

NON-MOVEMENT AREA DRIVER'S GUIDE

Welcome to **Pensacola International Airport!** Whether you are a new employee with no experience working in aviation or a seasoned veteran, our facility is truly a unique place that provides invaluable services to millions of people visiting Florida's Gulf Coast.

Because Pensacola International Airport is distinct and configured unlike any other airport in the world, this driver's guide consisting of site-specific information about the operational environment has been developed in order to provide basic orientation. This guide has been designed to provide the fundamental information needed to safely drive at the airport is intended to complement the necessary practical "hands on" training provided by your employer.

Because the day-to-day working environment is ever changing, it is extremely important that you take the time to individually educate yourself of safety specifics, regardless of your experience level or background.

The most important attribute of a qualified airport driver is situational awareness based upon a solid understanding of the rules. All State and County laws which apply to the operations of vehicles on the roads and streets in the City are applicable to vehicles operating in the Air Operations Area or AOA. Additionally, the following is a synopsis of the airport rules and regulations which specifically apply to vehicles operating on the AOA.

SECTION 1. DEFINITIONS

The following words and phrases when used in this manual shall have the following meanings:

1. Accident. An event which involves at least one or more vehicles, injury or property damage.
2. Aircraft. A device that is used or intended to be used for flight in the air.
3. Air Operations Area (AOA). Any area of the airport used or intended to be used for landing, taking off or surface maneuvering of aircraft, and including the Tug Drive and all other areas shown on Figure 1-1 or as amended by the Airport Director, within the Airport Security Perimeter. It is intended for use by persons for the operation of aircraft, ground support vehicles, and other authorized vehicles related to airport operations, and includes all exclusive leasehold areas.
4. Airport. Pensacola International Airport, a public airport under the supervision and control of the City of Pensacola, and located in the County of Escambia and State of Florida.
5. Airport Badging Office (ABO). The office where all security related documents and driver's training tests are maintained.
6. Airport Certification Manual. The Airport Certification Manual is required by FAR Part 139.201, which includes operating procedures, facilities and equipment descriptions, and other information needed by personnel in order to comply with Subpart D of FAR Part 139, or as amended.
7. Airport Director. The administrative officer or the officer's designee and, for purposes of the control of vehicles and enforcement of this procedure, the department head of the City of Pensacola, in charge of the airport.
8. Airport Operations Center (AOC). The office that is responsible for Driver's training, testing, licensing and/or administration of this procedure.
9. Airport Traffic Control Tower (ATCT). A central operations facility in the air traffic control

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system, consisting of a tower cab, including an associated room using air/ground communications and/or radar, visual signaling and other devices, to provide safe and expeditious movement of terminal air traffic. This facility is operated by the Federal Aviation Administration (FAA), and is commonly referred to as the Tower.

10. Authorized Emergency Vehicle. Any of the following vehicles when equipped and identified according to law: (1) a vehicle of a fire department; (2) a publicly-owned police vehicle or a privately-owned vehicle used by a police officer for police work under agreement, express or implied, with the local authority to which the officer is responsible; (3) a vehicle of a licensed land emergency ambulance service, whether publicly or privately owned; (4) an emergency vehicle of a municipal department or a public service corporation, approved by the Pensacola International Airport, City of Pensacola, State of Florida, or the chief of police of a municipality; (5) a vehicle designated as an Authorized Emergency Vehicle upon a finding by the Pensacola International Airport that the designation of that vehicle is necessary to the preservation of life or property or to the execution of emergency governmental functions.
11. Baggage Cart. Every non-motorized device, which is pulled by a vehicle and designed to transport aviation cargo, luggage or mail.
12. Breezeway. Two areas located under the concourse. One Breezeway is located between Gates 1 and 3 to between Gates 2 and 4. This is where the tricerator is located. The second Breezeway is located between Gates 5 and 7 to between Gates 6 and 8.
13. Designated Roadway / Motor Vehicle Lanes. Any portion of the AOA marked by two parallel white lines designed primarily for the safe and orderly movement of vehicles.
14. Driver. The person in operating control of a vehicle.
15. Escort. Authorized person(s) in possession of a valid "NMA" or "MA" designer on their badge who is responsible for accompanying, monitoring, directing and controlling the actions of a person(s) on the Non-Movement Area or Movement Area who is not in possession of a valid designation. The authorized person(s) must be accompanying the person for performance of direct job duties.
16. Flight Crew. Pilot, flight engineer or flight navigator assigned to duty during aircraft flight arrival or departure time.
17. Foreign Object Debris (FOD). Any object that can cause damage by entering the engine or flight control mechanisms or strike any of its components.
18. Gate. An area of the AOA specifically designated and made available for the sole use of parking by an Aircraft.
19. Marshaller. A person who directs aircraft as it moves to or from a gate.
20. Movement Area. All runways and taxiways as shown on Figure 1-1 or as amended by the Airport Director. Entrance is marked with a boundary marking with one solid yellow line and one dashed yellow line.
21. Movement Area Incursion. The crossing or entering of any open Movement Area, without positive clearance from the Airport Traffic Control Tower, PNS Movement Area (MA) designator or proper escort.
22. Non-Movement Area. All parking areas, cargo areas, service roads, ramps and all those

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areas within the AOA that are not specifically designated as Movement Area.

23. Parking. The standing of a vehicle upon a street, road or highway, parking area, aircraft loading ramp, service area, runway, taxiway or feeder whether accompanied or unaccompanied by the operator.
24. Passenger Loading Bridge. A device used to enplane and deplane passengers from the aircraft door to the terminal.
25. PNS Driver's Designator. A designator (NMA or MA) issued by the ABO authorizing persons to operate a vehicle in the Non-Movement Area or Movement Area. This designator can be suspended or revoked for violations of this procedure.
26. PNS Representative. Any person(s) authorized by the Airport Director to direct or coordinate driver safety at the airport, including but not limited to the Airport Operations and Airport Police Divisions.
27. Powerback. A procedure where aircraft back up under their own power using reverse engine thrust.
28. Pushback. A procedure where aircraft back up under the power of another vehicle.
29. Ramp Areas. Portions of the airport designated and made available, temporarily or permanently, by the Airport Director for the loading and unloading of passengers or cargo on and off aircraft.
30. Right-of-Way. The privilege of the immediate use of a street, road, highway, gate, ramp area, taxiway or runway.
31. Runway. A defined rectangular area prepared for landing and takeoff of aircraft along its length. This surface includes the associated safety area.
32. Runway Incursion. The entering of any runway, without positive clearance from the Airport Traffic Control Tower.
33. 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 runway or taxiway.
34. Security Perimeter. That portion of the airport which is enclosed by fencing, walls or other barriers and to which access is controlled through designated entry points.
35. Taxiway. A defined path used by aircraft to travel between the ramps and the runways. Taxiways have yellow paint markings and blue edge lights. Pensacola International Airport has four taxiways.
36. Tug Drive. The roadway behind the Terminal Building used for baggage handling and parking of vehicles.
37. Vehicle. Every device in, upon, or by which any person or property is or may be transported or drawn upon land. This includes baggage carts, trailers and any other device designed to be towed by a vehicle. Vehicle excludes aircraft except for any aircraft that is being towed or operated by non-flight crew person(s). Aircraft taxiing operations are not covered under this definition.

SECTION 2. DRIVER REQUIREMENTS

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- a. Valid State Driver's License. Each driver must have obtained and must maintain, in good standing, a valid state Driver's License or a Limited State Driver's License that permits such driving at work.
- b. Display upon Request. Each driver shall carry his or her state driver's license at all times while operating on the AOA and display the state driver's license upon request by a PNS Representative.
- c. Security Badge. Each driver must meet the identification requirements in accordance with the Airport Security Program and be authorized for regular access to the AOA under such security program in order to be on the AOA.
- d. Harm to PNS Representatives. No driver shall take any actions that threaten the safety of PNS Representatives, cause harm to a PNS Representative, or that interfere with the safety and efficiency of airport operations.
- e. Requirement to Report. All drivers must report all vehicle accidents to the Airport Operations Center (AOC) by calling (850) 436-5000.
- f. Training. No driver shall operate, and no person shall allow a driver to operate, a vehicle on the Non-Movement Area or Movement Area without a current, valid PNS NMA or MA designation or be under escort by a person with a valid PNS NMA or MA designation. Drivers shall get training provided by the Pensacola International Airport. Each driver must successfully complete NMA driver's training at least every two years and MA driver's training at least once every 12 consecutive calendar months.
- g. Testing. Each driver must successfully pass a test developed by the Airport Director to demonstrate the driver's knowledge of the airport, traffic and safety rules for the NMA and MA and the requirements of this manual. The applicant must have a demonstrated ability to read, speak and understand the English language so the driver can communicate and be communicated with.

SECTION 3. VEHICLE REQUIREMENTS

- a. Baggage Carts. Baggage carts shall have a minimum of three (3) inches of reflective material affixed to the front and rear of each cart, to the extent possible, and at least two red reflectors affixed to the rear of each cart.



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- b. Headlights and Taillights. Any vehicle not manufactured with taillights or headlight must have a minimum of three (3) inches of reflective material on the front and rear and at least two red reflectors affixed to the rear. All motorized vehicles, must be equipped with two operable headlights and two or more operable red taillights. Lights must be used at any time when visibility is impaired (hours of darkness, rain, fog, etc.).
- c. Logos. Motorized vehicles operating within the AOA shall display a logo, company identification, identifying initials with an identifying number immediately adjacent, or other means of identification that is acceptable to the Airport Director. The side markings shall be a minimum size of eight (8) inches in height and be displayed on the driver's side of each vehicle. These marking shall either be painted on the vehicle or be a decal. Government and Authorized Emergency Vehicles are exempt from this requirement.
- d. Beacons / Orange & White Checkered Flags. All motorized vehicles, operating on the Movement Area during daylight shall be equipped with an amber rotating beacon or an orange and white checkered construction flag. All motorized Vehicles, operating on the Movement Area between sunset and sunrise must be equipped with an amber rotating beacon. The flag or beacon shall be located on the highest point of the Vehicle in a location visible from 360 degrees around the Vehicle. The beacon must be on at all times when operating in the Movement Area.



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- e. Working Condition. Every vehicle shall have a steering mechanism, tires, windshield wipers, horns, speedometers, mirrors and brakes in good working condition.
- f. Fire Extinguisher. Each vehicle authorized to operate on the AOA, with the exception of small baggage tugs, shall be equipped with a minimum of one five (5)-pound carbon dioxide or dry chemical fire extinguisher.
- g. Towed Equipment. All towed equipment must be equipped with positive locking couplings.
- h. Posters, Stickers and Signs. No vehicle shall have posters, stickers, signs or other objects on the windows of such vehicle, other than those required by the Pensacola International Airport or other state or federal government authority.
- i. Vehicle Deficiency. When any PNS Representative has reasonable grounds to believe that a vehicle operating under this procedure is not in compliance, the PNS Representative may issue an Administrative Violation to the person operating such vehicle.
- j. Spot Checks. All vehicles authorized to operate on the ramps and airfield shall be subject to random spot checks by Airport Operations and Police. Drivers of vehicles found deficient during these spot checks shall be advised of the vehicular deficiency.

SECTION 4. OPERATING REQUIREMENTS

- a. Accidents. No person shall leave the scene of an accident until authorized by an Airport Police Officer.
- b. Alcohol or Controlled Substance Use. No driver shall consume or be under the influence of alcohol or a controlled substance while operating a vehicle on the AOA. Under Florida law, "DUI is one offense, proved by impairment of normal faculties or unlawful blood alcohol or breath alcohol level of .08 or above." DUI means, "Driving Under the Influence of Alcoholic Beverages, Chemical Substances or Controlled Substances."
- c. Breezeway. No Vehicle may operate in the Breezeway except lavatory trucks, government issued vehicles and other previously approved vehicles.
- d. Carts and Dollies. No person shall drive a vehicle towing more than four baggage carts or dollies within the AOA.
- e. Designated Roadways / Motor Vehicle Lanes. Any person driving a vehicle within the AOA shall use Designated Roadways / Motor Vehicle Lanes when available and to the extent possible. If a vehicle's destination is located off the Designated Roadways, the driver of the vehicle shall use the Designated Roadways as long as reasonable. All drivers of vehicles shall enter the Designated Roadways at a 90 degree angle, at the closest point that it can be done safely. No driver shall stop or park any vehicle on the Designated Roadways except to yield to an aircraft or to prevent harm to persons or property.



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- f. Driving in Reverse. Do not back vehicles on the apron unless absolutely necessary. If backing is necessary, use a spotter whenever within twenty (20) feet on an aircraft or when rear vision is obstructed.
- g. Following Distance. When following other vehicles, all drivers shall follow at safe distances to ensure against accidents should the lead vehicle make a sudden stop.
- h. Fuel Spills. Report ALL fuel spills *immediately* by calling 911 on the closest phone. Follow up with a phone call to the AOC at (850) 436-5000. Do not drive through a fuel spill.

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- i. Fuel Trucks. No fuel truck may park within 50 feet of a building. They must park with at least 10 feet between another vehicle and in designated parking locations. Front wheels must be turned at an angle away from the aircraft being fueled. In addition, wheels must be chocked during each fueling operation. All Federal Aviation Administration (FAA) safety requirements must be fully adhered to while operating on the Non-Movement Area. When there is a contradicting local, state or federal requirement, the more stringent requirement must be met.



- j. Marshaller. No person shall drive between an aircraft and a marshaller unless approved by the marshaller or aircraft.
- k. Movement Area. To operate vehicles on taxiways or runways (i.e. Movement Area), the driver must have a valid PNS Movement Area (MA) designation and has a demonstrated need to enter the MA. The driver operates a vehicle that is equipped with an operable two-way radio capable of communication with the ATCT and is monitoring the appropriate air traffic control frequency. The driver receives permission via two-way radio prior to entering the MA as required by ATCT radio communications procedures or the driver is under escort. If you do not have a MA designation, there is NEVER a need for you to venture out onto the MA. If you believe you need access or have questions about it, contact the AOC. Persons operating vehicles on the MA without ATCT authorization shall be subject to a \$1,000.00 fine.
- l. Passenger Loading Bridge or Aircraft. Persons are prohibited from driving under a loading bridge or across passenger loading lanes associated with an aircraft at a gate position, or in front of any aircraft during any push back operation. No person shall park a vehicle within an area so as to restrict the movement of a passenger loading bridge or aircraft.
- m. Prohibited Parking Areas. No vehicle shall be stopped, permitted to stand, or parked except in laid out Parking areas, other areas designated by the Pensacola International Airport, or when in compliance with the direction of a PNS Representative or traffic control device.
- n. Reckless or Careless Driving. No person shall drive any vehicle in such a manner as to indicate either a willful or a wanton disregard for the safety of Persons or property. No Person shall operate or halt any Vehicle carelessly or heedlessly in disregard of the rights of others, or in a manner that endangers or is likely to endanger any person or any property including the driver or passengers of the vehicle.

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- o. Right-of-Way. Each driver shall give right-of-way to aircraft at all times without exception. This includes moving Aircraft, an Aircraft ready to move with engines running, or an aircraft under tow. Each driver shall give the appropriate right-of-way to non-aircraft vehicles. Each driver shall give right-of-way to an Authorized Emergency Vehicle.
- p. Speed Limits.
Designated Roadways / Motor Vehicle Lanes and on Ramp/Apron Areas = 15MPH
Gate Areas = 5 MPH (gate areas or within the immediate vicinity of parked aircraft)
Tug Drive = 5 MPH
Any other area of the AOA or on any taxiway = 25 MPH
Speed limits do not apply to Authorized Emergency Vehicles responding to an emergency.



- q. Stalled Vehicle. No driver shall allow a stalled vehicle to remain on or near the Movement Area or Non-Movement Area. As soon as the Vehicle becomes stalled, the parking lights or warning lights of such vehicle shall be on, the driver shall immediately notify the Airport Operations Center of the status of such vehicle, and the driver shall take immediate action to remove such vehicle.
- r. Smoking. Do not smoke on the air carrier ramp or within 100 feet of any fueling operation or storage.
- s. Transporting Passengers. No person may transport passengers in any vehicle unless that vehicle is equipped with a seat intended for use by a person other than the driver. Passengers may not ride on baggage carts, trailer hitches, fenders, etc.
- t. Tug Drive. Extreme caution must be used while operating a vehicle in the Tug Drive due to the amount of pedestrian and vehicle traffic. When parking a vehicle or equipment, do not block the roadway.

- u. Unattended Vehicles. No Person shall leave a vehicle unattended with the motor running. Vehicles shall be parked in a designated parking area with the brakes set and engine off.



- v. Unauthorized Areas. No driver may drive through a closed or unauthorized area without PNS Representative approval.

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SECTION 5. OPERATING IN THE NON-MOVEMENT AREA

The Non-Movement Area is all areas within the AOA, except the taxiways, runways and associated safety areas. This includes aprons and roads. Numerous and various types of aircraft and vehicles operate in the Non-Movement Area at the same time. This section provides information for persons who operate vehicles and/or equipment in the Non-Movement Area. Applying this information will help to create a safer and more orderly environment for both vehicle and aircraft operations in the Non-Movement Area.

Aprons.

Aprons are used for parking aircraft while they are loaded and serviced for takeoff. Servicing includes:

Fueling	Cargo loading and unloading
Passenger loading and unloading	Towing
Baggage loading and unloading	Water and lavatory service

All of these services are performed by ramp personnel and require some type of vehicle operation. At times it appears that there is a lot of **Congestion, Confusion** and **Chaos** around the aircraft. With all of this activity, extreme caution and care need to be used when operating on any apron surface.

Jet Blast and Prop Wash.

Jet blast is very dangerous and efforts should be made to avoid it at all times. An aircraft with its red, rotating beacon illuminated (depending on the aircraft, the beacon may be on the underside of the fuselage or on top of its tail) usually indicates the engines are running or are about to be started. It is possible for jet blast to reach speeds of 590 mph and a 370° approximately 25 feet behind the engine. Even at 100 feet behind the engine, jet blast may still be up to 95 mph and about 140°. **Remain at least 200 feet behind an operating jet engine.**

Be aware of other equipment items that may have accidentally been left behind a jet engine as they may be blown into other vehicles.

Just as dangerous as a jet blast, is the intake of a jet engine. It acts like a giant vacuum cleaner picking up any loose items that may be close to the opening.

Finally, be sure to allow adequate clearance around all aircraft with propellers, as any contact almost always results in severe damage or injury. Prop wash can also throw debris.



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Look!

All Aircraft ALWAYS Have the Right of Way!

This is regardless of whether they are ready to move, under tow or taxiing under their own power. The only exception to this is when a vehicle operator is given specific authorization by the Air Traffic Control Tower (ATCT) that the vehicle has the right of way over the aircraft.

Looking is the most important key for safe driving on the airport. A vehicle operator's eyes provide more than 90 percent of all the information needed for safe driving. This is especially important on aprons due to the volume and types of traffic in these areas.

Be fully aware of all the actual and potential hazards that exist when driving on the ramp. These hazards can include:

- Aircraft
- Jet blast / jet ingestion
- Poor surface conditions
- Inclement weather
- Vehicle operations

Recognizing that these potential hazards exist decreases the chance of getting into an accident.

Remember, **IF IT CAN BE SEEN, IT CAN BE AVOIDED**

Anticipate!

Anticipate what other vehicles and aircraft might do. This is the second most important process when operating a vehicle on the AOA. Look at what is around you and anticipate what other vehicles and aircraft are going to do next.

If your vehicle has an ATCT radio, listen to the appropriate ground control or local radio frequencies to determine where aircraft and vehicles are being directed. Anticipating in this manner provides an extra margin of safety.

You must be alert to sounds and signals that indicate the aircraft may be moving or is about to move. There are several signs that tell you an aircraft is about to push back from the gate:

- Are there any lights flashing on the aircraft?
- Are all the aircraft doors closed?
- Is the support equipment moved away from the aircraft?
- Is the loading bridge pulled back from the aircraft?
- Are the chocks under the landing gear wheels removed?
- Is the push-back tug hooked up to the aircraft?
- Are there marshallers present to stop vehicle traffic?

Respond!

Respond to what is seen and anticipated. If all vehicle operators are looking and anticipating, then responding to varying driving conditions should be a free-flowing exercise. If these principles are observed on a regular basis, operating a vehicle on the Non-Movement Area should be a safe and orderly exercise.

By following all three principles, **Look, Anticipate and Respond**, vehicle operators on the Non-Movement Area will be driving defensively, greatly reducing unsafe driving conditions and the potential for accidents.

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SECTION 6. SPECIAL DRIVING CONDITIONS

a. Night Driving

Nighttime driving at the airport can be a very stressful experience. The driver that operates on the airport at night has to deal with a multitude of colored lights and associated glare; moving aircraft that can be virtually lost in a background of lights; and poorly lit driving conditions. It is because of these elements that the driver operating at night should slow down and take special care when driving. Beacons and appropriate lighting should always be used when operating at night or other limited visibility conditions.

It's much easier to become confused or lost when driving on the airport at night. Because of this, drivers should be more aware of their surroundings and the landmarks around them. Special emphasis should be placed on keeping an eye out for signs and pavement markings to ensure that an incursion of any kind does not occur.

During low light conditions, vision changes occur which may cause lights to blur together. Also, distance determination might be affected making it more difficult for a driver to determine the actual distance of objects such as aircraft or other vehicles. Because of these reasons and others, it can not be emphasized enough that extreme caution should be used when operating at night.

b. Inclement Weather Driving

Aircraft apron operations present unique problems that often compound already difficult weather driving conditions. Slippery surfaces, low visibility, unlit vehicles and aircraft movement can create hazardous situations.

Just as would be the case on major highways, slower speeds are necessary during inclement driving conditions. Visibility and braking conditions require extra distance between vehicles. Wind-driven or jetblast-driven water will create visibility problems. Drivers should always be cognizant of their positions on the apron, as markings may become obscured.

During periods of low visibility, fog and rain, all vehicle operators should drive with vehicle headlights on. High beam settings should not be used, as they tend to blind other operators, both vehicle and aircraft. It should be remembered aircraft always have the right-of-way unless restricted by the FAA Control Tower. It is very important to listen as well as look for aircraft during periods of low visibility.



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c. What to do in the event of an accident

Most driving accidents can be prevented by following good driving habits, obeying all traffic laws, rules and procedures, and keeping alert for any changes in traffic and road conditions. In spite of all this, accidents do happen.

When involved in a vehicle/equipment accident on the airport, certain guidelines must be followed. These guidelines will allow the proper agencies to respond as quickly as possible to assess the damage and help the injured. The guidelines are as follows:

1. Stop at once and give aid to anyone injured in the accident.
2. Contact the AOC as soon as possible for Police, Fire and Medical response. This can be accomplished by:
 - a. Dial 911 on any phone line immediately if there are any injuries or any other emergency situation.
 - b. Calling the AOC on Operations, Airport Police, or Maintenance 800 Mhz Frequencies.
 - c. Dialing 436-5000 on any phone line.
3. Do not move the vehicle/equipment without permission of a police officer unless required in order to prevent further damage or personal injury.
4. Do not leave the scene of the accident. Wait until an Airport Police Officer arrives and advises the parties involved that they may leave.
5. All accidents involving vehicles must be reported to the Airport Police Department via the AOC and the driver's supervisor.

Remember, these guidelines apply to any type of accident on the airport.



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Pensacola International Airport has 4 taxiways:
A, B, C and D (pronounced as Alpha, Bravo, Charlie and Delta)
They are marked with yellow lines and blue edge lights.



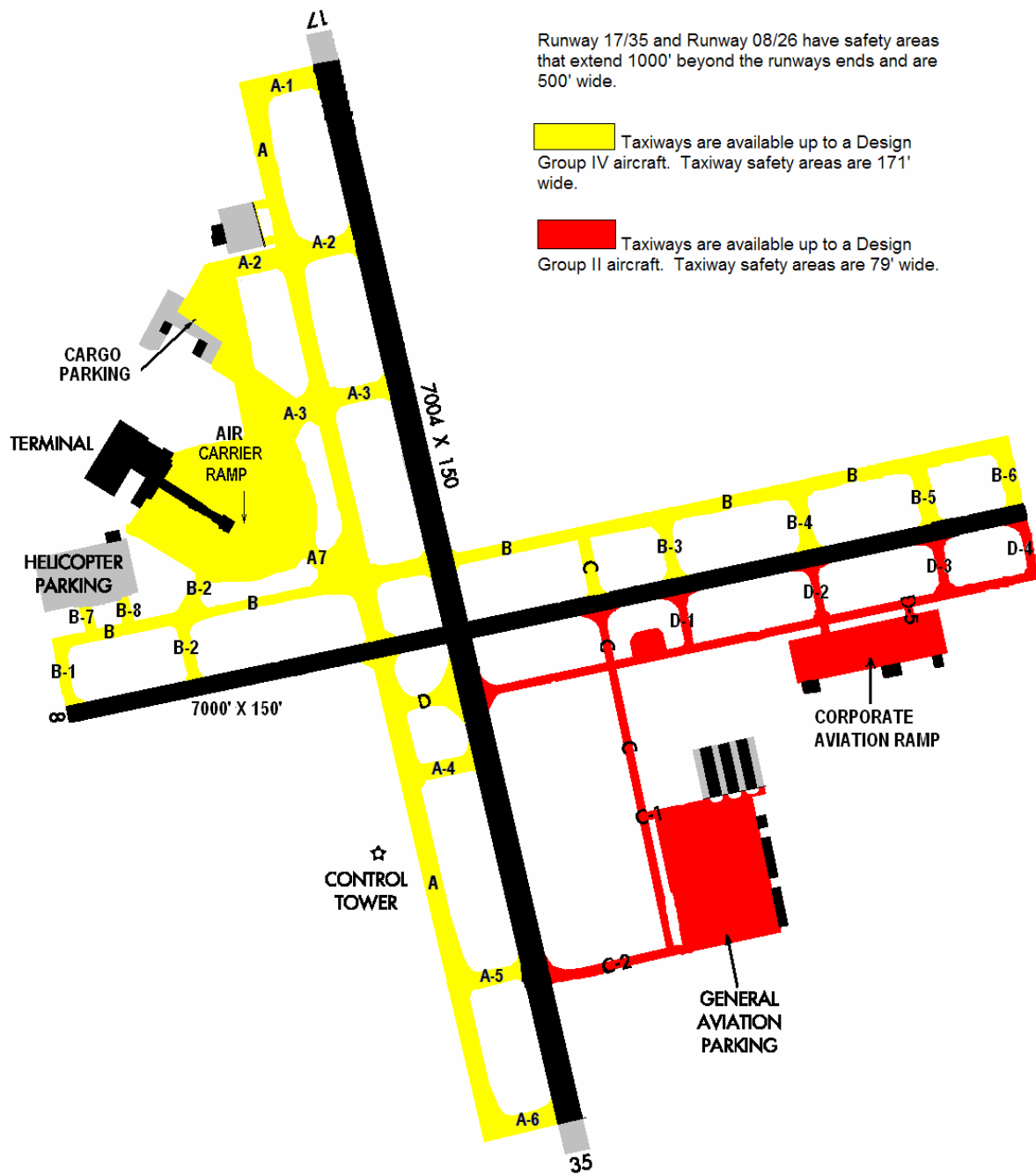
Remember, Designated Roadway / Motor Vehicle Lanes are marked with white lines:



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Airfield Layout

Air Carrier Movement Areas and Safety Areas



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SECTION 8. AIRCRAFT IDENTIFICATION

There are many different types of aircraft operating at PNS, including private, cargo, military, regional and air carrier. A controller might refer to an aircraft that is either moving or stationary when issuing instructions to a vehicle on the radio frequency. Therefore, it is important to be familiar with as many different types of aircraft as possible. This section describes the air carrier, regional and military aircraft that regularly operate at PNS on a scheduled basis. In addition, there are aircraft that operate here on a less frequent basis. For more information on identifying various types of aircraft, refer to Advisory Circular 150/5300-13 Airport Design.

B-717

Manufacturer: Boeing
Accommodations: Flight crew of 2 and up to 106 passengers
Wing Span: 93 ft. 5 in.
Length: 124 ft. 0 in.



MD-88

Manufacturer: McDonnell Douglas Aircraft Company
Accommodations: Flight crew of 2 and 172 passengers
Wing Span: 107 ft. 10 in.
Length: 147 ft. 10 in.



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B-737 200/300

Manufacturer: Boeing
Accommodations: Flight crew of 2 and 128 passengers
Wing Span: 94 ft. 9 in.
Length: 109 ft. 7 in.



B-737 500

Manufacturer: Boeing
Accommodations: Flight crew of 2 and 108 passengers
Wing Span: 94 ft. 9 in.
Length: 101 ft. 9 in.



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B-737 700/800

Manufacturer: Boeing
Accommodations: Flight crew of 2 and 184/160 passengers
Wing Span: 112 ft. 7 in.
Length: 129 ft. 6 in.



B-757/200

Manufacturer: Boeing
Accommodations: Flight crew of 2 and 186 passengers
Wing Span: 124 ft. 10 in.
Length: 155 ft. 3in.



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Beech 1900

Manufacturer: Beechcraft
Accommodations: Flight crew of 2 and 19 passengers
Wing Span: 58 ft. 6 in.
Length: 57 ft. 10 in.



EMB-135/145 (ERJ)

Manufacturer: Embraer
Accommodations: 35/50 passengers
Wing Span: 65 ft. 9 in.
Length: 98 ft.



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Canadair Regional Jet

Manufacturer: Bombardier Aerospace

Accommodations: 50 passengers

Wing Span: 69 ft. 7 in.

Length: 87 ft. 10 in.



C-130 Hercules

Manufacturer: Lockheed

Accommodations: Flight crew of 4 and total cabin volume of 6,057 cubic feet

Wing Span: 132 ft. 7 in.

Length: 112 ft. 9 in.



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T-34 Turbo Mentor

Manufacturer: Lockheed
Accommodations: Flight crew of 4 and total cabin volume of 6,057 cubic feet
Wing Span: 132 ft. 7 in.
Length: 112 ft. 9 in.



T-6 Texan

Manufacturer: North American Aviation
Accommodations: 2 (student and instructor)
Wing Span: 42 ft.
Length: 29 ft.



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TH-57C Sea Ranger Helicopter

Manufacturer: Bell Aircraft
Accommodations: 1 pilot, 3 passengers
Rotor diameter: 35 ft. 4 in.
Length: 32 ft. 2 in.



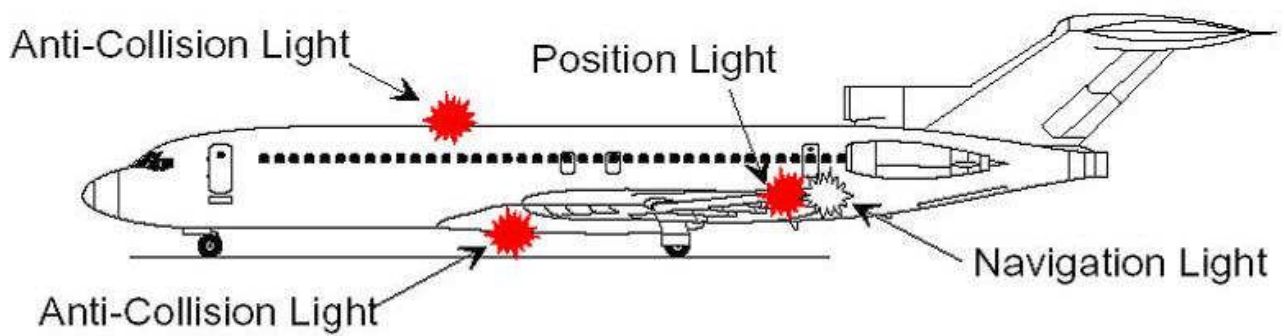
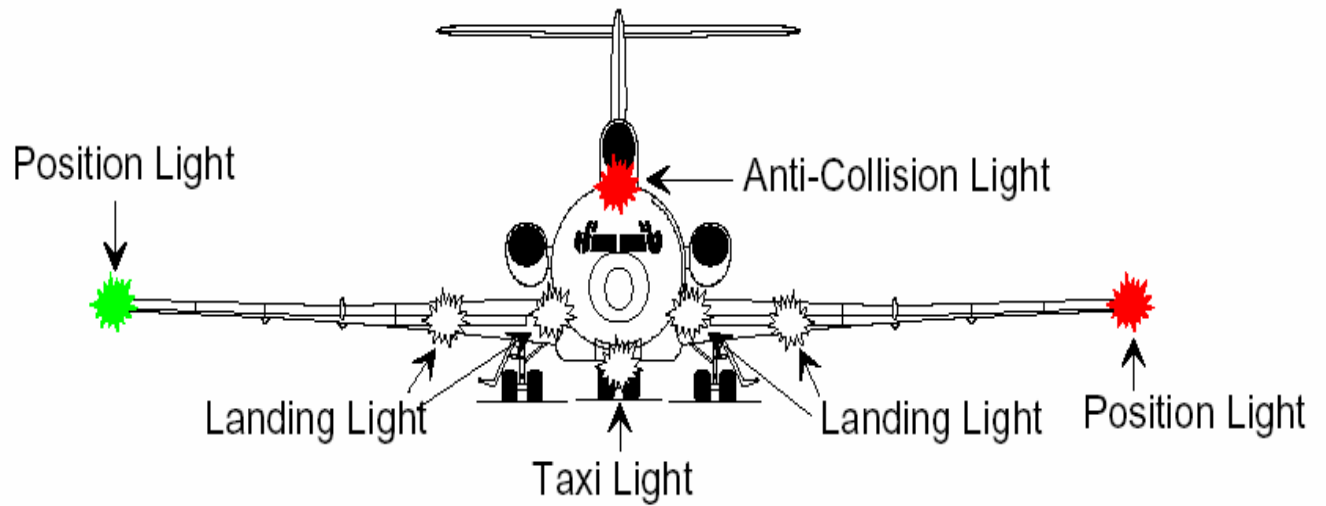
Cessna 172 Skyhawk

Manufacturer: Cessna Aircraft Company
Accommodations: 1 pilot, 3 passengers
Wing Span: 36 ft. 1 in.
Length: 27 ft. 2 in.

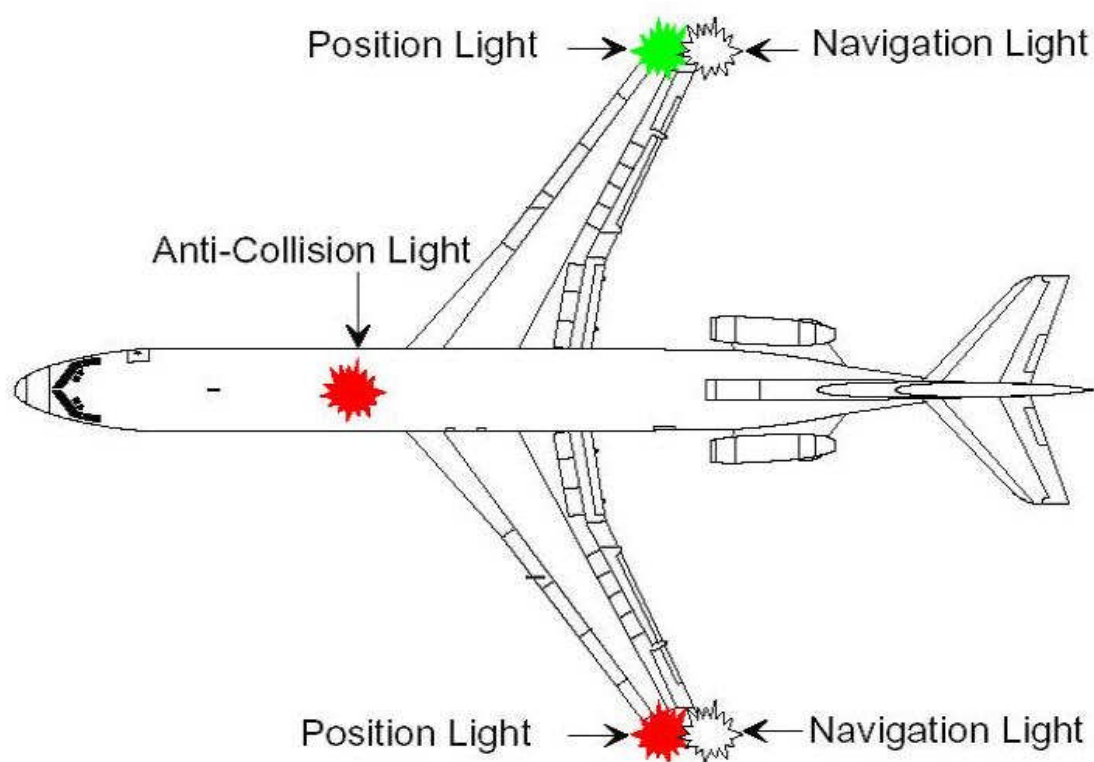


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Aircraft Lights



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SECTION 9. NON-PERMANENT/TRANSIENT VEHICLES

Escort. Temporary or transient vehicles will be escorted while operating on the AOA. Drivers of temporary or transient vehicles are required to apply in person at the Airport Badging Office (ABO) to request an escort. Any tenant authorized to escort a temporary or transient vehicle must assume responsibility and liability for the vehicles they are escorting on the AOA. The Airport Operations Duty Manager(s), Airport Operations Officer(s), Airport Maintenance Supervisor(s), or Airport Police Supervisor(s) may grant authority to enter the AOA for the following purposes:

- a. Contractual Trash. Collection trucks.
- b. Supply/Delivery Vehicles. When the delivery cannot be made in areas other than the AOA.
- c. Contractual Construction/Repair Vehicles. When work or repairs cannot be made on areas other than the AOA. Vehicles of contractors working on construction projects within the AOA. The AOC will maintain lists of all contractors actively working on construction in the AOA.

SECTION 10. GENERAL PROVISIONS

- a. Applicability. This manual applies to all persons within the AOA of Pensacola International Airport. Vehicles operated pursuant to and in compliance with a PNS-approved construction safety plan are required to abide by these rules, unless exempted by the Airport Director as a requirement of a construction contract. This manual is in addition to applicable laws of the State of Florida and the United States, which remain in full force and effect. In case two or more rules, procedures or laws cover the same subject, all shall be given effect, except in case of irreconcilable conflict, in which case the rules, procedure or law having the most stringent requirements shall govern.
- b. Waiver. The Airport Director may alter or waive these rules if he/she determines that an emergency exists at the airport, as he/she deems necessary and appropriate to protect the health, welfare and safety of persons and property and/or to facilitate the operation of the airport.
- c. Penalty. Any Person violating any of the provisions of this Procedure shall receive an Administrative Violation. Copies of the Violation will be forwarded to the Person's supervisor. Driving privileges may be suspended or revoked at any time.

SECTION 11. 139 COMPLIANCE

139 Compliance. Federal Aviation Regulation Part 139 – "Certification of Airports" FAR 139.329(e) states that a certificate holder shall ensure that each employee, tenant or contractor is trained on procedures required for the safe and orderly access to, and operation in, movement areas by pedestrians and ground vehicles, including provisions identifying the consequences of noncompliance with the procedures by an employee, tenant or contractor.

