



## **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. 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 airport management. Please use this information and all that follows as a guide by which to provide a safer environment at your airfield.

Airfield Operations personnel have a demanding job under normal circumstances. That job becomes more demanding when fog or other inclement meteorological conditions reduce the visibility at your airport. When visibility is reduced it not only becomes more difficult for Airfield Operations personnel to perform normal duties like aircraft escorts but it also becomes very difficult to perform special duties like low visibility runway lighting checks. Low visibility conditions can disorient even the most seasoned Airfield Operations professional and increase the likelihood of that person becoming involved in a runway incursion.

When inclement weather occurs at your airport, please follow the low visibility driving tips offered below:

- Whether your airport advocates runway inspections be conducted with the flow of aircraft traffic or opposed to the flow of aircraft traffic, begin the inspection from the same taxiway/runway location each time. Be logical and consistent. Not every airport is equipped with surface detection equipment and in low visibility conditions the Air Traffic control Tower (ATCT) may not have visual contact with your vehicle. Beginning your runway inspection from the same location will provide a level of confidence that your entry point to the runway(s) will not cause ambiguity in the tower regarding what runway you are requesting

clearance into and what your direction of travel will be. Remember that if the reported visibility is 2 SM and/or less than 800 foot ceiling, the vehicle must be clear of any ILS critical areas. In your communications with the ATCT, be sure to include both the runway you are requesting clearance onto and taxiway designation of your location.

- Conduct all low visibility lighting inspections in the direction of travel from which they will be used by the aircraft.
- If facing inbound aircraft between parallel runways from a common connector taxiway, remember runway designations for left/right runways are now reversed in regards to driver orientation. Therefore, if cleared onto runway 28R do not make the mistake of making a right hand turn onto the incorrect runway 28L.
- Complacency leads to uncertainty. If, while on the runway in low visibility conditions, the ATCT suddenly amends your clearance, the complacent driver cannot react immediately to comply with the amended clearance. Likewise, if the ATCT asks your position, the complacent driver cannot reply with an immediate and accurate position report.
- During low visibility runway inspections always have an airport diagram in hand regardless of how experienced you are. Very few Airfield Operations personnel have committed the airport's entire sign and marking plan to memory.
- Always know your location on the runway in relation to the next available taxiway exit (both left and right) in case the tower amends your clearance and instructs you to exit the runway at a specific taxiway.
- Utilize service roads as much as possible and avoid unnecessary travel on runways and taxiways unless absolutely necessary.
- Roll down windows of the vehicle and listen for aircraft approaching your vicinity.
- If you become disoriented, clear the runway or taxiway and request assistance.
- Listen to the ATCT and develop a mental picture of aircraft locations both airborne and on the ground.
- Develop a proficiency log for personnel who conduct low visibility runway checks. If you have not performed runway checks driven in low visibility conditions within a specified period of time, drive with a supervisor or coordinator who is current in low visibility conditions.

Care and caution are two strategies that will help Airfield Operations personnel from inadvertently straying onto a runway while performing tasks on the airfield during low visibility conditions. Runway incursions are serious in high visibility conditions but might be catastrophic in low visibility conditions.

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