

# **Godman Army Airfield Flightline Driver's Training Program 12 August 2019**

## **1. Purpose**

The purpose of the Flightline Drivers Training Program (FLDTP) is to train and authorize personnel to operate vehicles in designated movement and non-movement areas on Godman Army Airfield (i.e. parking ramps, taxiways, runways, perimeter roads, etc.).

## **2. Applicability**

a. This program applies to all personnel operating vehicles in designated movement and non-movement areas on Godman Army Airfield. No individual is exempt from the airfield training requirements for operating a vehicle on the airfield. Tenant organizations are responsible for the dissemination, accessibility, and compliance with these program rules/guidelines by their assigned Soldiers/employees. Tenant units will administer the training and exam for unit personnel required to operate vehicles on the airfield. The unit/organization drivers training coordinator will provide a list of authorized personnel and a copy of the scored driver's exam to Airfield Safety. Godman Army Airfield Driving Permits will be signed/initialed by the GAAF Driver's Training Program Manager, Airfield Safety Officer, Airfield Operations Officer, or Airfield Manager. Flight Line Driver's Training Program refresher training is required every four years from the date of the initial issue of the FLDTP permit.

b. Contractors/maintenance personnel working on the airfield are required to complete the FLDTP if the project is scheduled for more than 5 days. Airfield Safety will issue the contractor a study guide. The contractor will provide the airfield with a list of employee's requiring training. After the contractor and employees reviewed the study guide, Airfield Safety will give a class on the study guide and a tour of the airfield to the contractors that require a permit. Each contractor must pass a written test in order to be issued a driving permit.

c. Contractors working a short term project of no more than 5 days will receive a briefing by Airfield Operations, issued a map depicting the most direct route to the project, as well as a radio with procedures. If necessary, Airfield Operations will escort contractors to the work site.

Note: The FLDTP may be amended, changed, or modified by the Airfield Manager as necessary to meet DoD, Army, IMCOM, or other military regulations and guidelines.

Vehicle movement on runways and taxiway will be held to the minimum required for operations, inspections, maintenance, and emergency services. Vehicles permitted to operate on the airfield are:

1. Ambulances, Crash, Fire-Fighting, and Rescue Vehicles.
2. Service, Maintenance, and Construction Equipment.
3. Other vehicles, as deemed necessary by the Airfield Manager for official business.
4. Vehicles escorted by qualified Airfield Division personnel.

Vehicles that routinely operate on the airfield will be equipped with a rotating beacon or strobe light system atop the vehicle. Temporary vehicles operating on the airfield should have at least a flag attached to their vehicle. Vehicles maintain two way radio communications in the movement areas, and ATC light signal descriptions will be displayed on the dash or made readily available in the vehicle.

### **3. Vehicle Operator Permit for Godman Airfield**

#### **a. Vehicle Operator Requirements/Guidelines.**

All personnel must have a valid state driver's license. Military personnel are required to have a military driver's license, OF 346.

All personnel must satisfactorily complete the driver's training class and exam before receiving a driver's permit. All applicants must pass the written exam with a grade of at least 90 percent. Applicants who do not pass the written exam may retake the exam after additional study and a 15 day training period.

#### **b. Vehicles shall not enter the movement areas unless:**

Coordination has been made with Airfield Operations (when Air Traffic Control Tower (ATCT) is closed), receiving permission from ATCT when open. Vehicle operators must yield the right of way to all moving aircraft.

The driver is authorized to operate the class of vehicle by an appropriate state-licensing agency or by the driver's employer through a company training/certification program.

#### **c. Vehicle operators shall not –**

Enter the movement area without first obtaining permission from Airfield Operations and/or from the ATCT to enter the movement area. Must be equipped with an operable two-way radio in communication with the ATCT, or escorted by an Airfield Operations vehicle.

Exceed 15 miles per hour on parking aprons.

Exceed 5 miles per hour within 50 feet of an aircraft.

Operate any vehicle that is overloaded or are carrying more passengers than the vehicle was designed to carry

Ride on the running board or stand up in the body of a moving vehicle.

Ride with the arms or legs protruding from the body of a vehicle.

Be backed into a position close to an aircraft unless a ground guide is present and assisting the driver. An aircrew member must approve the movement near the aircraft.

Park a vehicle in an aircraft parking area, safety area, or grass areas in a manner that obstructs or interferes with operations in the aircraft movement area or apron area. Park, or leave vehicles and equipment unattended that interfere with the use of a facility or prevents the movement/passage of aircraft or emergency vehicles.

Park a vehicle or equipment within 10 feet of a fire hydrant or in a manner that prohibits a fire department vehicle from accessing the fire hydrant.

Operate a vehicle or equipment at any time while under the influence of alcohol, or any drug that impairs the operator's abilities.

Operate a vehicle in a reckless or careless manner.

d. Vehicle operators shall:

Ensure that the gates along the airfield perimeter road are closed and secured behind the last vehicle entering the airfield. This prevents any unauthorized vehicles or persons from gaining access to the airfield.

#### **4. Definitions**

Airfield Operations Area (AOA) – The AOA consists of all restricted ground areas of the airfield, including taxiways, runways, loading ramps, and parking areas. The AOA is divided into two distinct areas: the 'Movement' area and the 'Non-movement' area.

Aircraft Rescue & Firefighting (ARFF) – Specialty equipment and personnel trained to respond to airfield emergencies for airfield rescue and firefighting.

Airfield Traffic Control Tower (ATCT) – A facility using air to ground communications, visual signaling and other devices to provide air traffic control services to aircraft operating in the vicinity of the airfield or on the movement area.

Apron/Terminal Ramp – Area designed for loading or unloading passengers and/or cargo, fueling, parking, or maintenance of aircraft. Aircraft ALWAYS have the right-of-way when operating on the apron.

Common Traffic Advisory Frequency (CTAF) – A frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower.

Federal Aviation Administration (FAA) – The federal agency charged with the administration and oversight of the national airspace system, including, but not limited to, air traffic control and airfield security.

Foreign Object Debris (FOD) – Any loose item (trash, metal, rocks, etc) lying on the ground having the potential to cause significant damage to aircraft and property or injury to personnel in the AOA.

Ground Vehicle – all conveyances, except aircraft, used on the ground to transport persons, cargo, fuel, or equipment.

Hold Line – A pavement marking made up of two solid yellow stripes followed by two broken (dashed) stripes located across a taxiway. The solid stripes of this marking must be considered like a STOP sign. The marking means you are near an active runway. You must receive permission via radio from the Air Traffic Control Tower to cross a hold line and enter a runway. This is an example of a hold line marking:



Incursion – any occurrence at an airfield involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in lost separation with an aircraft taking off, intending to take off, landing, or intending to land.

Jet Blast – jet engine exhaust or propeller wash (thrust stream turbulence).

Light Gun – A hand-held, directional light-signaling device that emits a bright narrow light beam (white, green, or red light) as selected by the tower controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot or vehicle actions where radio communication is not available. The light gun is used for controlling traffic operating in the vicinity of the airfield and on the airfield movement area.

Movement Area - The part of an airfield for which air traffic control services are provided. Runways, taxiways, and helipads are considered to be in the movement area. It is marked by a single solid and a single dashed yellow line on the pavement. This is an example of a movement area boundary marking:



Non-movement Area – taxiways, aprons, and other areas not under the control of air traffic.

Navigational Aids (NAVAIDS) – Electronic equipment located near runways and taxiways. They provide horizontal and/or vertical guidance to aircraft. The following are examples of navigational aid signs:

Instrument Landing System (ILS) Critical Area Hold Position:



Instrument Landing System (ILS) Critical Area Boundary:



Restricted Areas – areas of the airfield posted to prohibit or limit entry or access by the general public.

Runway - A defined rectangular surface on an airfield prepared and suitable for the landing and takeoff of aircraft. Runway markings are white. Runways have stripes down the middle, solid lines along the edges and ends, and numbers on each end. The number is the runway's compass direction. In addition, runways have white lights along the edges and white lights down the middle. Signs with white numbers on a red background are runway signs. This is an example of a runway holding position sign:



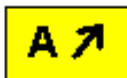
Safety Area - A designated area abutting the edges of a runway or taxiway intended to reduce the risk of damage to an aircraft inadvertently leaving the paved surface.

Taxiway - A paved and marked area established for taxiing of aircraft from one place on an airfield to another. Taxiways have markings in yellow. They have stripes down the middle and double solid lines along the edges. In addition, taxiways have blue lights along the edges and green lights down the middle. Unlike runways, letters identifies taxiways. Black letters on a yellow background indicate a taxiway destination sign. Yellow letters on a black background indicate a taxiway location sign. The following are examples of taxiway signs:

Taxiway Location Sign:



Taxiway Direction Sign:



## **5. Airfield Hazards**

### **Visible Hazards**

The following are just a few visible safety hazards associated with working around aircraft:

- a. Pointed Appendages of Airplanes/Helicopters and Equipment - Be alert when walking or working around aircraft and ground support equipment.
- b. Slick Surfaces - Be careful around areas where oil and/or hydraulic fluid accumulate (below engines and near landing gear).
- c. FOD (Foreign Object Debris) – Any loose item (trash, metal, rocks, etc) lying on the ground having the potential to cause significant damage to aircraft or property, or injury to personnel in the AOA.

d. Unsafe Vehicles - Vehicles not having properly functioning brakes, lights or other mechanical deficiency.

#### Unseen Hazards

There are numerous unseen hazards to vehicle operators on an airfield:

a. Jet Blast - Jet blast can take a tiny screw from a piece of luggage and turn it into a 200 mph projectile capable of doing serious bodily harm and equipment damage.

b. Noise - Aircraft engines/Auxiliary Power Unit (APU) noise can cause significant hearing loss in a short amount of time. Always wear hearing protection when near operating aircraft engines/APU's.

c. Reduced Visibility (FOG) - Reduced visibility shrinks everyone's comfort zone. Slow down and allow extra time to get the job done or get to your destination

d. Unsafe Attitudes - Weather and traffic permitting, Vehicle drivers must remain in control of their vehicles at all times. Careless operation of vehicles on the airfield is unacceptable and will result of loss of driving privileges.

e. Cockpit blind spots – Pilots typically cannot see behind or below the aircraft.

f. Moving propellers and rotors - At night, props and rotors can cause damage, injury, or death due to speed of movement.

g. Other moving vehicles – Due to aircraft engine noise, approaching vehicles are not heard.

Safe vehicle operation should be everyone's goal. If you see a dangerous or unsafe condition, report it to your supervisor and/or airfield personnel immediately. Deliberate reckless operation of vehicles may result in suspension or revocation of driving privileges on the airfield. Yield to aircraft, passengers, and emergency vehicles, which ALWAYS have the right-of-way on any portion of the airport. Never drive between safety cones or across passenger walkways

#### **6. Movement Area Descriptions (Diagrams pages 17-20)**

Movement Area: Movement areas are those in which communication with the Air Traffic Control Tower is required. All areas beyond the yellow painted double line on the tarmac and parking aprons are considered airfield movement areas to include all sod areas on the airfield. The primary aircraft movement areas consist of two (2) runways, five (5) taxiways, as well as the Red and VIP parking ramps.

Runway 18/36, the main instrumented runway, has an overall length of 5585 feet, of which all 5585 feet are usable. Runway 15/33 has a total usable length of 5253 feet.

Taxiway Alpha meets Runway 18/36 approximately 785 feet from the approach end of Runway 36 and is orientated on a heading of approximately 230 degrees. Taxiway

Alpha is 392 feet long, 75 feet wide, and is used for movement of aircraft that will be parking on the main or extended ramps, transient fixed wing area, and red ramp.

Taxiway Bravo meets Runway 18/36 approximately 1569 feet from the approach end of Runway 36 and is oriented on a heading of approximately 270 degrees. Taxiway Bravo is 294 feet long, 50 feet wide, and is used for movement of aircraft that will be parking on the main or extended ramp and transient fixed wing area.

Taxiway Charlie meets Runway 18/36 approximately 2417 feet from the approach end of Runway 36 and is oriented on a heading of approximately 320 degrees. Taxiway Charlie is 817 feet long, 50 feet wide, and is used for movement of aircraft that will be parking on the main and extended ramps and transient fixed wing area.

Taxiway Charlie extends beyond Runway 18/36 (Charlie West) and meets Runway 15/33 approximately 2877 feet from the approach end of Runway 15/33. Charlie West is 1438 feet long, 75 feet wide, and used to transition aircraft from Runway 15/33 to the main or extended ramp and transient fixed wind area.

Taxiway Delta meets Runway 18/36 approximately 5099 feet from the approach end of Runway 36 and is oriented on a heading of approximately 330 degrees. Taxiway Delta is 3070 feet long, 50 wide, and extends from the main parking ramp and intersects Taxiway Foxtrot at approximately 1500 feet from the main parking areas. Delta Taxiway is used primarily for movement of aircraft that will be parking on Blue, Yellow, and Green parking ramps.

Taxiway Foxtrot has a total usable length of 1900 feet and extends through Runway 18/36 and abuts up to Runway 15/33.

## **7. Non-Movement Area Descriptions (Diagrams pages 17-20)**

Non-movement areas are those areas in which communication with the Air Traffic Control Tower is not required. Non-movement areas include taxiways, aprons, and other areas NOT under control of the ATCT.

The Keyhole, Blue, Yellow, and Green Ramps, as well as portions of Taxiway D are designated as non-movement areas and are not under the control of Godman ATC. However, vehicle operators will contact Godman ATC/Airfield Operations prior to entering Delta taxiway beyond Green Ramp.

The airfield perimeter road, closed portions of old runways 05 and 09, closed taxiways west of Runway 15/33 are non-movement areas and have no requirement to contact ATC Tower or Airfield Operations.

## **8. Airfield Lights, Markings, and Equipment**

### **a. Taxiways**

Designations. Aircraft use taxiways to move to and from the aprons and the runways.

Lighting. Taxiways are lighted with BLUE edge lighting and/or reflectors.



Markings. Pavement markings on taxiways are always YELLOW. The taxiway centerline is painted on all taxiways. On the edge of some taxiways, there is a solid, double yellow line or a double-dashed line. If pavements are useable on both sides of the line, the lines will be dashed; if not, the lines will be solid.



Runway Holding Position Markings. They are located across each taxiway that leads directly onto a runway. These markings are made up of TWO SOLID LINES and TWO BROKEN YELLOW LINES and denote runway holding position markings. These markings are always co-located with a Runway Holding Position Sign. A Vehicle operator must not cross from the solid-line side of the marking without first obtaining permission.





Non-Movement Area Boundary Markings. Consists of ONE SOLID and ONE BROKEN YELLOW LINE. The solid line is located on the non-movement side, while the dashed yellow line is located on the movement area side. A vehicle operator is not to cross from the solid-line side without first contacting the ATCT and obtaining permission to operate on the movement area.



#### b. Runways/Helipads

Designations: Runways are areas where aircraft land and take off. Runways are always designated by a number such as 1 or 19. The number indicates the compass heading of the runway. An aircraft taking off runway 19 is headed 190 degrees. Helipads are areas where helicopters land and take off. They are designated with a large “H” in the middle of a large square.

Lighting: Runways are lighted with a variety of colored lights.

Runway Edge-lights are WHITE If the runway has an instrument approach, the last 2,000 feet of the runway will be yellow in color.



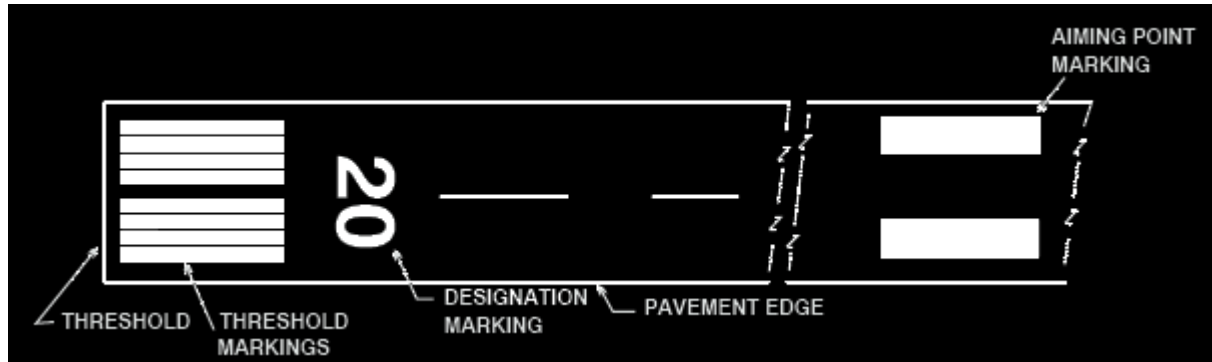
Runway End/Threshold Lights are split lenses that are red/green.



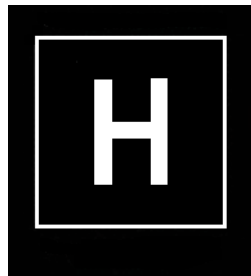
c. Helipads Lights are always WHITE.

## Markings

Pavement markings on a runways and helipads are WHITE.



Helipad markings are as follows:



## 9. Navigational Aids (NAVAIDS).

Any visual or electronic device, airborne or on the surface, which provides point-to-point guidance information or position data to aircraft in flight.

Precision Approach Path Indicator (PAPI).

A precision approach path indicator (PAPI) is a visual aid that provides guidance information to help a pilot acquire and maintain the correct approach (in the vertical plane) to an airport or an aerodrome. It is generally located beside the runway approximately 1000 feet beyond the landing threshold of the runway.



## Runway End Identifier Lights (REILS).

Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.



## Rotating Beacon.

A visual NAVIAD operated at many airports. At Godman Army Airfield it is an alternating split white and green flash that indicates the location of the airport and is mounted on the top of the Air Traffic Control tower.



## **10. Foreign Object Damage (FOD) Prevention**

Foreign Object Damage – debris that can cause damage to aircraft engines, tires, or skin from rocks, trash, or the actual debris found on runways, taxiways, and aprons. In order to prevent FOD to aircraft, and support the airfield FOD program, it is essential that all vehicle operators ensure there is no debris on their vehicle that might fall while on the movement areas (i.e. rocks and gravel in tires, mud, loose paper, etc.). Vehicle operators must ensure equipment and cargo are secure prior to entering the airfield movement areas and while operating on the airfield.

## **11. Vehicle and Pedestrian Traffic**

Godman Army Airfield is classified as a restricted area. Unescorted access to the movement areas is limited to employees who work at GAAF and/or authorized tenant unit/organizations, as well as Soldiers/employees that have completed the airfield drivers training program and possess a Godman Airfield Driving Permit. Operators of vehicles and pedestrian traffic on the airfield will comply with the following:

- a. Vehicle traffic around building 5220 (Hangar #1) is one way only, counter clockwise. To access the flight line side of the building for passenger drop off/pick up, drivers will

enter the driveway on the east side of Bldg 5220 marked "Entrance". Drivers will check with Airfield Operation personnel for assistance/guidance and expected arrival/departure times for the aircraft.

b. Only authorized vehicles will operate on the ramp or runway areas. Vehicles not assigned to the airfield will be cleared only after receiving a briefing from Airfield Operations personnel and receiving a radio to communicate with either the ATCT or Airfield Operations when ATCT is closed.

## **12. Communication/Phraseology**

Vehicle operators must contact the ATC Tower (Airfield Operations when ATC Tower is closed) each and every time they proceed onto or leave the movement area. When proceeding onto a movement area, vehicle operators must tell the controller three things: WHO you are, WHERE you are, and WHAT your intentions are. Vehicle operators must always acknowledge all communications so ground control personnel know that the message was received. Vehicle operators must always give aircraft and ground control transmission priority unless an emergency exists. Some typical transmissions are as follows:

- Godman tower/operations, this is Unit 2 (radio # 2) at POL. Request permission to proceed to Blue ramp for refuel operations.
- Godman tower/operations, this is Unit 3 (radio # 3) at Operations. Request permission to proceed to the training area on the west side of the airfield via Alpha Taxiway.

Reply transmissions may be brief, such as:

### **Example 1**

- ATCT: Unit 2, tower, proceed to Blue ramp.
- Driver: Tower, Unit 2, Roger, proceeding to Blue ramp.

### **Example 2**

- ATCT: Unit 3, tower, Proceed to the west of the airfield via Alpha Taxiway, hold short of runway 18 for landing traffic.
- Driver: Tower, Unit 3, Roger proceeding Taxiway Alpha to hold short of Runway 18. (Driver stops approximately 50 feet from runway and waits for aircraft to land).
- ATCT: Unit 3, tower, cross runway 18 to the training area.
- Driver: Tower, unit 3, crossing runway 18 to the training area.

NOTE: If you are unsure what the ATCT controller has said, or if you don't understand an instruction, you should ask the ATCT controller to repeat it. Good communication occurs when each party knows and understands what the other person is saying. Ensure all "Hold" instructions are repeated to the controller verbatim.

## Lost Communications Procedures:

If two-way radio communication with the ATCT controller is lost while in the movement areas, “DO NOT PANIC”. Check the radio volume, channel, or squelch level. If still unable to communicate with ATCT control, perform the lost communication procedure as follows:

- a. Pull safely off the pavement into the nearest grassy area. Pull off far enough to allow aircraft to taxi past.
- b. Point the vehicle headlights towards the control tower.
- c. Flash the vehicle headlights to attract the controller’s attention.
- d. Wait for a light gun signal and comply with the signal sent by the controller.

## Light Gun Signals:

If the tower’s attention is gained with the vehicle headlights, he/she will point a light gun at the vehicle. Different colored signals have different meanings. The following signals are universally accepted:

Steady **Green** - Cleared to cross runway or taxiway



Steady **Red** - STOP



Flashing **Red** - Clear the runway or taxiway



Flashing White - Return to your starting point



Alternating **Red** / **Green** - Exercise extreme caution



If unable to see or understand light gun signals all personnel are directed to call 624-1717/5545, if able by cell phone, or drive to the perimeter road to return to Airfield Operations.

## **13. General Information**

### a. Vehicle Speed Limits:

1. The maximum speed limit when operating within 50 feet of any aircraft is 5 MPH.
2. The maximum speed limit for vehicles operating on the airfield ramp and away from aircraft is 15 MPH.
3. The maximum speed limit while on the runway is 40 MPH.

b. Vehicle operators will yield to aircraft and at no time will they come closer than 100 feet from an aircraft unless told to do by ATCT or Airfield Operations. Vehicle operators will be vigilant to watch for aircraft crewmembers on the ground and light gun signals from the control tower.

- c. Light gun signal instructions, a map of the airfield, and communication instructions are issued with each radio.
- d. No vehicle will pass under stopped or rotating helicopter rotor blades, or any part of a fixed wing aircraft.
- e. Construction vehicles and equipment will be limited to the confines of the construction area.
- f. Priority of movement will be aircraft, emergency vehicles, snow removal and maintenance equipment, and then personnel on foot.
- g. Vehicle lighting: Aviation Division vehicles will be properly lighted for driving on aircraft ramp areas IAW TC 3-04.16 (i.e. flashers, rotating beacon, or strobe lights). Other military and civilian vehicles in support of an aviation mission will comply with the requirements of TC 3-04.16. Airfield Operations will ensure that all vehicles entering the area are equipped with appropriate lighting. All vehicles will have their hazard lights flashing when on the ramp.
- h. Pedestrian traffic will be held to a minimum. No personnel will approach an aircraft until aircraft engine shut down has been completed, or unless instructed to do so by a member of the aircraft crew.
- i. Passengers and crew will disembark the aircraft during all refueling operations. If refueling operations require the aircraft to remain running, then only essential personnel are to remain aboard. All other personnel will disembark and move to a safe holding area, such as the Airfield Operations or a designated marshalling area.
- j. Maintenance personnel will approach an operating aircraft only when cleared by the pilot or a member of his crew.
- k. All vehicles will be ground guided in close proximity of aircraft.
- l. Proper hand and arm signals will be used by ground guides when maneuvering aircraft. At night, ground guides will be equipped with wands, flashlights, or chemical lights.

#### **14. Aviation Radio Phraseology**

The following are terms with their meanings used in communicating with the tower while on foot or operating a vehicle in the movement area:

Acknowledge - Let me know you have received and understand this message

Advise intentions - State what you plan to do

Affirmative - Yes

Confirm - What I heard is (message)..... Is that correct?

Correction - An error has been made and the correct version follows

Expedite - Used when prompt compliance is required to avoid the development of an imminent situation

Go ahead - State your message (IT NEVER MEANS PROCEED)

Hold - Stop where you are

Hold short of (designated runway or taxiway intersection) - Proceed to, but hold short of a specific point

How do you hear me? - How well is this radio working

Negative - No, or permission denied, or that is not correct

Proceed - You are authorized to begin or continue moving

Read back - Repeat my message back to me

Roger - I have received all of your last transmission (Should not be used to answer a yes or no question)

Say again - Repeat your last transmission

Stand by - Wait a moment, I will call you back (Used when a delay in transmitting is requested by the caller)

Unable - I cannot comply with a specific instruction, request, or clearance

Verify - Request confirmation of information

Wilco - I have received your message, understand it, and will comply

It is important to understand that the Air Traffic Controller's primary responsibility is ensuring the safety of all aircraft, vehicle, and pedestrian traffic operating in the movement area. The radio should not be used like a telephone, and unprofessional 'CB talk' should never be used when communicating with the tower. Try to be brief and to the point during all radio communications.

Personnel authorized to operate ground vehicles on Godman Army Airfield will have the driving permit on hand at all times when driving on the airfield.

## **15. Safety**

The FAA defines runway incursion as "Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off or intending to take off, land, or intending to land."

Runway incursions are primarily caused by error in one or more of the following areas:

- a. Pilot/ground vehicle/controller communications
- b. Unfamiliar with the Airfield
- c. Loss of situational awareness

An example of an incursion is a vehicle at an airport straying onto a runway in front of an aircraft causing the pilot to take action to avoid a collision.

When driving on the airport, vehicle operators need to always be aware of their location and the meaning of all pavement markings, lights, and signs. When on the aprons and taxiways, stay clear of the aircraft. Aircraft always have the right-of-way.

NOTE: Any individual involved in a runway incursion shall receive remedial airport driver's training given by the Godman Army Airfield Safety Officer.

## **16. Vehicle Accidents**

Operators of vehicles involved in an accident on the airfield that results in injury to a person or damage to an aircraft, airport property, or another vehicle shall:

- a. Immediately stop and remain at the scene of the accident.
- b. Render reasonable assistance, if capable, to any injured in the accident.
- c. Report the accident immediately to Airfield Tower or Operations.
- d. Provide the following information to any responding Godman Army Airfield personnel: name and address, airport identification, state driver's license, and any information such personnel need to complete a motor vehicle accident report.

## **17. Violation of Rules– Penalties and Suspension of Driving Privileges**

Penalties for failure to comply with these requirements shall consist of written warnings, suspension of driving privileges, and/or revocation of driving privileges on the airfield. A vehicle operator receiving two (2) written warnings in any 12-month period will automatically result in suspension of airfield driving privileges. Receipt of three (3) written warnings in any 12-month period will automatically result in revocation of airfield driving privileges.

Based on an evaluation of the circumstances or the severity of a particular incident or incidents, the Godman Airfield Manager reserves the right to assess any penalty deemed appropriate at any time to any individual authorized to operate a vehicle on the airfield without regard to prior operating history. Suspension of airfield driving privileges shall be no less than 180 calendar days and no greater than 365 calendar days.

The Godman Airfield Manager will provide a copy of all written warnings to the tenant unit/organization Commander/Supervisor.

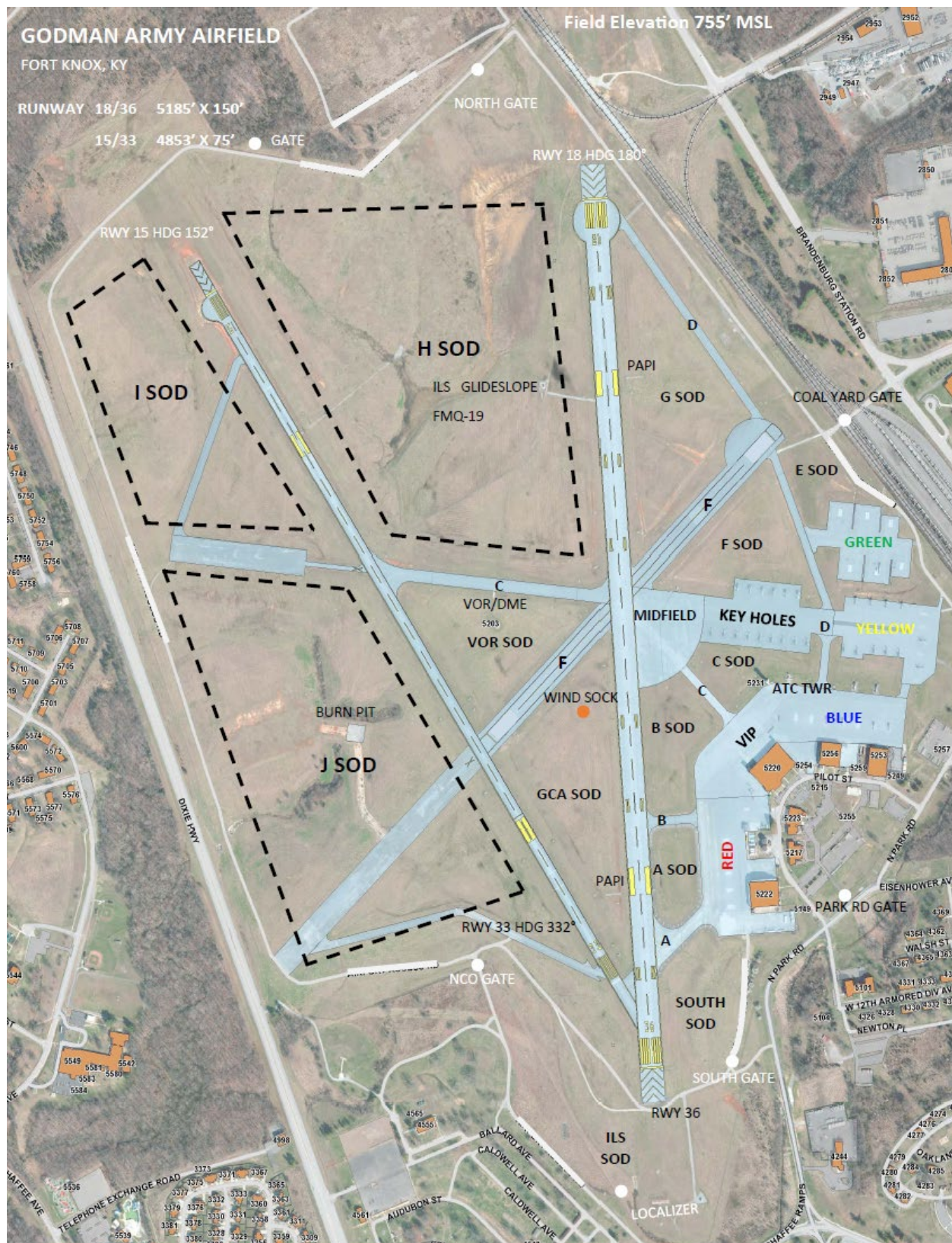
The Godman Airfield Manager requires any individual involved in a runway incursion or other vehicle incident to complete remedial airfield driver training.

All airfield movement/non-movement violations will be investigated, documented and tracked. If an Operational Hazard Report (OHR) has been filed the Airfield Safety Officer will ensure proper submission and tracking of the report.

## **18. References**

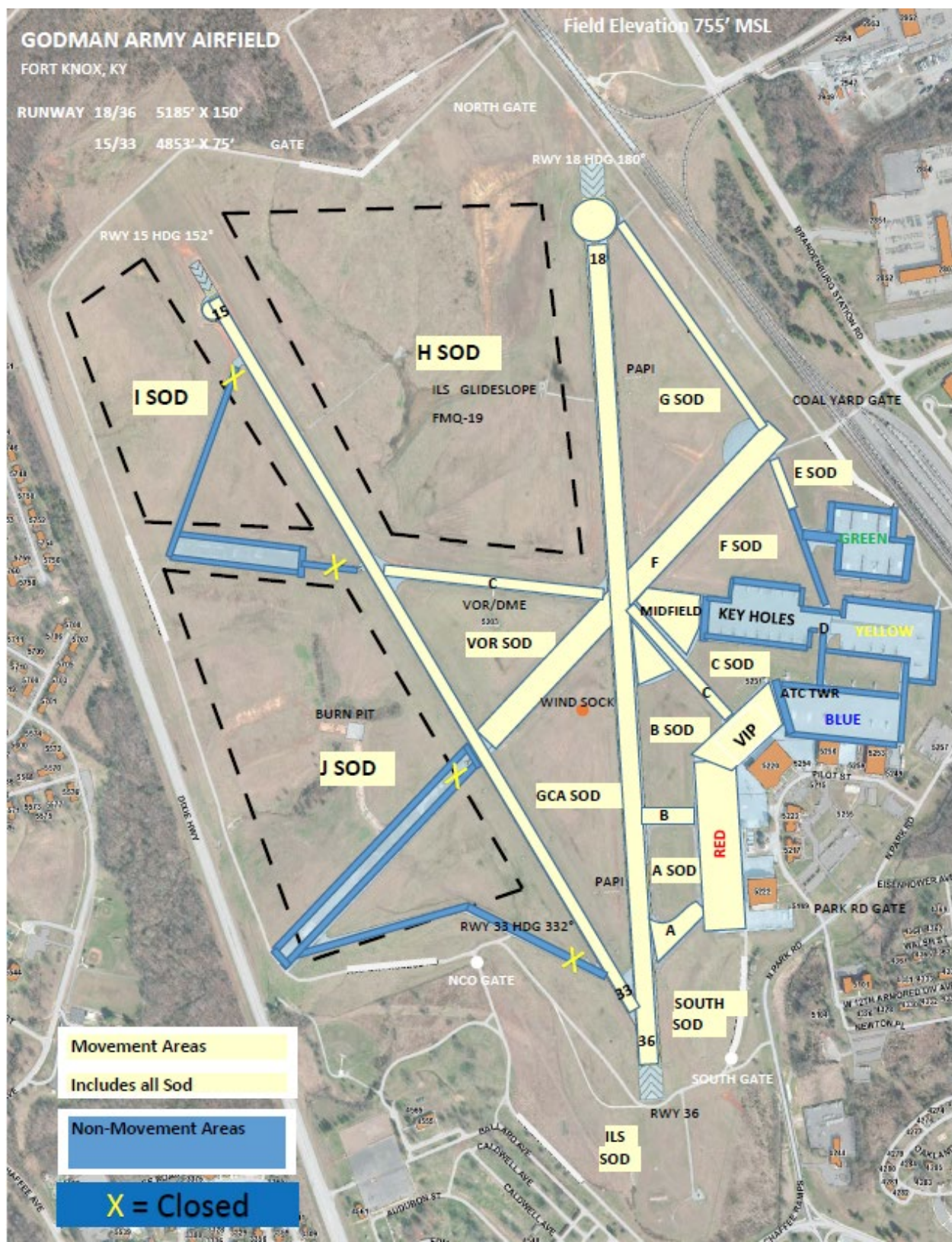
- a. FAA Airfield Ground Vehicle Operations Guide
- b. FAA Advisory Circular 150/5210-20 Ground Vehicle Operations on Airfields
- c. FAA Federal Aviation Regulation Part 139
- d. Godman Army Airfield Operations Manual
- e. AR 95-2
- f. TC 3-04.16



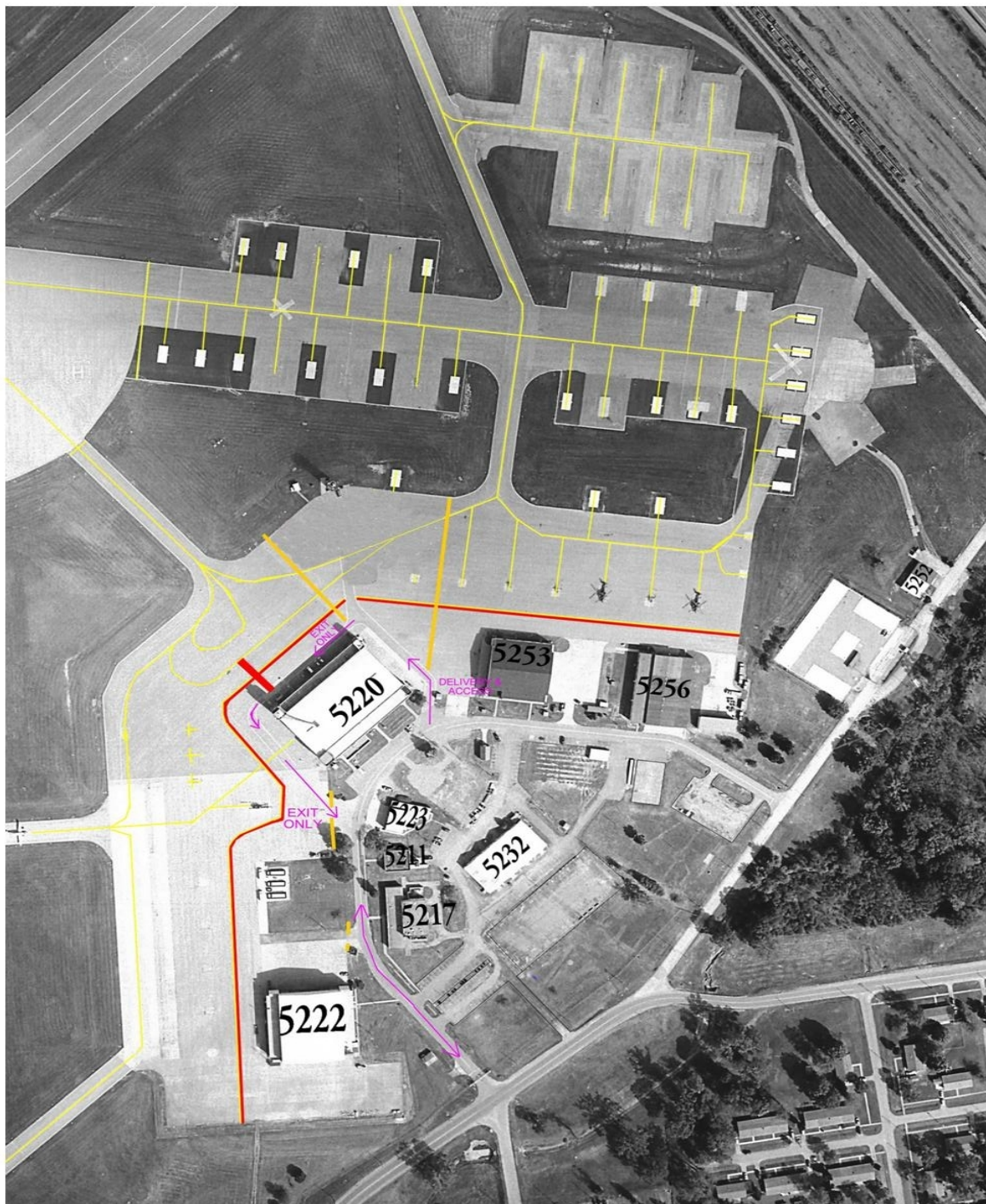


**Godman Army Airfield Map**

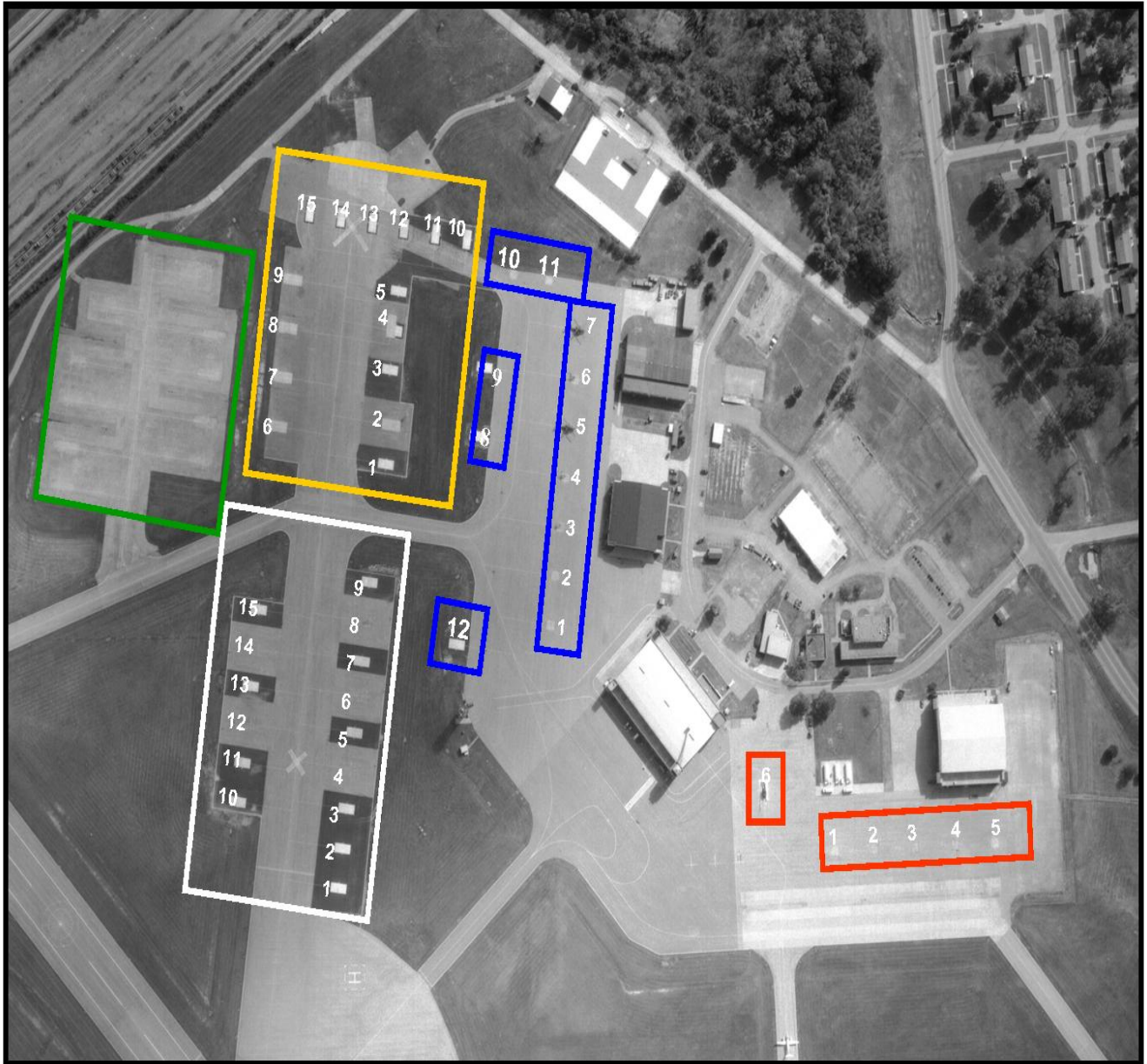








**GAAF Hangars & Buildings**



**Parking Areas (Red, Blue, Yellow, Green and Key holes)**