



Vanquishing the V/PD

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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 most versatile marking at your airport, whether general aviation (GA) or an airport certificated under CFR Part 139, is the runway holding position marking. This marking has many purposes:

- When painted on a taxiway at towered airports, the so called "Pattern A" marking identifies the location where pilots and vehicle drivers are to stop until they receive an air traffic control tower (ATCT) clearance to enter the runway environment. At non-towered airports or when the ATCT is closed, it identifies the location where pilots and vehicle drivers are to stop to ensure that they have adequate separation with other aircraft before proceeding onto the runway. The pilot or vehicle driver should announce their intentions on the common traffic advisory frequency (CTAF) before proceeding onto the runway. The marking protects the runway, the runway safety area, the approach area for a non-intersecting runway, the precision obstacle free zone (POFZ) and, in some cases,

the ILS/MLS critical area. It is also an important clearance limit when associated with a LVO/SMGCS plan.

- When painted on a taxiway, turnaround or a holding bay the Pattern A protects the runway and the runway safety area.
- When painted on a runway the Pattern A identifies where pilots and vehicle drivers are to stop and hold when (1) the runway is operationally closed for an interval of time (2) the runway is used for land and hold short operations (LAHSO) or (3) at a specific hold spot.

The diversity of this marking and its practical application to the runway environment makes it the most important marking on the airfield. The protection of the runway operating environment is paramount. A runway incursion is not considered an innocent mistake but rather, an avoidable incident which might have resulted in the loss of life and/or property. And it goes without saying, the larger the airfield, the larger the aircraft and the greater the potential for massive loss of life and/or property.

When writing or revising a vehicle driver training program special emphasis should be put on identifying and understanding this marking. This applies to driver training programs written for drivers who are and drivers who are not authorized to operate in the movement area. Associating this marking with the hazards of the runway environment is critical. Teaching respect for this marking goes hand-in-hand with teaching respect for the runway environment.

Regardless of whether a runway incursion occurs at a GA or certificated airport, it is an avoidable incident. Through proper training, respect for the runway environment, and proper identification of signs, markings and lighting, runway incursions can be made a thing of the past.

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