

INTRODUCTION

This training manual was developed to provide airport drivers with the rules and regulations required to safely operate a motor vehicle on the Air Operations Area (AOA) of Miami International Airport.

The airfield at Miami International Airport is divided into two distinct areas; the **Non-Movement Area** and the **Movement Area**. The first part of this manual covers the Non-Movement Area of the airfield, in which you will be driving. The second part identifies the Movement Area of the airfield, which is restricted.

The Miami-Dade Aviation Department Rules and Regulations, Chapter 25, governs vehicular traffic on all MDAD operated airports. In addition to Chapter 25 Rules and Regulations, all laws in the state of Florida apply at Miami International Airport.

ACRONYMS & DEFINITIONS

MIA	Miami International Airport	FAA	Federal Aviation Administration
AOA	Air Operations Area	MDPD	Miami-Dade Police Department
MDAD	Miami-Dade Aviation Department	ATCT	Air Traffic Control Tower

REQUIREMENTS

In order to operate a motor vehicle on the AOA, all drivers must have the following:

1. An MDAD picture ID.
2. A valid U.S. State Driver’s License (specific to the vehicle being operated).
3. AOA Non-Movement Area Driver’s License. *Recurrent every 2 years.*
4. A vehicle Access Permit on the vehicle being operated.

Your MDAD picture ID must be visibly displayed at all times while operating a vehicle on the AOA. Not having your ID visibly displayed will result in your ID being confiscated. Your ID is property of Miami-Dade Aviation Department and must be surrendered upon request by a representative of the Aviation Department.

NON-MOVEMENT AREA

The Non-Movement Area is the portion of the airfield in which vehicles and aircraft intermix. These areas include roadways, aircraft parking ramps or aprons, taxilanes between concourses / cargo buildings / Maintenance hangars, and designated areas not controlled by the FAA. The Non-Movement Area is defined by a double yellow line, one solid yellow (six-inch wide) and one broken/hashed yellow (six inch wide). It is located adjacent to the outer limits of the airport service road (reference figure 1). This marking separates the Non-Movement Area from the Movement Area (taxiways and runways). Crossing this marking will cause a taxiway incursion in which your driving privileges could be revoked, a fine imposed, or you could be arrested.



Figure 1, Non-Movement Area Boundary marking shown with roadway checker edge marking.

NON-MOVEMENT AREA – Continued

Aircraft Containment Line

The Aircraft Containment Line is a 12” fuchsia colored line (see figure 2) which surrounds the perimeter of all aircraft parking areas. Vehicles and equipment not associated with the operation of aircraft parked in these areas should not drive through the Aircraft Containment Line at any time.



Figure 2, Aircraft Containment Line

Traffic Control Signs & Ground Markings

Although not common to roadway markings, airport markings differ in position and type. Due to the need for aircraft to have clear egress to and from their parking area, surface painted ground markings have been installed to facilitate traffic control.

These markings are enforced for your safety as well as the safety of the traveling public.

Driving Rules

a. **TWO MOST IMPORTANT RULES:**

#1 Vehicle operators must **yield the right of way** to all moving aircraft.

#2 All AOA **NON-MOVEMENT** certified drivers must keep out of the Movement Areas (Runways and Taxiways).

b. **Speed Limits**

The maximum speed limit on the AOA is 20 mph unless otherwise posted. Speed limits should be properly adjusted to visibility and weather conditions.

c. **Roadways**

When roadways are present, all drivers are required to drive on the marked roadway until they reach their destination.

d. **Passing**

Vehicles proceeding along all established AOA roadways may only pass by utilizing the left (opposite direction) lane when traffic conditions permit. Passing to the right, outside of the roadway boundaries is strictly prohibited.

e. **Emergency Vehicles**

If you see an emergency vehicle or an Airport Operations vehicle responding to an emergency, pull over to a safe area and give way.

f. **Escort Vehicles**

At MIA, contractors and delivery vehicles are frequently escorted throughout the airfield. Watch out for vehicles being escorted by MDAD Airside personnel. The drivers of the vehicles being escorted are not familiar with the AOA. Do not drive between the Escort lead vehicle and the vehicle being escorted.

NON-MOVEMENT AREA – Continued

g. Passengers

Drivers must yield the right of way to all passengers and pedestrians on the AOA. In the areas where commuter and regional aircraft operate in remote aircraft parking positions; passengers are escorted to and from the aircraft by airline representatives. Drivers operating motor vehicles in these areas are not to drive through the line of passengers.

h. Driving Under Aircraft

Non-servicing vehicles are not to be driven under any portion of an aircraft.

i. Wing Walkers & Aircraft Marshall

Many airlines utilize aircraft Marshalls and Wing Walkers to provide safety clearances and guidance for aircraft arriving or pushing back from parking positions. **All drivers must stop for the Wing Walkers** whenever an aircraft is powering or pushing back. At no time should you operate your vehicle between the aircraft and an aircraft Marshall while he/she is guiding the aircraft.

j. Backing Up Procedures

When operating procedures require backing up and your vision is restricted, a guide should always be used.

k. Jet Blast

Do not drive closely behind aircraft that are powering out or have their engines running. Jet blast can cause injuries and damage equipment.

Parking

Vehicles and service equipment should only park in designated parking areas.

a. Loading Bridges

Loading bridges are designed to fit several, different sized aircraft, making it necessary to move in numerous directions. **Parking under or next to a loading bridge at MIA is prohibited.**

b. Aircraft Parking Gates & Aprons

Parking within the equipment containment line (aircraft envelope) is strictly prohibited.

c. Fire Lanes

Fire lanes are located between most gate areas to provide immediate access for Fire Department vehicles responding to emergencies. Parking or storing equipment in the fire lanes is strictly prohibited. Failure to comply will result in your vehicle being impounded and a Safety Violation Notice / Civil Violation Notice being issued and possibly your ID being confiscated.

d. Clear Zones

No Parking or storing equipment closer than 10 feet from the perimeter fence.

NON-MOVEMENT AREA – Continued

Accidents

All accidents, no matter how minor, must be immediately reported to MDAD Airside Operations and MDPD. If an emergency incident such as a crash, fuel spill, etc. occurs, stay clear of the scene unless specifically requested by emergency personnel (Fire, Police or Airport Operations).

Safety Violation Notices (SVN)

Safety Violations are issued to those individuals who violate these rules and are subject to the following: If any individual receives 3 violations within a one year period, the individual must retake the Driver Training class. If any individual receives 4 violations within a one year period, the individual must retake the Driver Training class and the individual and their supervisor must attend a meeting with the Airside Operations Division Director. If any individual receives 5 or more violations within a one year period, their driving privileges may be revoked for up to one year period.

Civil Violations

Civil Violations are monetary fines issued to those individuals who violate the rules and can range from \$150 to \$500 depending on the violation.

Examples of Civil Violations:

Failure to yield to aircraft \$250, Unauthorized crossing of a Runway or Taxiway \$250, Speeding \$250
Traffic Control (Failure to stop at stop sign) \$150, Unauthorized Parking \$150, Littering \$150
Smoking \$250, Designated Vehicular Routes \$150.

Foreign Object Debris (FOD)

FOD is dangerous to aircraft! FOD is debris that can potentially cause catastrophic damage to aircraft, including injuries and fatalities to passengers and employees. **It is everyone's responsibility to pick up FOD.**

Smoking on the Airfield

Effective July 5th, 2017, smoking of **any** kind is strictly prohibited anywhere on the AOA.

Penalties include a Civil Violation of \$250.00 for non-compliance.

Midfield Tunnel Guidelines

Use of the Midfield Tunnel is available to all drivers with AOA Driver Training Certification and full Non-Movement area airfield access. In order to enter or exit the Midfield Tunnel, the crossing of an active taxiway will be necessary. These two crossing areas are the only Movement Areas on the airfield that drivers can legally cross. Both crossings have designated roadways and stop bars, which are strictly enforced. All drivers should come to a complete stop and check for aircraft traffic prior to crossing. The Midfield Tunnel has the following restrictions:

1. Fuel trucks are not permitted in the Midfield Tunnel. This includes hydrant vehicles because they carry a 300 gallon fuel filter tank. Failure to comply will result in your ID being confiscated.
2. Passing is strictly prohibited in the tunnel.
3. The vehicle height clearance is 14 feet.
4. The maximum vehicle width is 8 ½ feet.
5. The posted speed limit inside the tunnel is 15 mph and 5 mph on the ramps entering and exiting.

MOVEMENT AREA

Runways and Taxiways are FAA controlled areas requiring FAA approval and two-way radio communication.

REQUIREMENTS

In order to operate in the Movement Area of MIA, the following is required:

1. Movement Area Driver Training Certification (recurrent every year).
2. The vehicle must be equipped with a functioning ground radio and a beacon light.
3. Permission must be received from the FAA ATCT prior to entering the movement area.

Currently, the Aviation Department only permits airlines and aircraft maintenance companies (required to move aircraft throughout the airfield) access to the Movement Area.

Movement Area Signage and Ground Markings

Warning sign of the restricted side of the airfield.



Figure 3, Warning Sign

RUNWAY HOLDING POSITION MARKING

This marking identifies the outer boundary of the runway safety areas where the taxiways intersect the runways. These lines consist of four parallel yellow lines: two solid and two dashed spaced 12 inches apart and extending across the width of the taxiway entrance to a runway. FAA Tower authorization is required to enter these areas. Violation of these areas would be considered a ***RUNWAY INCURSION***.



Figure 4, Runway Hold Position Marking

Blue Edge Lights indicate a **TAXIWAY**

Blue edge lights illuminate the edge of a Taxiway to prevent aircraft from veering into an unsafe area at night or in poor visibility.



Figure 5, Blue Edge Lights