



OPERATIONAL SAFETY INSTRUCTION

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Manoeuvring Area Driving Standards

Issued By Airside Operations and Safety Manager Ref BRS-OSI-DVO-011

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 number of employees authorised to drive on the manoeuvring area is kept limited to those undertaking essential operational duties only. The safety standards for manoeuvring area drivers are high, to prevent damage to infrastructure, prevent interference with aircraft operations and reduce the risk of runway incursions¹.

2. SCOPE

The manoeuvring area is the part of the aerodrome provided for the movement of aircraft, excluding the apron and maintenance areas. The manoeuvring area encompasses the taxiways and runway.

3. GENERAL RULES

- a) Only drivers with a valid ‘M’ or ‘R’ ADP are allowed to operate on the manoeuvring area. Drivers must have authorisation from Air Traffic Control (ATC) to enter the manoeuvring area and remain under positive control, unless operating under ‘free-ranging’ privileges – see BRS-OSI-DVO-010.
- b) Drivers operating on the manoeuvring area must know their call-sign, and their call-sign must also be known to ATC – see BRS-OSI-DVO-001.
- c) Drivers operating on the manoeuvring area must keep a listening watch to the correct ATC frequency.
- d) The use of in-car infotainment systems and listening to music is prohibited whilst on the manoeuvring area, non-essential domestic radio calls and other activities which would reduce the driver’s situational awareness are not permitted.
- e) Aircraft, including those under tow have, right of way over vehicles.

¹ 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.

- f) All vehicles operating on the taxiways must have an obstruction light fitted and be switched on at all times.
- g) A current Airfield Map must be carried in the vehicle (a digital map is acceptable).
- h) All manoeuvring area drivers should endeavour to maintain a minimum distance of two aircraft lengths behind aircraft which have engines running. Where an operational requirement exists to lessen this distance, all care should be taken to minimise the exposure to the jet blast experienced.
- i) Emergency Services vehicles using blue lights and sirens have priority over other vehicles. Nevertheless, aircraft always have right of way.

4. GRASS AREAS

Vehicles must not be driven on the grass areas unless it is part of the driver's duties. The driver is responsible for ensuring that the grass can sustain the weight of the vehicle and that no damage or rutting to the surface will occur. Acceptable duties include:

- Wildlife control that cannot be completed from an area of hardstanding
- Retrieval of FOD
- Access to navigation aids
- Airfield surveys
- Work in progress (in accordance with the permit)

5. FREE-RANGING

Authorised ADP holders are permitted to free-range on the manoeuvring area, outside of the runway restricted area. Further information is in BRS-OSI-DVO-010.

6. RUNWAY ACCESS

6.1. General

- a) Vehicles can only be driven onto runway 09-27 with the approval of ATC.
- b) Access to the runway is restricted to those drivers holding a valid 'R' ADP. There is one exception for 'M' ADP drivers from Centreline who are permitted to cross the runway via holding points JX or HX to access the north-side fuel farm (see CAP 790 Ch.2 Section 1.10 (b)).
- c) Entry to the runway restricted area without clearance from ATC is a 'runway incursion'. This could seriously endanger aircraft and the occupants of the vehicle. Bristol Airport

takes any runway incursion seriously and a safety investigation will always follow any reported runway incursion.

- d) Any drivers who do not possess an 'R' ADP must be escorted by an 'R' permit holder.
- e) Vehicles that are driven on the runways must be equipped with radio(s) capable of transmitting and receiving on Bristol Tower frequency 133.850.

6.2. Runway Crossing

Drivers must avoid unnecessary runway crossings and use the perimeter track for journeys between the north and south sides of the runway. Vehicles must only cross the runway when it is essential or unavoidable, for example:

- Oversized vehicles that cannot safely navigate the perimeter track
- The perimeter track is closed due to weather or work in progress
- There is an urgent need to cross the runway e.g., aircraft accident, fire, medical emergency, wildlife control
- ATC requirement to get airfield equipment back into service as soon as practicable.

6.3. Trailers or Open Compartments

Vehicles on the runway that are towing open trailers or that have open compartments will increase the risk of FOD.

Drivers of such vehicles must ensure that they have a following vehicle to check for falling FOD. Airside Operations should be contacted to assist where necessary.

7. VEHICLE OR RADIO FAULT

If the driver of a vehicle becomes aware of a fault on that vehicle (including radio issues), the driver must vacate the manoeuvring area by the shortest safe route, without crossing or entering the runway. If operating on the south side of the airfield when the fault occurs, proceed to the perimeter track, and use the track to return to the north side aprons.

8. VEHICLE BREAKDOWN

If a vehicle breaks down and becomes immobile, ATC must be contacted by radio giving the vehicle's call-sign and location. The driver should stay with the vehicle. ATC will advise Airside Operations who will assist.

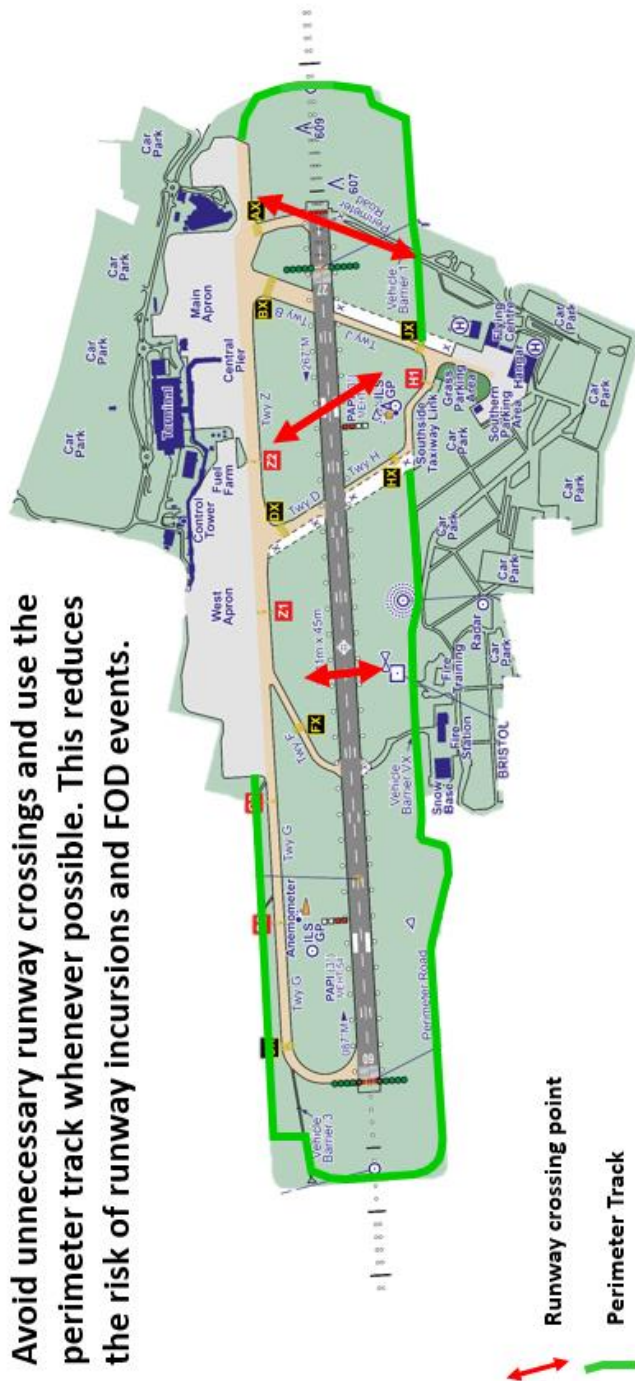
9. GENERAL ENQUIRIES

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

APPENDIX A

RUNWAY CROSSINGS POSTER

Avoid unnecessary runway crossings and use the perimeter track whenever possible. This reduces the risk of runway incursions and FOD events.



Some crossings may be unavoidable:

- Oversized vehicles
- Perimeter track closed
- Urgent need to cross the runway