



OPERATIONAL SAFETY INSTRUCTION

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Use of the Airfield Perimeter Track

Issued By Airside Operations and Safety Manager Ref BRS-OSI-DVO-002

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. INTRODUCTION

The purpose of the perimeter track is to provide access around the airport boundary for the execution of specific tasks and inspections, such as wildlife control and security patrols. It also provides a link to airfield infrastructure such as aircraft navigation aids, the fire station and snow base, without the need to enter a taxiway or runway.

2. LOCATION

The perimeter track runs anti-clockwise from stand 39 on the western apron, to the intersection with taxiway Hotel on the south-side of the airfield. It then resumes east of taxiway Juliet and continues anti-clockwise as far as stand 20 on the eastern apron.

3. PERMITTED USERS

Due to the proximity of the perimeter track to the runway and taxiways, access is restricted to:

- Drivers with a manoeuvring area or runway ADP; or
- Drivers who have received a briefing and familiarisation from airside operations – restricted to the perimeter track between stand 39 and the fire station only.

The perimeter track is not available to pedestrians other than with prior approval from airside operations, such as for FOD collection or work in progress.

4. PERIMETER TRACK ACCESS POINTS

The track can be accessed on the north side of the airfield from the road system to the rear of stand 39 and stand 20, and on the south-side from taxiways Hotel or Juliet or from the fire station.

4.1. Runway Entry Points from the Perimeter Track

Runway 09-27 can be accessed from holding point VX on the south-side perimeter track.

Vehicle Barriers 1 and 3 operate in a one-way direction only, exiting the runway. This valve system is part of runway incursion mitigation programme which directs vehicles to a designated holding point to cross or enter the runway. This procedure must be followed for all standard operations.

Occasionally a vehicle barrier may be required for runway entry for large vehicles which cannot use the perimeter track, or to aid work in progress. Pre-approval will be required from Airside Operations.

4.2. Taxiway Entry Points from the Perimeter Track

Taxiway Zulu – Accessible via Call Point (CP) 1 or CP 2.

Taxiway Hotel – Accessible via CP 3 routing eastbound.

Taxiway Juliet – Accessible via CP 4 routing westbound.

5. WHEN IS ATC APPROVAL REQUIRED?

Drivers do not require approval from ATC to enter the perimeter track and therefore do not need to make any radio call to ATC.

When leaving the perimeter track to enter the runway, drivers must report at the designated vehicle holding point and obtain permission from ATC before entering.

When leaving the perimeter track to enter a taxiway, drivers must report at the designated call point and obtain permission from ATC before proceeding, unless they are authorised to free-range. To cross or enter taxiways Hotel and Juliet, drivers should call to proceed from CP 3 or CP 4.

Vehicles must obtain permission from ATC before driving behind the runway 09 ILS localiser (at the eastern end of the runway) due to the potential to cause signal interference with this important aircraft navigation aid. The driver shall call to proceed from CP 5 to CP 6, or vice versa.

6. RESTRICTIONS IN LOW VISIBILITY OPERATIONS

In low visibility, access to the perimeter track will be restricted to essential movements only. This is limited to airside operations undertaking safety-related or operational tasks, RFFS transiting to/from the fire station and airport or air traffic engineering vehicles undertaking essential maintenance.

7. BIRDS OR WILDLIFE

Drivers should maintain an awareness that when operating vehicles around the perimeter track they present a risk of disturbing birds or wildlife which may endanger operating aircraft and should avoid engaging in any activity that has the potential to do so. Any concern of wildlife activity should be reported to Airside Operations on 07712 792235.

8. SAFETY PRECAUTIONS

- a) Drivers must adapt their driving according to the conditions of the track at any given time.
- b) Drivers must not enter the track if there is any sign of snow or ice contamination (except for Airside Operations and RFFS carrying out essential tasks).
- c) The perimeter track is not suitable for LGVs including fire appliances, fuel bowsers or coaches.
- d) Drivers must not exceed 20mph.
- e) Vehicles shall pass on the left.
- f) The track is a single-vehicle width; if two vehicles meet then the driver proceeding anti-clockwise should give way.
- g) Drivers should use caution and sound their horn when approaching the blind 90° corner on the south side of the airfield – see diagram for location.
- h) Drivers must not leave the perimeter track onto grass areas unless authorised and when giving way to oncoming vehicles.

9. GENERAL ENQUIRIES

Any enquiries should be addressed to Airside Operations on **01275 473705** or **07712 792235**.

APPENDIX A DIAGRAM OF PERIMETER TRACK

