



City of Phoenix Aviation Department Rules & Regulations

Number: 03-02

Authority: This Rule and regulation is promulgated pursuant to City Code Chapter IV. Article 11. 4-30, 4-31, 4-32, 4-35, 4-36.

Rule and Regulation: **Aircraft Operations**
No touch and go operations are allowed unless written permission is given by the Director of Aviation or designee.

Parking

All aircraft must park at the termination of their flight operations in an approved parking area, either a gate, apron, FBO, private hangar, tie down or pre-designated area.

Pushing Back

Aircraft shall leave the gate by being pushed back by a tug. Extreme caution will be used when performing this operation and at no time will the pushback enter a taxiway without prior authorization from Air Traffic Control. Support personnel and wing walkers shall not enter movement areas (i.e., runways, and taxiways). Prior approval shall be obtained from the Aviation Director or his designee before powering back from any gate position.

Engine Run-Ups

Aircraft may conduct an engine run-up at high RPM only in designated areas. Any persons wishing to conduct any type of engine run-up shall seek authorization from the Deputy Aviation Director-Operations or his designee(s). Engine run-ups between 2300 and 0500 hours are prohibited. Extreme caution shall be used when performing this operation.



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Towing Procedures

Towing activities not authorized by this rule are deemed careless and negligent. This section applies to any airport user wishing to conduct aircraft towing activities on or in the AOA (Taxiways/Runways). Any person wishing to conduct aircraft towing activities on the AOA, shall seek Authorization from the Deputy Aviation Director-Operations or his designee(s). All alert, emergency, or runway crossing aircraft towing activities shall be escorted by Operations personnel. Support personnel and wing walkers must not enter movement areas (i.e., runways, and taxiways).

Users must submit for review their aircraft towing training procedures and the names of authorized towing personnel. All user personnel shall successfully complete their company's training program before towing aircraft on the AOA

at Sky Harbor International Airport. All user training procedures shall demonstrate familiarization with the following:

1. Radio Communications procedures with ATC
2. APU/External power usage during towing.
3. Cockpit emergency procedures, i.e., use of brakes, emergency braking, APU shutdown.
4. Communication procedures between tractor driver and person occupying the captains seat.
5. Signalmen, hand signals.
6. Positioning of wing walkers.
7. Aircraft parking brake and wheel chocking procedures.

While towing an aircraft, the person in the cockpit shall observe all local airport (and FAR) regulations. He or she shall contact the applicable airport control tower by radio to secure clearance as required to move the airplane. The Aviation Director has authorized the Operations Division to conduct inspections and enforce violations regarding improper towing procedures. All violations are subject to notice of violation.



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Taxiing

FAA Air Traffic Control Approval shall be obtained prior to moving any aircraft or vehicle onto the movement area. When taxiing on ramps pilots must stay on taxi-lanes or lead-in-lines whenever possible. No person may operate an aircraft on any part of the surface of an airport in a careless or reckless manner so as to endanger the life or property of another. Aircraft have the right-of-way over all modes of transportation on the airfield. However, safety is the utmost importance and no aircraft will abuse this privilege and disregard safety.

Runway Crossing (Maintenance Operations)

No individual, other than a licensed and type rated pilot, shall be allowed to taxi an aircraft on or across any runway at Sky Harbor International Airport unless escorted by Airport Operations personnel.

Any person, other than a licensed and type-rated pilot, wishing to taxi an aircraft on or across a runway at Sky Harbor International Airport shall contact the Deputy Aviation Director-Operations or his designee (Oscar-30) at (602)-273-3302 and coordinate for an Operation's escort. Upon request, the Oscar-30 will dispatch an Airside Operations Assistant to provide escort. The assigned Operations Assistant will conduct the escort and be responsible for all Air Traffic Control communications.

The foregoing Rule and regulation is hereby amended this day of May 7, 2001.


David Krietor
Aviation Director


Nancy Kesteloot
Assistant City Attorney