



REPUBLIC of SAN MARINO CIVIL AVIATION AUTHORITY

**Via Tre Settembre, 99
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TEL: +378 (0549) 882929 | FAX: +378 (0549) 882928**

Safety Notice No. 01/2026 Issue 01

Subject: Adherence to Aeroplane Taxi Procedures and Recommended Taxi Speed Guidelines

1. Purpose

This Safety Notice (SN) serves to inform all aeroplane operators of the importance of adhering to standard taxi procedures and to publish recommended taxi speed guidelines, particularly when following 'follow me' vehicles at airports.

2. Background

CAR OPS 1.095 Authority to Taxi an Aeroplanes, places the responsibility on the aeroplane operator to ensure an aeroplane in his charge is not taxied on the movement area of an aerodrome by a person other than a flight crew member, unless that person seated at the controls has been duly authorised by the aeroplane operator or a designated agent and is competent to taxi the aeroplane and use the radio telephone and has received instructions in respect of aerodrome layout, routes, signs, markings, lights, air traffic control signals and instructions, phraseology and procedures and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome. CAR OPS 2A.202 Taxying of Aeroplanes provides similar requirements on the person at the controls of the aeroplane.

Effective ground operations are crucial for ensuring safety and efficiency within airport environments. Proper adherence to taxi procedures mitigates the risk of runway incursions, minimizes aeroplane congestion, and enhances overall operational safety. This safety notice emphasizes the need for compliance with established taxi protocols and introduces guidelines to standardize taxi speeds, especially in scenarios where aeroplanes are closely following follow me vehicles. The primary responsibility lies with the pilot-in-command or persons authorised to taxi an aeroplane to determine a safe



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taxi speed, taking into account factors like aeroplane type, weight, visibility, surface contamination and airport layout

3. Standard Taxi Procedures

Aeroplane operators are advised to familiarize persons authorised to taxi their aeroplane with and adhere to the following standard taxi procedures:

- a) Pre-Taxi Briefing: Conduct a thorough briefing before taxiing that includes communication expectations, awareness of airport layout, and possible hazards.
- b) Ground Communication: Maintain clear and continuous communication with Air Traffic Control (ATC) and follow instructions carefully.
- c) Situational Awareness: Persons authorised to taxi an aeroplane and ground personnel must maintain high situational awareness. Taxiing personnel should constantly monitor their surroundings for other aeroplane, vehicles, or obstacles.
- d) Follow Me Procedures: When following 'follow me' vehicles, aeroplane operators must ensure that personnel and ground crew understand the instructions given by the follow me driver, including when to stop, follow or hold short.

4. Recommended Taxi Speed Guidelines

To optimize safety during taxi operations, unless the aircraft manufacturer specifies lower limits, the following speed guidelines are recommended:

- a) Standard Taxi Speed:
 - A general overall taxi speed limit of 10 knots is recommended for all aeroplane when taxiing on non-active runways and taxiways.
 - When taxiing on straight taxiways, guidance should limit taxiing speed to no more than 30 kts.
 - Speeds for turning should not exceed 10 kts to prevent damage to nose gear or skidding.



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- b) Adverse Weather: On contaminated surfaces (e.g., slush, snow, ice) or in low visibility conditions (fog), speeds should be reduced, often to 10 knots or less.
- c) Airport-specific limits: Some airports may impose specific speed restrictions on certain taxiways or areas via a Notice to Airmen (NOTAM), due to factors like ongoing construction, tight turns, or uneven pavement.
- d) Apron/Ramp Areas: Speeds are typically slower in congested apron and gate areas, often around 10 knots, to ensure safety around ground personnel and vehicles.
- e) Manufacturer/Operator Limits: Aeroplane manufacturers and individual aeroplane operators shall establish their own Standard Operating Procedures (SOPs) and limitations which personnel must follow.
- f) Following Follow Me Vehicles:
 - Speed Limit: When following follow me vehicles, the taxi speed should not exceed 10 knots.
 - Spacing: Maintain a safe distance from the follow me vehicle. Aeroplane operators are encouraged to adjust taxi speed in response to the speed and any stops made by the follow me vehicle. If the follow me is moving at a speed which exceeds aeroplane operator guidance, then personnel must inform ATC that the follow-me vehicle needs to reduce speed or close the distance between the follow-me and the aeroplane to ensure safe passage.
 - Situational Awareness: Be vigilant and prepared to stop if the follow me vehicle unexpectedly changes direction or speed and ensure that all personnel are informed of any changes to operation protocols.
- g) At Controlled Environments: When operating in areas with active taxiway or runway operations, adhere to ATC instructions regarding speed adjustments, which may include slowing down or holding short as directed.

5. Conclusion



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All aeroplane operators are responsible for ensuring personnel authorised to taxi their aeroplanes are trained and familiar with their procedures and guidelines. Compliance with standard taxi procedures and recommended speeds will contribute significantly to the safety and efficiency of airport operations.

6. Recommended Action

All aeroplane operators are required to review their published taxi guidelines and if required amend their manuals to ensure appropriate guidance is published and followed.

For further guidance or clarification, aeroplane operators may contact the San Marino Civil Aviation Authority at: info@caa-mna.sm.

Eng. Marco Conti
Director General
1st December 2025