



MERIDIAN REGIONAL AIRPORT Airport Vehicle Operations Manual March 2019

Introduction/Background. Each year accidents, incidents, and runway incursions occur involving aircraft, pedestrians, ground vehicle drivers, and personnel taxiing or towing aircraft at airports. These accidents and incidents can lead to property damage, injuries, and even death. Many of these events result from inadequate security, inadequate training or a failure to comply with air traffic control (ATC) instructions.

Driving on the airport can be challenging, especially at night or during low-visibility times. This manual was prepared to assist vehicle operators at Key Field by providing information on airfield markings/signs/lighting, runway/taxiway/safety area dimensions, communicating with ATC, and other general operating rules. Safety is paramount and is our first priority. Knowing how the airport operates, eliminating distractions and keeping your situational awareness will provide a solid foundation in ensuring a safe airport operating environment.

Section 1. Airport Driving/Taxiing or Towing Aircraft

1.1. Authority for Implementation. The Meridian Regional Airport (Key Field) is governed by the Meridian Airport Authority. The direct administration, operation, maintenance and management is the responsibility of the Airport Manager.

1.2. Applicability. This manual applies to all users of, and persons on any portion of, the property owned or controlled by Meridian Airport Authority. No persons are exempt from the training requirements for operating a vehicle on the airside of an airport. Tenant organizations shall be responsible for the dissemination of, accessibility to, and compliance with these rules and regulations by their employees.

Rules and Regulations may be amended, changed, or modified by Meridian Airport Authority, as necessary.

Construction vehicles shall operate as prescribed in this manual, except as modified by a FAA-approved, job specific Construction Safety and Phasing Plan (CSPP).

1.3. Definitions. The following terms defined in this section are for the purpose of this GVOTM.

1.3.1. Accident— a collision between one aircraft or vehicle and another aircraft, vehicle, person, or object that results in property damage, personal injury, or death.

1.3.2. Air Carrier (Terminal Ramp) – a ramp for air carriers. Only authorized personnel and vehicles may operate on this ramp. Private vehicles and aircraft are prohibited from operating on it.

1.3.3. Airport Traffic Control Tower (ATCT) – The ATCT is operated by the Mississippi Air National Guard. The ATCT is open from 0600-2200 local time and other times by NOTAM. Contact the ATCT at (601) 484-9475.

1.3.4. Aircraft—a device that is used or intended to be used for flight in the air.

1.3.5. Airport—Airport Facility, owned and operated by Meridian Airport Authority, including all improvements and equipment existing or to be developed.

1.3.6. Apron or Ramp—a defined area on an airport intended to accommodate aircraft for the purposes of parking, loading and unloading passengers or cargo, refueling, or maintenance.

1.3.7. Common Traffic Advisory Frequency (CTAF) —radio frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating ATCT or when the tower is closed. The KMEI CTAF frequency is 133.975.

1.3.8. Fixed-Based Operator (FBO)—a person, firm, or organization engaged in a business that provides a range of basic services to general aviation. Services may include the sale and dispensing of fuel, line services, aircraft parking and tie-down, pilot and passenger facilities, airframe and power plant maintenance, aircraft sales and rental, and pilot instruction.

1.3.9. Flight Service Station (FSS)—air traffic facilities that provide pilot briefings, enroute communications, and visual flight rules search and rescue services; assist lost aircraft and aircraft in emergency situations; relay air traffic control clearances; originate Notices to Airmen; broadcast aviation weather and National Airspace System information; receive and process instrument flight rules flight plans; and monitor NAVAIDS.

1.3.10. Foreign Object Debris (FOD)—debris that can cause damage to aircraft engines, tires, or skin from rocks, trash, or the actual debris found on runways, taxiways, and aprons.

1.3.11. General Aviation (GA)—that portion of civil aviation that encompasses all facets of aviation except air carriers holding a certificate of public convenience and necessity.

1.3.12. Ground Vehicle—all conveyances, except aircraft, used on the ground to transport persons, cargo, fuel, or equipment.

1.3.13. ILS Critical Area—an area provided to protect the signals of the localizer and glideslope.

1.3.14. Incursion—any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss separation with an aircraft taking off, intending to take off, landing, or intending to land.

1.3.15. Jet Blast—jet engine exhaust or propeller wash (thrust stream turbulence).

1.3.16. Light Gun—a hand-held, directional light-signaling device that emits a bright narrow beam of white, green, or red light, as selected by the tower controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot or vehicle actions where radio communication is not available. The light gun is used for controlling traffic operating in the vicinity of the airport and on the airport movement area.

1.3.17. Mobile Fueler—a vehicle owned and/or operated by authorized agents to pump and dispense Jet A and 100 LL fuel

1.3.18. Movement Area—the runways, taxiways, and other areas of an airport that aircraft use for taxiing, takeoff, and landing, exclusive of loading ramps and parking areas, and that are under the control of an air traffic control tower.

1.3.19. Non-movement Areas—aprons, parking areas and other areas not under the control of ATC.

1.3.20. Operator—any person who is in actual physical control of an aircraft or a motor vehicle.

1.3.21. Owner—a person who holds the legal title of an aircraft or a motor vehicle.

1.3.22. Progressive Instructions-ATC provided instructions that details a step-by-step progression or route to vehicles/aircraft on the movement area.

1.3.23. Restricted Areas—areas of the airport posted to prohibit or limit entry or access by the general public. All areas other than public areas. The ANGB has a painted red line near Taxiway Alpha identifying the ANG restricted area.

1.3.24. Runway—a defined rectangular area on a land airport prepared for the landing and takeoff run of aircraft along its length.

1.3.25. Runway in Use or Active Runway—any runway or runways currently being used for takeoff or landing. When multiple runways are used, they are all considered active runways.

1.3.26. Runway Safety Area-a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

1.3.27. Taxiways—those parts of the airside designated for the surface maneuvering of aircraft to and from the runways and aircraft parking areas.

1.3.28. Tie Down Area—an area used for securing aircraft to the ground.

1.3.29. Uncontrolled Airport—an airport without an operating airport traffic control tower or when airport traffic control tower is not operating.

1.3.30. Unmanned Aircraft System (UAS)-A system comprised of an UAV, a ground-based controller, and a system of communications between the two.

1.3.31. Unmanned Aerial Vehicle (UAV)-An unmanned aerial vehicle, commonly known as a drone, is an aircraft without a human pilot aboard.

1.3.32. Wake Turbulence—phenomenon resulting from the passage of an aircraft through the atmosphere. The term includes vortices, thrust stream turbulence, jet blast, jet wash, propeller wash, and rotor wash both on the ground and in the air.

1.4. Severability. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase of these Rules and Regulations or any part thereof is for any reason held to be unconstitutional, invalid, or ineffective by any court of competent jurisdiction or other competent agency, such decision will not affect the validity or effectiveness of the remaining portions of these Rules and Regulations.

Section 2. Airport Driving Rules and Regulations

2.2. Driving. Operating within the AOA requires the vehicle driver to exercise extreme caution as aircraft are always moving, aircraft operators/passengers may be walking to/from an aircraft, and noise levels are high.

Vehicle drivers should—

2.2.1. Yield to aircraft, passengers, and emergency vehicles, which ALWAYS have the right-of-way on any portion of the airport.

2.2.2. Watch cockpit blind spots—pilots typically cannot see behind or below the aircraft.

2.2.3. Avoid jet blast or prop wash, which can blow debris or overturn vehicles.

2.2.4. Be aware and avoid moving propellers that can cause damage, injury, or death.

2.2.5. Be aware of other vehicle movements—you may not hear them approaching due to aircraft engine noise.

2.3. Right-of-Way. When driving on the airfield, vehicle operators and anyone taxiing or towing an aircraft need to always be aware of their location and the meaning of all pavement markings, lights, and signs. When on the aprons and taxiways, stay away and steer clear of aircraft. Aircraft always have the right of-way.

2.4. Nighttime and Poor Weather Driving Conditions. Poor weather conditions (fog, rain, etc.) might obscure visual cues, roadway markings, and airport signs. Vehicle operators should remain vigilant of their surroundings and operating boundaries. There are additional risks present under these conditions. Slow down and be aware.

2.5. Movement areas. Are the runways, taxiways, and other areas of the airport that are used for taxiing, hover taxiing, air taxiing, and takeoff and landing of aircraft, exclusive of loading ramps and aircraft parking areas. Movement areas are considered under “positive control,” meaning that all vehicle operators will need permission from ATC (when operating) before entering the movement area.

2.6. Non-movement areas. Aprons, ramps, service roads and other areas not under control of the ATCT. Posted ramp speed limit is 15 MPH.

2.7. Violation of Rules—Penalties and Suspension of Driving Privileges.

2.7.1. Scope. The primary concern of Airport Management is the safe and efficient operation of ground vehicles in the Airport Operations Area (AOA). The intent of these consequences is not to punish the violator, but to encourage future compliance with safety regulations. Airport Management will take appropriate enforcement action based on the severity of the offense. The following chart outlines actions that may be enforced. The Airport management reserves the right to impose any penalty it deems warranted.

Group	1st Violation	2nd Violation	3rd Offense
Airport Employee	Recurrent Training Written Reprimand 1-week driving suspension	Recurrent Training Written Reprimand 1-day suspension from work	Recurrent Training Written Reprimand 3-day suspension from work
Airport Tenant	Written warning to employer Recurrent training	Written warning to employer Recurrent training 1-week driving suspension	Written warning to employer Recurrent training 2-week driving suspension
Airport Contractor	Written warning to contractor Recurrent training 1-week driving suspension	Written warning to contractor Recurrent training 2-week driving suspension	Written warning to contractor Recurrent training 2-week driving suspension

Note: The FAA can impose a fine of \$10,000 per runway incursion and \$1,000 per taxiway incursion.

2.7.2. Runway Incursion. 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 takeoff of aircraft. Runway incursions are primarily caused by error in one or more of the following areas:

2.7.2.1. Pilot/Vehicle/Anyone taxiing or towing an aircraft

2.7.2.2. Vehicle/controller communication failure

2.7.2.3. Airport unfamiliarity

2.7.2.4. Loss of situational awareness and not using a current airport diagram

Example: *A vehicle at an airport with an operating ATCT strays onto a runway in front of an aircraft causing the pilot to take an action to avoid a collision.*

2.8. Reporting. If you are involved in an incident/accident or witness an emergency event, it is important to report it immediately. Notify your supervisor, airport operations personnel, airport employee or other competent authority. The ability to initiate an emergency response quickly, will have a direct result in the outcome of the event.

Section 3. Airfield Environment

3.1. Runways 1/19 & 4/22.

3.1.1. Designations. Runways are areas where aircraft land and take off. The runway number indicates the compass heading of the runway. An aircraft taking off on runway 19 is headed 190 degrees. An aircraft taking off on runway 4 is headed 040 degrees. Key Field has two runways; 1-19 (one/one-nine) and 4-22 (four/two-two). Runway 1/19 is 10,003' x 150'. It is considered our primary runway and is usually used by the airlines and larger aircraft. Runway 4/22 is 4,599' x 150'. It is the secondary runway and is normally used by small GA/private or corporate aircraft. (Figure 3.1)

Figure 3.1



3.1.2. Runway/Taxiway Safety Areas. Key Field runways and taxiways have designated protected areas around the paved surfaces called safety areas. There should be no vehicles, equipment or personnel within the safety area without ATC approval. The safety area is graded and obstructions are limited to protect aircraft that exits the runway/taxiway paved surface. (Figure 3.2.)

Figure 3.2.

Runway and Taxiway Safety Area Dimensions	
Runway 1/19	500' wide / 1000' from ends
Runway 4/22	150' wide / 300' from ends
Taxiways A, A-2, A-3, A-5, A-6 A-7, C	171' wide
Taxiways B, B-2, B-3, B-5, D	118' wide

3.1.3. Lighting. Runways are lighted with different colored lights. Each color has a specific meaning. See the following:

Never enter a runway or taxiway without prior authorization.

3.1.3.1. Runway Edge-lights. Runway 1/19 has High Intensity Runway Lights (HIRLs). HIRLs have 5 intensity settings. The runway edge lights are white. Since Runway 1/19 has an instrument approach, the last 2,000 feet of the runway lights will be **yellow/amber**.

3.1.3.2. Runway End/Threshold Lights. These lights have split lenses. **Red for end of Runway. Green for threshold.**

3.1.3.3. Approach Light System. A Medium Approach Light System with Runway Alignment Indicator Lights (MASLS-R) is installed for Runway 1 and Runway 19. No approach lights are installed for Runway 4 or Runway 22.

3.1.3.4. Rotating Beacon. Then rotating beacon is located east of the ATCT and flashes white and green. This color sequence indicates to pilots that they are near a lighted land airport. The rotating beacon operates from sunset to sunrise. The ATCT may operate the airport beacon during daylight hours when the visibility is less than 3 miles and/or the **ceiling** is less than 1,000 feet.

3.1.3.5. ATC and Pilot Controlled Lighting (PCL). ATC controls the airfield lighting when the control tower is open. When the control tower is closed, airfield lighting is activated by keying the mic (133.97) on Common Traffic Advisory Frequency (CTAF). (Figure 3.3)

Figure 3.3

Activating Airfield Lighting Using CTAF (133.97)	
Click mic 3 times in 5 seconds	Step 1 - Low
Click mic 5 times in 5 seconds	Step 3 - Medium
Click mic 7 times in 5 seconds	Step 5 - High

3.1.3. Signs.

3.1.3.1. Mandatory Holding Position Sign for Runways. These signs have **white numbering/lettering on a red background with a white border**. These are located at each entrance to a runway and at the edge of the runway safety area/obstacle-free zone and are co-located with runway holding position markings. Do not proceed beyond these signs until clearance is given by ATC to enter onto the runway. (Figure 3.4)

Figure 3.4



Runway Hold Sign

Never enter a runway or taxiway without prior authorization.

3.1.3.2. Instrument Landing System (ILS) Holding Position Sign. These signs have white letters on a red background with a white border. These signs tell pilots and vehicle operators where to stop to avoid interrupting a type of navigational signal used by landing aircraft. This is a critical area, and a vehicle/equipment operator must remain clear of it (*use airport-specific policy*). If a vehicle proceeds past this microwave landing system/ILS marking, it may cause a false signal to be transmitted to the landing aircraft. (Figure 3.5)

Figure 3.5



3.1.3.3. Holding Position Signs for Runway Approach Areas. The inscription on a sign for a runway approach area is the associated runway designation followed by a dash and the abbreviation APCH for approach. This sign has white numbering on a red background with a white border. The sign is installed on taxiways located in approach areas where an aircraft on a taxiway would either cross through the runway safety area or penetrate the airspace required for the approach or departure runway. (Figure 3.6)

Figure 3.6



Approach Sign

3.1.3.4. Runway Distance Remaining Signs. This sign provides distance remaining information to pilots during takeoff and landing. They have white numbering on a black background. The number on the sign provides the remaining runway length in 1,000-foot increments. (Figure 3.7)

Figure 3.7



Runway Distance Remaining Signs

3.1.3.5. Runway Exit Sign. This sign is a destination sign located prior to the runway/taxiway intersection on the side and in the direction of the runway where the aircraft is expected to exit. This sign has **black lettering and a directional arrow on a yellow background.** (Figure 3.8)

Figure 3.8



3.1.4. Markings.

3.1.4.1. Runway. **Pavement markings on a runway are white.** Runway Threshold Markings, Runway Threshold Bars, Runway Aiming Point Markings, Runway Designation Markings, Runway Touchdown Zone Markings, Runway Centerline Markings, Runway Side Stripes, and Displaced Threshold Markings are white. The only nonwhite lines on a runway are yellow lead-in/-off lines that extend from the runway centerline. (Figure 3.9)

Figure 3.9



3.1.4.2. Runway Holding Position Markings. Located across each taxiway that leads directly onto a runway. These markings are made up of two solid lines and two broken yellow lines and denote runway holding position markings. These markings are always co-located with a Runway Holding Position Sign. A vehicle operator must not cross from the solid-line side of the marking without first obtaining ATC clearance. (Figure 3.10)

Figure 3.10



Runway Holding Position Marking

Never enter a runway or taxiway without prior authorization.

3.1.4.3. Enhanced Taxiway Centerline Markings may be present at some airports, and will appear before a runway hold line, as illustrated below. These markings are intended to serve as an additional warning to flight crews that they are approaching the runway. (Figure 3.11)

Figure 3.11



3.2. Taxiways.

3.2.1. Designations. Aircraft use taxiways to move to and from the aprons and the runways. Key Field taxiways are designated by letters or a letter/number combination. (Figure 3.12)

Figure 3.12

<i>Taxiway Designator</i>	<i>Use</i>	<i>Width</i>	<i>Safety Area Total Width</i>
A	Considered Rwy 1/19 parallel taxiway	75'	171' 48' from edge of Twy
A-2, A-3, A-5, A-6, A-7	Rwy 1/19 intermediate/intersection taxiways	75'	171' 48' from edge of Twy
B	Considered Rwy 4/22 parallel taxiway	50'	118' 34' from edge of Twy
B, B-2, B-3, B-5, D	Rwy 4/22 intermediate/intersection taxiways	50'	118' 34' from edge of Twy
C	Twy C intersects Rwy 1/19 & Rwy 4/22. Twy C enters the Terminal Ramp near the control tower.	75'	171' 48' from edge of Twy

3.2.2. Lighting. Taxiways are lighted with blue edge lighting and/or reflectors.

3.2.3. Signs. The signs used on taxiways are direction, destination, location, and taxiway ending marker signs. No taxiway ending marking signs are installed at Key Field.

3.2.3.1. Direction and Designation Signs. These signs have **black lettering and a directional arrow/arrows on a yellow background.** The arrow indicates the direction to that taxiway, runway, or destination. (Figure 3.13)

Never enter a runway or taxiway without prior authorization.

Figure 3.13



3.2.3.2. Location Signs. These signs have **yellow lettering on a black background**. The location sign below indicates that the operator of the vehicle is located on the named taxiway. (Figure 3.14)

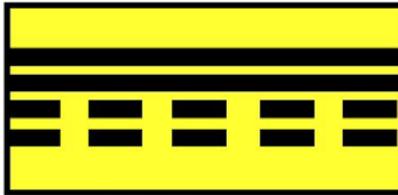
Figure 3.14



Taxiway Location Sign

3.2.3.3. Runway Safety Area/Object Free Zone (OFZ) and Runway Approach Area Boundary Signs. This sign identifies the boundary of the runway safety area/OFZ or the runway approach area to the pilot and vehicle operator. Use this sign to determine when the vehicle is clear of the runway environment. It has a **black inscription that depicts the hold line marking on a yellow background**. (Figure 3.15)

Figure 3.15



Runway Safety Area/OFZ and Runway Approach Boundary Sign

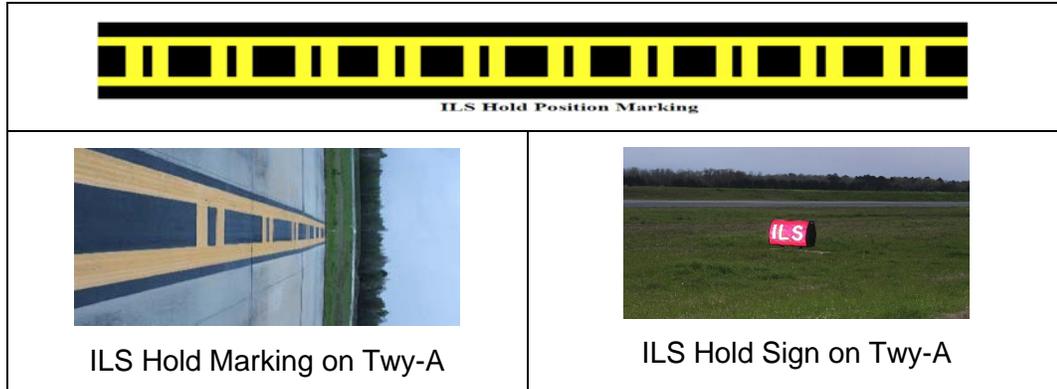
3.2.4. Markings. **Taxiway pavement markings are yellow**, normally with a black outline. The taxiway centerline is painted on all taxiways. On the edges of some taxiways, there is a solid, double yellow line. (Figure 3.16)

Figure 3.16



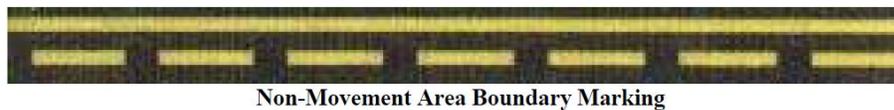
3.2.5. Instrument Landing System (ILS) Critical Area Holding Position Markings. Are comprised of two parallel yellow lines with lines running perpendicular between the two parallel yellow lines. These markings identify the location on a taxiway where an aircraft or vehicle is to stop when it does not have clearance to enter ILS critical areas. The ILS critical area must remain clear, especially in inclement weather. If a vehicle proceeds past this ILS marking, it might cause a false signal to be transmitted to the landing aircraft. ATC will advise when it is required to hold short of the ILS critical area. "Ops 1, hold short of ILS critical area". Key Field has an ILS critical area marking on Taxiway A and Taxiway A-6. (Figure 3.17)

Figure 3.17



3.2.6. Non-Movement Area Boundary Markings. Consist of two yellow lines (one solid and one dashed). The solid line is located on the non-movement area side, while the dashed yellow line is located on the movement area side. A vehicle operator is not to cross from the solid-line side without first contacting the ATCT and obtaining a clearance to operate on the movement area. (Figure 3.18)

Figure 3.18



Communications Section 4.

4.1. ATCT Communications. When operating on the movement area it is important to use clear and concise communications. Good coordination will ensure your intentions are known prior to receiving control instructions from ATC. Before proceeding on the movement area, you must get approval from ATC. If you forget how to say something, don't worry. Just describe what you want in your own words and the ATCT will assist you. When the ATCT is open, vehicle operators will coordinate with Key Ground Control (Key Ground). ATC uses standardized instructions know as phraseology. Use the following sequence (phraseology) when requesting access to the movement area:

(1) Make initial contact with Ground Control and identify who you are.

(“Key Ground, Ops 1”) Wait for ATC response....Be patient the controllers may be busy with another task. Controllers are continually prioritizing. If no reply, call again.

(2) Provide your location on the airfield and advise ATC of your destination or intentions.

(“Ops 1 is at the FBO Ramp and would like to proceed to Dean Aircraft”) Listen intently for instructions. Instructions may differ from what you were expecting. After ATC instructions are relayed you must:

(3) Readback instructions verbatim. If your instructions require you to hold short of a runway, you must readback the holding instruction. ATC is required to ensure you understand without question to **Hold Short of a Runway when required.**

(“Ops 1 proceed to Deans via Bravo/Delta”) / or

(“Ops 1 proceed to the Radar Site via Charlie, Radar Road, Cross Runway 22 at Charlie”) / or

(“Ops 1 Hold Short Runway 22”)

(4) Report when off the movement area or runways.

(“OPS 1 is off the movement area.”)

(“OPS 1 is off Runway 1”)

Note: If a vehicle operator does not completely understand the instructions provided, forgets the instructions or becomes disoriented while operating on the movement area, STOP the vehicle and ask for clarification or request progressive instructions.

Figure 4.1.

Function	Frequency
Key ATCT – Tower Controller	133.975 / 257.8
Key ATCT – Ground Controller	121.9 / 348.6
Common Traffic Advisory (CTAF)	133.975
Automatic Terminal Information Service (ATIS)	126.475

4.2. Common Use Terms/Phrases.

Phraseology	Meaning
Acknowledge	Let me know you have received and understand this message.
Advise Intentions	Let me know what you plan to do and do not do it until ATC provides authorization.
Affirmative	Yes.
Correction	An error has been made in the transmission, and the correct version follows.
Expedite	Proceed with no delay.
Go Ahead	Proceed with your message only. Not normally used in ATC communication.
Hold/Hold Short	Phrase used during ground operations to keep a vehicle or aircraft within a specified area or at a specified point while awaiting further clearance from air traffic control.
How do you hear me?	Question relating to the quality of the transmission or to determine how well the transmission is being received.
Immediately or without delay	Phrase used by ATC when such action compliance is required to avoid an imminent situation.
Negative	"No" or "permission not granted" or "that is not correct."
Out	The radio conversation is ended, and no response is expected.
Over	My radio transmission is ended, and I expect a response.
Proceed	You are authorized to begin or continue moving.
Read Back	Repeat the instructions received.
Roger	An acknowledgement only
Say Again	Repeat last transmission.
Stand By	Wait a moment. ATC will contact you later.
Unable	Request denied
Verify	Request confirmation of information.
WILCO	I understand instructions and will comply.

Note: Vehicles should not use "Clear of Runway/Movement Area" Use "Off the Runway/Movement Area"

4.3. Phonetic Alphabet/Numbers.

Character	Pronunciation	Character	Pronunciation
A	Alpha	S	Sierra
B	Bravo	T	Tango
C	Charlie	U	Uniform
D	Delta	V	Victor
E	Echo	W	Whiskey
F	Foxtrot	X	X-Ray
G	Golf	Y	Yankee
H	Hotel	Z	Zulu
I	India	0	Zero
J	Juliet	1	One
K	Kilo	2	Two
L	Lima	3	Three
M	Mike	4	Four
N	November	5	Five
O	Oscar	6	Six
P	Papa	7	Seven
Q	Quebec	8	Eight
R	Romeo	9	Niner

Never enter a runway or taxiway without prior authorization.

4.4 ATC Light Gun Signals. If two-way radio communications fail between a vehicle operator and ATC, light signals may be used until radio communications are re-established.

4.4.1. If ATC expects radio failure, ATC will raise and lower the airfield lighting rapidly to try and establish communications. (Cell phone contact may be used)

4.4.2. If the vehicle operator expects radio failure, turn the vehicle towards the ATCT and flash the headlights to attempt to establish communications. (Cell phone contact may be used)

4.4.3. Light Signals and meaning are defined in below: (Figure 4.2)

Figure 4.2

Color and Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady green 	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
Flashing green 	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady red 	Stop	Stop	Give way to other aircraft and continue circling
Flashing red 	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
Flashing white 	Return to starting point on airport	Return to starting point on airport	Not applicable
Alternating red and green 	Exercise extreme caution!!!!	Exercise extreme caution!!!!	Exercise extreme caution!!!!