



PHOENIX DEER VALLEY AIRPORT



PHOENIX SKY HARBOR  
INTERNATIONAL AIRPORT  
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## City of Phoenix Aviation Department Rules & Regulations

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**Number:** R&R 03-02

**Authority:** This Rule and Regulation (Rule) is promulgated pursuant to Phoenix City Code Chapter 4, Article II, Sections 4-30, 4-31, 4-32, 4-35, and 4-36.

**Rule and Regulation:** Aircraft Operations

### Definitions

*Aircraft* means a device that is used or intended to be used for flight in the air.

*Airport* means all the land, buildings, and facilities comprising Phoenix Sky Harbor International Airport, as applicable, as now existing or as the same may hereafter be expanded and developed, unless otherwise designated.

*Airside Operations* means the City of Phoenix Aviation Department Airside Operations Section.

*Air Operations Area (AOA)* means any area of the Airport that is used or specified to be used for the movement of aircraft, including movement areas, aprons, loading ramps, safety areas, and general aviation areas that are separated by adequate security systems, measures, and procedures.

*Applicable Law* means any applicable federal, state, county, or local law, rule, or regulation, including City of Phoenix Aviation Department Rules and Regulations.

*Engine run-up* means the operation of an aircraft engine at power settings more than those needed for normal taxiing, typically for the purpose of testing engine performance, systems functionality, or maintenance verification.

*FAA* means the Federal Aviation Administration.

*FBO* means Fixed Base Operator.

*Gate* means an Airline Operating Gate, which is a designated aircraft parking position at a terminal facility that is assigned to, leased by, or otherwise under the operational control of a commercial air carrier for the purpose of enplaning and deplaning passengers, loading and unloading baggage and cargo, and conducting other ground handling activities in support of scheduled or chartered air service.



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*Movement area* means any restricted portion of the Airport specifically meant for aircraft movement, including taxiways, runways, and safety areas under the direct control of the FAA Air Traffic Control tower.

*Pushback* means a ground handling procedure in which an aircraft is pushed backward away from the gate or parking position using a tug or tow vehicle.

*Stop and Go* means a maneuver where an aircraft lands on a runway, comes to a complete stop, and then takes off again from the same runway without exiting it.

*Touch and Go* means a maneuver where an aircraft lands on a runway and immediately takes off again without coming to a full stop.

*Tug* means a specialized vehicle designed to move aircraft on the ground without the use of the aircraft's own power.

### **Touch and Go**

Touch and Go and Stop and Go operations are prohibited at the Airport unless written permission is given by the City of Phoenix Deputy Aviation Director of Operations or designee.

### **Parking**

All aircraft must park at the termination of their flight operations in an approved parking area. Approved parking areas may be a gate, apron, FBO, private hanger, tie down, or other pre-designated area. Parking areas are approved by Airside Operations or the relevant leaseholder, subject to any limitations found in the leaseholder's lease.

### **Pushing Back**

Aircraft shall leave the gate by being pushed back by a tug. Extreme caution must be used when performing this operation. At no time will the pushback enter a taxiway without prior authorization from Air Traffic Control. Support personnel on foot such as wing walkers shall not enter the movement area without prior authorization from Airside Operations. Support personnel may enter and exit the movement area on pushback equipment. Engine reverse thrust power back operations from any aircraft gate or aircraft parking spot location are prohibited unless prior approval has been obtained from the Deputy Aviation Director of Operations or designee.



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### **Engine Run-Ups**

Any persons wishing to conduct any type of engine run-up must receive authorization through the Deputy Aviation Director of Operations or designee. Aircraft may conduct an engine run-up at high RPM only in designated areas while under observation by Airside Operations. Extreme caution shall be used when performing this operation.

### **Idle Engine Run-Ups**

Any persons wishing to conduct an idle engine run-up at an aircraft parking gate must seek authorization through the Deputy Aviation Director of Operations or designee. There shall be a minimum of two authorized personnel on the ramp to perform idle engine runs. One of the two personnel shall be in the flight deck at all times. The second (tail flag person) shall be positioned out of danger behind the aircraft to alert passing vehicles.

No engine run-up shall be performed at a setting above idle.

### **Towing Procedures**

Towing activities not authorized by this Rule are deemed careless and negligent. This Towing Procedures section applies to any Airport user wanting to conduct aircraft towing activities on or in the movement area and non-movement area of the AOA. All alert, emergency, or runway crossing aircraft towing activities shall be escorted by Airside Operations personnel. Support personnel such as wing walkers must not enter the movement area on foot without prior permission from Airside Operations. Support personnel may enter and exit the movement area on pushback equipment.

Movement area tow operators must operate in the tow position (not the push position), have completed the Airside Operations Movement Area computer-based tow training, and have completed a check ride certification by Airside Operations or approved designee prior to operating in the movement area. They shall also observe all Applicable Laws. Tow operators must contact the applicable Airport FAA control tower by radio to secure clearance as required to move the aircraft prior to entering the movement area.

If no movement area certified person is available, call the on-duty Airside Operations Supervisor (Oscar 30) at 602-273-2008 and Airside Operations personnel will provide escort. The Airside Operations personnel will perform all radio communications for the aircraft while under Airside Operations escort.



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All tow training procedures shall demonstrate familiarization with the following:

1. Understanding Movement, Non-movement Areas and overall situational awareness
2. Understanding aircraft gates, taxilane markings and ramp locations
3. Understanding differences between taxiway and runway
4. Understanding of taxiway and runways markings and lighting
5. Radio Communications
  - a. FAA Control Tower, Ground Crew and Ramp Control (if applicable)

Non-movement area pushing and towing do not require movement area training but will require internal airlines push and tow training.

Records of internal airlines training may be inspected periodically by Airside Operations.

The Aviation Director has authorized Airside Operations to conduct inspections and enforce violations regarding improper towing procedures. All violations are subject to Notice of Violation and/or loss of movement area tow privileges.

### **Taxiing**

FAA Air Traffic Control approval shall be obtained prior to moving any aircraft or vehicle into the movement area. Taxiing aircraft must stay on taxiway and taxilane centerlines or lead-in-lines when taxiing on ramps whenever possible, unless otherwise authorized by Airside Operations. No person may operate an aircraft on any part of the surface of an Airport in a careless or reckless manner which may 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 for Maintenance Operations**

Only a licensed and type rated pilot shall be allowed to taxi an aircraft on or across any runway at an Airport without an escort. Any person, other than a licensed and type rated pilot, requesting to taxi an aircraft on or across a runway at Phoenix Sky Harbor International Airport shall contact the on-duty Airside Operations Supervisor (Oscar 30) at (602)-273-2008 and coordinate to receive an Airside Operation escort. Upon approval, the Oscar 30 will dispatch Airside Operations personnel, and the assigned



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Airside Operations Assistant will conduct the escort and be responsible for all FAA Air Traffic Control communications.

### **Roles and Responsibilities:**

The foregoing Rule is hereby adopted and promulgated this 22<sup>nd</sup> day of April, 2026.

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Chad Makovsky, A.A.E.  
Aviation Director

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Carolina Potts  
Assistant Chief Counsel