

CERTALERT

ADVISORY CAUTIONARY NON-DIRECTIVE

FOR INFORMATION, CONTACT Bruce Landry, AAS-300 (202) 267-8729, Bruce.Landry@faa.gov

DATE:	April 18, 2006	No. 06-05
TO:	Airport Operators, FAA Airport Certification Safety Inspectors	
TOPIC:	STOP RUNWAY INCURSIONS & SURFACE INCIDENTS NOW	

During the first two quarters of the fiscal year 2006, the trend for Runway Incursions and Surface Incidents has not shown an appreciable decline in numbers. Part 139, Airport Certification, requires Airport Operators to properly inform and train each individual with access to the "movement areas" of the airport. During the fiscal year 2005, the Airport Certification Program investigated approximately 269 surface incidents; not all of these Surface Incidents resulted in Runway Incursions, but these numbers are still a significant safety concern for airports certificated under Part 139. Through the end of March 2006, there have been 24 Runway Incursions caused by vehicles or pedestrians compared to 27 for the same time last year.

The Airport Safety and Operations Office (AAS-300) recommends Airport Operators review the below listed actions and implement those actions which may be applicable to possibly reduce Runway Incursions and/or Surface Incidents at your airport.

1. Audit vehicle operator 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(s) or movement area(s) are authorized airport vehicle operations permits.
2. Update the airport's drivers training program, particularly if the airport has changed its physical configuration, new roads, new terminal buildings, hangars, areas, taxiways, etc.
3. Require not only administrative testing for "movement area" access but also a practical exercise so the individual can demonstrate competency in radio communications and driving skills as well.
4. 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.

5. Use Airport Operations Officers, as well as Airport Police or local law enforcement to monitor ramp vehicle safety operations and take positive actions to increase vehicle safety awareness in both the ramp and movement areas.

OSB
Benedict D. Castellano, Manager
Airport Safety and Operations Division, AAS-300

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