

**Easton Airport  
Ground Vehicle Operating Program  
Non-Movement Areas**

**Purpose.**

This document provides familiarization and guidance to vehicle operators for safe ground vehicle operations and pedestrian control within the Easton Airport Air Operations Area (AOA) on Non-Movement areas. ***A separate training is required to operate on Movement Areas.***

**Applicability.**

This document applies to all persons who operate vehicles on the Easton Airport Air Operations Area (AOA). Every person that operates a vehicle inside the secured, fenced-in area of the airport must review this document and acknowledge the responsibility that comes with operating on the AOA.

No persons are exempt from airport operating training requirements for operating a vehicle on the AOA. Tenant organizations must be responsible for the dissemination of, accessibility to, and compliance with these rules and regulations by their employees and guests.

**Background.**

Each year accidents, incidents, and runway incursions occur involving aircraft, pedestrians, ground vehicle drivers, and personnel taxiing or towing aircraft at airports. These accidents and incidents can lead to property damage, injuries, and even death. Many of these events result from inadequate security, inadequate training, a failure to maintain visual aids, or a lack of such aids. Ground vehicle operation plans and training promote the safety of airport users by helping identify authorized areas of vehicle operation, outlining vehicle identification systems, addressing vehicle and operator requirements, and coordinating construction, maintenance, and emergency activities.



Micah Risher  
Airport Manger

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**Definitions.**

**Accident** - a collision between one aircraft or vehicle and another aircraft, vehicle, person, or object that results in property damage, personal injury, or death.

**Air Operations Area (AOA)** – the air operations area includes paved or unpaved areas used or intended to be used for the unobstructed movement of aircraft, in addition to its associated runways, taxiways, or aprons. Commonly refers to anything within the secured and fenced-in area of the airport.

**Airport Traffic Control Tower (ATCT)**—operated by an appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

**Apron (Ramp)**—a defined area on an airport or heliport intended to accommodate aircraft for the purposes of parking, loading and unloading passengers or cargo, refueling, or maintenance.

**Ground Vehicle**—all conveyances and aircraft not operated for the purpose of flight, vehicles used on the ground to reposition aircraft, transport persons, cargo, fuel, or equipment.

**Movement Area**—the runways, taxiways, and other areas of an airport that aircraft use for taxiing, takeoff, and landing, exclusive of loading aprons and aircraft parking areas.

**Non-movement Areas**—the area, other than that described as the movement area, used for the loading, unloading, parking of aircraft. This may include the apron areas and on-airport fuel farms.

**Operator**—any person who is in actual physical control of an aircraft or a motor vehicle.

**Runway Incursion**—any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.

**Specialized Aviation Service Operations (SASO)**- defined by the Federal Aviation Administration as single-service providers or special fixed-base operators performing less than full services.

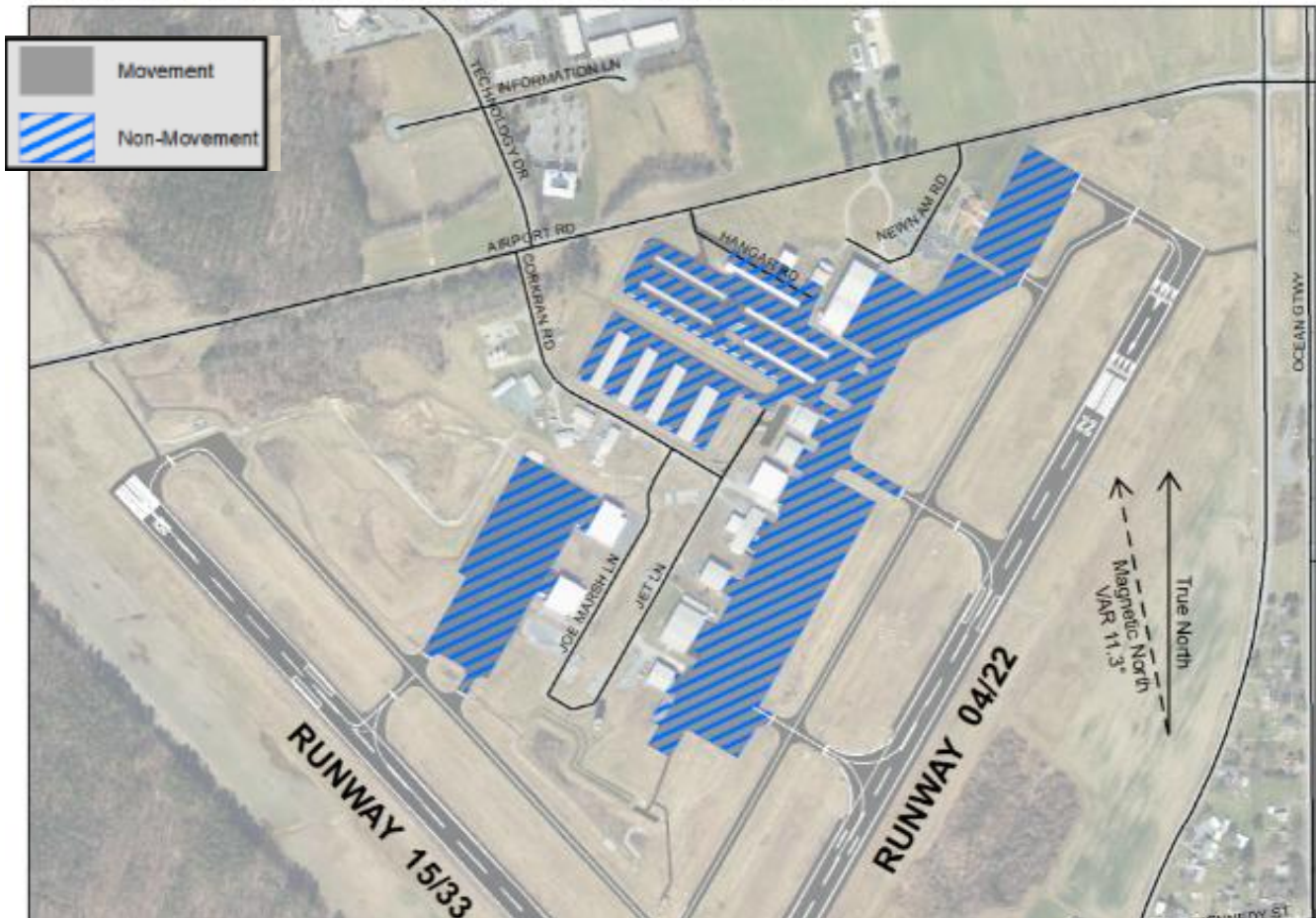
**Surface Incident**- Unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

**Tie Down Area**—an area used for securing aircraft to the ground.

**Vehicle or Pedestrian Deviation (V/PD)**—any entry or movement on the airport movement area or safety area by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes surface incidents involving aircraft operated by non-pilots, such as anyone).

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**EASTON AIRPORT OPERATIONS  
AIRCRAFT MOVEMENT AND NON-MOVEMENT AREAS**



**Levels of Access.**

**Level 1.** This grants the user access through the gate that is closest to their hangar. The expectation is the user remains on Non-Movement Area and proceeds directly to and from the hangar area. Level 1 is intended for T-Hangar tenants and others that require minimal access inside the AOA.

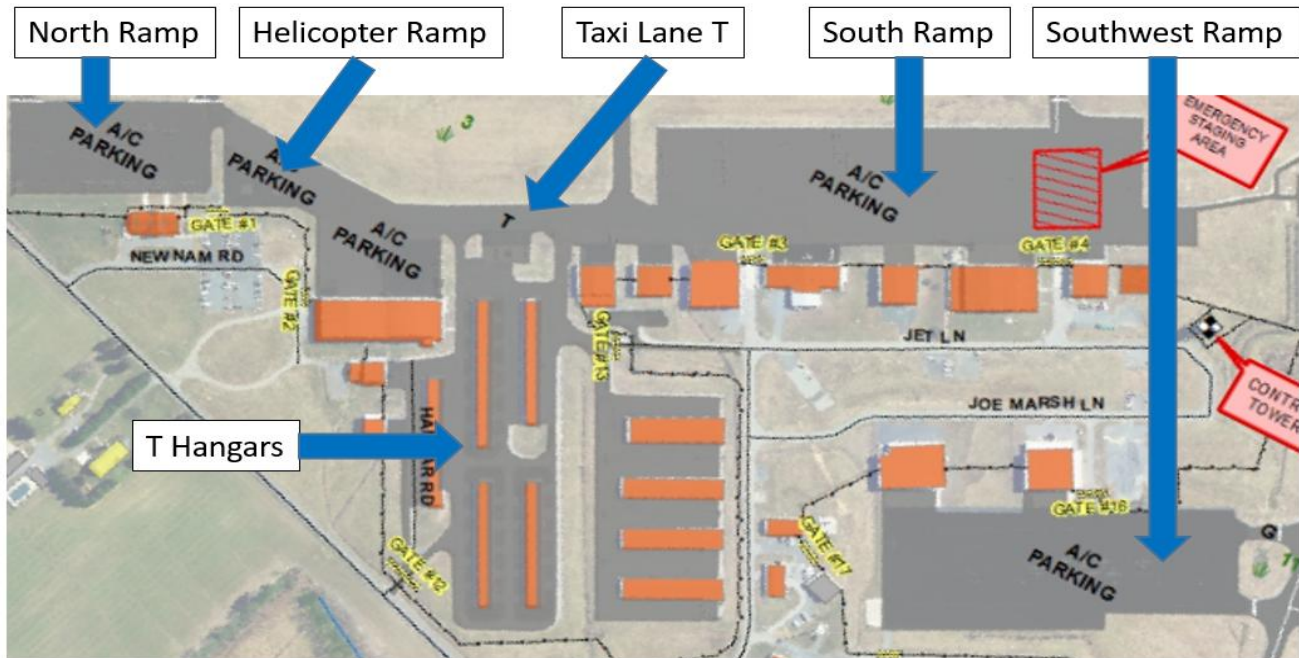
**Level 2.** This grants the user access through multiple gates. The expectation is the user remains on Non-Movement Area and proceeds, as needed, between multiple locations on the ramp. Level 2 is intended for Fixed Base Operators (FBO) and Specialized Aviation Service Operations (SASO).

**Level 3.** This grants the user unlimited access to the airfield, both Movement and Non-Movement Areas. Level 3 access is reserved for Easton Airport personnel, FAA Technical Operations personnel and other persons as deemed appropriate by the Airport Manager.

**Driving.**

Operating within the ramp areas requires the vehicle driver to exercise extreme caution as aircraft are always moving, aircraft passengers may be walking from an aircraft to the gate, and noise levels are high.

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**Operating on “Taxi Lane T”**

Taxi Lane T begins at the North Ramp (Terminal Ramp) and extends to the South Ramp (See graphic above). It is intended for aircraft operations and to allow FBO & SASOs to travel between locations on the AOA. It is not intended for general use. Jet Lane should be used to the extent possible to limit traffic on the AOA.

**Vehicle drivers.**

- a. Never drive between safety cones or across delineated passenger walkways.
- b. Watch cockpit blind spots—pilots typically cannot see behind or below the aircraft.
- c. Avoid jet blast or prop wash, which can blow debris or overturn vehicles.
- d. Be aware and avoid moving propellers that can cause damage, injury, or death.
- e. Be aware of other vehicle movements—you may not hear them approaching due to aircraft engine noise.
- f. Yield to aircraft, passengers, and emergency vehicles, which ALWAYS have the right-of-way on the Air Operations Area of the airport.
- g. Pay particular attention when aircraft beacons are illuminated, as they may be moving or preparing to move. Obey the directions of flaggers (if available).
- h. Driving close to buildings, around vehicles, or aircraft is prohibited. This policy helps to establish a predictable order to vehicle movements in congested areas and helps to ensure their visibility to aircraft and other vehicles.

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i. Parked aircraft may still have their engines running, so be aware of the hazards of jet blast or prop wash, which may overturn vehicles. Before an aircraft engine is started, pilots are supposed to turn on the anti-collision beacon(s) which may be flashing red or white. However, don't assume that if the beacon(s) aren't flashing that the engine(s) isn't (aren't) running. In some instances, propellers and engine spinners are marked to indicate when the engine is operating. A pilot's ability to maneuver quickly on the ground is limited. Propellers and jet engines can cause significant damage and injury to personnel. In addition, cockpit visibility prohibits the pilot from seeing under the nose or behind the aircraft and limits the pilot's ability to avoid ground vehicles.

**Vehicle Regulations.**

a. No vehicle may be operated on the AOA unless it has proper registration in the State or is a qualified off-road vehicle that is not normally operated on public streets but has received the approval of the Airport Manager.

b. All vehicles operated inside the AOA must have vehicle liability insurance, as required by the Airport Manager.

c. Operators of vehicles involved in an accident or incident on the airport that results in injury to a person or damage to an aircraft, airport property, or a vehicle must—

(1) Immediately stop and remain at the scene of the accident.

(2) Render reasonable assistance, if capable, to any person injured in the accident.

(3) Report the accident immediately to the Airport Manager before leaving the scene, if possible.

(4) Provide and surrender the following to any responding Airport Management representative personnel: name and address, airport identification card, state driver's license, and any information such personnel need to complete a motor vehicle accident report.

**Nighttime and Poor Weather Driving Conditions.**

Poor weather (snow, fog, rain, etc.) conditions can and will obscure visual cues, roadway markings, and airport signs. Vehicle operators will remain vigilant of their surroundings and operating boundaries. Watch out for snow removal equipment and aircraft operating in the vicinity under low-visibility conditions.