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

- ***6/10/18*** - SR-22 landed RWY 28L and had a runway excursion to the left just short of taxiway G1. The aircraft nosed over in the grass. Attempt was made to contact pilots with no response, then both passengers were observed jumping out of the aircraft. A few moments later a pedestrian crossed TWY H to assist and called the tower phone line. He reported no injuries, but the aircraft was leaking fuel. Airport Ops was notified. Pilot and pedestrian information obtained by operations.

6/9/18 - T-210 was cleared for takeoff on RWY 28L. Aircraft crossed RWY 28L and crossed the hold short line for RWY 28R at TWY B. ATC issued go around instructions to PA-23 on short final for RWY 28R.

4/14/18 - P28A received a partial take-off clearance for runway 28L from Local Control before LC stated DISREGARD. LC then began transmitting to another aircraft without confirming thtat P28A understood they were now expected to HOLD SHORT of Runway 28L. P28A departed Runway 28L without a clearance. No conflict.

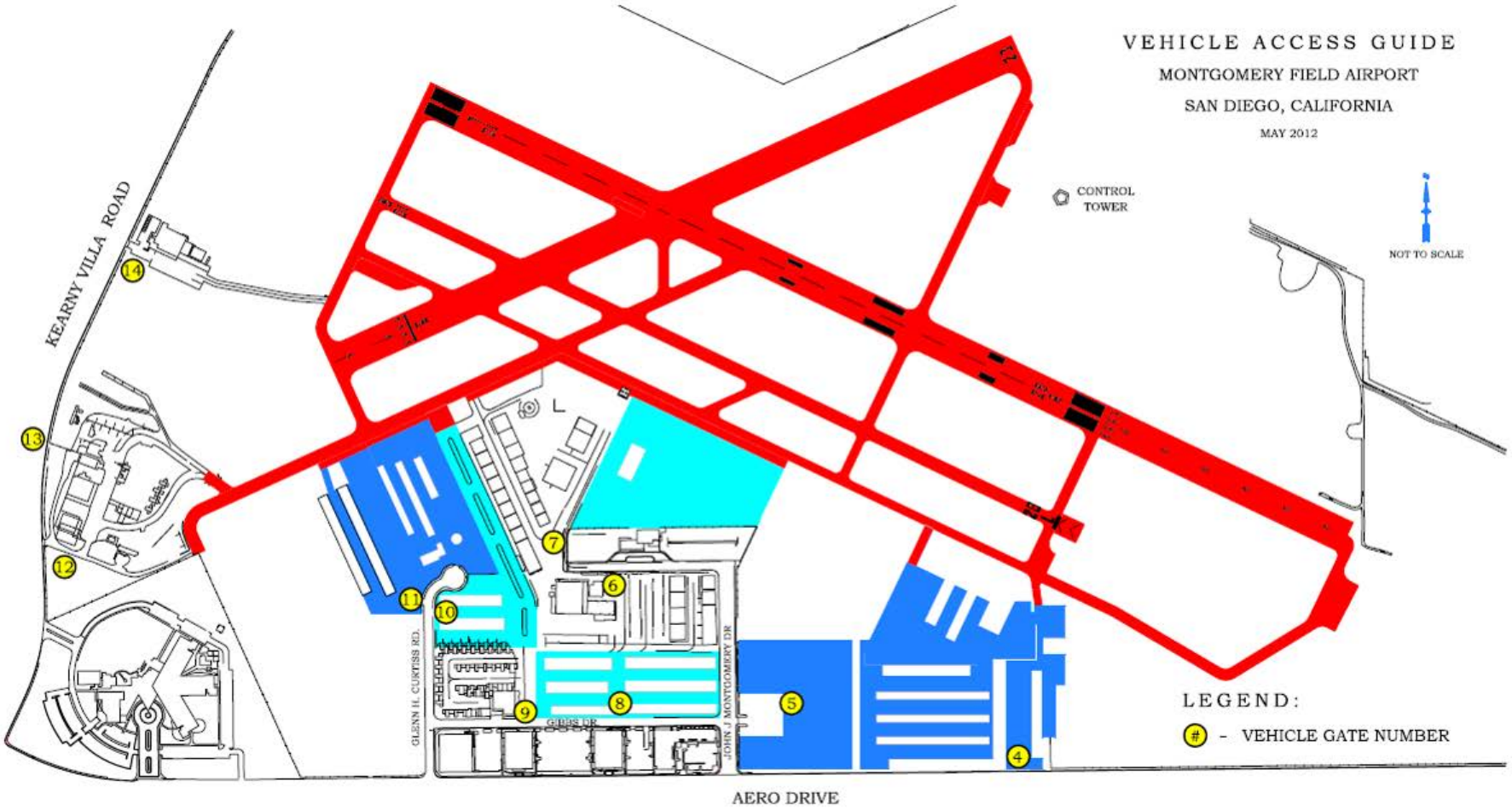
Discussion

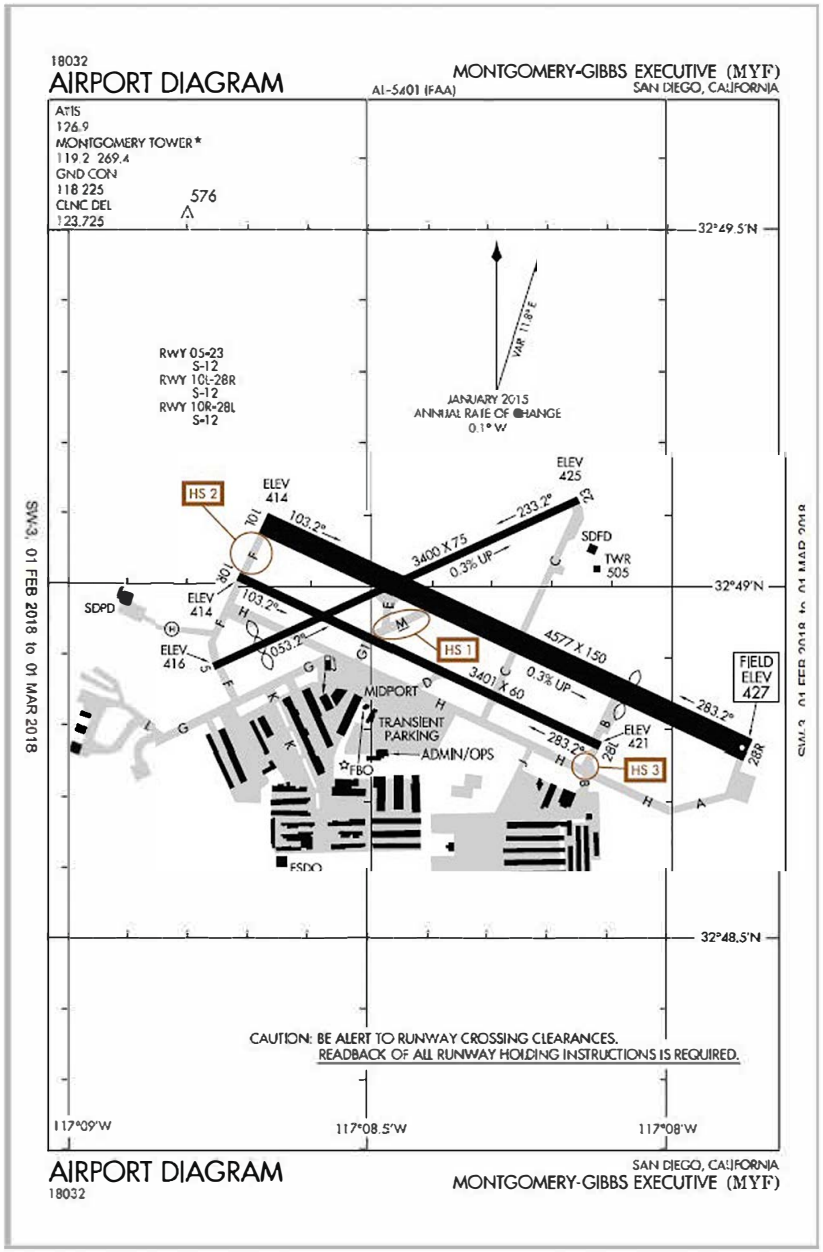
While zero V/PD's each year is our goal; there is potential, regardless of training, briefings, and coded gates for deviations to occur at a very busy General Aviation airport with approximately 561 based aircraft. Besides the large number of tenants; Montgomery Field has 3 FBO's, the SDPD Air Support Unit, the SDFD Air Support Unit, government-contracted R&D operations, and 2 sightseeing/ adventure operations (San Diego Air Tours. 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.***

DO NOT ENTER RED AREAS WITHOUT TOWER AUTHORIZATION

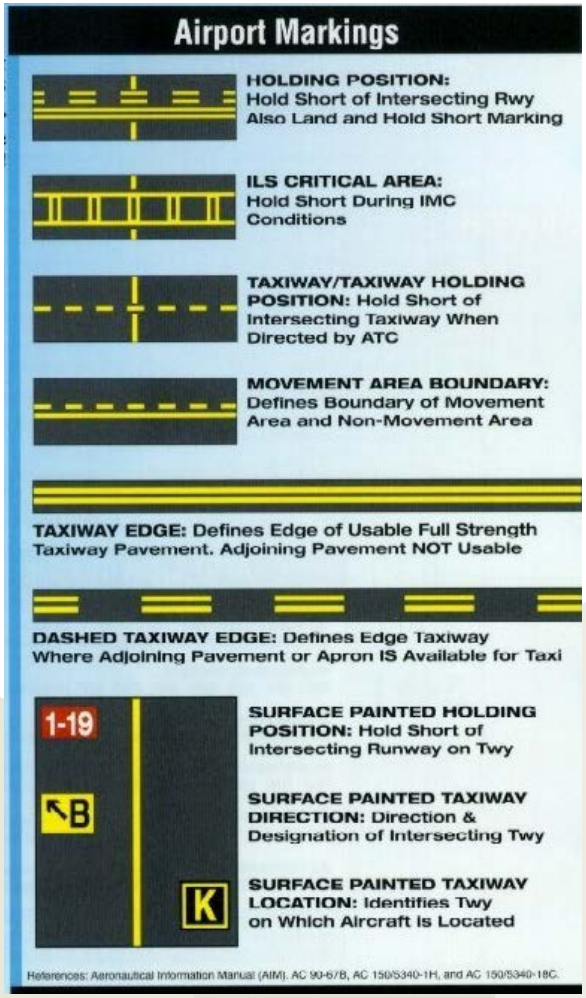


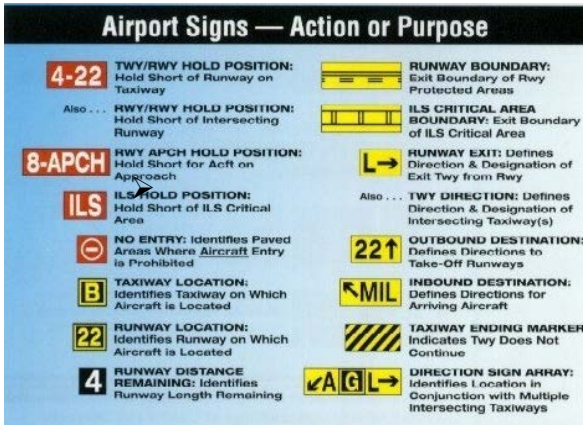


Hot Spot 1 (HS1) Aircraft landing on Runway 28R and exiting onto Taxiway Mike (M) sometimes cross Runway 28L without autorization.

Hot Spot 2 (HS 2) Aircraft landing on Runway 28R and exiting onto taxiway Foxtrot (F) sometimes cross Runway 28L without autorization.

Hot Spot 3 (HS 3) Pilots sometimes confuse taxiway Bravo (B) for the entrance to Runway 28R and cross Runway 28L without authorization.





Consequences

Continuation of this trend of V/PDs 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.

SD Airports

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AIRPORTS DIVISION

MONTGOMERY-GIBBS EXECUTIVE AIRPORT

RUNWAY SAFETY PROGRAM