



Preventing runway incursions at small aerodromes

Although small aerodromes and those with simple layouts may appear to pose few issues, it is worth every now and again taking time to consider how incidents can be prevented. Consider implementing the following suggestions to make sure that your aerodrome is as safe as it can be.

Visitors

People enjoy visiting aerodromes, particularly in the summer months, but may be unaware of the hidden dangers. To protect people you should:

- Ensure the aerodrome boundary is secure, and access is controlled.
- Consider signage at the boundary of a licensed aerodrome clearly indicating there is no access without permission. Signage may quote the 1982 Civil Aviation Act, Section 39, to warn off trespassers.¹
- Where there is access, in particular public rights of way, provide signage that clearly warns of the dangers such as approaching aircraft which may be difficult to see if there is a ground slope, obstacles, or silent aircraft practising glide approaches. Signage should also indicate where the aircraft are approaching from and advise that some pilots may have reduced vision and steering ability when on the ground.
- In cases of public right of way, consider providing a clearly signed alternative route in addition.
- It is important to clearly define areas where dogs are required to be kept on leads. Under certain legal circumstances and with permissions, stiles can be used to restrict animal access.²

- Remind pilots that their passengers should be escorted and supervised at all times whilst on the aerodrome. This may be published in the local flying orders and noted in the UK AIP.
- Ensure the security of the aerodrome boundary and associated signage is inspected regularly.

Vehicles

Runway crossings should be limited, or better still, prevented. This can be done by:

- Providing routes around a runway or alternative access to the aerodrome site.
- Providing physical barriers along with good signage around and on the aerodrome to prevent vehicles straying onto runways and taxiways.
- Controlling the number of vehicles permitted.
- Ensuring all drivers are aware of the rights of way described in the Air Navigation Order Aerodrome Traffic Rules 40-43, CAP 393.³

Preventing runway incursions at small aerodromes cont.

Aircraft

Consider your aerodrome from the perspective of an unfamiliar visiting or student pilot by:

- Ensuring all runway holding positions are clear to pilots in the approaching directions, noting that different aircraft types present different height and viewing perspectives.
- Implementing clear, simple taxiway layouts and junctions of 90° shown by grass cut heights to avoid confusion.
- Limiting runway access and the width of any access points to reduce the possibility of pilots accidentally entering a runway.
- Positioning a runway access point so that it provides clear views of both approaches, ideally at 90°; consider any slope or obstacle issues to reduce the risk of conflict.
- Making sure that all runway access point approach views are regularly checked and maintained.
- Ensuring the UK AIP shows the correct aerodrome layout. Any planned change to the layout should be notified to NATS AIS well in advance to make sure that the UK AIP changes are published at the same time as the physical change. See NATS AIS website⁴ for lead times.

Staff

When people are required to work out on an aerodrome, and particularly the runway, they should:

- Be clearly visible at all times.
- Be provided with a radio, and check it receives to listen out for traffic and be aware that not all aircraft use radio.
- Where possible, work in pairs, and proceed against the aircraft traffic direction to improve lookout.
- Understand the terms pilots use to describe: runways, taxiways, aircraft's position on the ground and in the air around the aerodrome.⁵

- Know the Air Navigation Order Aerodrome Traffic Rules 40-43, CAP 393.³
- Be aware of:
 - Low visibility of aircraft due to size, weather conditions, and sun position.
 - Quietness of aircraft conducting glide approaches.
 - The directions an aircraft may approach.
 - The pilot's reduced ability to steer the aircraft and to see when the aircraft is on the ground, particularly in the case of tail wheel aircraft.

Reviewing

Try to review incidents from other aerodromes to see if they could happen at yours and what you could do to prevent them from happening. Consider how a pilot would report a near miss to the aerodrome. Make it easy and obvious. You may want to review the information contained here prior to any special events, particularly around the set up and close down times.⁶

Further information and references

For further information and/or training material please review the following links. If you have any questions, please contact your Aerodrome Inspector.

Ref	Information	Website/link
1	Search: aerodrome	www.cps.gov.uk
2	Stile information search:	www.ramblers.org.uk
3	Air Navigation Order Rules, Section 2, page 21	www.caa.co.uk/cap393
4	For UK AIP, IAIP, General Information-Index, GEN 3.1	www.nats-uk.ead-it.com
5	Leaflet 6 Aerodrome Sense, radio and aerodrome info	www.caa.co.uk/safetysense
	Supplement 2, Radio info	www.caa.co.uk/cap413
6	For incidents to review	www.chirp.co.uk www.aaib.gov.uk