

Lone Star Executive Airport DRIVING IN THE AIR OPERATIONS AREA

Safely operating a motor vehicle on the airport requires a certain amount of knowledge in order to comply with airport procedures and regulations.

First, a few definitions:

Air Operations Area: Any area of the airport used or intended to be used for

Aircraft Movement Area: the area of the Aircraft Operating Area where entry is prohibited without clearance from the Air Traffic Control Tower. At our airport, this area includes the runways, and almost all taxiways (see diagram).

Non-movement Area: other areas not in the Aircraft Movement Area where aircraft may be in motion or parked. These are basically the areas inside the motor vehicle gates. Radio/contact permission is not required. Aircraft and vehicles may be operating on their own and caution is required. At our airport, this area includes the main parking aprons, individual FBO ramps and tie-down areas, private hangar ramps and taxi lanes, and Taxiways DD, E, EE, and the segments of Taxiways F and DD that are west of Taxiway D (see diagram).

Prohibited area: The Aircraft Movement Area AND its adjacent safety areas.

Restricted area: All areas within the perimeter fence line of the airport.

Pedestrian/vehicle deviation: When a person, vehicle or aircraft enters the movement area without clearance from the tower.

The basics:

Driving inside the gates requires some knowledge of air operations and is not meant for everyone. That is why we issue gate codes and for that reason we ask that you never share the gate code with anyone.

Aircraft have the right-of-way at all times. With deadly propellers, restricted visibility and less maneuverability than your average car, SUV or pickup truck, we must exercise greater caution and **use slower speeds** when operating near them. The following speed limits will help us all drive more safely on the airport:

- 30 MPH on airport streets
- 15 MPH on the airport air operations area (inside the gates)
- 10 MPH in hangar/tie-down areas
- 5 MPH within fifty feet of any aircraft

We must also be careful to watch for, and give way to, aircraft that may be coming out of a parking spot, hangar area, moving up a taxi lane, or turning off the taxiway into a parking area. Also, drivers of other vehicles may be distracted in their activities, so they require equal caution. At night, be aware that headlights, pointed near a pilot's eyes, will both temporarily blind him/her and reduce "night vision" for some time afterward.

Know where you are on the airport, where you are going and what route you plan to travel. Driving into the **Aircraft Movement Area** is prohibited without permission from the airport and clearance from the tower. The only exception is if you are under escort by a vehicle that has obtained the necessary permission

Operation of a motor vehicle, bicycle, golf cart, four-wheeler, or pedestrian activity in the Aircraft Movement Area, Restricted or Prohibited areas after the tower has closed is **NOT** permitted.

You can move north and south from one end of the airport to the other, but must remain west of Taxiways A and D. Access to/from Taxiway L is restricted to aircraft and fuel trucks.

Stay close to the hangars or tie-down areas that stretch across the airport. The best procedure is to use the surface streets to move among different areas of the airport (North/South/Central Parkways, Military Drive, Carl Pickering Drive). Note that FBO main ramp areas, taxiways E and EE, and Taxiway F west of Taxiway D are not movement areas, so aircraft and vehicles should use extra caution. Exercise special vigilance for aircraft taxiing to/from hangar areas, and military helicopters taxiing on Taxiway F.

Questions? Please contact the airport administration at 936.788.8311 or scott.smith@mctx.org, and let's all be safe!!

AIRCRAFT MOVEMENT AREA
TOWER CLEARANCE REQUIRED



AIRCRAFT NON-MOVEMENT AREA
MUST GO THROUGH A GATE TO ACCESS THESE AREAS
EXERCISE CAUTION