



AIRPORTS DIVISION

MONTGOMERY FIELD AIRPORT

RUNWAY SAFETY PROGRAM



Airport Markings

	HOLDING POSITION: Hold Short of Intersecting Rwy Also Land and Hold Short Marking
	ILS CRITICAL AREA: Hold Short During IMC Conditions
	TAXIWAY/TAXIWAY HOLDING POSITION: Hold Short of Intersecting Taxiway When Directed by ATC
	MOVEMENT AREA BOUNDARY: Defines Boundary of Movement Area and Non-Movement Area
TAXIWAY EDGE: Defines Edge of Usable Full Strength Taxiway Pavement. Adjoining Pavement NOT Usable	
DASHED TAXIWAY EDGE: Defines Edge Taxiway Where Adjoining Pavement or Apron IS Available for Taxi	
	SURFACE PAINTED HOLDING POSITION: Hold Short of Intersecting Runway on Twy
	SURFACE PAINTED TAXIWAY DIRECTION: Direction & Designation of Intersecting Twy
	SURFACE PAINTED TAXIWAY LOCATION: Identifies Twy on Which Aircraft Is Located

References: Aeronautical Information Manual (AIM), AC 90-67B, AC 150/5340-1H, and AC 150/5340-18C.

Airport Signs — Action or Purpose

	TWY/RWY HOLD POSITION: Hold Short of Runway on Taxiway <small>Also ... HWY/RWY HOLD POSITION: Hold Short of Intersecting Runway</small>		RUNWAY BOUNDARY: Exit Boundary of Rwy Protected Areas
	RWY APCH HOLD POSITION: Hold Short for A/cft on Approach		ILS CRITICAL AREA BOUNDARY: Exit Boundary of ILS Critical Area
	ILS HOLD POSITION: Hold Short of ILS Critical Area		RUNWAY EXIT: Defines Direction & Designation of Exit Twy from Rwy <small>Also ... TWY DIRECTION: Defines Direction & Designation of Intersecting Taxiway(s)</small>
	NO ENTRY: Identifies Paved Areas Where Aircraft Entry is Prohibited		OUTBOUND DESTINATION: Defines Directions to Take-Off Runways
	TAXIWAY LOCATION: Identifies Taxiway on Which Aircraft is Located		INBOUND DESTINATION: Defines Directions for Arriving Aircraft
	RUNWAY LOCATION: Identifies Runway on Which Aircraft is Located		TAXIWAY ENDING MARKER: Indicates Twy Does Not Continue
	RUNWAY DISTANCE REMAINING: Identifies Runway Length Remaining		DIRECTION SIGN ARROW: Identifies Location in Conjunction with Multiple Intersecting Taxiways

Consequences

Continuation of this trend of V/PGs could greatly diminish or lose FAA Grants for runway and taxiway repairs. Without grants, the City Airports Division could not maintain the runways, taxiways, and facilities of Brown and Montgomery Fields.

In the future, violators and/or tenants/users who cause a violation, due to commission of irresponsible actions or omission of responsible actions, will be punished in accordance with the San Diego Municipal Code and/or CA PUC.



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SAFETY FIRST

What is a Runway Incursion (RI)?

A runway incursion is defined as any occurrence at an airport involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and takeoff of aircraft.

What is a Vehicle/Pedestrian Deviation (V/PD)?

Vehicle/pedestrian deviations result from a vehicle operator or pedestrian accessing the airfield movement area or runway safety areas without air traffic control authorization. V/PD's make up approximately 19% of all incursions.



Summary of Recent VP/D's

- **5/5/12**: Toyota crossed Twy H at Twy B & went to the Rwy 28L Run-up area to take pictures. Tower had an a/c stop & tell driver to contact Tower. Vehicle departed across Twy H & B, then thru Gibbs to exit the airport.
- **5/4/12**: Tow truck drove on Twy H & Twy J. Gibbs FBO personnel stopped the driver to inform him and get info – company contacted.
- **4/23/12**: Zeppelin was operating on Rwy 5, when a female ran from NAC West across Twy G & F to take pictures.
- **2/2/12**: Zeppelin ground support crew walked across Twy G without clearance due to misunderstanding.
- **1/3/12**: Hertz employees delivering cars to Crownair line found Gate #7 inop, so drove on Twys I, G & H trying to find Crownair line service.
- **12/15/11**: Buyer for tug at Spiders given gate #12 code, but entered #14 & drove on Twys F & G & Rwy 5 looking for seller at Spiders.
- **8/22/11**: Young pilot with 400 hrs taxied his a/c from Spiders to Gibbs for maintenance. Rode his skateboard back on Twys J, H, G.
- **1/25/11**: Delivery truck was given the gate code by a Crownair tenant, but was given no directions-he drove onto Twys H & J looking for the hangar.
- **1/24/11**: FAA Maintenance vehicle was cleared on Twy C, but continued onto Rwy 05/23 without clearance.

Discussion

While zero V/PD's each year is our goal; there is potential, regardless of training, briefings, and coded gates for deviations to occur at a very busy General Aviation airport with approximately 600 based aircraft. Besides the large number of tenants; Montgomery Field has 5 FBO's, Ameriflight air cargo, the SDPD Air Support Unit, the SDFD Air Support Unit, government-contracted R&D operations, and 2 sightseeing/adventure operations (Barnstorming Adventures and Airship Ventures). There is also a significant amount of flight training conducted here. Many of these operations involve family and friends who come to watch, while all operations require support & deliveries.

It is **everyone's** responsibility to do what is necessary to prevent unauthorized pedestrians and vehicles from proceeding onto Movement Areas. Intervention at the earliest point is required: **explicit & accurate instructions, directions, and cautions must be given and/or an escort must be provided for visitors.**

Do not assume that visitors know the difference between a road and a taxiway, and **don't expect them to understand the signs and markings.**