



*911 AW PAMPHLET 24-302*

*FLIGHTLINE DRIVER'S  
TRAINING PROGRAM*

*22 JANUARY 1999*





**Operations**

**FLIGHT LINE DRIVER'S TRAINING PROGRAM**

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OPR: 911 OSF/OSC (Lowery K. Bailey)

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(Colonel F. Baxter Lane)

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This pamphlet is to help the Vehicle Control Officer (VCO) and Vehicle Control NCO (VCNCO) run their Flight Line Driver's Training Program in the units. This pamphlet implements AFD 24-3, *Operation, Maintenance, and Use of Transportation Vehicle and Equipment*; AFJMAN 24-306, *Manual for the Wheeled vehicle Driver*; AFI 13-213, *Airfield Management*; and 911 AWI 24-301, *Vehicle Operations on Ramps and Taxiways*.

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**1. Individual certification Responsibilities:**

1.1. Airfield Manager will:

1.1.1. Quality control local flight line driver training and procedures.

1.1.2. Train the unit VCO/VCNCO in flight line driver procedures.

1.1.3. Provide the unit VCO/VCNCO a flight line drivers training package that includes the 911 AWI 24-301, a training plan, and suggested testing material.

1.1.4. Review training documentation on Documentation of Flight line Driver Training and Certification letter (see sample letter last page of this pamphlet) completed by unit VCO/VCNCO through unit commander to 911 OSF/OSC for each driver requiring flight line certification. If the training is properly documented, the letter will be indorsed/approved by the Airfield Manager and return through the unit commander to the VCO/VCNCO for filing. The AF Form 483, Certification of Competency, certified by the Airfield Manager will accompany the approval indorsement.

1.2. The unit Commander will:

1.2.1. Certify that personnel are qualified to drive on the flight line as set forth in 911 AWI 24-301 and applicable directives.

1.2.2. Provide a copy of the VCO/VCNCO appointment letters sent to 911 AW/LGT and updates as changes occur.

1.2.3. Keep number of unit personnel authorized to drive on the flight line to the absolute minimum required to accomplish the mission.

1.3. The VCO/VCNCO will:

1.3.1. Attend Flight Line Training Program conducted by 911 OSF/OSC.

1.3.2. Provide academic and practical training as set forth in the guide to each member of the unit requiring flight line driver certification as determined by the unit commander.

1.3.3. Document each training item in the format provided in this guide (see sample letter last page of this pamphlet) and provide the unit commander for certification and forwarding to 911 OSF/OSC when all training items as complete.

1.3.3.1. Insure the trainee possesses a valid state driver's license.

1.3.3.2. Insure trainee is qualified to drive the type of vehicle they are tasked to operate.

1.3.4. Maintain indorsed letter approving Flight Line Driving Authorization returned to the unit commander with the AF Form 483 on each individual receiving the training.

1.3.5. Conduct flight line orientation training to TDY and Contractor personnel performing duty at Pittsburgh ARS, PA hosted by the unit.

**2. Enforcement:**

2.1. Personnel violating flight line driving procedures will be reported to the unit commander who will revoke the AF Form 483.

2.2. Before reissuance of Certificate of Competency, individual will receive retraining as required by the unit commander and from the unit VCO/VCNCO.

2.3. Upon completion of the retraining, unit commander will certify by letter to 911 OSF/OSC that the individual is competent to drive on the flight line and request reissuance of the Certificate of Competency.

2.4. Repeated violations will be determined on a case by case basis, taking into consideration recommendations of the unit commander, retraining accomplished, and review/indorsement by the next level (Group or Wing) commander.

F. BAXTER LANE, Colonel, USAFR  
Commander

**Attachment 1****FLIGHT LINE DRIVING LESSON PLAN**

LESSON TITLE: Flight Line Driving

TEACHING METHOD: Lecture and Practical

INSTRUCTOR'S REFERENCE: 911 AWI 24-301 and Training package provided by Airfield Manager

STUDENT REFERENCE: Same as above

INSTRUCTOR AIDS: Training package provided by Airfield Manager

LESSON OBJECTIVE:

A. Provide the proper training to enable the student to drive safely under various circumstances on the flight line.

B. VCO/VCNCO provided academic and practical training will enable trainee to score a minimum of 80% on the closed book test.

1. At conclusion of training, trainee should:

a. Be capable of explaining flight line driving procedures to be followed during emergencies, exercises, and night visibility requirements.

b. Identify 911 AW flight line access/entry control points.

c. State speed limits within parking apron, special purpose vehicles, all vehicles within 25 feet of the aircraft.

d. Give a description of instrument hold lines and state their purpose.

e. Demonstrate proper vehicle parking and chocking techniques for vehicles left unattended on ramps, taxiways, runways, and within 25 feet of aircraft (PRACTICAL).

f. Know lost communication procedures.

g. Demonstrate how to operate a vehicle in the vicinity of an aircraft being taxied or towed (PRACTICAL).

- h. State foreign object damage (FOD) control and prevention and responsibilities.
- i. State traffic flow patterns for ramps and taxiways.
- j. State who has right of way when aircraft is being towed or taxied.

**STRATEGY:** This lecture presents principles of flight line driving that students must understand in order to properly operate a vehicle on the flight line.

**Attachment 2****TRAINING PLAN****INTRODUCTION**

**ATTENTION:** All personnel driving on the flight line must know the rules governing flight line

driving.

**MOTIVATION:** Knowing the rules protects you, other drivers and operators of aircraft. You must be constantly alert to avoid accidents.

**OVERVIEW:** This lecture will present the principles of flight line driving that you must know in order to accomplish the mission safely and effectively. They are:

1. Emergencies, Exercise, Night Visibility Requirements.
2. Flight line entry control points.
3. Speed Limits.
4. Instrument Hold Lines.
5. Unattended Vehicles.
6. Lost Communication Procedures.
7. Operating Vehicles in the Vicinity of Aircraft.
8. FOD
9. Traffic Flow Patterns.
10. Right of Way.
11. Runway entry or Crossing

**TRANSITION:** All personnel driving on the flight line must be familiar with the 11 main points above.

### **Main Point 1**

#### **EMERGENCIES, EXERCISE, NIGHT VISIBILITY REQUIREMENTS**

**DESCRIPTION:** During emergencies, exercises and nighttime driving, certain problems must be kept in mind. During exercises, everyone feels they should drive as fast as possible. Think first and observe the traffic rules-safety is still paramount and cannot be compromised because of the erroneous belief that exercises are an excuse to avoid the driving regulations. At night, the airfield takes on a whole new look, and familiar landmarks tend to disappear. During emergencies, there are several emergency vehicles we must be aware of and must yield the right of way to.

#### **IMPLEMENTATION:**

A. During exercises, you must observe the same rules of the road as at other times. Showing a sense of urgency in completing your job does not mean doing it at top speed and violating the rules. During these times, there will be more traffic than usual, so it is more important to be extra vigilant in practicing good driving skills and do it right the first time.

B. Night driving on the flight line is an extremely different experience from daylight driving. This is why you must have a flight line orientation drive during the hours of darkness. Landmarks and objects that you use for reference during the day may not be visible at night. The halogen ramp lighting system can blind you temporarily. Slow down and avoid looking directly into the lights. You may need to find new references.

C. Emergency vehicles responding to inflight and/or ground emergencies must be given the widest clearance. They have two jobs driving, concentrating on the road and you. You must help them by insuring that you stay out of their way and pay attention.

**YOUR RESPONSIBILITY:** Pay attention. Get out of the way as necessary. Use common sense and good judgment.

### **MAIN POINT 2**

#### **FLIGHT LINE ENTRY CONTROL POINTS (ECP)**

#### **DESCRIPTION:**

A. ENTRY CONTROL POINTS. To enter the ECP you must follow rules established by security regulations.

(1) LOCATED AT

(a) Defense Avenue Gate

(b) Miller Street Gate

(c) At other locations as directed by Security personnel.

**B. FLIGHT LINE ACCESS:** You must enter the flight line at an ECP and have a valid AF Form 1199C , USAF Restricted Area Badge, with flight line authorization, or be escorted by an individual with escort authorization. To operate a vehicle on the flight line you must have a current AF Form 483.

**AUTHORITY:** Security personnel are tasked and delegated authority to control flight line entry by the Installation Commander.

**C. COMUNICATIONS:** Vehicles not equipped with a two-way radio capable of communication with Pittsburgh Ground Control will not be permitted on the runways or taxiways (i.e. into Aircraft Movement Area), unless accompanied by a vehicle having communication with Pittsburgh Ground Control. Vehicles are not required to have a two-way radio on the Air Force Reserve ramp. The ramp is under control of the 911 AW. The ramp is not controlled by Pittsburgh Ground Control.

**YOUR RESPONSIBILITY:** Only drive on the flight line when necessary. Before entering any area, use extreme caution when aircraft are taxiing, being towed, or running engines.

### **MAIN POINT 3 SPEED LIMITS**

#### **IMPLEMENTATION:**

A. Various speed limits are established for different types of vehicle operating on the flight line depending on type and location of vehicle.

- |   |        |
|---|--------|
| (1) General purpose vehicles  | 15 mph |
| (2) Special purpose vehicles and general purpose vehicles when towing | 10 mph |
| (3) All vehicles in close proximity of aircraft                       | 5 mph  |

(4) In emergency situations, emergency and alert vehicles can exceed with prudence when personnel and property not endangered. Follow-me vehicle may exceed the speed limits when necessary to provide safe escort to an aircraft.

**AUTHORITY:** Airfield Manager, Security Police and other Security personnel, and all individuals observing a driver exceeding speed limits have the authority to advise the driver that they are exceeding the speed limits.

**YOUR RESPONSIBILITY:** You must observe all speed limits and report any violations to your supervisor, Security Police or the Airfield Manager.

**MAIN POINT 4  
INSTRUMENT HOLD LINES**

**DESCRIPTION:**

**A. RUNWAY HOLD LINES/AIRCRAFT MOVEMENT AREA**

(1) Each hold line is marked by a double yellow line; one solid and one dashed. The dashed line is always on the runway side. They are 100 feet from the edge of the runway.

(2) Vehicle operators will not pass this line without two-way radio communication and verbal clearance from the tower.

**B. INSTRUMENT HOLD LINES**

(1) The hold line is marked by double, yellow vertical lines, with horizontal lines in between one foot wide and two feet apart. "INST" is painted on the runway side of the line as you face the runway.

(2) The "INST" hold line is located on Taxiway N-2.

(3) The line is for stopping aircraft or vehicles that may enter the critical areas for navigational aids (NAVAIDS). You should not pass these lines during inclement weather because aircraft may be relying on the NAVAIDS to land safely.

**C. AIRCRAFT MOVEMENT AREA.**

(1) The Aircraft Movement Area for the 911 AW is defined as those areas of the Pittsburgh International Airport, including all taxiways and runways not a part of the Air Force Reserve ramp and maintenance aircraft parking areas bounded by hold lines at taxiways Echo and November 2.

(2) Ground vehicles and aircraft operating beyond 911 AW boundaries in the Aircraft Movement Area must have positive 2-way radio communication with the tower and affirmative clearance to enter the area.

**YOUR RESPONSIBILITY.** You will not enter the Aircraft Movement Area or cross any runway hold line without clearance, which must be acknowledged. This "safety" item must be complied with.

**MAIN POINT 5  
UNATTENDED VEHICLES**

**DESCRIPTION:** No vehicle will be parked in such a manner as to impede other traffic traveling on the traffic routes. Also never park a vehicle in any area that could interfere with responding emergency vehicles. No vehicle will be left unattended within 1000 feet of an active runway except in designated maintenance areas.

**IMPLEMENTATION:**

A. When leaving a vehicle unattended, the vehicle operator will insure the following:

(1) Vehicle will be turned off and keys left in the ignition. Emergency/hazard flashing lights will be turned on.

(2) Transmission will be placed in Park (automatic) or Reverse (manual).

(3) Set hand brake.

(4) Park in a safe location. Do not point the vehicle toward any aircraft.

(5) Headlights will be turned off if they interfere with the pilot's vision. Insure parking lights are left on.

**YOUR RESPONSIBILITY:** You must insure the appropriate steps for unattended vehicles on the flight line are followed. This will insure a safer environment for all personnel and equipment.

**MAIN POINT 6  
LOST COMMUNICATION WHILE ON THE RUNWAY**

**DESCRIPTION:** In the event radio communication is lost with a vehicle on the runway, tower will flash the runway lights and/or light gun.

**IMPLEMENTATION:** For flashing runway lights, exit the runway immediately. Light gun: Flashing red lights, Clear runway immediately; Flashing white light, Return to starting point.

**YOUR RESPONSIBILITY:** All personnel driving on the flight line will know the lost communication procedures.

**MAIN POINT 7  
OPERATING VEHICLES IN THE VICINITY OF AIRCRAFT**

**DESCRIPTION:** Vehicle operators will exercise extreme caution in the vicinity of all aircraft (including helicopters).

**IMPLEMENTATION:**

A. Vehicles will remain a least 25 feet from all aircraft except when mission and specific requirements necessitate operating within 25 feet.

B. When approaching or being approached by taxiing or towed aircraft, remove your vehicle from the aircraft path and remain stationary until the aircraft is well clear of the vehicle.

C. Do not pass between an aircraft and a ground marshaller.

D. No vehicle will pass any closer than 200 feet to the rear and 50 feet in front or to the sides of an aircraft taxiing or when engines are running. Study the C-130 Thrust diagram on page 26.

E. Helicopters have the right of way over all other traffic. All vehicles must remain stationary in the vicinity of any moving helicopter until it is positioned or parked.

F: A spotter is required when backing a vehicle near an aircraft.

**YOUR RESPONSIBILITY:** All personnel operating a motor vehicle (bicycles included) on the flight line must remain alert and keep a look out for aircraft, helicopters, and any other vehicles. Keep the proper distance from all aircraft.

**MAIN POINT 8  
FOREIGN OBJECT DAMAGE (FOD)**

**DESCRIPTION:** Foreign Object damage (FOD) is a major problem for aircraft on the flight line. The majority of this FOD is deposited by vehicles. If ingested into engines, the result is usually disastrous and very expensive.

**IMPLEMENTATION:**

A. Vehicle Operators have specific responsibilities in the FOD Control Program.

(1) Vehicles will not drive on aircraft movement areas from dirt or loose gravel areas. When operating on the airfield, the operator will ensure the tires are free of rocks and debris that could be deposited on the flight line.

(2) All equipment will be properly stored and secured, and the vehicle inspected to insure objects capable of falling off are properly attached.

(3) All flight line personnel will remove FOD from the flight line whenever they see it.

(4) It is highly recommended that all vehicles have a FOD collection box. Ensure the box is emptied at least daily, or as required.

**YOUR RESPONSIBILITY:** FOD control is everyone's responsibility and it requires your greatest attention and participation.

### **MAIN POINT 9 TRAFFIC FLOW PATTERNS**

**DESCRIPTION:** Some areas of the flight line have specific routes of flow to travel. Study the diagram on page 23.

#### **A. Traffic flow and driving on taxiways.**

(1) Vehicle operations is prohibited on runways and main taxiways unless in direct support of an aircraft operation.

(2) All vehicles will come to a full stop prior to crossing a taxiway or fire lane.

(3) Always yield to aircraft, pull well to the side allowing maximum wing tip clearance.

(4) Approach a parked aircraft with the driver's side toward the aircraft.

(5) Enter and exit from authorized entry points. Avoid entering ramp and taxiways from unpaved areas.

(6) Operate ground vehicles going from point to point on the ramp and taxiways by following taxiways to the extent feasible and position the vehicle to the right of those lines as depicted on the traffic flow pattern diagram.

**YOUR RESPONSIBILITY:** All personnel must observe proper traffic flow and taxiway operations.

**MAIN POINT 10  
RIGHT OF WAY**

**DESCRIPTION:** All personnel operating on the flight line must know who has the right of way.

**IMPLEMENTATION:**

A. Vehicles shall yield to aircraft by moving to a position well clear of the intended path of the aircraft. Under no circumstances will vehicles halt in front of, between, or drive into the path of taxiing aircraft except for FOLLOW ME and emergency vehicles.

B. At no time will any vehicles pass between an aircraft and a ground marshaller.

C. Flight line drivers must be aware of all aircraft with engines running, scan for a marshaller, and remain the proper distance from the aircraft.

**YOUR RESPONSIBILITY:** When operating on the flight line, remain alert for aircraft and marshaller, move your vehicle as required.

**MAIN POINT 11  
RUNWAY ENTRY OR CROSSING**

**DESCRIPTION:** Runway environment includes all runways and overruns and extends 100 feet from the edge of the runway and overrun in any direction.

**AUTHORITY:** Only Air Traffic Control Tower (ATCT) has authority to authorize ground vehicles to enter or cross the runways. Vehicles operating at the ARS ramp will not enter the taxiways or runway environment (i.e. Aircraft Movement Area) unless the vehicle operator has radio voice contact with the tower. In emergency situations, and Aviation Department escort or vehicle can be obtained for escort or transport into the runway or runway environment.

**IMPLEMENTATION AND COMMUNICATION:**

A. Do NOT enter any runway environment without active 2-way radio communication with the control tower (ATCT). Follow tower instruction precisely. Do not use the words "CLEAR" or "CLEARANCE" at any time when talking to the tower.

B. For emergency situations requiring entry into a runway environment, call the Allegheny Airport Authority Operations Center at 472-5630, explain the circumstance, where you are and where you need to go and request transportation/escort assistance.

**YOUR RESPONSIBILITY:** Never enter the Aircraft Movement Area without active 2-way radio communication and approval from the tower (ATCT). For unusual or emergency circumstances, contact the Allegheny Airport Authority Operations Center and await their assistance.

**SUMMARY:** The Flight Line Driver's Program covered the following areas:

1. Emergencies, Exercise Night Visibility Requirements.
  - A. During exercises you must observe the same rules as you do at other items.
  - B. Discussed night driving on the flight line.
  - C. Discussed emergency vehicles must be given the widest clearance.
2. Flight line entry control points.
  - A. Identified the location of the ECPs and Flight line Access Points.
  - B. Discussed Security Police's authority for entry into restricted areas.
  - C. Discussed communication is not required when entering the flight line entry areas or entry control points.
3. Speed Limits.
  - A. Discussed the speed limits for various areas and types of vehicles.
  - B. Identified the exception for emergency vehicles and security police.
  - C. Airfield Management, Security Police, and all individuals have the authority to stop individuals who speed.
4. Runway and Instrument Hold Lines.
  - A. Identified the location and description of runway hold lines and instrument hold lines.
  - B. Stressed the importance that individuals will not cross any runway hold line without 2-way radio contact with and approval from tower (ATCT).

5. Unattended Vehicles.

A. Discussed the location for unattended vehicles.

B. Reviewed the procedures for parking unattended vehicles.

6. Lost Communication while on the Runway.

7. Operating Vehicles in the Vicinity of Aircraft.

A. Stressed the importance of Vehicle operators exercising extreme caution in the vicinity of aircraft.

B. Discussed the procedures for operating vehicles in the vicinity of aircraft.

8. Foreign Object Damage (FOD)

A. Identified FOD as a problem.

B. Discussed the vehicle operator's specific FOD control responsibilities.

9. Traffic Flow Problems.

A. Discussed traffic flow on 911 AW ARS ramp.

10. Right of Way.

A. Stressed the importance of vehicles yielding to aircraft.

B. Vehicles must not pass between a marshaller and an aircraft.

C. Discussed vehicle operation around aircraft while engines are running

11. Runway Entry.

A. Identified the runway environment.

B. Stressed Control Tower (ATCT) authority.

C. Stressed communications required.

D. Discussed procedures for operating in runway environment.

**Attachment 3****PROFICIENCY PRACTICAL APPLICATION GUIDE**

1. Practical Flight Line Training will include the following:
  - a. Driving in aircraft movement areas (at Pittsburgh ARS, this requirement is waived by the Airfield Manager).
  - b. Identify the location of entry control points.
  - c. Identify the boundaries of Air Reserve Station controlled ramp boundaries and the location of related taxiways.
  - d. Demonstrate understanding of traffic flow patterns and procedures.
  - e. Explain flight line speed limits.
  - f. Demonstrate parking on the flight line.
  - g. Drive around approaching aircraft, day and night.
  - h. Explain and demonstrate boundaries of Air Reserve Station controlled ramp and procedures required to enter Taxiways and runway environments outside those boundaries (i.e. the Aircraft Movement Area).
  - i. Demonstrate and explain FOD prevention and control.
2. Insure individuals receive a complete day and night practical familiarization using this guide.

**Attachment 4****TDY/CONTRACTOR FLIGHT LINE BRIEFING**

1. A flight line briefing will given to any individual who is TDY to your unit who has a valid AF Form 483, Flight line driving authorization at their base and will be required to drive on the flight line at Pittsburgh Air Reserve Station during their TDY. VCO/VCNCO will annotate a log entry with the TDY person's signature stating they have been given the flight line briefing and understand local flight line driving procedures. This may be used as a guide for briefing Contractor personnel having a mission need to operate vehicle on the Reserve ramp. Contractor personnel must be limited to driving in areas essential to performance of their contract only. Follow directions in 911 AW Instruction 24-301 and other higher headquarters directives with regard to contractor operations on the flight line.

2. The flight line briefing will include the following:

a. Speed Limits. (Reference Main Point 3)

(1) Aircraft Parking area	15 mph
(2) Special Purpose Vehicles	10 mph
(3) All vehicles within 25ft of an aircraft	5 mph
(4) Taxiways	15 mph

b. Traffic Flow Pattern (Reference MAIN POINT 9)

(1) Review diagram and follow up with practical demonstration of Pittsburgh ARS ramp.

c. Restricted area and ECP locations. (Reference MAIN POINT 2)

d. Runway entry procedures. (Reference MAIN POINT 11)

**Attachment 5****FLIGHT LINE EXAMINATION**

Circle the most correct answer. 4 points deducted each missed question. Minimum passing score is 76.

1. What is the maximum speed limit for General purpose Vehicles on the flight line?

- |       |       |
|-------|-------|
| A. 10 | C. 20 |
| B. 15 | D. 5  |

2. What is the maximum speed limit for Special Purpose Vehicles on the flight line?

- |       |       |
|-------|-------|
| A. 5  | C. 15 |
| B. 10 | D. 20 |

3. When cleared to cross active runway, vehicles must stop at least \_\_\_\_\_ feet from active runway before proceeding.

- |        |        |
|--------|--------|
| A. 50  | C. 150 |
| B. 100 | D. 200 |

4. Under normal conditions, what type of vehicle is authorized to exceed the speed limit on the flight line?

- |                    |                    |
|--------------------|--------------------|
| A. Crash Equipment | C. Follow-Me       |
| B. Ambulance       | D. Security Police |

5. When in close proximity to an aircraft, vehicles will not exceed \_\_\_\_\_ mph.

- |      |       |
|------|-------|
| A. 3 | C. 7  |
| B. 5 | D. 10 |

6. Vehicles not involved in loading or unloading or refueling operations will not be driven or parked within \_\_\_\_ feet of a parked aircraft.

- A. 10
- B. 15
- C. 20
- D. 25

7. What Control Tower signal requires you to "clear the runway immediately?"

- A. Flashing red and green light
- B. Flashing red light
- C. Flashing white light
- D. Steady red light

8. When you receive a flashing white light from the Control Tower your action will be to \_\_\_\_\_.

- A. Stop
- B. General Warning, Exercise Extreme Caution
- C. Return to Starting Point
- D. None of the above

9. When leaving a vehicle unattended on the flight line the operator will:

- A. Leave keys, put vehicle in PARK (Automatic), REVERSE (Manual)
- B. Set Brakes, turn on flashers, flag down help
- C. Turn off vehicle, leave keys in ignition, put vehicle in PARK (automatic), REVERSE (Manual), set hand brakes, position vehicle so it is not pointed toward any aircraft.
- D. Turn off vehicle, leave keys in ignition, put vehicle in PARK (Automatic), REVERSE (Manual, set hand brakes, move vehicle off pavement.

10. When operating on unpaved surfaces, what steps must be taken upon entering paved flight line surfaces?

- A. Check tires for rocks and debris
- B. Ensure equipment properly stored.
- C. Pick up any FOD
- D. All of the above

11. What steps must you take when yielding to an aircraft?
- A. Stop, turn on hazard lights
  - B. Stop execute emergency ground egress procedures
  - C. Stop turn on hazard light, set hand brakes
  - D. Move to a position well clear of the intended path of the aircraft
12. The amber pulsating light/emergency flashers will be turned on whenever vehicles are parked on the flight line.
- A. True
  - B. False
13. What two words will not be used at any time in 2-way radio communications with the tower?
- A. Request access
  - B. Clear, Clearance
14. Which Operating Instruction establishes rules and procedures for operating vehicles on the ram and taxiways?
- A. 911 AWI 24-301
  - B. 911 AWI 30-201
  - C. 911 AWI 40-15
  - D. 911 AWI 3033
15. Compliance with the above operating instruction is:
- A. Suggested
  - B. Mandatory
  - C. Nice to do
  - D. Voluntary
16. Vehicles will approach no closer than \_\_\_\_\_ feet behind an aircraft when engines are running or about to be started.
- A. 20
  - B. 200
  - C. 500
  - D. 50

17. Ground vehicles operating on the flightline should position the vehicle to the \_\_\_\_\_ of the taxiway lines when driving from point to point.

- A. Right
- B. Center
- C. Left
- D. None

18. For flightline entry, you must enter at an ECP and have a valid AF Form 1199C with flightline authorization, or be escorted by an individual with escort authority. To operate a vehicle on the 911 AW Flightline you must have a current AF Form \_\_\_\_\_, Certificate of Competency.

- A. 1199C
- B. 483
- C. 2200F
- D. 3C

19. Each runway hold line is marked by a double yellow line; one solid and one dashed line. the dashed line is always on the \_\_\_\_\_ side.

- A. Taxiway
- B. Runway
- C. Ramp
- D. Cargo Area

20. Runway hold line are \_\_\_\_\_ feet from the edge of the runway.

- A. 25
- B. 50
- C. 100
- D. 200

21. You must not cross any runway hold without \_\_\_\_\_ clearance, which must be acknowledge.

- A. Airfield Manager
- B. Section Supervisor
- C. Tower
- D. FAA Administrator

22. A \_\_\_\_\_ is required when backing a ground vehicle near an aircraft.

- A. spotter
- B. Flashlight
- C. 2-way radio
- D. None of the above

23. The \_\_\_\_\_ will keep the number of unit personnel authorized to drive on the flightline to the absolute minimum required to accomplish the unit mission.

- A. Unit Commander
- B. Airfield Manager
- C. VCO/VCNCO
- D. Base Civil Engineer

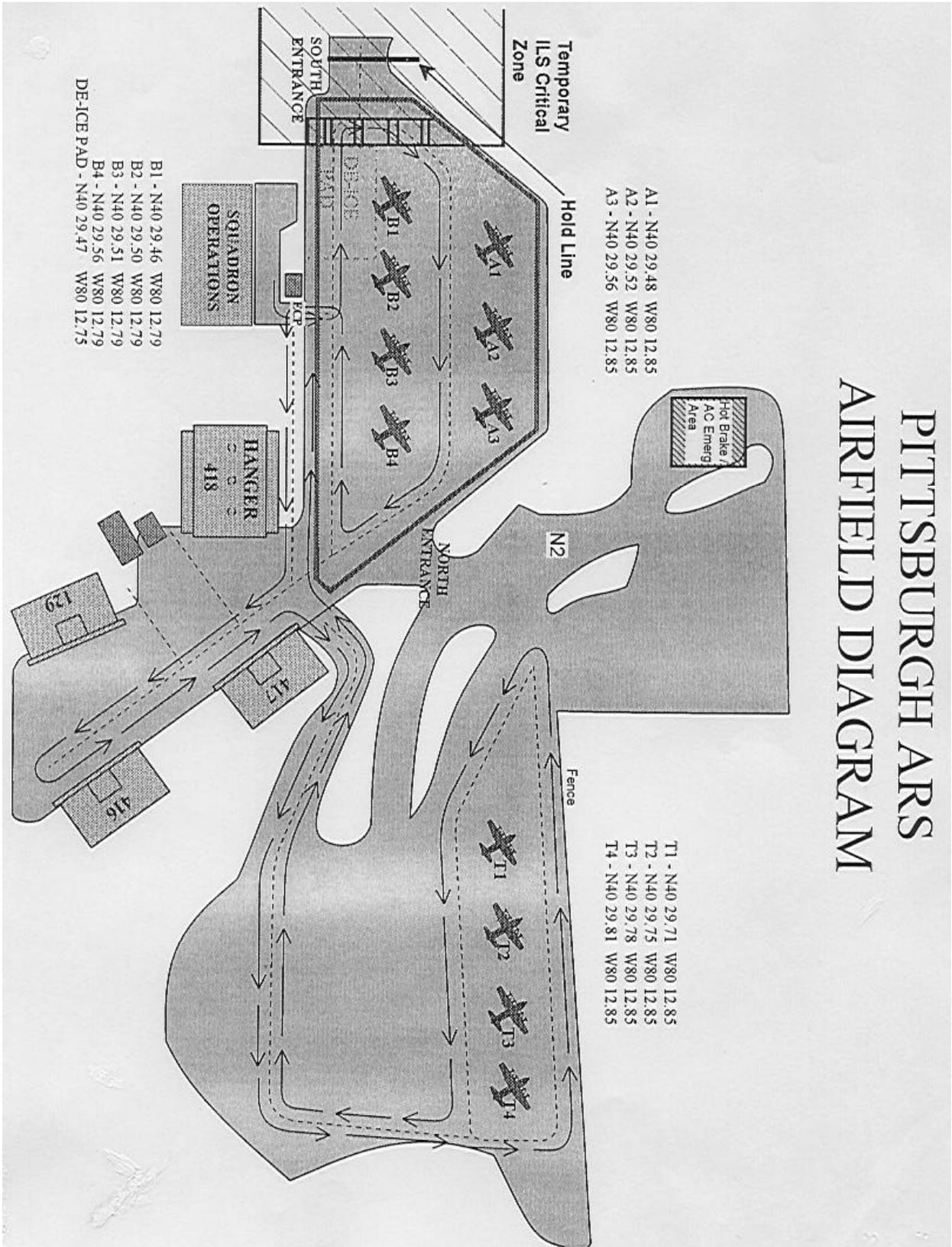
24. FOD control on the airfield is everyone's responsibility.

- A. True
- B. False

25. The Aircraft Movement Area for the 911 AW is defined as those areas of the Pittsburgh International Airport, including all taxiways and runways not a part of the Air Force Reserve ramp and maintenance aircraft parking areas bounded by hold lines at taxiways Echo and November 2. Ground vehicle and aircraft operating beyond 911 AW boundaries in the Aircraft Movement Area must have positive 2 way radio communication with the tower and affirmative clearance to enter the area.

- A. True
- B. False

# PITTSBURGH ARS AIRFIELD DIAGRAM



Attachment 7

SAMPLE LETTER

Date: \_\_\_\_\_

MEMORANDUM FOR: 911 OSF/OSC

FROM: \_\_\_\_\_

SUBJECT: Documentation of Flightline Driver Training and Certification

1. Request the following individual be granted flightline driving privileges:

Name/Rank: \_\_\_\_\_

Civilian License: Yes/No

Unit: \_\_\_\_\_

Restriction: \_\_\_\_\_

Duty Phone: \_\_\_\_\_

2. The above named individual has been certified on the following items:

TRAINING ITEM	DATE	TRAINER	TRAINEE
a. Ability to distinguish between RED/GREEN/YELLOW/BLUE	_____	_____	_____
b. Light Gun Test	_____	_____	_____
c. Flightline Drivers Training	_____	_____	_____
d. Day Flightline Orientation/Training (Practical)	_____	_____	_____
e. Night Flightline Orientation/Training (Practical)	_____	_____	_____
f. Flightline Drivers test (Practical)	_____	_____	_____
g. Flightline Drivers Test (Written)	_____	_____	_____

3. This letter will be retained by the VCO/VCNCO until reassignment of the individual.

\_\_\_\_\_  
Unit Commander

Date: \_\_\_\_\_

1st Ind: 911 OSF/OSC

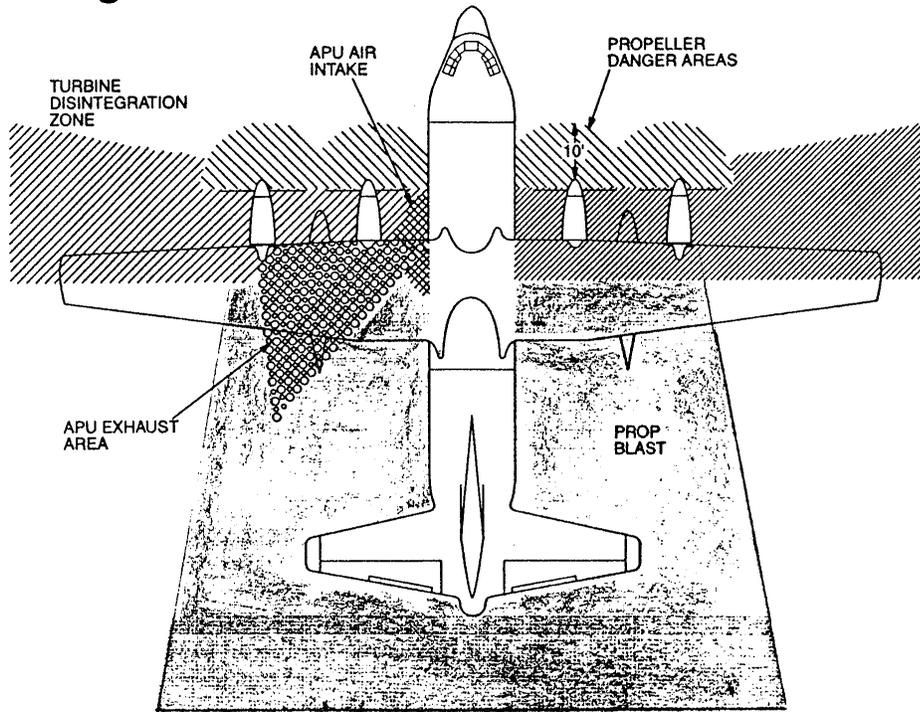
MEMORANDUM FOR: \_\_\_\_\_

Approve/Disapprove Flightline Driving Authorization

Competency Certificate Number Assigned: \_\_\_\_\_

LOWERY K. BAILEY, Civilian  
Airfield Manager

# Danger Areas



MAXIMUM POWER, NO WIND

DISTANCE AFT OF PROPS - FEET	100	200	300	400	500
WAKE VELOCITY - KNOTS	128	107	92	80	69

**WARNING**

TO PREVENT POSSIBLE INJURY TO PERSONNEL AND/OR DAMAGE TO EQUIPMENT, INSURE ALL POTENTIAL DANGER AREAS ARE CLEAR. SPECIAL ATTENTION WILL BE CONVEYED TO WAKE VELOCITY SPEEDS CAUSED BY THE PROP BLAST AT HIGH POWER SETTINGS.