

## Can This Happen At Your Airport?

We strongly suggest you read the information below and consider what you can do to prevent a surface incident at your airport. These are actual recent Surface Incidents reported on Southern Region FAR Part 139 Airports.

- ATCT approved an airport vehicle onto the approach end of the runway for inspection. An aircraft was also cleared for takeoff on the same runway. The aircraft continued the departure and passed less than 200' above the approach end of the runway. Even when vehicles and aircraft are cleared, drivers and pilots need to remain aware, look, and be mindful to events that can occur.
- A taxicab accessed the airfield and crossed an active runway and taxiway. Although there were several 'stop' and 'no vehicles beyond this point' signs, the driver continued. The driver was charged with trespassing. Do you require your FBOs to escort taxis? Are taxicabs allowed to drive on the ramp area at your airport?
- Does your airport have an air show or other special event held on airport grounds? Make sure that there is a thorough plan in place to control the movement areas and make sure that attendees, volunteers and other persons do not make their way onto movement areas. A volunteer for refueling operations for a balloon festival was late arriving to the airfield. Because he arrived late he did not know where to go, and what time to be there. Since he did not know where to go he proceeded to jump a fence in order to find the event coordinator. After crossing two taxiways and a runway, an aircraft was diverted. He was apprehended and escorted off airport grounds. Does your special event procedures include security and procedures to ensure a vehicle/ pedestrian deviation similar to this does not take place?
- An aircraft was rendered disabled on the runway following landing and was unable to clear the runway. The pilot requested assistance to take the passengers to the hanger. Transportation was not immediately available but was being arranged. Upon notifying the pilot of the arrangements, the pilot informed them that the passengers were walking to the FBO and were already halfway there. The passengers crossed two active taxiways and a runway. The passengers were apprehended and informed of the reasons why this was unacceptable. If an aircraft is disabled, does your procedures ensure that this wouldn't happen at your airport. Talk about this during your next safety meeting. What can the FBO do to prevent this type incident?
- A man drove up to an FBO, after asking the FBO operator numerous strange questions he walked away. The FBO operator returned back to work. The man then went into an aircraft hanger where another employee was working and ran through the backdoor, crossing a runway and a taxiway. Airport security then apprehended him and was arrested by local police. Is there standard protocol for your airport tenants when it comes to unusual circumstances? Is there security limiting access to the ramp and movement area? The FBO operator knew that this man was asking strange questions, why didn't he question the fact that he was not wearing an airport ID? Make your tenants aware that they should be alert to unauthorized vehicles and persons.