

**MASTER DOCUMENT
 RUNWAY SAFETY ACTION PLAN
 FAA - CENTRAL REGION**

| CONTROL NUMBER. | FAA CENTRAL REGION INITIATIVES | MEASUREMENT | BY WHEN: | STATUS | FAA ORGANIZATION RESPONSIBLE/ REGIONAL POC |
|---------------------------------------|---|-------------|----------|--------|---|
| <u>AIR TRAFFIC INITIATIVES</u> | | | | | |
| ACE-T-1 | Require that vehicles be on Local Tower Frequency when operating on runways. | | | | |
| ACE-T-2 | Require controller memory aids in ATCT as reminder of runway responsibility. | | | | |
| ACE-T-3 | Promote tower visits for pilots/personnel operating vehicles in the Airport Operations Area (AOA). | | | | |
| ACE-T-4 | Establish Letters of Agreement (LOAs) between Air Traffic and Airport Authority (AA) for AA vehicular movement on taxiways to eliminate communication with tower where practical. | | | | |
| ACE-T-5 | Promote AOA/runway familiarization rides with AA personnel for Air Traffic Control Specialists, during nighttime and various weather conditions. | | | | |

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| ACE-T-6 | Conduct annual Awareness and/or Surface Incident Prevention Team (SIPT) meetings. | | | | |
| ACE-T-7 | Establish LOAs designating one person as coordinator between AT and AA for snow removal and mowing operations. | | | | |
| ACE-T-8 | Improve coordination between local, ground controllers, and pilots by standardizing air traffic phraseology for runway crossings. | | | | |

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| ACE-T-9 | Heighten pilot awareness of runway incursions for all pilots through Letters to Certified Flight Instructors, pilot meetings, Letters to Airman, and partnerships with flight schools | | | | |
| ACE-T-10 | Ensure FAA employees and airport employees attend initial and refresher training for operating on the AOA. Include nighttime operations, inclement weather and incorporate actual tapes of ATC and pilot communications. | | | | |
| ACE-T-11 | Maintain primary function of runways. (Takeoffs & Landings only.) | | | | |
| ACE-T-12 | Streamline ATIS System by restricting content to critical airport information only. | | | | |
| ACE-T-13 | Clarify LAHSO to reduce confusion (training, signage and marking issues). | | | | |

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| ACE-T-14 | Revisit Read-Back requirements - Hear-Back communication loop not closed effectively. Shared responsibility (pilot/controller/AOA personnel). For example: read back/hold short clearances. | | | | |
| ACE-T-15 | Adopt practices to facilitate clearer communications within FAA (Flight Standards District Offices/Airway Facilities/Air Traffic, etc.) For example: continuity of procedures, pilot deficiencies, and reporting deviations. | | | | |
| ACE-T-16 | Increase advertising and funding for Operation Raincheck to maximize participation | | | | |
| ACE-T-17 | Align AFSS operations with user expectations. For example: revamping NOTAM system. | | | | |
| ACE-T-18 | Early communication of Expected Runway Assignments for Takeoff. | | | | |
| ACE-T-19 | Encourage familiarization flights for ATCSs. (Air Carrier, Military and General Aviation.) | | | | |
| ACE-T-20 | Expand Regional RIAT Team to include NATCA representation and members external to FAA.. | | | | |

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| ACE-T-21 | STL airport design requires too many crossings. | | | | |
| ACE-T-22 | Conduct Regional Runway Incursion Action Team (RIAT) meetings. | | | | |
| ACE-T-23 | Implement standardized and uniform taxi routes where possible. | | | | |
| ACE-T-24 | Turn runway 13/31 at STL into a taxiway. | | | | |
| ACE-T-25 | Install ASDE III at all CAT III ILS Airports. | | | | |
| ACE-T-26 | Review controller staffing levels to match staffing current traffic and forecast growth | | | | |
| ACE-T-27 | Upgrade/enhance Runway Incursion Device (RID) technology to optimize utilization & expand its application to various airport designs. | | | | |
| ACE-T-28 | Reduce tower controller complacency by mandatory quarterly alternation of tower visual and aural alerts. (ref. Jan. 29, 1999 Now Initiatives) | | | | |

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| | <u>AIRPORTS INITIATIVES</u> | | | | |
| ACE-A-1 | Participate in Regional Runway Incursion Action Team (RIAT) inspections and coordinate AIP-related recommendations within Airports Division. | | | | |
| ACE-A-2 | Focus on exhaustive review of airport ground vehicle program at ATCT airports, including training program, ground vehicle procedures, vehicle operations, need for service roads, adequate signage at runway safety area boundaries and necessity of runway crossings. | | | | |
| ACE-A-3 | Establish pilot reporting system to Part 139 airports for AOA deficiencies and confusing signage. | | | | |
| ACE-A-4 | Promote use of double-size hold position markings at all airport hold positions when airport operators repaint. If an airport operator is not receptive, recommend double-size hold position markings at least at problem intersections. (ACE National recommendation) | | | | |
| ACE-A-5 | Ensure airport operators replace old Runway Guard Lights with new fixtures meeting current specifications in AC 150/5345-46B. | | | | |
| ACE-A-6 | Promote use of surface-painted signs at complex or problem intersections. | | | | |
| ACE-A-7 | Allow use of block rather than cursive letters for surface-painted hold position signs. (ACE National recommendation) | | | | |
| ACE-A-8 | Improve Driver's Training programs at Part 139 airports with ATCT. Airport operators need to | | | | |

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| | establish a formal training program and conduct recurrent training. | | | | |
| ACE-A-9 | Determine where vehicle service roads are needed at ATCT airports with significant number of runway crossings. | | | | |
| ACE-A-10 | Reduce unnecessary runway crossings by vehicles where service roads are available. Initiate ATCT Surveys to determine which airports have problems with vehicles not using service roads. | | | | |
| ACE-A-11 | Promote installation of signs at GA airports during AIP projects to familiarize pilots with sign standards. (ACE National Recommendation) | | | | |
| ACE-A-12 | Coordination between airport operators and local Airway Facilities Office when runway work activity necessitates periodic runway closure.. | | | | |
| ACE-A-13 | Formation of local RIATs to review problem intersections and correct confusing marking and signage. | | | | |
| ACE-A-14 | Airport operators should coordinate with ATCT on ALP/Master Plan updates and during the design phase of significant airfield projects to provide controller input. | | | | |

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| <u>FLIGHT STANDARDS INITIATIVES</u> | | | | | |
|--|---|--|--|--|--|
| ACE-F-1 | Expand biannual flight review to include airport movement procedures in both oral and flight portion of evaluation. | | | | |
| ACE-F-2 | Amend FAR Part 61 to require at least one safety meeting per year for all General Aviation pilot. | | | | |
| ACE-F-3 | Expand Flight Standards Aviation Safety Program "WINGS" to include distance learning via the Internet. | | | | |
| ACE-F-4 | Review FAR Part 61 to determine whether requirements for initial certification or currency for pilots need to be upgraded. | | | | |
| ACE-F-5 | Review written exams for initial pilot certification to decide whether to put more emphasis on airport marking, signage and lighting. | | | | |
| ACE-F-6 | Amend FAR Part 61 to require airport markings, signage and lighting be specifically stated as a training requirement. | | | | |
| ACE-F-7 | Amend FAR Part 91 to require radio-equipped aircraft to use radios at uncontrolled airports. | | | | |
| ACE-F-8 | In conjunction with the State Department, improve enforcement of the English speaking requirement to operate aircraft. | | | | |

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| ACE-F-9 | Expand use of new technology with an emphasis on ground operations. | | | | |
| ACE-F-10 | Emphasize in aviation literature and the AIM the importance of attention to the task of taxiing and not other checklist items when conducting taxi operations. | | | | |
| ACE-F-11 | Require through regulation emphasis on taxi operations and runway incursion avoidance. | | | | |
| ACE-12 | Amend pilot certification requirements to require type ratings for certain airports on pilot certificates just as type ratings are required for certain aircraft on pilot certificates.. | | | | |

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| ACE-F-13 | Focus more time and energy on user education. | | | | |
| ACE-F-14 | Focus on more user friendly information for FAR Part 91 users. | | | | |
| ACE-F-15 | Speed up AC procedures; implement only after AC is final. | | | | |
| ACE-F-16 | Focus on better surveillance of pilot examiners. | | | | |
| ACE-F-17 | Focus more time and energy on General Aviation pilots. | | | | |
| ACE-F-18 | Added emphasis on Runway Incursion avoidance at all 200+ pilot safety seminars conducted by CE Flight Standards SPM's in the Central Region in FY 2000. | | | | |
| ACE-F-19 | Encourage more student pilot training at tower-controlled airports. | | | | |

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| ACE-F-23 | Emphasize need for more training in airport markings, signage and lighting. | | | | |
| | <u>NATIONAL RUNWAY SAFETY PROGRAM OFFICE</u> | | | | |
| Q2 | RY Safety Program not advertised | | | | |
| Q2 | Too much Junk mail to users | | | | |
| Q2 | Poor quality of Internet materials | | | | |
| Q2 | Timeliness of publishing changes to airport diagrams | | | | |
| Q1 | WEB availability of Airport diagrams - (Identifying hot spots?) | | | | |
| Q1 | Runway safety initiatives program working well | | | | |
| Q3 | RI education training for all pilots | | | | |

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| Q3 | Full participation by all users in RI reduction initiatives. (May be cost prohibited) | | | | RSP |
| Q3 | Every CFI gets tape(s) of initiatives | | | | RSP |
| Q3 | Publicizing initiatives: Commercial Aviation Safety Team (CAST) / Joint Safety Initiative Team (JSIT) | | | | RSP |
| Q3 | Support of Airport Surface Detection Equipment (ASDE)/ ASDE(X) technology, higher priority of delivery | | | | RSP |
| Q3 | Airport Movement Area Safety System (AMASS) | | | | RSP |
| Q3 | Wide Area Augmentation System (WASS) | | | | RSP |
| Q3 | Uniform implementation of standardized taxi routes | | | | RSP |
| Q3 | Identify hot spots on published airport diagrams, i.e., Instrument Approach Plates (IAP), Airport / Facility Directory (AFD), etc. | | | | RSP |
| Q3 | Have hot spot info available through DUATS / AFSS Lesson Learned video | | | | RSP |
| Q3 | Timeliness of getting new equipment out | | | | RSP |
| Q3 | Not having things finalized before implementing program | | | | RSP |
| Q4 | Build more towers at Non-towered busy airports | | | | RSP |
| Q4 | Involve Air Traffic in airport design and upgrade | | | | RSP |
| Q4 | Link photos to airport diagram on web page | | | | RSP |
| Q4 | Redefine runway incursions (to include non-controlled airports, etc) | | | | RSP |
| Q4 | Use this forum to get message to congress, need funding | | | | RSP |
| Q4 | Lots of time was spent 10 years ago in DC on signage, commitment not there to embrace new technology (AMASS) | | | | RSP |
| Q4 | Green light / red light switch tested in JFK never pushed | | | | RSP |
| Q4 | R & D funding must be expanded | | | | RSP |
| Q4 | Technology changed very little | | | | RSP |
| Q4 | R & D funding wasted (continued use of off the self software) | | | | RSP |
| Q4 | Limited # of runways with increased traffic | | | | RSP |
| Q4 | Upper limit on airports...maximum slots | | | | RSP |

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| Q4 | National support of RID | | | | RSP |
| Q4 | Quality of equipment being used by controllers | | | | RSP |
| Q4 | Push through effort to upgrade ATCS equipment | | | | RSP |
| Q4 | Incorporate off the shelf available technology... provide support - manufacturer may not be in business a long period of time, off the shelf technology doesn't get translated back to FAA | | | | RSP |
| Q4 | Radios: Better way of getting radios for ground vehicles - upgrades | | | | RSP |
| Q4 | Human factors should be considered when designing airport signage vs. aircraft cockpit design | | | | RSP |
| Q4 | Get equipment installed in a timely manner | | | | RSP |
| Q4 | Streamline - Cut the Red Tape | | | | RSP |
| Q4 | Develop state-of-the-art products | | | | RSP |
| Q4 | An acronym before crossing a runway: <ul style="list-style-type: none"> ✓ PSALM ● Position ● Speed ● Ask ● Look ● Monitor | | | | RSP |
| Q4 | Standardization within Regions of FAA (example Website) | | | | RSP |
| Q4 | Flight Instructors be required to attend at least one FAA Sponsored Seminar annually | | | | RSP |
| Q4 | Expand future efforts in Partnership Programs | | | | RSP |
| Q4 | Implemented projects should have mandatory partnership | | | | RSP |
| Q4 | Educate ATC on reporting runway incursions | | | | RSP |
| Q4 | ATC required to attend same training of AOA | | | | RSP |
| Q4 | Require Annual refresher training for AOA | | | | RSP |
| Q4 | Require AOA / ATC Communication Meetings | | | | RSP |
| Q4 | Some type of Data link for FAA (similar to air carriers) | | | | RSP |
| Q4 | Market Information to promote understanding | | | | RSP |

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| Q4 | Separate training videos for aircraft and ground vehicles | | | | RSP |
| Q4 | Update videos | | | | RSP |
| Q4 | Also need to know other's areas (Cross-Training) | | | | RSP |
| Q4 | Revisit LAHSO Procedures - Keeps Changing | | | | RSP |
| Q4 | Require standard traffic patterns at uncontrolled airports | | | | RSP |
| Q4 | knee-jerk Reaction to Accidents / Problems not communicated causes more problems | | | | RSP |
| Q5 | Funding for airport improvements / air traffic equip. (ASDE/AMASS) / technology (e.g. GPS) | | | | RSP |
| Q5 | Human Factors | | | | RSP |
| Q5 | Education / training / awareness | | | | RSP |
| Q5 | Require remedial training (AOA) | | | | RSP |
| Q5 | Improving communication to all levels | | | | RSP |
| Q5 | Include uncontrolled airports in runway incursion program | | | | RSP |
| Q5 | Emphasis on airport design (eliminating hot spots) | | | | RSP |
| Q5 | Meet with controllers, AA on new construction projects...get input from controllers during planning stages | | | | RSP |
| Q5 | Reporting for non-towered airports...to whom? (If incident) form to do this, need FSDO phone #s disseminated.....single 800# for reporting (safety hotline) specific for pilots, who they call, etc. | | | | RSP |
| Q5 | Pass info all the way down | | | | RSP |
| Q5 | Use FAA academy for FAA personnel, tailor programs for sites? | | | | RSP |
| Q5 | Current CBI courses could be tightened up...need specifics for specific airports, etc. | | | | RSP |
| Q5 | Configuration / design of cockpit may obstruct vision (cannot see signs, curvature of cockpit), especially in low visibility | | | | RSP |
| Q5 | Controllers don't have access to websites (all the info now on websites), need internet access | | | | RSP |
| Q5 | Education | | | | RSP |
| Q5 | Continue to work collaboratively with industry | | | | RSP |

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| Q5 | Increase information output | | | | RSP |
| Q5 | What are critical issues? | | | | RSP |
| Q5 | Streamlining processes on reporting pilot deviations | | | | RSP |
| Q5 | Follow-up from this meeting | | | | RSP |
| Q5 | Need on-going, constant evaluation and follow-up on Initiatives, Procedures, and Recommendations. | | | | RSP |
| Q5 | Clarify lines of communication within FAA and align disjointed procedures | | | | RSP |
| Q5 | Continue effort on Radio anti-blocking communication frequency | | | | RSP |
| Q5 | Updating technology: communication & surveillance | | | | RSP |
| Q5 | More focus on getting the information out to <u>all</u> Pilots | | | | RSP |
| Q5 | Don't limit ways to disseminate - use as many ways as possible; Ex. Mailings, Internet, Seminars, etc. | | | | RSP |

(At end of plan list those items identified at your workshop that must be addressed nationally.)

ITEMS IDENTIFIED AT WORKSHOP THAT REQUIRE NATIONAL ATTENTION BY ARP:

1. Establish reliability testing requirements for new signs and lighting systems as part of the certification process.
2. Amend part 139 to require specific training subjects and annual recurrent training for ground vehicle operators.
3. Establish national policy to promote installation of signage at GA airports on AIP projects.
4. Change standards in AC 150/5340-1H, Standards for Airport Markings, to require double size dimensions for all hold position markings as standard.
5. Change standards in AC 150/5340-1H, Standards for Airport Markings, to allow the use of block letters/numbers for surface painted hold position signs in place of the cursive letters/numbers. The block letters should be the same as standards for runway designation markings with dimensions in proportion to 12 foot letters/numbers. The cursive letters require airport operators to make templates for the 12' tall letters/numbers, which is very time consuming and discourages the use of surface painted hold position signs.
6. Change standards in AC 150/5340-28, Low Visibility Taxiway Lighting Systems, to require the alternating green and amber taxiway centerline lights to begin past the hold position marking on crossing taxiways rather than after crossing the runway centerline.

ITEMS IDENTIFIED AT WORKSHOP THAT REQUIRE NATIONAL ATTENTION:

- 1.
 - 2.
 - 3.
- ETC.

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