

JA-AOP-029 Airside Driving Permit Scheme – Appendix B Free Ranging

1 Introduction

- 1.1 Jersey Airport has created this Free Ranging procedure which allows fully trained drivers to proceed around the manoeuvring areas without specific instruction from Air Traffic Control.
- 1.2 These Free Ranging procedures take into account Rule 36 of the Rules of the Air (Jersey) Order 2000 and only applies to drivers in a vehicle.
- 1.3 If personnel operating on the manoeuvring area and are required to vacate the vehicle (e.g. foot inspections, FOD collect, Wildlife Control etc), then these shall be undertaken under positive R/T with Air Traffic Control.

2 General

- 2.1 Free Ranging does not include the Runway and Runway Strip as delineated by the Runway Guard lights (Wig-Wags), painted holding points, stop bars and 105m burn line.
- 2.2 Free Ranging is not permitted when Low Visibility Procedures (LVP's) are in force.
- 2.3 Free Ranging is not permitted when undertaking escorting duties.
- 2.4 Approval shall be obtained from Air Traffic Control via R/T to enter the Runway and Runway Strip.
- 2.5 Dipped headlights shall be used at all times when free ranging.
- 2.6 Free Ranging is only permitted when there is an operational requirement to do so. Currently free ranging is only approved for:
 - i. Airport Rescue and Fire Fighting Service (ARFFS)
 - ii. Airport Engineering Services (AES)
 - iii. Aerodrome Safety Manager (ASM)
 - iv. Air Traffic Control Operational Support Co-ordinators (ATC-OSC)
- 2.7 The following vehicles are authorised to transit through the ILS Critical and Sensitive areas on the perimeter track whilst free ranging:
 - i. Works 1, 7 and 14
 - ii. Electric 1 and 2
 - iii. Tels 1
 - iv. Rescue 6
 - v. Checker 1 and Checker 2
 - vi. Rover 1 and 3
- 2.8 ATC may suspend free ranging at any time by contacting the appropriate departments.

3 Free Ranging – Driver Responsibilities

- 3.1 Drivers of vehicles Free Ranging are responsible for:
- i. Maintaining their own separation from:
 - a. Aircraft
 - b. Aircraft under tow
 - c. Other vehicles
 - ii. Maintaining a listening watch on the appropriate ATC frequency in use.
 - iii. Ensuring that the correct frequency is selected (i.e GMC is selected when Ground is open)
 - iv. Contacting ATC on the 119.450 for permission to enter the runway or runway strip.
 - v. When GMC is open, 119.450 shall be selected when transiting the perimeter track. 121.900 shall be selected whilst on taxiways and apron roadways. To transit the Western Slip road 119.450 shall be used.
 - vi. In an emergency or as directed by ATC, drivers may exit the manoeuvring area on the grass areas in a place of safety that does not interfere with any airport ground lighting or aircraft instrument landing systems.
 - vii. Requesting permission to cross the runway is not permitted.

4 The Western Slip Road (including Emergency Motor Transport Route)

- 4.1 The Western Slip Road runs south of the Bravo Taxiway and gives access to the western perimeter of the airfield, ARFFS Fire Training Ground and North side of the airfield.
- 4.2 This road infringes the Bravo Taxiway strip, and therefore, permission to proceed along this slip road must be obtained from ATC.
- 4.3 Free Ranging vehicles may transit the western slip road from South to North without permission from ATC. This is subject to aircraft movements on the Bravo Taxiway
- 4.4 All vehicles wishing to transit the western slip road from the North shall contact ATC due to restricted view of the Bravo taxiway
- 4.5 There are two yellow stop lines painted on this road at suitable distances, which do not infringe the Taxiway strip, with appropriate warning signs.
- 4.6 An emergency motor transport route has been established from the corner of the Western Slip Road along the Bravo Taxiway to the main apron. Due to line of sight limitations, all vehicles shall request permission from ATC to proceed from the Western Slip Road onto the Bravo Taxiway at all times.

5 Free Ranging Map

- 5.1 A free ranging map has been produced and a copy of this map shall be contained within all vehicles when drivers are operating under free ranging privileges.
- 5.2 This free ranging map contains specific areas within the manoeuvring area but outside the runway strip where free ranging is additionally not permitted due to identified safety zones, hot spots or areas with poor R/T coverage.

6 Free Ranging Procedures

- 6.1 A list of staff that have free ranging privileges is held by ARFFS.
- 6.2 Free ranging is only granted to departments and personnel who both require access to the runway and manoeuvring areas to carry out their duties and have successfully completed and proved competency in the Jersey Airport Manoeuvring Area Driver Training and R/T course in line with the requirements set out by the Aerodrome Safety Manager.
- 6.3 Before driving a vehicle on the manoeuvring area, the driver shall request a radio serviceability check from ATC. This will advise the driver if the readability is less than the required standard.
- 6.4 If the radio readability is less than a four, then drivers shall not enter the manoeuvring areas.
- 6.5 Once ATC have acknowledged the radio serviceability check, the driver may commence free ranging.
- 6.6 Drivers with Free Ranging privileges are required to observe what is happening on their intended route and what is likely to join this route. This information can be gained by listening to ATC instructions to aircraft and vehicles on the relevant aeronautical frequency.