

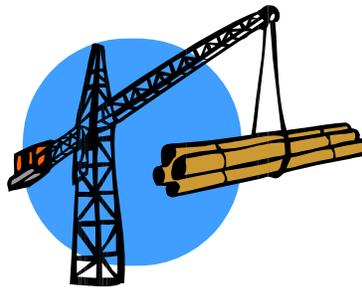


Vanquishing the VPD

4th Quarter 2006

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 or 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.

Construction projects on the airfield are an open invitation for Vehicle/Pedestrian Deviations. Constant vigilance and extreme care must be observed to keep VPDs from occurring. During periods of construction the airport is forced to play host to a small army of construction personnel who have little or no familiarity with the intricate workings of a modern airport. It, therefore, becomes the responsibility of airport management to educate the construction companies of how to safely conduct their activities on the airfield. An excellent tool by which to accomplish this goal is the preparation of a thorough construction safety plan. The plan, not only helps to organize a phased construction project, but also serves as an educational tool for those unfamiliar with daily airport operations. It is always a good idea to have a working safety plan in place during airfield construction regardless of whether the safety plan was mandated by AIP funding. Regular safety meetings during the life of the construction project should be a part of the plan. A review should be conducted of the airport's rules and regulations regarding driving on the movement area. Consider updating them or enhancing them if

necessary. Remember that as construction personnel become more familiar with daily airport operations, the more likely they will recognize dangerous situations and either avoid them or not create them at all.

In spite of the airport management's best intentions, VPDs during construction sometimes occur in alarming numbers. Between the dates of September 23, 2000 and November 21, 2000 approximately 8 VPDs occurred at an airport with an operating control tower, all of them directly attributed to an on-going construction project at the airfield. Pedestrians and construction equipment repeatedly traversed active movement areas without ATCT clearance, causing a hazard to air traffic and a headache to tower controllers as well.

WHO IS DOING THINGS RIGHT?

McCarran International Airport in Las Vegas, Nevada has had many major construction projects over the past fifteen years. These construction projects have been phased through the most complicated and heavily used movement areas of the airport. In spite of this, they have not had one construction related VPD in that time. Detailed construction safety plans, sound escort procedures and good communications between the airport and the construction companies are all reasons for their success. Kudos to McCarran.

The following are some simple rules to follow if your airport has a construction project in it's future:

- 1 Have vehicular control procedures in place and the appropriate amount of supervision available to enforce them (escorts, traffic control, flagmen, VHF radio communications procedures, assigned parking, predetermined routes to and from work site, etc.).
- 2 Insure that all construction NOTAMS have been delivered to all tenants.
- 3 Assure that a NOTAM is active AND that the affected movement area has been closed by/with the tower prior to entering the affected movement area with construction equipment and personnel.
- 4 Have adequate security controls on temporary gates and relocated fencing.
- 5 Clearly establish boundaries of construction areas and make them known to all construction personnel.
- 6 Clearly establish closed vs. open movement areas in the vicinity of the work site and make them known to all construction personnel.
- 7 Impress upon all construction vehicle drivers that aircraft always have the right-of-way.
- 8 Keep the amount of construction vehicles on the AOA (airport operations area) to a minimum.
- 9 Caution all equipment operators to make turns away from and not towards all active movement areas.
- 10 If possible conduct a driver/pedestrian education/safety program for all construction personnel scheduled to enter the airfield.

- 11 Develop a safety plan for the proposed construction project and hold regular safety meetings during the life of the project.
- 12 Negotiate into the contractor's bid a system of penalties or consequences for non-compliance with airport vehicular rules and regulations.
- 13 Federal funding is available to certificated 139 airports as well as general aviation airports for airfield improvements. A high percentage of the total cost relating to safety improvements at an airfield can be funded by the Federal Government.

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
July	4	1	5	July	1	2	3
Aug	3	4	7	Aug	4	1	5
Sept	6	4	10	Sept	4	0	4
Total	13	9	22	Total	9	3	12

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: 38

Tracking statistics provided by the AT Quality Assurance website.

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

Advisory Circular 150/5370-2E, Operational Safety in Airports During Construction

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

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

http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/

Certalert 03-07, Personnel and Equipment in the Runway Safety Area

Note: Certalerts can be accessed on the internet at:

http://www.faa.gov/airports_airtraffic/airports/airport_safety/certalerts/

14 CFR Part 139.329, Pedestrians and ground vehicles

Construction on or Near Airports-Airports-Western-Pacific Region

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/construction/

Order 5100.38C, Airport Improvement Program Handbook

<http://www.faa.gov/arp/financial/aip/5100-38C.pdf>

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FAA Website:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/airports_resources/newsletter/