

CertAlert

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This CertAlert pertains to:
All 14 CFR part 139 Airport Operators

Runway Incursion Toolbox: Statistics, Examples, and tools for Prevention

Runway Incursions have been on the rise during fiscal year 2006 and 2007. Airports have taken many steps toward their prevention, including training, physical changes to the airport, and distribution of safety information, yet the numbers continue to rise. With the change in definition, this past October, any unauthorized vehicle, pedestrian, or aircraft that accesses a runway, regardless of whether any aircraft is operating on that runway, will be committing a Runway Incursion.

The following is a brief summary of statistics and examples that we encourage you to share with all of your airport employees and tenants to help us STOP this rise in Runway Incursions. Please distribute the enclosed publications to your tenants and start building your Runway Incursion "toolbox" today. Let's fix this problem together! Enclosed are several publications, including a V/PD briefing that you should share with everyone working at your airport.

Statistics

The following statistics represent Runway Incursions caused by unauthorized runway access by vehicles and pedestrians (V/PD).

Note: Nationally, FAA Southern Region had the most V/PDs in Fiscal Year 2007 and is currently in the lead for Fiscal Year 2008. This table is current as of December 18, 2007.

FAA National Summary V/PDs, by Fiscal Year (Oct. 1-Sept. 30)

Region	2007	2008 year-to-date
Alaskan	7	2
Central	2	0
Eastern	5	3
Great Lakes	6	9
New England	3	4
Northwest Mountain	7	8
Southern	12	10
Southwest	7	7
Western Pacific	7	5
TOTAL	56	48

Examples

The following are short descriptions of all 8 Vehicle Pedestrian Deviations (V/PDs) that have occurred in the FAA Southern Region thus far, in Fiscal Year 2008:

- An aircraft requested taxi for a maintenance run-up. The aircraft advised the tower that they were not familiar with the airport. Progressive taxi instructions were given. The aircraft crossed the hold-short marking for Runway 20 at Taxiway C. This interfered with an aircraft on a 4 mile final for Rwy 20. Cause: Poor training program for aircraft mechanics on movement area procedures.
- An airport vehicle was observed in the Runway 26R safety area near Taxiway C6 without clearance from the tower. Loss of separation with an aircraft operating on Runway 26R was 100' horizontal. Cause: Inadequate training/poor understanding of Runway Safety Area dimension/authorized activity.
- A maintenance vehicle, plus 1 requested from the tower, to remain South of Runway 8 and West of Runway 13. Only one of the vehicles was in communication with the tower. The escorted vehicle accessed the runway without clearance, causing an aircraft to go-around. Cause: Poor radio communication procedures/drivers training/vigilance.
- A regional jet, being repositioned by a mechanic, crossed runway 8R without air traffic control authorization. Cause: Poor training program for aircraft mechanics accessing the movement area.
- An aircraft, that was being taxied by a mechanic, was in contact with the tower but crossed the runway hold position of Runway 36L without authorization. Cause: Same as #4 above.
- A vehicle was observed in the run-up area for Runway 29 southbound across the approach end of Runway 29 without clearance. No conflicts reported. Attempts by Air Traffic Control to contact the driver were unsuccessful. Cause: Vehicle on an incorrect radio frequency/poor training program.
- A piper aircraft, PA12, after landing Runway 4 and while turning at Taxiway J, stopped before the hold short line and reported a flat tire. Ground Control instructed them to hold position and they would call airport operations for assistance. A few minutes later the tower observed the pilot and passenger walk down Taxiway M and cross Runway 9 to the intersection of M and K without authorization. No conflicts reported. Airport operations intercepted the individuals. Cause: Airman's failure to follow basic movement area procedures.

An airport vehicle was escorting 2 construction vehicles to conduct work in the grass adjacent to Runway 4-22. The airport vehicle was instructed by the tower to proceed as requested and hold-short of runway 4-22 at Taxiway A4. The vehicles were holding at the Taxiway A4 intersection. An aircraft, on landing, reported a vehicle partially past the hold-short line as the aircraft passed the Taxiway A4 intersection. Cause: Failure of the airport to brief escorted vehicles on movement area procedures.

Prevention

All of the above incidents could have been prevented, however, with the proper tools, the factors that caused these events can be "fixed". This includes revamping training programs and providing regular refresher/recurrent training to all airport employees and tenants. We encourage you to add this CertAlert to your "toolbox" and share these examples with your airport employees and tenants. Everyone on the airport has a responsibility to take the prevention of runway incursions seriously. Airport employees and tenants need to take time to think, look, listen, read back, and think again. Avoid distractions! Ask Air Traffic Control to

repeat instructions. Ask for progressive "taxi" instructions if unsure. Perhaps mechanics who tow aircraft should receive training twice/year instead of once. Maybe your procedure will be to escort them, instead. Whatever it takes!

Please remember to keep your Airport Diagram current. Let's fix any problems before they get to the runway!

-- From your Airport Certification & Safety Team, FAA Southern Region

8 Enclosures:

Compact Disc includes:

- ASO-V/PD briefing
- Best Practices
- Ground Vehicle Operations on Airports- Advisory Circular
- Safety Management Systems Presentation
- TEST for airfield drivers
- Vehicle Markings- Advisory Circular
- "Airport Ground Vehicle Operation- An FAA Guide"
- Enhanced taxiway centerline poster
- 2007 Runway Safety Report
- ICAO Runway Safety Toolkit

Poster: Airfield Procedures for Vehicles and Pedestrians

Airfield Signs and Markings TEST

Pilot Guide to Airport Signs and Markings

Signs and Markings flash cards

FAA Communications pamphlet

Tug and Tow CD

Blue scratch pad to write down Air Traffic instructions