



Vanquishing the V/PD

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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 or how tight your budget may be, this information must be made available to your people by whatever means. Vanquishing the V/PD can be accomplished through a solid partnership between the FAA and airport management. The responsibility of making sure that the proper 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.

At the Western-Pacific 7th Annual Airports Conference, Mr. Patrick Lammerding, AWP ACSI and I partnered to give a presentation entitled V/PD Meaningful Consequences. During his part of the presentation, Mr. Lammerding drew on his experience as an airport manager to impart some very good ideas regarding meaningful consequences for V/PDs. If you were unable to attend the conference, this publication will reiterate some of those key ideas:

- In order for consequences to be meaningful, they should exist as a deterrent, rather than a reaction to the V/PD. In other words, the goal should be prevention rather than punishment. Meaningful consequences should be written into tenant facility lease agreements, tenant hangar lease agreements, airport rules and construction contracts. V/PD consequences should be clearly written and legally binding. Meaningful consequences should also pose a significant and immediate impact to the user.

- A consequence becomes meaningful if the tenant or contractor understands (in advance) that non-compliance will result in limited privileges, loss of money, or loss of time. Loss of privileges may include the revocation of driving privileges on the airfield. Loss of privileges may also include revocation of unescorted access to airport facilities. A loss of money can include a fine, an administrative fee, a fee to reactivate an access card, an increase in the cost of a lease, an increase in monthly rent, or having to pay for the cost of an investigation of a V/PD or runway incursion. A loss of time would include personal time lost while attending additional driver training, time lost from work, inability to perform a job on the airfield after having one's driving privileges suspended, or loss of leisure time while waiting for an escort to accompany you to your hangar after having had your driving privileges suspended.
- Word of mouth should not be underestimated. Once a meaningful consequence is brought to bear, word will get around. When tenants hear that a fellow tenant has had his driving privileges suspended and that he is now required to be escorted to and from his hangar, more caution will be exercised on the airfield. When fuelers hear that a fellow fueler was let go because he was involved in a runway incursion, more caution will be exercised on the airfield. When a tenant signs a lease knowing that his rental cost will increase \$50.00 a month if he is involved in a V/PD, he will exercise more caution on the airfield to avoid a similar consequence.

Whatever the consequence, it should occur immediately--not after the perpetrator has become a repeat offender. Letting the perpetrator off with a warning minimizes the seriousness of the bad behavior and invites repeat offences.

Remember, you are not the bad guy. The bad guy is the person who abuses privileges, impacts safety and lowers the quality of life for every one else in the airfield community.

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