



HONOLULU INTERNATIONAL AIRPORT Movement Area Driver Training



Purpose: This class is to ensure driver safety in the Air Operations Area (AOA).

You shall have the following prior to operating in the Movement Area:

- Possess a valid HNL AOA badge
- Possess a valid HNL Non-Movement Area Ramp License
- Possess a valid State Driver's License
- Successfully complete the Movement Area Driver Training Course and Test

Your vehicle shall have the following prior to entering into the Movement Area:

- 2-way VHF radio with ground to Tower communications
- Beacon or flag visible from one (1) mile. Beacon required for night operations
- Company Logo or sign on vehicle

The AOA consists of all restricted ground areas of the airport. This includes taxiways, runways, loading areas, and parking areas. The AOA is basically everything inside the airport perimeter fenceline.

The AOA is divided into two distinct areas:

- **Movement Area**- The part of an airport for which air traffic control services are provided. Runways, taxiways, and helipads are considered to be in the movement area. Vehicles may move in this area only with the permission of the airport operator and the FAA Tower personnel.
- **Non-Movement Areas** – The part of an airport for which air traffic control services are NOT required. Aprons and ramps are considered to be in the non-movement area.

The Movement and Non-Movement Areas are divided a "Movement Area Boundary Line." This boundary line consists of a single solid and a single dashed yellow line on the pavement. This is an example of a movement area boundary marking:



Signs, Markings, & Lights

Refer to the "FAA Guide to Operations" booklet, Signs & Markings Handout, and "Airfield Signs & Markings Assessment" worksheet for a list of the signs, markings, and lights you will encounter while in the Movement Area. While all of them are important, the following shall be given special consideration:

Taxiway

- Identified by **LETTERS**
- Markings are **YELLOW** consisting of a solid centerline and **YELLOW** double lines at the edges
- Lights are **BLUE**

Runway

- Identified by **NUMBERS**
- Markings are **WHITE**
- Lights are **WHITE** except for the last 2,000ft when the lights change to **AMBER/YELLOW**. At night, the runway threshold lights at the end of the runway, facing you are **RED**, and facing away are **GREEN**

Location Signs- **YELLOW** letters or numbers on **BLACK** background



Directional Signs- **BLACK** letters or numbers on **YELLOW** background

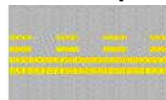


Holding Position Sign- **WHITE** letters or numbers on **RED** background. You must receive clearance from the FAA Tower before proceeding past this sign. This sign is normally accompanied by a “holding position marking.”



Holding Position Marking- Painted **DOUBLE SOLID YELLOW** lines and **DOUBLE DASHED YELLOW** lines. Vehicle on the double solid line side must stop and receive permission from the FAA Tower to proceed.

Holding Position Marking:



Communications

Refer to the “FAA Guide to Operations” booklet and “Air Traffic Control Phraseology” handout.

You may not cross the boundary line unless you have the permission of, and are under direct control of the FAA Tower personnel.

In requesting permission, you must state:

1. Address who you are speaking to (identification call sign)
2. Where you are
3. Where you want to go (state your route)
4. State that you “**WILL REMAIN CLEAR OF ALL RUNWAYS AND GIVE WAY TO ALL TAXIING AIRCRAFT.**”
5. End your transmission with your call sign

You must read back all HOLD SHORT instructions and Hold Short until cleared to proceed.

Do NOT ask to cross a runway if you can use a perimeter road. For instance, use the perimeter road to travel between the North Ramp and South Ramp. Should you need to cross a runway, it should be done on the ends as much as possible.

When the FAA Tower gives you instructions, you must always read the instructions back to the controller followed by your identification call sign.

If you are in doubt or unclear on the directions, ask the Tower to "Say Again." In addition, if you are concerned or see a danger in their instructions, let the controller know your concern.

Do NOT use "10" Codes when speaking on the FAA Tower or HNL Ramp Control.

The term "Go Ahead" NEVER means to move your vehicle and proceed. It means, "State your request."

Airport Radio Frequencies:

- HNL Ground Control **121.9**
- HNL Tower **118.1**
- HNL Ramp Control **121.8**

Light Gun Signals:

Should your radio fail while you are on the runway or taxiway, you should move off the runway/taxiway and point your vehicle towards the tower then flash your headlights. The Tower may use a light gun to communicate with you. The gun signals and their meanings are:

- Steady Red- Stop
- Flashing Red- Move off the runway or taxiway
- Flashing White- Return to you starting point on the airport
- Steady Green- OK to cross or proceed
- Alternating Red and Green- Proceed with Extreme Caution

You may also contact the Tower via phone at 808-840-6221.

HNL Runways and Taxiways

Refer to the "Honolulu International Airport Airfield Diagram."

HNL has 4 major runways with 8 directions:

1. 8R-26L, 200' x 12,000'
2. 8L-26R, 150' x 12,312'
3. 4L-22R, 150' x 6,945'
4. 4R-22L, 150' x 9,002'

Aircraft take-off and land into the wind (Tradewinds = 4 & 8 / "Kona" Winds = 22 & 26)

The major taxiways to remember are:

- Taxiways A, B, and Z- runs parallel to Runway 8L
- Taxiway C- runs parallel to Runway 4R
- Taxiway R- runs parallel to Runway 8R
- Taxiway G and L- used heavily in and out of IIT

Hot Spots

Please refer to the Honolulu Airport Hot Spots” handout

1. Runways 4R and 4L approach zones, close proximity, wrong runway landing
2. Runways 4L-22R, 8L-26R, and Taxiway K
3. Runways 4L, 8L-26R, Taxiways E and B
4. Runway 8L, Taxiways A, V, T, J, and M
5. Taxiway J- Tower cannot see portions of J due to trees on golf course.
6. Taxiways F, D, E, K, & C between RWYs 4L & 4R - relocated runway hold positions

Foreign Object Debris (FOD)

Foreign Object Debris (FOD)- Anything and everything on the airfield that can cause damage to a aircraft by being sucked into a jet engine. Examples of FOD are trash, rocks, cans, and tools. FOD is everyone’s business, so if you see or create FOD, please remove it immediately.

Wildlife

Birds pose a great danger to aircraft taking off and landing. HNL has the USDA Wildlife Service’s patrolling during hours of the day. If you see a flock of birds that may be a hazard, call Ramp Control at 808-836-6603.

Wildlife Services are able identify the species, determine if the species are protected, and take the appropriate course of action. These actions may include hazing, harassing, or lethal means.

Important Information

Speed Limits:

- No vehicle shall drive faster than five (5) miles per hour in the vicinity of any parked aircraft fuselage.
- Ten (10) miles an hour adjacent to parked aircraft, in baggage concourse areas, and around terminal buildings.
- Twenty (20) miles an hour on any marked roadway on the apron or ramp.
- Thirty (30) miles an hour on any taxiway, runway, or other aircraft movement area other than aprons or ramps.

If you see or are involved in an accident, call your supervisor to report it. In addition, ask your supervisor to contact Ramp Control immediately.

MOVING AIRCRAFT ALWAYS HAVE THE RIGHT-OF-WAY ALWAYS! Do not try to outrun a moving aircraft, give way to it.

Important Contact Numbers

Emergencies

PAX 711

808-836-6670

Non-Emergency

Ramp Control 808-836-6603

Airport Duty Manager 808-836-6434

Airport Operations Manager 808-836-6428

For more information on Airport and Vehicle Driver Safety, please visit:

<http://www.faa.gov/airports/runwaysafety/>