



Escort Procedures for Working In and Around Aircraft Movement Areas at LAX:

Aircraft Movement Areas consist of Runways, Taxiways, Taxilanes and other areas of the Airport which are used for taxing, hover taxing, takeoff and landing of aircraft, including the surrounding safety areas. Terminal alleyways are not considered part of this program.

LAX C&M will complete a Maintenance Briefing Form and submit to the ARCC – Duty Managers. This report will be used to schedule the escorts. If it is determined insufficient escorts will be available, the ARCC will advise C&M immediately to determine solutions to the escort needs.

All personnel under escort shall comply with the directions of Airport Operations. At no time should any vehicle or personnel enter an Aircraft Movement Area unless escorted or approved by Airport Operations.

ESCORT PROCEDURES:

1. Construction and Maintenance (C&M) will complete the Maintenance Briefing Form and submit to the ARCC – Duty Managers and Construction Desk not later than 1200 on the Thursday before the week of the report. Information included in the form should include, but is not limited to the following: work locations, day of work, amount/type of equipment to be used, length of project, number of maintenance staff in work crews, start time, etc. With rare exceptions, the ARCC will not provide escort for any work not discussed at the weekly planning meeting.
2. C&M will advise the ARCC of any changes to planned work when those changes become known.
3. The Construction Desk will advise ATC of upcoming work areas and duration, by NOTAM, if appropriate. For work not requiring a NOTAM, Airport Operations staff will advise ATC before each escort. Airport Operations will notify ARFF and Airport Police of all work that may impact routes used by emergency response equipment.
4. Dependent on the work site and other conditions known by the Duty Superintendent, a safety briefing may be conducted by Airport Operations escort personnel and the maintenance staff before each escort. Items covered will include: communications procedures; escort route; requirements for barricades; emergency procedures – injuries on job-site and notifications to emergency response personnel, aircraft emergencies that may impact work-site; and other safety topics deemed appropriate by Airport Operations or Maintenance.
5. C&M crews will meet with Airport Operations personnel at designated areas and times. Ingress and egress routes to work sites will be determined by Airport Operations.



6. At the discretion of Airport Operations staff, maintenance crews may be escorted to a work site and then remain at that work site without Airport Operations escort. Maintenance crews may leave the work site at the completion of the project only if such arrangements have been approved in advance by Operations. Escort briefings should include Maintenance's need to be in and out of a work site multiple times.
7. Airport Operations will normally conduct an inspection of a work site before releasing work crews to determine if the area is safe for aircraft operations. Inspections will include those items normally checked by Airport Operations during routine airfield inspections – markings, lighting, FOD, etc.
8. In the event of an emergency, Airport Operations will advise Maintenance if it is necessary to evacuate the work area. If the maintenance activity precludes an immediate evacuation of equipment from the work site, this information shall be briefed before the work begins.
9. Airport Operations will make the final decision regarding the maximum number of simultaneous work sites that require an escort (normally based on staff availability to provide escort).
10. LAX C&M staff is allowed to work in the areas painted green around taxiway intersections without Operations escort. It is assumed those areas painted green include those areas that would be painted green, but may be the natural pavement color. An example of this type work is to repair elevated taxiway edge lights. When performing work in this area, Maintenance shall advise Operations before work begins and upon completion. At no time shall maintenance personnel or equipment enter the taxiway proper. This authority does not include taxiways that intersect runways.

These procedures may be modified by the ARCC to accommodate unusual circumstances. The Duty Superintendent has the final authority in authorizing access to aircraft movement areas and the ultimate responsibility to ensure those movement areas comply with federal regulation.

[Click here to fill up a form.](#)