

140 OPERATION OF AIRCRAFT

140.01 General

- .01-1 No person shall operate any aircraft to, from or on the airport, or serve, repair or maintain any aircraft on the airport, or conduct any aircraft operations on or from the airport, except in conformity with the current Federal Aviation Regulations as promulgated by the Administrator of the FAA and in conformity with all other applicable law, including these Rules and Regulations. It shall be the Responsibility of all persons, firms and corporations operating on the airport to acquaint themselves, their pilots, instructors and students with Federal Aviation Regulations and all Airport Rules and Regulations contained herein.
- .01-2 Each non-signatory air carrier (see Rule 120) wishing to operate at Denver International Airport, even for non-scheduled service such as a charter, must first obtain a Denver International Airport Operating Permit Letter, issued by the Property Manager – Airlines (303-342-2517). The Property Manager – Airlines will work with the airline to ensure insurance certificates and performance bonds are in order, and make arrangements for payment of applicable fees, such as gate usage, aircraft parking, and landing.

140.02 License Required

No person shall operate, or permit to be operated, any civil aircraft to, upon, or from the Airport unless the pilot thereof shall possess at least a current, valid, private pilot certificate with type rating appropriate to the aircraft operated and the conditions of the particular flight, and a current valid medical certificate. However, this section does not apply to the ground operation of aircraft by aircraft maintenance personnel, nor in the event of an in-flight emergency.

140.03 Suspension or Restriction of Aircraft

- .03-1 The Manager of Aviation or designated representative may suspend or restrict any or all aircraft operations on the Airport whenever such action is deemed necessary in the interest of safety.
- .03-2 The Manager of Aviation shall have authority to deny the use of an air terminal to any aircraft or pilot violating Airport Rules and Regulations or Federal Aviation Regulations.

140.04 Two-Way Radios

No person shall operate any aircraft to, from, or on the Airport which is not equipped with a two-way radio capable of communicating with the airport control towers on such frequencies as may now be in use or hereafter established for such aircraft, except in an emergency.

140.05 Starting Aircraft

- .05-1 No aircraft engine shall be started or operated unless a qualified operator is in the aircraft attending the controls, the parking brakes are set, or the wheels properly chocked.
- .05-2 No aircraft engine shall be started or run up in any hangar, or when aircraft is tailed toward hangar doors, or when positioned so as to endanger persons or damage building or property.
- .05-3 No aircraft engine shall be started unless there is a qualified attendant standing by outside the aircraft with a twenty (20) pound or larger dry chemical fire extinguisher or unless the engines are equipped with their own fire control system.

140.06 Takeoff, Landing, Taxiing and Positioning

- .06-1 No aircraft shall land, takeoff, taxi, or otherwise conduct operations without obtaining clearance from the Ramp Control Tower and/or the FAA Airport Traffic Control Tower (ATCT), except in an emergency.
- .06-2 All aircraft shall conduct operations, including landing, takeoff, and taxiing, on designated runways, taxiways, and parking areas, unless pre-authorized by the Manager of Aviation or designated representative.
- .06-3 Aircraft shall be taxied at all times at a slow and reasonable speed and in a safe manner, under control of the pilot thereof. Pilots shall taxi at their own discretion in accordance with these rules in areas not visible from the Ramp Control Tower or FAA ATCT. No aircraft shall be taxied into or out of any hangar.
- .06-4 Aircraft shall not be positioned, started or taxied so that propeller slipstream or jet engine exhaust blast may cause injury to persons or do damage to property or where it may generate turbulence across taxiways or runways so as to endanger the safety of operations in the above areas. If it is impossible to taxi such aircraft without compliance with the above, then the engine(s) must be shut off and the aircraft towed.
- .06-5 No aircraft with a tail height greater than 42 feet or a wingspan greater than 118 feet will be allowed under the A Concourse passenger bridge that spans Taxiway AS and Taxiway AA. No aircraft with a tail height greater than 40 feet may be tugged or towed under the A Concourse passenger bridge, unless locking pins are inserted in the nose gear.
- .06-6 Powerback operations from a gate position are prohibited.

140.07 Parking of Aircraft

- .07-1 No person shall park any aircraft in any area not designated for such purpose by the Manager of Aviation. Aircraft improperly parked may be removed by order of the Manager of Aviation. Parked aircraft shall have parking brakes set, or wheels properly chocked.

.07-2 Only scheduled airline aircraft, charter aircraft and commuter airline aircraft will be permitted to park on gate positions at the concourses. Exceptions may be made for emergency situations or for other operations with prior coordination and approval from the City's Ramp Control Tower.

140.08 Repairs to Aircraft

All repairs to aircraft shall be made in areas designated by the Manager of Aviation. No services will be permitted to aircraft occupying loading and unloading positions on a ramp adjacent to a concourse except those services incidentally to the preparation of the aircraft for immediate departure, which authorized services may include, among other duties, fueling, inspection, interior cleaning, and non-routine maintenance involving minor repairs and the replacement or adjustment of equipment of an emergency nature or in order to insure the safe departure of the aircraft. Any person performing such services shall leave the ramp area used therefore in a neat, clean, safe, and orderly condition upon completion of such services.

140.09 Removal of Disabled Aircraft

Aircraft owners, their pilot(s) or agent shall be responsible for the prompt removal of disabled aircraft and parts thereof, unless required by proper officials to delay such action pending an investigation of an accident. Upon demand to remove said disabled aircraft or parts, if aircraft owners or their pilot(s) or agent, do not promptly arrange for the removal of disabled aircraft or parts thereof, the Manager of Aviation or authorized representative shall have the disabled aircraft or parts thereof removed at the expense of aircraft owner or pilot(s) or agent.

140.10 Aircraft Gate Positions

Aircraft gate positions on the concourses shall be assigned by the Manager of Aviation. The use of assigned gate positions by aircraft other than those of the airline to which it is assigned shall be subject to approval by the Manager of Aviation.

140.11 Position Lights

All aircraft being taxied, towed or otherwise moved at the Airport shall have the position lights and rotating beacon illuminated.

140.12 Use of Mechanical Lifts, Ramps for Passenger Enplaning and Deplaning

All air carriers not utilizing jet bridges for passenger access to aircraft will provide a mechanically operated lift for the enplanement or deplanement of physically challenged passengers in accordance with the Air Carrier Access Act.

FAA Advisory Circular No. 150/5220-21 dated February 10, 1993 states "Section 504 of the Rehabilitation Act of 1973 (29 USC 794) prohibits discrimination on the basis of handicap in any program receiving Federal financial assistance, and the Air Carrier Access Act (ACAA) of 1986 (49 USC 1374(c)) prohibits discrimination against handicapped persons in air transportation. Final Rules published by the Department of Transportation on March 6, 1990 (14 CFR Part 382) and September 6, 1991 (49 CFR Part 27), respectively, provide that "carriers shall ensure that qualified handicapped individuals are provided the following services and

equipment...carriers shall use ramps, mechanical lifts, or other devices for enplaning and deplaning..., and “airport operators ... shall assure that there are lifts, ramps, or other suitable devices for enplaning and deplaning wheelchair passengers.” Additionally, FAA Advisory Circular No. 150-5100-15A requires the Airport operator to “assure that there are lifts, ramps, or other suitable devices not normally used for movement of freight ...available for enplaning and deplaning wheelchair users.”

140.13 Enplaning and Deplaning Passengers with Engines Running

No passenger shall be loaded on or unloaded from any aircraft except helicopters while the engine(s) is(are) running unless a loading bridge is used, or in compliance with the following Rules:

- .13-1 These minimum standards will be maintained while enplaning and deplaning passengers with engines running.
 - .13-1(1) A copy of the written approval, including the detailed procedures, will be provided to the FAA Flight Standards District Office (FSDO) for use by their safety officers.
 - .13-1(2) No engines will be running on the side of the aircraft where passengers are enplaning or deplaning.
 - .13-1(3) A safety observer will be stationed in the vicinity of the aircraft stairs. This observer must be positioned so that he or she can ensure that all passengers take the correct route to or from the aircraft. The observer will be especially vigilant for children who may become frightened of engine noise or passengers who become disoriented and proceed in the wrong direction.
 - .13-1(4) The enplaning or deplaning door of the aircraft will be facing the enplaning or deplaning point (i.e., concourse door, bus or van).
 - .13-1(5) A walkway will be painted on the pavement leading from the enplaning or deplaning point to the aircraft door. This walkway must be kept clear of snow and ice so that it is visible during all enplaning and deplaning operations.
 - .13-1(6) If the length of the walkway is more than 50 feet, additional safety observers will be stationed at key positions as needed.
 - .13-1(7) No aircraft with the engines running will be positioned between the enplaning or deplaning point and the enplaning or deplaning aircraft door.
- .13-2 If after deplaning or enplaning, the aircraft engine(s) is(are) started on the door side of the aircraft, and the door must be reopened for a late passenger or passenger wishing to deplane, the engine(s) on that side of the aircraft must be shutdown and completely stopped before the passenger can be boarded or deplaned. A safety observer must also accompany the passenger.

140.14 Training and Check Flight Procedures for All Aircraft Using DIA

- .14-1 Local training and flight checks are permitted at Denver International Airport between the hours of 2200-0600L. Training/check flights are permitted to depart on Runway 8 and to arrive on Runway 26. No exceptions are permitted for the use of other runways.
- .14-2 Practice touch-and-go landings or practice missed approaches are authorized on Runway 26 only when a turn to the south to a heading of 120 degrees can be executed, climbing to 8,000 MSL while still remaining within the airport boundary. The Manager of Aviation has the authority to stop them at any time.

140.15 Aircraft Engine Runups

- .15-1 Aircraft engine runups will be performed only in the following areas designated by the Manager of Aviation. Only one aircraft engine runup is permitted at each location at a time.
 - .15-1(1) at Deice Pad EE adjacent to the approach end of Runway 8 in the vicinity of Taxiways R9 and EE. All aircraft must be tailed to the SOUTHEAST while conducting the runup.
 - .15-1(2) at Deice Pad D adjacent to the approach end of Runway 35L in the vicinity of Taxiways A and L. All aircraft must be tailed to the EAST while conducting the runup, depending upon Runway 35L configuration.
 - .15-1(3) on Taxiway K, between Taxiways AN and AS, traffic permitting, for turbo-prop aircraft only. Turbo-prop aircraft must be tailed either to the SOUTH or to the NORTH while conducting the runup, and may not exceed 30% of maximum power output.
 - .15-1(4) at Deice Pad WA adjacent to Taxiways WA and B4. All aircraft must be tailed to the SOUTH while conducting the runup.
 - .15-1(5) any other location only as specified in advance by the Manager of Aviation.
- .15-2 All aircraft engine runups must pre-coordinated with the Ramp Control Tower.
- .15-3 All aircraft must receive taxi clearance, in accordance with 140.06-1, to taxi to/from the runup location.
- .15-4 All aircraft must monitor the appropriate Ramp Control Tower or the FAA ATCT frequency during the runup.
- .15-5 The runup shall not be conducted so as to cause blast injury to persons or property or blow debris onto any operating surfaces.

.15-6 In accordance with 130.08-3, an aircraft may escort one (1) aircraft maintenance vehicle to or from a runup area.

140.16 Performance Tests on Experimental Aircraft

Performance tests on experimental aircraft shall be conducted only with the written permission of the Manager of Aviation.

140.17 Damage to Airport Facilities

Damage to field lighting equipment, signage, or other facilities on the Airport shall be paid for by the operator, pilot(s) or other person, firm or corporation responsible therefore.

140.18 Helicopters

.18-1 Unless otherwise noted, helicopters shall be required to comply with all laws and Rules and Regulations affecting aircraft in addition to the following Rules and Regulations:

.18-1(1) Only certificated helicopter pilots shall attend the controls and no helicopter shall be left running when there is not a certificated helicopter pilot or certificated Airframe and Powerplant (A&P) Mechanic at the controls.

.18-1(2) Helicopters shall have braking device and/or rotor moor tiedowns applied to the rotor blades when parked.

.18-2 Helicopters may not land and park near the concourses except with written permission of the Manager of Aviation. Emergency medical evacuation helicopter operations are excepted from this Rule, and may land/park in areas designated for such purpose by the Manager of Aviation.

140.19 Witnesses to Airport Accidents

Witnesses, when requested, and participants in aircraft accidents occurring on the Airport shall make a full report thereof to the Manager of Aviation.

140.20 Ramp Fire Extinguishers

Ramp fire extinguishers are required at each aircraft gate and parking space at Denver International Airport. The City will provide and maintain ramp fire extinguishers at all non-preferential use aircraft gates and common use aircraft parking spaces.

The airlines and air cargo carriers will provide and maintain ramp fire extinguishers in all leased preferential gates or aircraft parking spaces.

All fire extinguishers are required to be clearly marked with the owner's name for identification.

Denver Municipal Airport System Rules and Regulations

Source: Official business Web site of Denver International Airport (business.flydenver.com)

NOTICE

The Rules and Regulations of the Denver Municipal Airport System are provided on the website of Denver International Airport, www.flydenver.com, as a convenience to the public. Copies may also be obtained from the Department of Aviation's Technical Services Office. The City Clerk is the official custodian of all City rules and regulations under the Revised Municipal Code of the City and County of Denver, sections 2-91 to 2-100. Official, current versions of these rules and regulations may be obtained at the City Clerk's office. For the Clerk's office location and hours, visit the City's website, www.denvergov.org.