Attachment 13

FLIGHTLINE VEHICLE PARKING - NAVY AND MARINE CORPS

A13.1. Contents. Flightline vehicle parking areas are provided for parking of mobile station-assigned and squadron-assigned vehicles and equipment. A fire and crash vehicle parking layout for Navy and Marine Corps facilities is included in NAVFAC P-80, *Facility Planning Factor Criteria for Navy and Marine Corps Shore Installations*. A parking layout for squadron equipment is found in MIL-HDBK-1028/1, *Aircraft Maintenance Facilities.*

A13.2. Army and Air Force Criteria. This attachment does not apply to the Army and Air Force.

A13.3. Location. Select parking areas that permit optimum efficiency in the use of equipment. Locations must conform to lateral safety clearance requirements for existing or planned airfield pavements. A typical site plan is shown in Figure A13.1. **NOTE:** No vehicle will be parked, nor a parking shed erected that would require an airfield safety waiver due to violation of required clearances.

A13.3.1. Area Required. Vehicle parking area requirements are shown in Table A13.1.

A13.3.2. Station-Assigned Vehicles. Provide parking areas adjacent to the aircraft fire and rescue station for fire and rescue vehicles. Where the fire and rescue station location does not permit immediate access to runways, a separate hardstand near the runway is required. Provide parking areas for other station-assigned vehicles adjacent to the parking apron.

A13.3.3. Squadron-Assigned Vehicles. Provide parking areas adjacent to hangar access for mobile electric power plants, oxygen trailers, utility jeeps, tow tractors, and other ground support equipment.

A13.3.4. Refueling Vehicles. Provide a central paved parking area for refueling trucks and trailers at least 30 meters [100 feet] from the nearest edge of the aircraft parking apron, as discussed in NAVFAC DM 22, *Petroleum Fuel Facilitie* .

A13.4. Surfacing. Flightline parking areas will be paved with flexible or rigid pavement with selection based on minimum construction cost. Surfaces will be graded to drain and will have no irregularities greater than $\pm$ 3 millimeters [0.125 inch] in 3 meters [10 feet] of rigid pavement and $\pm$ 6 millimeters [0.25 inches] in 3 meters [10 feet] for flexible pavement. Design pavements for vehicle parking areas to support a 15,420 kilogram [34,000 pound] twin axle loading.

A13.5. Shelter. Where clearances permit, flightline vehicles may be housed in shelters as shown in Figure A13.2. When climatic conditions require it, walls and doors may be added. A method of heating emergency vehicle engines must be provided in those areas of extreme cold where engine starting is difficult. Structural material will vary in accordance with local climatic conditions.

A13.6. Lighting. Flood lighting will be provided for security and to facilitate operation of the equipment. Use low pressure sodium fixtures for energy conservation. Provide dusk to dawn lighting controls. Additional information on flood lighting is found in MIL-HDBK 1004/1, *Preliminary Design Considerations.*

Table A13.1. Vehicle Parking Area Requirements.

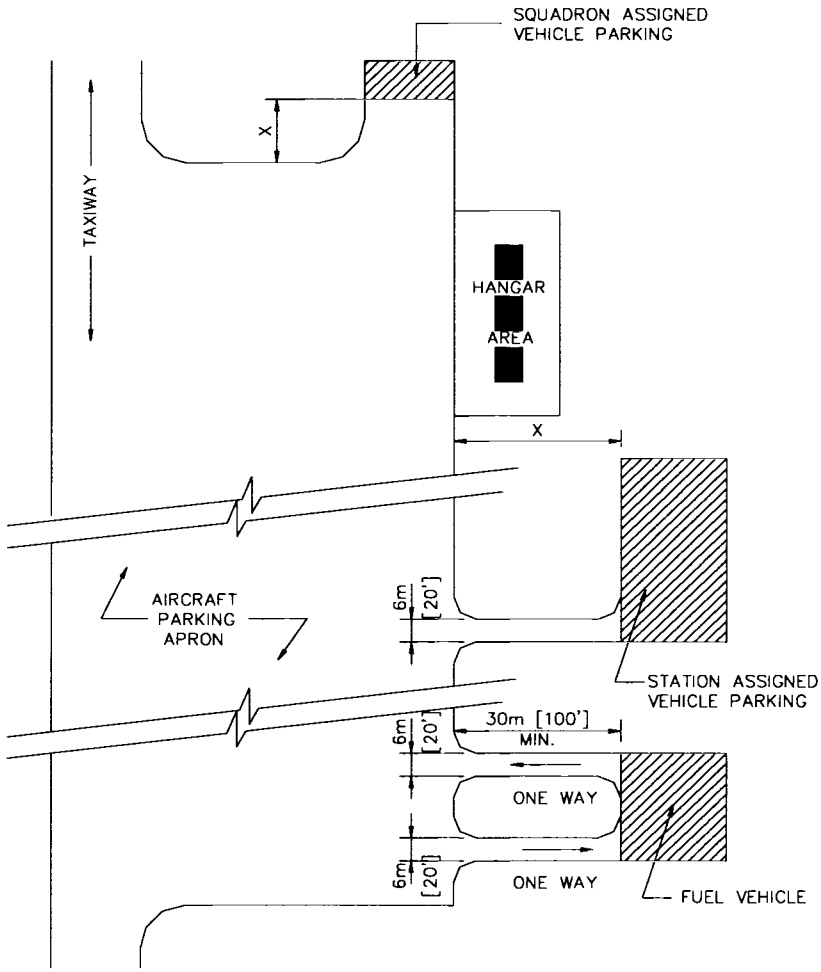
Equipment (See note.)	**Square Meters**	**Square Yards**
Tow Tractor	16.7	20
Refueling Truck	39.3	47
Refueling Truck	58.5	70
Mobile Electric Power Plant	10.0	12
Oxygen Trailer	6.7	8
Utility Jeep	2.9	3.5
Bomb Truck	5.0	6
Bomb Trailer	3.3	4
Industrial Flat-Bed Truck	2.5	3
Industrial Platform Truck	2.5	3

Notes:

1. Parking area requirements for vehicles not shown will be dealt with on a case by case basis.
2. Metric units apply to new airfield construction, and where practical, modifications to existing airfields and heliports, as discussed in Paragraph 1.4.4.

.Figure A13.1. Typical Sight Plan - Vehicle Parking.

CLASS X	
A	23m [75']
B	30m [100']
ROTARY	23m [75']



SITE PLAN

N.T.S.

Figure A13.2. Typical Line Vehicle Shelters.