

## VEHICLE/PEDESTRIAN DEVIATIONS

In 2000, the FAA received reports of more than 550 vehicle/pedestrian deviations (V/PDs)—of which 85 resulted in runway incursions. Investigation of these events found that many of them involved persons who did not belong on the airfield. Although some of these people deliberately entered the airfield, many entered it inadvertently.

### *What is a V/PD?*

A V/PD is any entry or movement on the movement area by a vehicle (including aircraft operated by non-pilots) or pedestrian that has not been authorized by air traffic control.

### *Why are V/PDs a concern?*

- Sometimes the vehicle or pedestrian conflicts with an aircraft landing or takeoff, resulting in a runway incursion.
- Even if the vehicle or pedestrian does not enter a runway, the deviation can divert the controller's attention from aircraft and other vehicles, which could result in an incident or accident.

## VEHICLE OPERATOR REQUIREMENTS

A key to reducing V/PDs is making sure that those who are authorized to drive on the airfield possess the knowledge to do so safely. The knowledge required will vary depending on the airport and where the person is authorized to drive on the airfield. For example, a person authorized to drive on runways needs to be knowledgeable about procedures for radio communications; in contrast, a person authorized to drive only on ramps would normally not require this knowledge. Vehicle operators need to know, as appropriate,

- Airport rules and regulations pertaining to vehicle operations
- Areas where they are authorized to drive and designated entrance and exit points to these areas
- Location of perimeter roads
- Boundaries of the movement versus nonmovement areas on the airfield
- Airport layout, including designations of runways and taxiways
- Meaning of airfield signs, marking, and lighting
- Proper phraseology, including phonetic alphabet, procedures, and frequencies for radio communication
- Meaning of light gun signals
- Traffic patterns associated with each runway and location of each leg (i.e., downwind, base, final, and crosswind)

### *Driver Training*

Airport operators have the responsibility of ensuring persons possess adequate knowledge of the above items before authorizing them to drive on the airfield. It is highly recommended that those who drive on the airfield be provided initial and recurrent training on these subjects. The importance of such training on a regular basis cannot be overemphasized.

## VEHICLE REQUIREMENTS

Requirements for vehicles will vary depending on the airport, the type of vehicle, and where it will be operated on the airport. Generally, a vehicle operating on runways and taxiways should, as a minimum, have

- Marking designating the identification of the vehicle (e.g., OPS-1)
- Minimum equipment, which must be in proper working order, such as
  - headlights, taillights, mirrors, a speedometer, etc.
  - a rotating beacon
  - a two-way radio with the aviation frequencies
- Insurance coverage

## VEHICLE OPERATIONS

The airport-established rules or regulations should provide adequate procedures for the safe and orderly operation of vehicles on the airport. Items to consider include

- Requirements for vehicles on the movement area to be radio-equipped or escorted by a radio-equipped vehicle
- Speed limits
- Prohibition against careless and reckless operation
- Time periods when vehicle lights must be operated
- Requirement to use vehicle lanes and perimeter roads
- Locations where vehicles may or may not be parked and/or serviced
- Rules of right-of-way (i.e., aircraft, emergency vehicles, and other vehicles)
- Requirements to report accidents involving ground vehicles

## ENFORCEMENT/SANCTIONS

Establish procedures for enforcing the airport-established rules or regulations, including penalties for violations. Effective penalties include monetary fines and revocation or suspension of airport driving privileges.

## ***What can an airport operator do to control access to the airfield?***

Limit access to those persons who need to be on the airfield. Methods for controlling access to the airfield will vary depending on the type and location of the airfield. The following methods have been used individually and in combination with one another to control airfield access:

- Fences
- Gates with electronic or mechanical locks or gate keepers
- Warning signs
- Natural or manmade barriers, such as streams, embankments, and ditches
- Vehicle identification systems
- Frequent inspections
- Tenant awareness

## ***What can an airport operator do to improve the safety of vehicle operations on the airfield?***

Overall responsibility for airport vehicle operations rests with airport management. It is important that management establishes written rules or regulations for the safe and orderly operation of vehicles on the airfield. The rules or regulations should address the following:

- Vehicle operator requirements
- Vehicle requirements
- Vehicle operations
- Enforcement/sanctions

For additional information, contact the regional runway safety program manager or airports division.

### **Alaska**

RSPM: 907/271-5293  
Airports Division: 907/271-5438

### **Central**

RSPM: 816/329-3044  
Airports Division: 816/329-2600

### **Eastern**

RSPM: 718/553-3326  
Airports Division: 718/553-3331

### **Great Lakes**

RSPM: 847/294-7853  
Airports Division: 847/294-7272

### **New England**

RSPM: 781/238-7027  
Airports Division: 781/238-7600

### **Northwest Mountain**

RSPM: 425/227-1369  
Airports Division: 425/227-2600

### **Southern**

RSPM: 404/305-5558  
Airports Division: 404/305-6700

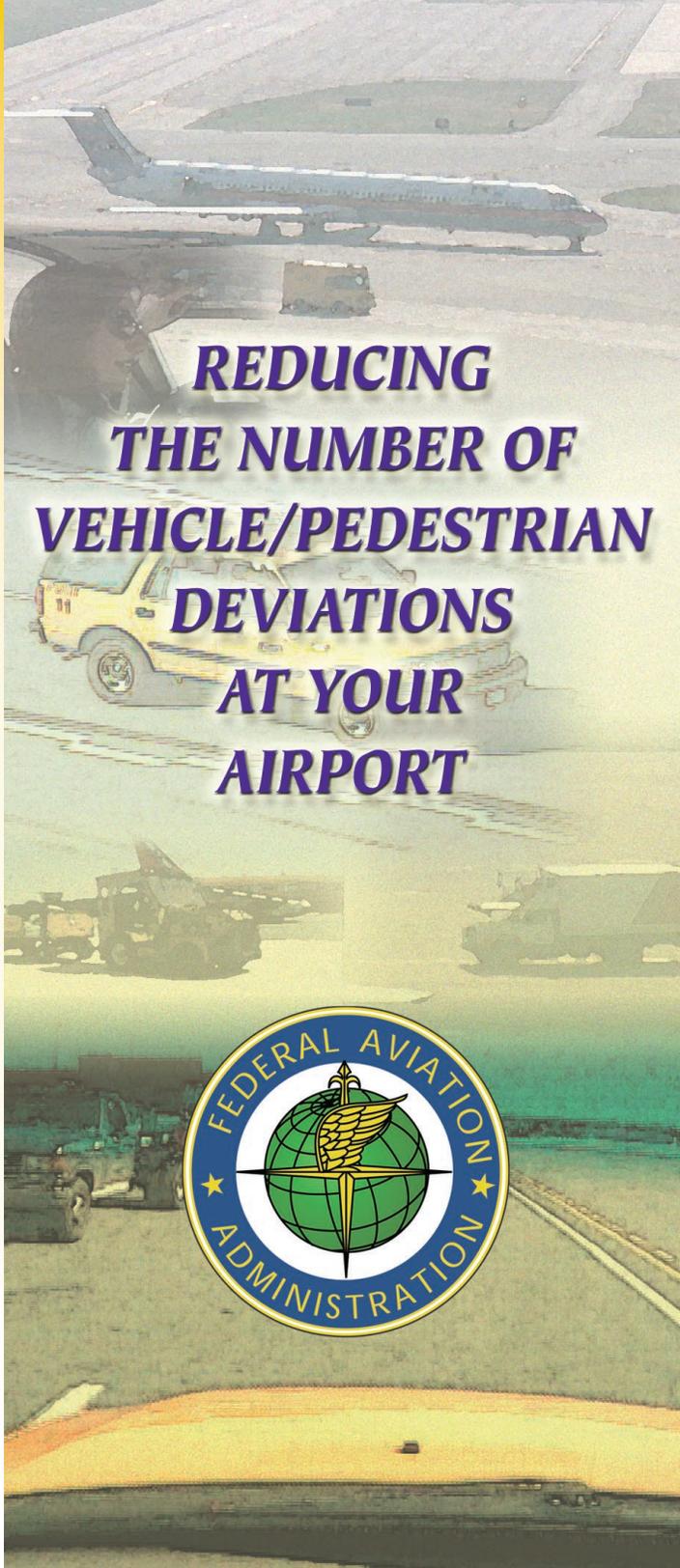
### **Southwest**

RSPM: 817/222-5045  
Airports Division: 817/222-5600

### **Western Pacific**

RSPM: 310/725-3550  
Airports Division: 310/725-3600

**Federal Aviation Administration**  
Office of Runway Safety  
(202) 267-9131  
Office of Airport Safety & Standards  
(202) 267-3053  
[www.faa.gov/runwaysafety/](http://www.faa.gov/runwaysafety/)



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