

## **Section 8 – VEHICULAR, BICYCLE AND PEDESTRIAN TRAFFIC POLICY**

The operation of motor vehicles and bicycles on the Aircraft Operating Area (AOA) and Aircraft Movement Area (AMA) of the Laconia Airport is a discretionary privilege granted by the Laconia Airport Authority or its Manager to qualified entities. It is not a right and is only for a means of transportation and not for recreational purposes.

### 1.0 **MOTOR VEHICLES:**

- 1.1 A properly equipped vehicle is one that, **at a minimum, has an operating yellow flashing light mounted on the uppermost part of the vehicle structure** and an aviation band transceiver set to the UNICOM frequency of 123.0 (a handheld unit is acceptable).
- 1.2 Only the following vehicles (and only if properly equipped) are authorized by the Airport Manager and permitted to operate on the runway, taxiways, or ramp, and only during the course of immediate and necessary operations (stationary 2 minutes or less):
  - 1.2.1 Fuel trucks owned and operated by the trained principals and employees of an FBO.
  - 1.2.2 Vehicles owned and operated by the trained principals and employees of an FBO.
- 1.3 **Customer and rental vehicles may operate on the ramp or N/S taxiway only to load or unload passengers and baggage, and only with the consent of the Airport Manager and oversight and supervision of an FBO. Customer and rental vehicles that operate on the ramp or N/S taxiway do so at their own risk.**

To increase safety, vehicles operated by customers shall not operate on the taxiway leading from the ramp to the N/S taxiway. Unless otherwise authorized by the Airport Manager, vehicles operated by customers on the ramp must transit through the terminal gate, and vehicles operated by customers on the N/S taxiway must transit through the gate at Aviation Drive.
- 1.4 Authorized and properly equipped vehicles, while transiting or operating on the taxiways, ramp, and runway, shall proceed at a moderate speed having careful regard for the existing circumstances and conditions. **While operating on the ramp, vehicle speeds shall not exceed 10 MPH under any circumstances.**
- 1.5 Authorized and properly equipped vehicles that intend to cross the active runway shall do so at the approach end of Runway 8. Prior to crossing, the vehicle shall be brought to a complete stop, a visual check shall be made for any aircraft traffic, and the operator shall communicate his/her actions over the UNICOM before proceeding to cross.

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- 1.6 There are up to 4 parking spaces available for FBO use adjacent to the east end of the terminal building and the fuel farm. A 5th space is reserved for the Airport Manager.
- 1.7 Nothing in this policy shall exonerate any owner, operator, tenant or agent thereof from the consequences of any neglect to observe and comply with the laws of the State of New Hampshire, Town of Gilford, NH DOT and the FAA.

**2.0 BICYCLES:**

Unless and while being used by employees in the performance of duties their duties, bicycles are not permitted on the airport except as follows:

- 2.1 The bicycle must be properly equipped with a handheld aviation band transceiver set to the UNICOM frequency of 123.0.
- 2.2 Bicycles are not permitted on the Runway, Taxiway A, Taxiway B or Taxiway E south of its intersection with Taxiway C.
- 2.3 The rider of the bicycle must be wearing a reflective safety vest – red or orange is preferable.
- 2.4 If being ridden at night or during low visibility conditions, the bicycle must be equipped with operational and lit head and tail lights.

**3.0 PEDESTRIANS:**

Pedestrians are not permitted on the Airport except under the following conditions:

- 3.1 Passengers and crews while in transit and only in the following locations:
  - 3.1.1 On the Terminal apron.
  - 3.1.2 On the Itinerant Parking apron adjacent to the N/S Taxiway to the east of the terminal.
  - 3.1.3 On the unpaved shoulders of Taxiways E and C while walking between the two above aprons.
- 3.2 Operators' employees only while performing the duties of their employment.

No other pedestrians are permitted without prior and specific authorization from the Airport Authority or the Airport Manager.

*Issued by the Manager 6/16/04  
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