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IMPROVING SURFACE SAFETY.

Eastern Region (AEA) Runway Safety Plan FY20

RUNWAY SAFETY COUNCIL (RSC) #45



**Federal Aviation
Administration**

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Executive Summary

The Federal Aviation Administration's (FAA) top priority is maintaining safety in the National Airspace System (NAS). The goal for runway safety is to improve safety by decreasing the number and severity of runway incursions (RI), runway excursions (RE) and serious surface incidents (SI).

FAA's 2018-2020 National Runway Safety Plan (NRSP) outlines the FAA's strategy to adapt its runway safety efforts through enhanced

collection and integrated analysis of data, development of new safety metrics, and leveraged organizational capabilities in support of meeting this goal.

In response to the agency goal and follow up to the NRSP, FAA Eastern Region (AEA) has developed this Regional Runway Safety Plan (RRSP) to provide a roadmap with regional emphasis for FY2020.


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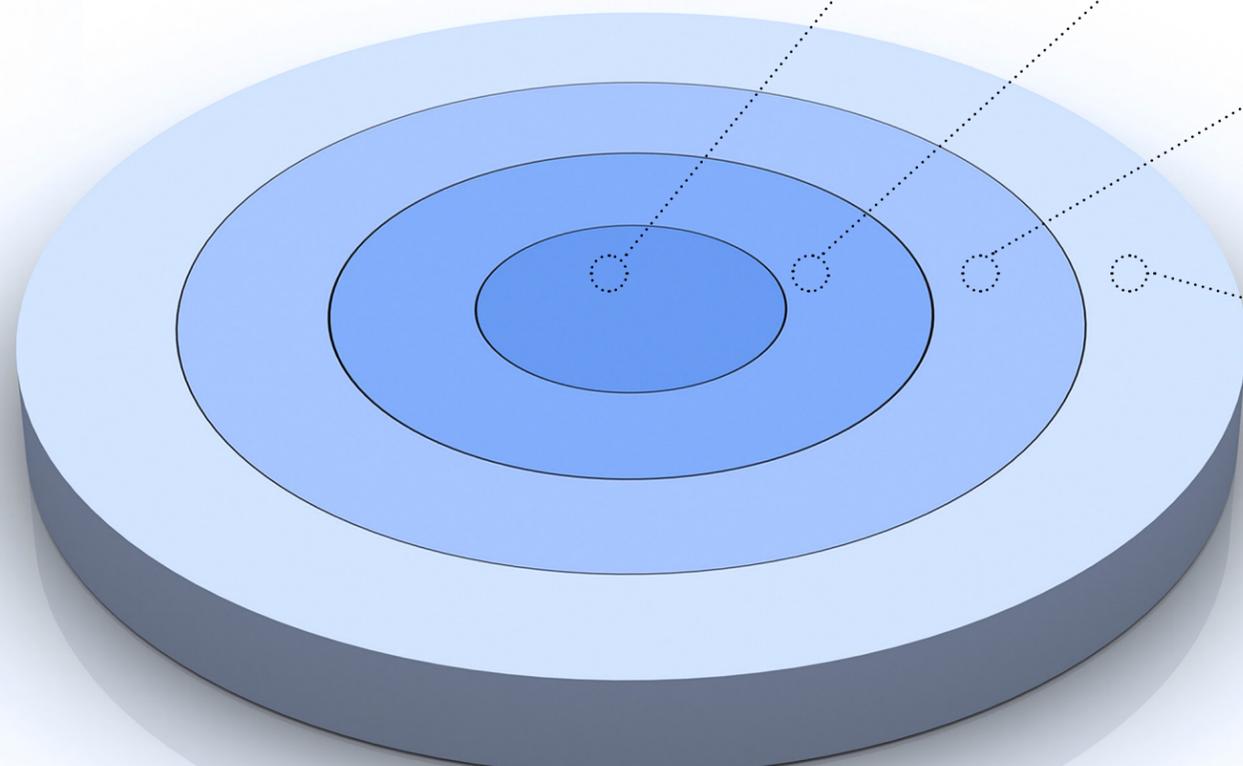
FAA Safety Management System (SMS)

FAA is employing and evolving a Safety Management System (SMS) which provides a formalized and proactive approach to system safety in order to find, analyze and address risk in the NAS. The SMS is comprised of four main components, which combine to create a systemic approach to managing and ensuring safety. Through the National Runway Safety Plan (NRSP), the Runway Safety Program is transitioning to assimilate runway safety activities into FAA's SMS.

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The goals for the 2018-2020 NRSP are expected to continue the efforts and successes put forth by the 2015-2017 NRSP: namely to leverage new processes, sources of safety data, and integrated safety analysis to continue to reduce serious runway safety events, and to identify, mitigate and monitor the conditions and factors that combine to create risk before serious events occur. These efforts are both local and national in scope. We can pinpoint problems at an airport to a single intersection at a specific time of day or use millions of data points to identify a systemic problem.

Our Runway Safety Enhancement Initiatives apply strategic efforts to mitigate the identified risk. To that end, this regional plan endeavors to align its activities with the principles and components of FAA's current SMS to the greatest extent possible.



FY18-FY20 NRSP Objectives

SAFETY ASSURANCE

Remain the global leader in assuring runway safety enhancement initiatives are effective in maintaining an acceptable level of safety at U.S. airports with an air traffic control tower.

- Identify Operating Hazards
- Program Data
- Voluntary Safety Reporting
- Investigations
- Safety Risk Monitoring
- Data Analysis
- Partnership for Safety
- Audits and Evaluations

SAFETY RISK MANAGEMENT

Implement Runway Safety Enhancement Initiatives that manage or reduce the risk of airport operations.

- Analyze, Assess, Mitigate, and Accept Risk
- Develop Monitoring Plan
- Safety Risk Management Documents

SAFETY POLICY

Establish and maintain policies and procedures to ensure adequate resources are available to accomplish the FAA's near-term and strategic objectives.

- SMS Orders
- Safety Guidance
- FAA/ATO Safety Orders
- SMS Manual

SAFETY PROMOTION

Relentlessly promote best practices, lessons learned, and actionable information obtained from data analysis to our global runway safety stakeholders.

- Outreach and Education Products
- Lessons Learned
- Workshops
- Safety Communication

Regional Runway Safety Plan (RRSP) Methodology

This Regional Runway Safety Plan was developed to provide direction and formalize the process to reduce runway incursion risk in the Eastern Region through outreach and data analysis. It outlines regional efforts in partnership with Lines of Business (LOB) to support runway safety initiatives.

The Runway Safety Governance Council (RSGC) is chaired by the Regional Administrator and comprised of the Regional Runway Safety Program Manager (RSPM) and executives from the Airports Division, Flight Standards, Air Traffic Organization and other LOBs whose influence directly supports the RRSP. The RSGC is task with identifying regional priorities to ensure local safety initiatives and concerns are properly vetted and coordinated for support and mitigation.

For FY20, the team identified priority Airports and Airports of Interest (see Table 1). These selections were based on many factors including number of Runway Incursions and Surface Incidents in the categories of Pilot Deviations, Operational Incidents and Vehicle/ Pedestrian Deviations. Also considered were airport geometry, Hot Spots, traffic complexity, aircraft type operation, construction activity, wrong surface operations and/or where the team may see a need for regional participation or engagement.

Table 1

| Core 30/Priority Airports | Airports of interest |
|---------------------------|----------------------|
| PHL | ACY |
| EWR | HPN |
| DCA | TEB |
| JFK | ISP |
| LGA | FRG |
| BWI | |
| IAD | |

FY20 Regional Runway Safety Plan Initiatives

The RSPM and RGC members will determine what the impact is and how many resources may be assigned to these initiatives. This is a fluid and dynamic document, which will be evaluated on a continuing basis and modified as events warrant.

Runway Safety Program Order 7050.1B prescribes the FAA Runway Safety Program (RSP). This directive establishes policy, assigns responsibility, and delegates authority for ensuring compliance with this order within each organization.





1. Safety Assurance

FY18-FY20 NRSP Safety Assurance Objective: Remain the global leader in assuring Runway Safety enhancement initiatives are effective in maintaining an acceptable level of safety at U.S Airports with an air traffic control tower.

Runway Safety will support safety mitigations by proactively identifying hazards and risks based on continuous analysis of data. This plan supports the Administrator’s commitment to risk-based decision-making: build on safety management principles to proactively address emerging safety risk by using consistent data-informed approaches to make smarter, system-level, risk-based decisions.

Activity 1 - Safety Analysis and Mitigation:

- 1.1** Runway Safety will support the ATO Top 5 list of hazards directly related to Wrong Surface Landings. This includes support of the Taxiway Arrival Prediction Software for remaining AEA site locations. **(See Table 2.)**
- 1.2** Runway Safety, Flight Standards, Airports, and Air Traffic will share relevant incursion data including analysis, trends, findings to increase awareness and provide visibility of events at regional airports.
- 1.3** Runway Safety will continue to coordinate and review Hot Spots in Eastern Region and work with the appropriate LOB to address, publish and mitigate those areas of concerns.
- 1.4** Runway Safety will support the Runway Incursion Assessment Team (RIAT) by processing Runway Incursion Mandatory Occurrence Reports to support data collection and recommend best practices for pilots, controllers and vehicle operators.
- 1.5** Runway Safety will coordinate with Quality Control Group (QCG) to monitor effectiveness of Runway Safety Action Team

process to include compliance with Order 7050.1B. This will include RSAT schedule, Runway Safety Action Plans, Action Items and any supporting data for ECVs.

1.6 Runway Safety will work with Regional Air Traffic Managers to identify relevant Action Items from RSAT meetings to mitigate local risk. This may include but not limited to Letters of Agreement (LOA), Hot Spots, protection of RSAs, procedures, etc.

1.7 Runway Safety will monitor and track Action Items that are developed during RSAT meetings and coordinate any update with LOBs as necessary for completion.

MILESTONE



Support the ATO Top 5 list of hazards directly related to wrong surface landings and the Taxiway Arrival Prediction Alert software for several AEA airports.

Table 2

ASDE-X Taxiway Arrival Prediction Sites

| Facility | INITIAL PHASE | | | | FINAL PHASE | | | | |
|----------|----------------------------|-----------------------------|-------------------------------------------|----------|----------------------------------------------|------------|-----------|-------------------------------------|---------------|
| | Runway Prediction Analysis | Taxiway Prediction Analysis | Air Traffic Training (Not Taxiway Lander) | Software | Taxiway Alert Optimization (Alerts Disabled) | Site Brief | Local SRM | Air Traffic Taxiway Lander Training | Enable Alerts |
| PHL | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | FY18-Q4 |
| EWR | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | FY19-Q3 |
| BWI | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | FY19-Q3 |
| DCA | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | FY19-Q4 |
| JFK | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | FY20-Q2 |
| LGA | | | ✓ | ✓ | | | | | FY20-Q2 |
| IAD | | | ✓ | ✓ | | | | | FY20-Q2 |



2. Safety Risk Management (SRM)

FY18-FY20 NRSP Safety Risk Management Objective:
Implement Runway Safety Enhancement Initiatives (RSEI) that manage or reduce the risk of airport operations.

Local Runway Safety Team (LRSAT)- meetings provide the foundation of the Runway Safety Program and are the primary means to identify and address site-specific surface risk at the local level.

Activity 2 - Local Runway Safety Team (LRSAT) meetings:

- 2.1** At a minimum, Runway Safety based on resources will participate in LRSAT meetings at Core 30 priority airports. RSPM may participate in LRSAT meetings at other airports of interest. Airports are listed in Table 1 on Pg. 6.
- 2.2** Regional Administrator or representative based on resources will attend or support RSAT meetings at locations where the RA and RSPM decide a need for Executive level participation is necessary. Airports are listed in Table 1 on Pg. 6.
- 2.3** FAAST RGC/RRST core member or management designee attend or remotely participate at annual Priority RSATs where possible; FSDO/FAAST PM or management designee remote participation at all RSATs where possible. Airports are listed in Table 1 on Pg. 6.
- 2.4** Airports Division management or designee will attend or remotely participate at Core 30/ Priority RSATs where possible. Participation at non-Core 30/Priority LRSATs as needed based on resources. Airports are listed in Table 1 on Pg. 6.
- 2.5** Technical Operations management or designee will attend or remotely participate at Core 30/Priority RSATs where possible. Airports are listed in Table 1 on Pg. 6.
- 2.6** Aerospace Medicine will attend or remotely participate at selected RSAT locations agreed upon by the RSPM and Regional Flight Surgeon. Briefing topics on human factors may include vision, fatigue and medication. Airports are listed in Table 1 on Pg. 6.
- 2.7** Runway Safety will work with Air Traffic Managers and others as necessary to explore ways to enhance the RSAT process at the local level.
- 2.8** Runway Safety and Quality Assurance (QA) will provide Air Traffic Managers with support package for conducting RSAT meetings.

MILESTONE



Support Ensure 99% of Core 30/ Priority RSATs are supported by Regional LOBs

3. Safety Policy

FY18-FY20 NRSP Safety Policy Objective: Establish and maintain policies and procedures to ensure adequate resources are available to accomplish the FAA’s near-term and strategic objectives.

The NRSP 2018-2020 aligns our strategic priorities with established FAA Safety Risk Management principles. The plan defines how the FAA, airports, and industry partners collaborate and use data-driven, risk-based decision-making to enhance the safety of the National Airspace System.

Runway Safety and the SMS

Beginning with the 2015–2017 NRSP, the Runway Safety Group committed to align its activities with the FAA Safety Management System. This plan presents a portfolio-based approach to risk management by addressing the diverse initiatives associated with each SMS component.

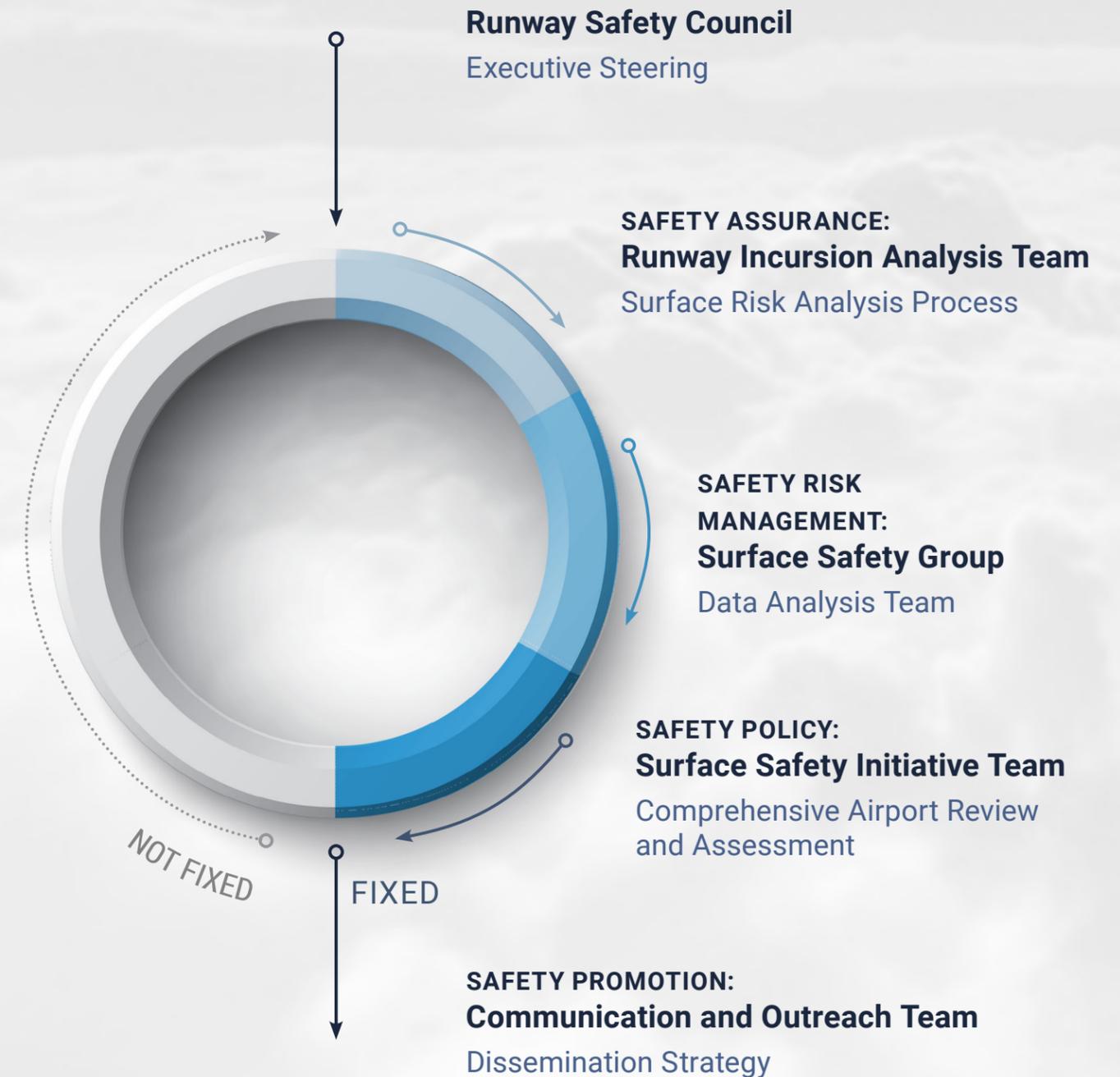
Policy, responsibility and accountability that bear on surface safety, and the organizations charged with risk mitigation and safety improvement, are put forth in FAA JO 7050.1B Runway Safety Program (RSP) and the National Runway Safety Plan.

RSP: The RSP is intended to improve surface safety by decreasing the number and severity of Runway Incursions (RI), Runway Excursions (RE), and other Surface Incidents (SI).

NRSP: The FY18-FY20 NRSP builds on the achievements of the NRSP 2015-2017, most fundamentally through the integration of the Safety Management System principles into the Runway Safety strategy. The current plan favors iterative steps in support of data-driven, risk-based decision-making. It outlines methods and collaboration opportunities to identify and mitigate safety risks. Three strategic steps include Data Collection and Analysis, Plans and Policy, and Communicating Change.

Within the FY20 Eastern Region (AEA) RRSP, the Regional Governance Council used a methodology and process to objectively determine the priorities with which its collective efforts would have the most potential for surface safety improvement and severity reduction amongst AEA airports. This process is described in the **RRSP Methodology** section.

How We Are Collaborating





4. Safety Promotion

FY18-FY20 NRSP Safety Promotion Objective: Promote best practices, lessons learned, and actionable information obtained from data analysis to our global runway safety stakeholders.

Communication and engagement are essential to the success of this Regional Runway Safety Plan. Engaging with key stakeholders, safety experts, frontline employees and FAA organizations enables Runway Safety to advance towards the goal of reducing surface safety risk.

Activity 4 – Communication Strategy and Engagement:

4.1 Regional Administrator will coordinate executive support and engagement with management from each LOB for RGC participation and collaboration on regional runway safety initiatives. Commit to chairing 2 meetings a year with two ad-hoc meetings as needed based on regional priorities.

4.2 Runway Safety and participating LOBs will discuss safety initiatives and share relevant information necessary for cross collaboration during each RGC meeting. This partnership effort is important in accomplishing regional safety initiatives.

4.3 Runway Safety will support State Aviation Director's meetings and coordinate LRSAT information for State Director's awareness and/or participation.

4.4 The Interdisciplinary Team (IDT) meeting is part of the Regional Administrator's initiative for LOB collaboration on projects, construction and issues related to safety. Runway Safety will support these meetings and provide updates on runway incursions, LRSAT, and relevant action item for regional visibility and support. The IDT final Report will supplement this RRSP.

4.5 Runway Safety will ensure Airports, Flight Standards and Tech Ops are made aware of upcoming LRSAT meetings based on date received from ATC facilities.

4.6 Runway Safety will provide copies of completed Runway Safety Action Plans for visibility and awareness of discussion items, mitigations and safety recommendations to LOBs when requested or necessary for collaboration on completing local action items.

4.7 Air Traffic, Airports, Flight Standards, Quality Control Group and Runway Safety will communicate any regional runway safety issues/concerns raised internally or by stakeholders to address and mitigate surface risk.

4.8 Runway Safety in partnership with the Office of Communication (AOC) will produce a 2-3 minute pilot awareness video for ISP, TEB and PHL Airport. These sites were selected based on various factors including the number

and type traffic, Runway Incursions, Hot Spots, Wrong Surface Operation (WSO) incidents and areas of confusion on the airfield. The video is designed to promote the safety message through digital content across FAA corporate channels to internal/external stakeholders to reduce the risk of incursions and WSOs.

MILESTONE



Runway Safety and AOC will produce a pilot awareness video for ISP, TEB, and PHL airports.

For More Information:

Federal Aviation Administration
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159-30 Rockaway Blvd.
Jamaica, NY 11434

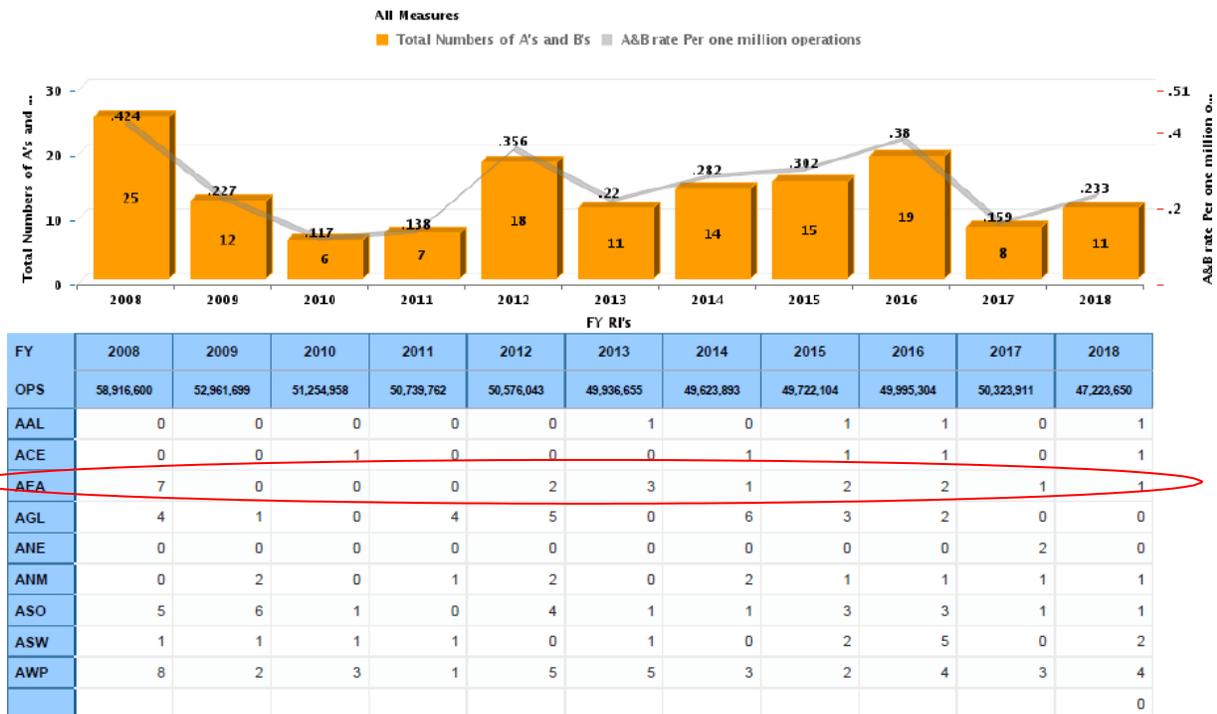
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Appendix A. Runway Incursion Stats (2018 data is preliminary)



Fiscal Year Breakdown for Eastern Region

| Fiscal Year | Operations | Total RI | OI | PD | V/PD | A | B | C | D |
|-------------|------------|----------|----|----|------|---|---|----|----|
| 2015 | 5,932,441 | 145 | 46 | 78 | 21 | 1 | 1 | 77 | 66 |
| 2016 | 5,963,315 | 133 | 47 | 65 | 21 | | | 2 | 67 |
| 2017 | 5,914,279 | 175 | 57 | 76 | 41 | 1 | | | 96 |
| 2018 | 5,899,495 | 153 YTD | 43 | 81 | 29 | | | 1 | 83 |

Regional Runway Incursions by Airport 2018 YTD

| Airport Code | Airport Name | Number of Runway Incursions |
|--------------|-----------------------------------------------------|-----------------------------|
| ABE | Lehigh Valley Intl, Allentown, PA | 0 |
| ACY | Atlantic City Intl, NJ | 1 |
| ADW | Andrews AFB, MD | 2 |
| AGC | Allegheny CO Airport, Pittsburgh, PA | 3 |
| ALB | Albany Intl, NY | 1 |
| AVP | Wilkes-Barre/Scranton Intl, PA | 0 |
| BWI | Baltimore/Washington Intl Thurgood Marshall, MD | 5 |
| CDW | Essex CO Airport, Caldwell, NJ | 0 |
| CKB | Harrison/Marion Regional, Clarksburg, WV | 0 |
| CRW | Yeager Airport, Charleston, WV | 1 |
| DCA | Ronald Reagan Washington National Airport, Wash, DC | 12 |
| ELM | Elmira/Corning Regional, NY | 0 |
| EWR | Newark Liberty Intl, NJ | 9 |
| FDK | Frederick Airport, MD | 2 |
| FRG | Republic Airport, Farmingdale, NY | 2 |
| HEF | Manassas Regional/Harry P. Davis Field, VA | 4 |
| HPN | Westchester CO Airport, White Plains, NY | 5 |
| IAD | Washington Dulles Intl, Washington, DC | 5 |
| ILG | New Castle Airport, Wilmington, DE | 1 |
| ISP | Long Island MacArthur Airport, Islip, NY | 5 |
| JFK | John F Kennedy Intl, New York, NY | 3 |

| | | |
|-----|--------------------------------------------------|----|
| LGA | La Guardia Airport, New York, NY | 7 |
| LNS | Lancaster Airport, PA | 0 |
| LWB | Greenbrier Valley Airport, Lewisburg, WV | 0 |
| LYH | Lynchburg Regional/Preston Glenn Field, VA | 0 |
| MMU | Morristown Muni, NJ | 1 |
| MTN | Martin State Airport, Baltimore, MD | 3 |
| ORF | Norfolk Intl, VA | 1 |
| PHF | Newport News/Williamsburg Intl, Newport News, VA | 1 |
| PHL | Philadelphia Intl, PA | 17 |
| PIT | Pittsburgh Intl, PA | 8 |
| PNE | Northeast Philadelphia Airport, PA | 4 |
| POU | Dutchess CO Airport, Poughkeepsie, NY | 5 |
| RDG | Reading Regional/Carl A Spaatz Field, PA | 4 |
| RIC | Richmond Intl, VA | 4 |
| ROA | Roanoke Regional/Woodrum Field, VA | 4 |
| ROC | Greater Rochester Intl, NY | 5 |
| SYR | Syracuse Hancock Intl, NY | 4 |
| TEB | Teterboro Airport, N | 9 |
| TTN | Trenton Mercer Airport, Trenton, NJ | 1 |

Note: Data not inclusive of 22 pending events

Appendix B. AEA Districts & Towered Airports

Existing District Breakdown (subject to change)

| Washington District | New York District | Susquehanna District |
|-------------------------------------------------|------------------------------|------------------------------|
| Andrews Air force Base (ADW) | Caldwell (CDW) | Allentown (ABE) |
| *Baltimore / Washington Intl (BWI) | *Newark Liberty (EWR) | Atlantic City (ACY) |
| Charlottesville (CHO) | Gabreski (FOK) | Allegheny (AGC) |
| Clarksburg (CKB) | Farmingdale (FRG) | Wilkes-Barre (AVP) |
| Charleston (CRW) | Westchester (HPN) | Binghamton (BGM) |
| *Ronald Reagan Washington National (DCA) | MacArthur (ISP) | Buffalo (BUF) |
| Easton (ESN) | *John F Kennedy (JFK) | Capital City (CXY) |
| Fredrick (FDK) | *LaGuardia (LGA) | Elmira (ELM) |
| Manassas (HEF) | Morristown (MMU) | Erie (ERI) |
| Hagerstown (HGR) | Dutchess County (POU) | Wheeling (HLG) |
| Huntington (HTS) | Stewart (SWF) | Niagara (IAG) |
| *Washington Dulles Intl (IAD) | Teterboro (TEB) | New Castle (ILG) |
| Lewisburg (LWB) | | Williamsport (IPT) |
| Lynchburg (LYH) | | Ithaca (ITH) |
| Morgantown (MGW) | | Latrobe (LBE) |
| Martin-State (MTN) | | Lancaster (LNS) |
| Norfolk (ORF) | | Harrisburg (MDT) |
| Newport News (PHF) | | *Philadelphia (PHL) |
| Parkersburg (PKB) | | Pittsburgh (PIT) |
| Richmond Intl (RIC) | | Northeast Philadelphia (PNE) |
| Roanoke (ROA) | | Reading (RDG) |
| Salisbury (SBY) | | Griffiss (RME) |
| | | Rochester (ROC) |
| | | Syracuse (SYR) |
| | | Trenton (TTN) |
| | | University Park (UNV) |

* Core 30.

District Breakdown of Incursions

| Capital | Airport | Total RI | OI | PD | V/PD | A | B | C | D | Pending |
|---------|-------------|----------|----|----|------|---|---|----|---|---------|
| | DCA | 12 | 5 | 7 | | | | 10 | 1 | 1 |
| | BWI | 5 | 2 | 1 | 2 | | | 2 | 2 | 1 |
| | IAD | 5 | 1 | 1 | 3 | | | 4 | | |
| | HEF | 4 | | 3 | 1 | | | 2 | 2 | |
| | RIC | 4 | 2 | 2 | | | | 2 | 2 | |
| | ROA | 4 | | | 4 | | | | 2 | 2 |
| | ADW | 2 | | 1 | 1 | | | | 2 | |
| | FDK | 2 | | 2 | | | | 1 | | |
| | HTS | 2 | | | 2 | | | | 2 | |
| | ORF | 2 | 1 | | 1 | | | 1 | 1 | |
| | CRW | 1 | 1 | | | | | 1 | | |
| | ESN | 1 | | 1 | | | | 1 | | |
| | PHF | 1 | | | 1 | | | | 1 | |
| | PKB | 1 | | 1 | | | | | 1 | |
| | SUM: | 46 | | | | | | | | |

| Susquehanna | Airport | Total RI | OI | PD | V/PD | A | B | C | D | Pending |
|-------------|-------------|----------|----|----|------|---|---|----|---|---------|
| | PHL | 17 | 8 | 9 | | | | 10 | 3 | 4 |
| | PIT | 8 | 2 | 3 | 3 | | | 4 | 3 | 1 |
| | BUF | 6 | 1 | 4 | 1 | | | 2 | 1 | 3 |
| | ROC | 5 | 1 | 4 | | | | 1 | 4 | |
| | PNE | 4 | 1 | 3 | | | 1 | | 2 | 1 |
| | RDG | 4 | | 3 | 1 | | | 1 | | 3 |
| | SYR | 4 | | 2 | 2 | | | | 2 | 2 |
| | AGC | 3 | 1 | 1 | 1 | | | 1 | 2 | |
| | MDT | 3 | 1 | 1 | 1 | | | 1 | 2 | |
| | ACY | 1 | | | 1 | | | | 1 | |
| | BGM | 1 | | 1 | | | | 1 | | |
| | CXY | 1 | | 1 | | | | | 1 | |
| | ILG | 1 | | 1 | | | | | 1 | |
| | TTN | 1 | | | 1 | | | 1 | | |
| | UNV | 1 | | 1 | | | | | 1 | |
| | SUM: | 60 | | | | | | | | |

| New York | Airport | Total RI | OI | PD | V/PD | A | B | C | D | Pending |
|----------|-------------|----------|----|----|------|---|---|---|---|---------|
| | EWR | 9 | 2 | 6 | 1 | | | 9 | | |
| | TEB | 9 | 2 | 5 | 2 | | | 6 | 3 | |
| | LGA | 7 | 7 | | | | | 7 | | |
| | HPN | 5 | 1 | 4 | | | | 4 | | 1 |
| | ISP | 5 | 1 | 4 | | | | 4 | 1 | |
| | POU | 5 | 1 | 4 | | | | 3 | 1 | 1 |
| | JFK | 3 | 2 | 1 | | | | 3 | | |
| | FRG | 2 | | 2 | | | | 1 | 1 | |
| | MMU | 1 | | 1 | | | | | 1 | |
| | SUM: | 46 | | | | | | | | |

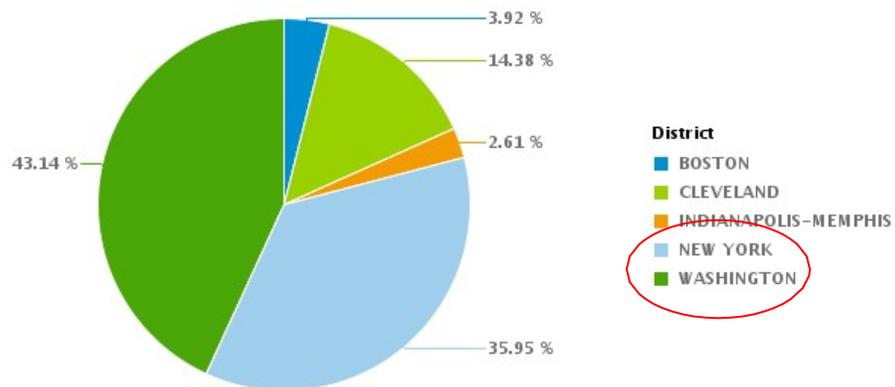
Note: ONLY facilities with >1 incursion are listed in the District Breakdown

ATO will realign its Districts to reflect the following Facilities for the Northeast region:

| FAA Towers | | |
|---------------|----------------------|-----------------|
| Boston (TEBW) | Washington DC (TEDC) | New York (TENY) |
| ACK | ACY | ABE |
| ALB | ADW | AVP |
| BDL | BWI | CDW |
| BED | DCA | EWR |
| BGM | FAY | FRG |
| BGR | HEF | HPN |
| BOS | IAD | ISP |
| BTV | ILG | JFK |
| ELM | ILM | LGA |
| MHT | ORF | MDT |
| PVD | PCT | MMU |
| PWM | PHF | POU |
| SYR | PHL | RDG |
| | PNE | TEB |
| | RDU | AVP |
| | RIC | |
| | ROA | |

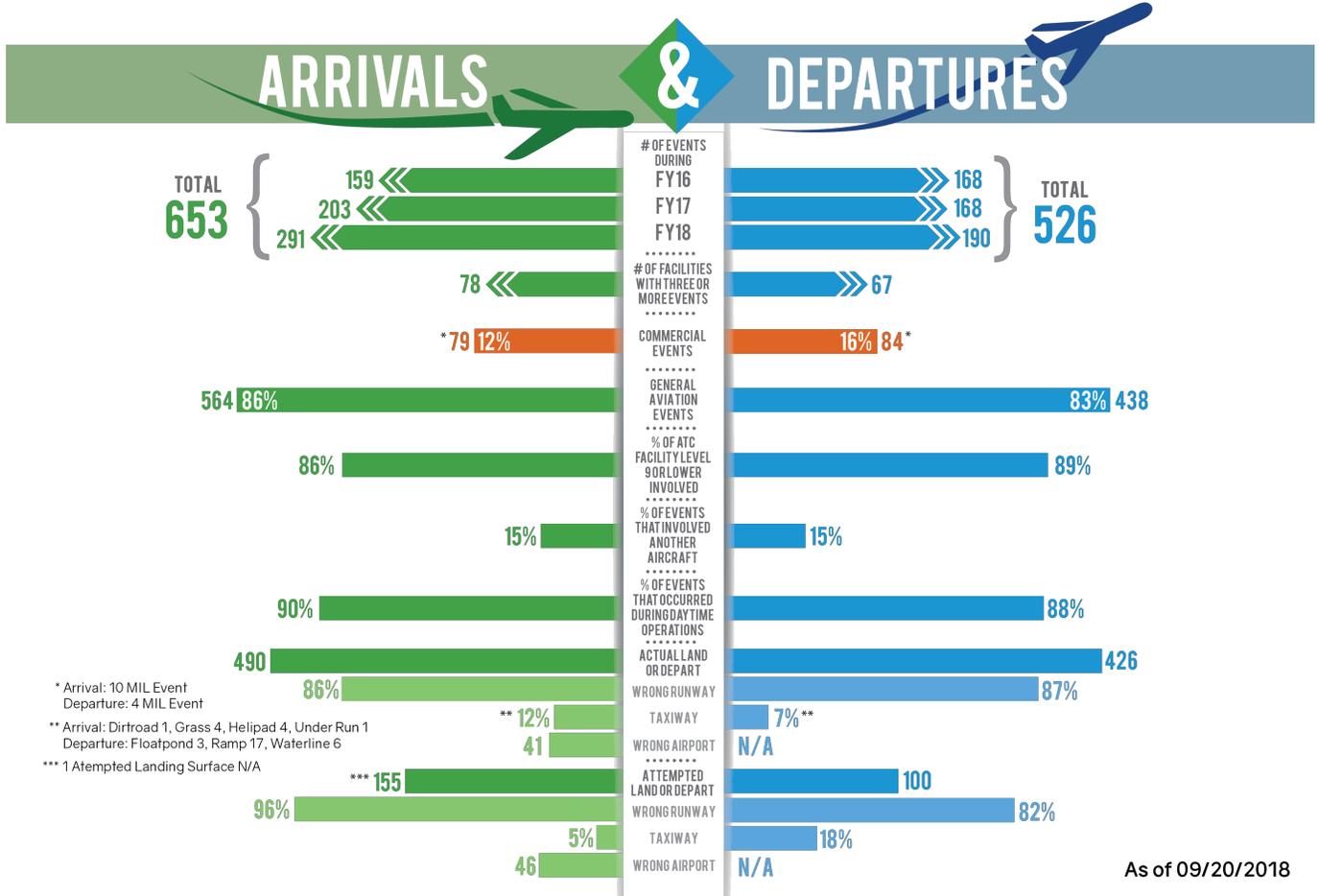
| FCT Towers | | |
|---------------|----------------------|-----------------|
| Boston (TEBW) | Washington DC (TEDC) | New York (TENY) |
| ASH | CHO | BDR |
| BAF | ESN | CXY |
| BVY | EWN | DXR |
| EWB | FDK | FOK |
| GON | HGR | HVN |
| HFD | ISO | IPT |
| HYA | LWB | LNS |
| BOS | LYH | OXC |
| ITH | MTN | SWF |
| LEB | SBY | UNV |
| LWM | TTN | |
| MVY | | |
| ORH | | |
| OWD | | |
| RME | | |

District Breakdown of Incursions based on the above Realignment



Appendix C. Wrong Surface Operations Data

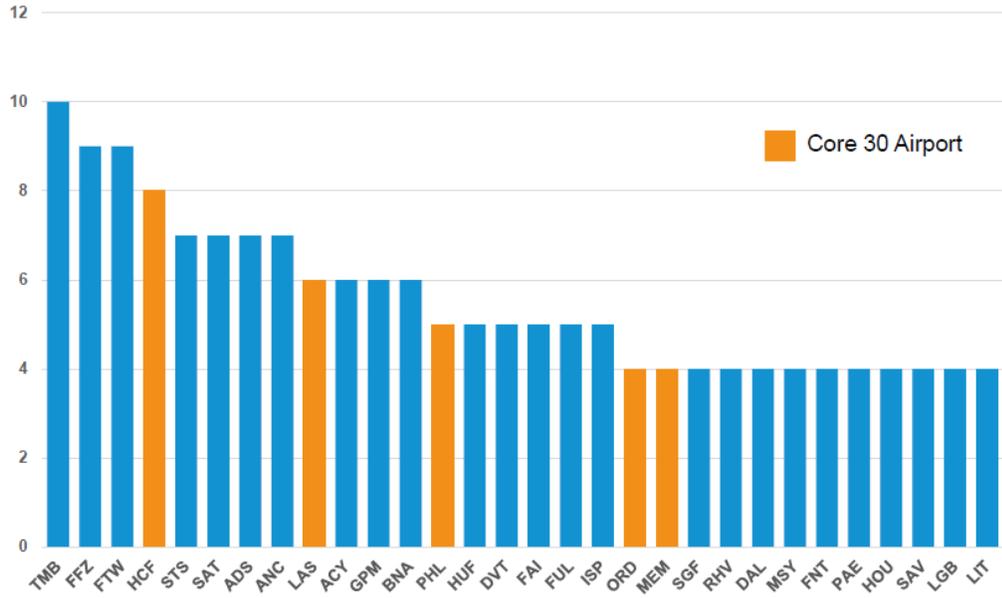
DESCRIPTION: Wrong surface operations include events where an aircraft lands or departs on the wrong runway or taxiway, or at a wrong airport



Regional Airports with one (1) or more Wrong Surface Events

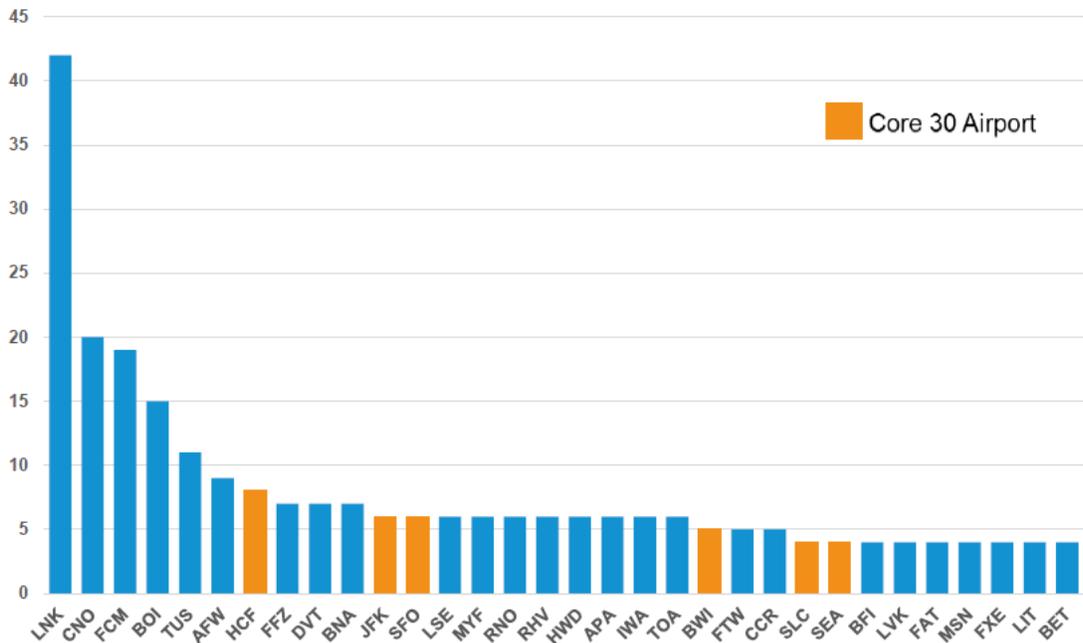
Top 25 Facilities with Wrong Surface Departures

| |
|-----|
| ISP |
| PHL |
| RIC |
| PIT |
| POU |
| AGC |
| CDW |
| CRW |
| EWR |
| FDK |
| JFK |
| IAD |
| ROC |
| TEB |
| ABE |
| ACY |
| ADW |
| AVP |
| BGM |
| BWI |
| CKB |
| CXY |
| DCA |
| ESN |
| FRG |
| HPN |
| ILG |
| ITH |
| MMU |
| PKB |
| RDG |
| SYR |
| UNV |



Data as of 8 June 2018

Top 25 Facilities with Wrong Surface Landings & Approaches



Appendix D. ASDE-X Taxiway Arrival Prediction Sites

| Initial Phase | | | | | Final Phase | | | | |
|---------------|----------------------------|-----------------------------|-------------------------------------------|----------|----------------------------------------------|------------|-----------|-------------------------------------|---------------|
| Facility | Runway Prediction Analysis | Taxiway Prediction Analysis | Air Traffic Training (Not Taxiway Lander) | Software | Taxiway Alert Optimization (Alerts Disabled) | Site Brief | Local SRM | Air Traffic Taxiway Lander Training | Enable Alerts |
| SEA | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | 5/8/2018 |
| PHL | ✓ | ✓ | ✓ | ✓ | ✓ | | | | FY18 – Q4 |
| BOS | ✓ | ✓ | ✓ | ✓ | ✓ | | | | FY18 – Q4 |
| MDW | ✓ | ✓ | ✓ | | | | | | FY18 – Q4 |
| DFW | ✓ | ✓ | ✓ | ✓ | ✓ | | | | FY18 – Q4 |
| ATL | ✓ | ✓ | ✓ | ✓ | ✓ | | | | FY18 – Q4 |
| STL | ✓ | ✓ | ✓ | ✓ | ✓ | | | | FY18 – Q4 |
| BDL | ✓ | ✓ | ✓ | ✓ | ✓ | | | | FY18 – Q4 |
| CLT | ✓ | ✓ | ✓ | ✓ | ✓ | | | | FY18 – Q4 |
| SLC | | | | | | | | | FY19 – Q1 |
| FLL | ✓ | | ✓ | | | | | | FY19 – Q1 |
| LAS | ✓ | ✓ | | | | | | | FY19 – Q1 |
| LAX | ✓ | ✓ | ✓ | | | | | | FY19 – Q1 |
| EWR | ✓ | | ✓ | | | | | | FY19 – Q1 |
| ORD | | | ✓ | | | | | | FY19 – Q1 |
| BWI | | | ✓ | | | | | | FY19 – Q2 |
| HNL | | | ✓ | | | | | | FY19 – Q2 |

| Initial Phase | | | | | Final Phase | | | | |
|---------------|----------------------------|-----------------------------|-------------------------------------------|----------|----------------------------------------------|------------|-----------|-------------------------------------|---------------|
| Facility | Runway Prediction Analysis | Taxiway Prediction Analysis | Air Traffic Training (Not Taxiway Lander) | Software | Taxiway Alert Optimization (Alerts Disabled) | Site Brief | Local SRM | Air Traffic Taxiway Lander Training | Enable Alerts |
| DTW | ✓ | ✓ | ✓ | | | | | | FY19 – Q2 |
| MEM | | | ✓ | | | | | | FY19 – Q2 |
| HOU | ✓ | | ✓ | ✓ | | | | | FY19 – Q3 |
| IAH | ✓ | | ✓ | | | | | | FY19 – Q3 |
| MCO | ✓ | ✓ | ✓ | | | | | | FY19 – Q3 |
| DEN | ✓ | | | | | | | | FY19 – Q4 |
| SAN | | | | | | | | | FY19 – Q4 |
| PVD | | | ✓ | | | | | | FY19 – Q4 |
| PHX | | | | | | | | | FY20 – Q1 |
| MKE | | | ✓ | | | | | | FY20 – Q1 |
| DCA | | | ✓ | | | | | | FY20 – Q1 |
| JFK | | | ✓ | | | | | | FY20 – Q2 |
| MIA | | | ✓ | | | | | | FY20 – Q2 |
| LGA | | | ✓ | | | | | | FY20 – Q2 |
| IAD | | | ✓ | | | | | | FY20 – Q2 |
| MSP | | | ✓ | | | | | | FY20 – Q3 |
| SDF | ✓ | | | | | | | | FY20 – Q3 |
| SNA | | | ✓ | ✓ | | | | | FY20 – Q3 |