



## Vanquishing the VPD

A quarterly publication from the  
Safety Section  
Federal Aviation Administration Airports Division  
Western-Pacific Region



This publication is primarily directed towards airport management to be disseminated to all levels of personnel working at your airfield. It does not matter how large or how small your airfield, how tight your budget may be or whether your airfield serves general aviation or air carrier operations, this information must be made available to your people by whatever means. Vanquishing the VPD can be accomplished through a solid partnership between the FAA and airport management. The responsibility of making sure safeguards are in place; however, lies squarely on the shoulders of the airport management. Please use this information and all that follows as a guide by which to produce a safer environment at your airfield.

In the last publication of Vanquishing the VPD we briefly discussed the problem of those individuals who are unfamiliar with airfield activities straying onto the movement areas and creating a hazard to aircraft. We also touched upon some major precautions airport managers can take to either keep these individuals off of the airfield or how to approach the task of educating them. But what about Vehicle/Pedestrian Deviations caused by individuals who DO have business on the airfield, who may HAVE had training and who SHOULD know better?

The following short quiz is an example of the point I am trying to make:



1. What does this line mean?
2. Does it apply to ground vehicles or pilots?
3. Can you cross it?
4. Why is one side of the line solid and the other side broken?
5. Where would you expect to find this marking?
6. How does it differ from the line illustrated below?



If you cannot answer all six questions correctly, then you are a prime candidate for a VPD. It is surprising how many vehicle operators at airports as well as pilots are unsure what these lines are used for and what they mean.

The first line is a runway holding position marking, painted on the surface of a taxiway prior to an intersection with a runway. It identifies the position where an aircraft or a vehicle is to hold behind if clearance has not yet been received by the tower to proceed onto the runway. At airports without operating control towers, it is the position behind which an aircraft or vehicle must hold until the operator is assured that there is adequate separation with approaching aircraft before proceeding onto the runway. The line is solid on one side to indicate the holding side. It is broken on the opposite side to indicate the non-holding side (the side from which you may normally pass through without needing an ATC clearance). If you are entering a runway from a taxiway you will encounter the solid line first requiring you to hold (unless otherwise cleared by ATC). If you are exiting a runway onto a taxiway you will encounter the broken line first, not requiring a hold (unless otherwise cleared by ATC).

The second line depicted is a non-movement area boundary marking, painted on the surface of a ramp or taxiway (never coinciding with the edge of a taxiway). It identifies and divides the movement area (the portion of the airfield under air traffic control) with a non-movement area (the portion of the airfield not under air traffic control). This marking should be used only at controlled airfields when the need for movement/non-movement delineation, specified in a letter of agreement between the airport operator and the airport traffic control tower, is necessary. As with the runway holding position marking, it is also solid on one side to indicate the holding side and broken on the opposite side to indicate the non-holding side (the side from which you may normally pass through without needing an ATC clearance).

I like to think of the runway holding position marking as being the first line of defense against runway incursions and the non-movement area boundary marking as the first line of defense against VPDs on the taxiway. Nevertheless, while investigating VPDs resulting in runway incursions or VPDs in taxiway movement areas we continually hear comments like “I crossed the line because I thought that was a pilot line.” The truth of

the matter is that both of these lines applies to pilots, airfield operations, airport police, ARFF vehicles and any other vehicles legitimately operating in the movement area.

One busy airport in the Western-Pacific has an excellent record concerning VPDs and has been pushing hard to help solve this problem. In the calendar year of 2004 and in the calendar year of 2005 this airport had a total of only two VPDs reported. On November 1, 2005 a fuel truck crossed an active runway at 16:38L without clearance from the tower. In spite of the fact the driver had been trained to drive on the airfield and passed a written test on those procedures, he became confused and crossed an active runway. The driver was fired and supplemental training was provided to all vendor employees within 48 hours. If this driver had thoroughly understood the meaning of the runway holding position marking, could the runway incursion have been avoided and would he still have his job today? I think so.

**WHO IS DOING THINGS RIGHT?**

On an average day, Los Angeles International Airport has thousands of vehicle movements on their network of service roads that, due to airport design constraints, traverse in and out of aircraft movement areas. Since March of 2000, all vehicle operators (airport employees and tenant employees) are required to pass a written examination prior to performing their jobs on the airfield. In June of 2004 LAX went a step further and instituted the SAFE (Security and Airfield Enforcement) program. Through the program, local Airport Police Officers and Airfield Operations Personnel are now authorized to issue citations to those employees who are caught violating a documented list of security and driving rules. Each citation counts as points against the employees' airport identification badge, which can be suspended or revoked if too many points are accumulated. Loss of airport identification and/or airfield driving privileges is a major incentive to be safe on the airfield. Congratulations to Los Angeles International Airport, Los Angeles, CA.

**QUARTERLY STATISTICS**

**HOW ARE WE DOING?**

**Vehicle/Pedestrian Deviation Tracking in the Western-Pacific Region**

Calendar Quarter 2005				Calendar Quarter 2006			
Month	Vehicle	Pedestrian	V/PD	Month	Vehicle	Pedestrian	V/PD
Jan	3	1	4	Jan	1	1	2
Feb	1	2	3	Feb	2	1	3
Mar	6	4	10	Mar	2	2	4
Total	10	7	17	Total	5	4	9

Total V/PDs in the Western-Pacific Region in the calendar year 2004:	68
Total V/PDs in the Western-Pacific Region in the calendar year 2005:	79
Total V/PDs in the Western-Pacific Region in the calendar year 2006 to date:	9
Tracking statistics provided by the AT Quality Assurance website.	

For more information Airport Managers may consult the following sources of information:

LAWA Website, Appendix 04-Safe Program

<http://www.lawa.org/airops/rules.cfm>

Advisory Circular 150/5340-1J, Standards for Airport Markings

Advisory Circular 150/5210-20, Ground Vehicle Operations on Airports

Note: Advisory Circulars can be accessed on the internet at:

<http://www.faa.gov/arp/150acs.cfm>

Signs and Marking Supplements

[http://www.faa.gov/airports\\_airtraffic/airports/airport\\_safety/signs\\_marking/supplement/](http://www.faa.gov/airports_airtraffic/airports/airport_safety/signs_marking/supplement/)

14 CFR Part 139.329, Pedestrians and ground vehicles

Driving on the Airport Operations Area—Airport Vehicle Operator Safety Study Guide

[http://www.faa.gov/region/aea/runway\\_safety/Driving%20on%20AOA.pdf](http://www.faa.gov/region/aea/runway_safety/Driving%20on%20AOA.pdf)

Column written by:

Steven Oetzell

Airports Certification/Safety Inspector, AWP-622.3

Reproductions of this and subsequent issues of Vanquishing the VPD are available on FAA Website:

[http://www.faa.gov/airports\\_airtraffic/airports/regional\\_guidance/western\\_pacific/airports\\_resources/newsletter/](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/airports_resources/newsletter/)