

## **PART 130 OPERATING VEHICLES IN THE SECURED AREA**

Except as specifically provided otherwise in this Part, all vehicles and operators in the Secured Area shall comply with the Regulations in Part 70, "Traffic and Public Safety". In addition, the following regulations apply to traffic in the Secured Area as defined in Part 20, "Airport Security" and Part 230 "Assumption of Risk" in the Denver Municipal Airport System Rules and Regulations ("DEN Rules and Regulations"):

### **130.01 Secured Area Driver Training and Authorization**

Denver International Airport ("DEN" or "Airport") will train all unescorted Secured Area drivers and will test them on the procedures and rules outlined in this Part and are applicable with Federal Aviation Administration (FAA) Regulations. Training and testing will be provided in the English language only. Before being issued an Airport ID badge with Driver Authorization, the employee must be able to pass the Airport's training and testing requirements. In addition, all organizations that employ airfield drivers must maintain training records for twenty-four (24) months to show that drivers received an orientation. This organization's training records must also include the date of training and if the training was conducted during daytime, nighttime or both.

Drivers must;

(a) Demonstrate a thorough understanding of all DEN Rules and Regulations, Department of Aviation Standard Policies and Procedures (if applicable), safe vehicle operations and Airport guidance on driving in the Secured Area.

(b) Complete a Driver Orientation with an organization's representative in the areas where they are authorized to drive. The organization will provide, upon request, certification to Airport Operations that the driver has received the orientation which included specific routes (gate to parking space or leasehold area) as approved by Airport Operations.

### **130.02 Driver Revalidation**

**130.02-1** Employees with Driver Authorization must successfully pass all required DEN Badging Office Driver Authorization Tests and present a valid Driver's License to complete Driver Authorization Revalidation consistent with all DEN Rules and Regulations.

**130.02-2** All organizations that employ and/or sponsor vehicle operators in the Secured Area are responsible for ensuring the vehicle operator meets the minimum proficiency level as outlined in Part 130.01.

### **130.03 Drivers Operating in the Secured Area**

**130.03-1** Drivers operating a vehicle in the Secured Area must have a valid Driver's License without court-imposed restrictions in their possession and an Airport ID Badge with Driver Authorization.

(a) Pursuant to Colorado law, C.R.S. 42-2-102 (2), all Colorado residents are required to obtain a Colorado Driver's License within thirty (30) days of residency.

**130.03-2** Vehicle Operators are not required to obtain a Commercial Driver's License (CDL) to operate a vehicle with a weight greater than 26,000 pounds Gross Vehicle Weight Rating ("GVWR") in the Secured Area. Unlicensed and unregistered vehicles are prohibited from exiting through a gate onto a public road. See 130.15-1 for exceptions exiting a gate onto a leasehold area only.

**130.03-3** Aircraft, including aircraft under tow, shall have the right-of-way over all vehicles.

**130.03-4** Emergency response vehicles responding to an emergency shall have right of-way over all vehicles and will yield to aircraft, including aircraft under tow.

**130.03-4.5** Snow equipment actively involved in snow removal shall have the right-of way over all vehicles, including tugs not towing an aircraft. Snow removal equipment must still give way to aircraft and emergency response vehicles responding to an emergency.

**130.03-5** Vehicles may drive across or within the ramp areas beyond the limits of the Vehicle Service Road (VSR) when permission is granted in advance by an Aviation Operations Manager (AOM) or their designee. Emergency response vehicles responding to and from an emergency may drive across or within the ramp areas beyond the limits of VSRs without advance permission. Airport Operations vehicles who have demonstrated need for continuous access to all ramp areas may drive across or within the ramp areas beyond the limits of the VSRs at all times without advanced permission. City and County of Denver emergency response vehicle(s), may drive beyond the limits of the VSRs without advanced permission if doing so in response to an emergency within the Non-Movement Area.

**130.03-6** Each Secured Area Driver shall be proficient in the English language to the extent that the driver can:

(a) Understand DEN's Driver Training as outlined in DEN Rule and Regulation 130 without assistance and be capable of passing the required Driver Authorization Tests.

(b) For otherwise qualified individuals meeting all other parts of this rule but requiring assistance for the airfield driving video test to accommodate a disability, the sponsoring organization will notify the Airport prior to the driver testing and coordinate these accommodations with airport representatives.

(c) Understand and comply with the signs and/or other markings posted in the Secured Area.

(d) Hear, understand, and comply with spoken instructions or corrections by Denver Police Department (DPD) officers, contract security personnel, Airport Operations personnel or other individuals charged with maintaining a safe operating environment in the Secured Area.

(e) Hear, understand, comply, and respond to spoken instructions over a radio if the job function requires driving in the Secured Area.

**130.03-7** The Scottsburg VSR crossings at SC taxiway and A taxiway in the South Cargo area, as well as the south shoulders of AA taxiway and F7 taxiway are limited to those operators with a “demonstrated need” as determined by Airside Operations. It is the operator’s responsibility to ensure these operations are performed in a manner which doesn’t affect an aircraft operation or put the vehicle in a position of going under any portion of an aircraft.

**130.03-8** The interline baggage VSRs between A, B and C Concourses and DS De-Ice Pad is approved for:

(a) City employees with driver authorization may use all Inter-concourse baggage VSR’s, including those on the south side of A Concourse (during a department defined emergency).

(b) Airline support vehicles transporting baggage or time-critical cargo from one flight to another.

(c) The bus center-core VSR are restricted to bus operations to support the Alternate Passenger Transportation System plan during an emergency.

Vehicles travelling on the concourse outer VSR shall yield to vehicles using the Inter-concourse baggage VSR as they are joining the outer VSR.

**130.03-9** All vehicles operating in the Secured Area must be equipped with resistor-type spark plugs or any other devices which will eliminate radio interference from ignition noise.

**130.03-10** Electric carts with 4-inch markings (organization name and/or logo) are allowed in the service tunnels and in tenant leasehold areas. They are also allowed with 4-inch markings on the concourse VSRs, as long as the organization has a driver training program and an approved driver trainer.

**130.03-11** Motorcycles shall not be operated in the Secured Area. DPD motorcycles are authorized to drive from Gate 5 to the City Maintenance Facility. Other DPD access via motorcycle in the Secured Area may be approved by the Senior Vice President of Operations or their designee.

**130.03-12** All vehicles in the Secured Area must be properly inspected, maintained and operated in a manner that prevents obstruction or closure of any portion of the airfield.

**130.03-13** All vehicle operators shall wear seatbelts while operating a vehicle equipped with seatbelts. Drivers are responsible for ensuring that all occupants also wear seatbelts. Exceptions will be made for operations in lease hold areas in which tenants have designated procedures that do not require seat belts to be worn.

**130.03-14** The use of handheld devices is strongly discouraged while a vehicle is in motion and must be limited to official business. Texting while operating a vehicle is strictly prohibited.

#### **130.04 Vehicle Traffic in Service Tunnels and Baggage Areas**

**130.04-1** All vehicles operating in the service tunnels, baggage makeup areas, or other enclosed areas at the Airport must be electric (battery) powered or operated on Compressed Natural Gas (CNG). Receipt of an Airport Vehicle Permit for a CNG vehicle may be conditioned upon passing an annual emissions test conducted by the City or its authorized agents. The City shall publish permitted levels of emission and monitor compliance for vehicles operating within the enclosed area. Vehicles equipped with dual fuel systems (e.g. gasoline/electric hybrids, gasoline/CNG) are not permitted access to the service tunnels.

**130.04-2** Emergency response vehicles are authorized to drive in the service tunnels without operating on electric (battery) power or CNG in the course of official business. Unless necessary for emergency response capabilities, engines of emergency response vehicles shall be shut down when parked.

**130.04-3** The maximum height for vehicles operating in the service tunnels at the Airport is eight (8) feet unless otherwise posted. Vehicle width must not be such that creates a hazard for operators in adjacent/oncoming lanes.

**130.04-4** Vehicles equipped with snowplows are prohibited in the service tunnel system.

#### **130.05 Limited Access Route (“LAR”)**

**130.05-1** Limited Access Routes (“LARs”) are designated routes in the Secured Area that allow vehicles across Movement Area taxiways. Individuals are authorized to operate a vehicle on a LAR if they have: an approved Airport ID Badge, Driver Authorization, LAR endorsement or a Restricted LAR card, or are operating on a designated haul route for which they have been trained, and a “demonstrated need” as determined by the Senior Vice President of Airport Operations or their designee.

**130.05-2** LARs are VSRs that allow access to the following areas:

- a) EA taxiway, EC taxiway and ED taxiway on Allium Street
- b) EC taxiway, P7 taxiway, and ED taxiway on Electra Street
- c) L taxiway and M taxiway at 98th Avenue (provided the vehicle can cross both taxiways without stopping)
- d) G taxiway and B4 taxiway at 84th Avenue
- e) WC taxiway, WD taxiway, and WE taxiway on Kewaunee Street

#### **130.06 Movement Area Driving and Vehicle Operator Requirements**

**130.06-1** To operate on or across a runway a vehicle must be equipped with lights in accordance with the FAA Advisory Circular 150/5210-5, a two-way ground control radio and the vehicle and/or operator must be authorized by both the AOM or designee and the FAA Control Tower. The AOM or its designee will initially coordinate with the FAA Control Tower for authorization to operate a vehicle and/or personnel on or across the runway.

Failure to coordinate with the FAA Control Tower and AOM or their designee may cause the immediate revocation of the operator's Driver Authorization and/or Airport ID badge.

**130.06-2** To operate on or across a Movement Area taxiway a vehicle must be equipped with lights in accordance with the FAA Advisory Circular 150/5210-5, two-way ground control radio and the vehicle and/or operator must be authorized by the AOM or its designee. Failure to coordinate with the FAA Control Tower and AOM or their designees may cause the immediate revocation of the vehicle operator's Driver Authorization and/or Airport ID badge. The only exceptions are;

(a) Crossing Z taxiway on the Oakhill Street VSR, Z taxiway on the Vandriver Street VSR and/or

(b) For those individuals with a Limited Access Route (LAR) Endorsement crossing at designated LAR crossings

**130.06-3** An aircraft taxiing to or from a run-up area may escort one (1) aircraft maintenance vehicle to and from that run-up area. The aircraft and the maintenance vehicle must maintain two-way radio communications at all times. The aircraft maintenance vehicle must closely follow or drive alongside of the aircraft and immediately notify the aircraft operator if the vehicle cannot maintain its position. The aircraft must taxi at a speed that is reasonable and prudent for the escorted vehicle. The aircraft must obtain clearance from the Ramp Control Tower and FAA Control Tower prior to beginning an escort of this type.

### **130.07 Unescorted Vehicles in the Secured Area**

**130.07-1** Vehicles operating unescorted in the Secured Area must meet the following requirements:

(a) The vehicle must have a current Airport Vehicle Permit.

(b) The vehicle must have an organization logo with a minimum of 4" marking on each side or display a 3' x 3' orange and white checkered flag on the rear of the vehicle at a height of twelve (12) inches or greater above the highest point of the vehicle.

### **130.08 Escorted Vehicles in the Secured Area**

**130.08-1** Vehicles not meeting the requirements of 130.07 may be escorted by a vehicle that does meet the requirements and must obtain a Vehicle Permit from Airport Security before being escorted into the Secured Area.

**130.08-2** Vehicle operators escorting other vehicles in the Secured Area must have escorting privileges and a Driver Authorization Endorsement.

**130.08-3** Vehicle operators providing the escort must ensure that the escorted vehicle(s) and escorted individual(s) remain in view and under control at all times and the operator must be in compliance with escort protocols as defined in Part 20 of the DEN Rules and Regulations.

**130.08-4** Employees providing an escort must be in a separate vehicle meeting the requirements listed in 130.07.

**130.08-5** The escorted movement of an exceptionally large, tall, or slow vehicle (e.g., large crane, vehicle carrying an oversized load, etc.) must be coordinated with the AOM or their designee prior to starting the escort.

### **130.09 Low Visibility Operations**

**130.09-1** The FAA requires DEN to have a Surface Movement Guidance Control System (SMGCS) for Low Visibility Operations (“LVO”) when the Runway Visual Range (RVR) has decreased to between 1,200' and 500'. At this time, the airport will suspend the following roadway crossings:

- (a) 98th Ave at L taxiway and M taxiway.
- (b) ED taxiway and P7 taxiway at Electra.
- (c) B4 taxiway and G taxiway at 84th Ave.
- (d) Z taxiway at Oakhill Street.
- (e) ED taxiway at Allium Street.
- (f) All inter-concourse VSR crossings.
- (g) Ramp VSRs that cross taxiway CN to the DS deice pads.
- (h) Scottsburg at SC taxiway and A taxiway.

**130.09-2** When the visibility is below 500 feet RVR, only vehicles with a VHF radio clearance from the Ramp Control Tower can cross SC taxiway and A taxiway on Scottsburg. For all other authorized ramp taxiway crossings, vehicles must have the capability to monitor appropriate VHF frequencies.

### **130.10 Vehicle Speed Limits in the Secured Area**

**130.10-1** A driver may not operate a vehicle anywhere within the Secured Area at a speed greater than is reasonable and prudent under the existing conditions as determined by DPD or Personnel designated by the Senior Vice President of Airport Operations or their designee.

**130.10-2** Vehicles shall not exceed the posted speed limits. Emergency response vehicle(s) responding to an emergency are exempt from this rule. Where speed limits are not posted and where no special hazard exists, the following speed limits shall apply:

(a) 10 MPH, Inner Concourse VSRs located on the north side of A-Concourse and on the south and north sides of B-Concourse;

(b) 15 MPH in the service tunnels.

(c) 20 MPH around hangars, buildings, and outer concourse VSRs.

(d) 25 MPH east and west VSRs around the main ramp and gravel perimeter roads outside the ramp area.

(e) 35 MPH on paved perimeter roads or as posted.

(f) 30 MPH on the south shoulder of AA taxiway (Authorized and Emergency Vehicles only).

(g) 35 MPH on designated LARs.

**130.10-3** A driver must operate a vehicle in a manner that is safe for conditions, does not place a greater number of individuals in the vehicle than the vehicle is designed for, does not cut in and out of traffic or through gates, and does not place other vehicle operators, aircraft, or facilities at risk of damage/injury. Upon request from Airport Operations or contracted security, all individuals must surrender their Airport ID Badge.

### **130.11 Enforcement of Driving**

**130.11-1** DPD personnel assigned to the Airport have the authority to write traffic citations in the Secured Area for any offense for which a citation can be written on City & County of Denver streets.

**130.11-2** Personnel designated by the Senior Vice President of Airport Operations or their designee, will issue Safety Infraction Notices to individuals for failure to adhere to Airport Rules and Regulations as set forth in Part 35 Infraction Accountability Program.

**130.11-3** Any driver who receives a Safety Infraction Notice for driving may have their Driving Authorization and/or Airport ID badge suspended or revoked.

**130.11-4** Parking is prohibited in traffic lanes, fire lanes, specifically marked areas, and within ten (10) feet of emergency exit doors or fire hydrants.

### **130.12 Maximum Length of Baggage Trains**

**130.12-1** Baggage trains operating on the ramp and vehicle service roads shall not exceed a maximum of five (5) carts/dollies behind the tow vehicle.

**130.12-2** Baggage trains operating in the service tunnels under the concourses or terminal building shall not exceed a maximum of four (4) carts/dollies behind the tow vehicle.

### **130.13 Vehicle Weight Restrictions for Concourse Ramp Level Floors**

**130.13-1** The Concourse A and C ramp level floor areas are restricted to repetitive wheel loads of 6,000 lbs. per wheel, with the exception of the VSR drives through the sub core areas which can accommodate aircraft pushback tugs with a maximum of 55,000 lbs. on 40,000 lbs. per wheel.

**130.13-2** Concourse B ramp level floors are restricted to tugs with a maximum weight of 100,000 lbs. on 29,000 lbs. per wheel.

### **130.14 Unlicensed Vehicles**

**130.14-1** Unlicensed vehicles are authorized only on the following public Airport roads outside of the Secured Area in accordance with Airport Operations:

- (a) Queensburg Street between Gate G4 and the Fuel Farm.
- (b) 75th Avenue between Gate G6 and the United GSE Facility.
- (c) Gate 9 to World Port via 74th Avenue.

**130.14-2** Secured Area driving and permitting regulations apply to all unlicensed vehicles all vehicles are prohibited from leaving Airport property or deviating from the prescribed routes without being properly licensed and registered.

**130.14-3** Upon re-entry into the secured area on the airfield, vehicles and drivers will be subjected to search by contracted security at gates. Once completed, vehicles and drivers will be allowed to enter with a valid SIDA badge.

### **130.15 Use of Bicycles**

**130.15-1** Bicycles are not allowed in the service tunnel system except when operated by law enforcement officers in the performance of their patrol responsibilities.

**130.15-2** Bicycles shall not be operated in the Secured Area with the following exception- Bicycles are allowed to operate in leased aircraft hangar areas located within the Secured Area as long as the Tenant accepts full liability.

### **130.16 Driver Quality Assurance Program**

**130.16-1** Companies with a demonstrated need to operate a vehicle on the airfield must have:

- (a) DEN Driver Training / Airport Operations approved driver training program.
- (b) Designated Driver Trainer(s) that have completed the "Train the Trainer" program with DEN Driver Training.

**130.16-2** Driver Training program must be submitted to Airport Driver Training for an approval two (2) weeks after completing the “Training the Trainer” program.

**130.16-3** DEN Driver Training reserves the right to review, observe or retrain any organization operating on the airport.

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