

## LAX Restricted Area Driver Trainer Checklist

**Driver Trainee Name:** \_\_\_\_\_

**Agency:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Evaluator:** \_\_\_\_\_

### Vehicle Service Roads

- Airfield familiarization
  - North and South Complexes
  - Runway Identification
  - Taxiway Identification
  - Service Road Identification
  
- Overall situational awareness
  - Start with a pre-trip inspection of vehicle (headlights, taillights, brakes, reflectors, tires, fuel level, company logo, horn, roadworthy condition, no F.O.D. hazards)
  - Plan route before going onto the AOA
  - Always keep head and eyes moving to be aware of what is around you
  - Maintain safe distance between your vehicle and preceding vehicles
  
- Vehicle Service Road (VSR) markings
  - Zipper Markings Plan ahead, get the big picture, remain clear of the zipper markings on VSR's so that aircraft can pass unobstructed
  
  - Surface painted speed limits
  - Stop for aircraft limit lines denote where to stop for aircraft to pass safely Ensure there is adequate space to clear the taxiway/VSR intersection before proceeding across
  
- Vehicle Service Road (VSR) Signs
  - Stop for Aircraft and Stop for Landing Aircraft Signs
  - Stop Signs Make complete stops at stop signs, including surface painted stop signs
  
- Vehicle Service Road (VSR) speed limits
  - 10 MPH on VSR Sierra behind Tom Bradley International Terminal
  - 20 MPH on all other VSR's
  
- Yielding to aircraft
  - Aircraft always have the right of way, whether taxiing/towing or pushing back



**LAX**

*Los Angeles World Airports*

- Maintain a safe distance: only cross taxiway/VSR intersections when there are no aircraft taxiing in the vicinity and crossing can be done at a safe distance
- Yielding to emergency vehicles
  - Police, Fire, Ops Vehicles
  - ADG VI Operations, move to adjacent lane for wingtip clearance
- Inclement Weather and Nighttime Driving
  - During inclement weather: reduce speed, increase following distance, plan route, stop at all “stop for aircraft” signs, and listen for aircraft when visibility is reduced
  - Nighttime driving requires heightened situational awareness. Look for aircraft lights, vehicle lights and reflectors, and VSR markings, lighting and signs

### **Terminal Ramp Areas**

- Vehicle Service Road designated terminal access points
  - Use caution for taxiing aircraft when crossing taxiway
  - Stop at the limit line before committing to turn onto the terminal access VSR’s
  - Do not deviate from marked roadway
  - Be vigilant for aircraft pushing back from gates
- Aircraft parking limit lines around terminals
  - Stay as close as possible and yield to pedestrians
  - Reduce speed
  - Use caution for aircraft pushing back and taxiing into gates, look for the 5 signs an aircraft will commence push back: red flashing beacon, wing walkers, jet bridge detached from aircraft, wheel chocks removed, aircraft tug is attached
  - Use caution for jet blast hazard when aircraft engines are running
- Aircraft parking safety envelopes
  - Do not leave vehicles or equipment parked and/or unattended within the aircraft safety envelopes
  - Watch speed when operating in the aircraft parking safety envelope (3 MPH or walking speed)
  - Do not drive or park under passenger boarding bridges
  - Park only in designated areas
- Jet blast
  - Do not drive behind taxiing aircraft or aircraft with running engines
  - Do not drive between aircraft with engines started and Airport Operations vehicles with emergency lights on as the aircraft may be conducting a cross bleed engine start
- Construction areas
  - Do not drive in construction areas without prior approval



- Use caution when driving near construction areas; observe and comply with all signs, barricades, and delineators

**Comments:** \_\_\_\_\_

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