

CERTALERT

ADVISORY CAUTIONARY NON-DIRECTIVE

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DATE:	August 10, 2007	No. 07-10
TO:	Airport Operators, FAA Airport Certification Safety Inspectors, General Aviation Airport Operators	
TOPIC:	Vehicle Pedestrian Deviation Runway Incursions	
	Link to Supplemental Safety Training Powerpoint: http://www.faa.gov/airports_airtraffic/airports/airport_safety/media/vpd_briefing.pdf	

Runway Incursions and Surface Incidents at Part 139 airports have risen appreciably during the fiscal year 2007. To date, the number of reported incursions exceeds the numbers recorded by the FAA in July of 2006. Part 139 requires Airport Operators to properly train and/or inform each individual with access to the movement and safety areas of the airport. During the fiscal year 2006, the Airport Certification Program investigated approximately 300 surface incidents. Not all of these surface incidents resulted in Runway Incursions, but these numbers are increasing rather than decreasing. Through the end of July 2007, there have been 49 Runway Incursions caused by vehicles and/or pedestrians compared to 43 for the same month in 2006. A large number of Runway Incursions involve airport employees, to include ARFF, law enforcement and airport operations staff, and these incursions are preventable with proper training and supervision.

The FAA Airport Safety and Operations Office recommends Airport Operators review the following recommendations and suggestions and implement those measures that may be useful tools to reduce Runway Incursions and/or Surface Incidents.

1. Audit vehicle operator movement area permits for airport employees, air carrier employees, tenants and contractors to insure only those individuals whose duties and responsibilities require access to the ramp area or movement area are authorized.
2. Review the airports movement area drivers training program, particularly if the airport has changed its physical configuration, new roadways, new terminal buildings, hangars, movement/safety areas, etc. If the airport operator has authorized a tenant or air carrier to provide ramp/movement area training the airport operator should regularly audit these programs to ensure compliance with Part 139.
3. Require not only an administrative testing for "movement area" access but also a practical or OJT exercise so the individual can demonstrate competency in radio communications and driving skills.

4. Insure all personnel who access movement areas and safety areas and perform duties in compliance with the ACM receive recurrent movement/safety area drivers training.
5. AC 150/5210-20 Ground Vehicle Operations on Airports, recommends that Airport Operators should establish procedures for enforcing consequences of non-compliance, including penalties for violations. Remedial drivers training is not considered a “consequence of non-compliance” but is highly recommended as part of the Airport Operators overall drivers training program.
6. Each AIP project involving construction on the airside requires a Safety During Construction Plan (SDC). The SDC Plan requires aggressive oversight by each airport operator to insure runway incursions and surface incidents are addressed.
7. Recommends any tenant, contractor or FBO with routine access to movement/safety areas, also be subject to recurrent movement area driver training similar to personnel covered under 139.303. This recommendation includes FAA personnel and their contractors.
8. Airport Operations Officers, as well as Airport Police or local law enforcement should be used to monitor ramp vehicle safety operations and take positive actions to increase vehicle safety awareness in both the ramp and movement areas.

We have placed on the web at

http://www.faa.gov/airports_airtraffic/airports/airport_safety/media/vpd_briefing.pdf, a Runway Incursion PowerPoint, which was developed by the Lead Inspector, FAA Central Region. This presentation is an excellent supplemental training program.

OSB

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8/10/2007
Date