

RUNWAY SAFETY ACTION TEAM

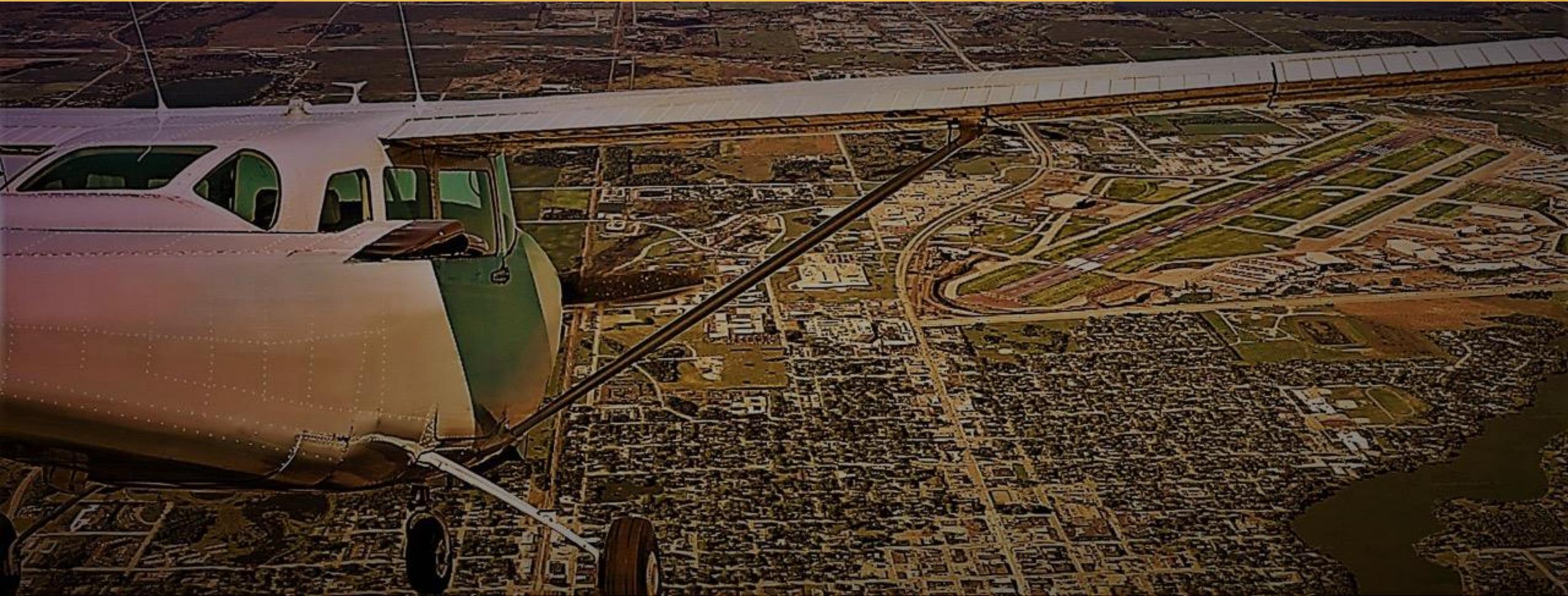
RSAT MEETING

PRESENTED TO: ABC Runway Safety Action Team

BY: Scott Proudfoot, ABC ATM, Giovanni Dipierro, ABC Labor Representative, Dale Williams, ABC Airport Manager, Nick DeLotell,

DATE: FAA Flight Standards
April 5, 2022





Welcome





Introductions

Welcome to the Runway Safety Action Team (RSAT) Meeting

- Air Traffic Manager (Air Navigation Service Provider): Scott Proudfoot
- Airport Manager: Dale Williams
- NATCA (Bargaining Unit Representative): Giovanni Dipierro
- FAA Flight Standards: Nick DeLotell

Please introduce yourself and the organization you represent.

Remember to include your contact information on the sign-in sheet.



Agenda

- RSAT meeting purpose
- Definitions and statistics
- National focus areas and efforts
- Local events, concerns, and Action Items
- Runway Safety Action Plan (RSAP)





RSAT Meeting Purpose

This meeting serves as a venue to openly discuss surface risk and how these risks are mitigated.

- This is the time for stakeholders (i.e., tower, airport, operator, users, pilots, etc.) to openly discuss and address surface risk.
- Local RSATs create an environment where our team can acknowledge that there is room for improvement by encouraging everyone to freely discuss issues and concerns to develop best practices and mitigations.
- It is encouraged to be an active participant in these meetings as you are an integral part of the team.
- Local RSAT meetings are required once per fiscal year. It is recommended to have quarterly RSAT meetings as open communication between all parties tends to lead towards safer results.





RSAT Meeting Takeaway

At the end of the meeting, we will develop a *Runway Safety Action Plan (RSAP)* to continue our safe operations and improve surface safety in the coming year.



What part of the airfield are we discussing today?

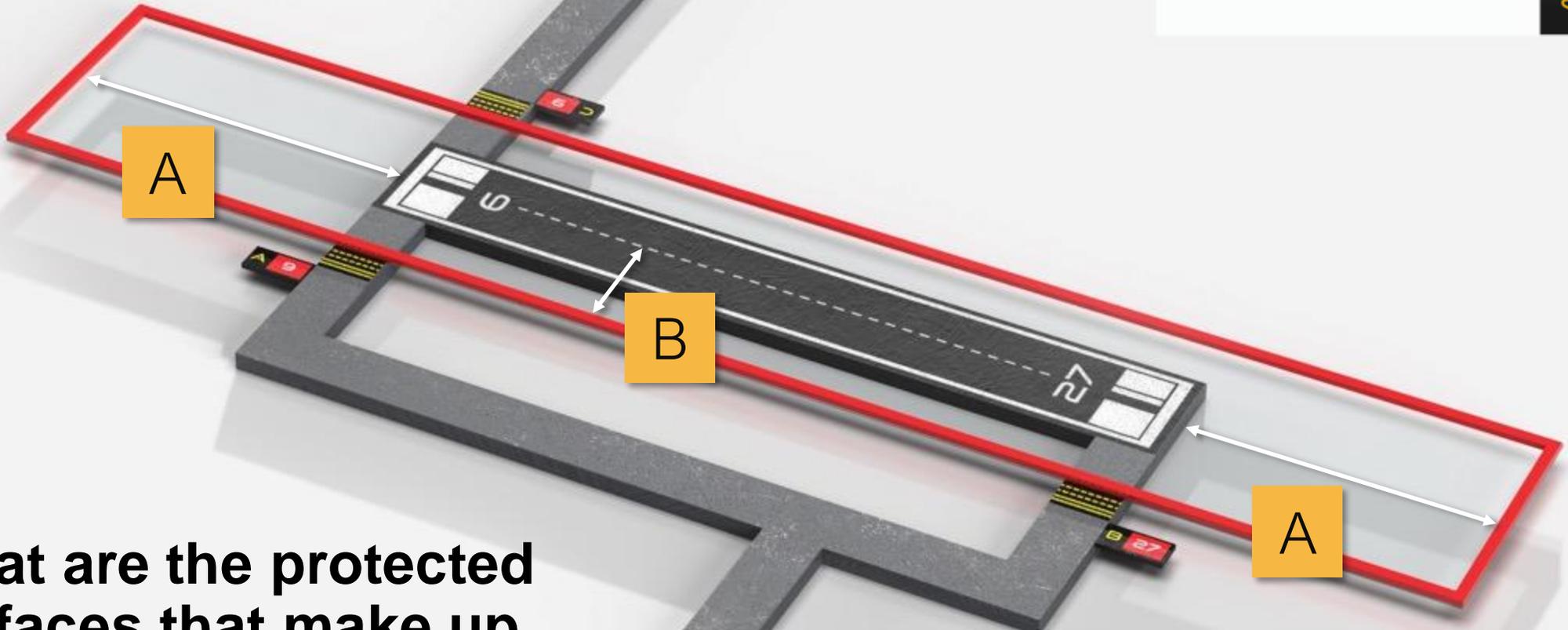
Movement Areas:

- Any area in the airfield where operations require permission from ATC.
- Generally speaking, movement areas are taxiways and runways.



Typical Runway
Safety Area

A		1000'
B		250'



**What are the protected
surfaces that make up
the Runway Safety Area (RSA)
Runway Strip and RESA**



Review your Airport's RSA Letter of Agreement (LOA)

Tower Responsibilities

Tech Ops Responsibilities

Airport Operator Responsibilities





Typical RSA Signage

The images above indicate you are on Taxiway Alpha holding short of Runway One Four or Runway One Eight/Three Six.

- If there is a single number like the image on the left, you are at the end of the runway.
- If there are two runway numbers like the image on the right, you are at an intersection.





Hold Short Markings

- Do not cross the hold short line without authorization.
- Even if there are no other aircraft or vehicles involved, if you get any part of your aircraft or vehicle across this line without permission to do so, this results in a Runway Incursion.
- When you cross this line, you have entered the Runway Safety Area (RSA).



Runway Protection Lighting System

Runway Guard Light



Runway Stop Bar





Signs and Markings as you clear the RSA

- You are clear of the runway when your aircraft tail are past this line.
- If there is nothing impeding your forward movement – you are expected to get completely past this line.



If You Cross the Line

You've Crossed the Line!

When you cross the line...

- You've entered an area designed to protect landing and departing aircraft.

You've crossed the line when...

- You are on the runway without authorization to take off, to cross, or to await a takeoff clearance.
- You jeopardize yourself, your passengers, your airplane, and others.

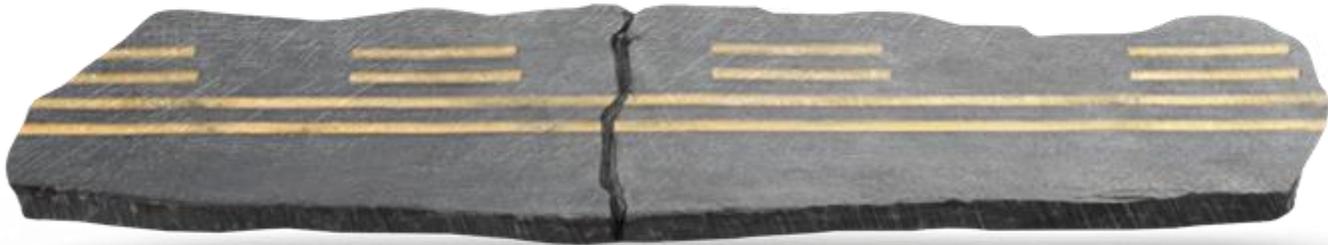
Stay focused. Follow instructions. Taxi carefully.

https://www.faa.gov/airports/runway_safety/



Runway Incursion (RI)

ICAO: Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.

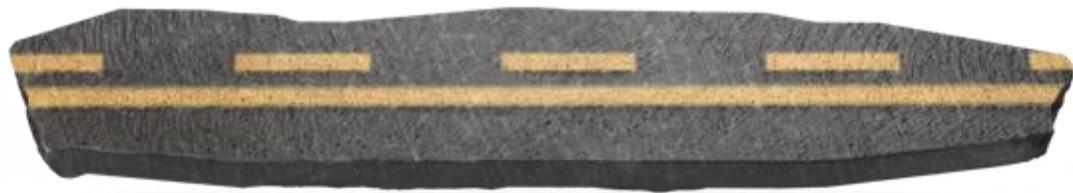


Violating the Runway Safety Area (RSA):
Crossing this line without permission from Air Traffic.



Surface Incident (SI)

ICAO: An unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.



Entering a movement area without ATC approval.



Runway Excursion (RE)

ICAO: A veer off or overrun from the runway surface. These surface events occur while an aircraft is taking off or landing. Contributing factors may include:

- Unstable Approaches
- Cross Wind Component
- Tailwind
- Mechanical
- Runway Conditions



RSAs are designed in order to protect airport users in the event of a runway excursion.





Engineered Material Arresting System (*EMAS*)

Aircraft can and do occasionally overrun the ends of runways, sometimes with devastating results.

The purpose of an EMAS is to stop an aircraft overrun with no human injury and minimal aircraft damage. The aircraft is slowed by the loss of energy required to crush the EMAS material.





The EMAS technology improves safety benefits in cases where land is not available, or not possible to have the standard 1,000-foot overrun.

A standard EMAS installation can stop an aircraft from overrunning the runway at approximately 70 knots. An EMAS arrest or bed can be installed to help slow or stop an aircraft that overruns the runway, even if less than a standard RSA length is available.





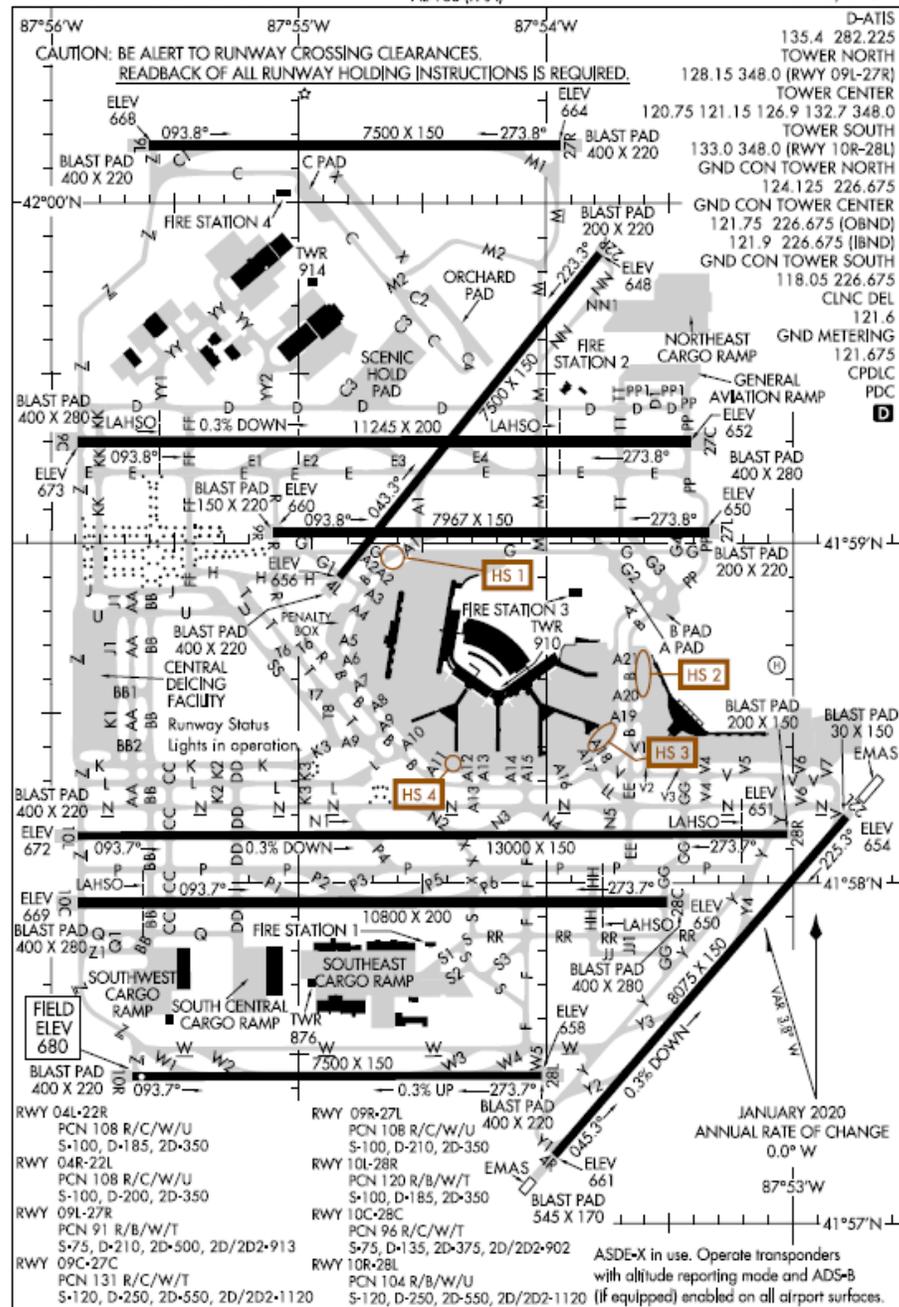
EMAS

Since the first installation of EMAS, there have been 19 incidents where EMAS systems have safely stopped 19 overrunning aircraft, carrying 406 crew and passengers.

Currently, EMASMAX is installed at 117 runway ends at 70 airports in the US.

Currently, greenEMAS is installed at 4 runway ends at 1 airport in the US (MDW).





Airport Diagram

ORD Airport Diagram and all references to ORD Airport are shown for Demonstration Purposes Only. This presentation is fictional and does not include any issues that ORD Airport may be experiencing.





BREAK TIME





Runway Incursions, Surface Incidents, and Runway Excursions in the NAS



Runway Incursions are assessed by Runway Safety and classified by the severity of the event. The Severity Classifications are:

- **Accident.** An incursion that results in a collision. For the purposes of tracking incursion performance, an accident will be treated as a Category A runway incursion.
- **Category A.** A serious incident in which a collision was narrowly avoided.
- **Category B.** An incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/evasive response to avoid a collision.
- **Category C.** An incident characterized by ample time and/or distance to avoid a collision.
- **Category D.** An incident that meets the definition of a runway incursion, such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing and take-off of aircraft, but with no immediate safety consequences.
- **Category E.** An incident in which insufficient or conflicting evidence of the event precludes assigning another category





Surface events are classified into the following types:

- **Operational Incident (OI).** A surface event attributed to ATCT action or inaction.
- **Pilot Deviation (PD).** A surface event caused by a pilot operating an aircraft under its own power (see FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation and Reporting, for the official definition).
- **Vehicle or Pedestrian Deviation (V/PD).** A surface event caused by a vehicle driver (including a vehicle towing an aircraft), a non-pilot operating an aircraft under its own power, or a pedestrian.
- **Other.** Surface events which cannot clearly be attributed to incorrect action/s by an air traffic controller, pilot, driver, or pedestrian will be classified as “other.” These events would include incursions caused by equipment failure or other factors.



Over 44,000,000 take-offs and landings during FY2021

1,568 Runway Incursions in the NAS



66 %	PD Pilot
15%	OI Controller
17%	VPD
2%	Other

Western Service Area Central Service Area Eastern Service Area





FY2021

Surface Incidents in the NAS: 550

- 14 surface incidents involved aircraft attempting to depart from a taxiway instead of a runway.
- 24 incidents involved aircraft lining up for a taxiway when attempting to land.
- 4 incidents involved aircraft landing at the wrong airport
- 508 are events where an aircraft or vehicle entered a taxiway incorrectly or without authorization.





FY2021

Runway Excursions in the NAS

Number of Runway Excursions: 450

Number of commercial aircraft: 37

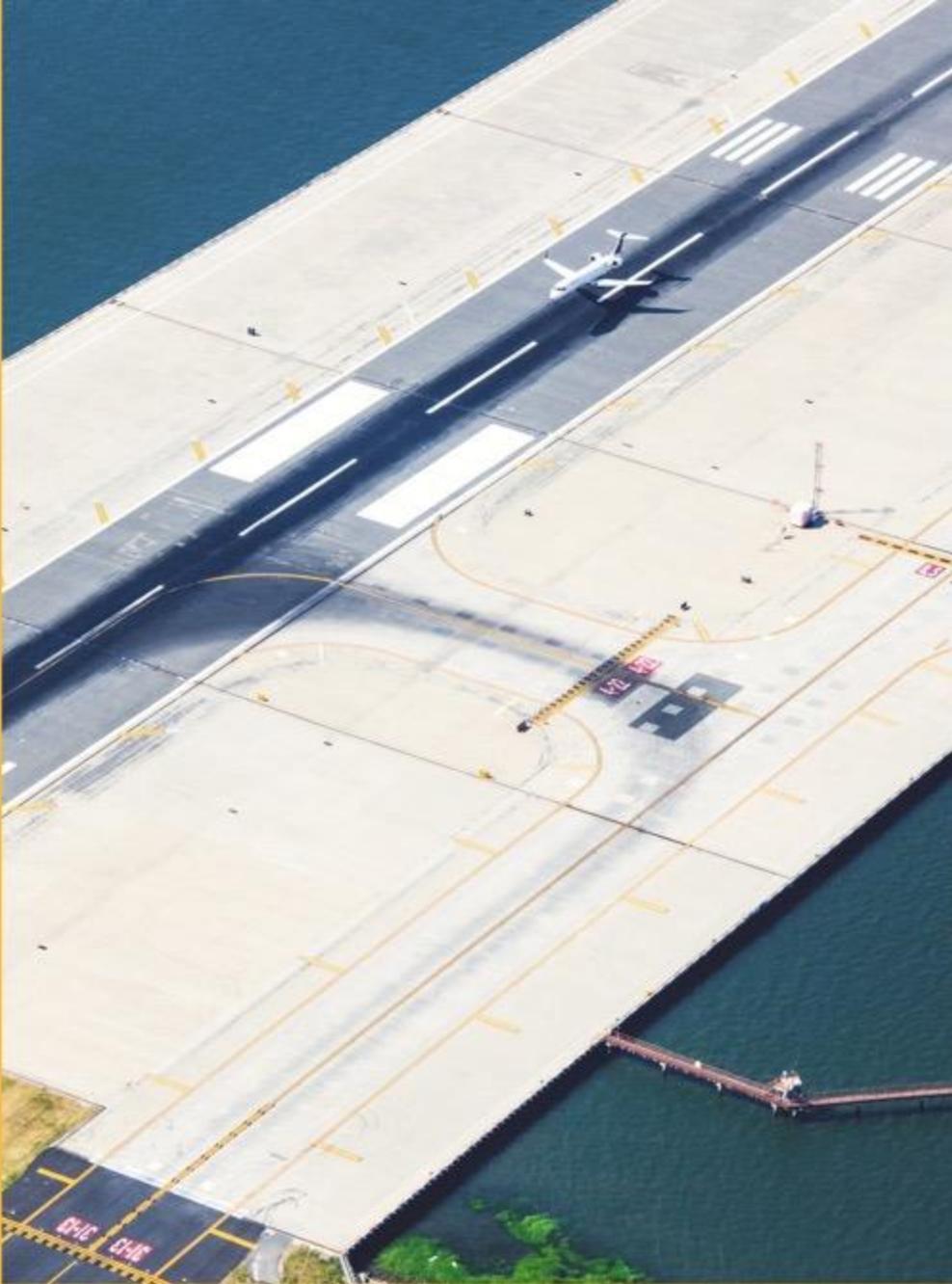
Number of general aviation aircraft: 409

Number of military aircraft: 4

Main contributing factor:

Aircraft problem, loss of control, exited the runway.





NAS-Wide Focus Area



Wrong
Surface
Landings



Traffic Advisories
/ Safety Alerts



Altitude
Compliance



Pilot Report
(PIREP) Solicitation
/ Dissemination



Notices
to Airmen
(NOTAMs)

Wrong Surface Operations have become a focus area for the FAA.

- Landing risks include landing on the wrong runway, landing on a taxiway or landing at the wrong airport.
- Takeoff risks include departing from the wrong runway (to include the wrong direction from an intersection) or from a taxiway.



237

WRONG SURFACE DEPARTURES

Reflects FY2017 – FY2021 Events

Includes:

103

Misalignments
to the wrong
surface but
did not depart

134

Actual
departures
from the
wrong surface



939

WRONG SURFACE ARRIVALS

Reflects FY2017 – FY2021 Events

Includes:

473

Aircraft that mis-aligned to the wrong surface and went around

466

Aircraft that mis-aligned to the wrong surface and landed



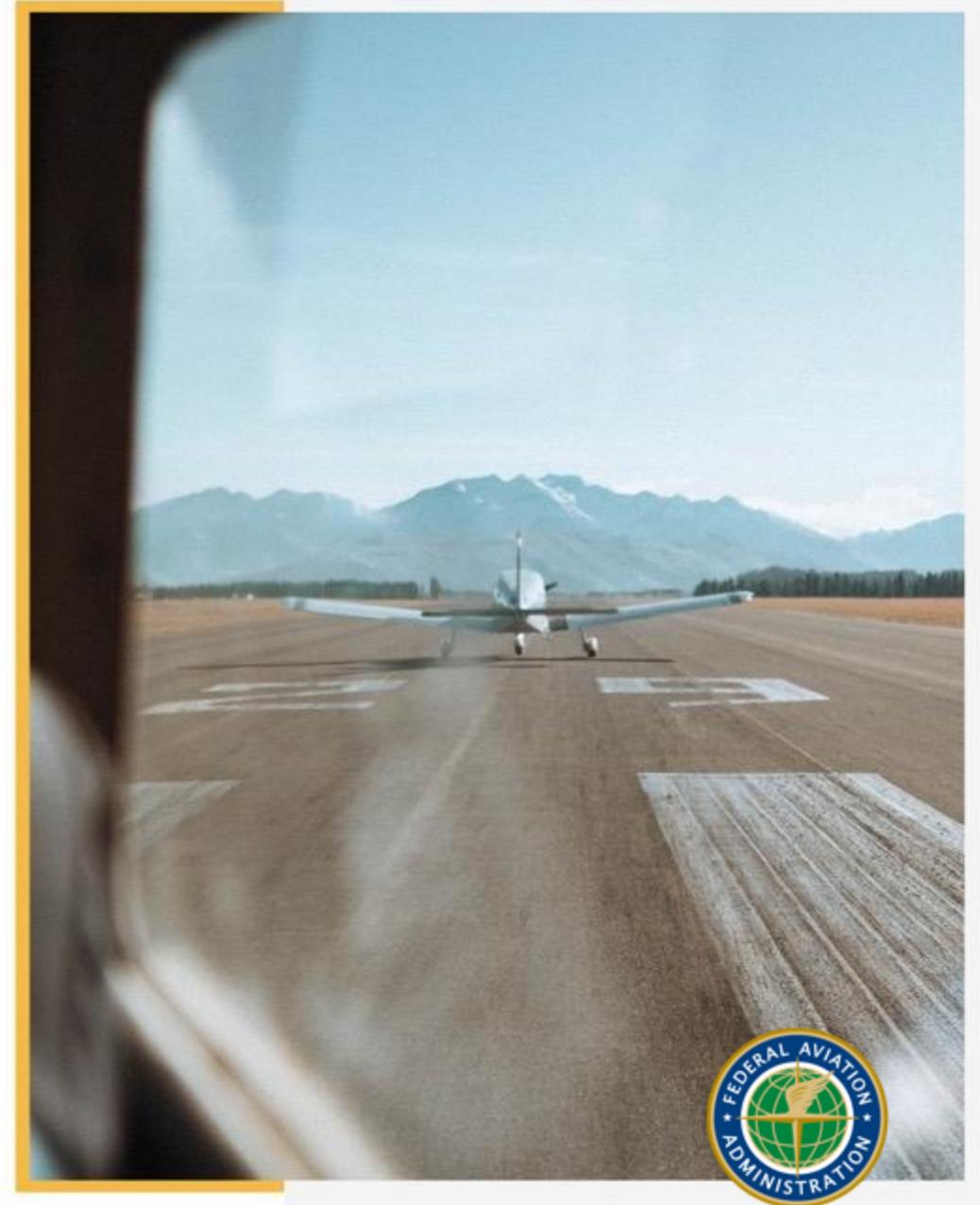
Wrong Surface Risks (Runway Confusion)

Primary risk factors include:

- Parallel runways, especially those with offset thresholds or irregular spacing.
- Closely aligned runway ends.
- Parallel taxiways resembling the runway.
- Nearby airports with similar runway configurations.

Know before you go and remain vigilant:

- Be familiar with the airport diagram and keep a copy on-hand for reference.
- Check out a satellite image of the airport for a realistic picture of what to expect.
- Confirm your compass heading matches your assigned runway.





Outreach and Education





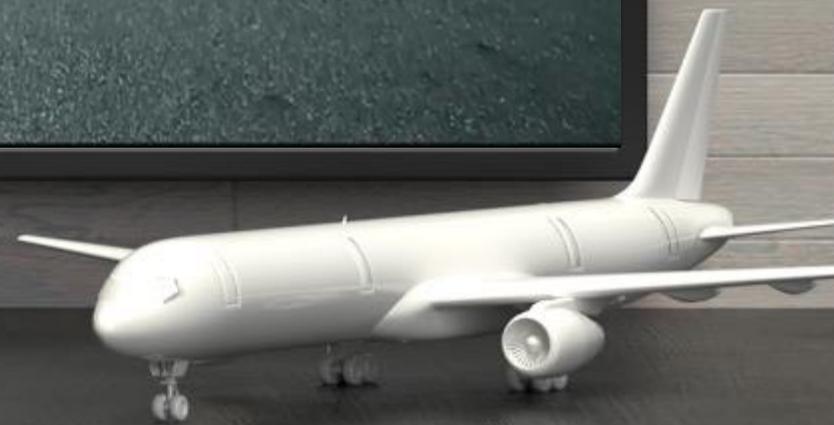
Runway Safety Action Team

Educational Videos

An effort the FAA is undertaking to raise awareness and combat wrong surface errors is the new “From the Flight Deck” video series.

All videos are also available on the FAA YouTube channel. Just search “FAA From the Flight Deck.”







Runway Safety Pilot Simulator

Another outreach effort to raise surface safety awareness is through the Pilot Simulator tool.

You can access the Pilot Simulator directly via runwaysafetysimulator.com

- The scenarios and animations can be accessed on your mobile devices as well.



The Anatomy of a Wrong Surface Event
PART 3: TRAINING



Only aircraft and parties involved in the real-life event are depicted in the animation.

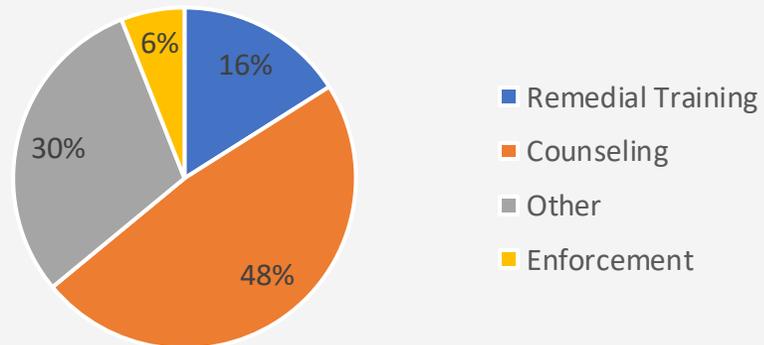




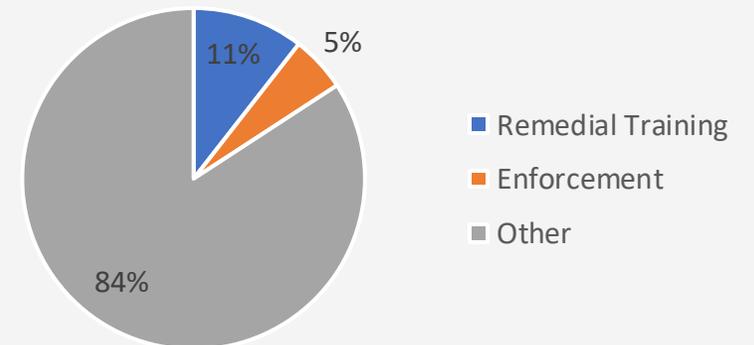
FAA Compliance Program

“Just Culture” focuses on accountability and correction, versus blame and punishment. Fosters an open environment for sharing information between the FAA and its stakeholders.

Compliance Program Actions
(2021 Nationwide)



Compliance Program Actions
(2021 ABC)



FAA Safety Team (FAASTeam)

FAASTeam Organizational Structure

To fulfill its mission, the FAA's Safety Program is structured with a National FAA Safety Team (FAASTeam) staff with assigned personnel holding positions as Safety Liaison Team (SLT) Leads and FAASTeam Program Managers (FPM).

FAASTeam Process for Planning to Reduce Accidents

The National FAASTeam develops standardized safety interventions for General Aviation (GA), and may support other safety initiatives such as UAS, Next-Gen, Runway Safety and the General Aviation Joint Steering Committee (GAJSC) Safety Enhancements, etc. In addition, there is flexibility built into the program that affords the FPMs adequate flexibility to innovate locally, and respond to localized safety issues through:

- Accident/incident reports involving airmen from the area
- Hazards identified by FAA Inspectors at local Flight Standards District Offices
- Information from the local aviation community



The graphic features a blue and white header with the FAASTeam logo and the slogan "Safer Skies Through Education". To the right is the FAA Aviation Safety logo. The main body is split into a dark blue left panel and a right panel showing three "FAASTeam Wings" medals: Basic, Advanced, and Master. The left panel contains text about completing any phase of WINGS to satisfy the requirement for a flight review, the FAA logo, and the hashtag #WINGScredit. The right panel shows the medals and the website FAASafety.gov.

FAASTeam
Safer Skies Through Education

FEDERAL AVIATION ADMINISTRATION
FAA
Aviation Safety

Complete any phase of WINGS to satisfy the requirement for a flight review.

FEDERAL AVIATION ADMINISTRATION

#WINGScredit

FAASafety.gov



FAASTeam Outreach

FAASTeam Representatives

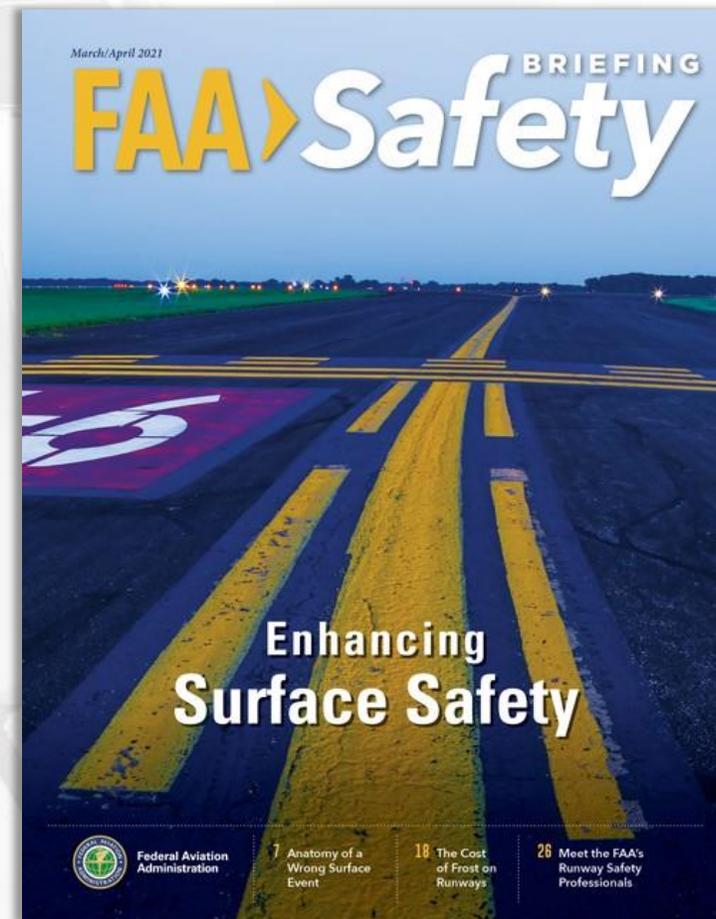
Aviation safety volunteers that wish to work closely with FAASTeam Program Managers (FPM) to promote safety may be designated as FAASTeam Representatives. Volunteers receive training and are supported by the FPM with equipment and materials.

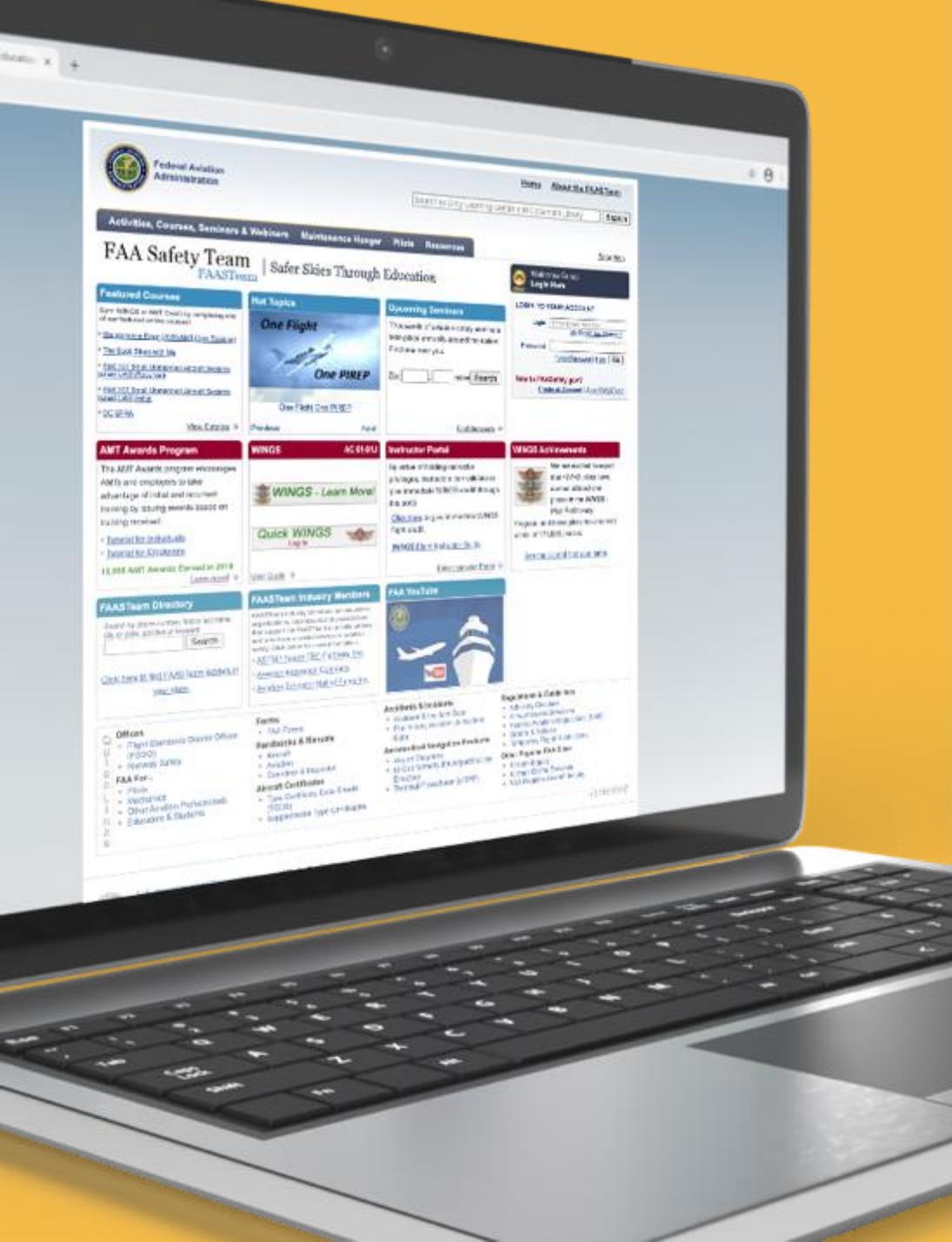
FAASTeam Industry Members

The FAASTeam has guidelines for the establishment of Industry Members. They are companies or associations of people that have a stake in aviation safety. The guidelines describe how these groups and the FAASTeam can formalize their desires to promote aviation safety together.

FAASTeam Tools

FAASTeam program management is based on a safety risk management approach, using system safety principles, risk prioritization, and new technology concepts. These FAASTeam system safety techniques are used to shift the safety culture towards the reduction of accidents.





FAASTeam Outreach

Relationships with the Aviation Community

The FAASTeam "teams up" with individuals and the aviation industry to create a unified effort against accidents and "tip" the safety culture in the right direction.

FAASTeam Members

A FAASTeam Member is anyone who makes a conscious effort to promote aviation safety and become part of the shift in safety culture.

To become a member:

- Sign-up at [FAASafety.gov](https://www.faa.gov/safety/teams/ffaasteam) and take part in all it has to offer
- Pilots – participate in our new WINGS - Pilot Proficiency Program
- Mechanics– participate in the new automated AMT Awards Program
- Attend live FAASTeam webinars or events in your area





BREAK TIME



An aerial photograph of an airport terminal and surrounding infrastructure. The terminal is a large, curved building with a central concourse. Several aircraft are parked at gates along the concourse. To the right, there are multiple runways and taxiways. The surrounding area includes parking lots, roads, and some greenery. A yellow rectangular box is overlaid on the center of the image, containing the text "Technology and Best Practices".

Technology and Best Practices





Airport Surveillance Detection Equipment (ASDE-X) Taxiway Arrival Prediction (ATAP)

Why are we focused about aircraft landing on taxiways?

- Alerting parameters: 3,000 feet or 20 seconds from threshold (whichever is farther)
- Taxiway Arrival Prediction requires the creation of new taxiway arrival regions
- Site adaptable parameter; each airport is different
- Regions created and tested prior to implementing at site
- Goal to achieve robust alert response with minimal nuisance alerts
- Functioning at SEA (key site) since May 2018
- 35 ASDE-X Airports will be evaluated for this enhancement

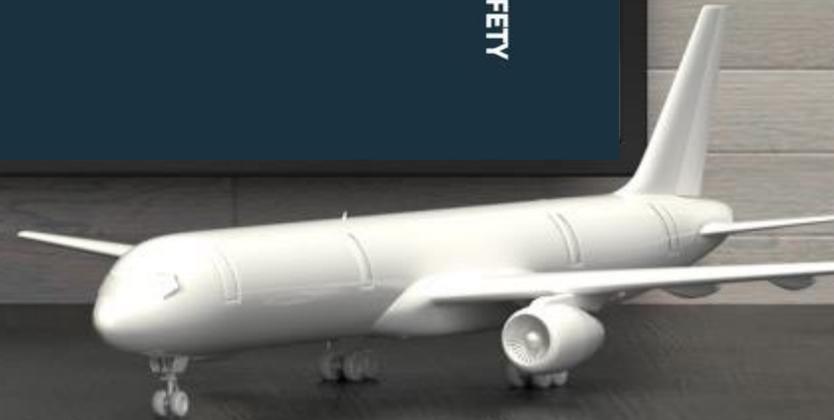




WRONG SURFACE OPERATIONS

ATAP IN ACTION

RUNWAY SAFETY

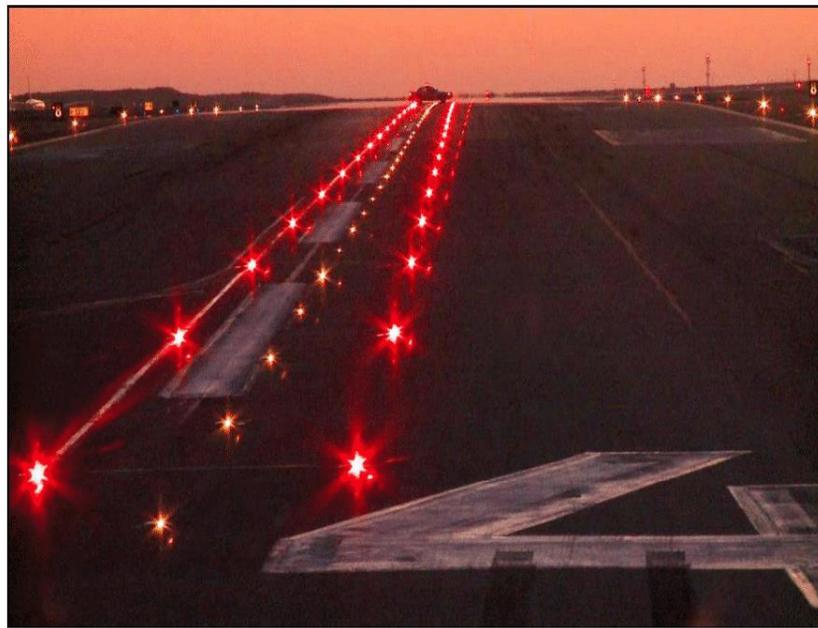


Runway Status Lights (RWSL)

Pilot and Vehicle Driver Observations:



RELS



THLs

- Lights are not an approval to proceed. Must receive ATC clearance
- Must not cross or depart if red lights are observed. Question ATC
- Does not change Air Traffic rules

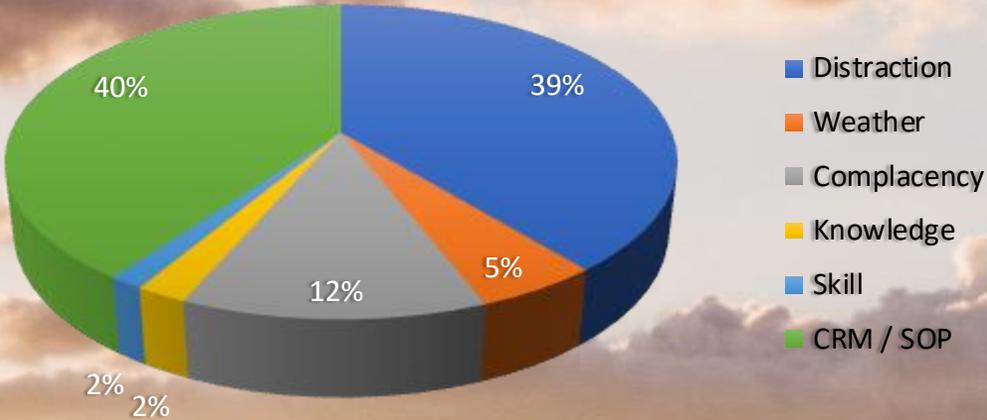




Local RSAT and Runway Safety Action Plan



PD / VPD Contributing Factors



FAA Flight Standards Service Investigation Results & Recommendations

Total ABC Investigations Completed: 1,325

Completed since last RSAT: 21

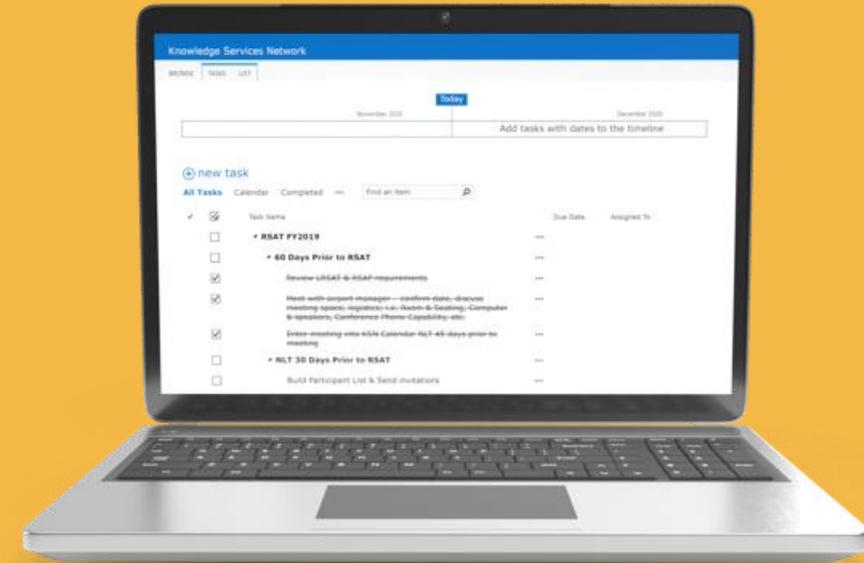
- No change in trends over previous years.
- Past mitigations remain effective.
- Recommendation: Consider limiting use of LUAW.
- Recommendation: Consider Coded/Standardized Taxi Routes.



Open Action Items

2 FY 2020 ABC Action Items:

- Pushbacks from the “M” Gates impeding on Taxiway B. Refresher training to pushback crews occurred in August 2020. Since then, one incident has occurred. Airport evaluated markings on the ramp and refreshed some hold lines that were fading – Still Monitoring
- Aircraft impeding on Taxiway NN from Taxiway NN1. Northeast Cargo Ramp opened in December 2019. Since opening, 4 aircraft have taxied onto Taxiway NN without calling ATC. Outreach program where Tower and Airport Personnel visited with users of the new ramp occurred in April 2020. Airport inspected markings and all were in compliance with FAA Orders. One incident occurred between April and September 2020. No incidents have occurred since September 2020 – Consider this issue resolved



All references to ORD Airport are shown for Demonstration Purposes Only. This presentation is fictional and does not include any issues that ORD Airport may be experiencing.



Planned Construction

ABC is planning on resurfacing Runway 10R/28L in August 2021. This project is expected to last for 30 days and will necessitate the closure of the Runway

Impacts:

- Runway 10C/28C is our arrival runway for arrivals from the south. Traffic departing ABC from the southern cargo ramps will now need to depart Runway 10C/28C due to the closure. Mixing arrivals and departures on the same runway will require training for the controllers.
- Spacing on final to Runway 10C/28C will increase to allow for the departures. Reduced Arrival Rates and Traffic flow procedures will be put into place.
- Update NOTAMs and ensure closure information is on the Automated Terminal Information System (ATIS)
- Airport submits Construction Safety and Phasing Plan

Contact Airport Construction Advisory Council and request chart changes. Obtain best practices for controllers and airport management.



Construction Activities (Safety and Phasing Plan)



FAA Safety Event Reporting

- Certain safety events, such as Runway Incursions, Excursions, or Vehicle/Pedestrian Deviations must be reported and tracked.

Mandatory Occurrence Report

Voluntary Safety Reporting Program (VSRP)

- For Air Traffic, the VSRP is known as the Air Traffic Safety Action Program (ATSAP)
- Safety events and reporting are not punitive
- A non-punitive, “Just” reporting culture increases awareness by the ANSP, airport operators, and flight crews to encourage future reports without fear of reprisal or discipline.

Purpose of event reporting and investigation is to find out what happened, not who to blame and punish.

- Allows for gathering a larger set of data to analyze and identify trends and commonalities between events, and development of mitigation strategies to prevent future events or reduce severity.
- Management is accepting of safety issue information



ATSAP
File an Air Traffic Safety Action Report for

① Loss of Separation	⑩ Altitude Deviations
② Airspace Design & Coordination	⑪ Runway Excursions
③ Control Coordination	⑫ Excursions or RFI/DOI
④ Equipment Issues	⑬ ICAS Events
⑤ MVA/MSAW Events	⑭ Equipment Problems
⑥ ATC System Irregularities	⑮ Automation Issues
	⑯ Weather Events
	⑰ Landing without a Clearance
	⑱ Wrong Center Request
	⑲ Downwind Traffic
	⑳ Loss Procedures
	㉑ Spacing Issues
	㉒ Traffic Management Issues
	㉓ IMAC
	㉔ Weather/Obstruction/Obstruction
	㉕ Windward
	㉖ Where to Report, file a report

The ATSAP Report MUST be submitted within 24 hours following the end of the day's duty.

24 Hour Toll Free Help Line: www.ATSAPsafety.com
1-800-335-0157

Sponsored by:  Air Traffic Safety Action Program

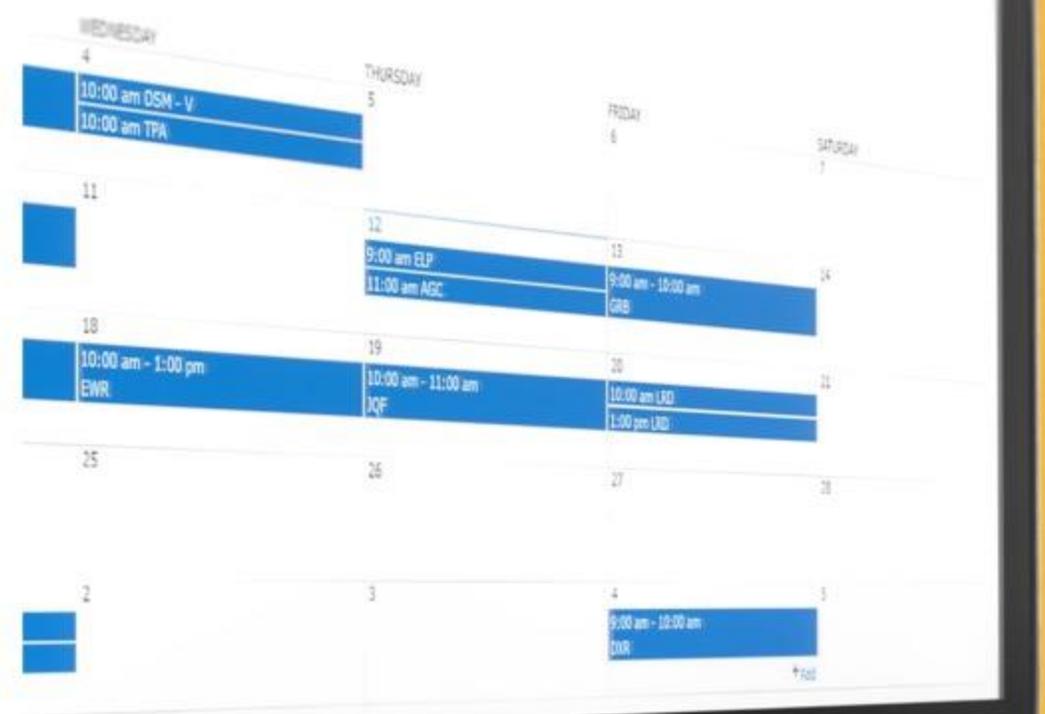
Since the beginning of the ATSAP program (July 2008), approximately 183,000 reports have been received



Surface Incidents since the last RSAT meeting

28 Incidents have occurred on the ABC Movement Area since our last meeting:

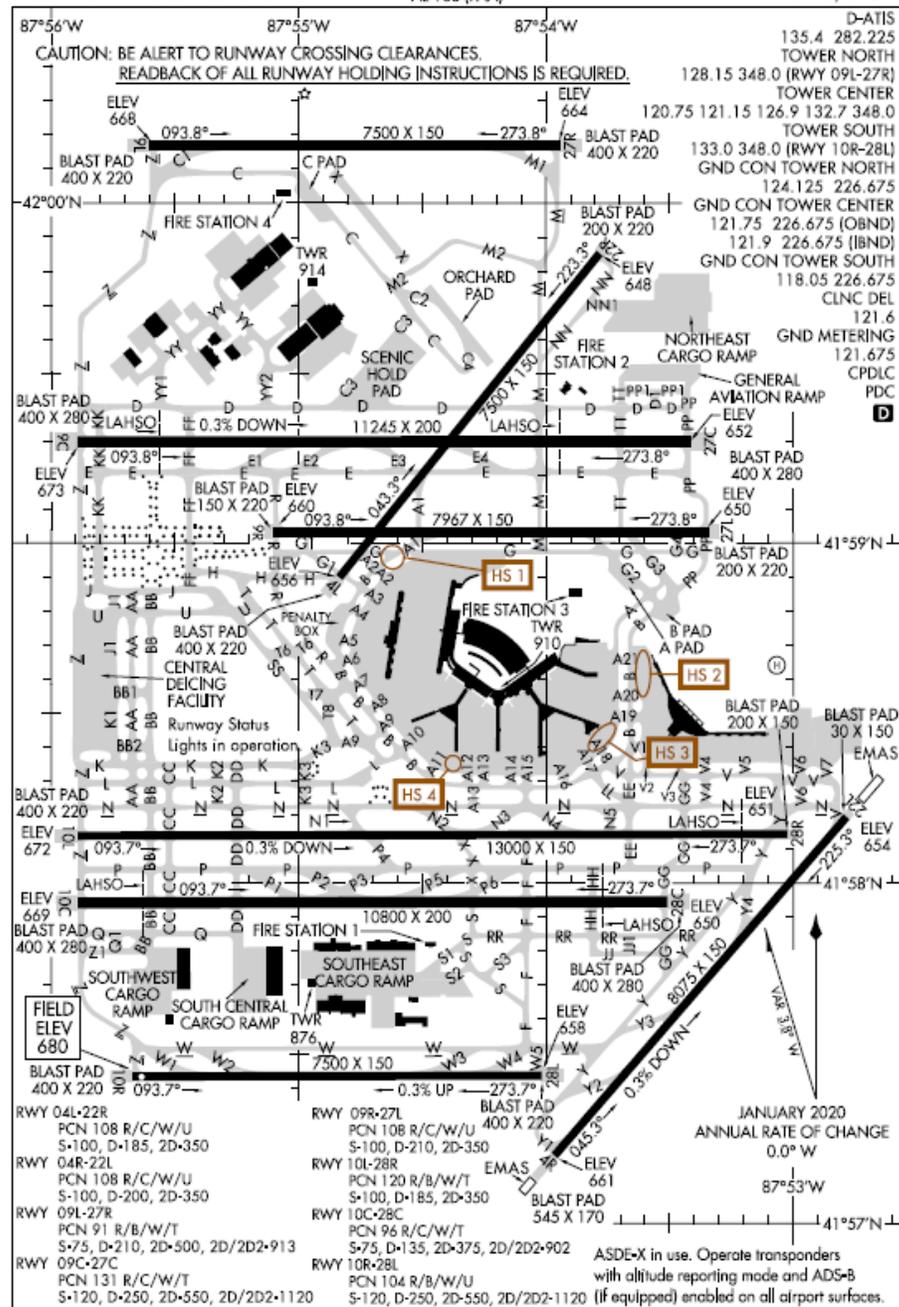
- 7 Operational Incidents
- 13 Pilot Deviations
- 8 Vehicle/Pedestrian Deviations





Question and Answer Session





Hot Spots

The ICAO definition of a Hot Spot is:

“A location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.”

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Runway Incursion Mitigation (RIM)

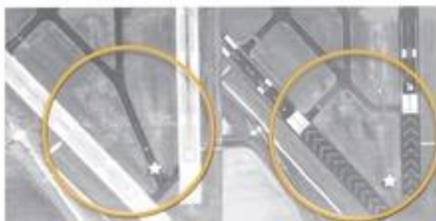
The Runway Incursion Mitigation (RIM) program is built on more than ten years' worth of runway incursion data. Over 12,500 runway incursions, and 7,500 non-standard runway/taxiway intersections at more than 500 airports have been georeferenced and assessed by the FAA and incorporated into a Geographic Information System (GIS) Database that, when applicable, associates incursions with non-standard geometry sites and known hot spots.

The RIM Program made significant progress since launching in 2015. As of August 2020, 53 RIM locations implemented site-specific enhancements including taxiway reconfigurations and changes to lighting, markings, and aircraft operations. Table 1 shows the most recent mitigation projects completed in FY19 and FY20 to-date. Airport planners and designers rely on FAA's RIM mitigation guidance materials and support from FAA Regional program contacts.

The array of completed mitigation projects at U.S. airports illustrate the success of taxiway design element guidance paired with expertise and support from stakeholders. One airport, for instance, had experienced 15 runway incursions between 2008 and 2014 at a RIM location that was also a designated hot spot. With FAA support, that airport addressed

THIS PROGRAM'S MANAGEMENT OF HIGH-RISK AREAS UNDERSCORES THE FAA'S MISSION TO PROVIDE THE SAFEST, MOST EFFICIENT AEROSPACE SYSTEM IN THE WORLD.

geocodes including #6: Two runway thresholds in close proximity and #18: Unexpected holding position marking along a taxiway. After completing the projects necessary to meet current standards, the area's hot spot was removed, and no runway incursions have occurred there since its mitigation. Its configuration before and after are pictured below.



Before Configuration
November 22, 2011

After Configuration
January, 2017

21 U.S. Airports with one or more mitigated RIM locations (Fiscal years 2019 - 2020)

Number of mitigated RIM locations by state



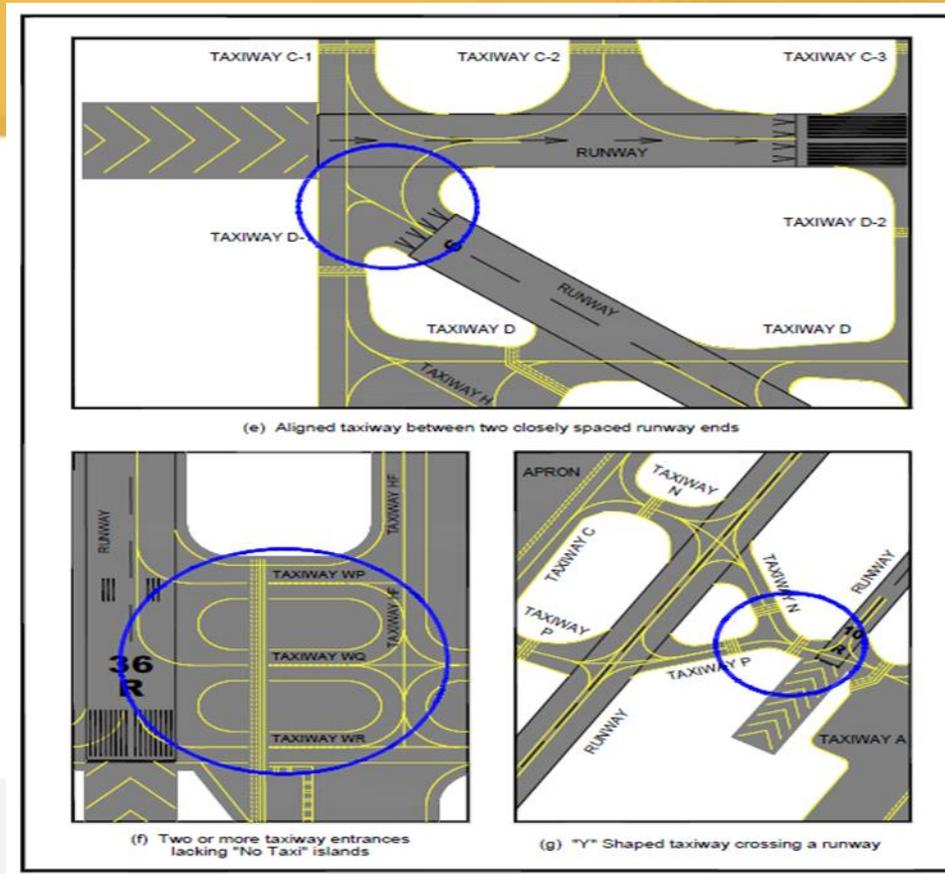
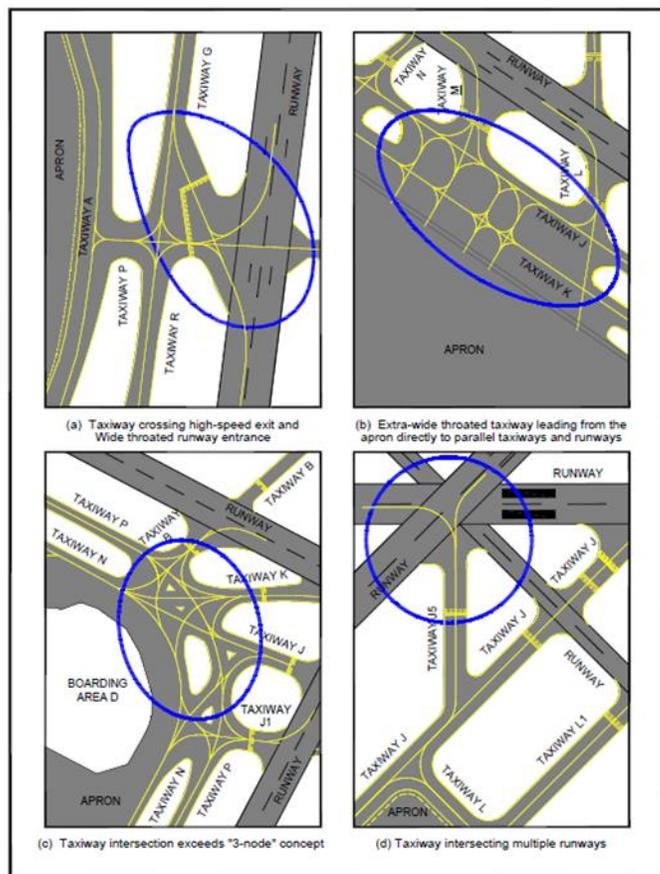
RIM Locations (Table 1)
Fiscal years 2019 - 2020

Airport Name	Code	Rim Location Description	Mitigation Type	Date Completed
Miami International Airport, FL	MIA	RWY 9-27 / RWY T8 Intersection	Taxiway/Runway Geometry Reconfiguration	8/16/2020
Phoenix-Mesa-Gateway Airport, AZ	AZA	TWY V / TWY B / TWY K / RWY 12R Intersection	Taxiway/Runway Geometry Reconfiguration	7/16/2020
Reno Tahoe International Airport, NV	RNO	Intersection of TWY L & RWY 16L/34R and TWY C & RWY 7/25	Taxiway/Runway Geometry Reconfiguration	7/11/2020
Chicago O'Hare International Airport, IL	ORD	TWY T / TWY SS / Approach Path RWY 9R	Taxiway/Runway Geometry Reconfiguration	6/1/2020
Hartsfield Jackson Atlanta International Airport, GA	ATL	RWY 8R - 26L / TWY C, D Intersections	Operational/Procedural	5/29/2020
Hartsfield Jackson Atlanta International Airport, GA	ATL	RWY 9L - 27R / TWY D Intersection, south side	Operational/Procedural	5/29/2020
Orlando Executive Airport, FL	ORL	RWY 7 / TWY E4 Intersection	Taxiway/Runway Geometry Reconfiguration	5/6/2020
DeKalb Peachtree Airport, GA	PDK	RWY 3L / TWY A Intersection	Signage, Marking, and/or Lighting	12/31/2019
DeKalb Peachtree Airport, GA	PDK	RWY 21R / TWY G Intersection	Signage, Marking, and/or Lighting	12/31/2019
Teterboro Airport, NJ	TEB	Intersection of Taxiway L & Runway 6/24	Taxiway/Runway Geometry Reconfiguration	11/22/2019
Dallas Love Field Airport, TX	DAL	Runway 13L - 31R / Taxiway B5 Intersection	Taxiway/Runway Geometry Reconfiguration	10/31/2019
Manchester Airport, NH	MHT	Hold short bars on TWYs P and U at intersection with approach end of RWY 35	Taxiway/Runway Geometry Reconfiguration	9/24/2019
Fulton County Airport - Brown Field, GA	FTY	Intersection of RWY 8/26 and TWY K	Taxiway/Runway Geometry Reconfiguration	9/1/2019
Sarasota/Bradenton International Airport, FL	SRQ	Intersections of Runways 4/22, 14/32 and Taxiways A, B, C, and D	Taxiway/Runway Geometric Reconfiguration, Signage, Marking, and/or Lighting Change(s), Technological Enhancements	8/8/2019
Smyrna Airport, TN	MQY	Convergence of TWYs B, C, and D at the approach end of RWY 19	Signage, Marking, and/or Lighting	5/29/2019
Phoenix Deer Valley Airport, AZ	DVT	Hold short bar at intersection of TWY A4 and approach end of RWY 7L	Taxiway/Runway Geometry Reconfiguration	5/7/2019
Bowman Field Airport, KY	LOU	Hold bar on TWY J at the intersection with RWY 6/24	Signage, Markings, and/or Lighting	5/1/2019
Van Nuys Airport, CA	VNY	Intersection of TWY C/B and approach end of RWY 16L	Signage, Marking, and/or Lighting	3/31/2019
Miami Executive Airport, FL	TMB	Hold bar on TWY A at approach end of RWY 9L	Taxiway/Runway Geometry Reconfiguration, Signage, Marking, and/or Lighting Change(s)	3/29/2019
Midland International Air and Space Port Airport, TX	MAF	Hold bar on TWY A at approach end of RWY 10	Taxiway/Runway Geometry Reconfiguration	1/1/2019
Miami International Airport, FL	MIA	Intersection of RWY 8R/26L and TWY M5	Taxiway/Runway Geometry Reconfiguration, Signage, Marking, and/or Lighting	11/16/2018
Orlando Sanford International Airport, FL	SFB	Hold short bar on RWY 18/36 south of RWY 9R	Taxiway/Runway Geometry Reconfiguration	10/15/2018
Orlando Sanford International Airport, FL	SFB	TWY R under approach path for RWY 9R	Taxiway/Runway Geometry Reconfiguration	10/15/2018
Long Beach Airport (Daugherty Field), CA	LOB	Intersection of Approach end of RWY 26L and TWYs D and F	Taxiway/Runway Geometry Reconfiguration	10/11/2018

All towered airports are evaluated each year to monitor changes or mitigations at known non-standard geometry locations and to identify new areas in need of mitigation.



Fixing Geometric Conditions Conducive to Runway Incursions



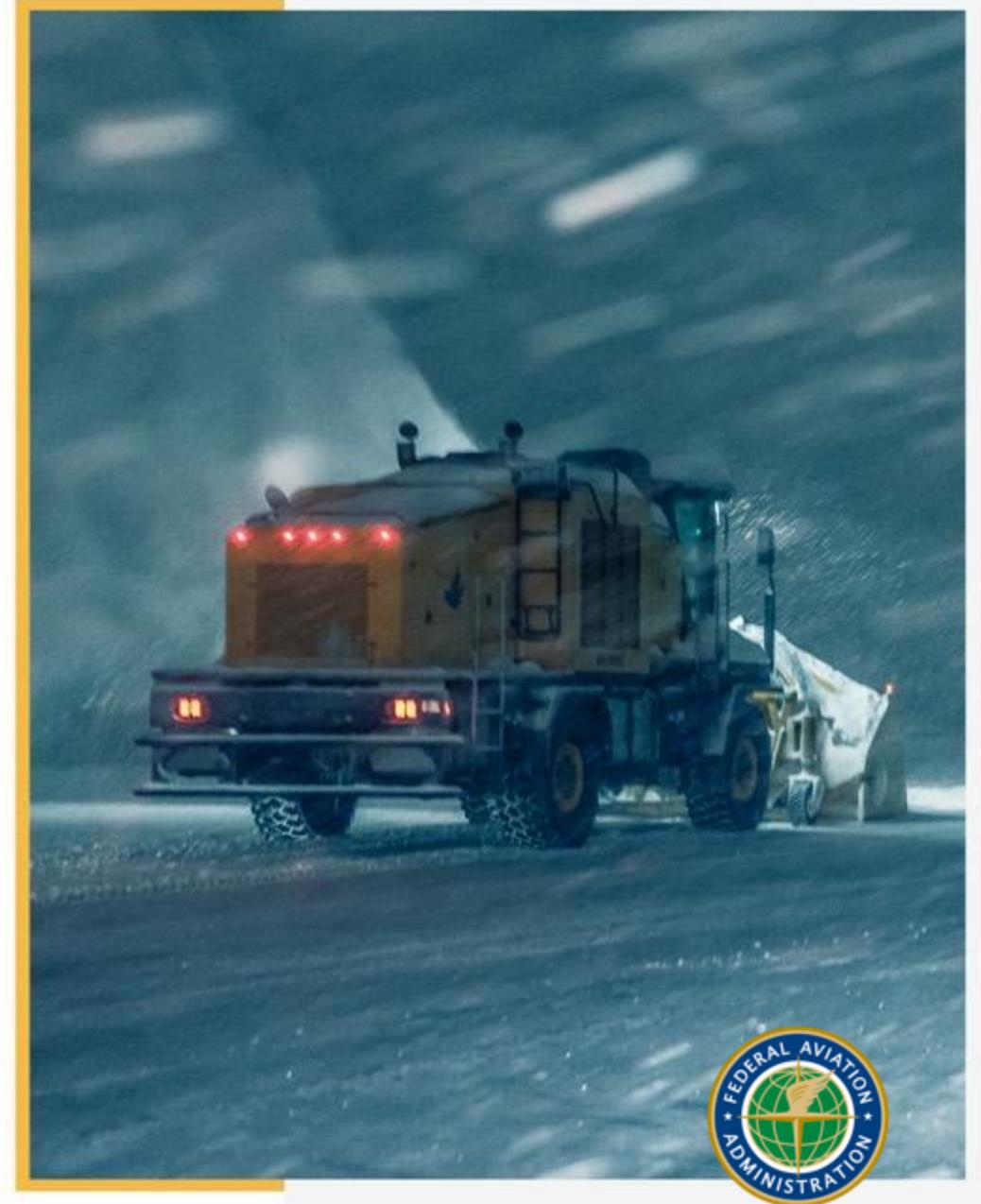
Examples of Geometric Conditions Conducive to Runway Incursions



Vehicle Operations

TRAINING

- Comprehensive pedestrian/ground vehicle training program
- Train all personnel who access the movement area and safety area
- Recurrent training every 12 months
- Keep records for 24 months
- Limit access to movement areas and safety areas
- Consequences of noncompliance





BREAK TIME



Letters of Agreement

The FAA and ABC Airport have a Letter of Agreement (LOA) that defines non-movement areas and movement areas. The LOA defines areas of responsibility and delegates areas where ABC vehicle personnel can operate without approval from ATC.

The FAA and ABC Airport also have a LOA defining operations that can be allowed in the Runway Safety Area (RSA) while aircraft operations are occurring on the runway.

LOAs are reviewed annually and no incidents have occurred in the past year where a contributing factor would point to the LOAs.



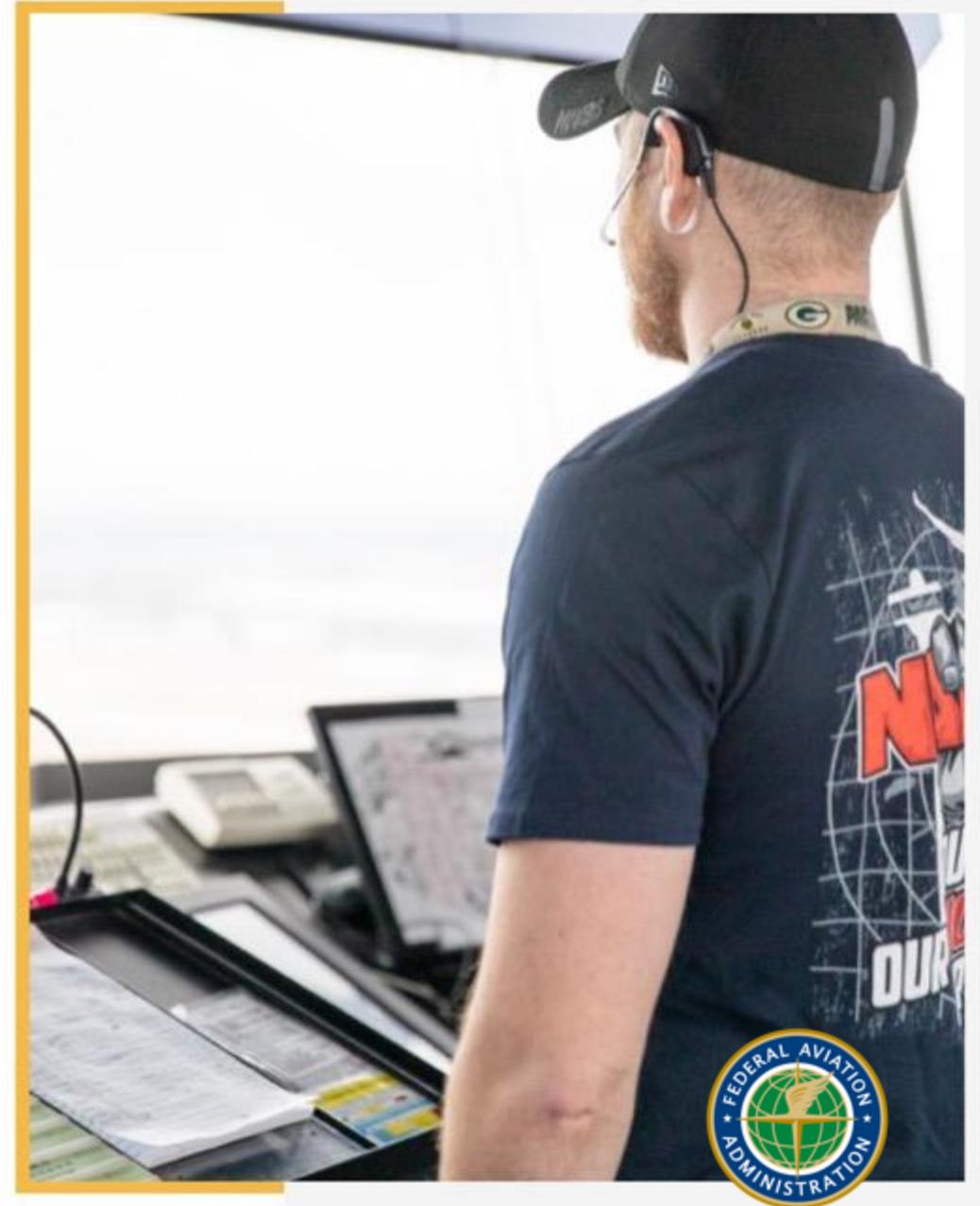
Special Events

- FIFA World Cup at American Soccer Field May 2022. Increase in air traffic at ABC
- PGA Tour is coming to the area in August 2022. Possible increase in air traffic at ABC
- NFL will be holding 2022-2023 Super Bowl at American Football Stadium during first week of February 2023. Increase in air traffic at ABC



Best Practices

- Vehicles performing runway inspections will be on the Tower frequency while they are inspecting the runway.
- Verify read back of ALL hold short instructions
- Place an “X” on the ASDE-X equipment when any runway is closed for any amount of time, no matter how small the closure time is.



Reported Issues/User Concerns/Report-out from recent Pilot/Controller Forum (PCF)

- Frequency Congestion
- Poor phraseology leading to misunderstanding clearances
- Reduced ATC staffing due to COVID
- Temporary ATC Tower closures due to enhanced cleaning of the facility





Weather

Annual Averages

- Hottest Month: July (76° F avg)
 - Coldest Month: January (26° F avg)
 - Windiest Month: January (12 knots avg)
 - Wettest Month: June (2.14" avg)
 - Annual Precipitation: 16.82"
-
- Average Air Carrier delay: 21 minutes

No significant weather events to discuss since last RSAT.



Operations under Low Visibility Conditions

Surface Movement Guidance and Control System

SMGCS – Doc 9476

Published IFR Procedure



Taxiway Lighting





Wildlife

Hazards specific to ABC:

- Waterfowl (geese)
 - Raptors (various hawks)
 - Coyotes
-
- September 25, 2021: An unknown aircraft type struck and killed a coyote.
 - November 11, 2021: EMB-145 sustained minor damage attributed to an unknown type of bird.





BREAK TIME





Runway Safety Action Plan (*RSAP*)

- Action items are non-regulatory, voluntary, and flexible.
- The party responsible for implementing and/or funding the action item ***must be in agreement*** with the action item.
- Each action item should be specific and include a point of contact and anticipated completion date.

Please update action items
as they are completed.



THANK YOU

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