



Vanquishing the V/PD

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This publication is primarily directed 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.

A cursory look at the 35 V/PDs that have occurred in the Western-Pacific Region from the beginning of the Fiscal Year of 2008 to date revealed some alarming statistics:

Type of V/PD	General Aviation Airports	139 Certificated Airports	Total
Surface Incident	5	8	13
Runway Incursion	9	13	22
Total V/PDs	14	21	35

- The majority of V/PDs (21 total) occurred at certificated 14 CFR Part 139 airports.
- The majority of V/PDs at both General Aviation (GA) and certificated airports (22) resulted in Runway Incursions (RIs).

General Aviation	139 Certificated	Cause
10	1	Improperly Escorted Vehicles/ Pedestrians
0	11	Performance

- Improperly escorted individuals comprised the majority of V/PDs at GA airports.
- Performance issues (individuals not performing as they were trained) caused the majority of V/PDs at certificated airports.

All of these V/PDs were preventable.

So what can airport management do to help prevent V/PDs?

Management at GA airports must impress upon their tenants that escorting an individual onto the airfield is a serious responsibility. Once a tenant assumes the responsibility of escorting individuals onto the airport, they become responsible for the actions of those escorted individuals for the entire time that those individuals remain on the airfield. So often a tenant will allow an individual onto the airfield and not provide an adequate level of supervision. This is not fair to the individual. That individual is not familiar with operations on the airfield. So often, improperly escorted individuals wander onto the runway, lost, unaware and in very serious danger.

Airports certificated under 14 CFR Part 139 must insure that employees and or tenants operating on the airfield have received adequate initial and recurrent training to properly conduct their business in the movement area. This training includes familiarization with signs, markings, construction plan review, communications and situational awareness. Currently, at certificated airports, initial and recurrent training in movement area procedures is required for airport employees only and only initial training is required for contractor or tenant employees. The best practice is to train, train and train at GA and 139 airports alike.

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