

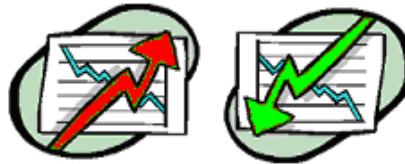


Vanquishing the V/PD

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Once again, we are beginning a new year. As I mentioned last year, this is a time for reflection as well as anticipation. As we reflect on 2007, consider that there was good news and that there was not so good news. The good news is that, if we compare the Fiscal Year total V/PD statistics for FY 2006 to FY 2007, V/PDs continued to show a steadily decreasing trend in Western-Pacific Region (down by 12 or approximately 20%).

Western-Pacific Region:

Year	V/PD	Net Change	RI	Net Change
FY 06	61		11	
FY 07	49	-12 (-20%)	7	-4
FY 08 ytd	14	NA	7	NA

The not so good news is that if we compare the V/PD statistics for the calendar year 2006 to calendar year 2007, there was a slight increase in V/PDs (up by 10 or approximately 18%).

Year	V/PD	Net Change	RI	Net Change
CY 06	46		8	
CY 07	56	+10 (+18%)	13	+5

Note: All statistical data supplied by the National Runway Safety Program database. The information is preliminary and subject to change.

So, as we begin 2008 we should look back on fiscal year 2007 and congratulate ourselves for a job well done and we should also look back on calendar year 2007 and promise ourselves to do better. Our anticipation for safer airport operations in the year 2008 should be very optimistic as well.

Continuing our retrospect on 2007, two major events relating to V/PDs come to mind: The Runway Safety Call to Action and the new definition of Runway Incursion.

What were the V/PD related Call to Action Recommendations made for airports in 2007?

As a result of the recent Call to Action, the FAA has made the following four recommendations in order to help mitigate V/PD related runway incursions:

- All airports with more than 1.5 million annual enplanements to voluntarily accelerate the enhancement of new markings (Enhanced Taxiway Centerline Markings) that were originally required by the FAA by June 30, 2008.
- *All airports certificated under Part 139 (with fewer than 1.5 million annual enplanements) develop plans to voluntarily upgrade existing markings (install Enhanced Taxiway Centerline Markings), even though it is not required.
- **All other certificated airports to voluntarily develop plans to require annual recurrent training to all individuals with access to the movement area.
- Air carriers to establish mandatory recurrent training for non-pilot employees who operate aircraft or vehicles on the airfield.

* It appears that the Enhanced Taxiway Centerline Markings will be the standard for ALL airports certificated under 14 CFR Part 139. Change 1 to AC 150/5340-1J, Standards to Airport Markings (now in draft change form), states that this new standard will be effective for ALL certificated airports one year from the effective date of change to the AC. The new taxiway centerline standard will be covered under Part 139.311(a)(2).

** Initial and recurrent training in procedures for access to the movement area is required for airport employees under 14 CFR Part 139.303 (c). However, only initial training is required for tenant and contractor employees under 14 CFR Part 139.329(e). But, in the new draft change version of AC 150/5210-20, Ground Vehicle Operations on Airports, regular recurrent training is now strongly recommended for ALL persons with access to the movement area, ramp and apron areas.

Further information concerning the FAA's Call to Action may be read in the [Aviation Industry Responds to FAA's Runway Safety Call To Action](#) Fact Sheet at the following website:

http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=9812

What is the newly adopted ICAO definition of Runway Incursion?

On October 1, 2007 the FAA adopted the ICAO definition of runway incursion to be used at all U.S. airports. The new definition is as follows:

“An occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.”

The newly adopted ICAO definition of Runway Incursion does not include the former provision that the aircraft, vehicle or person in the runway environment “pose a hazard to an aircraft taking off, intending to take off, landing or intending to land (within one mile of the runway threshold)”. Therefore, all former “surface incidents” in the runway environment, as identified under the old definition, will all be considered runway incursions under the new definition. Consequently, be prepared for an increase in the FY 2008 runway incursion statistical totals. We believe that the adoption of the ICAO definition is a positive step because it more clearly defines a runway incursion as an unconditional event.

Additional information relating to the newly adopted runway incursion definition may be read in the [FAA Adopts ICAO Definition for Runway Incursions](#) Fact Sheet at the following website:

http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=9612

Draft changes to Advisory Circulars can be viewed on website:

http://www.faa.gov/airports_airtraffic/airports/resources/draft_advisory_circulars/

Congratulations to all the airport employees who worked to increase the level of airport safety in the Western-Pacific Region. May we all continue working towards a safe and Happy New Year in 2008.

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Reproductions of this and subsequent issues of Vanquishing the V/PD are available on FAA Website:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/airports_resources/newsletter/

