



Tucson International Airport (TUS) AOA Driving Rules and Regulations

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TUCSON INTERNATIONAL AIRPORT (TUS) AOA DRIVING RULES & REGULATIONS

REVISION INDEX

Revision	Date Revised	Page(s)	Description of Change(s)
1	09/27/12	All	Plan Creation
2	11/29/12	14,33	Revised pages 14 and 33
3	05/30/13	29-32	Title change Acting Director
4	03/23/14	28-32	Title changes
5	04/17/15	30-36	Department name change
6	03/01/16	All	Comprehensive re-write
7	04/01/18	All	Comprehensive re-write
8	05/01/18	All	Complete revision
9	10/23/18	8	Added 5.28 Movement Area Driver definition Added 5.30 Non-Movement Area Driver definition
10	10/23/18	10	Added 5.42 "T" designation definition.
11	10/23/18	14	Added Taxi Aircraft to section b. Added section e "Taxi Aircraft" requirements.
12	06/18/21	All	Complete Revision
13	05/15/2023	All	Reworded training requirements adjusted formatting/layout and updated the AOA map. Changed Director of Airside Operation to Director of Operations and Maintenance. Defined "vehicle". Defined CCM.
14	11/28/2023	All	Updated training requirements, changed AOA map, added an MVR section, and formatting adjusted. Defined signatory, FAA, and ACs. Added/defined "designee."
15	4/28/2025	15	Added section 8.8-Fueling Vehicles

16	4/28/2025	22 & 23	Updated Appendix A.1 and A.4
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1.0 Purpose

To provide clear direction for ground vehicle access and operations within the Air Operations Area (AOA) of the Tucson International Airport (TUS).

2.0 Goal

The goal of this program is to ensure safe driving and compliance with airport rules and regulations. Accomplishing this goal requires that airlines, tenants, and other users of TUS work closely with the Tucson Airport Authority (TAA) to promote a culture of high standards for training, safety, and compliance.

3.0 Authority

The Tucson Airport Authority (TAA) is the governing body for TUS, a certified Part 139 Class I Airport by the Federal Aviation Administration (FAA) under 14 CFR 139.

4.0 Applicability

These AOA Driving Rules and Regulations apply to ALL users of, and any person on any location within the Air Operations Area (AOA) at TUS. All applicable federal, state, and local laws are incorporated into and apply to these Rules and Regulations.

5.0 Definitions

The following words and phrases when used in these Rules and Regulations shall have the meanings given below:

- ❖ **Accident** – a collision or other incident between one aircraft or vehicle and another aircraft, vehicle, person, or object that may result in property damage, damage to the airport, personal injury, or death.
- ❖ **Advisory Circulars (AC)** – is a document issued by the FAA to provide guidance and information on a specific topic related to aviation safety, regulation, or best practices.
- ❖ **Air Operations Area (AOA)** – all areas at Tucson International Airport (TUS) inside the perimeter fence. This area includes runways, taxiways, ramps, and perimeter roads, as depicted on Appendix B.
- ❖ **Air Traffic Control Tower (ATCT)** – a service operated by the Federal Aviation Administration to promote the safe, orderly, and expeditious flow of air and airside ground traffic, commonly referred to as the “Tucson Tower” or the “Tower.”
- ❖ **Airport Communications Center (ACC)** – the TAA department that communicates and disseminates emergency and non-emergency information to units or individuals with an operational need to know, also assists tenants and the general public by providing general information.
- ❖ **Authorized Signatory (Signatory)** – an individual or designated representative who is authorized to sponsor individuals and request airport identification media on behalf of their agency.

- ❖ **Consecutive Calendar Month (CCM)** – a duration of time used by the FAA for training and record retention requirements. Example, if required training is completed on January 15, 2022, “twenty-four consecutive calendar months” will end on January 31, 2024. If required training is completed on January 28, 2022, “twelve consecutive calendar months” will end on January 31, 2023.
- ❖ **Escort** – a person authorized by the TAA to accompany, monitor, direct, and control the actions of other persons or vehicles to operate on the Movement Area or Non-Movement Area. Driver Escorts can only escort in an area in which they are authorized to drive.
- ❖ **Foreign Object Debris (FOD)** – debris that can cause damage to aircraft engines, tires, or skin from rocks, trash, or the other debris found on runways, taxiways, and aprons.
- ❖ **Light Gun** – a handheld, directional light-signaling device that emits a bright narrow beam of white, green, or red light, as selected by the Tower controller.
- ❖ **Movement Area** – the runways, taxiways, safety areas and other areas of an airport that aircraft use for taxiing, takeoff, and landing, exclusive of loading aprons and parking areas. These areas are controlled by the Air Traffic Control Tower. Movement Areas are depicted on Appendix B.
- ❖ **Non-Movement Areas** – the area, other than described as the Movement Area, used for the loading, unloading, and parking of aircraft. This may include the apron areas, and on-airport fuel farms. These areas include: taxi lanes, aprons, the perimeter road, and other designated roadways, and other areas not under the control of the Air Traffic Control Tower. The Non-Movement Area is depicted on Appendix B.
- ❖ **Perimeter or Service Road** – a designated roadway for vehicles (excluding aircraft) in a Non-Movement Area. The primary Airport perimeter road is depicted on Appendix B.
- ❖ **Runway** – a defined area on an airport prepared for the landing and takeoff run of aircraft along its length.
- ❖ **Runway Incursion** – any occurrence at an airport involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and takeoff of aircraft.
- ❖ **Runway Safety Area (RSA)** – a defined surface surrounding the runway 250 feet off the runway centerline and 1,000 feet off each end, or as required by the FAA.
- ❖ **Security Identification Display Area (SIDA)** – the portions of an airport, specified in the TAA Airport Security Program, in which security measures required by the Transportation Security Administration regulations must be carried out. This area includes the Secure Area and may include other areas of the airport.
- ❖ **Spotter** - is a person used in vehicle, equipment, or load maneuvers to assist a driver who may not have a clear view in their direction of travel. They will move around the vehicle, equipment, or load to determine the best trajectory and communicate this with the driver.
- ❖ **Surface Incident** – unauthorized or unapproved movement within the designated Movement Area (excluding Runway Incursions), or an occurrence that affects or could affect the safety of flight.
- ❖ **Taxi Mechanic** – individual that is qualified to start, run, taxi or tow a particular type of aircraft.
- ❖ **Taxiways** – those parts of the Movement and Safety Areas designated for the surface maneuvering of aircraft to and from the runways and aircraft parking areas.

- ❖ **The Federal Aviation Administration (FAA)** – is the agency of the United States Department of Transportation responsible for the regulation and oversight of civil aviation within the U.S., as well as operation and development of the National Airspace System. Its primary mission is to ensure safety of civil aviation.
- ❖ **Vehicle** - means every description of carriage or other contrivance propelled or drawn by mechanical power and used for personal, business, or commercial purposes in the transportation of passengers, passengers and property, or property or cargo. The term vehicle includes aircraft being taxied under their own power by a non-pilot or being towed with no intention for flight.
- ❖ **Vehicle or Pedestrian Deviation (V/PD)** – any entry or movement on the airport Movement Area or Safety Area by a vehicle operator or pedestrian that has not been authorized by Air Traffic Control.

6.0 Driving Prerequisites, Training, and Licensing

6.1 Required Documents

- 6.1.1 Valid State Issued Driver's License.
- 6.1.2 Three (3) year Motor Vehicle Record (MVR) upon initial issuance of driving privileges and for renewal of driving privileges.

6.2 Motor Vehicle Record (MVR)

- 6.2.1 The Airport Security Office (ASO) must receive a printed three (3) year MVR upon initial issuance of driving privileges and for renewal of driving privileges. The ASO will review the MVR and report any driving infractions or driving related incidents to the Director of Operations and Maintenance (Director).
- 6.2.2 At the discretion of TAA Airside Operations, Non-movement Area Drivers, Movement Area Drivers, and Taxi Mechanics will require an MVR review if a driving infraction or driving related incident is reported.
 - 6.2.2.1 If TAA Airside Operations requires an MVR review, the driving privileges of the individual will be immediately suspended. The ASO must receive a printed MVR and evaluate the MVR for any driving infractions or driving related incidents. The ASO will report them to the Director. The Director or his/her designee (pursuant to TAA organizational reporting lines) will make the final decision on whether to restore the driving privileges of the individual.
 - 6.2.2.2 If the Director or his/her designee decides to uphold the suspension or revoke the driving privileges of the individual. TAA Airside Operations will issue an Administrative Notice of Violation outlining the length of the suspension or revocation. Points may also be assessed against the individuals driving record.

6.3 Non-Movement Area

6.3.1 Applicability

- 6.3.1.1 Drivers who operate a vehicle in the Non- Movement Area, including the perimeter road, tenant-leased areas, and apron areas as depicted on Appendix B.
- 6.3.1.2 Drivers must provide proof of operational need in order to drive in the Non-Movement Area.

6.3.2 Initial Testing and Training

- 6.3.2.1 Training includes an interactive computer program, or such other methods or materials approved by TAA Airside Operations.

6.3.3 Additional Testing

- 6.3.3.1 TAA Airside Operations may require a driver to attend TAA provided remedial training following a violation, accident, incident, or if TAA otherwise determines that such remedial training is necessary.

6.3.4 Renewal

- 6.3.4.1 To maintain authorization to drive in the Non-Movement Area, drivers must complete the computer training course at least once every twenty-four (24) Consecutive Calendar Months (CCM).

6.3.5 Test Retake Procedures

6.3.5.1 Applicants are required to successfully pass the computer training course before driving privileges are granted.

6.4 Movement Area

6.4.1 Applicability

6.4.1.1 Drivers who operate a vehicle in the Movement Area, including the runways, taxiways and safety areas as depicted on Appendix B. Approval of Movement Area driving requests resides with the Director of Operations and Maintenance or his/her designee.

6.4.1.2 Movement Area drivers must have an operational need to drive in the Movement Area and must be able to read, speak, hear, and understand the English language so the driver can communicate with the ATCT and understand ATCT instructions, via two-way radio.

6.4.1.3 Only qualified employees of TAA, FAA, Arizona Air National Guard (ANG), and Taxi Mechanics (only when taxiing aircraft) will be eligible to obtain authorization to drive/taxi in the Movement Area. The Director of Operations and Maintenance or his/her designee may grant driving privileges to other qualified employees, as needed.

6.4.2 Initial Testing and Training

6.4.2.1 Training includes an interactive computer program, classroom instruction, or such other methods or materials approved by TAA Airside Operations.

6.4.2.2 A practical exam may be administered by TAA Airside Operations prior to initial issuance of movement area privileges. TAA Airside Operations in its sole discretion may permit other departments and tenants to administer their own practical exam. Printable copies of the exam must be sent to TAA Airside Operations prior to driving privileges being granted.

6.4.3 Additional Testing

6.4.3.1 TAA Airside Operations may require a driver to attend TAA provided remedial training following a violation, accident, incident, or if TAA otherwise determines that such remedial training is necessary.

6.4.4 Renewal

6.4.4.1 To maintain authorization to drive in the Movement Area per FAA regulations each driver and Taxi Mechanic must complete the classroom instruction at least once every twelve (12) CCM.

6.4.5 Test Retake Procedures

6.4.5.1 Applicants are required to successfully pass the computer training course and the practical driving exam (if applicable) before driving privileges are granted. If a driver fails the practical exam more than three (3) times, at the discretion of the Director of Operations and Maintenance or his/her designee they may be deemed ineligible to receive TAA driving privileges.

6.5 Expiration

- 6.5.1 TAA driving privileges shall expire at 12:00 a.m. on the date specified on the driver's badge, or when a driver's employment with TAA or any of TAA's tenants' ends. If a driver has been terminated or resigns, the driver or employer/signatory must return the badge to the Airport Security Office.

6.6 Obligation to Report

- 6.6.1 Each driver and, if applicable, the driver's employer/signatory must inform the Airport Security Office of any changes in employment or job responsibility that may affect the driver's TAA driving privileges at the time of the change.
- 6.6.2 Each driver must immediately report any type of Accident, Incident, Surface Incident, Deviation, V/PD, Runway Incursion, or any unusual or suspicious activity on the AOA to the TAA Airport Communications Center (ACC) at 520-573-8182 or by dialing 9-1-1 in the event of an emergency. Failure to do so may result in permanent revocation of TAA driving privileges.
- 6.6.3 Each driver must immediately report to the Airport Security Office any suspension or revocation of his/her state issued driver's license.

7.0 Vehicle Standards and Markings

7.1 Vehicle Requirements

- 7.1.1 Vehicle owner/operators are responsible for vehicles being in sound mechanical condition with unobstructed forward and side vision from the driver's seat. Sound mechanical condition means that the vehicle is safe for driver use, and includes but is not limited to, a functional engine that does not emit smoke, brakes that function properly and do not grind, squeal or smoke when the driver attempts to slow or stop the vehicle, that the steering wheel and any shift mechanisms function properly so the driver can maintain control of the vehicle, headlights or tail lights are fully operational, tires are in good condition and there are no leaking fluids.
- 7.1.2 Vehicles operating in the Movement Area and Safety Areas shall be equipped with a flashing yellow beacon light as specified by the most current Advisory Circular 150/5210- 5 *Painting, Marking, and Lighting of Vehicles Used on an Airport*, (which may include orange/white flag on construction vehicles or flashing lights on an authorized emergency vehicle). Such lights must be activated when on the Movement Area.
- 7.1.3 All aircraft refueling vehicles and any other vehicle eight (8) feet or more in width shall be equipped with an operable flashing yellow beacon or approved equivalent.
- 7.1.4 All vehicles operating in the AOA must have current registration and insurance. Proof of insurance and registration must be kept in the vehicle at all times.
- 7.1.5 Carts or equipment being towed or carried after sunset must have side and rear reflectors, or rear lights.
- 7.1.6 Service vehicles and fuel trucks shall carry the appropriately rated and inspected (and current) fire extinguishers.

7.2 Vehicle Identification

- 7.2.1 Vehicles operating in the Movement and Non-Movement Area must be properly marked, as outlined in the most current Advisory Circular 150/5210-5.
- 7.2.2 Vehicles must display a company logo that is at least 10" x 10" and is placed on the driver and passenger sides of the vehicle. This requirement does not apply to a tenant's personal vehicle operated pursuant to the Tenant Leased Area authorization for use within the tenant's exclusive leased premises.
- 7.2.3 Personal vehicles operating on the Tenant Leased Area must have a placard on the dashboard no smaller than 8 ½" X 11" identifying their landlord. The placard must be displayed at all times while inside the AOA.
- 7.2.4 Personal tenant vehicles are not allowed to drive outside of the Tenant Leased Area and use of the Perimeter Road is strictly for navigating from an approved entry/exit point to the Tenant Leased Area. Driving anywhere else on the AOA requires TAA approval.

7.3 Vehicle Deficiencies

- 7.3.1 TAA Airside Operations may issue an Administrative Notice of Violation to a driver operating a vehicle that is not in compliance with these Rules and Regulations.
- 7.3.2 Should the vehicle be company-owned, the company owner will be notified and may be subject to the Administrative Notice of Violation.
- 7.3.3 In the event the Administrative Notice of Violation is issued for any unsafe or dangerous vehicle condition, the vehicle will not be allowed to operate on the AOA until the deficiency has been corrected and re-authorized by the TAA Airside Operations.

7.4 Compliance Checks

- 7.4.1 TAA will conduct spot checks of vehicles and drivers on the AOA for compliance with the vehicle and driver requirements of these Rules and Regulations. Compliance checks can be performed by the TAA Airside Operations, Airport Police Department, Airport Fire Department, Airport Maintenance Department.

8.0 Driving Rules and Regulations

8.1 Driving Rules

- 8.1.1 Aircraft and passengers always have the right-of-way.
- 8.1.2 No driver shall enter the AOA unless authorized by TAA Airside Operations (by means of a TAA issued badge with a driver's authorization) or unless the driver's vehicle is under escort.
- 8.1.3 Each driver shall operate on the AOA only in those areas the driver has been expressly authorized to access by TAA Airside Operations, as indicated on their TAA issued badge.
- 8.1.4 Each driver on the AOA must carry their state issued driver's license, the applicable TAA issued badge that identifies the driver as authorized to operate within one of the areas listed below:
 - a) Non-Movement Area
 - b) Movement Area
 - c) Taxi Mechanic
- 8.1.5 No driver shall operate a vehicle outside of the area(s) as indicated on the driver's TAA issued badge.
- 8.1.6 All vehicles operated on the AOA must have vehicle liability insurance as required by TAA. All vehicle liability insurance questions should be directed to the Tucson Airport Authority at 520.573.8100.
- 8.1.7 All vehicles that fail to provide insurance upon request or report changes to insurance will not be allowed to operate on the AOA until proof of insurance has been submitted and reauthorized by the TAA Administration in order to return to service on the AOA.
- 8.1.8 No vehicle shall pass another vehicle in a designated roadway.
- 8.1.9 No portion of a vehicle shall pass underneath any portion of an aircraft.
- 8.1.10 No vehicle shall pass between an aircraft and the passenger terminal when the aircraft is parked at a gate position except those vehicles servicing the aircraft.
- 8.1.11 All vehicles shall drive the airport perimeter and service roads to move between areas on the airport.
- 8.1.12 Except for drivers under approved escort, each driver entering the Movement Area shall have an operable two-way radio, be in communication with the ATCT, and obtain clearance from the ATCT.
- 8.1.13 If a driver requires an escort while on the AOA, a proper escort must be maintained at all times. Escorts have a duty to ensure the safety and security of the persons they are escorting. Therefore, they should always position themselves in a way that maximizes their control over the situation. For example, when escorting someone in a vehicle, the escort should sit in the front passenger seat and monitor the driver's actions. Escorts should never drive behind the escorted vehicle, as this would limit their ability to intervene or respond to any emergencies.
- 8.1.14 A driver must not allow a person under escort to operate the driver's vehicle in the AOA, except for TAA authorized training purposes.

- 8.1.15 Towing aircraft in the Movement Area requires TAA Airside Operations coordination and a proper escort.
- 8.1.16 No person shall:
- a) Operate any vehicle that is overloaded or carrying more passengers than the vehicle is designed to carry;
 - b) Ride on the running board or stand up in the body of a moving vehicle;
 - c) Ride with arms or legs protruding from the body of a vehicle except when the vehicle was designed for such use;
 - d) Request permission or an escort to cross the Movement Area for the purpose of convenience or to expedite travel time.
- 8.1.17 A spotter is required whenever the view of the driver is restricted or obscured.
- 8.1.18 Container carriers and tugs shall tow no more carts, pods, or containers than are practical, under control, tracking properly, and safe.
- 8.1.19 No driver shall operate a vehicle or other equipment within the AOA while impaired. TAA considers impairment as anything that could impede someone's ability to function safely, including but not limited to the use of drugs or alcohol. (Impairment can be caused by chemical factors, such as legal or illegal substances; physical factors, like fatigue; and psychological factors, like mental distress, which can equally put an individual and other team members at risk as well.)
- 8.1.20 Each driver using an airport perimeter (security) gate shall ensure the gate closes behind the vehicle prior to leaving the vicinity of the gate. The driver shall also ensure no unauthorized vehicles or persons gain access to the AOA while the gate is open.
- 8.1.21 Drivers shall not operate vehicles in a reckless or careless manner.
- 8.1.22 No person shall leave the scene of an accident until authorized by a TAA representative.
- 8.1.23 No person shall flee or attempt to elude a TAA representative.
- 8.1.24 No person shall drive or park a vehicle under a passenger loading bridge at any time.
- 8.1.25 The use of portable headphones, or other listening devices while operating a vehicle is prohibited. Except for approved ground radios or radios used for official or business communications, all radios or other music or sound producing devices must be turned off.
- 8.1.26 All vehicle occupants shall wear seat belts.
- 8.1.27 Each driver is responsible for the activities of each vehicle passenger on the AOA of the airport.
- 8.1.28 No person may transport passengers in any vehicle unless that vehicle is equipped with a seat intended for use by a person other than the driver.
- 8.1.29 No person or vehicle shall litter or cause FOD.
- 8.1.30 All Movement and Non-Movement Area drivers will pick up and properly dispose of FOD seen in Movement and Non-Movement Areas.
- 8.1.31 Immediately report any person or vehicle observed littering or creating a FOD hazard to TAA Airside Operations at 520-245-5766 or 520-573-8182.

- 8.1.32 The use of scooters, mini-bikes, roller skates/blades, skateboards and bicycles are prohibited on the AOA.
- 8.1.33 All-Terrain Vehicles (ATV's) may be used only for transportation, i.e., driving to and from hangars or other facilities, and construction.
- 8.1.34 Recreational use (e.g., jogging, tours, or sightseeing) of the Perimeter Road, Aprons, or any other part of the AOA is prohibited.
- 8.1.35 The use of cell phones while driving in the AOA is prohibited. Exception: The use of cell phones while driving in the AOA is authorized only for TAA Airside Operations, TAA Maintenance, TAA Police, and TAA Fire Department.

8.2 Speed Limits

- 8.2.1 All vehicles must operate within the posted speed limit.
 - a) Perimeter road – 25mph.
 - b) Commercial and Cargo aprons, G.A. and Run-up ramps including service roads – 15mph.
 - c) Baggage area – 5mph.
- 8.2.2 Drivers must be aware of their speed when driving near actual or potential hazards.

8.3 Construction

- 8.3.1 Vehicles operated pursuant to and in compliance with a TAA approved Ground Rules for Construction are required to abide by these Rules and Regulations, including training and testing requirements.
- 8.3.2 Vehicles operating on the AOA must adhere to the approved Construction Safety Phasing Plan (CSPP), operate within the designated work areas, and use only approved haul routes.

8.4 Traffic Control

- 8.4.1 Drivers shall obey all posted regulatory markings, traffic signals, and all instructions of a TAA representative, the ATCT or any other designated person charged with traffic control and enforcement.
- 8.4.2 Loss of 2-way communication with ATCT: See Appendix-C.

8.5 Parking

- 8.5.1 No vehicle or equipment shall be stopped or parked, except in designated parking areas, other areas designated by TAA Airside Operations, or when in compliance with the direction of a TAA representative or traffic control device.
- 8.5.2 No person shall park a vehicle or equipment within an area that restricts the movement of a passenger loading bridge or aircraft.
- 8.5.3 When not serving aircraft or undertaking their intended functions, service vehicles and equipment shall be parked only in approved areas.
- 8.5.4 No person shall park a vehicle or equipment in an aircraft parking area or safety area, or in a manner that obstructs or interferes with operations in the Movement Area or apron area.
- 8.5.5 No person shall park, or leave unattended, vehicles or other equipment that interfere with the use of a facility by others or prevent movement or passage of aircraft, service equipment, or emergency vehicles.
- 8.5.6 No person shall park a vehicle or equipment within fifteen (15) feet of a fire hydrant or in a manner that prohibits an emergency vehicle from accessing the fire hydrant.
- 8.5.7 Fuel trucks must not be brought into, stored, or parked within fifty (50) feet of a building.
- 8.5.8 Fuel trucks must not be parked within ten (10) feet of other vehicles or fifty (50) feet from any parked aircraft.

8.6 Removal of Vehicles

- 8.6.1 Any abandoned vehicle left on the AOA is in violation of these Rules and Regulations and will be removed and towed immediately at the owner's expense.

8.7 Emergency Vehicles

- 8.7.1 All drivers shall immediately yield the right-of-way to an emergency vehicle giving an audible or visual signal or as otherwise directed by a TAA representative.

8.8 Fueling Vehicles

- 8.8.1 All fueling vehicles and equipment shall adhere to NFPA requirements. Any equipment found to not meet requirements shall be immediately taken out of service and properly tagged out until necessary repairs can be made.
- 8.8.1 Drivers found to be operating fueling vehicles or equipment that fails to meet NFPA 407 requirements will receive an Administrative Notice of Violation.

9.0 Enforcement, Violations, and Appeals

9.1 Violations, Penalties, and Suspension

9.1.1 Violations

9.1.1.1 TAA Airside Operations may issue an Administrative Notice of Violation to any person and assess penalties as set forth herein for any of the following:

- a) Violations of these Rules and Regulations or any laws or regulations expressly incorporated herein, including FAR Part 139 (14 CFR 139);
- b) Any other action that compromises safety, as determined by TAA Airside Operations.

9.1.2 Penalties

9.1.2.1 Points will be assessed against a driver for any notice of violation in accordance with Appendix A.

9.1.2.2 Points are assessed as of the date of the violation and will remain on the person's TAA Driving Record for twenty-four (24) CCM.

9.1.2.3 TAA Airside Operations may review and amend Appendix A as required to comply with any federal, state, or local law or regulation or as TAA Airside Operations otherwise deems necessary to ensure the safety and efficiency of the Airport.

9.1.3 Suspension or Revocation

9.1.3.1 TAA Airside Operations may immediately suspend or revoke a driver's TAA driving privileges for the following reasons:

- a) Operating a vehicle while having a suspended or revoked state issued driver's license or suspended or revoked TAA driving privileges;
- b) At the discretion of TAA due to a driving related incident and/or offense;
- c) Operating a vehicle while under the influence of alcohol or while otherwise impaired as described 8.1.19;
- d) Operating a vehicle in a reckless or careless manner or without regard to the rights or safety of others;
- e) The driver commits a Runway Incursion, Surface Incident, or V/PD;
- f) Violations where the failure to immediately suspend would jeopardize the health, safety, or welfare of the traveling public or other people on the AOA.
- g) Upon finding cause for such immediate suspension or revocation, **the individual will be removed from the area immediately.** TAA Airside Operations shall issue a Written Notice of Immediate Suspension/Revocation addressed to the individual. The letter will be sent to the signatory.

9.2 Driver Record Points

9.2.1 Drivers will be assessed the following points on their TAA driving record for violations.

Infraction	Points
Category (D)	1 – 3
Category (C)	4 – 6
Category (B)	7 – 10
Category (A)	11 – 14
Immediate Revocation	15+

9.2.2 When drivers accumulate the following point level(s) within a twenty-four (24) month period the following apply:

Points	Penalties	Explanation
1 – 3	Administrative Notice of Violation	Driver of records signatory will receive an Administrative Notice Violation Notice from TAA Airside Operations addressed to the driver of record. The letter will advise that driving points are cumulative and that additional points will result in more severe consequences, such as suspension, or even revocation.
4 – 6	Administrative Notice of Violation Remedial Training	Driver of records signatory will receive an Administrative Notice of Violation letter from TAA Airside Operations addressed to the driver of record. The letter will advise that driving points are cumulative and that additional points will result in more severe consequences, such as suspension, or even revocation. Driver must complete TAA Airside Operations approved remedial training within seven (7) calendars days of receipt of the violation. Failure to complete remedial training will result in more severe consequences, such as suspension, or even revocation.
7 – 10	Administrative Notice of Violation - 7 Calendar Day Suspension Letter	Driver of records signatory will receive an Administrative Notice of Violation from TAA Airside Operations addressed to the driver of record that advises of the suspension. Driver must complete TAA Airside Operations approved remedial training before driving privileges will be reinstated. Driver of record cannot drive anywhere on the AOA during this suspension.
11 – 14	Administrative Notice of Violation - 30 Calendar Day Suspension Letter	Driver of records signatory will receive an Administrative Notice of Violation from TAA Airside Operations addressed to the driver of record that advises of the suspension. Driver must complete TAA Airside Operations approved remedial training before driving privileges will be reinstated. Driver of record cannot drive anywhere on the AOA during this suspension.
15+	Administrative Notice of Violation - Written Notice of Immediate Revocation	Driver of records signatory will receive an Administrative Notice of Violation from TAA Airside Operations addressed to the driver of record that advises of the revocation. Driver of record cannot drive anywhere on the AOA during the revocation period, which will be for a minimum of twelve (12) CCM and may be permanent, depending on the nature and severity of the violation(s). Following the revocation period, driver must re-apply and complete all training and testing required by TAA Airside Operations before TAA driving privileges may be reinstated.

9.3 Appeals

9.3.1 Violation and Penalties (Non-Suspension)

9.3.1.1 If a driver receives an Administrative Notice of Violation for which points will be assessed, but the violation will not result in a suspension or a revocation of TAA driving privileges, such person may appeal the violation and related points by submitting a written appeal to the Director of Operations and Maintenance within seven (7) calendar days from the date of the Administrative Notice of Violation at:

**Tucson Airport Authority – Airside Operations Department
Attention: Director of Operations and Maintenance
7250 South Tucson Boulevard, Suite 300 Tucson, AZ 85756**

9.3.1.2 Within fourteen (14) calendar days of receiving the appeal, the Director of Operations and Maintenance or his/her designee shall review the appeal and shall notify the person of the decision to uphold or vacate the violation. The determination of the Director of Operations and Maintenance or his/her designee shall be the final action of TAA on the violation.

9.3.2 Violations and Penalties (Suspension or Revocation)

9.3.2.1 If a person receives an Administrative Notice of Violation for which points will be assessed, and the notice of violation may result in a suspension or a revocation of TAA driving privileges, the person may submit a written appeal to the Director of Operations and Maintenance within seven (7) calendar days from the date of the Administrative Notice of Violation at:

**Tucson Airport Authority – Airside Operations Department
Attention: Director of Operations and Maintenance
7250 South Tucson Boulevard, Suite 300 Tucson, AZ 85756**

9.3.2.2 The Director of Operations and Maintenance or his/her designee will convene an Administrative Review Panel, which will consist of three (3) Tucson Airport Authority Director-level, or above, employees or their designees, to review the written appeal.

9.3.2.3 Administrative Review Panel meetings will be scheduled as needed; consideration will be extended for extenuating circumstances.

9.3.2.4 Conduct and discussion in the meeting is strictly limited to the facts associated with the violation and will be accomplished with participation by the person subject to the violation.

9.3.2.5 In the event the Administrative Review Panel upholds the violation (and the resulting suspension or revocation), the Director of Operations and Maintenance, or his/her designee, shall notify the person, their supervisor/manager, or signatory of the decision to uphold or vacate the violation within fourteen (14) calendar days after the Administrative Review Panel meeting.

9.3.2.6 The determination of the Administrative Review Panel shall be final and there shall be no further appeal of the violation or resulting penalties.

10.0 General Provisions

10.1 Waiver

10.1.1 The President/CEO, Executive Vice President of Operations/COO, Director of Operations and Maintenance, TAA Manager in Charge (MIC), or their designee may temporarily alter or waive these Rules and Regulations at the Airport, as deemed necessary and appropriate to protect the health, welfare, and safety of persons and property or to facilitate the operation of the Airport.

10.2 Amendments or Modification

10.2.1 The Director of Operations and Maintenance or his/her designee will periodically review these Rules and Regulations or amend to comply with federal law and regulations, or as otherwise deemed necessary to ensure the safety and efficiency of the Airport.

Appendix A: Infraction Summary

The following lists are intended to provide examples only and are not intended to be a comprehensive list of all possible infractions or penalties. The TAA Airside Operations Department may, in its reasonable discretion, issue any Administrative Notice of Violation, assessment of points, suspension, or revocation, for any infraction to ensure the safety and efficiency of the Airport.

A.1 – Category D (1 – 3 Points)

1. Failure to carry proof of required insurance.
2. Operating a vehicle without a logo, company identification, or other means of identification of the appropriate size and approved by TAA.
3. Operating a vehicle without a beacon (or an improper beacon) or failure to use the beacon as required by these Rules and Regulations or other applicable regulations.
4. Operating a vehicle without functioning headlights or taillights. Use of high-beams due to a nonfunctioning low- beam headlight is unacceptable.
5. Operating a vehicle with unsafe tire(s), brake(s), or steering mechanism.
6. Operating a vehicle with obstructed visibility.
7. Failure to obtain TAA Airside Operations representation approval before driving through an unauthorized area.
8. Failure to maintain safe following distance from other vehicles.
9. Failure to obey posted regulatory or traffic signs.
10. Operating a vehicle without wearing a seat belt (if seat belts are available).
11. Failure to park in an approved location.
12. Transporting more passengers for which the vehicle is designed to carry. This includes riding in the rear bed or on a lowered tailgate.
13. Parking in an area that restricts the movement of a passenger loading bridge or aircraft.
14. Use of a radio or other music or sound producing devices. Or wearing portable headphones, earbuds, or other listening devices while operating a vehicle.
15. Failure to stop and perform FOD check when required.
16. Operating a fueling vehicle without an operational amber beacon
17. Operating a fueling vehicle with damaged, incorrect or missing placards

A.2 – Category C (4 – 6 Points)

1. Operating a vehicle without liability insurance as required by the TAA.
2. Failure to tow baggage carts or dollies in a safe manner.
3. Operating a vehicle in a manner that is unsafe for the conditions.
4. Operating a vehicle while using a cell phone or mobile device (this includes and is not limited to texting, talking, reading, or other applications).
5. Failure to park or unload in an assigned area.
6. Failure to pick up FOD.
7. Accessing the Movement Area without an operational need for convenience or to expedite travel time.
8. Driving in an unsafe manner that results in property damage.

A.3 – Category B (7 – 10 Points)

1. Failure to drive within the boundaries as authorized by the TAA and identified on the individual's TAA issued badge.
2. Failure to cooperate with a TAA Airside Operations or representative during an official driving contact.
3. Operating a vehicle over the speed limit.
4. Failure to give right-of-way to an aircraft pushing back or a vehicle towing an aircraft.
5. Driving in a manner that compromises safety to persons.

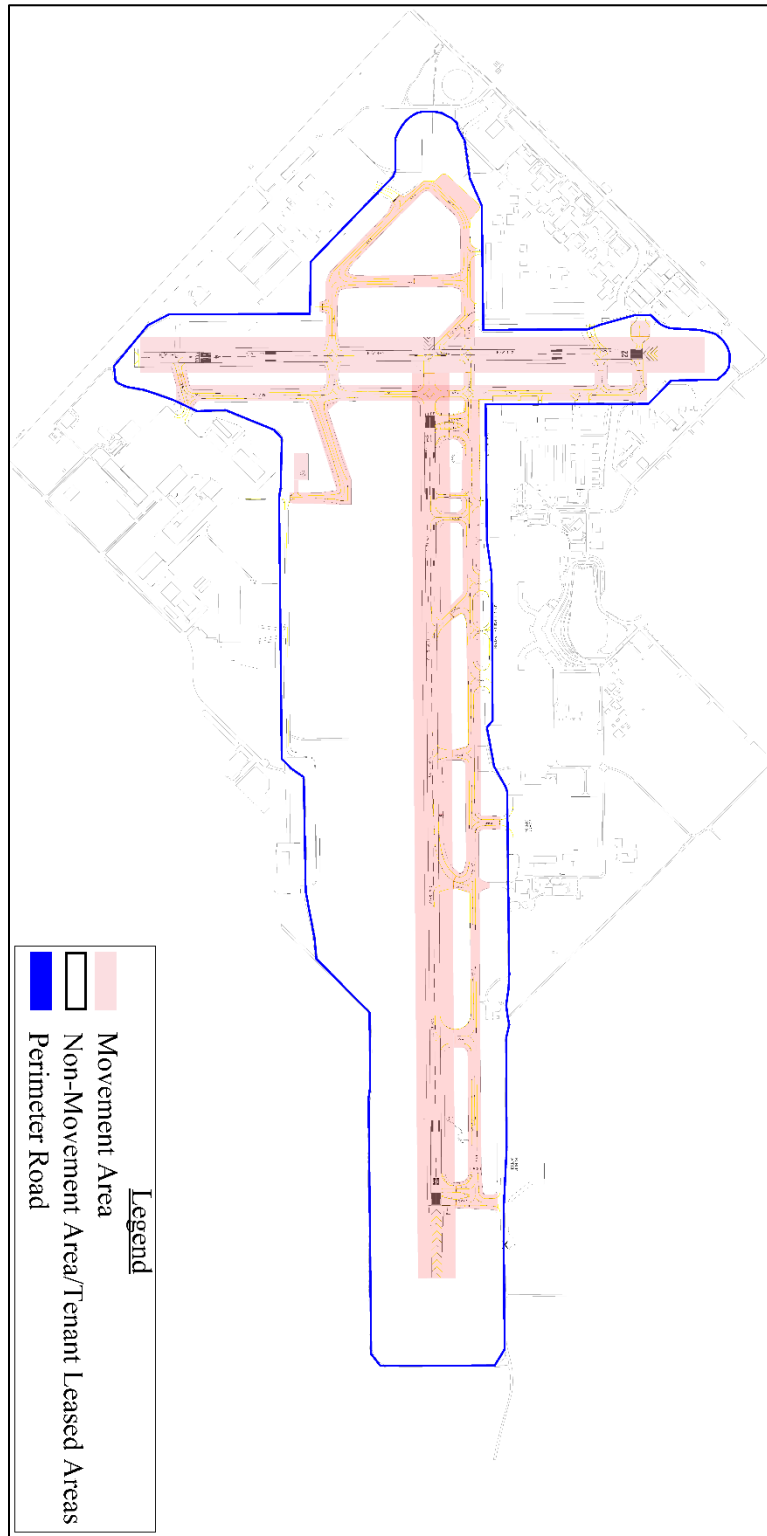
A.4 Category A (11 – 14 Points)

1. Failure to maintain a proper escort.
2. Careless or reckless driving.
3. Failure to maintain communications with ATCT when in the Movement Area or failure to monitor the appropriate frequency.
4. Operating a vehicle in the Movement Area without the appropriate two-way radio equipment.
5. Failure to give right-of-way to aircraft or emergency vehicles.
6. Failure to report a vehicle accident immediately.
7. Leaving the scene of an accident.
8. A Vehicle/Pedestrian Deviation (V/PD).
9. Failure to renew driving privileges in accordance with section 6.0.
10. Operating a fueling vehicle with an inoperative or bypassed interlock
11. Fueling an aircraft or bottom loading without chocking the fuel vehicle
12. Fueling an aircraft or bottom loading without proper bonding
13. Operating a fuel truck without correct type and certified extinguishers
14. Fueling an aircraft with a bypassed or blocked Deadman or automatic fuel shutoff







A.5 Immediate Revocation (15+ Points)

1. A Runway Incursion.
2. A Surface Incident.
3. Failure to report if driver's license has been revoked, cancelled, suspended, or expired.
4. Operating with suspended TAA driving privileges.
5. Driving while under the influence of alcohol or drugs (legal or illegal) or otherwise impaired as described 8.1.19.
6. Vehicle accident resulting in serious injury or death.

Appendix B: Airport Diagram



Appendix C: 2 Way Radio Failure (Light Gun Signals)

ATCT LIGHT GUN SIGNALS			
Color and Type of Signal	Meaning		
	Aircraft on the Ground	Aircraft in Flight	Movement of Vehicles, Equipment, and Personnel
Steady Green 	Cleared for takeoff	Cleared to land	Cleared to cross; proceed; go
Flashing Green 	Cleared to taxi	Return for landing	Not applicable
Steady Red 	Stop	Give way to other aircraft and continue circling	Stop
Flashing Red 	Taxi clear of landing area or runway in use	Airport unsafe – Do not land	Clear the runway/taxiway
Flashing White 	Return to starting point on airport	Not applicable	Return to starting point on airport
Alternating Red and Green 	General warning signal – exercise extreme caution	General warning signal – exercise extreme caution	General warning signal – exercise extreme caution

Appendix D: Phraseology

Standard Aviation Phraseology	
Acknowledge	Acknowledge that you have received and understand the message.
Advise Intentions	Broadcast or state what you plan to do.
Affirmative	Means “Yes.”
Confirm	Confirm information as being correct.
Correction	An error has been made in the transmission and the correct information follows.
Go Ahead	State your request on the radio (this NEVER means to “proceed”).
Hold	Stop where you are.
Hold Short Of	Proceed to and hold short of a specific point.
Read Back	Repeat my message back to me.
Negative	“NO.” Permission is not granted, or that is not correct.
Proceed	You are authorized to begin or continue moving.
Roger	I have received all of your last transmission (this should never be used to answer a “Yes” or “No” question).
Say Again	Repeat what you just said.
Standby	Wait... I will get back to you.
Unable	You cannot do it.
Verify	Request confirmation of information.
Wilco	Short for “Will comply”: message received, understood, and will comply.

Appendix E: Phonetic Alphabet

Aviation Phonetic Alphabet			
A	Alpha	N	November
B	Bravo	O	Oscar
C	Charlie	P	Papa
D	Delta	Q	Quebec
E	Echo	R	Romeo
F	Foxtrot	S	Sierra
G	Golf	T	Tango
H	Hotel	U	Uniform
I	India	V	Victor
J	Juliet	W	Whiskey
K	Kilo	X	X-Ray
L	Lima	Y	Yankee
M	Mike	Z	Zulu