Vanquishing the V/PD

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.

If you saw a stranger stealing tools from your co-workers toolbox or breaking into your neighbor's hangar would you call the police? Of course you would. We all want our airports to be safe places to work and play. If you saw your co-worker or neighbor driving his vehicle in the movement area without an ATCT clearance would you tell your boss or call the airport manager? Many of us would not. Nobody wants to be a tattletale. Yet, this kind of behavior should not be tolerated at your airport because it lowers the overall level of safety for everyone. So what can you do as a concerned co-worker or neighbor to modify this kind of behavior? Perhaps an old fashioned face to face talk with the rule breaker is in order--a concept known as self policing.

Airport managers often tell me that when they conduct education and outreach programs at their airport, only the conscientious employees and tenants attend. In other words, the people who need the education the most are conspicuously absent. If this is the case at your airport, the tenant community or the workforce, as a whole, can perform a little

outreach in the form of self policing. Self policing will help to bring the message, in one form or another, to those who need it the most.

If you witness a co-worker or fellow tenant flaunting movement area procedures, explain to him (or her) that their behavior does not go unnoticed. Because V/PDs are a safety issue, the FAA will conduct an investigation when they occur at towered airports. This will happen whether the V/PDs result in runway incursions or not. The responsible individual will ultimately be brought to task by his employer or airport management. Often times, the end result is a policy change that affects everyone at the airport. No one wants that.

Self policing responsibilities are not limited to ensuring that co-workers and tenants operate their vehicles responsibly. Self policing extends into other areas, for instance: properly escorting your guests, challenging strangers who do not have proper identification, allowing airfield access only to those individuals having legitimate business on the airfield, escorting confused delivery drivers to their destinations (rather than pointing the way and hoping that they'll arrive safely) and many other areas.

Businesses operating on the airfield must also assume a greater responsibility regarding self policing. Business operators must not allow limousine drivers, delivery trucks, public works vehicles and pedestrians unverified and unescorted access into the airport. Assuming that every driver entering the gate is familiar with airport operations is asking for trouble.

As airport users we must consider how dangerous it is to have uncaring or unfamiliar drivers operating vehicles on our airport. We must also consider how, as pilots, we would feel if a vehicle unexpectedly appeared in front of our aircraft while we were trying to take off, land or taxi. A little self policing employed by airport workers and tenants will go a long way in preserving safe and simple operations on your airport.

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