

## Runway Incursion: A Construction Lesson Learned, the Hard Way

**Background.** A runway incursion at a Southern Region airport that originated through a construction access point indicates that airport operators should verify proper procedures are established to prevent entry onto airport movement areas. In this case, an elderly driver was disoriented and became lost. While apparently attempting to navigate in around the airport area, the driver entered the airfield through an open construction access gate. There was a gate monitor present, but the gate was left open to expedite passage of authorized construction vehicles. The monitor had stopped the vehicle, but the driver proceeded into the movement area despite the challenge. Unfortunately, the monitor had no telephone or radio in which to report the event, and the vehicle was next observed on the active runway.

**Lessons Learned:** Airport Operators must ensure that appropriate and effective preventive procedures are established at all points that permit access to the Airport Operations Area.

These procedures **MUST** be adequate to prevent the inadvertent or unauthorized entry of any vehicle, person or animal. Once procedures are established, they must be 1) verified by the airport operator to determine if they are adequate and 2) monitored so that the responsible contractor is complying with the airports directive.

All airports should review the new Advisory Circular 150/5370-2D *Operational Safety on Airports During Construction*, and incorporate requirements into the construction safety plan. Using the AC as a reference will assist airports in completing a comprehensive safety guide to be used throughout the project.

We encourage you to follow the procedures in the Advisory Circular to establish penalty provisions for non-compliance with the safety plan into the contract documents, and enforce the penalty if a violation is detected. The FAA holds airports responsible for violations, so the airport should hold contractors responsible to maintain the level of safety and security necessary to prevent an unauthorized entry onto the movement area.

Remember, you must **INSPECT** what you **EXPECT**.

Contact your certification inspector or ADO Project manager if you have questions or need further information.