



# **Driver's Training for the Airport Operations Area (AOA)**

**Presented by the Williamsport Regional Airport**

**Movement and Non-Movement Areas**

# TRAINING PACKAGE

- **Driver Training application**
  - **Fill out drivers information.**
  - **Reason for driving on AOA?**
  - **Your position**
- **Training Packet**
  - **Read over very carefully**
- **Lastly... a short test**

# KEY POINTS

- **Safety**
- Incursions/Deviations
- Runway Safety Area (**RSA**) / **HOT SPOT**
- Accidents
- Right of ways
- Helicopters
- Speed Limit
- Communications
- Airport Map
- Marking and Lighting
- Stop signs and other boundaries
- Opening gates and doors
- Safety (again, because it's that important)

# SAFETY

- **Safety is our #1 priority in everything we do at the Airport.**
- **Today we will focus on driving safely on the AOA**

# **RUNWAY INCURSION**

- **Any occurrence involving an aircraft, vehicle or person on the area designated for Landing and Takeoff of aircraft without ATC authorization.**

## **Vehicle/Pedestrian Deviations**

- **Any occurrence involving a vehicle or person who has entered the movement area without ATC authorization.**

# Runway Safety Area

Is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.

**IPT measurements:**

**Runway 9-27 - 300 ft wide, 1,000 ft from each end.**

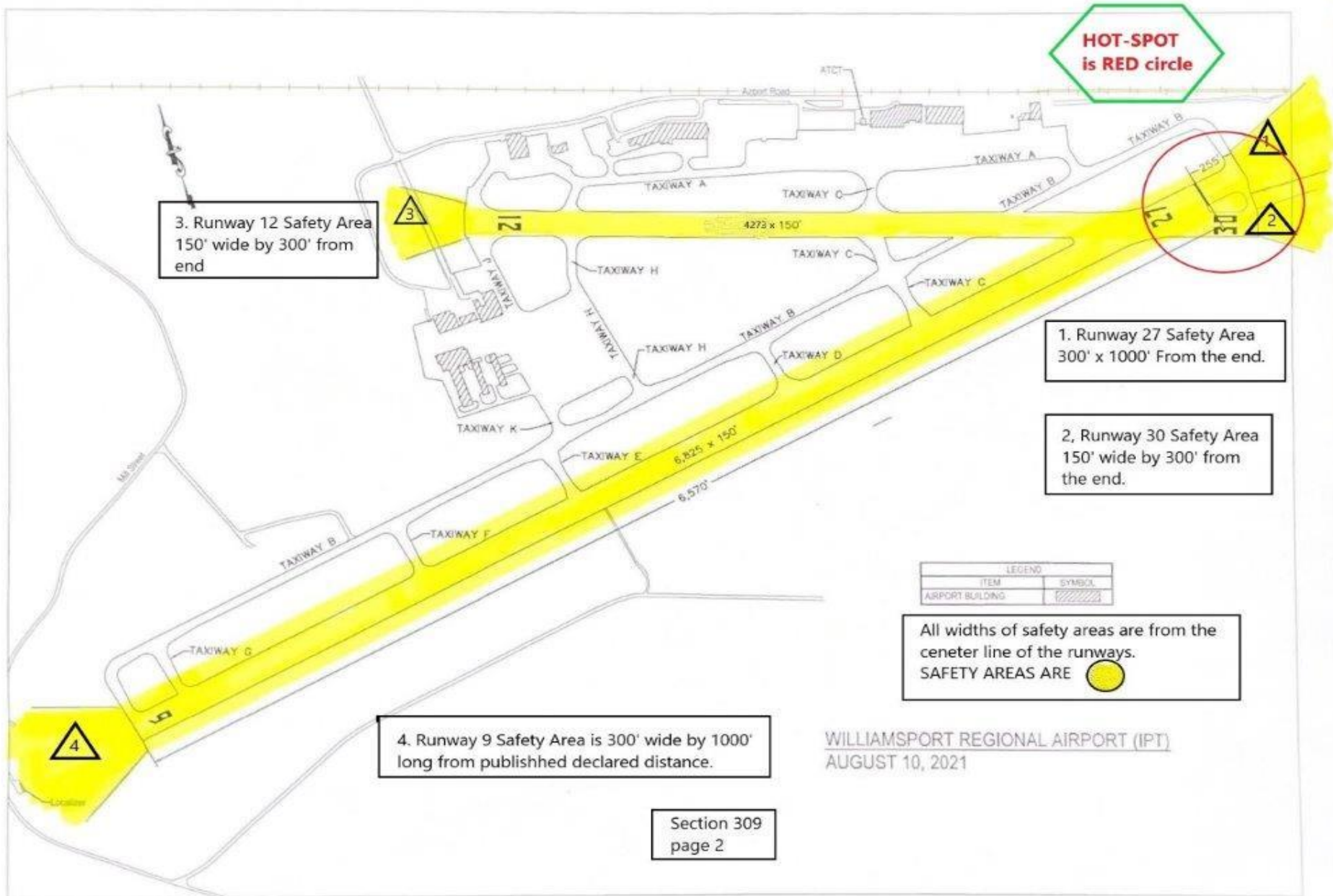
**Runway 12-30 - 150 ft wide, 300 ft from each end.**

**Hot Spot**

Is a location on an airport movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

**IPT location is at runway 27 and 30.**

# Runway Safety Areas / Hot Spot



# INCURSION/DEVIATIONS

- Is an unauthorized entry into restricted areas of the AOA by an individual or vehicle.
- The FAA and Williamsport Regional Airport takes Incursions/Deviations very seriously.
  - **First offense** – The violator must attend remedial training conducted by Airport staff.
  - **Second offense** – The violator will have airside driving privileges suspended for a period specified by the Director not to exceed 90 day.
  - **Third offense** – The violator's airside driving privileges may be further suspended or permanently revoked. To be reinstated the violator will have to demonstrate their knowledge of airside driving to the satisfaction of the Director.
- This training will help you avoid this type of mistake.



# **ACCIDENTS**

- **You must report any vehicle accident to Airport Administration.**
- **Any aircraft struck by a vehicle must be inspected, even if there is no visible damage.**

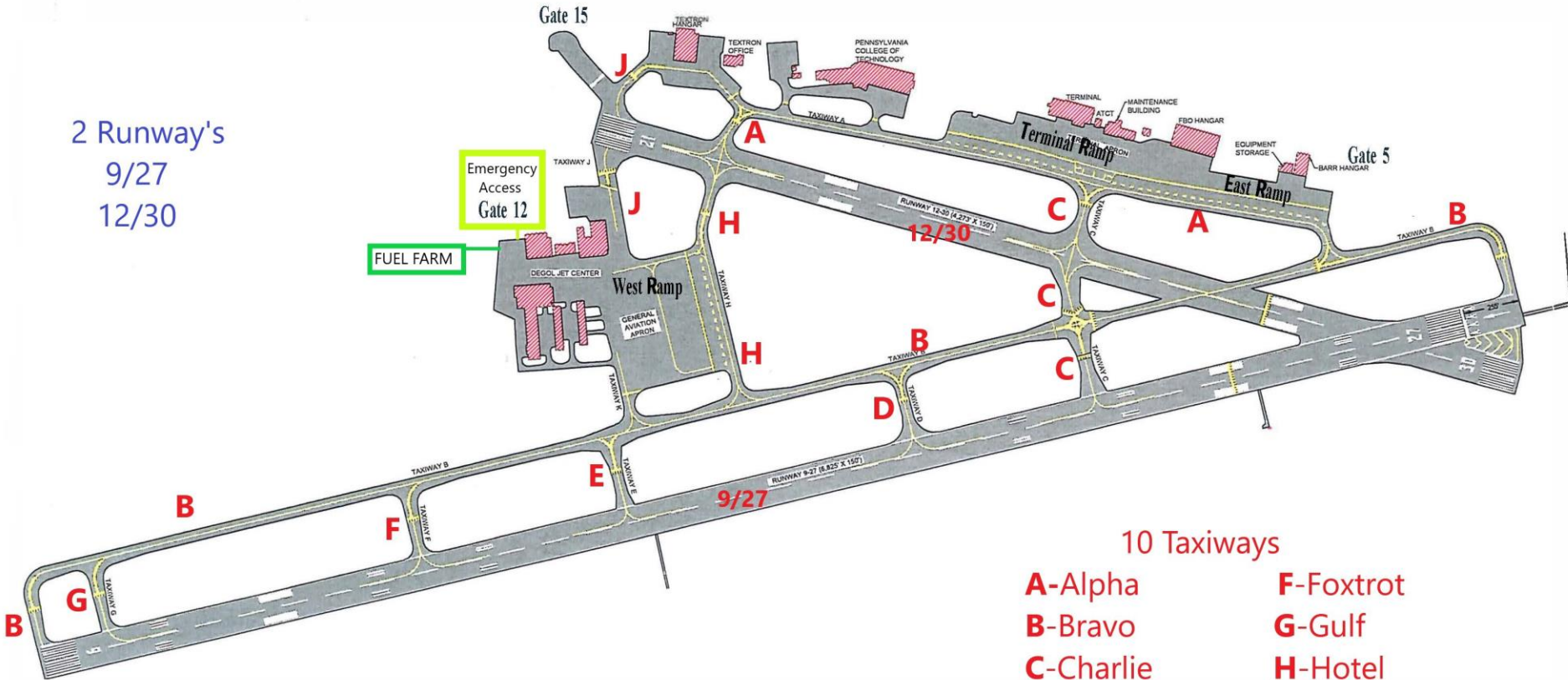
# **RIGHT OF WAYS**

- **Vehicles are the last in line for the right of way**
- **Aircraft in motion always have the right of way**
- **You MUST yield to pedestrians and responding emergency vehicles**

# IPT

## Williamsport Regional Airport Airfield Map

2 Runway's  
9/27  
12/30



10 Taxiways

- |                   |                   |
|-------------------|-------------------|
| <b>A</b> -Alpha   | <b>F</b> -Foxtrot |
| <b>B</b> -Bravo   | <b>G</b> -Gulf    |
| <b>C</b> -Charlie | <b>H</b> -Hotel   |
| <b>D</b> -Delta   | <b>J</b> -Juliet  |
| <b>E</b> -Echo    | <b>K</b> -Kilo    |

# RUNWAY MARKING AND LIGHTING



All markings in the runway environment are painted **WHITE**

Runway edge lights are **WHITE** or **CLEAR** except for the last 2,000 feet are **YELLOW** for caution zone.

Runway End lights are **RED**



# TAXIWAY MARKING AND LIGHTING



All markings in the taxiway environment are painted **Yellow**.

Taxiway edge lights are **BLUE**



# MARKINGS TO REMEMBER



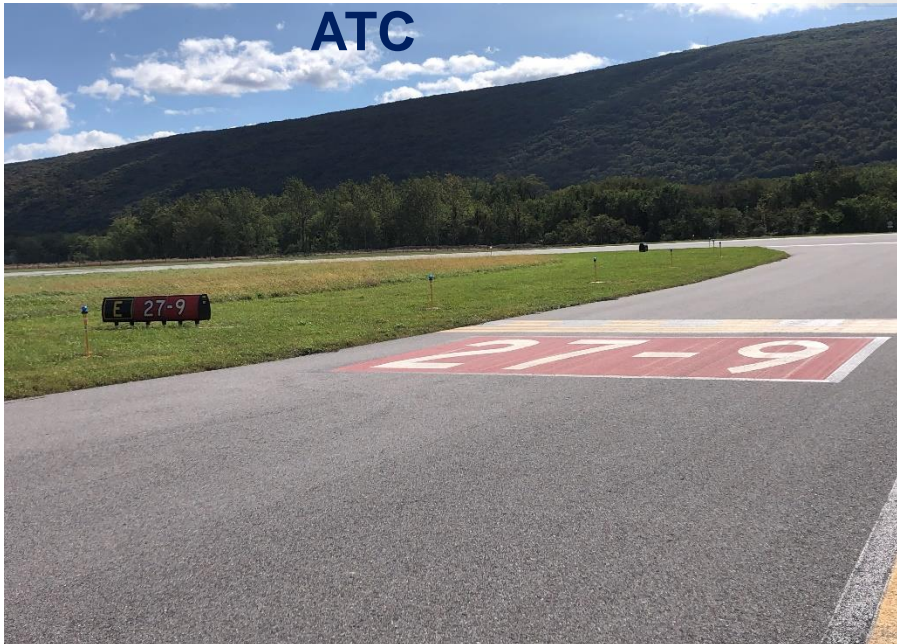
Non-movement area  
boundary –  
**DO NOT CROSS** solid-line  
side of the marking without  
first obtaining clearance from  
**ATC**



# MORE MARKINGS

## Runway Holding Position Marking –

A vehicle operator or aircraft **must not cross** from the solid-line side of the marking without first obtaining clearance from  
ATC



# MORE MARKINGS



**Enhanced taxiway centerline -  
This means you are approaching  
a  
Runway Holding Position  
Marking**



# SIGNS TO REMEMBER



**Surface Painted Holding  
Position Sign on the  
taxiway at the runway  
holding position  
marking**

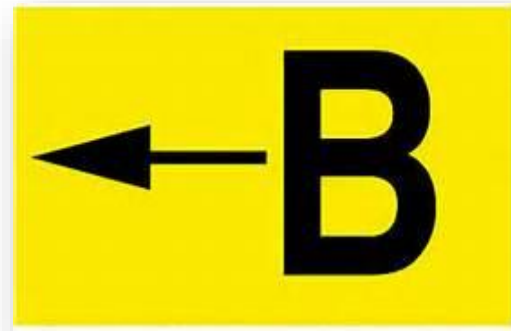


**Runway Holding Position  
Sign**

# MORE SIGNS



**Location signs –  
Tells you where you are**



**Direction Signs – The next  
left turn is TWY Bravo**

# MORE SIGNS



# AIRPORT SIGN AND MARKINGS

## AIRPORT SIGN AND MARKING – QUICK REFERENCE GUIDE

EXAMPLE	TYPE OF SIGN	PURPOSE	LOCATION/CONVENTION
	Mandatory: Hold position for taxiway/runway intersection.	Denotes entrance to runway from a taxiway.	Located <u>L</u> side of taxiway within 10 feet of hold position markings.
	Mandatory: Holding position for runway/runway intersection.	Denotes intersecting runway.	Located <u>L</u> side of rwy prior to intersection, & <u>R</u> side if rwy more than 150' wide, used as taxiway, or has "land & hold short" ops.
	Mandatory: Holding position for runway approach area.	Denotes area to be protected for aircraft approaching or departing a runway.	Located on taxiways crossing thru runway approach areas where an aircraft would enter an RSA or apch/ departure airspace.
	Mandatory: Holding position for ILS critical area/precision obstacle free zone.	Denotes entrance to area to be protected for an ILS signal or approach airspace.	Located on twys where the twys enter the NAVAID critical area or where aircraft on taxiway would violate ILS apch airspace (including POFZ).
	Mandatory: No entry.	Denotes aircraft entry is prohibited.	Located on paved areas that aircraft should not enter.
	Taxiway Location.	Identifies taxiway on which the aircraft is located.	Located along taxiway by itself, as part of an array of taxiway direction signs, or combined with a runway/taxiway hold sign.
	Runway Location.	Identifies the runway on which the aircraft is located.	Normally located where the <u>proximity</u> of two runways to one another could cause confusion.
	Runway Safety Area / OFZ and Runway Approach Area Boundary.	Identifies exit boundary for an RSA / OFZ or rwy approach.	Located on taxiways on <u>back</u> side of certain runway/taxiway holding position signs or runway approach area signs.
	ILS Critical Area/POFZ Boundary.	Identifies ILS critical area exit boundary.	Located on taxiways on <u>back</u> side of ILS critical area signs.
	Direction: Taxiway.	Defines designation/direction of intersecting taxiway(s).	Located on <u>L</u> side, <u>prior to intersection</u> , with an array L to R in clockwise manner.
	Runway Exit.	Defines designation/direction of exit taxiways from the rwy.	Located on same side of runway as exit, prior to exit.
	Outbound Destination.	Defines directions to take-off runway(s).	Located on taxi routes to runway(s). <u>Never</u> collocated or combined with other signs.
	Inbound Destination.	Defines directions to airport destinations for arriving aircraft.	Located on taxi routes to airport destinations. <u>Never</u> collocated or combined with other types of signs.
	Information.	Provides procedural or other specialized information.	Located along taxi routes or aircraft parking/staging areas. May not be lighted.
	Taxiway Ending Marker.	Indicates taxiway does not continue beyond intersection.	Installed at taxiway end or far side of intersection, if visual cues are inadequate.
	Distance Remaining.	Distance remaining info for take-off/landing.	Located along the sides of runways at 1000' increments.
EXAMPLE	TYPE OF MARKING	PURPOSE	LOCATION/CONVENTION
	Holding Position.	Denotes entrance to runway from a taxiway.	Located across centerline within 10 feet of hold sign on taxiways and on certain runways.
	ILS Critical Area/POFZ Boundary.	Denotes entrance to area to be protected for an ILS signal or approach airspace.	Located on twys where the twys enter the NAVAID critical area or where aircraft on taxiway would violate ILS apch airspace (including POFZ).
	Taxiway/Taxiway Holding Position.	Denotes location on taxiway or apron where aircraft hold short of another taxiway.	Used at ATCT airports where needed to hold traffic at a twy/twy intersection. Installed provides wing clearance.
	Non-Movement Area Boundary.	Delineates movement area under control of ATCT, from non-movement area.	Located on boundary between movement and non-movement area. Located to ensure wing clearance for taxiing aircraft.
	Taxiway Edge.	Defines edge of usable, full strength taxiway.	Located along twy edge where contiguous shoulder or other paved surface NOT intended for use by aircraft.
	Dashed Taxiway Edge.	Defines taxiway edge where adjoining pavement is usable.	Located along twy edge where contiguous paved surface or apron is intended for use by aircraft.
	Surface Painted Holding Position.	Denotes entrance to runway from a taxiway.	Supplements elevated holding position signs. Required where hold line exceeds 200'. Also useful at complex intersections.
	Enhanced Taxiway Centerline.	Provides visual cue to help identify location of hold position.	Taxiway centerlines are enhanced 150' prior to a runway holding position marking.
	Surface Painted Taxiway Direction.	Defines designation/direction of intersecting taxiway(s).	Located L side for turns to left. R side for turns to right. Installed prior to intersection.
	Surface Painted Taxiway Location.	Identifies taxiway on which the aircraft is located.	Located R side. Can be installed on L side if combined with surface painted hold sign.

Ref. AC 150/5340-1J Standards for Airport Markings, and AC 150/5340-18D Standards for Airport Signs Systems



Federal Aviation  
Administration

# COMMUNICATIONS

- In addition to the markings you will see defining the boundaries of the restricted AOA areas you may encounter:
- Stop signs with a sign underneath stating you must contact ATCT on 121.9
- Barricades and other construction devices.
- When you approach these areas, **DO NOT PROCEED** until you obtain clearance from ATCT.

# STOP SIGNS



# RADIO COMMUNICATIONS

## PROCEDURES WHILE Air Traffic Control Tower (ATCT) **IS IN OPERATION**

- Use AVIATION TERMINOLOGY, Never use CB lingo or 10 codes. Contact Williamsport **Ground on 121.9 frequency**
- Start radio traffic with ( **Williamsport Ground** ), then  
( **who you are, where you are and where you want to go** ).  
Example:
- Driver: Williamsport Ground, Mike 1 is on the terminal ramp would like to go to the west ramp.
- ATCT: Mike 1, Williamsport Ground, proceed on Taxiway Alpha, to Hotel cross Runway 12 at Alpha.
- Driver: Roger, Alpha, Hotel crossing 12 at Alpha, Mike 1.

# RADIO COMMUNICATIONS

## PROCEDURES WHILE ATCT IS OPERATION “CONTINUED”

- If you are unsure what the ATCT said or do not understand the instructions ask the ATCT to repeat by saying (**SAY AGAIN**).
- Know that the phrase (**GO AHEAD**) is only meant for you to “**proceed with your message and no other purpose**”.
- “HOLD SHORT” are instructions by the ATCT for a vehicle or aircraft to stop at a runway holding position marking or instructed location. Read back of all holding instructions to the ATCT is required and must include “Hold Short” of location given and your call sign. Read back Example: “**Roger, Hold Short Runway 27 on Taxiway Bravo, Mike 1**”



# RADIO COMMUNICATIONS

## PROCEDURES WHILE ATCT IS *NOT IN OPERATION*

- Use AVIATION TERMINOLOGY, Never use CB lingo or 10 codes.
- Use 119.1 frequency for Williamsport Traffic
- Start Radio traffic with ( **Attention all Williamsport traffic** ) then ( *who you are, where you are, where you want to go “plus the route you are taking”* ).

Listen for and always yield to any landing or taxiing traffic.

Example:

- Driver: ( *Attention all Williamsport traffic, Mike 1 is on the west ramp going to the east ramp on taxiway Hotel to taxiway Alpha crossing Runway 12/30 at Hotel. All Williamsport air traffic please advise.* )
- Driver: Pause for few seconds and wait for a response. Proceed slowly on the West ramp onto Taxiway Hotel while monitoring the radio response from any traffic in the area. If no traffic is heard, announce ( *Attention all Williamsport Air traffic Mike 1 is crossing Runway 12/30 at Hotel* ).
- Driver: When on taxiway Alpha, announce ( *Attention all Williamsport traffic Mike 1 is “off” runway 12/30 on taxiway Alpha* ).
- Driver: When you reach the east ramp announce: ( *Attention all Williamsport Air Traffic Mike 1 is “OFF”* )

# HELICOPTERS

- **The video will mention helipads.**
- **Life Flight has a designated helicopter landing area at their hangar.**
- **All other helicopters will generally land on the General Aviation ramp.**
- **Watch for small flatbed trailers and small tractors. Do not park near these landing areas.**

**THE AOA SPEED LIMIT IS...**

**15 MPH Maximum**

# **MANY THINGS MAY REDUCE THIS LIMIT, SUCH AS...**

- **Inclement weather – fog, snow, ice**
- **Reduced visibility**
- **Aircraft ground traffic density**
- **Pedestrian traffic**
- **Construction**
- **Many others**

# VEHICLE BEACONS

- Vehicles that are authorized in the movement areas must have a **flashing yellow beacon** or if no beacon, it must have a **checkered airport flag**, or the vehicle must be escorted by personnel authorized by Williamsport Regional Airport or IPT employee.

# IF YOU OPEN A GATE OR DOOR WITH YOUR BADGE...

- You **MUST NOT** leave the immediate area until the gate is **COMPLETELY CLOSED** or the door is shut and locked

# **OTHER RULES FOR IPT**

- **Do not drive under jetways or between an aircraft and the gate.**
- **Do not park near fuel trucks when they are refueling.**
- **Stay Alert! Always keep your vehicle under control and reduce distractions, such as AM/FM radios and cell phones.**
- **Drivers are responsible for the passengers in their vehicle.**

# KEY ITEMS IN VIDEO

- **Movement and non-movement areas – Know the difference!**
- **Non-movement area boundary markings and holding position markings and signs**
- **Aircraft Beacons**
- **Colors of lights, signs and markings**
- **Communications**



**S A F E T Y**

# Handouts

- **The video will reinforce all these items.**
- **Read the handouts you were given thoroughly.**
- **It includes everything you have seen or are about to see and more.**

# VIDEO

- **OK, let's begin our video.**
- **This is a generic FAA driver's safety video and not specific to IPT.**
- **Most of the rules, signs and markings you see are present here. We will point out the differences. Please pay attention. This is serious business!**

[Harrison Ford Driving on Airport AOA](#)

[Video.mp4](#)

[Human Factors.mp4](#)

[Airport Driver Operations.mp4](#)