



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.

Reducing the frequency of V/PDs at your airport may be as simple as providing airport diagrams to those who access the movement area at your airport. Providing these diagrams could be as simple as reproducing a published airport diagram from the Airport Facility Directory (AFD) or as complex as drafting a custom diagram containing additional information that the user might find useful.

A good custom diagram should start with taxiways and runways that are color coded and plainly marked with their appropriate designations. Runways should include oversized and clearly marking taxiway/runway holding position markings. Any ILS critical areas should be marked as well. The print should be large enough to read in night conditions and under a dome light. Landmark buildings, hangars and terminals should be depicted and appropriately named. Radio frequencies should be prominently listed and kept current. Important information that must be readily accessible should also be available in the form of inserts. Readily accessible information may include hours of tower operation, description of canned routes, or areas blown-up to reveal more detail such as gate numbers or one-way taxi routes. In short, the diagram must be simple, yet have as much pertinent information to facilitate safe airfield navigation. Keep in mind that the diagrams

will be exposed to wear and weather so a plastic lamination is advised to extend the life of the diagram.

When completed, the diagrams should be distributed to airfield operations personnel, aircraft rescue firefighting (ARFF) personnel, airport police, mobile fuelers, tenants, maintenance personnel who tug/ tow aircraft, and anyone else who operates a vehicle in the movement area. They should be a permanent fixture in all vehicles that operate in the movement area—attached by a chain and grommet if necessary.

The back of the airport diagram is an ideal spot for reference information that should not clutter the front of the diagram, which is used primarily for navigation. This information might include ATIS frequencies, airline operated ramp tower frequencies, approach/departure frequencies, airport sign and marking keys, light gun signals, weather conditions that activate ILS critical areas, the phonetic alphabet or tips on avoiding runway incursions.

If your airport is complicated and there are a large number of drivers on the airfield who are not authorized to drive in the movement area, a separate airport diagram could be developed for these non-movement area drivers. The map might show the locations of all the service roads in relation to the movement areas. Movement areas and non-movement areas could be color coded to draw attention to their extent. This simple diagram may be instrumental in keeping non-movement area drivers clear of the movement areas and off of runways. The diagram might show an example of a non-movement area marking or a runway holding position marking with explicit warnings not to cross either marking.

If you teach driver training in the classroom or in a vehicle tell your students to orient the taxiway diagram to correspond with the direction they are traveling in the vehicle. In other words, if the vehicle is headed west, hold the west end of the diagram forward. This way, all of the runways and taxiways will be oriented properly to the direction of the vehicle. Having to read sideways or upside down is easier than trying to perform the mental gymnastics of spatially orienting yourself to the image on the diagram where north is always forward. Also encourage your students to use them and not keep them stowed in the glove box.

The development and distribution of airport diagrams to airport drivers will help reduce the frequency of V/PGs and increase safety at your airport.

Column written by:

Steven Oetzell

Lead Airport Certification Safety Inspector, AWP-620.6

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