



**RULES
AND
REGULATIONS**

WILMINGTON AIRPORT (ILG)

FEBRUARY 2026

RESOLUTION # 26-04

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**WILMINGTON AIRPORT, ILG
RULES AND REGULATIONS**

Statutory Authority

The Rules and Regulations contained herein are adopted to govern all activities at Wilmington Airport.

The provisions of this booklet supersede all previous editions of the rules and regulations for Wilmington Airport and are set forth in the interests of public safety and efficient operation.

Approved and Adopted by the Commissioners of the Delaware River & Bay Authority.

December 2005
Resolution # 05-59

Amended February 2026
Resolution # 26-04

SECTION 1 - DEFINITIONS AND USE

The following terms as used in these rules and regulations shall have the following meanings:

1.01 Accident

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

1.02 Advertising

The action of calling (as a commodity for sale, a service offered or desired) to the attention of the public by means of posting, voicing, distributing, or displaying signs, literature, circulars, pictures, sketches, or other forms of printed or written material.

1.03 Aircraft

A device that is used or intended to be used for flight in the air.

1.04 Aircraft Movement Area

The runways, taxiways, and other areas of the Airport utilized for taxiing, take-off, and landing of Aircraft, exclusive of aircraft loading ramps and parking areas.

1.05 Airport

The Wilmington Airport (ILG), inclusive of all areas shown on the FAA-approved Airport Layout Plan, as the same may be amended from time to time.

1.06 Airport Management

The Director of Airports and designated staff members of the DRBA Airports Division.

1.07 Air Operations Area (AOA)

A restricted area of the Airport, either fenced or posted, where Aircraft are parked or operated, or operations not open to the public are conducted. Areas include, but are not limited to, the aircraft aprons, hangar areas, Taxiways, Runways, and unimproved land attributed to the Taxiways and Runways, safety areas, and contiguous areas delineated for the protection and security of Aeronautical Activities.

1.08 Apron or Ramp

Those areas of the Airport within the AOA designated for the loading, unloading, servicing, or parking of Aircraft.

1.09 Aviation Operator

Any person engaged in business of an aviation nature not within the scope of an FBO, as defined herein, who is authorized to conduct such business by virtue of a contract with the DRBA.

1.10 Commercial Activity

The exchange, trading, buying, hiring or selling of commodities, goods, services or property of any kind, or any revenue producing activity on the Airport.

1.11 Commercial Vehicle

Every vehicle designed, maintained, or used primarily for the transportation of property or passengers in furtherance of commercial enterprise, regardless of whether the charge is paid for directly or indirectly by the customer being served. Examples of commercial vehicles include but are not limited to, on duty taxicabs, limousines, courtesy vehicles, delivery, and chartered/scheduled buses.

1.12 DRBA

The Delaware River & Bay Authority.

1.13 Driver

Every person who drives, operates or is in actual physical control of a Motor Vehicle.

1.14 Fixed Base Operator (FBO)

A firm doing business at the Airport dedicated to the sale, storage of Aircraft, the sale of petroleum, oil and lubricants, the services of maintenance, repair and modification of Aircraft, engines or other equipment, the cleaning and provisioning of Aircraft, and the provision of transient and related services pursuant to an agreement with the DRBA.

1.15 Fuel

Shall mean the substance, either solid, liquid, or gaseous, used to operate any engine in aircraft or vehicles.

1.16 Fuel Handling

Shall mean the transporting, delivering, fueling, or draining of fuel or fuel waste products.

1.17 General Aviation

Any FAR Part 91 operation or scheduled or non-scheduled FAR Part 135 operation.

1.18 Hazardous Materials

A substance or material in a quantity or form that may pose an unreasonable risk to health or safety, or property when stored, transported, or used in commerce as defined by the U.S. Department of Transportation.

1.19 Major Maintenance

Unless specifically defined herein as Routine Maintenance, the removal and/or replacement of an engine or airframe part or control surface, or the teardown and overhaul of any engine, engine accessory, or airframe component.

1.20 Motor Vehicle

Any self-propelled wheeled, tracked vehicle, or trailer hitched onto a vehicle upon which a person or property may be transported, carried, or otherwise moved from point to point, or for the service and maintenance of equipment or property.

1.21 Operator

The person, firm, or corporation in possession of an aircraft or vehicle or by any person who has rented such for the purpose of operation by himself or his agent.

1.22 Permission

Means approval granted by Airport Management.

1.23 Person

Any individual, firm, partnership, corporation, company, association, joint stock association, or body politic; and includes any trustee receiver, committee, assignee, or other representative or employee thereof.

1.24 Restricted Areas

The area on the Airport within the security perimeter fence, including the AOA and any Secured Area. Access to a Restricted Area is limited to those persons who possess and appropriately display an airport identification badge.

1.25 Runway

An improved surface area used exclusively for the landing and take-off of aircraft.

1.26 Self-Fueling and Self-Servicing

The fueling or servicing of an aircraft (e.g., changing the oil, washing) by the owner of the aircraft with his or her own employees and using his or her own equipment. Self-fueling and other self-services cannot be contracted out to another party. The use of a self-service fueling pump provided by DRBA or an FBO is a Commercial Aeronautical Activity governed under the Minimum Standards and is not considered Self-Fueling.

1.27 Solicitation or to Solicit

To directly or indirectly, actively or passively, openly or subtly, ask (or endeavor to obtain by asking), request, implore, plead for, importune, seek, or try to obtain.

1.28 Taxiway

Any surface used to access or exit a Runway and controlled by Airport Management.

1.29 Through the Fence Operations

Aeronautical activities conducted by aircraft based on land adjacent to, but not a part of, the airport property.

1.30 Ultralight Aircraft (Ultralights)

An aircraft that is used only for aviation recreation or sport aviation purposes and satisfies all criteria and requirements of the FAR, Part 103, including subsequent amendments.

SECTION 2 - GENERAL

2.01 Authority to Adopt Rules and Regulations

Airport Management is promulgating these Rules and Regulations to govern the operation and control of the Airport and the levying of fees and charges, subject to approval by the DRBA Board of Commissioners. These regulations are subject to additions, cancellation or amendments as deemed necessary by Airport Management and the Board of Commissioners. Any Person who violates these Rules and Regulations shall, upon receiving written notification from Airport Management identifying the violation may be removed or ejected from the Airport and may be denied the use of the Airport.

2.02 Airport Management

Airport Management has the authority to take such action as may be necessary to safeguard the public in attendance at the Airport as well as all facilities under its control. Persons employed at or using the Airport shall cooperate with the Airport Management to enforce these rules and regulations.

2.03 Compliance with Rules and Regulations

Any Permission granted by the Airport Management directly or indirectly, expressly or by implication, to any Person to enter or use the Airport or any part thereof is conditioned upon strict compliance with these rules and regulations and payment of such rates, fees or charges as may be established by the Airport Management.

2.04 Suspension of Activities

Airport Management may suspend or restrict any or all operations without regard to weather conditions or other considerations whenever Airport Management determines such action is necessary in the interest of safety.

2.05 Accidents

Participants in an Accident at the airport shall make a full report of same to Airport Management, with the names and addresses of the parties involved within 24 hours.

2.06 Commercial Activities Must be Approved

No Person shall use the Airport for the any Commercial Activity without first securing a written permit from Airport Management and paying the fees prescribed for such privileges, the use of the Airport, its facilities, and for services rendered in conformance with the statutes and regulations of the Federal Aviation Administration (FAA), the State of Delaware, the County of New Castle, and DRBA statutes, regulations and grant assurances.

2.07 Restricted Areas

No person shall enter a restricted area of the Airport without permission or authorization of Airport Management.

2.08 Obstruction of Public Use

No Person shall occupy public roads or walkways in such manner as to hinder or obstruct their use without authorization from Airport Management.

2.09 Signs and Advertisements

No person shall post, distribute, or display signs, Advertisements or circulars, electronically, printed or written at the Airport, except as authorized in writing by Airport Management.

2.10 Selling, Soliciting and Entertaining

No Person, except those authorized by contract with the DRBA or with prior permission of Airport Management, shall in or upon any area, platform, stairway, waiting room or other appurtenance of the airport terminal area:

- A. Solicit alms or funds for any purpose whatsoever.
- B. Sell, or offer for sale, any article or merchandise.
- C. Solicit any business or trade, including the carrying of baggage for hire, or the shining of shoes.
- D. Entertain any persons by singing, dancing, or playing any musical instrument.

2.11 Responsibility for Damages

Any person causing damage to or destroying public property of any kind at the Airport, including buildings, fixtures, or appurtenances, whether through violation of these Rules and Regulations or through any act or omission, shall be fully liable to the DRBA. Any such damage shall be reported at once to Airport Management.

2.12 Animals

No Person may enter the Airport with a domestic or wild animal without written permission from Airport Management, except the following:

- A. Persons entering any part of the airport with a domestic animal that is kept restrained by a leash or is confined so as to be completely under control.
- B. A service animal that has been individually trained to do work or perform tasks for an individual with a disability.
- C. Domestic animal that is under restraint and control.

Any stray animal on the Airport may be disposed of in accordance with the laws of the State of Delaware and the municipal ordinances applicable.

2.13 Refuse Disposal

No Person shall place, discharge, or deposit in any manner raw sewage, garbage, or any refuse in or upon the Airport without the Permission of Airport Management and in prescribed containers.

2.14 Misplaced or Lost Property

Any Person finding any misplaced or lost property at in the Airport terminal building or parking lots shall relinquished that property to Airport Operations. Airport Operations shall immediately make a reasonable effort to ascertain the owner of such property. In the event the owner cannot be ascertained, Airport Operations shall secure it accordance with Airport Operations policy. Misplaced or lost property turned into DRBA PD officers will be handled in accordance with DRBA PD directives.

2.15 Storage of Property

Unless otherwise provided by a lease or other contractual agreement, no Person shall use any area of the Airport, including buildings, either privately owned or publicly owned for the storage of cargo or any other property without Permission of Airport Management. If notwithstanding the above prohibition, a person uses such areas for storage as aforesaid without first obtaining such Permission, Airport Management shall have authority to order the cargo or any other property removed or to cause the same to be removed and stored at the expense of the owner or consignee thereof, without responsibility of liability for damages arising therefrom.

2.16 Demonstration, All Other

No person shall conduct or participate in parading, marching, patrolling, demonstrating, sit-ins, assembling, distributing pamphlets or other material, carrying, or displaying of signs or placards in or upon or in any manner whatsoever obstructing buildings, grounds, roads, walks, approaches or any of the property of the airport without the written permission of Airport Management.

2.17 Use of Airport

- A. No Person or group shall organize, promote or participate in any aviation event including but not limited to airshows, parachuting, glider, Ultralights, hot air balloon operations or banner towing without prior coordination with Airport Management and the FAA, as required. Approval by Airport Management of any request to organize/sponsor an air show at the Airport will be contingent upon the group/individual satisfactorily completing all applications, operation plans, proof of insurance and special use operating permits.
- B. Persons wishing to conduct a Commercial Activity at the Airport and not holding a lease of buildings or ground from the DRBA will require an operating permit issued by Airport Management. The specific requirements to obtain this permit will be detailed by the Airports Director and a fee will be charged for this permit at the discretion of Airport Management.

2.18 Right to Self-service and Self-fuel

An Aircraft owner or the owner's employees may perform services that include fueling, routine maintenance, or repair on the owner's aircraft utilizing the owner's vehicles, equipment, and resources (self-service). Prior to the performance of any Self-Fueling, the owner of the Aircraft shall notify Airport Management and provide the intended location and mechanism of such Self-Fueling. DRBA reserves the right to require the owner to enter into a written agreement to conduct Self-Fueling. An owner who engages in Self-Service or Self-Fueling activities may not perform services

for compensation or hire except in compliance with the Minimum Standards. The right to engage in Self-Service or Self-Fueling activities is conditioned upon compliance with applicable local, state and federal laws.

2.19 Non-Discrimination

In accordance with 49 CFR Part 21 Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964, as amended or reenacted, in the use of the Airport or its Improvements, no Person shall discriminate against any person or class of persons by reason of race, religion (creed), color, national origin, sex, gender expression, age, marital status, military status or physical handicap, in any of the Airport’s activities or operations.

2.20 Through the Fence Operations

Through the Fence Operations are prohibited at the Airport without written Permission of the Airport Management.

SECTION 3 -MOTOR VEHICLES

3.01 Required Licenses

No Motor Vehicle shall be operated on the Airport unless the driver and Motor Vehicle are properly licensed; except ground servicing equipment and airport equipment not required to be licensed to operate.

3.02 Operation of Vehicles

- A. All local and state vehicle and traffic ordinances pertaining to the operation of Motor Vehicles on public streets shall apply on the Airport. Violations of the section will be enforced in accordance with Title 21, Chapter 4. No Motor Vehicle (except emergency vehicles) shall be driven faster than 25 m.p.h. on any non-public internal streets and taxiways. The speed limit for aircraft aprons and hangar areas shall be 10 m.p.h.
- B. No Motor Vehicle shall be driven in the Airport Operations Area (AOA) without prior authorization from Airport Management. Motor vehicles regularly operated in the AOA without escort must comply with these Rules and Regulations.
- C. Operation of any type of Motor Vehicle, bicycle or any pedestrian on foot shall be prohibited on any Apron, Taxiway, Runway, or airfield service and access roads, except for Motor Vehicles and pedestrians authorized by the Airport Management.

3.03 Stopping, Standing or Parking

Motor vehicles shall only be parked in designated areas. Motor vehicles parked in unauthorized areas may be towed at the owner's or operator's expense. Violations of the section will be enforced in accordance with Title 21, Chapter 4.

3.04 Motor Vehicle Sale or Repair

No person shall park, or operate a Motor Vehicle upon any roadway or other Airport property for the principal purpose of:

- A. Displaying such Motor Vehicle for sale.
- B. Greasing, oiling, lubrication, painting or repairing such Motor Vehicle, except repairs necessary to remove the Motor Vehicle.
- C. Displaying Advertising.

3.05 Abandoned or Illegally Parked Motor Vehicle

- A. Airport Management may require the driver, owner, or operator to move any Motor Vehicle standing or parked on the Airport in violation of the provisions of this section.
- B. No person shall abandon or park as "dead storage" any Motor Vehicle on the Airport. Any Motor Vehicle parked or left unattended in violation of the provisions of this section may be removed by Airport Management at the Motor Vehicle owner's expense.
- C. DRBA Police shall make reasonable efforts to notify the owner or operator of such Motor Vehicle as to its whereabouts within three (3) days of its removal and specify the reason for the Motor Vehicle's removal. The Person claiming any impounded Motor Vehicle shall pay all removal and storage costs incurred.

3.06 Rideshare/Transportation Network Companies/Taxicab/Rental Cars/Buses

No person shall operate any Commercial Vehicle, taxicab, public service vehicle, rental car operation, or any Motor Vehicle for hire (inclusive of any peer-to-peer ridesharing or carsharing applications or arrangements) at or from the Airport unless such an operation has the approval of Airport Management. Commercial operators must abide by the terms and conditions of any applicable agreements.

3.07 Employee Parking

Airport management may designate employee parking areas for use by DRBA employees, tenant employees, contractors or vendors. All such employees shall park Motor Vehicles in the designated parking area and in the parking spaces provided for official business purposes only. A parking permit will be issued to employees for identification. The permit must be displayed in the Motor Vehicle while parking in the designated areas. Failure to follow parking rules may result in loss of the individual's parking privileges.

3.08 Vehicle Parking Violations

Motor Vehicles parked in unauthorized areas may be issued a penalty in accordance with Title 17, Chapter 1729 of Delaware Law. Penalties and offences are listed in the Airport's Schedule of Fees and Charges. In addition, violations of the section will be enforced in accordance with Title 21, Chapter 4.

SECTION 4 - AIRCRAFT OPERATIONS

4.01 Careless or Negligent Operation

No aircraft shall be operated in a careless or negligent manner, or in disregard of the rights and safety of Persons or property. Aircraft shall be operated in accordance of the Federal Aviation Regulations (FARs).

4.02 Accident and Incident Reports

Persons involved in aircraft Accidents or incidents occurring on the Airport shall make a full and prompt report of the incident to Airport Management, complete any necessary reports or forms, and comply with all applicable provisions of the FAA, National Transportation Safety Board (NTSB) and the State of Delaware. The report shall include names and addresses of crew and passengers. Reports will be submitted to required jurisdictional agencies upon request of Airport Management.

4.03 Qualified Persons to Start and Taxi Aircraft

No aircraft engine shall be started or aircraft taxied at the Airport unless a pilot certificated to operate that particular type of aircraft, or any other person qualified to start and run up the engines of that particular type aircraft, shall be attending the controls. Due care shall be taken to ensure parked aircraft are secured in their parking position (e.g., tied down, wheel chocks, or parking brakes applied as appropriate).

4.04 Right-Of-Way for Aircraft

Taxiing aircraft shall have the right-of-way over all Motor Vehicles, except authorized emergency vehicles.

4.05 Speed of Aircraft on Ground

All aircraft shall be taxied at a safe and reasonable speed, with due regard for other aircraft, Persons and property.

4.06 Aircraft Operation in Hangar Prohibited

No aircraft shall be taxied into or out of a hangar under its own power nor shall the engines be operated while the aircraft is inside the hangar.

4.07 Aircraft Parking

Aircraft shall park in designated areas only.

4.08 Repairs to Aircraft

No person shall perform major repairs to aircraft on any apron, taxiway, runway, or in any public area at the Airport except with the approval of Airport Management. All such repairs must be performed in a hangar designed for that purpose. All aircraft found in a state of disassembly on the Airport outside of a hangar will be considered disabled and derelict and shall be subject to such remedial action as may be considered necessary by Airport Management.

4.09 Disabled, Damaged, or Dismantled Aircraft

Storage of disabled, damaged, or dismantled aircraft or aircraft that appear to be un-airworthy, in areas other than inside a privately owned hangar, for more than thirty (30) calendar days after written notification from Airport Management is prohibited, unless pre-approved, in writing, by Airport Management for a specific time period and in an enclosed storage area. If the aircraft has not been removed within the prescribed thirty (30) days, Airport Management may have the aircraft removed from the Airport at the owner's/operator's own expense and risk in accordance with applicable law. Abandoning an aircraft anywhere on the Airport is prohibited. Upon the appropriate jurisdictional authorization to remove an aircraft damaged from an accident or incident, the owner/operator shall be responsible for the safe and prompt removal of the aircraft and parts from the Runway and Taxiways. If immediate arrangements are not made (so that the Airport can return to full operational status without unreasonable delay), Airport Management may have the aircraft removed at the aircraft owner's/operator's risk and expense without liability for damage arising from or out of such removal. Exceptions include:

- A. Aircraft undergoing or awaiting repairs at a repair facility.
- B. When authorized with prior written permission of the Airport Management.

4.10 Operations Requiring Prior Coordination.

The following activities require prior coordination with Airport Management:

- A. Motorless Aircraft
- B. Parachute operations
- C. Ultralight vehicles
- D. Lighter-than-air (such as balloons, dirigibles and nonrigid airships)
- E. Banner/Glider towing
- F. Model Aircraft/unmanned aerial vehicle (UAV)/unmanned aerial system (UAS)
- G. Aircraft with certified maximum takeoff weight (MTOW) in excess of published airport pavement bearing strength.

4.11 Emergencies

Aircraft with emergencies have priority over all other aircraft and Motor Vehicles on the airfield. Non-emergency aircraft and Motor Vehicles shall clear the Runway and Taxiways in the event of an aircraft declaring an emergency to the extent practical.

4.12 Aerobatics Prohibited

Aircraft shall be operated or maneuvered within the Airport Traffic Pattern in accordance with FAA FAR Part 91. Aerobatic events must have prior approval by the FAA and Airport Management.

4.13 Run-Up of Aircraft Engines

Aircraft engine run-ups for maintenance purposes must be conducted at the designated aircraft engine run-up area unless authorized by Airport Management. Aircraft engine run-ups for maintenance include, but are not limited to, engine trim checks, oil pressure checks, propeller checks, various diagnostic tests, and aircraft engine idle thrust runs, but excludes engine runs performed as part of pre-takeoff procedures, such as magneto checks.

SECTION 5 - AIRCRAFT FUELING

The following provisions of these Rules and Regulations apply to all Fueling Handling at the Airport, including Self-Fueling.

5.01 Selling of Aviation Fuel

No Person other than an FBO or the DRBA shall sell or otherwise transfer fuel, oil, or other petroleum products to any other aeronautical user on the Airport for retail purposes.

5.02 Aircraft Self-Fueling

Aircraft self-fueling may only be performed by the aircraft owner/operator or their designated employees. Self-fuelers must maintain full operational control of the Self-Fueling operation. An owner/operator authorized to Self-Fuel may not sell, barter or provide fuel the other operators on the Airport.

5.03 Compliance with Laws

All Fuel Handling operations shall comply with all applicable federal, state and local laws, including, but not limited to the FAA Advisory Circular 150/5230-4 entitled "Aircraft Fuel Storage, Handling and Dispensing on Airports" and in accordance with National Fire Protection Association's (NFPA) "Standard for Aircraft Fueling," NFPA 407. Violations may result in the suspension or revocation of Fueling privileges.

5.04 Personnel

All persons conducting retail fuel operations at the Airport must be trained in fueling and de-fueling aircraft in accordance with NFPA 407. Written documentation of such training must be kept on file for 24 consecutive calendar months for inspection by Airport Management.

5.05 Distance from Buildings

Fuel handling at the Airport shall be conducted at a distance of at least twenty-five (25) feet from any public hangar or building. The fueling or de-fueling of aircraft or Motor Vehicles inside any building or hangar is prohibited. Fuel trucks may not be stored or parked within fifty (50) feet of any building in accordance with NFPA 407 standards.

5.06 Aircraft Refueling While Engines are Running (Rapid Refueling)

Only turbine engine aircraft fueled with Jet-A or Jet A-1 fuels shall be permitted to be fueled while an onboard engine is operating. Rapid refueling of aircraft shall be limited to the following types:

1. Helicopters
2. Agricultural Aircraft actively engaged in aerial application duties.
3. Medical Aircraft actively engaged in the transport of medical patients.
4. Firefighting and search-and-rescue Aircraft actively engaged in emergency operations.

Rapid refueling operations must be conducted in accordance with NFPA 407.

5.07 Proper Static Grounds

Aircraft and the Fuel dispensing or draining apparatus shall be bonded by wire to prevent the possibility of static ignition of volatile liquids and gases during all Fuel Handling operations.

5.08 Fire Extinguishers

Adequately maintained and serviced fire extinguishers rated and sized appropriately to the Fuel Handling operation shall be immediately available for use as required by NFPA 407.

5.09 Fueling Equipment

Fueling hoses and defueling equipment must be maintained in a safe, non-leaking condition. Mobile Fuel Handling vehicles will be kept clean and free of leaks, oil and grease at all times. Equipment used for Self-Fueling must meet all applicable fire safety regulations.

5.10 Smoking Near Aircraft

Smoking is prohibited in or around any aircraft or on any Apron or loading position where Fuel Handling is taking place.

5.11 Starting Engines

No Person shall start the engines of any aircraft where there is any type of Fuel exposed on the ground under the Aircraft.

5.12 Fuel Spills and Requirement for Spill Prevention Plan

Persons engaged in the Fueling and de-fueling of aircraft shall exercise care to prevent spillage of Fuel. In addition, each Person engaged in Fueling that stores and transfers Fuel must submit to the DRBA an approved Spill Prevention, Control and Counter-measures Plan (SPCC) that meets current EPA and applicable federal, state, and local requirements. If required by federal, state, or local law, the Person must also develop and submit an adequate Storm Water Pollution and Prevention Plan (SWPPP) and facilities response plan. Airport Management must be notified immediately in the event of any Fuel spill or any other petroleum product. The Person involved in the spill shall be fully responsible for the costs of any clean-up, containment, or remediation of any such spill and shall comply with any application federal, state, and local laws in connection with such spill.

5.13 Fuel Tank and Fuel Storage Standards

All Fuel tanks will conform to all applicable Fire Codes, including state and federal laws. All Fuel will be stored in an approved, registered, and insured above-ground tank system with the required containment areas specified by Airport Management. Such containment areas shall contain leaks or spills from the Fuel tank and from Fueling operations transferring Fuel into or out of the tank. Additionally, all Fueling systems shall adhere to the following:

- A. Fuel storage areas must be maintained free of vegetation, trash and other debris at all times.
- B. Under no circumstances shall a Fueling vehicle be left unattended at a Fuel tank during the loading or unloading process. Loading or unloading shall not be considered complete until the delivery hose is detached from both vehicle and tank.
- C. Care shall be taken in filling tanks to ensure that they are not filled to the point where they will overflow from heat expansion.
- D. All Fuel systems shall have a means for quickly and completely stopping Fuel flow in the event of an emergency.
- E. An adequate supply of properly located and functioning fire extinguishers, and other precautions and/or equipment, shall be provided as required by the DRBA and/or NFPA fire codes.
- F. All Fuel pumps, meters, hoses, nozzles, fire extinguishers and grounding devices shall be UL approved, where applicable, and shall be kept in good condition at all times.
- G. All Fuel pumps shall be powered, and the flow shall be controlled by a “deadman” control in the nozzle. Pouring or gravity flow shall not be permitted.
- H. Adequate bonding wires must be provided and continuously inspected and maintained for use during any Fueling operation to eliminate the hazards of static electricity.
- I. Persons operating Fuel tanks shall be responsible for all costs associated with the planning, engineering, installation, permitting, maintenance, insurance, and operation of the Fuel tanks.

5.14 Electronic Devices

No electronic devices such as electrical tools, radios or cell phones shall be used in the immediate vicinity of aircraft during Fueling operations unless the devices are certified as intrinsically safe by a certifying agency.

5.15 Automotive Refueling

Automotive and ground servicing equipment shall be refueled only at refueling stations and from dispensing devices approved by Airport Management. No aircraft refueling apparatus shall be used for automotive refueling purposes.

SECTION 6 - FIRE AND SAFETY

6.01 Obstructions

All hangar doors, fire hydrants and pits, hose boxes, and all firefighting apparatus and other appurtenances shall be always kept clear of obstructions.

6.02 Elimination of Fire Hazards

When the Airport Management has in writing notified or requested any lessee, tenant, or other Person on the Airport to correct or eliminate any fire hazard on the Airport for which such lessee, tenant, or other person is responsible, such lessee, tenant, or other Person shall correct or eliminate such hazard in the manner and within the time prescribed in the written notification or request received by him.

6.03 Smoking

The DRBA prohibits the use of smoke-free and tobacco products in all buildings, vessels and exterior grounds owned or operated by the Authority. Tenants may have their own policies on Airport leased property; however, no person shall smoke or carry lighted cigars, cigarettes, pipes, matches or use any open flame in or upon any fuel storage areas, aircraft apron areas and storage area or in any other place where smoking is specifically prohibited by signs.

6.04 Firearms or Destructive Devices

No Person shall carry or possess a firearm in the airport terminal building except:

- A. Firearms enclosed in a carrying case or other container for shipment by air.
- B. Firearms carried by peace officers, government employees, or members of the Armed Forces of the United States performing duties authorized by their agency.
- C. DRBA employees performing duties under the Airport's wildlife management program.

6.05 Fire Extinguishers

All tenants or lessees shall supply and maintain adequate fire extinguishers as required by the NFPA in leased facilities on the Airport. Extinguishers shall be maintained in an operable condition.

6.06 Open Flames

Open flames of any type, including but not limited to, open flame heaters, flare pots, or torches are not permitted on any part of the Airport without Permission from the Airport Management.

6.07 Exterior Cleaning of Aircraft

Exterior cleaning of aircraft with any type of cleaning detergent and water shall be done only in areas designated by Airport Management.

6.08 Fuel and Oil Spills

Fuels, waste oil, and other lubricants must be stored in approved containers. Used oil, Fuels, and other lubricants must be properly disposed of in accordance with state and federal laws. Disposing of Fuels and oil on the pavement or other areas is prohibited.

6.09 Hazards to Aviation

No person shall operate or release any Unmanned Aerial System, model aircraft, rocket, kite, balloon, parachute, or other device on or over the boundaries of the Airport or in runway approach areas that would create a hazard to safe flight without the prior approval of the Airport Management, except:

- A. Personnel of the National Weather Service, United States Department of Commerce, when performing their official duties.
- B. Persons releasing seeds, sprays, dusts, or similar substances for horticultural or agricultural purposes over farms adjacent to the Airport.

6.10 Combustible Materials

- A. No Person will dump any refuse, oil waste, or soil-can waste in any storm sewer, drainage ditch, or natural drain within or adjacent to the Airport boundary.
- B. No person shall keep uncovered trash containers in any outside area. Covered trash containers shall have a means of securing trash container cover to the receptacle.

6.11 Airport Management

Airport Management may, as necessary, establish Standard Operating Procedures (SOPs) with other individuals, groups, or agencies for dealing with the operational emergencies that arise on the Airport.

6.12 Right of Access to Airport Property

- A. Airport Management shall have the responsibility of providing and designating access gates in the perimeter fencing of the Airport for use by emergency equipment.
- B. Airport Management reserves the right to deny access to the Airport to any Person not directly connected with emergency operations.

6.13 Right to Inspect

Airport Management has the right to inspect all Airport buildings and property leased from the DRBA with prior notice.

6.14 Discharge of a Pollutant and Air Contaminant

Delaware law requires strict controls over the discharge of pollutants or air contaminants. Therefore, the following conditions apply at the Airport.

- A. **Spills.**
Any Hazardous Material or pollutant spill on a paved surface of the Airport which covers a surface area whose diameter is six (6) feet [1.8 meters] or greater, is a quantity of 25 gallons or more, or occurs on an unpaved surface area of the Airport, must be reported to the Department of Environmental Protection (DEP) of the State and to Airport Management.

B. Spill Containment Capability.

All Fixed Base Operators (FBOs) and tenants conducting Self-Fueling shall always have sufficient containment booms on hand to form a three (3) inch high barrier around the spill if the circumference of the containment circle is sixteen (16) feet [4.9 meters]. Additionally, they shall have sufficient cleanup absorbents, pillows, pads, etc. to pick up a minimum of ten (10) gallons [37.85 liters] of the product and to store the same (saturated booms, blankets, etc.) in a sealed container or containers until proper disposal can be affected. The salvage drum or drums shall be approved by the U.S. Department of Transportation (DOT-E-10102).

C. Deicing

The use of pavement and/or aircraft deicers at the Airport requires prior written approval from Airport Management. The following conditions shall apply:

- i. Obtains required local, state, and federal environmental permitting as required and comply with all applicable laws.
- ii. Airport Management shall inspect and approve of the containment plan and mechanisms to be used for aircraft deicing operations by tenants on their leased premises before issuing approval for aircraft deicing on the Airport.

D. Aircraft Washing

Exterior washing of aircraft on the Airport shall only be conducted in approved areas.

E. Right of Independent Action.

If Airport Management determines in its sole discretion during the course of an environmental incident that the responsible party is not capable of, has not, or refuses to take the appropriate action in a timely manner to mitigate the adverse environmental incident, then Airport Management reserves the right to employ those actions or services that the Airport Management determines appropriate to control and/or clean up the site. The cost of such actions or services shall be borne by the responsible party.

SECTION 7 - MINIMUM STANDARDS FOR AERONAUTICAL SERVICES

All commercial operators providing aeronautical services at the Airport must do so in accordance with the approved Minimum Standards for Aeronautical Services for Wilmington Airport.

SECTION 8 - PENALTIES

8.01 Violations

Any Person who knowingly, willfully, or recklessly violates any rule or regulation prescribed in these Rules and Regulations or any order or instruction issued by the Airport Management herein may be removed or rejected from the Airport, fined, and/or denied the future use of the Airport. Title 17, Chapter 1729 of Delaware Law permits the DRBA to issue penalties for violations of the Airport Rules and Regulations. Penalties for violations are contained in the Schedule of Fees and Charges. Additionally, violations of this Section will be enforced in accordance with Title 21, Chapter 41 of state of Delaware Code.

Any person operating or handling aircraft, or operating any Motor Vehicle, equipment, or apparatus on the Airport, or using any of the Airport facilities in violation of these Rules and Regulations shall be subject to the following penalties:

1 st Offense	2 nd Offense	3 rd Offense
\$100	\$250	\$500

Each violation of the relevant rules and regulations shall constitute a separate offense for which a separate penalty shall be imposed. The Superior Court or the municipal court in the municipality in which the violation occurs shall have jurisdiction to enforce and collect in summary proceedings any such penalty.

8.02 Tampering with Security Fences and Systems

Any Person tampering with, cutting, or altering any portion of the Airport perimeter fence to include gates, locks, and signs, or any Airport security system will be subject to the penalties provided by these Rules and Regulations and by Delaware law.

8.03 Unauthorized Access

Any Person found in the Airport Operations Area without authorization shall be considered trespassing and shall also be subject to the penalties provided by these Rules and Regulations and by Delaware law.

8.04 Parking

Parking penalties and offences are contained within the Airport's approved Rules and Regulations and Schedule of Fees and Charges. Additionally, any Motor Vehicle parked or left unattended in the posted or marked "No Parking" area or other restricted or prohibited areas may be towed or otherwise moved and impounded at the direction of any DRBA police officer per DRBA Tow Policy.

SECTION 9 - T-HANGAR RULES AND REGULATION

The following provisions govern use of T-hangars located at the Airport.

1. Each one of the individual T-hangar spaces is designed for the storage of one aircraft only. The storage of two or more aircraft in a single T-Hangar is prohibited. T-Hangars shall only be used for the storage of aircraft, except for the housing of the aircraft owner's Motor Vehicle while they are out with their plane (the Motor Vehicle must be removed upon return of the aircraft to the T-hangar), necessary housing of personal gear for which a small portable cabinet may be installed by occupant if desired, and housing of supplies and accessories required for use with one aircraft, exclusive of gasoline and oil.
2. No Major Maintenance or overhaul work is to be permitted or conducted in any of the T-hangar spaces without proper authorization. Owners are reminded of FAR 43, 65, and 91, prohibiting maintenance in unsuitable locations by unlicensed Persons.
3. Doors are to be kept closed at all times except when an aircraft is being moved in or out of the T-hangar. The T-hangar tenant will be responsible for security of the hangar door at all times.
4. In the assignment of the individual T-hangar spaces, active aircraft shall have preference over dead storage aircraft. Application for dead storage will be considered only in the event of excess available space and shall be subject to removal on 24 hours' notice when space is needed for active aircraft.
5. There shall be no structural alterations made to buildings, wiring, piping, or other; no holes drilled or punched, no nails or screws driven into any floor, walls, or ceilings, without the written approval of the DRBA. Any repairs that need to be accomplished shall be reported to the Airport Management office.
6. There shall be no lettering or signs, or any other painting done in or on the building.
7. There shall be no storage of snowmobiles, mobile homes, motorcycles or any non-aeronautical vehicles or equipment within any T-hangar.
8. The occupant shall keep his/her section of the building, grounds, and aprons pertaining thereto in a clean, neat, and orderly condition at all times.
9. All fire extinguishers will be inspected and certified once a year. The T-hangar occupant is responsible for the storing and safekeeping of the fire extinguisher during his/her time of occupancy.

It shall be the responsibility of a tenant who decides to relinquish his/her regularly assigned space to notify DRBA in writing one full month prior to the end of that respective month. This will preclude improper billing and facilitate planning for subsequent reassignment.

10. There shall be no refueling of aircraft inside the **T-hangar at any time.**
11. Hangar lights and aircraft engine heaters should not be left on unless the occupant is using the facility.
12. No aircraft may be tied down outside of any T-hangar.
13. No Fuels or oils may be disposed of on the ground at any time when using the facility.
14. There will be no smoking inside the T-hangars at any time.
15. Airport Management has the right to inspect all tenant premises and to observe tenant activities as a condition and a method of preventing unsafe practices.
16. Tenants shall acquire and maintain adequate liability insurance while renting a hangar.

SECTION 10- CONSTRUCTION AT THE AIRPORT

- A. No Person shall engage in any construction activities at the airport without the prior written consent of Airport Management. Construction work performed at the Airport without the prior written consent of Airport Management shall either be modified or removed from the Airport, and the property restored to the condition prior to work.
- B. Prior to the commencement of proposed construction, the proposer shall submit to Airport Management an electronic set of plans including specifications that have been signed and stamped by a licensed engineer in the state of Delaware. Additionally, the development requires a completed FAA Form 7460 "Notice of Proposed Construction or Alteration." Airport Management may refuse to provide consent if any such proposed work of the construction:
 1. Is structurally unsound, unsafe, hazardous or improper for the use and occupancy for which it is designed or does not comply with the harmony of exterior architecture of similar existing or future construction at the Airport.
 2. Is not compatible with external building materials and finishes of similar existing or future construction at the Airport or will not provide for sufficient clearances for Taxiways, Runways, or Aprons.
 3. Is designed use for purposes other than those authorized by Airport Management.
 4. Does not provide adequate circulation arteries for vehicle and pedestrian traffic and fire-fighting equipment.

5. Interferes with the line of sight between the Air Traffic Control Tower and the public landing area at the Airport, or the navigational-aids and approaches to the Airport.
 6. Does not comply with the Airport Layout Plan and Approved Major Development Plan.
 7. Lacks any required permits from SHPO, DELDOT, DNREC, FAA, New Castle County including building, sewer and water, County Planning approval, or the State Aeronautics office.
 8. It would be in violation of any applicable local, state, or federal laws.
- C. Construction must comply with FAA Advisory Circular 150/5370-2, current edition.
- D. All work shall be done in accordance with and the approved plans and specifications submitted to Airport Management. Any changes to the construction that may impact the Airport must be coordinated with Airport Management for consent.
- E. Nothing in this Section shall be construed to impose upon the DRBA any obligations to construct or maintain or to make repairs, replacements, alterations, or additions, or shall create any liability for any failure so to do. The DRBA shall in no event be liable for any injury or damage to any Person or property.

SECTION 11 - SECURITY REQUIREMENTS

All Persons using the Airport are subject to and shall comply with all security requirements of the DRBA, the FAA, the TSA, and any other governmental bodies with jurisdiction over security matters at the Airport.

Persons may be provided DRBA identification badges providing specific levels of access to the Airport Operations Area or other secure areas. Badges must be worn in plain sight and above the waist at all times within security areas of the Airport.

No Person shall obtain or attempt to obtain access to any area of the airport for which such Person has not been authorized by the Airport Management to have access

12552. RESOLUTION 26-04 AMENDS THE RULES AND REGULATIONS OF THE WILMINGTON AIRPORT OPERATED BY THE DELAWARE RIVER AND BAY AUTHORITY.

WHEREAS, the Delaware River and Bay Authority (the “Authority”) is the operator of the Wilmington Airport (the “Airport”), located in New Castle, Delaware; and

WHEREAS, the Authority has adopted Rules and Regulations for the Airport; and

WHEREAS, the Authority has a responsibility to review and make modifications to the Airport’s Rules and Regulations from time to time; and

WHEREAS, the Authority has determined that the revised Rules and Regulations are necessary and proper to govern the operation of the airport and meet FAA policy; and

WHEREAS, the public and users of Wilmington Airport were provided twenty days to comment on proposed changes to the Airport’s Rules and Regulations; and

WHEREAS, under Article VII(d) of the Compact, after the Board of Commissioners approval, the Rules and Regulations will be filed with the Secretary of State of the States of Delaware and New Jersey and will take effect at that time; and

NOW, THEREFORE, BE IT RESOLVED that the Rules and Regulations dated December 2005 for Wilmington Airport are hereby amended by the attached Rules and Regulations, effective February 1, 2026.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Secretary of the Board of Commissioners is hereby authorized and directed to file a copy of said Rules and Regulations with the Secretary of State of the States of Delaware and New Jersey.

Resolution 26-04 was moved by Commissioner Houghton, seconded by Commissioner Mehaffey, and was approved by a roll call vote of 9-0.

Resolution 26-04 Executive Summary

Resolution: Amend the Rules and Regulations for the Wilmington Airport operated by the Delaware River and Bay Authority.

Committee: Economic Development

Committee Date: January 21, 2026

Board Date: January 21, 2026

Purpose of Resolution: To amend the Rules and Regulations of the Wilmington Airport and place them on file with the Secretary of each State.

Background for Resolution: There are Rules and Regulations adopted for each airport operated by the Authority that governs the operation and activities at each facility. The last update to the Wilmington Airport's Rules and Regulations was December 2005. Airport staff recommend updating Airport Rules and Regulations from time to time to reflect changes in the aviation industry and with FAA policy.