

RULES & REGULATIONS NO. R340

HILLSBOROUGH COUNTY AVIATION AUTHORITY

RULES AND REGULATIONS

FOR

TAMPA INTERNATIONAL AIRPORT

HILLSBOROUGH COUNTY, FLORIDA

~~December 2025~~ August 2026

HILLSBOROUGH COUNTY AVIATION AUTHORITY

RULES AND REGULATIONS

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SECTION 1. DEFINITIONS

Terms used in these Rules and Regulations are defined below. Words relating to aeronautical practices, processes and equipment will be construed according to their general usage in the aviation industry, unless a different meaning is apparent from the context or specifically defined otherwise herein. All other words will be construed according to their common literal meaning.

Abandoned Aircraft: An Aircraft that has been disposed of on the Airport in a wrecked, inoperative, or partially dismantled condition, or an Aircraft that has remained in an idle state on the Airport for 45 consecutive calendar days. For the purpose of this Section, “idle state” will be defined as an Aircraft not in usable condition and without a previously agreed to arrangement between the owner of the Aircraft and either the Airport and/or fixed base operator.

Air Operations Area (AOA): Any area of the Airport used or intended to be used for landing, take off, or the surface maneuvering of Aircraft.

Aircraft: Any contrivance designed, invented, or used for powered or non-powered flight in the air. An ultralight vehicle is not included for the purpose of this definition.

Airfield: Those portions of the Airport, excluding airside terminal aircraft aprons and Cargo Aircraft Aprons, provided for the landing, taking off, and taxiing of Aircraft, including without limitation, approach and turning zones, clear zones, aviation or other easements, runways, a fully integrated taxiway system, runway and taxiway lights, and other appurtenances related to the aeronautical use of the Airport.

Airport: Tampa International Airport, located in Tampa, Florida.

Airport Certification Manual (ACM): A written document designed to comply with standards of FAA Airport Compliance Program and 14 CFR Part 139.

Airport Security Program (ASP): A written document designed to comply with standards of FAA 49 CFR Part 1542.

Airside Buildings: The building(s) at the Airport through which passenger Aircraft are loaded or unloaded.

Apron or Ramp: Those areas of the Airport within the Air Operations Area (AOA) designated for the loading, unloading, servicing or parking of Aircraft.

Authority: The Hillsborough County Aviation Authority.

Automated People Mover (APM): A mass transit autonomous system used to transport people to and from the Passenger terminal complex along a fixed guideway.

Board of Directors: The five members who make up the sovereign body of the Authority.

Cargo Aircraft Aprons: Those areas of the Airport that are designated for the parking of cargo Aircraft and support vehicles and the loading and unloading of cargo Aircraft.

Chief Executive Officer (CEO): A position responsible for the administration, management, and operation of the Authority with signature authority to implement administration, management, and operational decisions.

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

Commercial ground transportation: The act of providing the carriage of persons or property to or from the Airport in a Commercial vehicle.

Commercial ground transportation operator: Any enterprise or Person engaged in any type of commercial ground transportation service.

Commercial vehicle: Any vehicle for hire other than a private vehicle.

Derelict Aircraft: Any Aircraft that is not in flyable condition, does not have a current certificate of air worthiness issued by the FAA, and is not in the process of actively being repaired.

Federal Aviation Administration (FAA): The entity charged with regulating all the nation's civil aviation activities, including management of air traffic in U.S. airspace. Includes authorized successor(s).

Ground Operations Manual (GOM): Document that contains safety and compliance information relevant to the safe ground operations of the AOA, Non-Movement Areas, and Movement Areas of the Airport.

Leafleting: The repetitive or continuous distribution of printed or written non-commercial material.

Main Terminal: The central passenger terminal building housing passenger circulation to and from flights, parking, ground transportation, passenger ticketing, baggage claim, and other related activities at the Airport.

Motor vehicle: A self-propelled device in, upon or by which a Person or property may be transported, carried or otherwise moved from point-to-point, except Aircraft or devices moved exclusively upon stationary rails or tracks.

Movement Areas: The runways, taxiways, and other areas of the Airport which are used for taxiing or hover taxiing, air taxiing, take off, or landing of Aircraft, exclusive of loading ramps and Aircraft parking areas.

Non-commercial materials: Materials associated with non-profit activities undertaken for philanthropic, religious, charitable, benevolent, humane, public interest, or similar purposes.

Non-Movement Areas: The areas, other than those described as the Movement Areas, used for the loading, unloading, parking, and movement of aircraft on an airside of the Airport, including ramps, ramp areas, and on-airport fuel farms.

National Transportation Safety Board (NTSB): The National Transportation Safety Board is an independent Federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation – railroad, highway, marine and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members impacted by major transportation disasters.

Operating Directive: Ministerial instructions and guidance serving to govern and direct operational matters. Operating Directives can be used for both internal and external guidance. All Operating Directives will be approved by the Chief Executive Officer or designee.

Park: To let a motor vehicle or Aircraft stand or stop in any location, whether the operator thereof leaves or remains in such vehicle or Aircraft, when such standing or stopping is not required by traffic controls or conditions beyond the control of the operator.

Passenger terminal complex: The Airport's passenger terminal facilities, including all levels of the Main Terminal and Airside Buildings, parking garages and associated surface parking, Rental Car Center (RAC), connected APMs, and all associated roadways.

Person: Any individual, firm, partnership, corporation, company, association, joint stock association or body politic, including any trustee, receiver, committee, assignee or other representative or employee.

Picketing: The participation in a picket line as a picketer or the participation in any labor or other form of demonstration or protest.

Policy: A general principle or plan by which the Authority is guided in its management of public affairs. The Authority's Board of Directors approves all Policies.

Pre-reserved customer: A passenger who specifically requests service from a certain commercial vehicle operator or has a reservation for ground transportation service made prior to the transporting vehicle's entry to the Airport.

Ramp: See Apron.

Rental Car Center: The facility located at the SkyCenter Area that houses the on-Airport rental car companies.

Restricted area: Any area of the Airport designated to prohibit entry or to limit entry or access to specific authorized persons.

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Rules and Regulations: Statements of general applicability adopted by the Authority Board of Directors that implement, interpret or prescribe law or policy or describe the procedure or practice requirements of the Authority. Rules and Regulations are approved by the Board of Directors.

Safety areas: Areas abutting the edges of the runways and taxiways, and areas designated in the ACM.

Safety Management Systems (SMS): The formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls. Includes systematic procedures, practices, and policies for the management of safety risk.

Secured areas: Any areas of the Airport as identified in the ASP requiring security access procedures consistent with Federal regulations.

SkyCenter Area: The TPA commercial office building and neighboring developments.

Solicitation or to solicit: To ask, request, implore or plead repetitively or continuously, directly or indirectly, actively or passively, openly or subtly, orally, in writing or otherwise for money or anything of pecuniary value. Solicitation also includes requests to sign a petition.

Standard Procedures: A specific method or course of action, or an established way or order of accomplishing a specific matter. All Standard Procedures will be approved by the CEO or designee.

Sterile area: The areas of the Airport to which access is controlled by the inspection of persons or property in accordance with federally approved security programs.

Transportation Network Company (TNC): An entity operating in the State of Florida pursuant to applicable Florida Statute using a digital network to connect a rider to a Transportation Network Company driver, who provides pre-arranged rides.

Transportation Security Administration (TSA): An Administration of the United States Government under the Department of Homeland Security, or its authorized successor(s).

Unmanned Aircraft Systems (UAS): An Aircraft without a human pilot on board and which is controlled from an operator on the ground. Sometimes referred to as a drone.

SECTION 2. GENERAL REGULATIONS

2.1 COMPLIANCE WITH RULES AND REGULATIONS

- a. Any permission granted by the Authority, directly or indirectly, expressly or by implication or otherwise, to any Person to enter or to use the Airport or any part thereof, is conditioned upon strict compliance with these Rules and Regulations, as well as the Authority's Policies, Standard Procedures, and Operating Directives.
- b. Any permission granted by the Authority under these Rules and Regulations is conditioned upon the payment of any and all applicable fees and charges established by the Authority.
- c. Any privilege granted by the Authority for using the Airport and its facilities is conditioned upon the assumption by the user thereof of full responsibility and risk for such use.
- d. Any Person failing to comply with these Rules and Regulations may be denied use of the Airport.
- e. No lessee or sublessee of Airport property shall allow such property to be used or occupied for any purpose prohibited by these Rules and Regulations.

2.2 COMMERCIAL ACTIVITY, ADVERTISING, DISPLAY AND SPEECH

In compliance with the Authority's Policies, Standard Procedures and Operating Directives, no Person for any business, commercial, or revenue producing purposes, will occupy or rent space, conduct any business, commercial enterprise or activity, post, distribute, or display signs, advertisements, circulars, pictures, sketches or drawings, or engage in any other forms of commercial speech on the Airport without first obtaining a written contract, permit, or other form of written authorization from the Authority.

2.3 FEES AND CHARGES

- a. All fees and charges will be in accordance with the Authority's Rates by Resolution, Policies, Standard Procedures and Operating Directives, or the terms and conditions of the contracts or agreements between the Authority and any party. All user fees will be determined by the Authority.
- b. Landing fees payable for a commercial use of the Airport will be based on the certified maximum gross landed weight of the Aircraft and will be payable regardless of whether the commercial use is a landing or a take-off; however, the operator will not be charged for both a landing and a take-off.
- c. Annually published rates and charges will be utilized to apply fees associated with the use of Authority Aircraft gates, ticket counters, and related facilities in order to recover

the Authority's costs to provide such facilities through the Authority's Rates by Resolution, Policies, and Standard Procedures.

2.4 COMMERCIAL PHOTOGRAPHY

No Person will take still, motion or sound motion pictures, sound records or recordings of voices on the Airport for commercial purposes without written permission from and in a manner authorized by the Authority. This does not apply to bona fide coverage by the news media conducting business in authorized areas and in accordance with the Authority's relevant Policies, Standard Procedures, and Operating Directives.

2.5 SOLICITATION

No Person will solicit for any purpose on the Airport under any circumstance except as provided herein.

2.6 POLLS, QUESTIONNAIRES AND SURVEYS

No Person will conduct any polls, questionnaires or surveys on the Airport without first obtaining written permission from the Authority.

2.7 STANDARD PROCEDURES, EMERGENCY PROCEDURES AND OPERATING DIRECTIVES

The CEO is the individual with the responsibility and authority for administering these Rules and Regulations. Standard Procedures and Operating Directives issued by the CEO will be considered as addenda to and have the full force and effect of these Rules and Regulations and will be utilized to implement or provide further clarification consistent with these Rules and Regulations.

- a. When an emergency exists at the Airport, the CEO or designee will be empowered to take action within their discretion and judgment that is necessary or desirable to protect the health, welfare and safety of persons and property, and to facilitate the operation of the Airport.
- b. During such an emergency, the CEO or designee may suspend these Rules and Regulations, or any part thereof, at their discretion and judgment and issue oral orders, and additional rules and regulations as may be deemed necessary.

2.8 PROHIBITED CONDUCT

Notwithstanding any provision in these Rules and Regulations or issued permits, the following activities are prohibited at the Airport:

- a. Sale or distribution of any items, goods, merchandise or services except when expressly allowed by written agreement with the Authority;

- b. Conduct that in any way obstructs, delays or interferes with the free movement of any other Person or authorized business of the Airport except by Authority staff;
- c. Pinning, tying or attaching any flower or other symbol, insignia, article or object to the clothing, luggage, or vehicle of any Person without consent;
- d. Assaulting or committing a battery on any other Person, or touching any Person without consent;
- e. Use of any musical instrument, noise-making device, sound or voice amplifying apparatus, singing or chanting, or any other sound which may reduce the effectiveness of the public address system or interfere with the business functions of the Airport, except upon approval of the Authority;
- f. Placement of a table, bench, chair, sign or other structure, fixture or object on Airport property unless permitted by the CEO or designee;
- g. Distribution of literature or other goods, or the display of signs or other printed material at the Airport, without having first complied with the provisions of Section 4 of these Rules and Regulations;
- h. Distribution of literature, other printed material, or the display of signs at the Airport after a permit that has been issued pursuant to Section 4 of these Rules and Regulations is terminated or expired;
- i. Intentionally leaving any item intended for distribution unattended;
- j. Any activity which constitutes a danger to persons or property, or which interferes with the orderly formation and progression of waiting lines, or which interferes with any of the following, except by Authority staff: pedestrian or vehicular travel; the issuance of tickets or boarding passes or equivalent documents for air or ground transportation; luggage or cargo movement or handling; the entry to or exit from vehicles, elevators, escalators, doorways or passageways; security procedures; government inspection procedures; or cleaning, maintenance, repair or construction operations;
- k. Any conduct which improperly indicates or represents, or attempts to indicate or represent, to the public that an individual is a representative of the Authority; and
- l. Any conduct which misrepresents the identity of the individual or organization for which the individual is performing the permitted activities.

2.9 OTHER LAWS

All applicable federal, state, county and city laws in the Airport's jurisdiction, including the Florida Uniform Traffic Control Law, now in existence or hereafter promulgated, and not in

conflict with these Rules and Regulations are hereby adopted by reference as part of these Rules and Regulations.

2.10 ANTI-WAIVER

Any failure or delay in enforcing any of these Rules and Regulations does not amount to a waiver of such Rule or Regulation. To be enforceable, any waiver of any of these Rules and Regulations must be in writing and authorized by the CEO or designee.

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SECTION 3. PERSONAL CONDUCT

3.1 COMPLIANCE WITH SIGNS

All Persons will observe and obey all Authority posted signs, fences, and barricades. Sign placement and removal procedures associated with tenant, concessionaire and air carrier sign usage will be governed by the Authority's Policies, Standard Procedures and Operating Directives, or as set forth in a written contract, permit or other form of written authorization from the Authority.

3.2 USE AND ENJOYMENT OF AIRPORT PREMISES

- a. No Person, except for Authority staff, by conduct or by congregating with others, may prevent any other Person from lawful use and enjoyment of the Airport or prevent any other Person from lawful passage from place to place or through entrances, exits or passageways on the Airport.
- b. It is unlawful for any person to remain in or on any public area, place or facility at the Airport in such a manner that is inconsistent with the normal or customary use of such public area, place or facility by Persons or vehicles entitled to such passage or use.

3.3 RESTRICTED AREAS, MOVEMENT AREAS AND AIR OPERATIONS AREAS

No Person may enter the AOA, movement areas, secured areas, or any restricted areas on the Airport except:

- a. Persons assigned to job duties/functions in accordance with the Airport Security Program and/or ACM authorized by the Authority;
- b. Passengers who, under appropriate supervision, enter upon the Apron for the purposes of enplaning or deplaning an Aircraft; and
- c. Persons escorted pursuant to the security program established or authorized by the Authority.

No Person will walk or drive across the movement areas of the Airport without specific permission from the Authority and the FAA Air Traffic Control Tower at the Airport.

3.4 ENVIRONMENTAL POLLUTION AND SANITATION

- a. No Person will conduct activities in such a manner as to cause littering or environmental pollution.
- b. No Person will dispose of garbage, papers, refuse or other forms of trash, including cigarettes, cigars and matches, except in receptacles provided for such purpose.

- c. Except as approved in writing by the Authority, no Person will dispose of any fill or building materials or any other discarded or waste materials on Airport property, nor place liquids in the storm drains or the sanitary sewer system at the Airport, which will damage such drains or system or will result in environmental pollution passing through such drains or system.
- d. Any solid or liquid material spilled at the Airport will immediately be cleaned up by the Person responsible for such spillage and will be reported immediately to the Authority.
- e. The disposal of chemicals, paints, oils or other products must be discarded in accordance with all applicable state, local, county and federal laws and regulations.
- f. No tenant, lessee, concessionaire or agent thereof doing business on the Airport may keep uncovered trash containers adjacent to sidewalks or roads in a public area of the Airport.

3.5 ANIMALS

- a. No Person may bring an animal into the Airport except:
 - 1. Non-service animals to be or that have been transported by air. Non-service animals to be or that have been transported by air must be properly confined as set forth in subparagraph (b) below before entering the Passenger terminal complex;
 - 2. A service animal used by disabled persons in accordance with applicable Florida Statutes;
 - 3. An animal which remains inside a motor vehicle at all times;
 - 4. An animal used for law enforcement purposes; or
 - 5. Animals authorized by the CEO or designee for special events.
- b. All non-service animals permitted under subparagraph (a)(1) must be contained in a pet carrier or, if no pet carrier is present, the non-service animal must be restrained by a leash and must be within five feet of the handler. Such non-service animal must be completely under control of the handler at all times. In accordance with applicable Food and Drug Administration (FDA) regulations, non-service animals permitted under subparagraph (a)(1) above are not allowed in any restaurant or food service facility at the Airport.
- c. No Person other than those authorized by the Authority will hunt, pursue, trap, catch, injure or kill any animal on the Airport.

- d. No Person will feed or do any other act to encourage the congregation of birds or other animals on the Airport.
- e. No Person will permit, either willfully or through failure to exercise due care or control, any animal to urinate or defecate on the sidewalks of the Airport or within any Airport building.

3.6 FIREARMS AND WEAPONS

- a. No Person except those persons authorized by law may carry a firearm or concealed weapon inside the Passenger terminal complex and sterile areas of the Airport, provided that no Person will be prohibited from carrying any legal firearm into the Passenger terminal complex when such firearm is encased for shipment for the purpose of checking such firearm as baggage to be lawfully transported on an Aircraft.
- b. The carrying of firearms on the Airport by watchmen and guards in the course of their official duties must be approved by the Tampa International Airport Police Department.
- c. For the purpose of this Section, the term “firearm” has the same meaning as in Florida Statute Section 790.001(6), as may be amended.
- d. For the purpose of this Section, the term “concealed weapon” has the same meaning as in Florida Statute Section 790.001(3)(a), as may be amended.
- e. In accordance with Florida Statute Section 790.15, no Person will discharge any firearm on the Airport except in the performance of official duties.

3.7 DAMAGE INSPECTION AND RESPONSIBILITY

- a. At the earliest opportunity, a damage inspection of any Airport facilities involved in an accident or incident will be made by the Authority and any Aircraft or vehicle owner or operator, to determine the extent of damages to the Airport. Damages so sustained will be assessed by the Authority as a claim against the owner or operator of the Aircraft or vehicle.
- b. Any Person causing damage to or destroying public property of any kind, including buildings, fixtures or appurtenances, whether through violation of these Rules and Regulations or through any act or omission, will be fully liable to the Authority for any and all damages resulting therefrom. Any such damage must be reported immediately to the Authority.

3.8 CRASH REPORTS

Any Person involved in any type of crash occurring on Airport property must make a full report to the Authority as soon as possible. The report will include, but not be limited to,

the names and addresses of all principals and witnesses, if known, and a statement of the facts. Such crashes must also be reported as soon as possible to Airport Police at (813) 870-8760.

3.9 PRESERVATION OF PROPERTY

- a. No Person may destroy, injure, deface or disturb any building, sign, equipment, marker, or other structure, landscaping, or other property on the Airport. Any Person causing or responsible for such injury, destruction, damage or disturbance will immediately report such damage to the Authority.
- b. No Person may travel upon the Airport other than on roads, walks, or other rights-of-way provided for such specific purpose.
- c. No Person will alter, add to or erect any building or sign or make any excavation on the Airport without prior written approval of the Authority.

3.10 LOST AND FOUND AND ABANDONED PROPERTY

- a. Any Person finding lost articles in the public areas of the Airport will immediately deposit them with the Authority. Lost articles will be handled in accordance with state law. Nothing in this paragraph will be construed to deny the right of scheduled air carriers or other Airport tenants to maintain lost and found services for property of their patrons, invitees or employees.
- b. No Person may knowingly abandon any personal property on the Airport. Any property that has been determined by the Authority to be abandoned will be removed, stored, and/or disposed of at the owner's expense and in accordance with Florida Statutes.

3.11 ALCOHOLIC BEVERAGES

No Person may drink any alcoholic beverages on any part of the Airport except in properly designated locations.

3.12 SMOKING

In accordance with Florida Statutes, no Person may smoke within an interior public area, enclosed indoor workspace, and other areas designated by signage as “no smoking”.

SECTION 4. FIRST AMENDMENT ACTIVITIES

4.1 GENERAL

- a. Since its opening in 1971, the Authority has neither intended to operate the Passenger terminal complex as a public forum for First Amendment activities nor allowed any such expressive activities to be conducted freely on its premises. The Passenger terminal complex is not a traditional public forum for the conduct of First Amendment activities, and the Authority has not consented, agreed, operated or designated its facilities in such a manner so as to consent or agree that such facilities are or were a public forum.

The promulgation and adoption of these Rules and Regulations regulating First Amendment activities is intended by the Authority solely for the purpose of reasonably regulating these activities consistent with its non-public forum status and not for the purpose of transforming the Passenger terminal complex, by implication or otherwise, into a designated or traditional public forum for the purpose of First Amendment activities.

- b. The restrictions on the exercise of First Amendment activities contained herein are intended, among other things, to promote and maintain the high aesthetic and interior design qualities of the Airport, to avoid visual blight and clutter, to avoid disruption of the activities and operation of the Airport, to avoid the exertion of duress and disturbance to passengers and patrons at the Airport, to promote the highest level of safety of passengers and patrons at the Airport, and to maintain and enhance the efficient operation of the Airport by maximizing passenger traffic flow and avoiding congestion, in keeping with the primary purpose of the Airport and consistent with its design and intended function as a facility for air travel.

These provisions are intended to be viewpoint neutral and will apply and be enforced without regard to either the identity of the Person or organization seeking to engage in First Amendment activities or the viewpoint of the message sought to be communicated.

- c. No Person will engage in First Amendment activities without first obtaining a permit. An application for a permit is available on the Authority's website -at the following link: <https://www.tampaairport.com/airport-operations>. All First Amendment activities will be conducted:

1. In strict compliance with this Section and the Authority's Policies, Standard Procedures and Operating Directives;
2. In the peaceful and orderly manner contemplated by law, without physical harm, molestation, threat, harassment, obscenity, violence, breach of the peace, damage to property or other unlawful conduct;

3. Without obstructing the use of the Airport by others and without hindrance to or interference with the proper, safe, orderly and efficient operation of the Airport and the activities conducted thereupon, and without interference with the constitutional rights of others; and
4. Without misrepresentation as being representatives of the Authority.

4.2 LEAFLETING

- a. Leafleting in the Passenger terminal complex is permitted only in compliance with the permitting process and procedures contained in this Section and only in designated leafleting areas. Permitted leafleting will only include the distribution of non-commercial printed or written materials. The distribution of printed or written materials of a commercial nature by or on behalf of a commercial enterprise is governed by Section 2 of these Rules and Regulations.
- b. The Authority has determined that certain pre-designated areas of the Main Terminal at the Airport and the bus shelters at the Employee Parking Lot are the only areas that provide a reasonable opportunity for leafleting in order to ensure the safe, efficient and orderly flow of pedestrian traffic so that the Airport can be used for the purposes intended and in accordance with its design.

The designated leafleting areas at the Airport are two First Amendment leafleting counters located in the center section of the ticketing level of the Main Terminal. The designated leafleting areas may be temporarily changed from time to time by the CEO or designee due to remodeling, construction, emergency conditions or other factors which may reasonably require such change. Permanent changes to the leafleting areas will be made by the Authority through Rules and Regulations or Policy.

- c. Leafleting permit requests associated with activities and businesses not located in the Main Terminal, Airside Buildings, or cargo buildings will be allowed in a public area near the vicinity of an outdoor doorway or entrance serving the activity or business, subject to the provisions of Subsection (b) above.

4.3 PICKETING

- a. Picketing is permitted only upon compliance with the permitting process and procedures contained in this Section and only in designated picketing areas. The designated picketing areas on the Airport will be determined by the CEO or designee on a case by case basis in order to ensure the safe, efficient and orderly flow of vehicular and pedestrian traffic so that the Airport can be used for the purposes intended and in accordance with its design. The designated picketing areas may be temporarily changed from time to time by the CEO or designee due to remodeling construction, emergency conditions or other factors which may reasonably require such change.

Picketing permit requests associated with activities and businesses not located in the Main Terminal, Airside Buildings, or cargo buildings will be approved in a public area near the vicinity of an outdoor doorway or entrance serving the activity or business, subject to the provisions above.

4.4 PERMITTING PROCESS AND PROCEDURE

- a. Any Person or organization desiring to engage in First Amendment activities at the Airport must first obtain a written permit from the Chief Operating Officer or designee.
- b. Any Person or organization may apply for a permit with the Authority through the Airport's website at <https://www.tampaairport.com/airport-operations>.
- c. For the purpose of obtaining such permit, the "Application For First Amendment Activity" must be fully completed.
- d. The application must include a written request setting forth the name, mailing address, and telephone number of the Person or organization sponsoring, promoting, or conducting the proposed First Amendment activities; individual person who will have supervision of and responsibility for the proposed First Amendment activities; individual person(s) who will participate in the proposed First Amendment activities; dates and hours of the proposed First Amendment activities and the expected duration thereof; and a description of proposed First Amendment activities.

The request must include a statement that the proposed activities will not include solicitation and that the responsible Person has read, understood, and will abide by these Rules and Regulations.

- e. The Chief Operating Officer or designee will review the application for sufficiency of information and compliance with these Rules and Regulations, and will normally issue a permit no later than twenty-four hours from the time the application is received or notify the applicant in writing why issuance of a permit is delayed or denied.

A permit will not be granted or denied based upon the viewpoint of any non-commercial message. If the Chief Operating Officer or designee fails to issue a permit or statement of delay within twenty-four hours, it may be considered a denial of the permit, and the applicant may at their option seek a review of such denial by following the appeals procedure outlined below, or waive their rights thereto. The Chief Operating Officer or designee may approve a permit request outside regular Authority business hours on a case by case basis, as needed.

- f. The permit will designate that the holder is eligible to conduct activities at the Airport for a period of up to 30 consecutive days and may be renewed on a month-to-month basis for a maximum of one year. At the end of the one year period, the holder must re-apply if they wish to continue their activities. In such a case, applicants may be

permitted to incorporate by reference any required documentation filed with a previous application.

- g. The First Amendment activities referred to herein will be conducted strictly in conformity with the terms and conditions set forth in the permit issued by the Chief Operating Officer or designee and these Rules and Regulations.
- h. No more than one Person may engage in the permitted activity in each of the designated areas at a time. The number of persons and designated areas may be adjusted based on the operational impact to the Airport.
- i. No permit holder will have the right to exclusive use of any designated area. Authorization for use of areas designated for the permitted activity will be granted daily on a first come first served basis. The permits are not transferable. In the event that two or more persons or organizations seek to conduct activities described herein at the same time, the Chief Operating Officer or designee will allocate, by lot or other equitable method, the available designated areas or space within those areas between or among them on a daily basis.

4.5 VIOLATIONS BY PERMIT HOLDERS

Any violations of the provisions of this Section 4 or Section 2.8 by any Person will cause the termination of the permit under which they are operating. Upon termination, the Person will not be eligible for a new permit for a period of six months. In the event of such termination, the Chief Operating Officer or designee will give notice thereof to the holder of the permit by sending a letter via certified mail or overnight courier, to the address shown on the permit, indicating the reason for the termination.

Upon receipt of the notice of termination described above, any Person whose permit was so terminated must use the appeals process outlined below or waive any of their rights related thereto. Nothing in this Section precludes the CEO or designee from removing persons in violation of these Rules and Regulations from the Airport.

4.6 ACTIVITIES DURING EMERGENCIES

The CEO or designee may declare an emergency because of unusually congested conditions in a facility due to adverse weather, schedule interruptions or extremely heavy traffic movements or for emergency security measures. In the event of such an emergency, an announcement to that effect will be made in the most efficient manner given the situation. Any Person involved in First Amendment activities in an area affected by the emergency will immediately cease such activities for the duration of the emergency and will not resume such activities until the CEO or designee announces an end to the emergency.

4.7 APPEALS FROM FIRST AMENDMENT RELATED ACTIONS OR DECISIONS

- |
- a. Upon receipt of a statement of delay or denial or termination of a permit described above, the applicant may submit, within ten days of such occurrence, a written request for review to the CEO. Such request must be sent in writing by certified mail or by overnight courier, and must specify all reasons why the statement, denial or termination should be modified or reversed.

Any request for review filed in compliance with these Rules and Regulations will be reviewed by a fact-finding group whose duty is solely to gather data for the CEO. The group will consist of the Chief Operating Officer or designee, relevant staff members, and at least one Authority attorney. The group will present all data gathered, in the most efficient manner, to the CEO who, after a thorough review of the data, will send a written determination by certified mail or by overnight courier to the Person requesting such review, no later than ten days from receipt of the request for review.

- b. The CEO's determination is final unless, within ten days from the CEO's determination, the applicant requests in writing, by certified mail or by overnight courier that an informal hearing before the Authority's Board of Directors be held on the matter. If such hearing is requested, the CEO will prepare an independent recommendation to the Authority's Board of Directors. The Authority's Board of Directors will issue a written decision after a presentation by the applicant and the CEO at the hearing.
- c. Decisions of the Authority's Board of Directors are final and subject to review or appeal by the appropriate court action or in some instances by proceedings before federal administrative agencies in accordance with applicable law. No new facts or issues will be considered by the reviewing court or agency.

SECTION 5. FIRE AND SAFETY

5.1 GENERAL

- a. All ~~persons~~ Persons using the Airport or the facilities of the Airport must exercise the utmost care to guard against fire and injury to persons or property. ~~and are subject to the following fire and safety requirements.~~
- b. All applicable codes, standards and recommended practices in the City of Tampa, Hillsborough County and the National Fire Protection Association (NFPA) now in existence or hereafter promulgated and not in conflict with these Rules and Regulations, the Authority's Policies, Standard Procedures or any Directives or federal aviation regulations, are hereby adopted by reference as part of these Rules and Regulations.

5.2 FUELING OPERATIONS

- a. No Aircraft may be fueled or defueled while inside any building or structure.
- b. Any Person, including the owner or operator of Aircraft, causing overflowing or spilling of fuel, oil, grease or other contaminants anywhere on the Airport will be responsible for ensuring the immediate cleanup of such spill. In the event of failure or refusal to comply with such cleanup requirements, the spill may be cleaned up by the Authority at the responsible party's expense.
- c. Any fuel spill must be reported immediately to the Airport Police by dialing 911 or calling (813) 870-8760. Details of all spills must be reported to the Authority, in compliance with the procedures contained in the Airport Emergency Plan. Aircraft, fuel delivery devices and other vehicles will not be moved or operated in the vicinity of the spill until the spill is removed. The Person(s) causing the spill will promptly post a fire guard.
- d. If a fire occurs in or near a fuel delivery device while servicing an Aircraft, the Airport Police must be notified by dialing 9-1-1 or calling (813) 870-8760. Fueling must be discontinued immediately and all emergency valves and dome covers must be shut down at once.
- e. No fuel vehicle designed for or employed in the transportation of fuel may be operated on a taxiway or runway at any time without prior permission from the Authority.
- f. Aircraft fuel servicing hydrant transfer vehicles and fuel tenders are allowed to engage in fueling on the airside terminal ramps or aprons; provided, however, that no fuel tender will operate on any of the airside terminal ramps or aprons without first entering into a written agreement with the Authority as to the specifics for such operation.

- g. No Person may start the engine of an Aircraft on the Airport if there is any gasoline or other volatile fluid on the ground within the vicinity of the Aircraft.
- h. No Person may operate a radio transmitter or receiver, or switch electrical appliances on or off, in an Aircraft while it is being fueled or defueled.
- i. During irregular operations or any situation where passengers are on board an Air Carrier Aircraft being fueled at the alternate fueling area, the air carrier will ensure:
 - 1. Aircraft engines must be off prior to the commencement of fueling operations. Fueling operations will not be permitted to take place with passengers on board the Aircraft when the Aircraft is away from an Airside Building and air stairs are not available.
 - 2. No more than two Aircraft will be on the alternate fueling area at any one time. Additional air carrier parking positions will be coordinated between Airport Operations and FAA Air Traffic Control (ATC). Care will be taken to prevent hazards due to jet blast.
 - 3. Fire extinguishing apparatus will be on site and readily available during fueling operations.

5.3 FUELING OPERATIONS COMPLIANCE PROGRAM

- a. Airport Operations and Aircraft Rescue and Firefighting (ARFF) personnel are authorized to document fueling operations discrepancies. The Authority's ~~Airport Safety~~ Enterprise Risk Management and Safety Department (ERMS) will review each documented discrepancy pursuant to these Rules and Regulations. Documented fuel discrepancies may result in immediate corrective action, retraining and/or appropriate fine.
- b. Fuel discrepancies subject to penalties are categorized into two classes based on severity of the ~~discrepancy violation~~ and impact on safety, compliance and operational integrity. Each discrepancy is subject to a corresponding fine as outlined in ~~Section 5.3.15, Classes of Fueling Operations Discrepancies~~ and Attachment 1, Fueling Operations Discrepancies Subject to Penalty. Attachment 1 may be amended by the ~~CEO~~ Chief Executive Officer or designee from time to time without action by the Board of Directors.
- c. Multiple discrepancies may be documented ~~during~~ for a single inspection event. Each discrepancy identified during an inspection will be evaluated and assessed independently in accordance with the discrepancy's ~~its~~ assigned penalty category. In such cases, the total fines from all discrepancies may be assessed. Any resulting penalties will be issued to the company responsible for the equipment or the employee found to be in violation. A record of documented discrepancies is maintained by Airport Operations.

- d. After a fueling operations discrepancy is issued, ERMS Department the Authority may reduce the class of the discrepancy violation based on extenuating circumstances as determined during the by the appeal process set out belowHearing Panel.

5.3.1 CLASSES OF FUELING OPERATIONS DISCREPANCIES

- a. Class 1 Fuel Discrepancies represent major violations that pose significant safety hazards or demonstrate serious noncompliance with established fueling standards and regulations. Class 1 Ffuel Discrepancies discrepency violations willmay result in penalties up to \$750.00 and willmay -warrant immediate corrective action.
- b. Class 2 Fuel Discrepancies represent moderate violations that, while less severe than major violations, still constitute noncompliance with established fueling standards and regulations. Class 2 Ffuel Discrepancies discrepency violations willmay result -in penalties up to \$250.00 and willmay warrant immediate corrective action.

5.3.2 APPEAL PROCESS

- a. Any Person may request a hearing to appeal a penalty issued for a Ffuel Ddiscrepancy violation issued pursuant to Ssection 5.3, Fueling Operations Compliance Program. The appeal must be submitted via email to SMS@TampaAirport.com within ten (10) calendar days of the date of penalty issuance. The appeal must include the following information:
1. First and last name of the alleged violator, if known;
 2. Company responsible for the equipment and/or employee;
 3. Date of alleged Fuel Ddiscrepancy(ies);
 4. Summary of alleged Fuel Ddiscrepancy(ies);
 5. All documentation that supports the appeal; and
 6. Contact information for the individual filing the appeal and the alleged violator or and the company responsible for the equipment and/or employee, including email address, mailing address, and phone number.
- b. If the alleged violator and/or their company intend to retain legal counsel for the hearing, the Authority must be notified in writing upon submission of the appeal. The hHearinghearing will be conducted by a three-member panel consisting of a Hearing Officer and two Airport Operations managers from ERMS or Airport Operations (Hearing Panel). The Hearing Officer will beis the Director of Enterprise Risk Management and Safety or designee or designee.
- c. The hearing is administrative in nature, and the alleged violator and/or /company will be provided with the opportunity to present any relevant extenuating circumstances, evidence, supporting documentation, witnesses, and/or sworn testimony.

1. The hearing shall be in person at a designated location unless otherwise approved for an online platform by the Director of Enterprise Risk Management and Safety or designee.
 2. Details of the alleged Fuel Discrepancy(ies) violation(s) will be presented by the Hearing Officer individual who issued the penalty.
 3. Failure of the alleged violator and/or cCompany to appear at the hHearing will result in the penalty and accompanying Fuel Discrepancy(ies)violation(s) being upheld and immediately enforceable.
- d. If a majority of the hHearing pPanel determines that the alleged Fuel Discrepancy(ies) violation(s) occurred, the assessed penalties will be deemed upheld and final. If a majority of the hHearing pPanel determines that the alleged Fuel Discrepancy(ies)violation(s) did not occur, the assessed penalties all applicable penalties will be rescinded. The final decision of the hHearing pPanel will be emailed to the alleged violator and their company within seven (7) business days of the date of the hearing.

5.35.4 AUTHORITY TO DISPENSE AVIATION FUEL

- a. Only those ~~persons~~ Persons authorized by the CEO or designee via a current self-fueling permit, or those that have a verified status of an approved vendor, may dispense fuel into a public or private Aircraft.
- b. No Person may dispense aviation fuel directly into a motor vehicle or sell fuel for such purposes.

5.45.5 LEASEHOLD HOUSEKEEPING

All ~~persons~~ Persons occupying space at the Airport must keep the space allotted to them clean and free from rubbish and accumulation of any material. Only approved boxes, crates, paint or varnish cans, bottles or containers may be stored in or about any leasehold, and all floors must be kept clean and free from fuel and oil. The use of volatile or flammable solvents for cleaning floors is prohibited. Approved metal receptacles with a self-extinguishing cover will be used for the storage of oily waste rags and similar material. The contents of these receptacles will be removed daily by ~~persons~~ Persons occupying space; drip pans will be placed under engines and kept clean at all times; and clothes lockers will be constructed of metal or fire-resistant material.

5.55.6 HAZARDOUS MATERIALS

- a. No Person may, without prior permission of the CEO or designee, keep, transport, handle, or store at, in or upon the Airport any cargo of explosives or other hazardous articles which are barred from loading in, or for transportation by, civil Aircraft in the United States under the current provisions of regulations promulgated by the United States Department of Transportation, the FAA or by any other applicable authority.

Compliance with said Regulations will not constitute or be construed to constitute a waiver of the required notice or an implied permission to keep, transport, handle or store such explosives or other dangerous articles at, in or upon the Airport. Advance notice of at least 24 hours must be given to the CEO or designee to permit full investigation and clearances for any operation requiring a waiver of these Rules and Regulations.

- b. No Person may offer, and no Person may knowingly accept, any hazardous article for shipment at the Airport unless the shipment is handled and stored in full compliance with current federal aviation regulations.
- c. Any Person engaged in the transportation of hazardous articles must have designated personnel at the Airport authorized and responsible for receiving and handling such shipments in compliance with all applicable local, state and federal regulations.
- d. Any Person engaged in the transportation of hazardous articles must provide storage facilities which reasonably ensure against unauthorized access or exposure to persons and against damage to shipments while at the Airport.

5.65.7 STORAGE OF EQUIPMENT

Unless otherwise provided for by a contractual agreement, no Person will use any area of the Airport, including buildings, whether privately or publicly owned, for the storage of cargo or any other property or equipment without prior permission of the CEO or designee. The CEO or designee will have the authority to order the cargo or any other property removed and stored at the expense of the owner or consignee without responsibility or liability by the Authority.

5.75.8 REPAIRING AIRCRAFT

- a. No Person may repair an Aircraft or Aircraft engine, propeller or other Aircraft apparatus in any area of the Airport other than those areas specifically designed for such repairs, except that minor adjustments or repairs may be made while the Aircraft is at an Aircraft parking position prepared for departure. Any Aircraft being repaired at a gate position will be immediately moved to another location upon request by the Authority.
- b. Aircraft repairs in storage areas of hangars are limited to inspections and replacements of parts and repairs incident thereto, provided such repairs do not involve appliances using open flames or heated parts.
- c. The starting or operating of Aircraft engines inside any hangar is prohibited. This will not be construed as prohibiting the use of tractors with NFPA approved exhaust systems when moving Aircraft within any hangar.

5.85.9 POWDER OR EXPLOSIVE CARTRIDGE ACTIVATED TOOLS

With the exception of the interior of non-Authority owned buildings, no Person may use powder or explosive cartridge activated tools or fastening devices anywhere on the Airport without prior written authorization of the Authority.

~~5.9~~ 5.10 SAFETY MANAGEMENT SYSTEM

All ~~P~~persons engaged in activity at the Airport, whether using or occupying Airport land and/or improvements or otherwise, shall adhere to the practices recommended by the FAA and shall fully comply with all SMS regulations, and/or Operating Directives issued by the Authority.

~~5.10~~ 5.11 COMPLIANCE WITH GROUND OPERATIONS MANUAL

All ~~P~~persons engaged in activity at the Airport within the AOA, Movement Areas, and Non-Movement Areas are required to comply with the GOM. The GOM is published on the Authority's website.

SECTION 6. AERONAUTICAL

6.1 GENERAL

a. Interference with Aircraft

No Person may aim, throw, shoot or propel any object or laser beam in such a manner as to interfere with or endanger the safe operation of any Aircraft taking off, landing or operating on the Airport or any vehicle operating on the Airport.

b. Compliance with Orders

All aeronautical activities at the Airport must be conducted in compliance with the current applicable federal aviation regulations, and the Authority's Rules and Regulations, Standard Procedures and Operating Directives, and directions of the FAA Air Traffic Control Tower.

c. Hold Harmless

Aircraft owners, pilots, agents or their duly authorized representatives will release or discharge the Authority, its Board of Directors, its officers and its employees of and from liability for any damage which may be suffered by any Aircraft and its equipment, and for personal injury or death.

d. Prohibited Operations and Liability

1. No Person may operate Aircraft at the Airport in a careless manner or in disregard of the rights and safety of others.
2. All persons using the Airport will be held liable for any property damage caused by carelessness or negligence on or over the Airport, and any Aircraft operated so as to cause such property damage, may be retained in the custody of the Authority and the Authority may have a lien on said Aircraft until all charges for damages are paid. Any Person liable for such damage will indemnify fully and save and hold harmless the Authority, its Board of Directors, its officers and its employees from claims, liabilities, and causes of action of every kind, character and nature and from all costs and fees, including attorney's fees, connected therewith, and from the expenses of the investigation thereof.
3. No Person shall take any Aircraft from the airfield or hangars or operate such Aircraft while under the influence of liquor or illegal drugs.

e. Denial of Use of Airport

The CEO or designee has the right at any time to close the Airport in its entirety or any portion thereof to air traffic, to delay or restrict any flight or other Aircraft

operation, to refuse take off permission, and to deny the use of the Airport or any portion thereof to any specified class of Aircraft or any individual or group when necessary to avoid endangering persons or property and to be consistent with the safe and proper operation of the Airport.

In the event the CEO or designee believes the condition of the Airport to be unsafe for landings or take-offs, it will be within their authority to issue, or cause to be issued, a Notice to Airmen (NOTAM) closing the Airport or any portion thereof.

f. Aircraft Accidents or Incidents

The pilot or operator of any Aircraft involved in an accident or incident on the Airport causing personal injury or property damage must, in addition to all other reports required by other agencies, make a prompt and complete report concerning said accident or incident to the Authority. When a written report of an accident or incident is required by federal aviation regulations, a copy of such report may also be submitted. The report must be filed with the Authority within a reasonable time of the accident or incident.

g. Disabled or Wrecked Aircraft

The Aircraft owner shall be responsible for the prompt removal of all disabled or wrecked Aircraft, and for any or all parts and fluids of such Aircraft at the Airport, as reasonably directed by the Authority.

The Aircraft owner must also ensure compliance with all federal regulations, as well as any direction by the NTSB or FAA that would preclude the movement of Aircraft due to a pending investigation of an Aircraft involved in an accident or incident.

In the event of the owner's failure or refusal to comply with such directions within one hour of receiving direction to remove the Aircraft, the disabled or wrecked Aircraft or any and all parts thereof may be removed by the Authority at the owner's expense and without liability for damage which may result from such removal.

h. Tampering with Aircraft

No Person will interfere or tamper with any Aircraft, put in motion such Aircraft, or use or remove any Aircraft, Aircraft parts, instruments or tools without positive evidence of permission of the owner thereof.

i. Cleaning, Maintenance and Repair of Aircraft

No Person may clean, paint, wash, polish or otherwise maintain an Aircraft, other than in areas approved and in the manner designated by the Authority.

j. De-icing of Aircraft

No Person may de-ice an Aircraft by applying any substance without prior written permission from the Authority and compliance with an Airport approved plan.

k. Hand Propping of Aircraft

Aircraft hand propping is not allowed unless there is no other means of starting an Aircraft. Pilots are solely responsible for liability resulting from this type of action.

l. Certification of Aircraft and Licensing of Pilots

All Aircraft operating at the Airport will display on board the Aircraft a valid airworthiness certificate issued by the FAA or appropriate foreign government and will display on the exterior of the Aircraft a valid registration number issued by the FAA or appropriate foreign government. All persons operating Aircraft on the Airport will possess an appropriate license issued by the FAA or appropriate foreign government.

m. Registration of Aircraft

The Authority may require the registration of pilots and Aircraft using the Airport, and such pilots will comply with the registration requirements.

n. Payment of Fees

The payment of rentals, fees and charges relating to the use of Airport premises and facilities will be made before take-off. In lieu of such payment, satisfactory credit arrangements may be made by the pilot or owner of the Aircraft with the Authority or the appropriate entity, before leaving the Airport.

o. Reporting on Geoengineering and Weather Modification Activities

Florida law prohibits the injection, release, or dispersion, by any means, of a chemical, a chemical compound, a substance, or an apparatus into the atmosphere within the borders of the state for the express purpose of affecting the temperature, weather, climate, or intensity of sunlight. Fixed Base Operator (FBO) and all airport users shall report to the Authority the physical presence of any aircraft on the Airport, equipped with any part, component, device, or the like which may be used to support the intentional emission, injection, release, or dispersion of air contaminants into the atmosphere within the borders of this state when such emissions occur for the express purpose of affecting temperature, weather, climate, or the intensity of sunlight. Fixed Base Operator (FBO) and all airport users also shall report to the Authority the landing, takeoff, stopover, or refueling of an aircraft equipped with the components outlined in this paragraph.

6.2 AIRPORT OPERATIONAL RESTRICTIONS

- a. For the safe and efficient operation of the Airport, the Authority may prohibit or limit any given type, kind or class of aeronautical use of the Airport, including the following types of operations:

1. Student pilot training;
2. Training flights;
3. Experimental flights;
4. Equipment demonstration;
5. Air shows;
6. Maintenance flight checks;
7. Aircraft type
8. Ultralight vehicles, as defined in 14 CFR §103.1;
9. Touch and go flights; and
10. Airplane banner tow pickups and drop offs from or on the Airport.

Such designation of restriction will be established through the issuance of Operating Directives.

- b. Without prior approval, the Authority will prohibit use of the Airport for the following:

1. Powerless Aircraft or ultralight vehicles that desire to land or take-off from the Airport;
2. Kites, model airplanes, UAS, tethered balloons or other objects constituting a hazard to Aircraft operations;
3. Parachute jumping over or onto the Airport; and
4. Training or pilot familiarization flights to or from the Airport. Exempt from these Rules and Regulations will be those pilot familiarization flights from

Aircraft assigned to local military bases as part of their training mission for the defense of the United States of America.

c. Take-offs and Landings

1. No Person may cause an Aircraft, other than a helicopter, to land or take-off at the Airport, except on a runway and in the direction assigned by the FAA Air Traffic Control Tower. Helicopters will operate in accordance with directions of the FAA Air Traffic Control Tower.
2. No Person may turn an Aircraft in order to reverse direction on a runway unless given specific instructions or authorization to do so by the FAA Air Traffic Control Tower.
3. Persons landing an Aircraft at the Airport will make the landing runway available to other Aircraft by leaving said runway as promptly as possible, in a safe manner.
4. Any Person operating or controlling an Aircraft landing at or taking-off from the Airport will comply with applicable Aircraft noise limits as promulgated by the federal government or the Authority, whichever is the most restrictive.

d. Preferential Runway Use

To minimize flights over noise sensitive residential areas, the Authority maintains a Voluntary Noise Abatement Program, which includes a Preferential Runway Use Program. Pilots are expected to comply with the voluntary procedures, as outlined in the Authority's approved Part 150 Noise Compatibility Study.

6.3 AIRCRAFT GROUND RULES

a. Aircraft Parking

1. No Person may park an Aircraft in any area on the Airport except those designated, and in the manner prescribed, by the Authority. If any Person uses unauthorized areas for Aircraft parking, the Aircraft so parked may be removed by or at the direction of the Authority at the risk and expense of the owner.
2. Aircraft will use Aprons as assigned and consistent with the Authority Operating Directives on such use.
3. No Aircraft will be left unattended on the Airport unless it is in a hangar or adequately secured.

4. Articles left in Aircraft are the sole responsibility of the Aircraft owner/pilot. Theft or vandalism of said articles are not the Authority's responsibility.

b. Derelict and Abandoned Aircraft

1. No Person may park or store an Aircraft in a derelict or abandoned condition on Airport property, including leased premises, without written permission from the Authority.
2. No Person will store or retain Aircraft parts or components held as inventory anywhere on the Airport, other than in an enclosed authorized facility or in a manner approved by the Authority in writing.
3. Whenever any Aircraft is parked, stored or left in a derelict or abandoned condition on the Airport in violation of the provisions of this Section, the Aircraft is subject to removal by the Authority pursuant to Florida Statute Section 705.183.

c. Starting and Running Aircraft Engines

- ~~1.~~ ~~1.~~ No Aircraft engines may be run at the Airport unless a pilot or certified airframe and power plant mechanic qualified to run the engines of that particular type Aircraft is at the controls and blocks have been placed in front of the wheels or the Aircraft parking brakes are set adequately.
- ~~2.~~ ~~2.~~ No Person may run an engine of an Aircraft parked on the Airport in a manner that could cause injury to persons, damage to property or endanger the safety of operation on the Airport.
3. Aircraft engines maybe started or operated only in the places and times designated for such purposes by the Authority's Policies, Standard Procedures and/or Operating Directives.
4. Noise emanating from Aircraft engines during ground operations will be maintained within the applicable Aircraft engine noise limits promulgated by the federal government or the Authority, whichever is the most restrictive.
5. Engine run ups for Aircraft maintenance or purposes other than preflight will be conducted in designated areas and during designated hours prescribed by Operating Directive.

d. Aircraft Taxiing

1. No Person may taxi an Aircraft on the Airport until they have ascertained that there is no danger of collision with any persons or objects.

2. All Aircraft will be taxied at a safe and reasonable speed.
3. All Aircraft operating on the Airport must be equipped with wheel brakes in proper working order.
4. Aircraft will not be taxied, towed or pushed on any runway or taxiway until specifically cleared to do so by the FAA Air Traffic Control Tower.
5. When taxiing Aircraft are converging the Aircraft involved will pass each other bearing to the right, unless otherwise directed by the FAA Air Traffic Control Tower.
6. No Aircraft will taxi between an airside terminal gate and an Aircraft engaged in a push-back or power-back operation.
7. No Aircraft will be taxied into or out of any hangar under its own power.
8. All Aircraft being taxied, towed or otherwise moved on the Airport will proceed with navigational lights on during the hours between sunset and sunrise.
9. All Aircraft operations will be confined to hard surfaced areas of the AOA and Aprons.

6.4 HELICOPTER OPERATION

- a. In addition to all other Rules and Regulations set out herein, all helicopters must:
 1. Operate under the direction of the FAA Air Traffic Control Tower;
 2. Avoid fixed-wing Aircraft traffic patterns and altitudes to the maximum extent possible;
 3. Taxi, tow or otherwise move with rotors turning only if there is a clear area of at least 50 feet in all directions from the outer tips of the rotors; and
 4. Operate at least 200 feet from any areas on the Airport where unsecured light Aircraft are parked.

SECTION 7. MOTOR VEHICLES

7.1 GENERAL TRAFFIC REGULATIONS

a. Authority

Operation of Motor vehicles on the Airport will be in compliance with all applicable federal laws, municipal ordinances, and state laws, including the Florida Uniform Traffic Control Law and these Rules and Regulations. No Person will operate a Motor vehicle on the Airport without an appropriate valid driver's license.

b. Discharge of Material

1. No Person will operate an uncovered Motor vehicle to haul trash, dirt or any other material on the Airport without prior permission of the Authority.
2. No Person may spill or discharge any type of material from a Motor vehicle operated on the Airport.

c. Traffic Signs and Signal Devices

Signs, markers or devices erected on the Airport will be prima facie evidence that they were erected or placed under proper authority. Failure to comply with the directions indicated on such signs, markers or devices erected or placed in accordance herewith will be a violation of these Rules and Regulations of the applicable provisions of the Florida Uniform Traffic Control Law.

d. Pedestrian Right-of-Way

The operator of any Motor vehicle must yield the right-of-way to a pedestrian who crosses within a marked pedestrian crosswalk, except where the movement of traffic is being otherwise actively regulated by Authority personnel or traffic control devices. The driver of a Motor vehicle must exercise due care for the safety of any pedestrian upon a roadway.

e. Vehicle Condition

No Person may operate any Motor vehicle upon the Airport which:

1. Is so constructed, equipped or loaded, or which is in such unsafe condition, as to endanger persons or property; or
2. Has attached thereto any object or equipment, including that which is being towed, which drags, swings or projects so as to be hazardous to persons or property; or
3. Is so operated in a negligent or reckless manner or in excess of posted speed limits.

f. Closing or Restricting Use of Airport Roadways

The CEO or designee is authorized to close or restrict the use of all Airport roadways to vehicular traffic in the interest of public safety.

g. Storing, Parking and Repairing Vehicles

No Motor vehicle may be stored, parked or repaired on the Airport, except in areas so designated by the Authority, except for minor repairs necessary with respect to a temporarily disabled Motor vehicle.

h. Slow-Moving Motor Vehicles, Equipment and Machinery

Every slow-moving Motor vehicle, equipment or machinery designed for use and speeds of less than 25 miles per hour being operated on Airport roadways must be equipped with and display a triangular slow-moving Motor vehicle emblem, mounted on the rear or in case of towed units, on the rearmost unit being towed.

i. Engine Turn Off

Operators of all Motor vehicles being operated on the streets or other vehicular traffic areas on the Airport, including parking areas, must turn off the Motor vehicle's engine when such Motor vehicle is parked or is waiting other than at a traffic control device requiring the Motor vehicle to stop temporarily or to permit the safe passage of persons or other Motor vehicles.

j. Any Motor vehicle entering the Airport will be subject to inspections in accordance with federal regulations.

7.2 PROCEDURE IN CASE OF CRASH

The driver of any Motor vehicle involved in a crash on the Airport which results in injury to or death of any persons or property damage must immediately stop such Motor vehicle at the scene of the crash and, by the quickest means of communication, give notice of the crash as soon as possible to the Airport Police by calling (813) 870-8760 or 911.

7.3 SPEED LIMITS

The operator of a Motor vehicle must drive such Motor vehicle on the streets and other vehicular traffic areas on the Airport, including parking areas, at a speed that is reasonable and prudent under the existing conditions, having due regard to actual and potential hazards and must comply with speed limits indicated on signs posted and maintained by the Authority. In areas in which signs are not posted the speed limit will be 15 miles per hour.

7.4 DESIGNATED ONE-WAY DRIVES

Vehicular traffic on the entrance and exit drives serving the Passenger terminal complex will be one-way and will be so designated by signs posted and maintained by the Authority. Movement of vehicular traffic in the opposite direction to that indicated by the signs is prohibited.

7.5 VEHICLE OPERATIONS ON AIR OPERATIONS AND MOVEMENT AREAS

a. Permission

No Person may operate a Motor vehicle on the AOA or movement area unless permission based on operational need has been granted by the CEO or designee. Special authorization and training will be required for operation on the movement area.

b. Towing of Baggage Carts and Pods

The number of baggage carts and pods being towed by one tug on the Airport will not exceed four.

c. Parking

No Motor vehicle may be parked on any portion of the AOA, except those trucks and other vehicles necessary for the servicing of Aircraft and the operation and maintenance of the Airport, and then only if it is properly identified in accordance with the Airport Security Program.

d. Driving Across Passenger Loading Lane

No Person may drive a Motor vehicle or move equipment between the Aircraft and passenger gate when passengers are boarding or deplaning from the Aircraft. Drivers are expected to follow the designated service roads, excluding Authority personnel conducting duties as prescribed in the Ground Operations Manual (GOM).

e. Restricted Parking

No Person will park a Motor vehicle in any manner so as to block or obstruct fire hydrants, emergency fuel shutoff device and the approaches thereto, gates or emergency exits or building entrances or exits.

f. Right-of-Way Aircraft

Aircraft taxiing in the AOA will have the right-of-way over vehicular traffic, unless otherwise directed by FAA ATC.

7.5.1 AIRPORT SAFETY CITATIONS

- a. Airport Operations and ~~Airport Safety~~ERMS ~~Enterprise Risk Management and Safety~~ are authorized to issue citations for violations of the safety standards for driving in the AOA as described in the Authority's Rules and Regulations, Policies, Standard Procedures and/or Operating Directives. ~~The Authority's Airport Safety~~ERMS team will review each citation pursuant to these Rules and Regulations. Citations may result in immediate corrective action or coaching, mandatory retraining, and/or penalties up to and including temporary disabling or confiscating of the individual's Airport Identification Media and suspension or permanent revocation of Airfield driving privileges.
- b. Depending on severity, violations are categorized into five classes, each resulting in a specific number of points against the individual's airport driving record and penalties. The classes of violations and the corresponding points and penalties are detailed in Attachment 2, Citation Point Assignment, –to these Rules and Regulations. Attachment 2 may be amended by the CEO ~~Chief Executive Officer or designee~~ from time to time without action by the Board of Directors. In the interest of safety, the Chief Operating Officer ~~or designee~~ retains full, discretionary, and immediate authority to suspend or revoke Airfield driving privileges at any time, without prior notice, when such action is deemed necessary to preserve the safety and security of personnel, equipment, or operations.
- c. Multiple citations may be issued for a single incident. In such cases, the total points from all citations and the highest penalty of all citations may be assessed. For example, an individual cited for failure to wear seatbelt (a Class 1 violation) and driving 10 mph over the speed limit (a Class 2 violation) may be assessed a total of three points and the penalties associated with a Class 2 violation. Points for each citation will remain on a cited individual's driving record for 36 months. Safety citation records are maintained by Airport Safety.
- d. After a safety citation is issued, director level leadership in ERMS ~~Enterprise Risk Management and Safety~~ and Operations or their ~~designee~~designee ~~the Authority~~ may reduce the class of the violation based on extenuating circumstances. ~~The various types of All types of citations are listed in Attachment 2.:~~
- e. Individuals required to re-take the Non-Movement Area Driving Training Program will be required to pay any Airport Identification Media Badging fees associated with the issuance of a new Airport Identification Media. Such fees will be assessed to the employer of the individual involved.

7.5.2 APPEAL OF AIRPORT SAFETY CITATIONS

- a. Any individual issued a citation~~an Airport Safety Citation~~ under these Rules and Regulations may appeal the citation. Appeals must be submitted by email to SMS@TampaAirport.com within five (5) business days of the citation date.

b. Appeals must include:

1. Name and contact information of the cited individual and employer (email, mailing address, phone number);
2. Company sponsor (signatory on Airport Identification Media);
3. Date and summary of the alleged violation(s); and
4. Supporting documentation.

c. Hearings will be conducted by a three-member panel consisting of a Hearing Officer and two ~~Airport Operations~~ managers from ~~ERMS~~ Enterprise Risk Management and Safety and the Airport Operations departments (neither may be the cited individual's immediate supervisor). The Hearing Officer will be ~~is~~ the Director of Enterprise Risk Management and Safety ~~or designee, or designee.~~

d. Hearings are administrative and held in person at a designated location unless otherwise approved for an online platform by the Director of Enterprise Risk Management and Safety ~~or designee or designee.~~ Failure to appear will result in the citation and penalties being upheld and immediately enforced. The cited individual must provide the Authority notice if legal representation will be present at the hearing.

e. At the hearing, the airport official who issued the citation will present the details of the alleged violation(s). The cited individual may present relevant evidence, documentation, witnesses, and/or sworn testimony. Attendance by the cited individual is mandatory. If a majority of the ~~h~~Hearing ~~P~~panel finds the violation(s) occurred, all points and penalties assessed are final. If a majority of the hearing ~~p~~Panel finds the violation(s) did not occur, all points and penalties will be rescinded and Airfield driving privileges reinstated ~~immediately~~immediately. The ~~hearing p~~Panel's final decision will be emailed to the cited individual ~~violation~~ and employer within seven (7) calendar days of the hearing date.

7.5.3 REVOCATION OF AIRFIELD DRIVING PRIVILEGES

a. Any individual who accumulates seven (7) points within a 36-month period will be required to attend an in-person safety check-in with their manager, ~~Airport Safety~~ERMS managementEnterprise Risk Management and Safety, and Airport Operations management; to discuss repetitive unsafe behavior. Failure to attend the in-person safety check-in ~~may~~will result in revocation of Airfield driving privileges. An individual who accumulates 10 or more points within a 36-month period is subject to permanent revocation of Airfield driving privileges.

b. Prior to the permanent revocation of Airfield driving privileges, the individual will be notified in writing and provided the opportunity to request a review of the decision. The request for review must be submitted in writing to the Chief Operating Officer ~~designee~~ within five (5) business days of receiving notice of the ~~intended~~proposed revocation. The review will consider the individual's

driving record, the nature and severity of the violation(s), any mitigating circumstances, and input from the individual's employer. Following the review, the Chief Operating Officer~~OO Chief Executive Officer~~ will issue a written decision affirming, modifying or overturning the revocation. ~~The decision of the panel is final.~~

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7.6 PUBLIC PARKING

- a. Operators of Motor vehicles using the public parking facilities at the Airport must observe and comply with all regulatory and directional traffic signs posted on said facilities.
- b. Motor vehicles must park in designated and/or marked spaces only. No Person may park a Motor vehicle in any designated and/or marked parking space in such a manner as to occupy a part of another space. Motor vehicles that are parked in other than designated and/or marked spaces may be removed or relocated at owner's expense and risk.
- c. Any person who parks a Motor vehicle in a public parking facility at the Airport will pay the appropriate parking fees upon exit.
- d. Any Motor vehicle remaining in a public parking facility on the Airport for 45 days or longer will be considered an abandoned vehicle, unless such circumstance is coordinated in advance by the parking patron with the Authority.
- e. Motor vehicles remaining in the public parking facilities due to insufficient funds may be removed at owner's expense and risk after 45 days from entry.
- f. Any Motor vehicle that poses a risk or hazard to health, safety or security of Persons or the Airport may be removed or relocated at owner's expense and risk at the Authority's sole discretion.
- g. Motor vehicles that park in areas of the public parking facilities that have been designated, signed, and/or marked as construction areas, may be relocated at the discretion of the Authority.

7.7 RESERVED PARKING

No Person may park any Motor vehicle in a reserved parking area without a valid permit issued by the Authority. Each Motor vehicle parked in a reserved parking area must prominently display the identifying insignia provided by the Authority or must bear other markings acceptable to the Authority. Every such Motor vehicle will be parked only in the space or area as specifically assigned.

7.8 LOADING AND UNLOADING OF VEHICLES

No Person will stop a Motor vehicle for loading, unloading or any other purpose on the Airport other than in areas specifically designated for such use and only in the manner prescribed by signs, lines, and other means provided. Stopping on the flight arrival and departure drives and the commercial curbs of the Passenger terminal complex will be restricted specifically to active loading and active unloading of passengers and their baggage. Unattended Motor vehicles may be cited and/or towed.

7.9 AUTHORITY TO REMOVE VEHICLES

The Authority may remove or cause to be removed from any restricted or reserved areas, any roadway or right-of-way, or any other area on the Airport, any Motor vehicle which is disabled, abandoned, illegally or improperly parked, or which creates an operational obstruction. Any such Motor vehicle may be removed or caused to be removed by the Authority to the official vehicle impound area designated by the Authority. Any Motor vehicle impounded by the Authority will be released to the owner or operator thereof upon proper identification of the Motor vehicle and of the Person claiming it and upon payment of towing charges and accrued parking and storage fees. The Authority will not be liable for damage to any Motor vehicle or loss of personal property which might result from the act of removal.

7.10 IMPOUND OF MOTOR VEHICLES IN EMPLOYEE PARKING LOTS

The employee parking lots are not to be used for storage of Motor vehicles. Any Motor vehicle utilizing the Airport employee parking lots must be in good repair and must have a current license plate registration. The Authority will place a warning on any Motor vehicle with a license plate registration that is expired for 30 days or more or that is in a state of disrepair. Any Motor vehicle parked in the employee parking lots which has not been moved for 90 days after such warning has been issued may be towed at the owner's expense and risk. In addition, any motor vehicle which is in a state of disrepair or poor condition and which has a license plate registration that is expired will be considered to be abandoned and may be towed at the owner's expense and risk. Prior to towing any vehicle, the Authority will make best efforts to contact the Motor vehicle's owner.

Motor vehicles with expired parking permits, as well as unauthorized or improperly parked vehicles, may be towed at the owner's expense and risk.

7.11 ISSUANCE OF TRAFFIC CITATIONS AND TICKETS

Airport Police officers are authorized to issue traffic citations or parking tickets for violation of any provision of the Florida Uniform Traffic Control Law or the Authority's Rules and Regulations governing the operation, loading, unloading or parking of Motor vehicles on the Airport. Traffic specialists and Airport Ground Transportation Operations personnel may also issue parking tickets.

SECTION 8. COMMERCIAL GROUND TRANSPORTATION

8.1 USE OF FACILITIES

All Commercial ground transportation operators and Transportation Network Companies, unless otherwise provided by agreement or permit with the Authority, will only be allowed to deliver customers to the Airport and to meet pre-reserved customers at the Airport in places designated by the Authority.

8.2 FEES AND CHARGES

The Authority will establish and collect fees and charges from the operators of various classifications of Commercial ground transportation.

8.3 COMPLIANCE WITH POLICIES, RULES AND REGULATIONS, STANDARD PROCEDURES AND OPERATING DIRECTIVES

All operators of Commercial vehicles will be subject to these Rules and Regulations, and to the Authority's Policies, Standard Procedures and Operating Directives. In addition, they will be subject to on-site supervision and direction by authorized Authority personnel.

8.4 CRUISING

Unless otherwise provided by permit or agreement, or in instances where a valid reservation for a pre-reserved customer is made, Commercial vehicles may not pick up or solicit passengers for pick up on the Airport's drives.

8.5 UNAUTHORIZED PARKING

No Commercial vehicle will be left unattended on the Airport without prior written permission of the Authority, except when parked in the public parking facility.

SECTION 9. PENALTIES

9.1 CEASE AND DESIST ORDERS

The CEO or designee may order any Person to cease and desist any activities or conduct in noncompliance with these Rules and Regulations and/or Authority Policies, Standard Procedures or Operating Directives.

9.2 REMOVAL FROM OR DENIAL OF ACCESS TO AIRPORT

- a. The CEO or designee may deny access to or order any Person removed from the Airport who knowingly fails to comply with a cease and desist order.
- b. Such order will set forth the reasons and dates on which removal or denial of access will begin and end.

9.3 APPEALS FROM CEASE AND DESIST ORDERS

- a. Upon issuance of a cease and desist order described above, the affected Person may submit, within ten days of the order, a written request for reconsideration to the CEO. Such request must be sent in writing by certified mail or by overnight ~~courier~~, ~~and courier and~~ must specify all reasons why the order should be modified or reversed. Any request for reconsideration filed in compliance with these Rules and Regulations will be reviewed by a fact-finding group whose duty is solely to gather data for the CEO.

The group will consist of the Chief Operating Officer or designee, relevant staff members, and at least one Authority attorney. The group will present all data gathered, in the most efficient manner, to the CEO who, after thorough review of the data, will send a written determination by certified mail or by overnight courier to the Person requesting such reconsideration.

- b. The CEO's determination is final, unless within ten days from the CEO's determination the Person requests, in writing by certified mail or by overnight courier, that an informal hearing before the Authority's Board of Directors be held on the matter. If such hearing is requested, the CEO will prepare an independent recommendation to the Authority's Board of Directors. The Authority's Board of Directors will issue a written decision after a presentation by the Person and the CEO at the hearing.
- c. Decisions of the Authority's Board of Directors are final and subject to review or appeal by the appropriate court action, or in some instances by proceedings before federal administrative agencies, in accordance with applicable law. No new facts or issues will be considered by the reviewing court or agency.

9.4 REMOVAL OF PROPERTY

- a. The Authority may remove or cause to be removed from any restricted or reserved areas, any roadway or right-of-way, or any other unauthorized area or structure at the Airport, any property which is disabled, abandoned or unattended which creates operational issue, a nuisance, security or safety hazards, or which otherwise is placed in an illegal, improper or unauthorized manner. Any such property may be removed or caused to be removed by the Authority to an official impound area or such other area designated by the Authority.
- b. Any property impounded by the Authority will be released to the owner or operator thereof, upon proper identification of the property, provided that the Person claiming the property pays any towing, removal or storage charges and any other accrued fees. The Authority will not be liable for any damage which may be caused to the property or loss or diminution of value which may be caused by the act of removal.

9.5 REMOVAL OF PERSONS

Violators of cease and desist orders will be considered trespassers and will be removed from Airport property.

9.6 INTENT

Nothing in the preceding Sections is intended to preclude any authorized Authority personnel from taking other action authorized by law.

9.7 SEVERABILITY

The provisions of these Rules and Regulations will be severable, and if any of the provisions hereof will be held to be unconstitutional or invalid, such determinations will not affect the constitutionality or validity of any of the remaining provisions of these Rules and Regulations. It is hereby declared to be the Authority's intent that such remaining provisions would have been adopted had such unconstitutional or invalid provision or provisions had not been included herein.

ATTACHMENT 1

FUELING OPERATIONS DISCREPANCIES SUBJECT TO PENALTY

Class 1 Fuel Discrepancy(s):

<u>Discrepancy Type</u>	<u>Code</u>	<u>Fine</u>
<u>The use of any means that defeats the deadman control shall be prohibited.</u>	<u>NFPA 407 – 4.2.6.2</u>	<u>\$750.00</u>
<u>All “no smoking” signs shall be displayed in the cabin(s), and the no smoking rule shall be enforced.</u>	<u>NFPA 407– 4.2.11.2.1.4</u>	<u>\$750.00</u>
<u>Personnel shall not carry lighters, matches, or electronic cigarettes on their person while engaged in fuel servicing operations.</u>	<u>NFPA 407 - 4.2.12.2.5</u>	<u>\$750.00</u>
<u>Fueling equipment shall be bonded to the aircraft prior to fueling connection.</u>	<u>NFPA 407 – 4.2.5</u>	<u>\$750.00</u>
<u>Leaking vehicles or carts shall be removed from service.</u>	<u>NFPA 407 – 6.2.8.2</u>	<u>\$500.00</u>
<u>Class I liquids not kept in closed tanks or containers when not in use.</u>	<u>NFPA 30 – 18.4.1</u>	<u>\$500.00</u>
<u>Fuel servicing equipment not equipped with the required fire extinguisher(s).</u>	<u>NFPA 407</u>	<u>\$500.00</u>
<u>Vehicle fueling an aircraft must be in service (current TPA quarterly placard).</u>	<u>NFPA 407 – 4.2.8.2</u>	<u>\$500.00</u>

Class 2 Fuel Discrepancy(s):

<u>Discrepancy Type</u>	<u>Code</u>	<u>Fine</u>
<u>Aircraft fueling hoses found with blistering, carcass saturation, separation, cuts, dry rot or kinks.</u>	<u>NFPA 407 – 4.2.9.4.2</u>	<u>\$250.00</u>
<u>Emergency Fuel Shutoff System must shut off fuel flow quickly and effectively.</u>	<u>NFPA 407 – 5.1.7.4.3</u>	<u>\$250.00</u>

<u>Fuel vehicles having evidence of smoking.</u>	<u>NFPA 407 – 6.1.10.8.2</u>	<u>\$250.00</u>
<u>Aircraft fueling hose(s) past its 10-year service life.</u>	<u>NFPA 407 – 4.2.9.2</u>	<u>\$250.00</u>
<u>Exhaust gases shall not be discharged where they could ignite vapors.</u>	<u>NFPA 407 – 6.1.13.4</u>	<u>\$250.00</u>
<u>Wiring must be protected from fuel exposure or damage.</u>	<u>NFPA 407 – 6.1.6.2.1</u>	<u>\$250.00</u>
<u>Vehicle battery compartment not having suitable shielding.</u>	<u>NFPA 407 – 6.1.6.1</u>	<u>\$250.00</u>
<u>Vehicle brake interlock and override non-functional.</u>	<u>NFPA 407 – 6.1.12.7 – 7.4</u>	<u>\$250.00</u>
<u>Vehicle fueling shall have a fully intact/protected bonding cable.</u>	<u>TPA GOM – 3.32(s)</u>	<u>\$250.00</u>
<u>Parking brakes and chocks shall be set before fueling.</u>	<u>NFPA 407 – 6.2.12.4</u> <u>TPA GOM – 3.32(t)</u>	<u>\$250.00</u>
<u>Failure to report any fuel spill from fueling vehicles to the Airport Operations Center (AOC) immediately.</u>	<u>TPA GOM 3.32(e)</u>	<u>\$250.00</u>
<u>Each aircraft fuel servicing vehicle or cart shall have a signage viewable from all sides of the vehicle.</u>	<u>NFPA 407 – 6.1.11.3</u>	<u>\$250.00</u>

ATTACHMENT 2

CITATION POINT ASSIGNMENT

Class 1 Violation(s): Violators are issued a safety citation worth **1 point** and given on-the-spot training. Examples of Class 1 Violations include the following:

<u>Violation Type</u>	<u>Points Assigned</u>
<u>Vehicles and equipment parked inside the boundaries of any object free area OFA.</u>	<u>1</u>
<u>Failure to have a valid State of Florida (or other state or territory of the United States) driver's license on person while operating a motorized vehicle within the AOA.</u>	<u>1</u>
<u>Operating a vehicle without functioning lights or other safety equipment.</u>	<u>1</u>
<u>Failure to wear a seatbelt while operating a vehicle.</u>	<u>1</u>
<u>Failure to return passenger boarding bridge to designated parking position.</u>	<u>1</u>
<u>Failure to adhere to the Airport Safety Management Manual, the Ground Operations Manual, or the Authority's Rules and Regulations.</u>	<u>1</u>

Class 2 Violation(s): Violators are issued a safety citation worth **2 points** and are provided on-the-spot safety training. Examples of Class 2 ~~Vsafety~~ violations include the following:

<u>Violation Type</u>	<u>Points Assigned</u>
<u>Parking or staging ground service equipment that blocks marked egress areas and/or designated access paths to eyewash stations or emergency fuel shutoff equipment.</u>	<u>2</u>
<u>Failure to wear a safety vest or other personal protection equipment while in the AOA.</u>	<u>2</u>
<u>Driving a vehicle between 1 and 14 mph over the posted speed limit.</u>	<u>2</u>
<u>Failure to provide two wing walkers during aircraft pushback or arrival.</u>	<u>2</u>

<u>Driving under a passenger boarding bridge without an approved reason.</u>	<u>2</u>
<u>Damaging property with a vehicle or ground service equipment.</u>	<u>2</u>
<u>Failure to secure unit load devices (ULD) on a dolly when not being used.</u>	<u>2</u>

Class 3 Violation(s): Violators are issued a safety citation worth **3 points**. Authority-issued Airport Identification Media Badge is disabled or confiscated. The violator is required to successfully complete the Non-Movement Area Driving Training Program and there is an **immediate 2-day suspension** of all airport driving privileges. Examples of **Class 3 Violations** ~~safety violations~~ include the following:

<u>Violation Type</u>	<u>Points Assigned</u>	<u>Suspension Length (days)</u>
<u>Driving outside a designated apron service road without authorization.</u>	<u>3</u>	<u>2</u>
<u>Towing more than 4 carts.</u>	<u>3</u>	<u>2</u>
<u>Failure to adhere to traffic signs and markings.</u>	<u>3</u>	<u>2</u>
<u>Failure to report an accident, incident, or spill to a supervisor, Authority personnel, or the Airport Operations Center.</u>	<u>3</u>	<u>2</u>
<u>Leaving the scene of an accident, incident, or spill prior to the arrival of Authority personnel.</u>	<u>3</u>	<u>2</u>
<u>Performing an above idle engine run-up on ramp.</u>	<u>3</u>	<u>2</u>
<u>Failure to secure goods being transported resulting in aircraft operations being interrupted.</u>	<u>3</u>	<u>2</u>

<u>Creating an open flame or smoking on the apron outside a designated area.</u>	<u>3</u>	<u>2</u>
<u>Performing a towing operation not compliant with the Ground Support Equipment (GSE) owner's manual.</u>	<u>3</u>	<u>2</u>

Class 4 Violation(s): Violators are issued a safety citation worth **4 points**. Authority-issued Airport Identification Media Badge is disabled or confiscated, the violator is required to successfully complete the Non-Movement Area Driving Training Program, and there is an **immediate 3-day suspension** of all airport driving privileges. Examples of **Class 4 Violations** ~~safety violations~~ include the following:

<u>Violation Type</u>	<u>Points Assigned</u>	<u>Suspension Length (days)</u>
<u>Failure to yield right of way to aircraft, wing walkers, or emergency vehicles.</u>	<u>4</u>	<u>3</u>
<u>Driving a vehicle 15 mph or more over the posted speed limit.</u>	<u>4</u>	<u>3</u>
<u>Unsafe or reckless driving or towing.</u>	<u>4</u>	<u>3</u>
<u>Using a hand-held wireless telecommunications device or earbuds/headphones while driving/operating a vehicle.</u>	<u>4</u>	<u>3</u>

Class 5 Violation(s): Violators are issued a safety citation worth **5-8 points** as determined after an investigation by director level leadership in ~~ERMS~~~~Airport Safety~~ and Airport Operations. Authority-issued Airport Identification Media Badge is disabled or confiscated. The violator is required to successfully complete the Movement Area Driving Training Program ~~successfully~~. ~~There is an immediate 14-day suspension of all driving privileges.~~ Examples of **Class 5 Violations** include the following ~~The 5-8 point distributed follows the below occurrences:~~

<u>Violation Type</u>	<u>Points</u>	<u>Suspension Length (days)</u>
<u>Movement Area vViolation with no operational impact and no air traffic control (ATC)ATC involvement</u>	<u>5</u>	<u>7</u>

<u>Surface incident with operational impact</u>	<u>6</u>	<u>10</u>
<u>Runway incursion with no operational impact and with ATC involvement</u>	<u>7</u>	<u>14</u>
<u>Runway incursion with operational impact and ATC involvement</u>	<u>8</u>	<u>14</u>

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