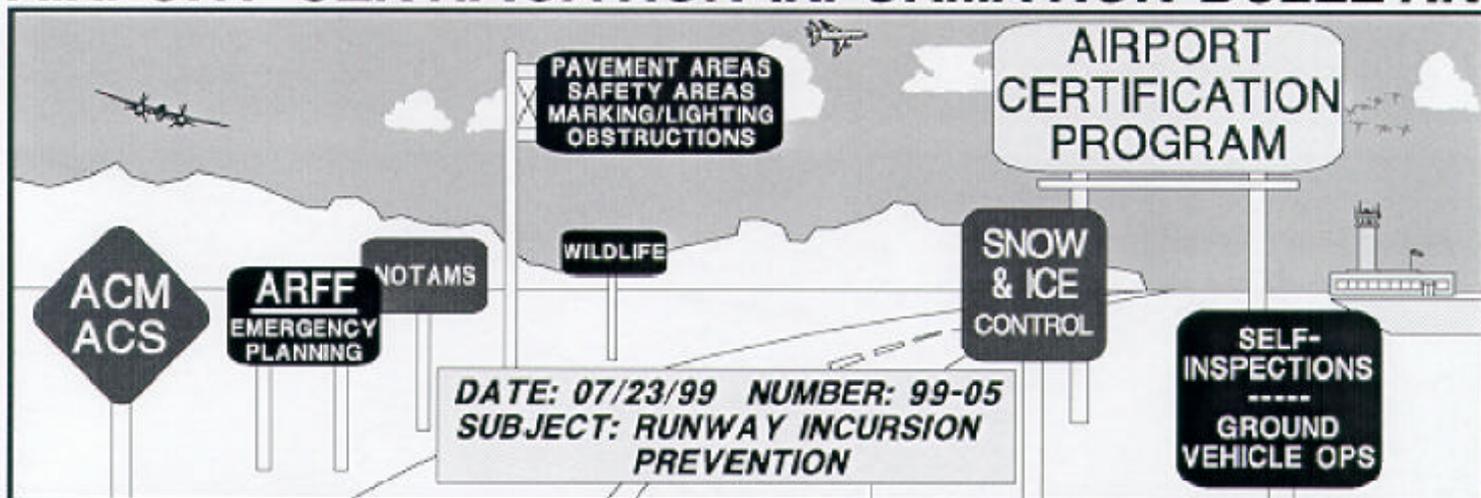


AIRPORT CERTIFICATION INFORMATION BULLETIN



Ground vehicle activity is an essential part of airside operations at any airport. However, certificated airport operators are expected to limit access to movement and safety areas to only those ground vehicles necessary for airport operations (see 14 CFR Part 139.329). This requirement dates back to the major revision of Part 139, effective January 1988.

Ground vehicles necessary for airport operations include vehicles used in *direct support* of rescue, maintenance, and inspection activities associated with the movement and safety areas. These include ARFF vehicles, mowers, airport operations and airfield maintenance vehicles, etc. FAA vehicles maintaining nav aids and certain construction vehicles are also considered as necessary for airport operations. Fuel trucks, catering vehicles, and other *non-direct support* vehicles are not viewed as necessary for airport operations.

In some cases, it may be necessary for fuel trucks or other vehicles to operate on movement areas because currently there is no other practical way for these vehicles to traverse to/from opposite sides of the airport. It is important that airport operators work to correct these situations by constructing service or perimeter roads. This is particularly important as airports consider commercial development in new or undeveloped areas.



Vehicle roadway marking standards are addressed in Section 4 of AC 150/5340-1G, Standards for Airport Markings. Roadway markings are used to delineate roadways that cross, or are located on areas that are also intended for use by aircraft. The photos above illustrate how roadway markings, particularly zipper lines (outlined in black), can dramatically increase the conspicuity of vehicle service roads. Note: Taxiway markings take precedence over roadways.