

Long Beach Airport Restricted Area Driving Test
Study Guide

Requirements

Driving a vehicle within the restricted area of Long Beach Airport requires the issuance of an LGB Airport Badge and a Restricted Area Drivers Permit (RAD). The following rules and instructions apply to driving in the Airport Operations Area (AOA). Issuance of the RAD Permit requires the applicant to have a valid driver's license and 8 hours of behind the wheel driver's experience with proof of certification.

Upon completion of the required Behind the Wheel Driver's (BWD) Training, all personnel must take the Restricted Areas Driver's (RAD) Test, which is held on **Tuesdays 1030-1130** and **Thursdays 1230-1330** in the Second Floor Event Conference Room (Old Legends Restaurant), unless specified otherwise. All candidates will be required to show a current driver's license, behind the wheel certificate, and SIDA/AOA badge issued by LGB during the time of the test. The applicant must score a minimum of 80% in to obtain an airport driver's permit. If applicant failed the test, the test may be retaken. Permit is valid for two years from the date of the test and must be renewed through Airport Operations. Examination results will be kept as a part of the employee's permanent record.

Glossary of Terms

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| ATCT | Air Traffic Control Tower |
| FAA | Federal Aviation Administration |
| FOD | Foreign Object Debris |
| LEO | Law Enforcement Officer |
| RAD | Restricted Area Driver |
| TSA | Transportation Security Administration |
| SIDA | Security Identification Display Area (SIDA) includes any areas requiring each person to continuously display airport-approved identification, unless the person is under escort. |



AOA Airport Operations Area (AOA) The area of the airport specified in the airport security program. These areas include ramp areas, air freight areas, runways, taxiways, and maintenance areas.

Movement

Area Runways, taxiways, safety areas, and other areas of an airport that aircraft use for taxing, takeoff, and landing that are under the jurisdiction of the Air Traffic Control Tower (ATCT). This does not include loading ramps or aircraft parking areas.

Non-Movement

Area Aprons, Perimeter Road, and other areas not under the control of ATCT.

Taxiway The part of the airfield designated for the surface maneuvering of aircraft to and from the runway and aircraft parking areas. Taxiway markings are yellow.

Runway Area on a land airport designed for aircraft landings and takeoffs. Runway markings are white.

Safety Areas An area defined on all sides of a runway or taxiway that is prepared or suitable for reducing the risk of damage to aircraft. This area must remain clear of any obstacles that could impeded the safe path of aircraft and wingtip clearance.

Vehicle/

Pedestrian Entry or movement on the movement area by a vehicle or pedestrian that has
Deviation not been authorized by Air Traffic Control. If you commit a V/PD, you
(VPD) and your company will be fined.

Basic Rules and Regulations

1. Driver must carry a valid driver's license at all times while operating at Long Beach Airport.
2. RAD permit allows personnel to drive on the perimeter road and other non-movement areas only and must be carried by driver at all times.
3. No person should willfully refuse to comply with any lawful order, direction or signal of an Airport LEO.
4. All persons, while in restricted areas, shall comply with all lawful orders or directives of Airport LEO, Airport Operations, or other emergency responders.
5. Smoking is prohibited on the ramp area at all times.



6. Depending on the seriousness of the violation(s), driving privileges may be revoked immediately by an Airport LEO or Airport Operations. The privilege to drive on an active ramp area and portions of the airport may be revoked if the driver receives more than three (3) moving violations within a calendar year.
7. Licenses may be reinstated by the joint approval of the Chief of Security, Airport Operations, and the leaseholder’s manager.
8. Everyone having access to restricted areas is responsible to ensure that his/her operation does not result in FOD being left in the AOA.
9. If you see FOD on a taxiway or runway, remove only if you possess movement area clearance, otherwise report it.

Vehicle Regulations

10. A company logo and LGB decal, or an LGB designated placard, is required on all vehicles while driving on any portion of the airport.
11. For night operations, all headlights, taillights, and running or clearance lights on all vehicles shall be in proper working order. The vehicle driver shall be responsible for the proper operation of such lights. Rear shining spotlights shall be in the off position when driving on ramps or service roads.
12. Airport Operations/Security/Fire Sta. 16 are authorized to inspect and declare unfit for use on airport property, any vehicle or piece of equipment that does not comply with the safety and efficiency of airport operations. Prior to declaring any vehicle or equipment unfit, the matter will be discussed with the appropriate manager/supervisor of the leaseholder involved.
13. No company/individual will operate a motor vehicle on the airport without having an automobile insurance policy to provide cover for liability arising from bodily injury and property damage. Any company violating this policy will have their airfield privileges revoked for a minimum of one (1) year. Proper insurance coverage for vehicles operating on the AOA must be maintained at all times. Proof of vehicle registration may also be required for privately owned vehicles authorized to operate on the AOA.

Driving Rules and Regulations

Speed Limits

14. Speed at all times shall be no greater than posted, reasonable, and prudent, consistent with existing traffic conditions, lighting problems at night, and weather conditions.
15. The maximum speed limits at the following locations are:
 - Perimeter Road around the Terminals**25 mph**
 - Ramp/Apron speed limit..... **10 mph**
 - By Aircraft**5 mph**

Driving Rules

16. When driving in the AOA, personnel should have a valid license and RAD permit.
17. Situational awareness is important to have while driving on the AOA. Having the windows cracked open will help because you can hear oncoming aircraft.
18. Applicants may not operate any vehicle on the AOA unless accompanied by a Long Beach Airport licensed driver for training purposes.

19. All equipment will be operated in accordance with City and State laws, codes, and Airport Regulations.
20. All employees are responsible for the equipment they are driving and may be personally cited for failure to comply with the safe driving code and FAA regulations.
21. All drive-through gates must be relocked and secured immediately after use. It is the responsibility of each driver to visually ensure that the gate is secure; after entry or exit, and that no one enters the AOA behind them.
22. Aircraft shall have the right of over all vehicles, unless otherwise directed by the ATCT.
23. All vehicles shall remain on service or access roads where designated.
24. Only vehicles, equipment, and personnel authorized by airport management may operate on runways and taxiways, or cross runways and taxiways.
25. Under no circumstances shall an authorized vehicle cross a runway or taxiway unless permission from the Tower is granted. Vehicles to be escorted must be escorted by Airport Security, Operations, or other authorized vehicles. They must be equipped with an aviation band radio, and in contact with the FAA Control Tower.

Emergency & Safety Rules

26. All vehicles shall yield the right-of-way to emergency equipment responding to an emergency. Included are crash rescue equipment, fire trucks, security vehicles, or vehicles displaying a revolving red beacon.
27. Any accident involving an aircraft and a vehicle must be reported to Airport Security or Airport Operations immediately.
28. No disabled vehicles may be left unattended or abandoned on any active airport area.
29. No employee may work or park a vehicle adjacent to or on any active taxiways or runways without prior clearance from Airport Operations.

Ramp and Catering Guidelines

30. When driving by a parked aircraft, minimum clearance of any portion of the aircraft is twenty (20) feet.
31. At no time will a vehicle be driven between an aircraft and a loading gate while the aircraft is actively in the process of passenger loading/unloading
32. Except for vehicles in the act of servicing aircraft, no vehicle may drive under any portion of an aircraft.
33. It is unlawful to load a vehicle, cart, or truck so to create a hazard by allowing articles to fall off as it travels on vehicle service road or ramp area.
34. Vehicle/ground equipment not designed to handle passengers shall not be utilized by any person other than the drivers, unless in an approved seat.
35. Equipment not in use will be parked in designated areas with parking brake set, engine and lights off and transmission in park. In addition, cart tongues will be placed in the upright position to engage the brakes making the cart secure. All equipment shall have brakes set.

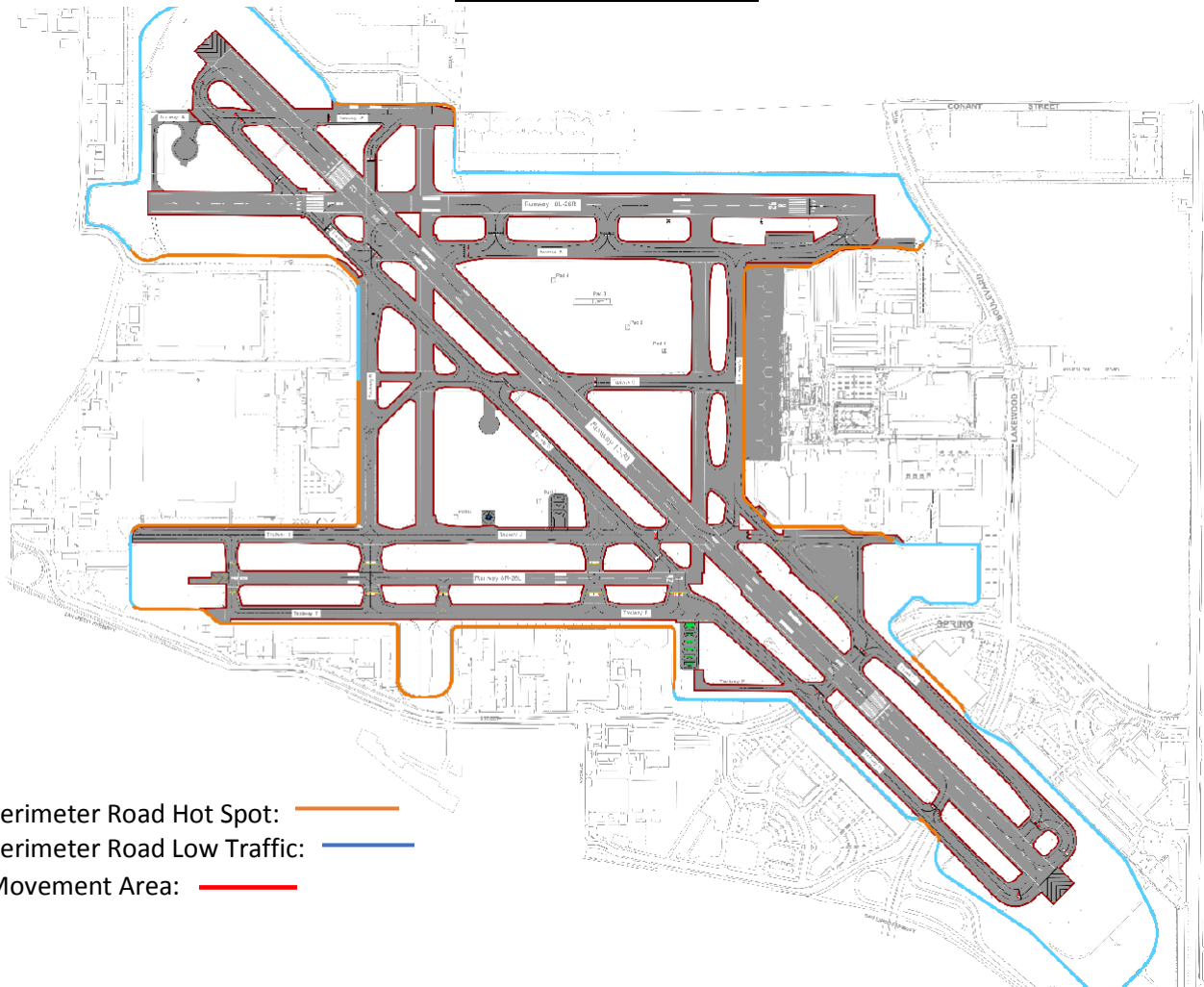


36. A guide man is required any time vision is limited or obscured. (i.e. obstructions, load, equipment, etc.)
37. Aircraft are prohibited from powering back, and out, of gates.

Aircraft Fueling

38. Each fuel truck, shall at a minimum, have two fire extinguishers.
39. When applying dry chemical to a fire, always use a side-to-side motion and continue to push the fire back until it is extinguished.
40. Individually, 80 Octane Avgas is red, 100 Octane Avgas is green, and 100 Octane low lead Avgas is blue, Jet-A is clear. When two fuels of different octane are mixed they become clear.
41. The aircraft and the fueling unit must be properly grounded and bonded prior to fueling operations to prevent the possibility of fire or explosion due to discharge of static electricity. Proper grounding and bonding is performed in the order of truck to ground and truck bonded to the aircraft.
42. The aircraft fueling operators shall not leave the fueling unit unattended while it is connected to the aircraft and/or with the engine running.
43. The fueling control valve (“dead man”) shall be held open only by hand during the entire fueling operation. Holding the valve open by any other means is prohibited.
44. All fuel trucks, during fueling operations, must have the wheels chocked regardless of their braking system.
45. All fuel trucks should be at least 50 feet away from the building.
46. Parked fuel vehicles should be at least 15 feet apart from each other.
47. Immediately notify Airport Operations of any fuel spills, regardless of amount.

Perimeter Road Map










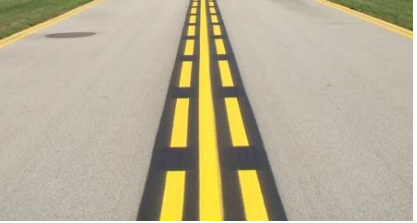


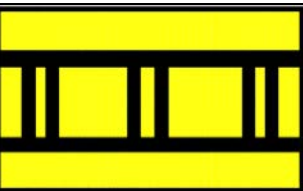


- Perimeter Road Hot Spot: ———
- Perimeter Road Low Traffic: ———
- Movement Area: ———





Ground Frequency: 133.0

Tower Frequency: 119.4



| Airport Signage | |
|---------------------------------|--|
| Taxiway/Runway Hold Position |  |
| Runway Approach Hold Position |  |
| ILS Critical Area Hold Position |  |
| No Entry |  |
| Taxiway Location |  |
| Runway Distance Remaining |  |
| Taxiway Direction |  |
| Runway Exit |  |
| Airport Markings | |
| Movement Area Boundary Line |  |
| Enhanced Taxiway Centerline |  |
| Runway Hold Bar |  |
| ILS Hold Bar |  |
| ILS Critical Area Boundary |  |



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|--|---|
| Taxiway Surface Direction/ Location Marking |  |
| Taxiway Edge Lines | <p data-bbox="643 348 673 531">CONTINUOUS</p>  <p data-bbox="643 594 673 726">DASHED</p>  |
| Zipper Line |  |