



Interagency Aviation Accident Prevention Bulletin



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Subject: Runway Incursions

Area of Concern: Airport Operations

Distribution: All Aviation Activities

Discussion: Last August an Aero Commander, contracted to provide aerial supervision for fire suppression operations, was on takeoff roll when a construction truck crossed the active runway near the departure end.



Fortunately there was enough runway available that a collision did not occur.

However, the pilot's response to the situation resulted in substantial damage to the underside of the fuselage. The runway incursion was the major link in the mishap chain that resulted in the event being classified an accident by the NTSB ([SAFECOM 15-0675](#)).

What is a Runway Incursion?

The international standard, as defined by the International Civil Aviation Organization (ICAO) and adopted by the FAA in 2008, states that a runway incursion is any unauthorized presence on a runway, regardless of whether or not an aircraft, vehicle or pedestrian presents a potential conflict to an aircraft authorized to land, take off, or taxi on a runway.

The airport where this accident occurred was a non-towered airport, meaning that there wasn't an air traffic control (ATC) tower in operation to control aircraft and vehicle movement within the airport movement area. Traffic advisories and hazard awareness was via radio communication.

In FY15 there were 1,462 runway incursions reported to the FAA, below are the top 3 sub-categories.

Operational incidents: 325

Action of an Air Traffic Controller that results in: Less than required minimum separation between 2 or more aircraft, or between an aircraft and obstacles, (vehicles, equipment, personnel on runways) or Clearing an aircraft to take off or land on a closed runway.

Pilot Deviations: 883

Action of a pilot that violates any Federal Aviation Regulation Example: a pilot crosses a runway without a clearance while enroute to an airport gate.

Vehicle/Pedestrian Deviations: 245

Pedestrians or vehicles entering any portion of the airport movement areas (runways/taxiways) without authorization from air traffic control.

Recommendations:

1. Check applicable NOTAMs (Notice to Airmen) for your destination to see if airport construction is in progress.
2. If you are operating at an airport with construction in progress, make sure you receive daily briefings from the airport manager on the status of the construction and any impact to flight operations that may result.
3. Unit Aviation Officers with active Air Traffic Control (ATC) facilities should participate in local Runway Safety Action Team (RSAT) meetings.
4. Unit Aviation Officers should ensure construction activities and information on airport hot spots are included in unit orientation briefings to Incident Management Teams and updated throughout the assignment.
5. Use the SAFECOM system to report runway hazards and incursions. www.safecom.gov

Below is a link to the FAA Runway Safety Resource website which has several resources for runway safety, hot spots and statistics: http://www.faa.gov/airports/runway_safety/resources/

/s/ John Mills (Acting)

Acting Chief, Aviation Safety
Training & Program Evaluations
DOI, Office of Aviation Services

/s/ Gary Sterling

Branch Chief, Aviation
Safety Management Systems
USDA Forest Service