

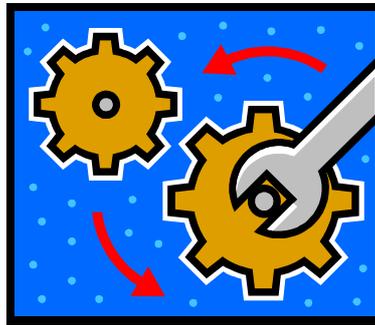


Vanquishing the V/PD

3rd 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. 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 produce a safer environment at your airfield.

When was the last time that your airport conducted a thorough review of your driver training program? When was the last time that your airport conducted a thorough review of the driver training program delegated to and conducted by your ARFF station, a tenant maintenance base or fixed base operator? If the answer is longer than 12 months a thorough review is in order.

An airport certificated under CFR Part 139 is required to train all personnel who access the movement and safety areas. This training must be completed prior to the initial performance of such duties and at least once every 12 consecutive calendar months thereafter. Some airport operators choose to delegate the task of driver training to airport tenants or a contractor. But how often is that curriculum reviewed by airport operator to verify that the material is accurate and the information is up-to-date? It is the airport operator who establishes the procedures and policies concerning vehicle access and vehicle operation on the movement areas and safety areas. It is, therefore, the responsibility of the airport to assure that the organization assigned the task of training the drivers are disseminating correct and recent information.

Recently, a rash of maintenance tow incidents at a major airport prompted airport management to review the movement area training curriculum of the tenant airline

maintenance department. The findings were not good. It is easy to assume that the maintenance department of a major airline would maintain their movement area training curriculum to the highest standards. But if mistakes are made by maintenance tow crews in the movement area, then a closer look at their training curriculum is in order. Do not wait for mistakes to happen.

FAA CertAlert No. 14-02, dated April 2, 2014 recommends that airports conduct a comprehensive review of the Airport Driver's Training Program and any assigned tenant driver's training programs for vehicle operations in and around the ramp or gate areas.

FAA CertAlert No. 12-06, dated September 4, 2012 recommends that airport operators conduct a comprehensive review of the Airport's Driver Training Program and Vehicle Access Procedures.

FAA CertAlert No. 07-10, dated August 10, 2007 recommends that airports review the movement area drivers training program, particularly if the airport has changed its physical configuration, new roadways, new terminal buildings, hangars, movement/safety areas, etc. If the airport operator has authorized a tenant or air carrier to provide ramp/movement area training, the airport operator should regularly audit these programs to ensure compliance with Part 139.

FAA Advisory Circular 150/5210-20, Ground Vehicle Operations on Airports contains detailed guidance for establishing an effective movement area driver training program.

Proactive oversight of an airport conducted or delegated movement area training program is essential to safe vehicle operations.

Column written by:

Steven Oetzell

Lead Airport Certification Safety Inspector, AWP-620.6

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

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