



Vanquishing the V/PD

1st Quarter 2014

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Safety Section

Federal Aviation Administration Airports Division
Western-Pacific Region



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.

2013 is now in our rear view mirror.

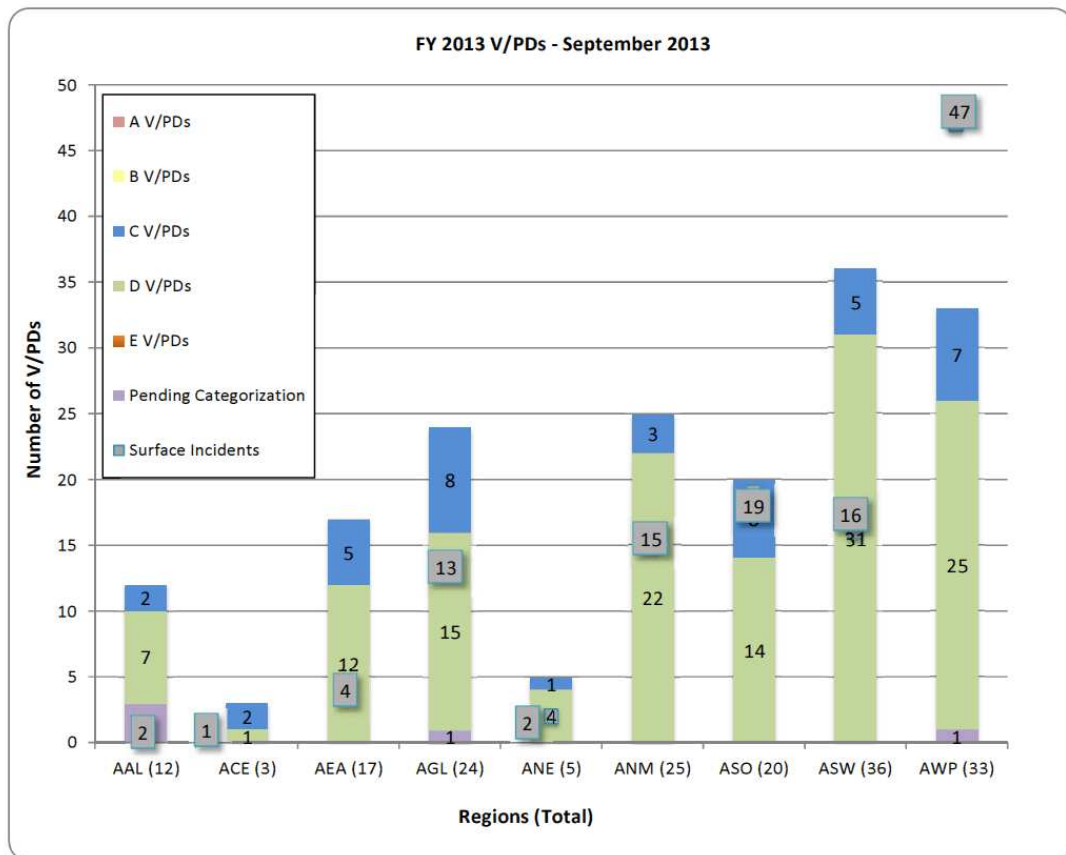
The chart below shows the comparative V/PD, runway incursion and surface incident statistics for the past six fiscal years in the Western-Pacific Region.

Fiscal Year	Runway Incursion	Surface Incident	Total V/PDs
2013	33	47	80
2012	27	39	68
2011	43	20	63
2010	42	26	69
2009	36	23	60
2008	43	22	65

At first glance we see the good news and the bad news. The good news is that runway incursions are still trending lower over the past six years. The bad news is that surface incidents as well as total V/PD statistics are trending higher.

When viewing the regional statistics in the context of certificated airports vs. general aviation airports, we find that in FY 2013, 36% of all V/PDs (runway incursions and surface incidents) occurred at certificated airports while 64% occurred at general aviation airports. Yet, 52 % of all runway incursions occurred at certificated airports. 48% of runway incursion occurred at general aviation airports.

The FY 2013 national statistics for each region are as follows:



National Totals: A – 0, B – 0, C – 39, D – 131, E – 0, Pending Categorization – 5, Total V/PDs Meeting Criteria – 175, Surface Incidents – 113

The goal for all airports to strive for in FY 2014 is to become a proactive airport:

- Don't wait till V/PDs occur at your airport before action is taken.
- Review V/PD trends at your airport evident in FY 2013 and focus on addressing those issues in FY 2014.

- Don't use remedial driver training as a mitigation measure after the V/PD has occurred. Be aggressive with driver training requirements at your airport before V/PDs occur.
- Distribute newsletters, fliers, emails or posters to your tenants focusing on V/PD awareness and prevention.
- If a special event is scheduled at your airport: e.g., airshow, open house, Presidential visit, construction, make sure that everyone involved understands the limits of their movement.
- Impress upon your tenants that an unescorted visitor at your airport is a runway incursion waiting to happen.
- If your airport is not already doing so, consider enacting consequences for non-compliance (e.g. fines, suspension of driving privileges, suspension of escort privileges, etc.), especially in cases involving repeat offenders or egregious events.
- If construction activities are occurring on your airport, be absolutely sure that airfield drivers are thoroughly familiar with established ingress/egress routes and construction haul roads.

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Reproductions of this, past and subsequent issues of Vanquishing the VPD are available on FAAWebsite:

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