



Non-Movement Area Driver Training Program

Study Guide and Informational Booklet



Presented by Airport Operations

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Introduction

This training guide has been provided to you by the Operations Department of the Memphis-Shelby County Airport Authority (MSCAA). Our goal is to operate a safe and efficient airport, and to reduce the number of accidents and/or incidents in the non-movement area. The procedures, guidelines and airport specific information contained within this guide, when combined with proper training from your company, will provide you with the basic knowledge needed to meet these goals.

This guide provides a general overview of safe operating procedures for driving on the non-movement area at MEM. It is not intended to cover all specific conditions encountered while working at the airport. If there are questions about differences between this guide and local procedures, they can be resolved by your supervisor or by contacting the Airport Operations Training Office at (901) 922-0162.

The Non-Movement Area Driver Study Guide is intended for ramp familiarization training and should be a review only. Proper training from your company is required prior to driving at the Memphis International Airport.

Why do we require this training?

The purpose of this study guide is to provide training guidance to all individuals who operate vehicles and/or equipment on the airfield. The intent of this study guide is to supply the reader with information on procedures recommended for safe vehicle operations on the AOA and other restricted areas at Memphis International Airport. The information in this study guide is extracted from applicable Airport Rules and Regulations.

Possible consequences of non-compliance include:

- ➔ Suspension of non-movement area driving privileges
- ➔ Permanent revocation of non-movement area driving privileges
- ➔ Fines/penalties as defined in the MSCAA Rules and Regulations

Who is required to have a Class 2 license?

Any individual whose job duties require that they traverse the AOA at Memphis International Airport is required to obtain an airfield driver's license before operating a vehicle on any portion of the airfield. License use is limited to work-related areas during work hours only.

Tenant organizations shall be responsible for the dissemination of, accessibility to, and compliance with the MSCAA Rules and Regulations by their employees. These Rules and Regulations may be amended, changed, or modified by MSCAA, as necessary.

In addition to the Rules and Regulations, each tenant organization shall provide this Study Guide or a similar Airport-approved driver training program to their Class 2 employees.

Students that successfully complete the course, with a passing grade, will be issued a Class 2 badge as shown below.

How long is the license valid?

Class 2 badge holders must renew their badge every 12 consecutive calendar months.

What is the difference between Non-Movement Area Driver Training (Class 2) and Movement Area Training (Class 3)?

Class 2 – Permit for the operation of vehicles in all areas **EXCEPT**: runways, taxiways, and safety areas. A “steering wheel” icon on the MEM SIDA badge is used to identify a driver with a Class 2 certification.



Class 2/Non-Movement

NOTE: FedEx provides training to FedEx-related employees for non-movement area licenses for FedEx exclusive areas. This examination is conducted by FedEx and includes an interactive computer-based test and an initial practical exam in a vehicle.

MSCAA Class 2 or 3 certified drivers (Operations, Airport Police, Fire, Airfield/Bldg. Maintenance, Development, etc.) are authorized to operate organizational vehicles in the FedEx exclusive areas in the performance of their official duties.

Class 3 – Permit for the operation of vehicles and taxiing aircraft (aircraft taxied by maintenance personnel) in all areas. The class 3 license enables the operator to traverse taxiways, runways, and safety areas while under the supervision of an FAA air traffic controller via radio. An “aircraft in a blue circle” icon is used to identify a driver with a Class 3 certification.



Class 3/Movement

SMGCS – Surface Movement Guidance Control System. Permit for the operation of vehicles during reduced visibility conditions where the runway visual range (RVR) is less than 1200 feet. A “storm cloud blocking the sun” icon is used to identify a driver with a SMGCS certification.



SMGCS/Reduced Visibility

Movement Area Training is for those individuals that have a daily operational need to enter the Aircraft Movement Area (AMA), for instance, airline maintenance teams that need to relocate an aircraft from a maintenance facility to the ramp.

Class 2 training **only** allows you to access the perimeter roadway and ramp areas. **Entering the AMA is strictly prohibited.**

What is the Application Process?

Persons employed at Memphis International Airport may apply for an AOA Operator's license by submitting an application to the Airport ID Office. Airport tenants and/or owners of equipment authorized for operation on the AOA may submit the application for their employees/operators.

Only those designated as an Authorized Signatory are permitted to sign off on applications.

Applications, visual aids, & study materials for the airfield driver's license test may be obtained at the ID Office located on the baggage level of the B-Terminal building (901-922-8005), online at <https://flymemphis.com/badging/>, or by calling the MSCAA Operations Training Office (901-922-0162) open from 6:30 AM – 3:30 PM Monday – Thursday and 7:00 AM – 3:00 PM every other Friday.

Are there any prerequisites for Class 2 training?

Applicant Drivers must:

- ➔ Possess and present a current and valid State operator's license to operate a motor vehicle. Both the Class 2 Badge and a valid driver's license are required to operate a motorized vehicle on the AOA.
- ➔ Be at least 18 years of age.

After passing the computer-based Class 2 IET Non-Movement Area exam, it is the responsibility of the employer to give all applicant drivers a thorough orientation of the AOA and to train them on any/all vehicles they will operate in accordance with current corporate and aviation/transportation industry safety standards **PRIOR** to operating on the ramp area.

This Study Guide and Informational Booklet shall be incorporated into each tenant's driver training curriculum.

MSCAA employees need to make arrangements with their immediate supervisor for on-the-job training.

Objectives:

Upon completion of the Class 2 computer-based IET training course, along with your employer provided training, you should be able to:

- ➔ Define runway incursion and surface incident and understand the importance in preventing them.
- ➔ Identify movement/non-movement boundary line.
- ➔ Identify what side of the movement/non-movement line you stop on.
- ➔ Define what the black/white zipper marking means here at MEM and know what steps are needed to cross it.
- ➔ Understand why aircraft always have the right of way.
- ➔ Understand how to safely operate around airplanes.
- ➔ Know your limitations during a SMGCS operation.
- ➔ Understand the MSCAA Rules and Regulations that apply to operating in the AOA and how to comply with them.

Definitions:

Aircraft Movement Area (AMA) – the runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

Safety Area – a defined area comprised of either a runway or taxiway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway or the unintentional departure from a taxiway. Figure 3 illustrates the runway safety area.

Runway (RWY) – a rectangular paved surface on an airport designed for the take-off or landing of aircraft.

Taxiway (TWY) – a paved surface designed for the movement of aircraft from one part of an airport to another.

Taxilane (TL) – The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

Acronyms:

AOA – Air Operations Area

AMA – Aircraft Movement Area

ATC or ATCT – Air Traffic Control Tower

CDF - Centralized De-icing Facility

FAA – Federal Aviation Administration

FBO – Fixed Base Operator (handles GA Aircraft)

FOD – Foreign Object Debris/Damage

GA – General Aviation

ICAO – International Civil Aviation Organization

IET – Interactive Employee Training

MEM – Three letter identifier for the Memphis International Airport

MSCAA – Memphis-Shelby County Airport Authority

RSA – Runway Safety Area

RVR – Runway Visual Range

RWY – Abbreviation for Runway

SMGCS – Surface Movement Guidance and Control System

TWY – Abbreviation for Taxiway

SECTION 1 – Runway Incursions and Surface Incidents

Runway Incursions

On October 1, 2007, the FAA adopted the ICAO definition of a runway incursion. It states:

Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take off of aircraft.

Runway incursions are broken down into three categories.

1. **Operational Error (OE):** An error is made by an air traffic controller.
2. **Pilot Deviation (PD):** When a pilot enters the runway without permission.
3. **Vehicle/Pedestrian Deviation (V/PD):** When a person or vehicle enters the runway without permission.

Surface Incidents

Although the concept of runway incursions is important to understand, Class 2 drivers **should not be operating in the Aircraft Movement Area**. The major area of concern for non-movement area drivers is Surface Incidents. A Surface Incident is defined as:

an unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

SECTION 2 – Airfield Familiarization

Airfield, Terminal, and Ramps

See below for the Airport Diagram (current edition):

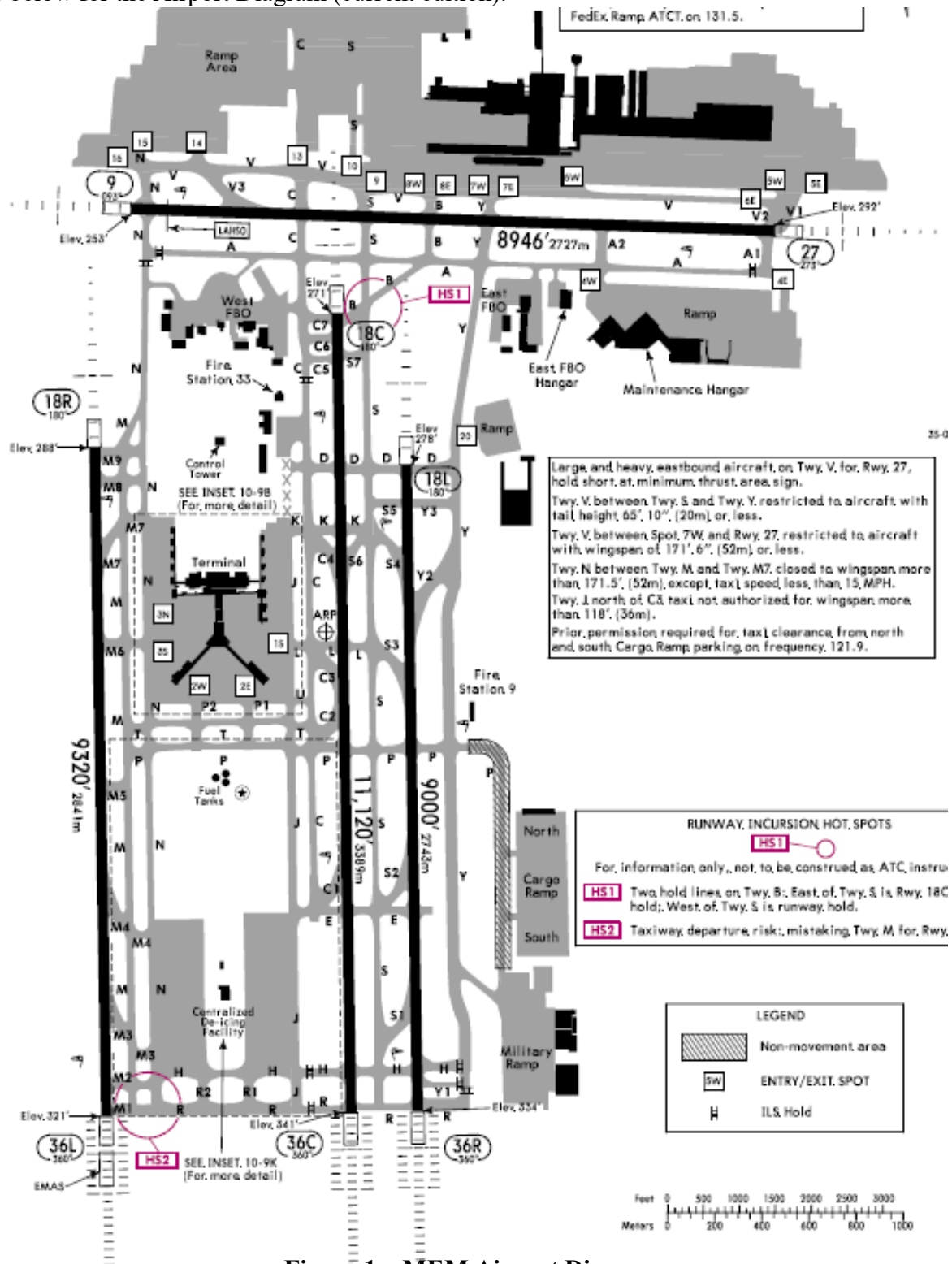


Figure 1 – MEM Airport Diagram

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See below for the CDF Ramp Diagram:

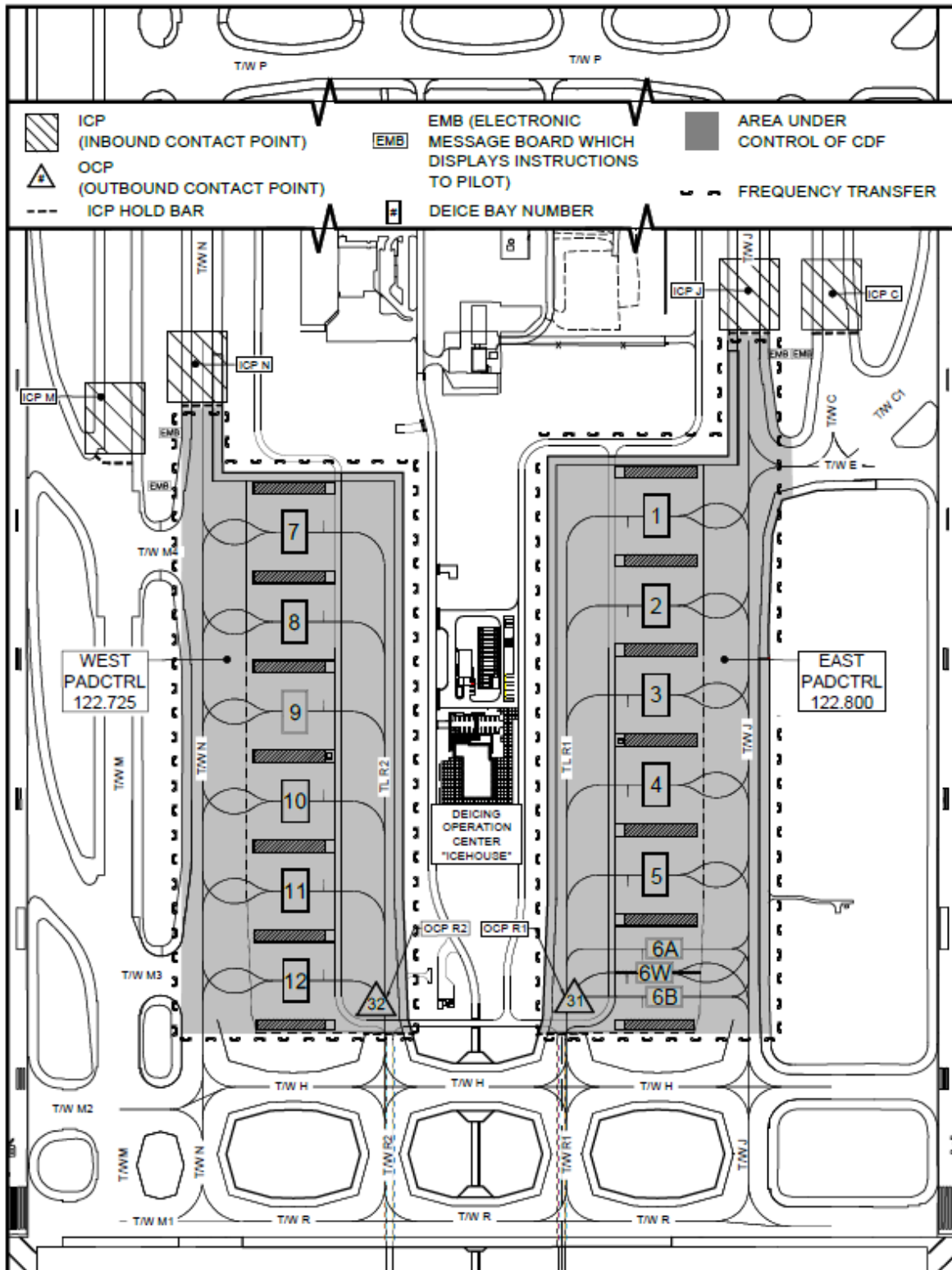


Figure 3 – MEM Centralized De-Icing Facility

Movement Area vs. Non-Movement Area

Most Class 2 drivers will be operating in and around the aircraft parking gates shown in Figure 2. However, to avoid unauthorized access of the movement area (known as a Surface Incident), drivers must be aware of how to identify the movement area from the non-movement area. Here at MEM, these areas are separated by the **movement/non-movement boundary marker (Figure 4)** which consists of one solid yellow line and one dashed yellow line with the dashed side facing the movement area and the solid side facing the non-movement area. A general rule of thumb for Class 2 drivers is to think of the ***“solid line as a wall they cannot cross”***

At MEM, the movement/non-movement boundary markers can be predominantly found along the Juliet Cargo Ramp, the Centralized De-icing Facility, perimeter roads where the roadway is next to or crosses over TWYs (Military Ramp, TWY Papa, UPS, Wilson Air, and the Southern FedEx Ramp). It is also common to see movement/non-movement boundary markers bordering non- movement roadway zipper lines or construction corridor routes that cross through movement areas.

Around the terminal area, and to mark vehicle roadways crossing Taxiways, a **zipper** marking (Figure 5) is also used to delineate the movement from the non-movement area and is represented by a black and white zipper marking.

DO NOT CROSS THE ZIPPER MARKING.

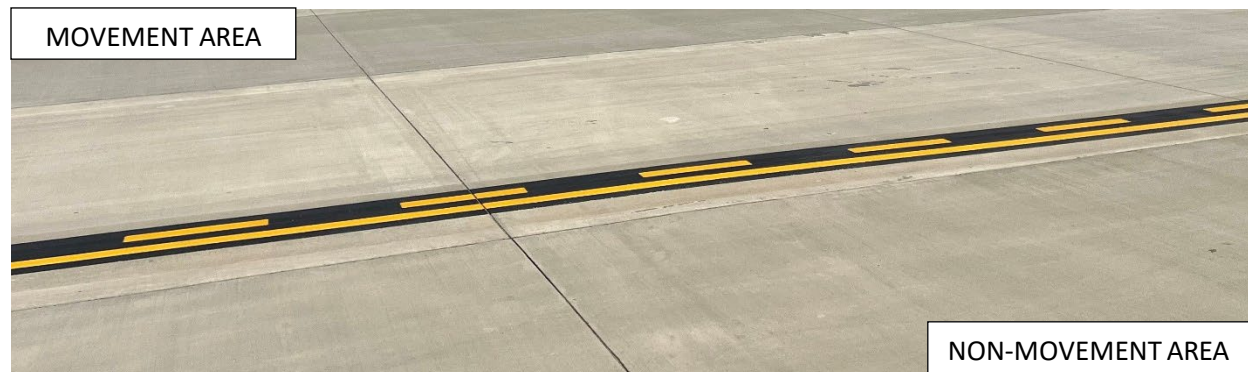


Figure 4 – Movement/Non-Movement Boundary Marker



Figure 5 – Dashed Taxiway Edge Markings and Black/White Zipper Marking

Non-movement Areas: Taxilanes, aprons, roadways, and other areas not under the control of air traffic, or at airports without an operating airport traffic control tower, do not require FAA clearance to operate in this area (**REQUIRES a CLASS 2 AOA LICENSE**). These areas include —

- ➔ Service drives, primary, and perimeter roads
- ➔ Cargo aprons
- ➔ General aviation ramp/apron
- ➔ Air carrier ramp/apron(s)

Movement Area: Runways, taxiways, and other areas of the airport utilized for taxiing, hover taxiing, air taxiing, and takeoff or landing of aircraft, exclusive of loading ramps, maintenance ramps and parking areas. This definition includes the associated safety areas. Approval from the FAA Control Tower must be obtained prior to operating in this area (**REQUIRES A CLASS 3 AOA LICENSE!!**).

Vehicle Crossings

Taxiways P1 & P2 (Figure 6) and R1 & R2 (Figure 7) have been designated as vehicle crossing points across the movement area in order to facilitate the movement of vehicles between the terminal apron, and areas such as the fuel farm, deicing facilities, and the construction laydown areas. Authorization from the Air Traffic Control Tower is not necessary while driving on the P1 & P2 and R1 & R2 roadways, except during SMGCS/reduced visibility when an escort is required.

Taxiway P1. This taxiway and vehicle crossing is east of, and parallel to, Taxiway P2. This taxiway is only for vehicles requiring access between the north and south sides of the AOA. You must have a MEM SIDA badge with an AOA Class 2 or 3 badge to traverse P1 or be escorted by someone who has authorization to cross at P1.

Taxiway P2. This taxiway & vehicle crossing is west of, and parallel to, Taxiway P1. It is closed to routine traffic and is to be **utilized solely by construction vehicles** until ramp construction projects have ended. At that time, the P2 crossing will be discontinued.

Taxiway R1. This vehicle crossing is east of, and parallel to, Taxiway R1. This vehicle crossing is to be used by vehicles needing access to the CDF from the Southeast Perimeter Road. You must have a MEM SIDA badge with an AOA Class 2 or 3 badge to traverse this crossing point or be escorted by someone who has authorization to cross.

Taxiway R2. This vehicle crossing is west of, and parallel to, Taxiway R2. This vehicle crossing is to be used by vehicles needing access to the CDF from the Southwest Perimeter Road. You must have a MEM SIDA badge with an AOA Class 2 or 3 badge to traverse this crossing point or be escorted by someone who has authorization to cross.

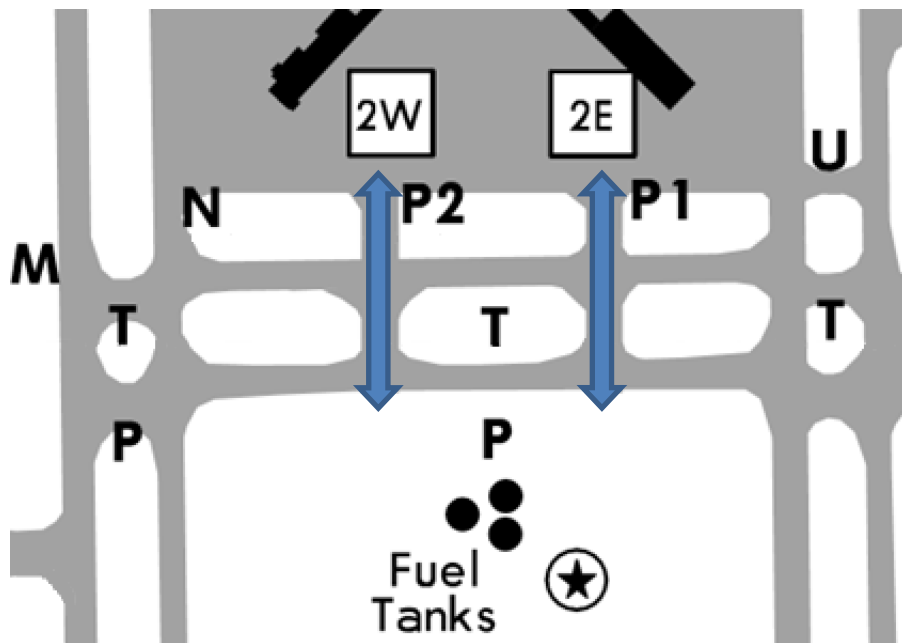


Figure 6 – Vehicle Crossing Points at TWYs P1 and P2

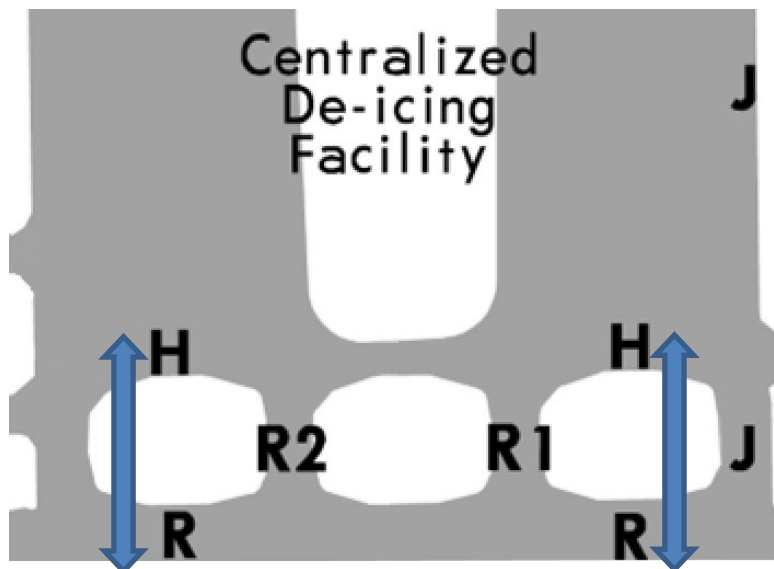


Figure 7 – Vehicle Crossing Points near TWYs R1 and R2

Crossing Rules:

- ➔ Before crossing, vehicles must ensure that they are able to completely cross the taxiway without interfering with a moving aircraft. This involves looking in all directions, including distant taxiways such as TWYs C, J, M, & N.
- ➔ Do not exceed 25 mph.
- ➔ When crossing towards the ramp, if an aircraft is pushed back and unhooked from the tow-bar and tug/pushback, **DO NOT CROSS!!!** Wait until the aircraft has departed the area. If the aircraft is still hooked up to the tow-bar and tug/pushback, use EXTREME CAUTION when crossing.
- ➔ If you fail to see an aircraft and one is approaching you “head-on” while crossing, **IMMEDIATELY** turn around and proceed back to the ramp or fuel farm area. If you fail to see an aircraft and it is located behind you traveling in the same direction, **IMMEDIATELY** proceed on your intended path/direction to place distance & time between your vehicle and the aircraft.

P1 Security Checkpoint. A security checkpoint is posted on the south side (fuel farm side) of the Taxiway P1 crossing. All vehicles entering/returning to the terminal ramp from other parts of the Air Operations Area **MUST** proceed through this P1 Checkpoint. Failure to do so may result in Notices of Violation and/or significant fines from the TSA.

NOTE: Airport Operations, Police, and ARFF personnel are exempt under specific conditions. If you have any concerns or questions, please contact Airport Operations at 901-922-8117.

SECTION 3 – Safety/Rules & Regulations

Operating on the Apron

One of the most congested areas at any commercial service airport is the apron area adjacent to terminal facilities. Aircraft taxi to and from the gates while ground service equipment (GSE), used for aircraft servicing, catering, fueling, deicing, and baggage-loading and unloading services, operate in close proximity. Heightened awareness and focused coordination and communication are required to maintain safety among ramp workers, aircraft operations, ground vehicle operations, and in some cases, passengers.

When an aircraft's engines start and the aircraft begins to move, force or wind is generated behind that jet engine causing the potential for injury to yourself or damage to your vehicle. This hazard is called jet blast or prop wash. There have been several cases where vehicles have been overturned by jet blast. Drivers should be aware of the rotating/flashing red beacon(s) located on the top of the fuselage, on its underside, and/or on the aircraft's tail. This beacon is typically illuminated in conjunction with imminent engine start.

Right-of-Way

All motor vehicles and ground equipment must yield to all moving aircraft while in any area of the AOA. Aircraft, emergency vehicles and pedestrians have the right of way. The operator must never drive into the path of any moving aircraft, nor any aircraft preparing to move.

All vehicles must pass to the rear or side of taxiing aircraft. While on the ramp **no vehicle may pass closer than 20 feet off the wingtip** of any moving aircraft, and **no closer than 200 feet behind any moving aircraft**.

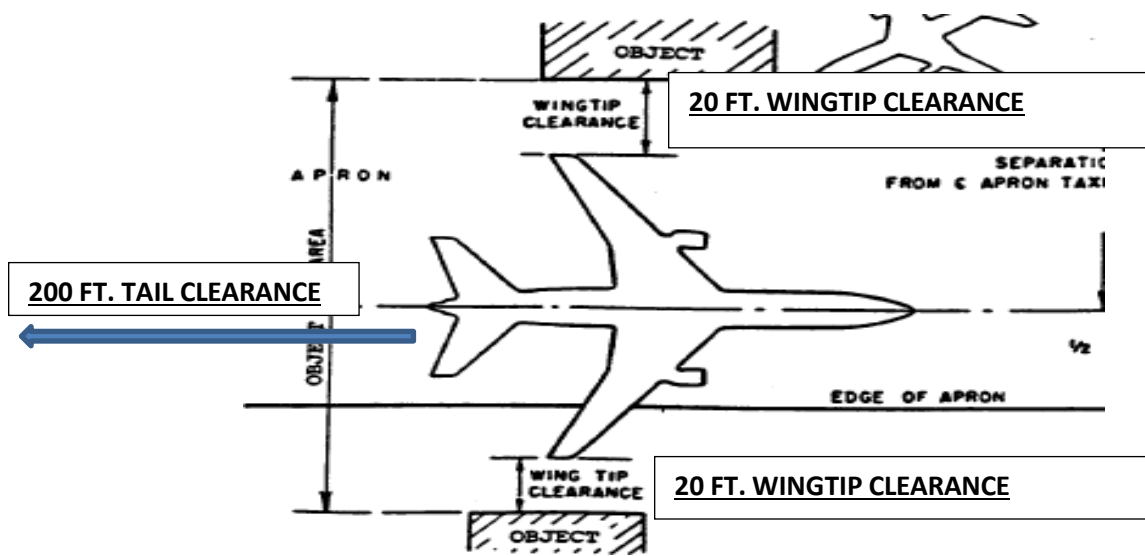


Figure 8 – Aircraft/Vehicle Clearance

Driving under the wing of a moving aircraft is strictly prohibited.

When traveling on the apron, always use designated primary roads. Driving close to buildings, around vehicles, or aircraft is prohibited. This policy helps to establish a predictable order to vehicle movements in congested areas and helps to ensure their visibility to aircraft and other vehicles.

Parked aircraft may still have their engines running, so be aware of the hazards of jet blast or prop wash, which may overturn vehicles. Before an aircraft engine is started, the aircraft's red flashing beacons must be on. In some instances, propellers and engine spinners are marked to indicate when the engine is operating. A pilot's ability to maneuver quickly on the ground is limited. Propellers and jet engines can cause significant damage and injury to personnel. In addition, cockpit visibility prohibits the pilot from seeing under the nose or behind the aircraft and limits the pilot's ability to avoid ground vehicles.

Speed Limits

The maximum speed for all vehicles and equipment, with the exception of authorized emergency vehicles during emergency functions, operated within the designated driving primary drive lanes and the airfield perimeter roadway is **25 miles per hour**.

Vehicles and equipment operated on all other apron areas, service drives, and at the fuel farm **must not exceed 15 miles per hour** (unless otherwise posted), with the exception of authorized emergency vehicles during emergency functions.

The maximum speed for vehicles operated in the baggage makeup areas, and in designated drives under the terminal is **5 miles per hour**.

The maximum speed for all motor vehicles and ground equipment operated in areas such as runways and taxiways will be determined by the operator in accordance with operational necessity and safe operating practices.

All aircraft will be taxied at a safe and prudent speed.

The **maximum speed for construction vehicles will be determined by the Director of Operations and Public Safety** and will be based on the construction site and location, and operational necessity.

No vehicle shall pass another ground vehicle in a designated vehicle roadway.

Vehicle Accidents

Operators of vehicles involved in an accident on the airport that results in injury to a person or damage to an aircraft, airport property, or another vehicle shall —

- ➔ Immediately stop and remain at the scene of the accident.
- ➔ Render reasonable assistance, if capable, to any person injured in the accident.

- ➔ Provide and surrender the following to any responding MSCAA personnel: name and address, airport identification card, state driver's license, and any information such personnel need to complete a motor vehicle accident report.
- ➔ Must make a full report to the Airport Police as soon as possible by calling Airport Communications at 901-922-8298.
- ➔ In the event of a release or threatened release of hazardous materials or other contaminants into the environment relating to or arising out of a vehicular accident the person shall immediately notify the Airport's Manager of Environmental Services (901-922-8754) and the Airport Communications Department (901-922-8298).

Surface Movement Guidance Control System (SMGCS)

During low-visibility conditions (SMGCS), vehicle speed limits on all ramps are **reduced to 15 MPH**. Extra caution should be utilized during these conditions as aircraft taxiing in and out of the ramp areas may not be able to see other vehicles operating nearby.

Vehicle Escorting

The following procedures must be followed when providing an escort on the AOA:

- ➔ The company/individual to be escorted must arrive at staffed gate and inform the security guard of their destination on the AOA.
- ➔ The company/individual under escort is informed that any movement on the AOA without proper escort will result in a NOV and/or a fine.
- ➔ The Security guard makes contact with the individual providing the escort and checks him/her for proper badge and driver's license.
- ➔ An individual providing escort duties must remain with the company/individual being escorted into the AOA at all times. Failure to follow this procedure will result in a NOV and/or a fine.
- ➔ The individual performing the escort duties will escort the company/individual back to the original staffed entry gate when work is completed and ensure the cone is turned in.
- ➔ The individual providing escort duties may now leave the escorted company or individual.

NOTE: The ratio for providing an escort is 1:1. A ratio of 3:1 is allowable with prior permission from the Security Coordinator.

Foreign Object Debris (FOD)

FOD is a major concern at MEM. While it is the responsibility of all airport personnel to reduce FOD, FOD on the movement area is the responsibility of Airport Operations. Do not attempt to maneuver or chase the debris from the ramp out onto the movement area. Report all FOD to Airport Operations at 901-922-8117.

MSCAA Rules and Regulations

The current MSCAA Rules and Regulations that govern operating on the AOA can be found on the following website under Rules and Regulations:

<https://flymemphis.com/reports/>

The Airport Authority has authorized the Operations Department and the Airport Police Department to conduct inspections and enforce violations regarding safety on the airfield ramps. All violators will be subject to citation and/or Notice of Violation (NOV).

The Director or his designated representative may revoke or suspend the AOA operator's license for any person who does not comply with any of the provisions of these Rules and Regulations, or any lawful order issued pursuant thereto, and will be subject to progressive penalties for repeat violations. These penalties may include denied use of the Airport by MSCAA in addition to the penalties described pursuant to federal, state, or local authorities.

Listed below are rules and regulations that may directly affect you.

Section 5 – Aeronautical Operations

- ➔ All Aircraft taxied, towed or otherwise moved at the Airport shall proceed with position lights and rotating beacons on during the hours between sunset and sunrise.
- ➔ Aircraft pushback operations shall not be conducted except under the guidance of a ground marshaller.
- ➔ Aircraft shall not perform Engine Run-Ups or prolonged engine test operations in any area other than where specifically authorized in writing by the President.
- ➔ No person will start or run any engine in an Aircraft unless a competent trained person is in the Aircraft attending the engine controls. Chocks shall always be placed in front of wheels unless the Aircraft is equipped with adequate parking brakes.
- ➔ Engine Run-Up operations are not authorized between 2200 and 0600 local time unless specifically approved in writing by the President.

- ➔ Where applicable, no person shall taxi or tow any Aircraft upon the Movement Area until they have received clearance from ATC. No person shall taxi or tow an Aircraft upon the ramp, approved parking space or parking area until they have ascertained there will be no danger of collision with other Aircraft, vehicles, persons or objects in the immediate area.

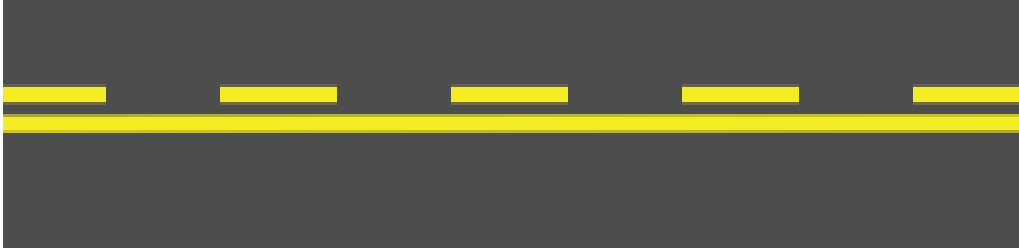
Section 6 – Motor Vehicle Operations

- ➔ Pedestrians, Aircraft and emergency equipment shall have right-of-way over vehicle traffic at all times. All vehicles shall yield to taxiing Aircraft. All vehicles shall pass to the rear of taxiing Aircraft and shall pass no closer than two hundred (200) feet horizontal distance or to the side no closer than twenty (20) feet. All vehicle driving lights shall be lit during periods of darkness or in times of reduced visibility (e.g., rain, snow, or fog) when said vehicle is being operated on the AOA.

SECTION 4 – Self-Assessment

1. A vehicle operator is required to notify _____ immediately if they are involved in a vehicle accident.
 - A. Certifying Official
 - B. Airport Police
 - C. Shift Supervisor
 - D. Airport ID Office
2. What is the speed limit of the AOA primary roadway that is located around the terminal ramp area and perimeter roadways?
 - A. 15
 - B. 20
 - C. 25
3. Which of the following is **NOT** a visual indicator that an aircraft is ready to push back from a gate area?
 - A. Red strobe beacon lights on
 - B. Engines running
 - C. Pushback tug connected with an operator present
 - D. Safety cones removed
 - E. All the above
4. TRUE or FALSE: Aircraft and Emergency Vehicles ALWAYS have the right of way while driving on the AOA.
 - A. True
 - B. False
5. What are the minimum distances a vehicle can drive around the wing tip and behind an aircraft that is moving or under power (engines running)?
 - A. 30'/250'
 - B. 20'/200'
 - C. 50'/500'
 - D. You should never drive in these areas
6. TRUE or FALSE: Taxiway P1 is the designated crossing between the fuel farm and the terminal ramp. Authorization from the Air Traffic Control Tower is not necessary while driving on P1.
 - A. True
 - B. False

7. What hazards are associated with the baggage make-up area?
 - A. High volume of tug traffic
 - B. Large presence of pedestrian traffic
 - C. Carbon monoxide from idling vehicles
 - D. All the above
8. What is the speed limit in the baggage sort area and under any other portion of the building?
 - A. 5 mph
 - B. 10 mph
 - C. 15 mph
 - D. Vehicles are not permitted in these areas
9. TRUE or FALSE: Air Traffic Control clearance is required to cross the black/white zipper marking and/or yellow movement/non-movement area boundary marking.
 - A. True
 - B. False
10. Taxiway P2 is west of and parallel to P1. P2 is designated for what group of vehicles?
 - A. Fuel Trucks
 - B. Construction
 - C. Airport Police
 - D. None of the above
11. Foreign Object Debris (FOD) is a major concern at MEM. Who is responsible for removing FOD in the Non-Movement area on the AOA?
 - A. Airport Maintenance only
 - B. Airline Employees only
 - C. Any employee who is in the area and observes it
 - D. Airport Custodial Crews only
 - E. None of the above
12. TRUE or FALSE: The MSCAA Airport Rules and Regulations should be used to supplement the Non-Movement Area Driver Study Guide and Informational Booklet, and be incorporated into each tenant's driver training curriculum.
 - A. True
 - B. False



13. The marking above is used to separate what two areas at the airport?
- A. Ramp/Gate Parking Areas
 - B. Movement/Non-Movement
 - C. Lanes of the vehicle roadway
14. A _____ is known as an unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.
- A. Surface Incident
 - B. Parking Violation
 - C. None of the above
15. A Class 2 license is valid for how long?
- A. No expiration
 - B. 12 months
 - C. 24 months
16. When visibility is less than 1200 feet runway visual range (RVR), which of the following rules go into effect?
- A. Escorts may be required for crossing at Taxiway P1
 - B. Speed limit reduces to 15mph
 - C. Vehicle roadways should be used at all times
 - D. All the above
17. When crossing taxiway P1, if an aircraft approaches you “head on”, you should?
- A. Immediately turn around and go back to where you started
 - B. Increase speed to beat the aircraft
 - C. Continue, vehicles have the right-of-way
18. What type of license is required to drive in the Movement Area?
- A. Class 2
 - B. Class 3
 - C. Class 4

19. The movement area is made up of which of the following?

- A. Runway
- B. Taxiway
- C. Safety Area
- D. All the above

20. A vehicle operator can escort how many vehicles at one time?

- A. As many as needed
- B. 1, unless more are approved by the Security Coordinator
- C. 5
- D. Escorting is not allowed

Self-Assessment Answer Key

1. B
2. A
3. B
4. A
5. B
6. A
7. D
8. A
9. B
10. B
11. C
12. A
13. B
14. A
15. B
16. D
17. A
18. B
19. D
20. B

The Memphis-Shelby County Airport Authority is the owner and operator of Memphis International Airport. The Airport Operations Department is tasked with the responsibility for the safe and efficient operations of the airport. The department operates 24 hours a day, 7 days a week, 365 days a year. Any request for Engine Run-ups, airfield debris, or any other assistance, contact Airport Operations at 901-922-8117.

For further information on driver training, please contact Airport Operations at 901-922-0162.



The information contained herein is for the sole purpose of information and education. All information published by Airport Operations is subject to change without notice. Airport Operations is not responsible for errors or damages of any kind resulting from the use of the information contained therein. Every effort has been made to ensure the accuracy of information presented as factual; however, errors may exist. Students are directed to countercheck facts when using this guide to study for the Class 2 Test. Use of this guide does not guarantee a passing score on the Class 2 Test.

Questions or comments on any information listed in this guide can be addressed by contacting the Airport Operations Driver Trainer at 901-922-0162.