

WHAT ARE RUNWAY INCURSIONS AND VEHICLE PEDESTRIAN DEVIATIONS?

A runway incursion is defined as any occurrence at an airport involving an aircraft, vehicle, person or object on the ground that creates a collision hazard or results in the loss of separation with an aircraft taking off, or intending to take off, landing, or intending to land.

Vehicle/pedestrian deviations result from a vehicle operator, non-pilot operator of an aircraft, or pedestrian who deviates onto the movement area (including the runway) without air traffic control (ATC) authorization. These deviations may be classified as surface incidents or as runway incursions, depending upon whether or not the event created a collision hazard or resulted in the loss of separation with an aircraft taking off, intending to take off, landing, or intending to land. Here are some examples of runway incursions:

“...a construction vehicle disregarded a flag person and ran up to the edge of Runway 25 just west of Taxiway D, without authorization. A Cessna 210 was cleared for takeoff on Runway 25. The aircraft takeoff clearance was canceled twice by local control, but never acknowledged. The vehicle stopped short of the runway due to either sighting the aircraft or the flag person located across the runway. The aircraft passed the vehicle during the takeoff roll. Horizontal separation of aircraft to vehicle was estimated at 20 feet. The construction was stopped immediately.”

“...a construction vehicle was eastbound on Runway 9-27 approaching Runway 16L-34R. The vehicle entered Runway 16L without tower clearance and exited on Taxiway C west of Runway 16L. A Beechcraft Bonanza was airborne and departing from Runway 16L at the time of the incident.

CONSTRUCTION VEHICLE USE:

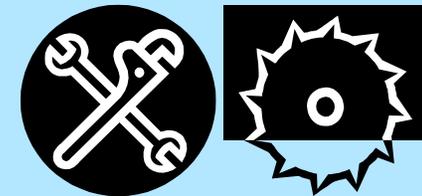
The following steps are beneficial in preventing vehicle deviations and could be included in a plan for construction vehicles that will need to be on or in the vicinity of the movement area:

- Any vehicle, other than one that has prior approval from the airport operator, should be escorted and properly identified.
- Clearly identify vehicles for control purposes by either assigned initials or numbers that are prominently displayed on each side of the vehicle.
- During the daytime and good visibility conditions, vehicles should be marked with a flag or a beacon. At all other times, only a flashing dome-type light will suffice (color in accordance with local or state code).
- Establish escort procedures for vehicles without a working radio. Vehicles requiring an escort should have an orange-and-white checked flag.
- Guidance should be issued or training provided on proper vehicle use during normal conditions, when communications are lost, or an emergency occurs. Contractor personnel should receive radio communications training.
- Assure familiarization with the airport's vehicle rules and regulations, and prescribe penalties for violations.
- Consider having personnel control access through gates and fencing, or across movement areas.



FOCUS: SAFETY DURING CONSTRUCTION

Reducing Runway Incursions



RUNWAY SAFETY PROGRAM

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FAA GREAT LAKES REGION
RUNWAY SAFETY PROGRAM OFFICE
2300 EAST DEVON AVENUE
DES PLAINES, ILLINOIS 60018

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Safety During Construction

PRIOR TO STARTING CONSTRUCTION

The airport operator is responsible for the safety of construction activities on its airport. Prior to allowing any construction activities, airport management needs to assure that the following has been done:

- The contractor has submitted and received approval of a construction safety/phasing plan.
- A meeting was held with the contractor and airport operations personnel to discuss project safety.
- Contractor personnel are informed of airport procedures that may affect their work and receive necessary training required by the safety /phasing plan.
- A construction vehicle plan (haul routes, staging areas, vehicle access and control, etc.) is coordinated with the contractor, tenants, air traffic control (ATC), and airport operations personnel.
- Lines of communication between the points of contact identified in the safety/phasing plan have been established.
- Users, airport operations, aircraft rescue and fire fighting (ARFF), and ATC personnel have been notified of construction activities and conditions that may adversely affect the operational safety of the airport.



CONSTRUCTION SAFETY/PHASING PLAN

The construction safety phasing plan should meet the requirements of FAA Advisory Circular AC150/5370-2E, "Operational Safety on Airports During Construction," Chapter 2, "Safety Plans," and Appendix 3, "Airport Construction Safety Planning Guide." The plan should address:

- Meeting the safety requirements of the project
- Coordinating/requesting approval of altered construction activities
- Identifying the points of contact
- Assuring compliance with Federal Aviation Regulation Part 139, "Certification and Operations: Land Airports Serving Certain Air Carriers," (Title 14, Code of Federal Regulations (CFR), Part 139).
- Methods of separating vehicles and pedestrian construction traffic from the airport movement areas.
- Develop and/or coordinate a construction vehicle plan with airport tenants, the airport traffic control tower (if applicable), and construction contractors. Include the vehicle plan in the safety plan.

UPON STARTING CONSTRUCTION

The airport operator is responsible that the following occurs:

- Safety meetings are held on a weekly or daily basis, to coordinate activities.
- Tenants and contractors comply with standards for vehicle lighting, marking, access, and operation.
- Construction equipment is limited to staging areas, haul/access routes, and construction sites by flagging, escorting, or erecting barricades or temporary fences.
- Unless authorized by ATC, contractor, sub-contractor, or supplier personnel are prevented from entering the airport operations area. (The AOA is any area on the airport used for landing, takeoff, or surface maneuvering of aircraft, e.g. runways, taxiways, taxilanes and ramps)
- Frequent construction inspections are conducted to assure contractors, users and tenants comply with the construction safety/phasing plan.
- Any necessary deviations from the approved safety /phasing plan are identified early on and approval is requested prior to implementation.

