

## GROUND VEHICLE OPERATIONS ON THE AIR OPERATIONS AREA

### GENERAL

To establish safe operating procedures for persons and vehicles which operate on the Air Operations Area (AOA) as a part of normal operations.

### INTRODUCTION

Operation of ground vehicles within the St. Petersburg-Clearwater International Airport AOA, shall be conducted in accordance with this operations procedure, FAR Part 139.329, and Pinellas County Ordinance No. 00-100 Sec IX amended. No person or vehicle may enter the AOA unless these procedures are followed.

For the purpose of this operations procedure, the AOA is defined as the area within the perimeter fencing of the airport. The *east* perimeter/service road is that area that runs from the Landings of Clearwater T-Hangars to gate "L" adjacent the Terminal ramp. The *west* perimeter/service road runs from Gate "P" adjacent United Parcel Service to the U.S. Coast Guard Security Shack (gate "S"). Additional roadways or driving lanes are used for the movement of vehicles inside the perimeter fence.

### PROCEDURES

The following rules and guidelines are established to facilitate a safe operating environment in the AOA:

- A. Only those individuals who have obtained authorization from the Airport Director, attended and passed the *Airport Driver Training* course are authorized to drive on the AOA. Individuals whose jobs require them to access runways and taxiways will receive training for both the *Movement and Non-movement Areas*. All others requiring driver training will receive instruction for the *Non-movement Area* only.
- B. All ground vehicles operating in the Movement Area shall be equipped with a functioning two-way radio capable of communication with the air traffic control tower (ATCT)/Common Traffic Advisory Frequency (CTAF) and maintain radio contact on ground control frequency 121.9 MHz (or 118.3 MHz for CTAF).
- C. All ground vehicles operating in the Movement Area, perimeter/service road, and

terminal ramp shall have an operational rotating beacon or four-way flashers in operation as a temporary measure.

- D. Authorized drivers must display an Airport ID on their outer garment, with the appropriate Movement vs. Non-movement designation on their badge.
- E. Runway 17L/35R is equipped with an Instrument Landing System (ILS), which is a precision instrument approach system that consists of a localizer and glide-slope. Objects, such as vehicles, located within the ILS protective zone may interfere with navigational signals being transmitted from the localizer and glide-slope antennas to landing aircraft. There are two ILS critical areas at St. Petersburg-Clearwater International Airport, the northeast end of runway 17L/35R and the south end of runway 17L/35R. Vehicles operating in, around or near the glide slope/localizer critical areas shall maintain and adhere to the same requirements as those pertaining to the movement area.
- F. The following taxiways have been designated as Non-movement areas and do not require clearance from ATCT: Hotel, Juliet (east of RWY 04-22), Lima (west of RWY 17R-35L), November and Papa.
- G. Unless otherwise authorized by the Airport Director, all vehicles are prohibited past the *Airport Authorized Vehicles Only* points (indicated by signs) located on the AOA. Only Airport and designated government vehicles are authorized to proceed.
- H. The Landings of Clearwater Condominium Association, Inc. accesses their facility via gate C and is issued gate cards for vehicle access by Airport Operations. The cards are issued to condo hangar owners and lessees of hanger facilities at the Landings of Clearwater. The Landings of Clearwater Condominium Association lessees and vehicles are restricted to the perimeter road between gate C and their hangars.
- I. Two FBO's at St. Petersburg-Clearwater International Airport have access to mechanical vehicle gates that access their leased area. Vehicular/personnel entry through these gates is the responsibility of the lessee.
  - 1. Signature Flight Support controls access through vehicle gate H and is responsible for issuing gate cards to their employees, customers based at their facility, as well as the Airport Director and his staff. Signature personnel must escort vehicles requiring limited access to the ramp.

Signature Flight Support tug operators whose job requires them to tow aircraft from the Signature ramp to taxiway (TWY) N shall have received *Movement Area Driver Training*. Access on the movement area, is limited to TWY A between the Signature ramp and TWY N. Any access beyond this area is prohibited and requires an escort by Airport Operations.

*Signature Tug* has been designated as the radio call sign for their tug operators. Signature tugs operating on the movement area are required to have an amber beacon and two-way air-to-ground radio with frequencies 118.3 MHz and 121.9 MHz.

2. Sheltair Aviation Services controls access through vehicle gate V and is responsible for issuing gate cards to their employees, customers based at their facility, as well as the Airport Director and his staff. Jet Executive Center personnel must escort persons and vehicles requiring limited access to the ramp.
- J. The Airport controls Gate S with a manned security guard posted at the entrance. The gate is manned twenty-four (24) hours a day by a security guard. If the individual desiring access is not either listed on the authorization roster, able to provide Airport-Approved identification media or a vehicle permit issued by the U.S. Coast Guard, then entry shall be denied and an escort is required to provide access.