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Operations

FLIGHTLINE DRIVERS FAMILIARIZATION

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This instruction implements AFD 13-2, *Air Traffic Control, Airspace, and Range Management*, and prescribes policies, responsibilities, and procedures for qualification and certification of flightline driving, and the control of motor vehicle traffic on the flightline. It applies to all personnel conducting ground vehicular traffic operations on the airfield at Eielson AFB. It implements AFI 13-213, *Airfield Management*, AFMAN 24-306, *Manual for the Wheeled Vehicle Driver (Chapter 25)*; AFOSH Standard 127-100, *Aircraft Flightline Ground Operations and Activities*; 354 FWI 13-201, *Air Traffic Control and Airfield Operations*; 354 FWI 21-116, *Preventing Foreign Object Damage (FOD)*; and FAAO 7110.65, *Air Traffic Control*. The contents of this instruction apply to all military and civilian personnel who operate government and civilian vehicles on the flightline.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1. General Information.

1.1. Motor vehicles operating on the flightline are necessary for normal operations and maintenance. However, there is a clear and present danger, not only to aircraft, but to ground personnel as well. Carelessness, haste, and disregard of safety by flightline drivers are inexcusable and are primary sources of aircraft vehicle collisions and personal injury.

1.2. The standards set in this instruction are to control all motor vehicles on the flightline. Only trained personnel will be assigned duties including driving on the flightline. Personnel assigned driving duties will be knowledgeable of and comply with this instruction.

2. Responsibility. The Chief, Airfield Management (CAM) has overall responsibility for the flightline drivers training program.

3. Authorization. Motor vehicle traffic on the flightline is restricted to government vehicles on official business and privately owned vehicles (POV) driven by key command personnel responding to an accident, incident, or emergency. Government employees may ride bicycles on the flightline, provided riders comply with all applicable traffic rules and have been issued an AF Form 483, **Certificate of Competency**. Under no circumstances should any portion of the flightline be used as a shortcut by any driver.

4. Enforcement and Violation Consequence.

4.1. Airfield Management will issue an **Eielson AFB Flightline Citation** for all flightline driving violations. The white copy will be given to the individual for signature by the squadron commander and returned to Airfield Management within 7 calendar days.

NOTE: The CAM, Airfield Operations Flight Commander (AOF/CC), Airfield Management Shift Supervisor, VCOs, VCNCOs and Unit Commanders have the authority to revoke or suspend flightline driving privileges.

4.1.1. A **Warning** will be issued for minor violations. This is used as a management tool to remind personnel of policies and validate a unit's training program. "**WARNING**" will be written in the remarks section.

4.1.1.1. A **Citation** will be issued for violations. Flightline driving privileges will be suspended for 30 calendar days or as determined by the CAM or the AOF/CC.

4.2. Enforcement. Drivers that receive two citations within a 12-month period will lose their flightline driving privileges permanently. Drivers that commit a runway intrusion will lose their driving privileges for 60 days. All drivers that lose their privileges must be completely retrained and re-certified by Airfield Management. Enforcement actions can be appealed to the 354 OSS/CC.

5. Individual Responsibilities.

5.1. Unit Commanders will:

5.1.1. Appoint VCO/VCNCOs in writing as the single point of contact for the entire unit.

5.1.2. Establish, through the VCO or VCNCO, a comprehensive training program designed to meet the needs of their organization and in accordance with this and other applicable directives.

5.1.3. Certify that personnel are qualified to drive on the flightline. May be delegated to the VCO and VCNCO.

5.1.4. Approve only the minimum number of personnel that are necessary to operate a vehicle on the flightline for mission accomplishment.

5.1.5. Upon suspension or revocation of a unit member's civilian driver's license, by civil authorities, suspends or revokes the member's flightline driving privileges and notifies the unit VCO/VCNCO and CAM in writing.

5.2. The CAM will:

- 5.2.1. Conduct reviews/inspections visits quarterly or as requested by commanders. Visits will be documented and a copy sent to the VCO/VCNCO through the commander.
- 5.2.2. Assist unit VCO/VCNCOs with their flightline driving training program.
- 5.2.3. Provide units a local familiarization program.
- 5.2.4. Enforce provisions outlined in applicable instructions, manuals, and policy letters regarding vehicle operations on the flightline.
- 5.2.5. Suspend or revoke flightline or runway driving privileges, as necessary.
- 5.2.6. Attend base VCO/VCNCO meetings and provide guidance on:
 - 5.2.6.1. Incidents or accidents that occurred on the flightline.
 - 5.2.6.2. Runway intrusions.
 - 5.2.6.3. Safety violations.
 - 5.2.6.4. Changes to driving procedures.
 - 5.2.6.5. Airfield construction projects.
 - 5.2.6.6. Prevention of foreign object damage on the flightline.
- 5.2.7. Brief airfield driving trend data and all runway intrusions at the quarterly Airfield Operations Board.
- 5.3. VCO or VCNCO will:
 - 5.3.1. Be trained and certified to drive on the flightline.
 - 5.3.2. Administer the unit flightline driver's training program. Ensure all trainers and certifiers are certified to drive on the flightline.
 - 5.3.3. Verify that individuals trained for flightline driving are in possession of a valid state or government driver's license and are qualified to drive the appropriate type of vehicle. Ensure assigned/attached personnel that drive on the flightline possess an AF Form 483.
 - 5.3.4. Maintain a current list of:
 - 5.3.4.1. Individuals issued an AF Form 483. Provide a copy of this list to Airfield Management NLT the fifth day of each month.
 - 5.3.4.2. All flightline certification AF Form 171s.
 - 5.3.4.3. Any letters suspending or revoking flightline driving privileges.
 - 5.3.5. Notify the squadron commander and CAM in writing after revoking or suspending an individual's flightline driving privileges.
 - 5.3.6. Train replacement VCO/VCNCO at least 30 days prior to the replacement assuming unit VCO/VCNCO duties.
 - 5.3.7. When responsible for vehicles authorized on the flightline, requisition roof racks, lights, and required markings.
 - 5.3.8. Ensure a FOD removal tool is in all assigned vehicles.

5.3.9. Ensure a Flightline Drivers Training continuity binder is maintained and set up as shown below.

Table 1. Flightline Drivers Training Continuity Binder Set Up.

Tab A	–	Appointment Letter
Tab B	–	Correspondence
Tab C	–	Study Materials
Tab D	–	Test and Answer Key
Tab E	–	Assessment Report
Tab F	–	Current Flightline Certification AF Form 171s

6. Training.

6.1. All individuals, including TDY personnel being hosted by a squadron, assigned duties requiring driving on the flightline must receive training.

6.2. The unit VCO/VCNCO or designated trainer will give each individual a minimum of one day and one night orientation ride. During May to August, the night orientation ride may be accomplished as soon as practicable.

6.3. Trainees will demonstrate flightline driving proficiency to the unit VCO/VCNCO, or designated certifier, via a practical check-ride.

6.4. Document completed training and certification on AF Form 171.

6.5. Direct individuals to the Medical Group for color vision verification by reviewing their medical record or conducting the Vision Testing Set. The Medical Group will annotate the status or vision test results. Individuals with a color vision deficiency will be restricted to driving only on the taxiways and will not be allowed to enter the controlled movement area. Additional training will be given by the CAM or designated representative.

NOTE: Due to career medical qualification requirements, pilots and air traffic controllers are exempt from color vision verification.

6.6. Additional training will consist of Airfield Management coordinating with Tower personnel to perform a light gun visual field test. Test will determine whether or not individuals can distinguish and decipher correct color signals displayed by the Control Tower while on flightline. This test will determine if an individual is granted flightline privileges when additional training is warranted. The tested individual must score 100 percent.

6.7. Flightline drivers will receive annual refresher training. Document on the AF Form 171.

6.8. Vehicle operators performing on-the-job training (OJT) for flight line duties will not operate a vehicle within 50 feet of aircraft. This restriction does not apply to fire fighting vehicles and equipment, OJT operators who are towing aircraft, loading/unloading materials-handling equipment (MHE), and aircraft-servicing vehicles.

6.8.1. In all cases, drivers on OJT must be qualified to operate the vehicle, and the qualified instructor must accompany him/her.

6.9. Ensure all flightline drivers complete the computer based training program (CBT) provided by Airfield Management. Document on the AF Form 171.

7. Certification.

7.1. Airfield Management will develop the flightline driving test.

7.2. VCO/VCNCOs will administer the test. Minimum passing score is 80 percent.

7.3. VCO/VCNCOs will issue and sign the AF Form 483. “**FLIGHTLINE AUTHORIZED**” must be stamped/typed on the front of the card. **Exception:** Individuals with a color vision deficiency will report to Airfield Management for additional training and AF Form 483 issue.

7.4. TDY Individuals:

7.4.1. Higher Headquarters Visitors/Inspectors. With prior approval from Airfield Management, the responsibility for flightline drivers training will be delegated to the unit VCO/VCNCO of the unit being visited.

7.4.2. COPE THUNDER Deployments. The 353d Combat Training Squadron VCO/VCNCO will ensure proper training for all TDY personnel required to drive on Eielson flightline. Only the minimum number of personnel necessary to complete the mission will be trained. A list of authorized drivers will be provided to Airfield Management.

7.4.3. Contractors and Vendors. Contractors and vendors may be granted temporary privileges to drive vehicles on the flightline. The driver will receive a flightline driving briefing and established travel route from the unit being represented. The driver will read and sign the Flightline Operations Briefing, **Attachment 3**. This briefing will be maintained by the unit VCO/VCNCO.

7.5. 354 FW Form 11. This form is required for all privately owned or rented vehicles (POV) to be operated on the Flightline. Passes are processed and completed by Airfield Management. A letter designating the annual color will be submitted to the security forces annually.

7.5.1. The unit VCO/VCNCO will complete the Temporary Flightline Driver’s Permit (available from Airfield Management). This permit, along with the vehicle registration will be presented to the CAM for POV pass issuance.

7.5.2. Issued passes must be displayed on the drivers side windshield while operating on the flightline.

7.5.3. Passes must be returned to Airfield Management upon expiration, or when no longer needed.

8. Operating Procedures .

8.1. Speed Limits.

8.1.1. General purpose vehicles - 15 miles per hour (mph).

8.1.2. Special purpose vehicles - 10 mph.

8.1.3. Tow vehicles towing aircraft - 5 mph.

8.1.4. Any vehicle within 25 feet of an aircraft - 5 mph.

8.2. Speed Limit Exceptions. All vehicles listed below may exceed speed limits, with caution, only when personnel and property are not endangered.

8.2.1. Emergency response vehicles responding to an emergency.

NOTE: Other drivers will stop when emergency vehicles are heard or seen.

8.2.2. Airfield Management, Snow Removal, and the snow removal control vehicle in performance of their official duties.

8.2.3. Barrier Maintenance personnel responding to a barrier engagement.

8.2.4. Vehicles responding to an actual “Red Ball.” The 354 FW MOC or 168 Job Control **MUST IMMEDIATELY** notify Airfield Management of vehicle call sign and route of travel.

8.2.5. Wildlife dispersal teams responding to a dispersal.

8.2.6. Transient Alert when positioning for “Follow Me” operations.

8.3. Due to potential FOD damage, ground traffic on the flightline will be restricted to driving just to the left of the taxiway edge lights when traveling north, and just to the right of the taxiway edge lights when traveling south, at a minimum 25 feet away from the centerline.

8.3.1. A two-way traffic pattern is to be maintained the length of the ramp from Nose Dock 1 to Taxiway E. Two-way traffic will also be maintained on the loop using the alternate taxi line.

8.4. The only exception are the following vehicles:

8.4.1. Emergency response vehicle responding to emergencies.

8.4.2. Airfield Management vehicle.

8.4.3. Wing Safety.

8.4.4. Wing commander vehicle.

8.4.5. Vice wing commander vehicle.

8.4.6. Operations group commander vehicle.

8.4.7. Wing FOD Representative.

8.4.8. SOF vehicle.

8.4.9. Transient Alert vehicles providing “follow-me” service.

8.4.10. Magnet equipped vehicles performing magnetic sweeps.

8.4.11. Snow removal control vehicle.

8.5. Tower Light Gun Signals. Tower personnel control all vehicles operating on the flightline. Flightline drivers will observe and obey their radio instructions and light gun signals. Light gun signals will be posted in plain view of all flightline vehicles routinely using the flightline. Tower light gun signals are shown in **Table 2**.

Table 2. Tower Light Gun Signals.

Color and Type	Meaning
Steady Green	Clear to cross, or proceed.
Steady Red	Stop.
Flashing Red	Clear Active Runway.
Flashing White	Return To Starting Point.
Red & Green	General Warning Exercise Extreme Caution.

8.6. Radio Discipline. Due to the variety of frequencies monitored by Ground Control and Tower it is imperative that all individuals using air and ground control frequencies use proper and concise phraseology. Tower has ultimate authority over all traffic entering the movement area and will issue, by radio or directional light signals, specific instructions which approve or disapprove the movement of aircraft, vehicles, equipment, or personnel on the movement area. If other vehicles will accompany the vehicle requesting to cross a runway, the vehicle operator must say the word "plus" and the number that will accompany, for example: "OPS 1 plus 2."

8.6.1. Use of improper terminology, i.e., go-ahead, cleared, etc., when conducting communications over ground and air control frequencies will not be used due to possible misinterpretation. All radio communications will be kept to a minimum.

8.6.2. Drivers are required to repeat Tower instructions when operating on or near, or requesting to operate within, the controlled movement area. The phraseology used by Tower consists of:

"Proceed via (route)."

"Proceed on (runway, taxiway, etc.)."

"Proceed to (location)."

"Proceed (direction)."

"Cross runway (number) at (taxiway or other designation)."

8.6.3. Proper terminology will be limited to "called station identifier, call sign, position, followed by the specific request." When requesting permission to enter the controlled movement area the specific request will be preceded by the vehicles location on the airfield. In addition, all vehicles will report when off the controlled movement area. Example: "Ground, Ops One, taxiway E, request permission on the runway....Ops One, Ground, proceed on runway 31, report when off or Ops One, Ground, hold short....followed by either Ops One proceeding on runway 31 will report when off or Ops One holding short."

8.7. Movement Area. The movement area is defined as the runway, within instrument hold lines, and that portion of the airport within 100 feet of the runway edge.

8.7.1. Runway Holding Positions. Holding positions are reflective yellow markings, painted on all taxiways connecting into a runway. They designate those areas that aircraft and vehicles must remain behind until approval is received from the control tower, to enter the active runway. This marking consists of two parallel stripes which extend across the entire width of the taxiway, to include the taxiway shoulder. The two stripes closest to the runway centerline is a dashed line and the other two are solid lines. Runway designation signs are also located adjacent to each holding position, on both sides of all taxiways that connect to the runway.

8.7.2. Instrument Holding Positions. The Instrument Holding positions consist of two solid yellow parallel stripes with double vertical stripes spaced 2 feet apart and Instrument Hold Line signs which resemble a ladder. The designation for the Instrument Holding Position "INST" is painted on the runway side of the line, to be read facing the runway. To protect the Precision Approach Radar (PAR) critical areas, all aircraft and vehicles must remain behind this line during low weather operations (when reported ceiling is less than 200 feet or visibility is less than 1/2 statute mile). Prior approval via two-way radio must be established prior to proceeding beyond this line. Instrument Hold Lines are located on taxiways A, E, and G.

8.7.3. Two-way radio communication with Tower is required prior to proceeding onto the controlled movement area. At all times, the appropriate radio will be monitored and vehicles will have rotating beacons turned on. If not beacon equipped, headlights and emergency flashers will be on. Personnel requiring access to the runway and not radio-equipped, must have a manned, radio equipped vehicle nearby to monitor the appropriate radio and relay Tower instructions. Personnel will report when off the runway and further permission obtained from Tower before reentry. In the event personnel must be recalled from the runway area, and normal communications cannot be used, Tower will warn all parties by blinking the runway lights or taxiway lights. All vehicles will exit the runway immediately by means of the nearest hard surface and maintain at least 100 feet from the runway edge. Emergency flashers will be turned off after exiting the controlled movement area.

8.7.3.1. Two-way radio communication with the Tower is also required when driving on the perimeter road through the south-end approach lights and entering the north-end perimeter road near the main gate.

8.8. Operating Vehicles on the Airfield. Personnel requiring runway access or access inside the PAR critical areas will contact Tower prior to entering those areas.

8.8.1. Crew buses will proceed to and from aircraft parking only by established routes.

8.8.2. Bicycles may be operated on the taxiway F and taxiway L outside of the taxiway lights. Bicycles may also be operated on all parking aprons including restricted areas.

8.8.3. When snow removal equipment is on the runway, a control vehicle will maintain radio contact with Tower. The control vehicle ("Snow 3") will be responsible for clearance of all equipment on and off the runway. When directed to clear the runway, the control vehicle will immediately clear all equipment off the runway then notify Tower.

8.9. Taxiing Aircraft. No vehicle will stop or drive in the path of taxiing aircraft except "Follow Me" vehicles. No vehicles will drive between an aircraft and its "Follow Me" vehicle.

8.10. Approaching Aircraft. All vehicles will approach a parked aircraft so that the operator's side is adjacent to the aircraft. At no time except in certain backing operations, will you drive your vehicle or equipment directly toward a parked aircraft. Except for servicing operations, no vehicle will drive closer than 25 feet to the front or 200 feet to the rear of an aircraft when engines are running or about to be started. The distance increases to 500 feet when operating behind an aircraft with engines running at full thrust.

8.11. Parked Aircraft. Motorized vehicles will not pass under any part of an aircraft. Vehicles will not be backed toward an aircraft unless wheel chocks are prepositioned (except a TM-1800 Deicer) and a guide posted to prevent the vehicle from backing into an aircraft.

8.12. Emergency, Alert, and Exercise Operations. During an aircraft accident or incident, all vehicles not directly involved with the situation will immediately leave the flightline ramp area as soon as possible. Vehicles will stop and yield the right-of-way to all emergency and alert response vehicles.

8.13. Vehicle Lights. Drivers will not approach the front of a moving aircraft at night, however if this is unavoidable, position the vehicle well clear of the intended taxi route. Use parking lights only, until the aircraft has passed, so that the pilot's night vision will not be impaired. Headlights will be turned on 1/2 hour prior to sunset until 1/2 hour after sunrise, and during periods of inclement weather or reduced visibility. All VCOs and VCNCOs that have vehicles with Daytime Running Lights (DRLs) operating on Eielson's flightline need to ensure proper operating procedures. The DRLs cannot be turned off by simply switching off the headlights, they can be turned off by stopping the vehicle, shifting to the "park" position, and applying the parking brake. This action will turn the DRLs off, and the rest of the lights will function as normal. Proper procedures on the flightline would be for the operator to park in a safe position, turn on the emergency flashers, place the vehicle in park and set the parking brake. The DRLs will go off and the flashers will operate normally. Vehicle operators should review the vehicle operating manual to ensure proper procedures are followed.

8.14. Flightline Parking:

8.14.1. Designated Parking Areas. Vehicles parked in designated parking areas are not required to be chocked. The designated parking area is located on Lima Row between buildings 1215 and 1223.

8.14.2. Other than Designated Parking Areas. When parking any wheeled equipment or vehicle on the flightline and when leaving the driver's seat unattended, the following applies:

8.14.2.1. Engine will be turned off except at 0° Fahrenheit (F) or colder.

8.14.2.2. Select reverse (standard) or park (automatic).

8.14.2.3. Hand or parking brake will be set (except at 32° F or colder). If the vehicle or wheeled equipment is not equipped with an integral braking system or the temperature is 32° F or colder, secure with chocks placed at the vehicle's rear wheels. Rope chocks may be used year round. Wood chocks will only be authorized 1 May to 1 October.

8.14.2.4. All motor vehicles will use emergency flashers when parked on the flightline during the hours of darkness or inclement weather.

8.14.2.5. Vehicles will be left unlocked with keys in the vehicle.

8.14.2.6. Do not park closer than 25 feet in front of any aircraft or within 200 feet to the rear of jet aircraft in operation or about to be.

8.14.2.7. Use Flightline Avenue instead of the main taxiway, when possible.

8.14.2.8. Never park a vehicle pointed at an aircraft. Chocks will be used at all times by vehicles within the 10-foot safety distance requirement.

8.15. Do not park or pre-position vehicles in the adjacent refueling pits while aircraft are being taxied or towed into the pit complex. **Exception:** Emergency vehicles (at the site of an emergency) may be left unattended with engine running (for required power equipment), but must select park or neutral, set hand brake, and use chocks.

8.15.1. "Follow Me" Vehicles. These vehicles will have signs, "STOP" and "FOLLOW ME." Vehicles will also be equipped with two-way radios. Tugs/tractors will not be used as "Follow Me" vehicles at anytime.

8.15.2. Aircraft Refueling and Servicing Trucks. When approaching an aircraft to be fueled or defueled by truck, the operator will approach the aircraft parallel to the wings (except in instances where single point locations of the aircraft require a different approach). Fuel trucks will not be parked closer than 20 feet to the aircraft fuel intake and/or air vents, nor within 10 feet of any part of the aircraft. Driving under or parked under any part of an aircraft is prohibited. In case of an emergency, the driver's door will be left ajar while servicing aircraft.

NOTE: Extreme caution is required on the backside of the loop when parked aircraft are present due to displaced taxi line.

8.15.3. Loading and Unloading Aircraft. Drivers of vehicles used for aircraft loading or unloading operations will be fully qualified. Guides, with wheel chocks already in place, will be used during such operations.

8.15.4. Aircraft Towing. The tow vehicle will be driven by an authorized and qualified driver. There will be a qualified person in the aircraft cockpit to provide braking action during all towing operations of fixed wing aircraft if brakes are operative, chock walkers will be used if brakes are inoperative. Aircraft will not be towed at more than 5 miles per hour. Wing walkers will be used during towing operations, when required.

8.16. Distance Criteria. Required distance criteria of obstacles (mobile/fixed), i.e., fire bottles, light carts, power carts, stairs, etc., left unattended on parking aprons and taxiways are:

8.16.1. Parking Aprons - 125 feet from pavement edge.

8.16.2. Taxiways - 200 feet from centerline.

8.16.3. Ground support equipment may be pre-staged no earlier than 3 hours prior to the arrival of an aircraft.

8.16.4. Equipment will be removed as soon as possible after use.

8.17. Foreign Object Damage (FOD) Prevention:

8.17.1. Vehicles are a major source of foreign objects that damage aircraft tires and are ingested into jet engines with disastrous results. Before operating a vehicle on the flightline the operator will stow and secure all equipment. Drivers will stop when reaching the airfield pavement and remove any rocks that are wedged between tire treads. **Exceptions:** Special use vehicles based upon tire tread design, such as forklifts, etc. Security Forces, firefighters, and ambulance drivers when responding to emergencies. All airfield maintenance vehicles, e.g., snow plows/ brooms, vacuum sweepers, will be visually checked on a periodic basis for lost parts that may have been dropped on the flightline. The vehicle operator will retrace the route searching for the lost part.

8.17.2. Tire Chains. Tire chains will not be used on the airfield except on aircraft tow vehicles when necessary to ensure safe movement of aircraft, with prior coordination with Airfield Management.

8.18. Access Roads. Vehicle operations are restricted to paved access roads except in the case of an aircraft emergency.

9. Form Prescribed. 354 FW Form 11, Flight Line Authorized.

BOB D. DULANEY, Brig Gen, USAF
Commander

Attachment 1

AIRFIELD DIAGRAMS

Figure A1.1. Airfield Diagram #1

- - Instrument Hold Line
- - Runway Hold Line
- ▨ - Controlled Movement Area
- A_ - Airfield Access Points

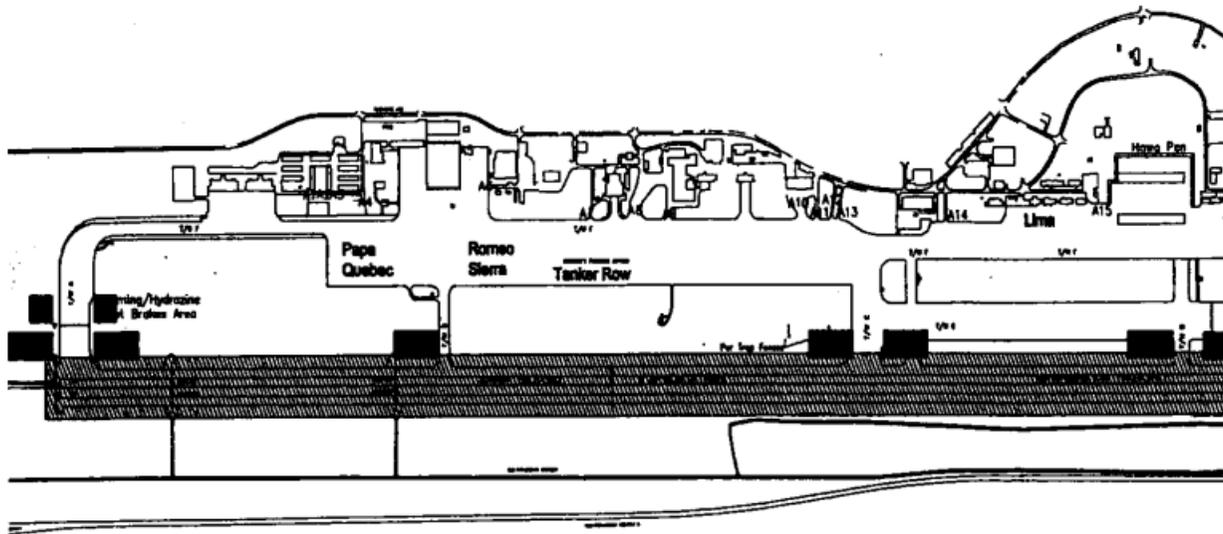
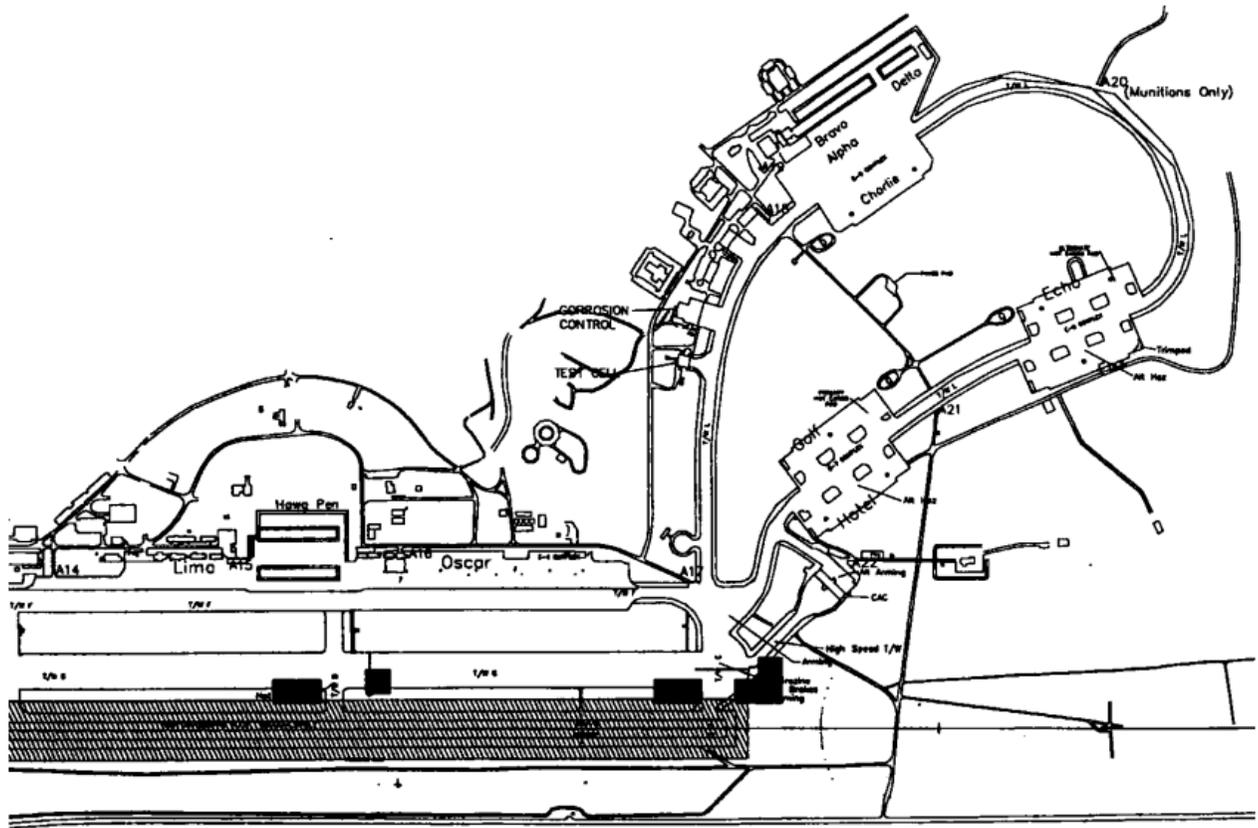


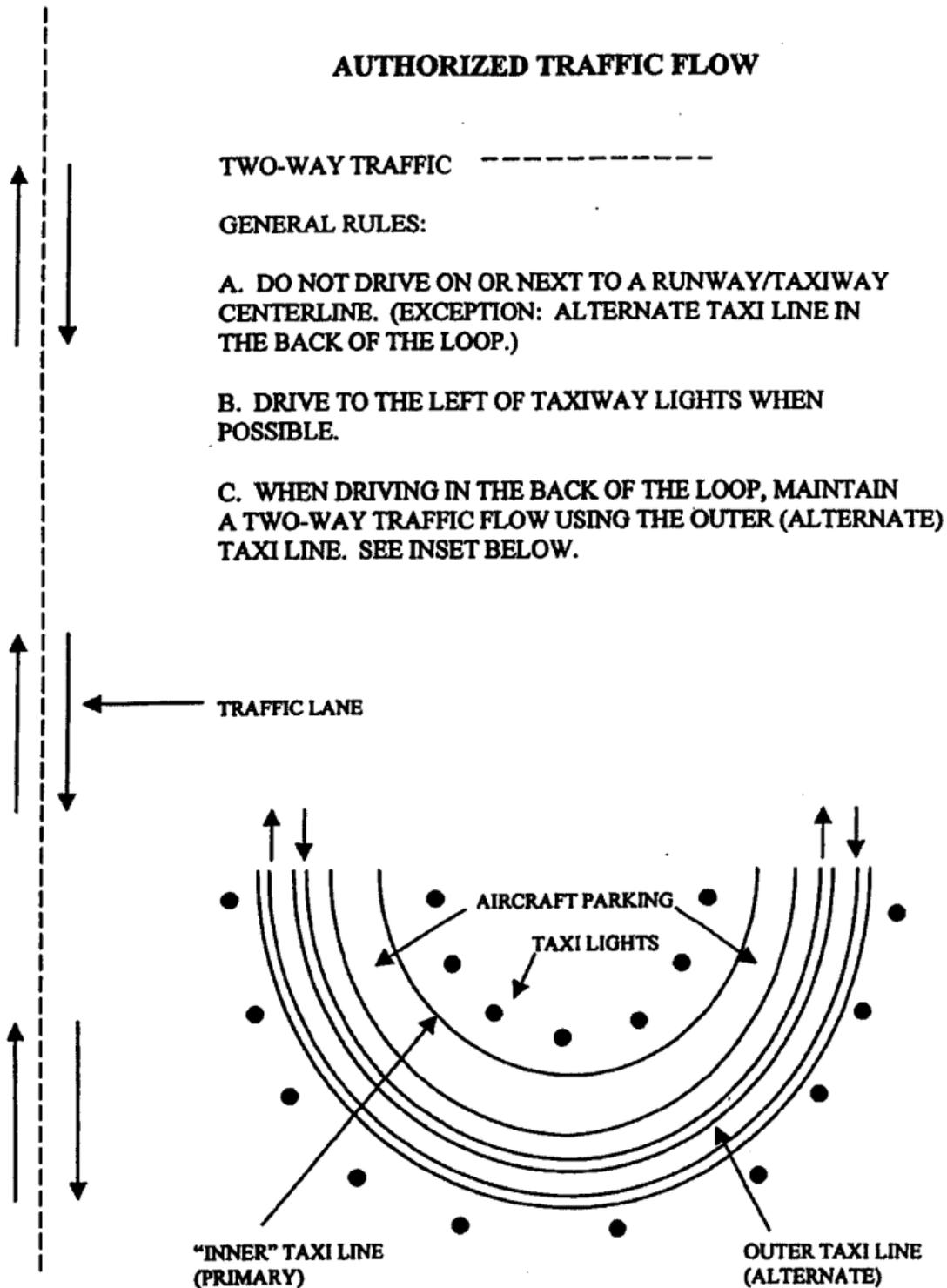
Figure A1.2. Airfield Diagram #2



Attachment 2

AUTHORIZED TRAFFIC FLOW

Figure A2.1. Authorized Traffic Flow



Attachment 3

FLIGHTLINE OPERATIONS BRIEFING

1. Complete flightline operations instructions are contained in 354 FWI 13-202, available from Airfield Management or any VCO/VCNCO. It is also available for download on the 354 FW Electronic Publishing Library (<http://www.eielson.af.mil/Pubs/Eiepubs.htm>).
2. The Chief, Airfield Management (377-3233) will be notified whenever construction efforts require passage through or operations on the airfield surface, including taxiways and perimeter roads, and especially in movement areas. Before any vehicle enters any area of the flightline (other than the flightline road described below) an operator MUST coordinate activities with Airfield Management. Failure to do so will result in your being detained by security officials.
3. As construction agents/vendors, you will not drive, park, pass, or even think about being any closer than 25 feet from any aircraft at any time.
4. The Air Force calls any surface where aircraft may travel, land, or park the "movement area." Only part of this area is radio controlled. This briefing is not to acquaint you with radio-controlled areas or procedures (in the event you require access to these areas, you will be briefed on procedures either by or in the presence of either the airfield manager or designated representative). Your operations in the "movement area" include knowing the definition of the "movement area."
5. Give way to emergency vehicles of any type, or to any vehicle that appears to be in a hurry to get somewhere.
6. The speed limit on the flightline is 15 mph and if you are within 50 feet of an aircraft, the speed limit is 5 mph.
7. Check and remove rocks and other debris from each tire prior to entering the flightline.
8. To gain official access to a work site requiring access to or across any movement area, report to Base Operations, building 1215. State your business, location of work, duration expected for that day, and number of vehicles and people. Include any towed equipment of special purpose vehicles. You will receive a FLIGHTLINE AUTHORIZED placard (354 FW Form 11), which will be displayed on the drivers side windshield of your vehicle.
9. Always give way to moving aircraft; even if it means driving off into grassed areas (remember to check each tire for rocks and debris). Pay attention to your rear view mirror – It's easy to have an aircraft approach while you're watching or waiting for another aircraft.
10. Before entering the flightline, be sure tools, equipment, and other materials are securely stowed and/or covered. There is no tolerance for debris or foreign objects on the airfield. If a single coffee cup blows out of your truck, you are expected to retrieve it.
11. Keys will be left in the ignition of any vehicle parked on the flightline. When unoccupied, vehicles will be left in Park or Reverse (manual transmission) and the parking brake set. Vehicles/equipment not equipped with a parking brake will be chocked. All vehicles will be chocked when the temperature is 32°F or colder (do not set parking brake).
12. All vehicles will have lights on from dusk to dawn, and during periods of inclement weather. An exception is when your vehicle faces an aircraft with operating engines – switch to parking lights temporarily.

13. If you park on the movement area pavement, you will use your emergency flashers until you resume driving – remember to leave keys in the ignition.

14. Do no drive or park closer than 25’ in front of an operating aircraft – do not follow a moving aircraft closer than 200’.

15. Finally – NEVER CROSS THE RED LINE OR STANTION DENOTING A RESTRICTED AREA. CROSSING THIS LINE EVEN FOR A MOMENT WILL CAUSE AN UNPLEASANT PERSONAL EXPERIENCE AND POSSIBLE TERMINATION OF YOUR WORK. DO NOT CROSS IT EVEN ON FOOT OR TO ASK QUESTIONS OR DIRECTIONS! In the event your best fishing hat blows into the area, or some debris blows off your truck into the area, proceed back to building 1215 and describe the problem.

Read, Briefed, and Acknowledged

Name

Company

