

	EMERGENCY, ENFORCEMENT, AND PURSUIT DRIVING	Operations Order 6.1.01
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1. EMERGENCY RESPONSE DRIVING

A. Definitions

- (1) Emergency Response Driving (Code 3 Driving) - The operation of an authorized emergency vehicle with mandatory use of lights and siren by a law enforcement officer in response to a life-threatening situation or a violent crime in progress at a speed above the posted speed limit and/or in disregard of traffic control devices governing the movement of motor vehicles.
 - [ARS 28-624.D](#) - This section does not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons and does not protect the driver from the consequences of the driver's reckless disregard for the safety of others.
- (2) Authorized Emergency Vehicle - [ARS 28-101.4.b](#) defines "authorized emergency vehicles" as a "police vehicle". For the purposes of this policy this includes all marked and unmarked vehicles.

B. The decision to drive under emergency conditions will be discretionary with each sworn employee.

- Sworn employees will have sufficient information to justify the decision to drive or continue to drive under emergency conditions and will continuously evaluate the safety of doing so.
- Any sworn supervisor can terminate emergency response driving (code 3 driving) at any time.

C. The following three conditions must simultaneously exist for sworn employees to exercise emergency response driving privileges as set forth in [ARS 28-624, Authorized Emergency Vehicles](#):

- The vehicle driven must be an authorized emergency vehicle.
- The unit must be responding to a life-threatening situation or violent crime in progress.
- A siren must be sounded and emergency red and blue lights activated.

D. When sworn employees engage in emergency response driving, they may:

- (1) Park or stand, irrespective of the provisions of [Title 28](#).
- (2) Proceed past a red light, stop signal, or stop sign **only** after coming to a complete stop, and **all** traffic has yielded the right-of-way or stopped in response to the emergency vehicle.
- (3) May exceed the prima facie speed limits if the driver does not endanger life or property.
- (4) When sworn employees use center or oncoming traffic lanes to approach-controlled intersections (traffic lights, stop signs, etc.), they will come to a complete stop before entering the intersection, even with a green light.
- (5) Sworn employees **will not** exceed the posted speed limit when approaching a controlled intersection.

E. Speed Limit and Vehicle Movement

- (1) The speed limit may be exceeded only under favorable conditions:
 - Light to moderate traffic
 - Good roads
 - Good visibility
 - Dry pavement

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1. E. (2) May exceed the prima facie speed limits if the driver does not endanger life or property.
 - (3) Excessive speeds as defined by [ARS 28-701.02, Excessive Speeds](#), will be the maximum allowed on the freeway.
 - (4) The posted speed limit is the maximum speed allowed under less-than-favorable conditions.
 - (5) Sworn employees may disregard regulations governing the direction of movement, only after stopping or slowing as necessary for safe operation.
 - (6) Sworn employees should pass on the left as traffic yields the right-of-way as prescribed by ARS 28-775.
 - The **maximum** speed will be **20 mph** when passing on the right.
 - (7) When initiating or continuing to drive under emergency conditions, sworn employees will consider:
 - Traffic volume
 - Time of day
 - Type of crime in progress
 - Distance from event or incident
 - Potential hazards to employees and the public
 - F. Use of Emergency Lights and Sirens
 - (1) When operating authorized emergency vehicles under emergency response driving conditions, sworn employees **will** use emergency lights and the siren.
 - (a) However, the use of emergency lights alone is **not** emergency response driving and requires the observance of all speed limits and traffic control devices.
 - (2) Sworn employees will take necessary steps to assist the Communications Bureau in understanding their transmissions, such as closing windows and turning up radio volume while operating the siren.
2. **TRAFFIC ENFORCEMENT DRIVING**
- A. Definition - Driving that involves the apprehension of traffic violators.
 - B. Sworn patrol/motor employees are expected to make **reasonable** efforts to apprehend traffic violators.
 - Traffic enforcement driving will not put the employee or the public at undue risk.
 - C. Sworn patrol/motor employees **will** weigh the necessity to apprehend the traffic violator against the level of risk presented to the employee and the public.
 - D. Sworn patrol/motor employees may disregard regulations governing traffic movement, as listed in [ARS 28-624](#), only when it can be done safely.
 - (1) Sworn patrol/motor employees may exceed the prima facie speed limits if the driver does not endanger life only to enforce serious moving violations that create an immediate danger to the public, such as excessive speed, aggressive driving, reckless driving, or DUI.
 - The level of risk to the employee and the public, as well as the need to pursue the violator, **must** be considered.

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2. D. (2) Sworn patrol/motor employees will not follow or pace the speed of traffic violators for extended distances; if a traffic violator refuses to stop after a reasonable distance, employees will discontinue following and return to service.

- If the elements of unlawful flight exist (see section 4 below), the Air Support Unit (if available) should be requested to provide active observation on the vehicle (see section 5.F of this order for more information).

3. **ESTABLISHING UNLAWFUL FLIGHT**

- A. [ARS 28-622.01, Unlawful Flight from Pursuing Law Enforcement Vehicle](#) - A driver of a motor vehicle who willfully flees or attempts to elude a pursuing official law enforcement vehicle that is being operated in the manner described in [ARS 28-624, subsection C](#) is guilty of a class 5 felony.

- (1) Sworn personnel must adhere to [ARS 28-624, subsection C](#) when attempting to stop the suspect vehicle by the use of an authorized emergency vehicle operating emergency lights and the siren.
- (2) If the operator of the suspect vehicle becomes aware of the attempt by an authorized emergency vehicle and willfully flees or attempts to elude the authorized emergency vehicle, the elements of Unlawful Flight are established.
- (3) Sworn employees who decide to continue following the suspect vehicle and do not terminate emergency driving after the elements of the unlawful flight have been established must state "IN PURSUIT" and follow the provisions as outlined in section 4 of this order.
 - (a) A pursuit BlueTeam will be completed by the supervisor of the unit that initiated the pursuit and forward to PSB – Field Investigations.
 - * If the unit decides to not follow the vehicle (does not go into pursuit), a pursuit packet is generally not required (see Operations order 6.1.02, Department Vehicle Incident Reporting.)

4. **PURSUIT GUIDELINES AND DRIVING PROCEDURES**

A. Guidelines

- (1) A primary responsibility of police service and the individual sworn employee is the protection of life and property; vehicle pursuits will not be initiated and/or will be terminated when the pursuit presents a greater risk to life and property than the immediate apprehension of the individual/s being pursued.
- (2) All sworn employees will refrain from initiating and continuing pursuits when the action of the fleeing vehicle exhibits reckless disregard for public safety, regardless of the offense (which may include violent felonies).
 - Sworn employees **will** weigh the necessity to apprehend the suspect, such as the need to take into immediate custody, against the level of risk presented to the employee and the public when deciding to initiate or continue a pursuit.
- (3) Pursuits **will not be initiated** for traffic violations, stolen vehicles, misdemeanors, and non-violent felonies.
- (4) At **all times** during the pursuit, the involved units will evaluate whether the risk created by the pursuit outweighs the necessity for immediate apprehension.

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4. A. (5) Preventing Pursuits

- (a) With a supervisor's authorization, sworn employees may pin a **stationary** vehicle or utilize tire deflating devices to prevent the vehicle from becoming mobile.

- Once a suspect in a vehicle exhibits mobile non-compliance during police contact, it will not be pinned at any period after going mobile.

NOTE: If a previously non-compliant suspect vehicle is relocated and found to be stationary/parked, it may be pinned with lieutenant and/or TSB supervisor approval, if safe to do so. Consideration to the Safety Priorities will apply based on the location and totality of the circumstances.

EXCEPTION: Does not apply to the use of a street jump by authorized employees as outlined in TM15, Tactical Events Response Plan.

(6) Tire Deflation Devices

- (a) **will not** be deployed on moving vehicles that do not meet the criteria for pursuing.

EXCEPTION: Tire deflation devices may be authorized by a TSB supervisor during the course of a tactical surveillance.

B. Definitions:

(1) Pursuit Driving	Any attempt by a law enforcement officer operating an authorized emergency vehicle to apprehend occupant/s of a moving vehicle when the driver is aware of that attempt and is resisting apprehension by using high speed driving or other evasive actions to intentionally disregard the law enforcement officer's command to stop.
(2) Use of a Pursuit	A pursuit is a tactic/tool which may be used to apprehend a subject whom the sworn employee has reasonable suspicion to believe has committed, is committing, or attempted to commit an offense involving the infliction or threat of serious physical injury or death or is likely to endanger human life or cause serious injury to another unless apprehended without delay.
(3) Pursuit Conclusion	A pursuit is concluded in one of two ways: • Suspect/s and/or vehicles are in custody, and/or suspect/s bail out, suspect vehicle has ceased movement, collision, etc. • <u>Termination</u> - All units, including the Air Support Unit, are available for radio traffic and not involved in the pursuit of the suspect/s and/or vehicle/s in any way.

C. Pursuit Restrictions:

(1) Marked Emergency Units	• No more than <u>three</u> marked units will be involved in the immediate pursuit without a supervisor's approval. • Other police units will be support vehicles and will not become actively involved in the pursuit. • When practical, all marked units will wait for the arrival of the Air Support Unit prior to initiating a traffic stop on vehicles suspected in a criminal offense.
(2) Marked Units with Civilian Occupants	• These units will not participate in pursuits as primary, secondary, or support units when their unit is occupied by a prisoner, suspect, complainant, witness, civilian observer, or any other person not on duty as a police officer (this does not include police recruits).
(3) Motorcycles, Transport Wagons, and Sport Utility Vehicles	• These units may become involved as the primary unit only when they initiate the pursuit. • They will relinquish the pursuit to a marked police vehicle occupied only by sworn personnel as soon as practical <u>NOTE:</u> Sport utility vehicles that are police pursuit rated such as the marked Chevrolet Tahoe patrol vehicles; do not fall under this restriction.

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4. C. Pursuit Restrictions: (continued)

(4) Unmarked Units without Identifying Decals, but with Lights, and Sirens, and Plain-Clothed Officers	- These units may become involved as a primary unit only when they initiate the pursuit. - They will relinquish the pursuit to a marked police vehicle occupied only by sworn personnel as soon as practical. NOTE: Sport utility vehicles that are police pursuit rated such as a marked Chevrolet Tahoe do not fall under this restriction.
(5) Uniformed Sworn Employees	Uniformed sworn employees are authorized at all times to direct traffic and/or deploy tire deflation devices during pursuits, as directed by the monitoring supervisor.
(6) Prohibited Actions	Sworn employees will not: - Pursue suspects while they are traveling the wrong way on any freeway, freeway frontage road, divided highway, or one-way street. - Overtake, drive next to, or force suspect vehicles off the roadway. - Ram a suspect vehicle. - Block the roadway to prevent the suspect vehicle from passing. - Box in or surround a moving vehicle. - Deploy tire deflation devices on moving vehicles not meeting pursuit criteria. - Continue at speeds above excessive speeds as defined in ARS 28-701.02 after the suspect has demonstrated non-compliance with an attempted traffic stop. NOTE: Sworn supervisors may authorize the deviation from these prohibited actions if the failure to apprehend the suspect may result in immediate danger to life.
(7) Exceptions	- Airport Bureau personnel may deviate from the listed restrictions when the event: * Enters onto any restricted air operations area (AOA). * Enters or occurs on Airport property (landside operations area) and the offense involves the infliction or threat of serious injury or death or is likely to endanger human life or cause serious injury to another and the event is actively managed by an Airport Bureau supervisor. - Tactical Support Bureau (TSB) personnel may deviate from the listed restrictions when the event is actively managed by a TSB supervisor. - The actions taken by Airport Bureau and TSB personnel must be consistent with current training and reasonable under the totality of the circumstances.

D. Guidelines for Terminating Pursuits

(1) Sworn personnel will terminate a pursuit when:

- The fleeing suspect does not pose any additional danger to the safety of the employee and the public other than the flight itself.
- There is a greater risk to life and property than the immediate apprehension of the individual/s being pursued. Possible factors creating a greater risk to life and property are:
 - * Speed dangerously exceeds the normal flow of traffic
 - * Vehicular or pedestrian traffic necessitates erratic maneuvering that exceeds the performance capabilities of the vehicle or the driver
 - * The driver recklessly disregards traffic control devices
 - * Drives in opposing lanes of traffic
 - * Does not have lights on during hours of darkness

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4. D. (1) Sworn personnel will terminate a pursuit when: (continued)

- Environmental factors such as rain, fog, or darkness substantially increase the danger of the pursuit.
- The employee is unfamiliar with the area and is unable to accurately notify the Communications operator of the location and direction of travel.
- Road conditions are congested by traffic or pedestrians.
- The fleeing suspect does not pose any additional danger to the safety of the employee and the public other than the flight itself.
- The pursuit occurs during **rush hour**, in the area of a **school**, and/or other area congested by pedestrian or vehicular traffic.
- There is a greater risk to life and property than the immediate apprehension of the individual/s being pursued.

(2) Pursuits will be **immediately** terminated under the following conditions:

(a) A **sworn supervisor** orders the pursuit terminated.

- Supervisors who wish to terminate a pursuit will issue an order to terminate and return to service.
- **All** ground units will immediately deactivate their emergency lights and siren.
- If applicable, the Air Support Unit will only continue to follow the suspect vehicle in an active observation mode or tactical support surveillance if supervisory permission has been granted to do so.

(b) The suspect is known to the employee and does not pose an **immediate** threat to the public.

(c) The distance between the employee and the suspect is so great that excessive speeds as defined in [ARS 28-701.02](#), are required by the employee to catch up, placing the employee/s, the public, and the suspect in serious danger.

(d) The employee loses visual contact with the suspect for an extended period of time.

- This does not imply that employees must cease looking for the suspect; however, employees must slow to the posted speed limit if they lose visual contact with the suspect.

(e) If equipment failure involving the police vehicle/s emergency lights, siren, radio, brakes, steering, or other essential mechanical equipment occurs.

(f) The employee's speed becomes excessive as defined in [ARS 28-701.02](#).

EXCEPTION: Sworn supervisors may authorize the continuation of excessive speeds if the failure to apprehend the suspect may result in immediate danger to life.

E. Marked Ground Unit Pursuit Procedures

(1) Primary Marked Ground Unit - The first marked unit to become involved in a vehicular pursuit will be designated the primary unit and will:

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4. E. (1) (a) State they are "IN PURSUIT", immediately activate the vehicle's emergency lights and siren, and immediately notify and update the Communications operator regarding the following:
 - Unit identifier
 - Location, direction of travel, and speed of vehicle (for the duration of the pursuit)
 - Offense for which suspect is wanted
 - Description of vehicle being pursued
 - Number of occupants and their descriptions
 - Request an air unit
 - Any hazards to employees
 - Vehicle and pedestrian traffic conditions (for the duration of the pursuit)
 - Traffic infraction/s committed by the suspect (for the duration of the pursuit)
- (b) Additional Radio Procedures:
 - Close windows and turn up the radio volume while operating the siren.
 - Continue radio transmissions during the pursuit until relieved of this duty by the secondary unit.
 - * When relieved of broadcasting by the secondary unit, the primary unit should only broadcast critical information.
 - * The primary unit will resume radio transmissions if the secondary unit discontinues the pursuit for any reason.
- (2) Secondary Marked Ground Unit - The second marked unit in a pursuit will become the secondary unit and will:
 - Operate the vehicle with emergency lights and siren at all times during the pursuit.
 - Advise the Communications operator the unit is participating in the pursuit as a secondary unit.
 - Follow the primary unit at a safe distance.
 - Assume the primary position when the primary unit discontinues the pursuit, unless unsafe conditions exist or the pursuit has been terminated.
 - Assume radio transmissions from the primary unit, to include the information in section 4.E.(1) above.
- (3) Supporting Marked Patrol Ground Units - Will be support only and will not become directly involved in the pursuit without sworn supervisory approval; responsibilities include:
 - Covering escape routes while attempting to remain out of suspect's view
 - Assuming a primary or a secondary role if needed
 - Paralleling the pursuit
 - Assuming bulls-eye positions
 - Adhering to all traffic control devices and regular speed provisions
 - Activating emergency lights and the siren only to warn uninvolved citizens of the impending pursuit
 - Observing suspect vehicle for identification purposes, when feasible
 - The support units **will not** attempt to intervene even if they inadvertently intercept the suspect vehicle.

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4. E. (4) Tactics That May Be Deployed:

- Tire deflation devices
- Bulls-eye techniques
- Paralleling
- Traffic control
- Active observation mode - Provided by the Air Support Unit
- Tactical support surveillance - Provided by ground units from TSB and the Air Support Unit

F. Tactical Support Bureau (TSB)/Air Support Unit – TSB/Air Support Unit provides two means of support in pursuit/possible pursuit situations and non-violent incidents; the active observation mode and tactical support surveillance.

(1) Active Observation Mode	<u>Involves both the Air Support Unit and patrol units in the below situations:</u> • When pursuit driving is permitted by policy • When authorized by a duty lieutenant for non-pursuit situations/non-violent incidents (stolen vehicles, residential/commercial burglaries, strong armed robberies, etc.) <u>Air Support Unit:</u> • When directed by a sworn supervisor, the active observation mode will be used. • When the Air Support Unit advises the suspect vehicle is in view, all units will turn off their emergency lights/siren, make every effort to move to a position where they can no longer be seen by the suspect, slow to the posted speed limit, and allow the Air Support Unit to call the pursuit while following out of the suspect's sight. • Will notify ground units when it is safe to attempt apprehension of the suspect. <u>Patrol Units</u> - In non-pursuit/non-violent incidents, patrol units will only consider the below listed options when authorized by a duty lieutenant. • Will not have emergency lights and the siren activated; however, they may employ emergency driving procedures when necessary for traffic control and/or any other safety reasons • Additional tactics deployed during this phase may include: * Tire deflation devices * Bull's-eye techniques (out of suspect view) * Paralleling * Traffic control All activities conducted will be documented for reporting purposes.
(2) Tactical Support Surveillance	• Pursuits may be turned over to TSB when available for surveillance and when requested by on-scene supervisors for the below situations: * When a pursuit of a violator is not authorized by policy * When the continuance of an authorized pursuit becomes too dangerous for employees and the public * When a pursuit crosses precinct boundaries * Incidents where there is reasonable likelihood of flight * In any event where a violator is unaware of police presence and use of this technique will enhance officer and public safety over the use of a traditional stop • Involves the Air Support Unit and ground units from TSB to operate within the guidelines of their bureau manual • A supervisor from TSB must assume command. * Radio traffic will be directed to a separate frequency by a TSB supervisor. * The initiating unit/s will be directed by a TSB supervisor to assist as needed. * Tire deflation devices may be authorized by a TSB supervisor during the course of a tactical surveillance. • All other patrol participation will end and precinct traffic will resume.

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4. F. (3) Once the Air Support Unit arrives on the scene, they may:

- Assume radio transmissions.
- Advise ground units whether they are assuming an active observation mode or tactical support surveillance (as directed by the monitoring supervisor).
- Take reasonable steps to conceal their presence from the occupants of the fleeing vehicle.
- Direct ground units to stay out of sight of the suspect vehicle.
- Make further notifications when appropriate.
- Seek specific instructions from the ground supervisor.
- Provide the supervisor completing the pursuit investigations a supplement when requested.
- Assist ground units with establishing a perimeter, when needed.

G. Responding/Monitoring Supervisor Responsibilities

- (1) The initial responding/monitoring supervisor will be responsible for the pursuit until its conclusion, to include:
 - Determining the appropriate action during the pursuit, such as having the Air Support Unit assume the pursuit in an active observation mode, requesting tactical support surveillance, or making the decision to terminate.
 - Evaluating and directing employees/resources as needed based on information advised by the unit/s involved in the pursuit.
- (2) Additionally, the employee's supervisor or initial monitoring supervisor will:
 - Order the termination of a pursuit if in the supervisor's judgment the level of danger outweighs the necessity of apprehension.
 - Advise the Communications operator to notify the affected precincts and/or jurisdictions if a pursuit is terminated and the suspect continues to flee.
 - Give the Air Support Unit specific instructions when needed.
 - Ensure a complete and proper investigation of the incident occurs.
 - Complete a pursuit BlueTeam and send to PSB – Field Investigations (see Operations Order 6.1.02, Department Vehicle Incident Reporting).

H. Pursuits Crossing Precinct Boundaries

- (1) When pursuits cross precinct boundaries, a duty lieutenant from the initiating precinct will assume command of the incident until the pursuit is terminated or turned over to TSB.
- (2) The initiating precinct duty lieutenant's responsibilities will include the following:
 - Continually assessing the need for the pursuit
 - Coordinating all available resources
 - Determining the number of units needed
 - Direct un-needed units to return back to their assigned area/s
- (3) Units involved in pursuits outside of their assigned precinct **will** immediately terminate their participation when directed by a sworn supervisor and return to service in their assigned precincts.

I. Communications Responsibilities

- (1) The Communications operator will:
 - Notify units of the pursuit on the appropriate frequencies.
 - Notify a patrol supervisor in the precinct where the pursuit is located.

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4. I. (1) The Communications operator will: (continued)

- Request assistance from the Air Support Unit when available.
- Advise the patrol supervisor of the Air Support Unit's availability and estimated time of arrival.
- Allow units to communicate car to car when necessary

(2) The Communications operator will notify neighboring jurisdictions when the pursuit approaches its boundaries.

J. Other Jurisdictions Involved in a Pursuit

- (1) When other law enforcement agencies enter the city, sworn personnel will act as support units only.
- (2) If only one unit from an outside agency is involved and it is a marked emergency vehicle, one Phoenix unit may act as a secondary unit or take over as the primary unit in a pursuit with the permission of a sworn supervisor.
- (3) If the Phoenix unit does, in fact, become the primary or secondary unit, all applicable Department pursuit policies apply.
- (4) Sworn Phoenix employees acting as support units for an outside agency's pursuit will not continue their support function beyond the Phoenix City limits unless authorized to do so by a sworn supervisor.
- (5) Before entering another jurisdiction, sworn employees will ask radio to advise that jurisdiction of the pursuit for informational purposes and possible assistance.
- (6) With **authorization** of a Phoenix sworn supervisor, sworn Phoenix employees **may** participate as primary, secondary, or support units when the outside agency unit is an unmarked vehicle and clearly indicates they want Phoenix personnel to assume the pursuit.

K. Tire Deflation Devices

- (1) The use of tire deflation devices is an effective way to conclude and/or avoid pursuits while minimizing danger to the public and the employees involved.
 - Tire deflation devices may also be deployed during barricade/static situations as a method of disabling a vehicle.
 - Tire deflation devices **will not** be deployed on moving vehicles that do not meet the criteria for pursuing.

EXCEPTION: Tire deflation devices may be authorized by a TSB supervisor during the course of a tactical surveillance.

(2) Sworn employees will ensure their tire deflation devices are serviceable and ready for use at the start of each shift.

(3) Approval for Deployment

- (a) The use of tire deflation devices is one of many factors to be considered when determining whether to terminate or continue a vehicle pursuit.
 - Deployment of tire deflation devices requires the approval of a sworn supervisor.
 - Tire deflation devices will not be used on any of the freeways without sworn supervisor approval and coordination with the Department of Public Safety.

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4. K. (3) (b) This policy is not meant to supersede the decision by an involved sworn employee or supervisor to terminate a pursuit prior to use of tire deflation devices.
- (c) Only sworn employees who have received Department-approved training in the use of tire deflation devices are authorized to deploy them.
- (d) Deployment Guidelines:
- When possible, sworn employees involved in a pursuit will be advised that “spikes” are being deployed and the location where they will be use
 - Sworn employees involved in the pursuit should allow ample room between the suspect vehicle and their police vehicles to avoid damage to Department vehicles.
 - Tire deflation devices will not be deployed when it is clear their use creates a danger to the public and/or employee that outweighs the benefit of its use
- (e) When other law enforcement agencies involved in a pursuit enter the city, the following will apply:
- Deployment of tire deflation devices will only be used when a Phoenix unit has taken over as the primary unit.
 - * This is necessary because of potential damage to police cars and the difficulty in communicating with outside agencies.
- (4) Documentation
- (a) The use of a Stop Stick brand tire deflation device will be documented in the Case Report (CR).
- (b) The deploying employee is responsible for completing the Stop Stick Deployment Report and will print a copy of the completed report which will be given to the bureau/precinct administrative sergeant for filing.
- (c) A Report of Property Damage/Injury will also be completed in BlueTeam, and photographs of the damage will be taken and processed/stored as outlined in [Operations Order 5.8.05, Photographs, Audio and Video](#).
- Link photographs of injuries/damaged property in the BlueTeam report.
- L. Precision Immobilization Technique (PIT) Maneuver - Sworn personnel trained in the performance of the PIT maneuver **and:**
- Assigned to the Airport Bureau are authorized to employ this tactic to terminate a pursuit within airport grounds.
 - Working as dignitary protection may employ this tactic when needed as a part of their duties.
 - Assigned to TSB are authorized to employ this tactic when reasonable under the totality of the circumstances and when the event is actively managed by a TSB supervisor.

Last Organizational Review:
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