

**BY ORDER OF THE COMMANDER
913TH AIRLIFT WING**

**913 AW INSTRUCTION 21-104
01 FEBRUARY 1999**



Maintenance

AIRCRAFT PARKING PLAN AND TRAFFIC FLOW PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive 21-1. It establishes specific aircraft parking locations and outlines flightline vehicle traffic flow routes. It is applicable to all personnel operating vehicles on the flightline.

SUMMARY OF REVISIONS

Attachments 1 and 2 are revised to delete the TOFRA (Temporary Open Fuel Repair Area) and add the Engine Run parking spot.

1. Procedure:

1.1. The aircraft parking traffic flow plans will be coordinated with CE, OG, LG, LGT, 31 APS, XP, SE and SP. The Programs & Mobility Office will maintain a copy of the applicable AF Form 1382 (Request for Review of Publication and/or Form(s)) as a record of their concurrence.

1.2. The master copies of the approved plans will be on file in the Programs & Mobility Office. Copies of this instruction will be posted in the Wing Operations Center (WOC) and in the workcenters of personnel who operate vehicles on the flightline. Vehicle Control Officers in each unit will ensure that the Traffic Flow Procedures are part of the vehicle forms.

CHARLES D. ETHREDGE, Colonel, USAFR
Commander

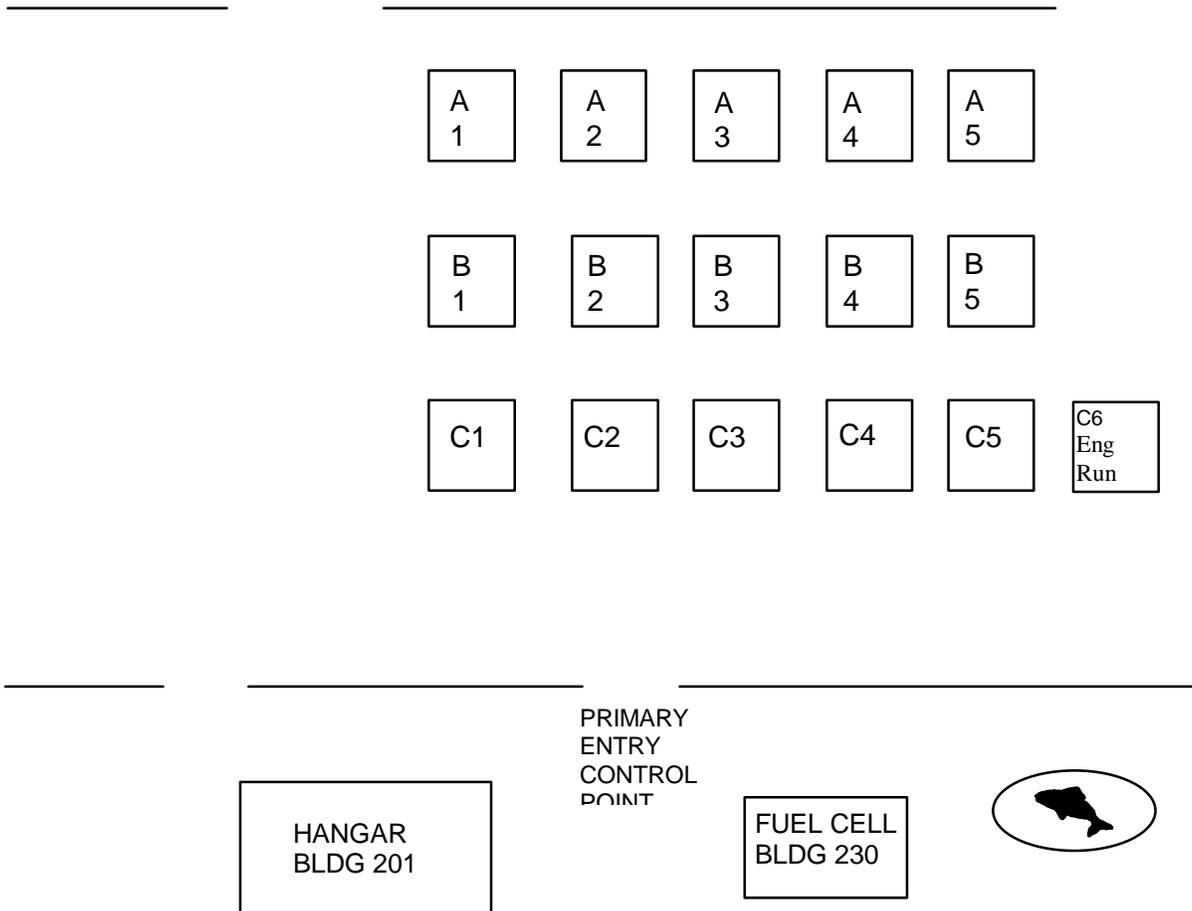
Attachments:

1. 913 AW Aircraft Parking Plan
2. 913 AW Traffic Flow Procedures

Attachment 1

913 AW AIRCRAFT PARKING PLAN

1. Transient aircraft parking must be coordinated with, and approved by, the WOC.
2. During deployments, Alpha (A) row will be used to park transient aircraft supporting such operations only after at least 4 of our aircraft depart station. Parking locations will be determined by the WOC based on type and number of aircraft and their estimated arrival and departure times.
3. Parking spot C-6 will be used for engine power runs. When used, barriers will be placed between C5 and C6 to keep thrust line behind aircraft clear.



Attachment 2

FLIGHTLINE VEHICLE TRAFFIC FLOW PROCEDURES

1. The arrowed lines on the parking plan represent the traffic flow pattern to be followed when driving on the flightline.
2. Entry and exit will be at the entry control point.
3. When there is a vacant aircraft parking spot, it is permissible to cut through the spot and join the proper flow on the next row. To do this, you must stay to the left of the taxi line through the parking spot.
4. U-turns to the right are permitted at any point.
5. Parking spot C6 will be used for engine power runs. When used, barriers will be placed between C5 and C6 to keep thrust line behind aircraft clear.

