



Vanquishing the V/PD

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Safety Section

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This publication is directed primarily 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.

The FAA Flight Plan, 2009 – 2013 is the document used by FAA to establish goals and identify actions to be undertaken by the entire agency for a given year or years. The goals contained in the Flight Plan receive considerable attention by the FAA, including Airports Division personnel.

The FAA Flight Plan, 2009 – 2013 contained the following performance target: “By the end of FY 2013, reduce total runway incursions by 10 percent from the FY 2008 baseline.” This target was to be accomplished by a series of small, yearly reductions. The FAA Airports, Safety and Standards Branch is actively working with general aviation and certificated airports, that have air traffic control towers, to develop strategies aimed at reducing the number of vehicle/pedestrian deviation (V/PD) related runway incursions (RIs) at those airports. Our efforts had been reasonably successful until FY 2011. The Western-Pacific Region (AWP) met the FAA Flight Plan Goal in FY 2009 and FY 2010; however, we exceeded the FY 2011 goal of 41 V/PD runway incursions by 2.

FY 2008 Baseline 43	FY 2009 Baseline - 1% = 42.57	FY 2010 Baseline - 3% = 41.71	FY 2011 Baseline - 5% = 40.85	FY2012 Baseline - 7% = 39.99
FY 2008 Actual 43	FY 2009 Actual 36	FY 2010 Actual 42	FY 2011 Actual 43	

Achieving performance targets by minimizing poor performance is an admirable goal but what is more important is ensuring that the movement area, especially the runway environment, at every airport in the National Airspace System (NAS) is safe from hazards--particularly those associated with unaware vehicle drivers and pedestrians.

So how can we protect the runway environment from those vehicle drivers and pedestrians who don't understand that they are "crossing the line"?

- Perform a trend analysis to determine the root cause of V/PD RIs at your airport.
- Focus on the specific root cause identified in your trend analysis and **fix it**.
- Make sure all tenant vehicle drivers can identify and interpret the basic signs and markings denoting the areas they must remain clear of.
- Make sure all tenants understand that escorting means **constant accompaniment** of that visitor while the visitor is inside the perimeter fence.
- Tenant pilots must understand that the same rules of radio communications between air traffic control and aircraft operations, apply to vehicle operations as well.
- Train, train, train. Have a well developed driver training program for tenants, business employees, airport operations, ARFF responders and contractors performing work on the airfield.
- Have a system of meaningful consequences in place at your airport.

Providing a safer operating environment in the movement area is the ultimate goal we are working towards. This can be accomplished through a structured and logical approach at your airport. Applying the above guidelines is the first step on the road to meeting our FAA Flight Plan goals as well as providing a higher level of safety in the movement area.

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