Aircraft facing west;
 - ii. Between the hours of 2200 and 0600 hours – on Taxiway K (KILO) short of Taxiway H (HOTEL) with the nose of the Aircraft facing east; or
 - iii. Any other location specified in advance by Airport Operations.
 - No Aircraft engine shall be run up immediately in front of or adjacent to the Terminal Buildings or with the Aircraft in such a position that parked Aircraft, Taxiways, or Runways are in the path of the jet or propeller blast slip stream.
 - Individuals must contact the FAA ATCT prior to taxiing to a run-up location, monitor the radio frequency during the run-up and contact ATCT prior to returning from the run-up location.

- iv. All carriers shall comply with Federal Aviation Regulations for noise abatement and noise emission standards and the Airport's Noise Abatement Plan and must conform to all rules, policies and procedures governing noise abatement.
- e. **Positioning of Aircraft.** It is the Aircraft Operator's responsibility to place the Aircraft in the appropriate position as denoted by markings or directions from the Airport Operations Department or FAA ATCT personnel to ensure the jet blast does not damage any persons or property.
- f. **Compliance with Instructions from ATCT and Airport Operations.** The Aircraft Operator must comply with any and all instruction from the ATCT and Airport Operations personnel, and not interfere with traffic in the air or moving on the ground.

J. NOISE ABATEMENT

This Section outlines a set of operating procedures that PHL will follow, unless otherwise directed by FAA ATCT personnel, to minimize aviation noise in communities surrounding the airport.

a. **Departure Headings:**

The following departure headings, for noise abatement purposes, are applicable for all Aircraft weighting more than 12,500 lbs., with the exception of turbo-prop Aircraft:

| | |
|-------------------------|---|
| Runways 9L/9R, 17/35, 8 | Fly Runway heading |
| Runway 27L | Turn Left to 255 degrees when able and climb to 3,000 feet MSL before turning |
| Runway 27R | Turn Left to 240 degrees when able and climb to 3,000 feet MSL before turning |

**Note: The FAA may alter departure headings from time to time.

b. **Nighttime Operations:**

Between the hours of 2300 and 0600 local, only the following operations should be conducted:

West Operations

Departures: Runways 27L/17

Arrivals: Runways 27L/27R/35/26

East Operations

Departures: Runways 8/9L/9R/17

Arrivals: Runways 9R/35

****Note:** Use of other runways or procedures may be necessary for departures and nighttime operations, as directed by the FAA ATCT, due to Aircraft emergencies, air traffic volume demands, field construction, maintenance work, snow removal or due to adverse/unusual weather conditions.

c. **Auxiliary Power Unit (APU) Operations**

1. APUs are commonly used in generating electrical power, operating instrumentation and for heating or cooling purposes while an Aircraft is parked without its engine(s) running.
2. Operators should use ground power and preconditioned air when available and practicable.
3. APUs may be used minimally for the following purposes:
 - a. Towing Aircraft;
 - b. Conducting maintenance checks;
 - c. Starting engines during pushback; and
 - d. When passengers are on board an Aircraft.
4. APU run-ups for maintenance purposes should be kept to the minimum amount of time necessary for completing the appropriate checks.

K. TAXIING OR MOVING AIRCRAFT ON OPERATIONAL AREAS

1. Operator Requirements

- a. Whenever any Aircraft is being taxied, towed or otherwise moved on the Movement Area the Person attending the controls shall have

successfully completed the Airport's Movement Area Driver's Training Program, be authorized to operate a vehicle on the Movement Area as indicated by the an orange "D" Driver authorization designation on his/her PHL ID Badge and be in good standing.

- b. Whenever any Aircraft is being taxied, towed or otherwise moved on the Non-Movement Area, the Person attending the controls shall have successfully completed the Airport's Non-Movement Area Driver's Training, be authorized to operate a vehicle on the Non-Movement Area as indicated by the green "D" Driver authorization designation on his/her PHL ID Badge and be in good standing.
- c. A person holding a pilot's license with the appropriate certification for the Aircraft type that he/she is taxiing, towing or otherwise moving is exempt from the Driver's Training requirement.
- d. Those who have not completed either the Airport's Movement or Non-Movement Area Driver's Training Program must be under the escort of Airport Operations personnel.

2. **Monitoring Radio Frequency.** Any Person who is taxiing, towing or otherwise moving an Aircraft on the Movement Area shall monitor by radio the transmitting frequency in use by the ATCT and, if necessary, will cause another person in the Aircraft to monitor that frequency at all times while moving the Aircraft. In the event of radio equipment failure, the ATCT may use light gun signals for instructional purposes.

3. **Safe Operations Required.**

- a. No person shall taxi an Aircraft until he/she has ascertained that there is no danger of collision with any person or object in the immediate area by visual inspection of the area, and when available, through information furnished by attendants.
- b. No Aircraft shall be taxied, towed or otherwise moved on the Airport in a careless or negligent manner or in disregard of the rights and safety of others or without due caution, or at a speed or in a manner which endangers unreasonably Persons or Property.
- c. No side by side traffic will be permitted on Taxiways or Taxilanes without the prior written approval of the Airport Operations Department **except** on designated and marked dual Taxilanes.

4. **Movement in Designated Areas Only.** No Aircraft shall be taxied, towed or otherwise moved on any Airport surface except upon designated Runways, Taxiways, Ramps or Aprons, unless otherwise restricted; and,

without first ascertaining by visual inspection that it is safe to proceed without danger of collision with Persons or Property.

5. **FAA ATCT Clearance Required.** Aircraft shall not be taxied towed or otherwise moved on any part of the Movement Areas until specifically cleared to do so by the FAA ATCT.
6. **Prohibition Against 180-degree Turns in Certain Areas.** In the interest of safety, Jet Aircraft under power shall not execute 180-degree turns on Airport Aprons, Ramps or taxiways except when authorized by the Airport Operations Department and as directed by the FAA ATCT.
7. **Use of Recommended Vehicles for Towing.** No Aircraft shall be moved or towed on the Airport except by a vehicle of a type recommended or approved for such purpose. Said vehicles are restricted to routes prescribed by the CEO.
8. **Towbarless Tow Vehicle (supertugs) Operations.** The CEO or his/her designee must specially approve any and all supertug operations on any area of the Airport. A Letter of Agreement (LOA) may be required before unescorted supertug operations are allowed in the movement areas.
9. **Ramp Tower Authorization Required for Movement of Aircraft on Non-Movement Areas.** Aircraft shall not be taxied, towed or otherwise moved on any part of the Non-Movement Area until the Operator has received clearance from Ramp Control Tower during its hours of operation which, are currently between 0600 and 2300 hours and are subject to change.
10. **Wing Walker Requirement.** Wing walkers are required whenever the pushed Aircraft is to pass within twenty-five (25) feet of other Aircraft or through active vehicle service roadways.
11. **Push Back Personnel Attire.** Push back personnel must wear reflective clothing and carry lighted signal wands while in the process of moving or directing Aircraft during hours of darkness or limited visibility.

L. POWER-BACK OPERATIONS

1. **Prior Approval Required.** Power-back operations are prohibited without prior approval from the CEO or his/her designee and clearance from the FAA ATCT or Ramp Control for each power-back movement.
2. **Safety Precautions.** Power-back operators must ensure that applicable safety precautions are followed. Should power back permission be granted,

the CEO or his/her designee at his/her sole discretion may mandate additional safety precautions.

M. PARKING RESPONSIBILITY

1. **Parking in Designated Areas Only.** Aircraft shall not be parked in any area other than those designated by the CEO.
2. **Airport Management Responsible for Designation of Parking Spots.** Airport management reserves the right to designate all Aircraft Parking location spots, and those areas that are leased to Tenants.
3. **Relocation of Aircraft.**
 - a. When instructed by the CEO, the Operator of any Aircraft parked or stored at the Airport shall move said Aircraft from the place where it is parked or stored.
 - b. If the Operator refuses to comply with such directions, the CEO or his/her designee may order such Aircraft moved at the expense of the Owner or Operator, and without liability for any damage that may result in the course of such moving.
 - c. Additionally, if an Aircraft is not moved within ten (10) minutes of such requests, a demurrage charge of \$150.00 will be assessed for each additional ten (10) minute period or part thereof that the Aircraft remains at said location not to exceed statutory limits.
4. **Wingwalker Requirement.** When parking Aircraft, wingwalkers must have twenty-five (25) feet of wingtip clearance from any building structure and/or Aircraft without prior approval from the CEO. Wingwalkers must wear reflective clothing and carry lighted signal wands during hours of darkness or limited visibility.

N. TAXIING INTO OR OUT OF HANGARS

No Aircraft shall be taxied into or out of a hangar under its own power.

O. AIRCRAFT MARKING DURING LOW VISIBILITY PERIODS

1. **Lights and Marking.** Every Aircraft parked on the Ramp or Apron shall have its navigational lights lighted during the hours between sunset and sunrise and during low visibility periods, except in areas designated by the CEO or in areas that are illuminated during these hours. Other means of identifying and marking of wingtips of the Aircraft while parked may be

used in lieu of the running lights, but prior authorization for any substitute wingtip identification must be obtained from the CEO.

2. **Wingtip Lights Required between Sunset and Sunrise and during Low Visibility.** All Aircraft being taxied, towed or otherwise moved on the Ramp, Apron or taxiways shall proceed with wingtip lights on between the hours of sunset and sunrise and during periods of low visibility.
3. **ATCT and Ramp Control Tower Clearance Required.** Aircraft shall not be taxied, towed or otherwise moved on any part of the operational area during periods of low visibility until specifically cleared to do so by the FAA and/or Ramp Control Tower.

P. AIRCRAFT REPAIRS/MAINTENANCE

1. **Must Be Done in Designated Areas.** All repairs to Aircraft and engines shall be made in the space designated for this purpose and not in the areas reserved for landing, and takeoff, or taxiing, unless otherwise authorized by the CEO.
2. **Clean Up of Area Required.** Any Person performing such services shall leave the Ramp area used therefore in a neat, clean, safe and orderly condition, including removal of all spilled fuels, lubricants, and solvents upon completion of such services.
3. **Restriction On Releasing Fluids/Solids into Storm-Sewer Drain.** No fluids or solids used in any maintenance, and/or repair activities shall be permitted to enter any storm-sewer drain, ponding ditch or sanitary disposal system without prior approval of the CEO.

Q. WASHING OF AIRCRAFT AND VEHICLES

1. **Prior Written Approval Required.** Washing of Aircraft and vehicles requires prior written approval of the CEO. Fluids, solvents and detergents used in the washing process must also be approved by the CEO of PHL or his/her designee and be consistent with all applicable environmental protection plans. See also Section 2.R.
2. **Disposal Requirements.** No fluids, solvents and detergents used in the washing process shall be allowed to flow into or be placed in any sewer system or open water area without a separator or unless connected to an industrial waste system or as otherwise approved by the CEO.

R. AIRCRAFT DEICING

1. **Subject to Prior Approval of CEO.** All Aircraft deicing activities, including types of chemicals used and deicing locations, are subject to prior approval by the CEO. The CEO or his/her designee may impose additional Aircraft deicing restrictions and reporting requirements due to environmental considerations.
2. **Compliance.** All Aircraft deicing operations will be conducted in accordance with FAA directives, Aircraft manufacturer's specifications, the Airport's Winter Operations Plan and these Rules and Regulations.
3. **Locations.**
 - a. All Aircraft must be deiced at the main deicing facility located on the west side of the airport, **except** commuter Aircraft authorized to deice on the east apron and General Aviation Aircraft authorized to deice at the Field Base Operator's (FBO) facility;
 - b. Deicing is expressly prohibited at gates and on taxiways or runways; and
 - c. Airport Operations must approve defrosting activities and deicing necessary for the purpose of weight reduction and engine inlet cleaning at the gate and remote parking locations and must be provided with the date, time, location and type of the activity to be performed.
4. **Aircraft Positioning.** Aircraft shall be positioned in such a manner that the spray from performing deicing does not contaminate other vehicles or people.
5. **Approved Deicing Fluids.** Type I, Type IV, propylene glycol fluids, or other types of FAA-Approved deicing fluids may be used for deicing. **The use of ethylene glycol is prohibited.**
6. **Limitation on Amount of Fluid Used in Defrosting Activities.** No more than 40 gallons of applied fluid may be used per plane during defrosting activities.
7. **Disposal of Unused Fluids.** The disposal of unused or out of spec fluid must be coordinated with Airport Operations. Materials not acceptable for recycling must be disposed off-site at an appropriately permitted facility.

8. Fluid Usage Reporting Responsibilities. Monthly deicing fluid usage must be reported to Airport Operations no later than the 10th day of the month following use. The report must include the following:

- a. The date of deicing/defrosting;
- b. Location of activity;
- c. Type of fluid used;
- d. Amount of fluid used, including the mixture ratio; and
- e. The organization performing the deicing/defrosting.

9. Reporting of Spills. Spills of any kind must be reported to Airport Operations and must be contained and cleaned up by the responsible party in accordance with the Airport's environmental protection plan in accordance with Section 6 of these Rules and Regulations.

10. Training. The Airport will address deicing procedures in its annual Winter Operations Training/Information Session.

S. TRAINING FLIGHTS AND STUDENT PILOTS

No Person is permitted to open or conduct any Flight Training School, mechanical training school or repair station without the prior written approval of the CEO. No Aircraft shall land, take off or taxi at the Airport while the Aircraft is under control of a student pilot unless otherwise authorized by Federal Aviation Regulations.

T. USE OF UNSAFE AREAS

No Aircraft shall use any part of the Airfield, Apron, Ramp, Taxiway, Runway or closed areas considered temporarily unsafe for landing or takeoff, or which is not available for any reason. The boundaries of such areas will be marked with cones, barricades and/or flags by day. At night and during low visibility periods, such areas will be marked with cones having reflective media, barricades with high intensity flashing red or yellow lights and/or an appropriate NOTAM issued.

U. MARKINGS, SIGNS and SIGNALS

The pilot or other person engaged in the operation of any Aircraft must at all times comply with any lawful order, signal or direction of the CEO, except when subject to the direction or control for ground movement purposes of the FAA or other federal agency.

V. TERMINAL, RAMP AND GATE RESTRICTIONS

1. General aviation, private, business or corporate Aircraft shall not enter or use terminal area gates or commercial Aircraft parking positions; general aviation must park at the general aviation facility, unless otherwise authorized by the CEO. Said Aircraft shall use the fixed-based operator (FBO) facilities for overnight parking and services.
2. An Aircraft must have prior approval from the CEO or his/her designee to park in any common use gate areas, remote parking locations (i.e. the north, south, east or west aprons, or the deicing aprons) and at any non-leased gates.
3. No surface painting or marking of the Ramp or gate areas is permitted without prior written approval of the CEO.

W. PASSENGER ENPLANING/DEPLANING

1. **Loading/Unloading in Designated Areas Only.** All Aircraft shall be loaded or unloaded and passengers enplaned or deplaned, in designated areas unless otherwise permitted by the CEO, and all passengers shall utilize designated routes to and from the Terminal Buildings.
2. **Presence of Airline Personnel Required.** Adequate airline personnel shall be stationed to assist and direct passengers during ground level enplaning and deplaning.
3. **Operation of Aircraft Engines During Enplaning/Deplaning.** There shall be no enplaning or deplaning of passengers when Aircraft engines are operating unless specifically authorized or permitted by the CEO.
4. **Restriction on Pedestrian Traffic.** No pedestrian traffic is permitted to cross any Taxiway or terminal Apron unless engaging in the process of enplaning or deplaning an Aircraft.
5. **Air Carriers not Utilizing Jet Bridges.** All air carriers not utilizing jet bridges for passenger access and egress will abide by the Department of Transportation, FAA regulation, specifically, Section 504 of the Rehabilitation Act and Air Carrier Access Act of 1986, 14 C.F.R., Part 382, or more recent version thereof (succeeding legislation) concerning the provisions of equipment to facilitate the boarding by individuals with impaired mobility on small commuter Aircraft.

X. HELICOPTER OPERATIONS

1. **Required Equipment.** No helicopter may land or take-off from the Airport unless it is equipped with a two-way radio functioning on a frequency to maintain communication with the control tower.
2. **Compliance with ATCT Instructions.** Helicopters Aircraft arriving and departing the Airport shall operate under the direction of the ATCT at all times while in the Class B Airspace.
3. **Tie-down of Rotor Blades.** Helicopters shall have rotor-braking devices and/or rotor mooring tie-downs applied to the rotor blades when parked.
4. **Taxiing and Towing Restrictions.** Helicopters shall not be taxied, towed or otherwise moved with rotors turning unless there is a clear area of at least twenty-five (25) feet in all directions to and from the outer tips of the rotor.
5. **Operator Requirement.** No helicopter shall be left running unless a certificated helicopter pilot or a FAA certificated mechanic is at the controls.

Y. AIR TRAFFIC RULES

1. **Motorless Aircraft.** No motorless Aircraft shall land or takeoff from the Airport.
2. **Ultralight Aircraft.** No Ultralight Aircraft shall land or takeoff from the Airport.
3. **Formation Take-Offs.** Formation take-offs are not permitted at the Airport.
4. **Assisted Take-Offs.** Jet-assisted or any other type of assisted takeoffs shall not be made at the Airport without first obtaining permission from the CEO or his/her designee and the ATCT.
5. **Touch and Go Landings.** Touch and go landings are not permitted at the Airport.
6. **Closed Runway.** No Person shall land or takeoff or attempt to land or takeoff on any Runway during the time that said Runway is closed to operations by order of the CEO, except in the case of an emergency.
7. **Prohibition Against Use of Runway Already In Use.** No Person shall land, takeoff or attempt to land or takeoff in any Aircraft from any Runway that is at the time being used by another Aircraft, except in the case of an emergency and as directed by the ATCT.

8. **Use of Taxiways for Takeoffs and Landings.** Aircraft shall not use taxiways for takeoffs and landings without the permission of the CEO or his/her designee and ATCT.
9. **Maximum Gross Weight.** No Aircraft having an actual gross weight (including passengers, cargo, fuel equipment, etc.) in excess of the allowed maximum gross weight for such Aircraft shall land, takeoff or taxi at the Airport without the permission of the CEO.
10. **Experimental Aircraft Operations.** All experimental Aircraft operations must have prior permission from the CEO.