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IMPROVING SURFACE SAFETY.

Southern Region (ASO) Runway Safety Plan FY20

2019-2020

RUNWAY SAFETY COUNCIL (RSC) #47



**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 decrease the number and severity of Runway Incursions (RI), Runway Excursions (RE) and serious Surface Incidents (SIs).

Another leading priority of the FAA is reducing the risk of wrong surface events. A wrong surface event includes landing at the wrong airport or on a taxiway or landing on a runway other than the one specified on a landing clearance. It also includes taking off on a wrong runway or taxiway. Runway Safety will work with other lines of business, both internal and external to the FAA, to increase awareness, enhance safety technology and resolve airport geometry issues.

FAA's current 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.

FAA Southern Region (ASO) has developed this Regional Runway Safety Plan (RRSP) to provide a roadmap with regional emphasis for FY20. This plan, in collaboration with FAA Lines of Business (LOB), outlines a framework to support current and future activities designed to improve runway safety in response to the agency goal and follow up to the NRSP.

This RRSP is aligned with agency priorities, Runway Safety Program [FAA ORDER 7050.1B](#) and methodologies to include Safety Management Systems.

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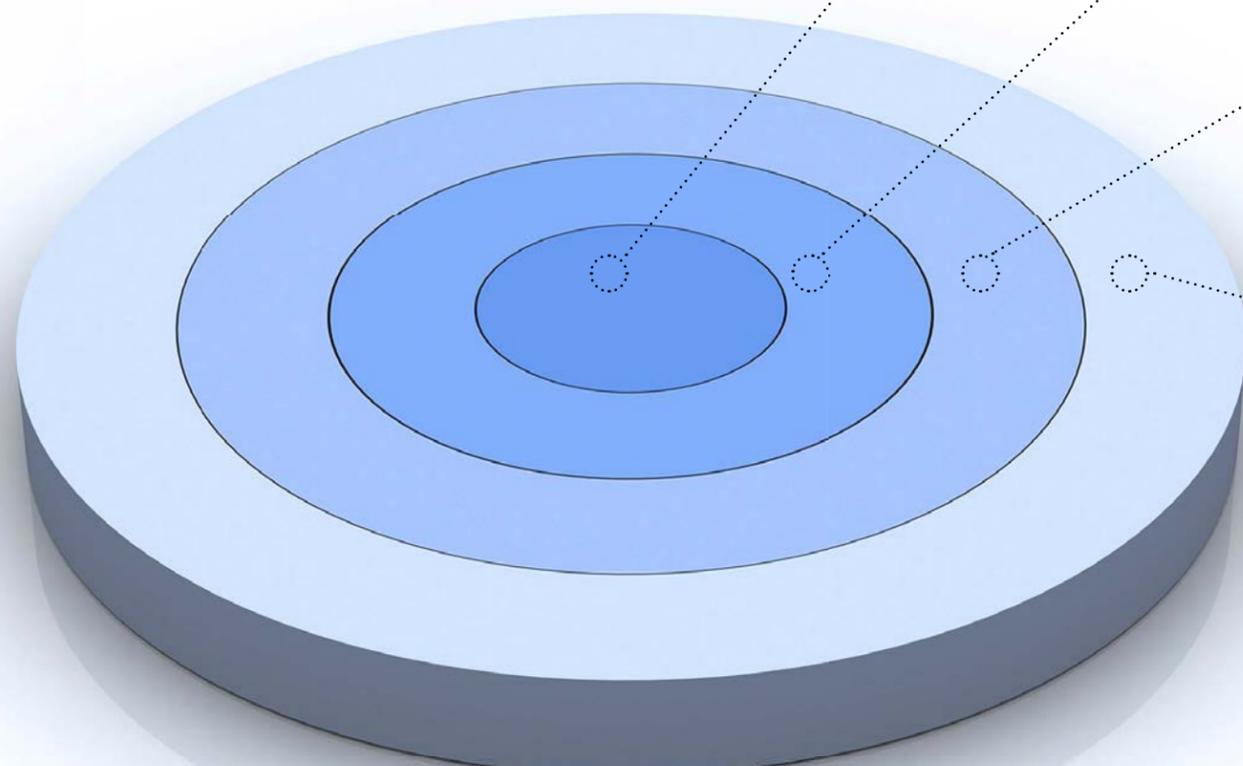
FAA Safety Management System (SMS)

The FAA employs a Safety Management System (SMS) which provides a formalized and proactive approach to find, analyze and address risk in the NAS.

A fundamental impact of the 2015-2017 National Runway Safety Plan has been the successful integration of SMS principles into Runway Safety Strategy. The NSRP focuses on the development of inter-agency strategic processes in the transition from event-based to risk-based analysis in the assessment of current risk and in the prediction of future risk.

The goal for the 2015-2017 NRSP is to leverage new processes, sources of safety data, and integrated safety analysis 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.

To that end, and while formal directives and agreements are developing, the Southern Region Runway Safety Plan will 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

The Safety Management System is composed of four main components which combine to create a systematic approach to managing and ensuring safety. These components are: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion.

Safety Policy

Safety Policy is the organization’s documented commitment to safety, which defines the safety objectives, accountabilities and responsibilities of its employees regarding safety management. Safety Policy must be:

- Documented;
- Communicated to all employees and responsible parties;
- Consistent with FAA and U.S. SSP goals and objectives; and
- Reviewed periodically to ensure it remains relevant and appropriate.

Safety Risk Management

All applicable FAA organizations must establish and maintain a Safety Risk Management (SRM) function that provides for initial and continuing identification of hazards and the analysis and assessment of risk. SRM functions ensure that appropriate safety risk controls are developed and employed operationally.

Safety Assurance

All applicable FAA organizations must establish and maintain Safety Assurance processes to ensure that safety risk controls achieve their intended objectives and are used to assess operations to identify hazards. Safety Assurance includes monitoring systems of interest and assessing the need for new risk controls, modification of ineffective risk controls, or elimination of those no longer needed due to changes in the operational environment.

Safety Promotion

Applicable FAA organizations must establish and maintain a safety promotion function. Safety Promotion is a combination of training and communication of safety information to support the implementation and operation of a Safety Management System. It includes actions taken to create an organizational environment where safety objectives can be achieved in fulfillment of its mission.

Top 15 Focus Airports in Southern Region by Rate

Rank	Airport ID	Airport Name	# of RIs	RI Rate	Airport Operations
1	CSG	Columbus Metro	10	34.0	29,349
2	MQY	Smyrna Airport	12	13.7	87,331
3	SRQ	Sarasota/Bradenton Intl	10	8.5	116,364
4	PIE	St Petersburg-Clearwater Intl	10	7.9	125,550
5	GMU	Greenville Downtown Airport	4	7.8	51,191
6	ILM	Wilmington Intl	4	6.6	60,126
7	ORL	Executive Airport	7	6.5	107,097
8	FMY	Page Field	6	6.1	96,906
9	PNS	Pensacola Regional	6	5.46	110,109
10	SGJ	St Augustine Airport	7	5.3	130,137
11	SAV	Savannah/Hilton Head Intl	5	5.3	93,778
12	LOU	Bowman Field	4	5.2	76,561
13	PDK	DeKalb-Peachtree Airport	6	4.6	128,311
14	FXE	Fort Lauderdale Executive Airport	7	4.4	155,584
15	FTY	Fulton CO Airport-Brown Field	2	3.8	51,778

FY20 Regional Runway Safety Plan Initiatives

The Regional Runway Safety Team (RRST) will undertake the following initiatives during FY20. No specific completion dates are provided for each action item in this plan, but all are expected to be completed.

The RRST will provide the Runway Safety Governance Council (RSGC) with information to determine impact and necessary resources for assignment to these initiatives. This document is fluid and will be evaluated on a continuing basis and modified as events warrant.

All RRST members will collaborate in the development of this plan annually, with concurrence from the Southern Region RSGC.

The RSGC is tasked with identifying regional priorities to ensure local runway safety initiatives and concerns are properly vetted and coordinated for support and mitigation. The RSGC is chaired

by the Regional Administrator and is composed of executives from the Airports Division, Safety Standards Division, Air Traffic Organization, and Technical Operations Services. The ASO Runway Safety Program Manager monitors and participates in the National and Regional Runway Safety Governance Councils.

The ASO Runway Safety Program Manager, in collaboration with other Lines of Business (LOB), directly supports the Regional Runway Safety Governance Council and assists in executing the Runway Safety Program Initiatives with the RRST. FAA Order 7050.1B establishes RRST which includes the Runway Safety Program staff and at least one designated representative of Service Area Terminal Operations, Service Area Technical Operations Services, Safety Standards, and Airports Regional Divisions.



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 take action to manage risk by proactively identifying hazards and suggestions for mitigating those risks based on data analysis. This plan supports the Administrator's risk-based decision-making initiative by building on Safety Management System principles to proactively address emerging safety risk through consistent, data-informed processes.

Activity 1 - Safety Analysis and Mitigation:

1.1 Runway Safety will monitor and coordinate with the program office and support initial operational capability efforts for surface technology at any Southern Region airport that has been selected for use of new technology as a runway incursion mitigation tool.

1.2 Runway Safety will share relevant incursion data and analysis/trends/reports with LOBs to support investigations, inspections and increase awareness and visibility of events.

1.3 Runway Safety will continue to coordinate and review existing and future Hot Spots and work with the appropriate LOB to address, publish and/or mitigate those areas of concern. This effort will supplement the Airports Division Runway Incursion Mitigation Program.

1.4 Runway Safety will consult with Quality Assurance (QA) on runway incursions for assessment and to identify performance deficiencies. This information will be shared with Airports, Air Traffic and/or Flight Standards to review and/or develop best practices and mitigations.

1.5 Runway Safety and regional LOBs will integrate reliable and consistent data from internal and external sources to improve analysis capabilities in support of hazard identification

and risk mitigation for events related to runway incursion and excursions.

1.6 Runway Safety will work with the Quality Control Group (QCG) to ensure local RSAT meeting process complies with Order 7050.1B. This will include tracking of RSAT meeting scheduling and ensuring the completion and uploading of Runway Safety Action Plans for all towered airports.

1.7 Runway Safety Program Managers or their representative will monitor Services Rendered Teleconferences (SRT) when invited for surface events affecting their assigned areas of responsibility and support as necessary.

1.8 Runway Safety will monitor and track Action Items that are developed during LRSAT meetings and coordinate the input and any update with QCG and other LOBs as necessary for completion.

1.9 Runway Safety will provide support to the AJI-14 Subject Matter Experts in the implementation of Taxiway Arrival Prediction software and training.

1.10 Runway Safety will provide support for the Runway Incursion Prevention Shortfall Analysis (RIPSA) program that is funded by the Runway Safety Group and tasked to investigate, develop, test, evaluate, and deploy low cost runway incursion prevention technologies. Daytona Beach International Airport is the ASO facility selected for the RIPSA programs.

1.11 Runway Safety will assist the Operations Support Group/OSG in the review of Runway Safety Area/RSA Letters of Agreement when necessary.

MILESTONES



1.2 Runway Safety shares information with Quality Control Groups (QCG) prior to ATC facility external compliance verification (ECV) activities.



1.7 Runway Safety attended the Fort Lauderdale, FL (FXE) airport Services Rendered Teleconference (SRT) in July 2020 for a surface safety event. Runway Safety had also supported an SRT for Naples Airport, FL (APF) in January 2020.



1.3 **Hotspot updates:**
Springfield-Branson National Airport, MO (SGJ)
Added hotspot 3 (April 2020)
Nashville International, TN (BNA)
Removed hotspot 3 (May 2020)
New Smyrna Beach Municipal Airport, FL (EVB)
Added hotspot 2 (July 2020)



1.8 Runway Safety closed an additional 11 Action Items since Q2 for Brooksville-Tampa Bay Regional, FL (BKV); Birmingham-Shuttlesworth International, AL (BHM); Columbus Airport, GA (CSG); Greenville Downtown, SC (GMU); Hickory Regional, NC (HKY); and Huntsville International, AL (HSV).

Palm Beach International Airport, FL (PBI)
Removed hot spot 3 (May 2020)
Runway Safety conducted a Hot Spot analysis in June 2020 for the **Airports District Office (ADO)**



1.9 Further implementations of the ASDE-X Taxiway Arrival Prediction (ATAP) enhancement for Miami International, FL (MIA) and Memphis International, TN (MEM) airports have been suspended due to restrictions surrounding the COVID-19 pandemic.



1.4 Runway Safety joins weekly meeting to discuss/consult with QA surfaces and trends. Runway Safety also meets quarterly with the RRST to share surface information.



1.6 Runway Safety has accepted 17 additional Runway Safety Action Plans (RSAP) since Q2.

1.11 Runway Safety created 9 RSA Letters of Agreement (LOA) in Q3 and Q4, while 55 Airport LOAs were inventoried this fiscal year.



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.

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** Runway Safety will attend the 7 Core 30 airport Runway Safety Action Team (RSAT) Meetings.
- 2.2** Runway Safety will attend the RSAT meetings or have site visits to priority airports and airports of interest.
- 2.3** Southern Region Runway Safety will request representative participation from the Airports Division when their presence may be

considered essential. Airports Division, based on resources, will support LRSAT meetings at Core 30 airports and at airports of interest in person or telephonically.

- 2.4** Southern Region Runway Safety will request representative participation from the Safety Standards Division when their presence may be considered essential through FAAST RGC/RRST core member or management designee attendance either in person or remotely at annual CORE/Priority RSATs.
- 2.5** Southern Region Runway Safety will request representative participation from the Technical Operations Division when their presence may be considered essential. Technical Operations Division, based on resources, will

support LRSAT meetings at Core 30 airports and at airports of interest in person or telephonically.

2.6 Southern Region Runway Safety will request representative participation from the Air Traffic Organization when their presence may be considered essential. Air Traffic Organization, based on resources, will support LRSAT meetings at Core 30 airports and at airports of interest in person or telephonically.

2.7 Runway Safety and Quality Assurance will provide Air Traffic Managers with the support package for conducting RSAT meetings. This will include historical events/analysis, previous action items, diagrams, and relevant safety information to include promoting the use of the RSAT Toolkit for RSAT and RSAP preparation.

Seven of the 30 Core Airports are Found in the Southern Region

- FLL** Fort Lauderdale-Hollywood International Airport, FL
- MIA** Miami International, FL
- MCO** Orlando International, FL
- TPA** Tampa International, FL
- CLT** Charlotte Douglas International, NC
- ATL** Hartsfield-Jackson Atlanta International, GA
- MEM** Memphis International, TN

MILESTONES



2.1 Due to restrictions surrounding the COVID-19 pandemic, Runway Safety attended Virtual RSATs for CLT, ATL, MCO, MIA, FLL and MEM airports.



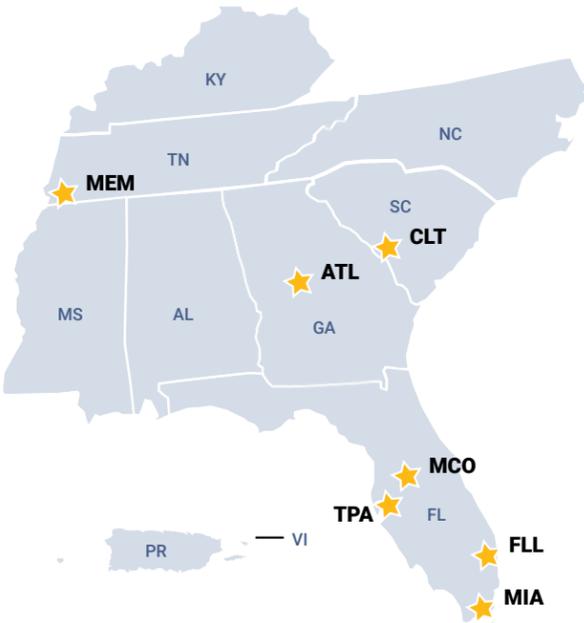
2.2 Due to restrictions surrounding the COVID-19 pandemic, Runway Safety attended a Virtual RSAT conducted during the Virtual Special Focus RSAT (SFRSAT) meeting at Fort Lauderdale International, FL (FXE).



2.3, 2.4, 2.5 and 2.6 ASO Runway Safety Program Office (RSPO) shared the FY20 RSAT meeting calendar with lines of business (LOB) for participation.



2.7 Runway Safety and Quality Assurance provided an additional 17 support packages for conducting RSAT meetings to Air Traffic Managers since Q2.



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.

The FY20 Southern Region Runway Safety Plan is a living document to outline efforts, at the regional level, between specified Lines of Business (LOB) to support the strategic initiatives outlined in the current National Runway Safety Plan and the FY19 ATO Safety and Technical Training Business Plan.

Southern Region will continue to meet the plan objectives of the 2015-2017 NRSP as well as the 2018-2020 NRSP:

- Leverage new processes, sources of safety data and integrated safety analysis, in order to continue to reduce serious runway safety events (2015-2017 NRSP)
- Identify, mitigate, and monitor the conditions and factors that combine to create risk before serious events occur (2015-2017 NSRP)

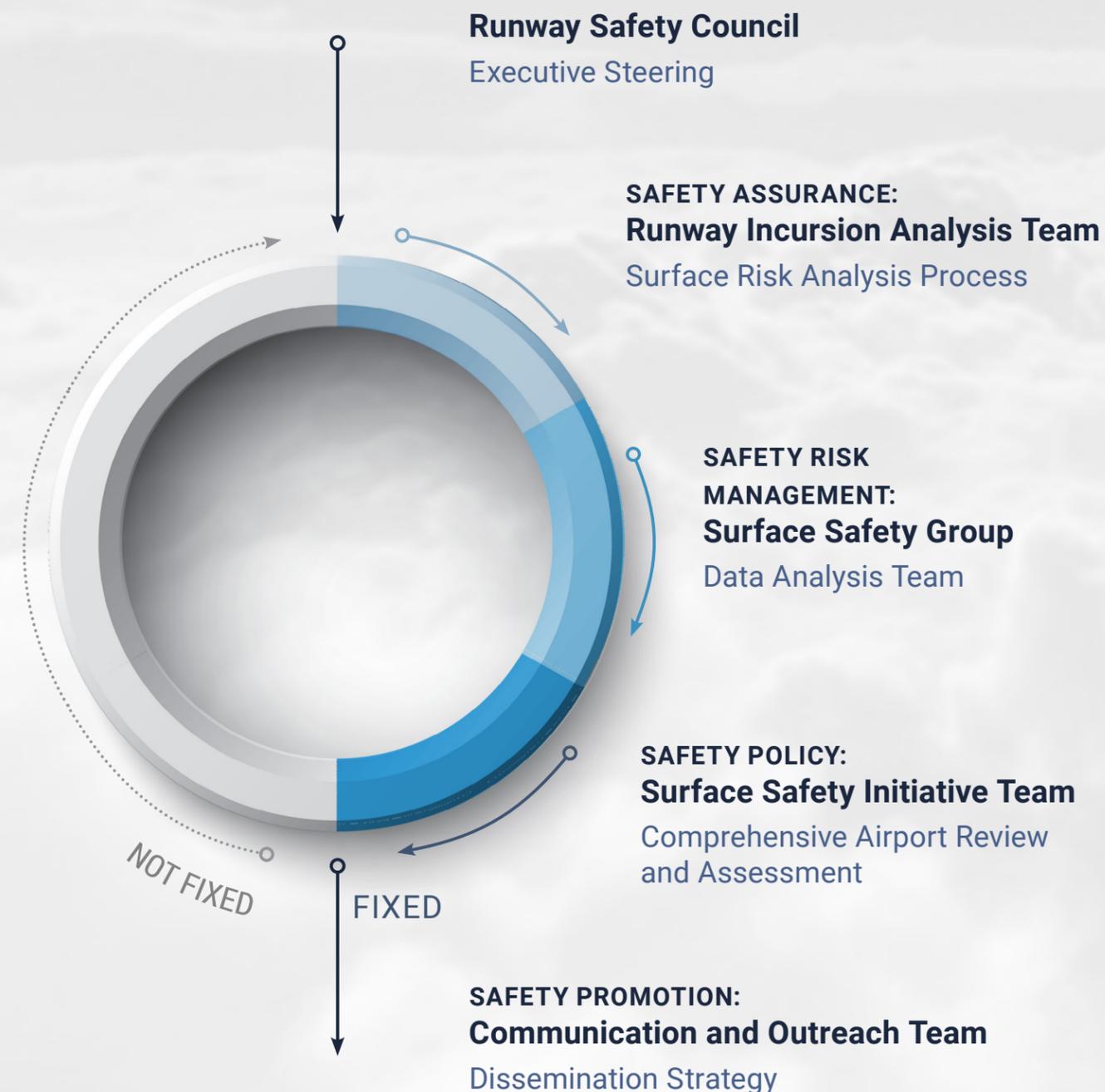
Southern Region will continue to meet the plan objectives of the FY2018 AJI-1 Safety Business Plan and the new FY18 AJI-1 Safety Business Plan:

- Reduce Category A & B runway incursions to a rate of no more than 0.375 per million for commercial aviation and 0.465 per million for non-commercial aviation (FY18 AJI-1 Safety Business Plan 18S.21)
- Enhance the product from Runway Safety Action Teams by ensuring

- each team meets, or exceeds, the requirements
- Establish consensus among Runway Safety Stakeholders on a policy to assess and quantify the risk in runway safety events (FY18 AJI-1 Safety Business Plan 18S-118)
- Address precursors, as well as latent risks, by proactively providing event trend summaries and best practices to the field (FY18 AJI-1 Safety Business Plan 18S-118)

“In FY18, Southern Region ranked second highest in total runway incursions behind Western Pacific Region”

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 risk.

Activity 4 – Communication Strategy and Engagement

4.1 The Regional Administrator will obtain executive support and engagement from the management level of each LOB for Runway Safety Governance Council (RSGC) participation and collaboration on regional runway safety initiatives. The Regional Administrator is asked to commit to chairing 4 meetings a year. ([CLICK HERE FOR RSCG MEETING SCHEDULE](#))

4.2 Runway Safety will participate in the RSGC meetings ([CLICK HERE FOR RSGC MEETING SCHEDULE](#)). Runway Safety will update the council on runway safety initiatives and share relevant information.

4.3 Runway Safety will support State Aviation Director’s meetings and will coordinate information for the Regional Administrator’s participation at those meetings. This will include coordination for distribution of the products offered via the internet to include educational materials, reference documents and links to increase and expand awareness to the aviation community.

4.4 The Inter-Disciplinary Team (IDT) meeting is a Regional Administrator’s initiative for LOB collaboration on projects, construction and issues which may directly impact runway safety at airports within the Southern Region. Runway Safety will support these meetings and provide updates on runway incursions, LRSAT information, safety concerns and relevant action

items for Regional visibility and/or LOB support for implementation.

4.5 Runway Safety will ensure Regional Airports including District Offices, Flight Standards, Air Traffic Operations and Technical Operations are made aware of upcoming LRSAT meetings based on date received from facilities. This may include periodic updates during Regional Management Team (RMT) meetings.

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 Runway Safety, Air Traffic Operations, Technical Operations, Airports Division and Flight Standards will communicate and collaborate on any regional runway safety issues/concerns raised internally or by stakeholders (air carrier, airport operators, FBOs, etc.).

4.8 Runway Safety will work with Regional ATO Management and/or Air Traffic Managers routinely throughout the fiscal year to promote and increase runway safety awareness.

4.9 Runway Safety will provide outreach support and work with industry and local stakeholders within the region, to include internal collaboration to address safety concerns and issues received from the aviation community.

4.10 Runway Safety and Office of Communications (AOC) will produce pilot awareness videos for several airports in ASO.

4.11 With consideration for resources and budget, Runway Safety will support the 2020 SUN n’ FUN International Fly-In & Expo and other fly-ins

to provide awareness and information regarding the work of Runway Safety, best practices, data sharing, question & answer sessions and specific focus topics.

4.12 Runway Safety will select a facility in ASO for a location-specific video to be produced in collaboration with Infina, Ltd. Selection will be based upon severity or frequency of Wrong Surface Events.

4.13 Runway Safety will assist airports to increase awareness of Runway Safety and Protected Areas.

MILESTONES



4.1 Runway Safety Governance Council (RSGC) meetings were conducted in:
Q1 - November 2019
Q2 - February 2020
Q3 - May 2020
Q4 - August 2020



4.2 Runway Safety participated with a presentation at the following Runway Safety Governance Council (RSGC) meetings:
Q1 - November 2019
Q2 - February 2020
Q3 - May 2020
Q4 - August 2020



4.3 Due to restrictions surrounding the COVID-19 pandemic, the following events were canceled:
NCAA (June 2020)
MSAA - May 2020
State conferences



4.4 Runway Safety attended the following IDT meetings:
Q1 - November 2019
Q2 - February 2020
Q3 - May 2020
Q4 - August 2020



4.5 Runway Safety shared RSAT Calendar KSN Website with FAA LOBs.



4.6 Runway Safety accepted and provided copies of 18 RSAPs to FAA LOBs.



4.7 Runway Safety held Regional Runway Safety Team (RRST), QA/QC, and Runway Safety Action Team (RSAT) meetings.



4.9 Runway Safety conducted an airfield crossing meeting to reduce runway incursions at Greenville Downtown, SC (GMU) airport in June 2020.



4.10 and 4.12 Seven pilot awareness “From the Flight Deck” videos for seven airports under production but delayed due to COVID-19 pandemic.



4.11 Runway Safety attended and participated at regional meetings to prepare for the 2020 Sun n’ Fun event. The event was canceled due to the COVID-19 pandemic.

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■ ■ ■ APPENDIX A

PROGRAMS AND DEFINITIONS

DEFINITIONS RELATING TO RUNWAY SAFETY ARE FOUND IN FAA ORDER 7050.1B. THE FOLLOWING ARE SELECT DEFINITIONS PERTINENT TO THIS DOCUMENT.

Airport Construction Advisory Council (ACAC): ACAC is dedicated to ensuring the safety of all stakeholders operating in the National Airspace System (NAS) during all runway and taxiway construction projects. The ACAC is tasked with developing strategies and risk mitigations, for Air Traffic Managers (ATMs) to employ, that will enhance surface safety and ensure that communication is complete and consistent. The ACAC strives to serve as a conduit for sharing good operating practices between managers throughout the NAS. The ACAC is responsible for transforming appropriate strategies and best practices into future Air Traffic Organization policy to perpetuate operational safety during all construction projects.

Airports Division (ARP): The Airports Division is involved in a number of programs and initiatives focused on improving airport and runway safety and reducing the number and severity of runway incursions. **Provided below is a brief synopsis of these programs:**

- **Airport Improvement Program (AIP):** The Airports Division administers the Airport Improvement Program (AIP) which provides grant funds to airport operators for airport planning and improvements. Airfield projects designed to reduce runway incursions may be eligible for AIP funding. These may include airfield geometry changes, certain Runway Safety Action Plan (RSAP) Action Items, certain airfield marking, lighting, and signage projects. All questions and discussions regarding AIP projects or eligibility must be referred to the appropriate Airports District Office (ADO).
- **Part 139 Airport Certification Safety Program:** The Airports Division certifies airports serving air carriers utilizing aircraft over nine passenger seats. Part 139 contains a number of regulations relevant to runway safety. These include requirements and minimum standards for airport pavement; runway safety areas; airfield marking, lighting, and signage; limiting access to airport movement areas; and airfield driver training. Airport Certification Safety Inspectors conduct airfield inspections on a regular basis to ensure compliance with these and other applicable requirements. In addition, all Runway Incursions involving ground vehicles or pedestrian deviations (V/PDs) are formally investigated by the Airports Division. Any questions and discussions about compliance with Part 139 must be referred to the Airport Safety and Standards Branch (ASO-620).
- **Local Runway Safety Action Teams (LRSAT):** The Airports Division strives to participate in as many RSAT meetings as possible. Airports Division utilizes a Regional Tracking System to monitor Airports Division Action items in Runway Safety Action Plans and report on the status as part of Business Plan reporting.

- **Runway Incursion Mitigation Program (RIM):** In 2014, the Office of Airport launched the Runway Incursion Mitigation (RIM) Program to address non-standard geometry at airports. RIM initially mapped the location of all runway incursions occurring in 2007 through 2013. The data for 2014 has since been added. This information was then overlaid upon locations where airfield geometry appeared to not meet current FAA design standards. Locations with multiple runway incursions and non-standard geometry were identified as priority RIM locations and discussions were initiated with the airport operators regarding possible changes to the airfield to address the runway incursion risks. The RIM is a dynamic and continuing program using Risk-Based Decision Making to focus resources on the planning and construction of projects to reduce the potential for runway incursions where airfield geometry may be a contributing factor.

Air Traffic Organization Technical Operations (AJW): Technical Operations is responsible for maintaining and repairing National Airspace System (NAS) equipment. This may include but is not limited to Instrumental Landing Systems (ILS). Typically, the ILS is located in between or near runways. The Airway Transportation System Specialists (ATSS) attend required instruction annually to traverse in those areas. If a deviation has occurred involving Technical Operations, a “Lessons Learned” is completed and a review of driver training records is conducted. If need be, a briefing or Service Rendered Telecom (SRT) will take place involving the parties.

Air Traffic Services (ATS): The primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to provide a safe, orderly and expeditious flow of traffic. ATS provides safe, efficient and secure air traffic control and traffic management services to system stakeholders.

Air Traffic Services Quality Control Group (QCG): The purpose of quality control, as defined in the ATO, is to assess the output (whether a product or service) of a particular process or function and identify any deficiencies or problems that need to be addressed. Within this quality control concept, it is a primary responsibility to take action, particularly at the Service Delivery Point (SDP), to ensure that these products or services meet the requirements of the SDP and the ATO organizationally. Quality Control directives outline the processes and steps utilized to ensure the quality of products and services provided at the SDP level on an ongoing basis.

Anti-Runway Incursion Device (A-RID): Any device that is used to provide a reminder to a controller that the runway surface is in use and therefore not safe to be crossed, landed upon, used for takeoff, etc.

Compliance Oversight: In FY16, the FAA adopted a program now named Compliance Oversight which, for Flight Standards, mandates that Aviation Safety Inspectors finding any airman or organization not meeting the minimum regulatory requirements related to their certificate, evaluate underlying cause, airman/organizational attitude, and implement corrective action that promptly and effectively restores full compliance. Such actions

are taken in a cooperative process involving specific compliance actions such as airman counselling, remedial training, or other specific program related to the problem(s) identified in the investigation. Airmen or organizations who demonstrate chronic noncompliance, inability to perform, or who have noncompliant attitudes are ineligible for Compliance Oversight. Beyond Flight Standards, Compliance Oversight exists throughout the FAA and is supported by the Safety Management System (SMS) approach to aviation safety.

Comprehensive Electronic Data Analysis and Reporting Tool (CEDAR): Refers to the Comprehensive Electronic Data Analysis and Reporting Tool used by ATO to report occurrences in the National Airspace System (NAS).

FAA Safety Team (FAAST): The FAASTeam supports the Administrator's Runway Safety initiatives by participating at LRSATs and providing Runway Safety outreach to pilots. FAASTeam employees working within (Flight Standards District Offices) FSDOs are engaged in the following efforts related to Runway Safety:

- Carry out tasks in the FAASTeam National Performance Plan (NPP) related to Runway Safety.
- Coordinate FAA outreach with airmen and aviation organizations in association with local ATC facilities and airport operators.
- Assist FSDO Inspectors in investigation of PDs to the extent that useful safety information is discovered and acted upon.
- Draft formal Safety Recommendations if applicable.
- Draft educational programs and/or products appropriate to local Runway Safety issues.
- Utilize volunteer FAASTeam Representatives including CFIs and DPEs in all aspects of Runway Safety Promotion.
- Assist FSDO Inspectors in implementation of airman remedial training and counselling per the Compliance Oversight.
- Report and analyze local safety issues and trends as a section of the annual FSDO Report to the FSDO Manager.

Flight Standards (AVS): The Flight Standards organization does business through Flight Standards District Offices (FSDO) and Certificate Management Offices (CMO) located strategically throughout the Southern Region. Each FSDO/CMO Office Manager has been assigned direct responsibility for managing all matters relating to Runway Safety within the scope of Flight Standards oversight as concerns his or her geographical area of responsibility. These include:

- Oversight of certificated airmen and aviation organizations including certification, surveillance, accident/incident investigation, and enforcement.
- Safety Promotion and Educational Outreach utilizing the FAASTeam employees who report directly to each office manager.

- Collaboration with FAA LOBs and Stakeholders to identify aviation hazards and associated risks and to implement corrective action within the area of responsibility to reduce the potential of aviation accidents and incidents.
- Oversight of Flight Standards Programs at the local level intended to improve runwaysafety within the area of responsibility and to coordinate this with the RRST through Flight Standards Division Management.

AVS Offices are engaged in the following specific efforts related to Runway Safety:

- Prompt response and investigation of occurrences, incidents, and reported pilot deviations.
- Creating high quality reports documenting all investigations.
- Identification of systemic problems and forwarding recommendations and proposed mitigations for appropriate FAA action/response.
- Implementation of the most effective corrective actions through the FAA Compliance Oversight which emphasizes a cooperative approach with airmen and stakeholders.
- Upholding minimum regulatory standards as applied to airmen and organizations that operate in the NAS.

Hotspot: An airport surface hotspot is a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots/drivers/controllers is necessary.

Incorrect Presence: Presence inside the movement or protected area caused by non-compliance with a requirement or instruction.

Mandatory Occurrence Report (MOR): An occurrence involving air traffic services for which the collection of associated safety-related data and conditions is mandatory. CEDAR is the preferred method of submitting MOR's.

Movement Area: The runways, taxiways, and other surface areas of an airport/heliport which are used for taxiing/hover taxiing, air taxiing, and/or takeoff and landing of aircraft, and which are under control of the operating ATCT. The movement area is typically defined in a local letter of agreement between the ATCT and airport operator.

National Association of State Aviation Officials Runway Safety Initiative: As put forth in a Memorandum of Understanding (MOU) between FAA and NASAO (National Association of State Aviation Officials) both parties will explore methods of working collaboratively to provide and disseminate information on runway safety in order to reduce both incursion and excursions at towered controlled airports. The focus will be on providing educational outreach and subject matter expertise to the aviation community regarding Runway Safety operations, regulations, and related issues. The MOU is

considered an ongoing commitment, until both FAA and NASAO determine the objectives of the MOU have been satisfactorily achieved.

Protected Area: The protected area of a surface intended for landing or takeoff includes the area inside the runway hold position markings (e.g., hold line) on paved taxiways or ramps and the designated runway safety area.

Regional Runway Safety Governance Council (RSGC): Chaired by the Regional Administrator or designee, and composed of the RRSPM and executives or designees from Airports, Flight Standards, and ATO Terminal Operations. Each region may choose whether to establish such a council, based on the needs of the region and the judgment of the Regional Administrator. The council is responsible for ensuring that regional initiatives and actions are being accomplished in the appropriate manner and timeframe, and to approve/concur or provide resources, if necessary, as recommended by the RRST.

Regional Runway Safety Program Manager (RSPM): Represents the Runway Safety Group in activities within the region. Chairs the RRST, develops and implements the Regional Runway Safety Plan. For a complete description of responsibilities please see Order 7050.1B.

Regional Runway Safety Team (RRST): The Southern RRST is comprised of Runway Safety staff and at least one designated representative of Service Area Terminal Operations, Service Area Technical Operations, and the Flight Standards and Airports regional divisions. Advisory members of the team may include designees from each of the Air Traffic and Tech-Ops districts. Appendix F lists the members of the RRST. RRST is charged with identifying regional priorities and working through their executive representative on the RSGC to ensure that issues are properly vetted through their respective LOB and for prior coordination before RSGC meetings.

Runway Excursion (RE): A veer-off or overrun off the runway surface.

Runway Incursion Prevention Shortfall Analysis (RIPSA): Runway Incursion Reduction Program (RIRP) has initiated the Runway Incursion Prevention Shortfall Analysis (RIPSA). RIPSA was created in response to NTSB Safety Recommendation A-00-66 and is also a Call to Action NextGen Technology Initiative. Initial candidate airports were selected from a list of 484 airports that reported runway incursions over a 10-year period ending FY 2014. The candidate airports were reevaluated and the list adjusted due to changes in RI trending. RIPSA focuses on small to medium airports that do not have existing surface surveillance systems. Within the Southern region, the NextGen team visited DeKalb-Peachtree Airport, Daytona Beach International Airport, Sanford International Airport, Miami Executive Airport, and Fort Lauderdale Executive Airport and met with airport and air traffic management to discuss the runway safety challenges at that airport, the present and planned mitigations to address runway safety related risks. The assessment report resulting from the visits suggested PDK, TMB, and FXE be revisited in FY18 for further analysis. DAB has been recommended as a potential candidate site and SFB will be reassessed in FY18. This will amount to selecting the candidate airports and identifying the technology that is the right size, right fit for that airport. The current projection is 12 to 18 months to

gain approval and purchase the technology. The testing period could be up to three years

Runway Incursion Warning System (RIWS): The RIWS system has been proven to prevent incursions by alerting a driver – visually and audibly, prior to the vehicle entering a runway safety area (RSA) or other airport defined hazard zones. The system meets the technical requirements for accuracy, frequency of positional updates, prediction of vehicle position, and alerting set forth by the FAA on windows or Apple iOS based systems. This is accomplished through proprietary software algorithms and precision WAAS enabled GPS modules on each device. The combination of software and hardware make it possible to calculate the position of the vehicle, its speed and direction of travel ten times per second and to predict if the vehicle will make entry into a protected area and alert the driver with sufficient time to take corrective action if not authorized to make entry. The system has demonstrated its capability to prevent runway incursions and improve situational awareness at airports like Dallas Fort-Worth, Baltimore Washington International, Tampa and Centennial International Airports.

The RIWS solution provides airports of all sizes with an added layer of safety for vehicle movements by:

- Preemptively alerting a driver of a potential incursion into a Runway Safety Area or protected space.
- Improving situational awareness by displaying a highly accurate location of the vehicle over the airports own geographical information system maps.
- Displaying the position of aircraft and other vehicles in near real-time from sources such as the FAA ASDE-X/ASSC systems.
- Broadcasting the position of the vehicle through FAA certified vehicle movement area transponder units to air traffic controllers and pilots.
- Displaying of static, airport pre-defined routes to common locations, to further assist in mitigating disorientation of a driver in reduced visibility or at night.

Runway Safety Action Team (RSAT): The RSAT convenes to discuss surface movement issues and concerns at a particular airport and formulate a Runway Safety Action Plan (RSAP) to address those concerns. Regional and local RSATs must include personnel from the ATCT and airport operator and may include personnel from various FAA lines of business (including Runway Safety) and interested users of the airport. Composition of special focus teams may vary. All attendees at the RSAT meeting are considered to be part of the RSAT. A Regional RSAT is led by Runway Safety and a local RSAT is led by the ATCT manager.

Runway Safety Service Area Manager: Located in the Service Center in College Park, Georgia, the Runway Safety Service Area Manager supervises the Regional Runway Safety Program Managers and interacts with the ATO Service area offices, Regional LOBs Managers, and Regional Administrators. For a complete description of responsibilities, please see Order 7050.1B.

Runway Safety Group (RSG): RSG is the focal point for runway safety initiatives in the NAS. RSG works with other FAA organizations and the aviation community to improve runway safety by reducing the frequency and severity of Runway Incursions (RI) Runway Excursion (RE) and Surface Incidents (SI). RSG responsibilities are set forth by FAAO 7050.1B, Runway Safety Program.

Runway Safety Program (RSP): RSP is a cross lines of business program focused on improving runway safety by decreasing the number and severity of runway incursion, runway excursions, and other surface incidents. The FAA lines of business are guided by FAA Order 7050.1B, Runway Safety Program. The order establishes policy, assigns responsibilities and delegates authority for ensuring compliance with this order within each organization.

Runway Safety Tracking System (RSTS): The RSTS is a web based database application employed by the RSG to track events, action items, documents and other information pertinent to FAA's runway safety mission. The primary data sources are regional and local Runway Safety Action Team meetings.

Severity Classifications: 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 Event: An occurrence at an airport involving a pedestrian, vehicle, or aircraft on the defined airport movement area that involves either a runway excursion, or an incorrect presence, unauthorized movement, or occurrence that affects or could affect the safety of flight of an aircraft.

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 or other person 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 (VPD).** A surface event caused by a vehicle driver or pedestrian (see FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation and Reporting, for the official definition).
- **Other.** Surface events which cannot clearly be attributed to a mistake or incorrect action by an air traffic controller, pilot, driver, or pedestrian will be classified as “other”.

Surface Incident (SI): 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.

Wrong Surface Operation: An event where an aircraft lands on the wrong runway, taxiway or at the wrong airport. Also an event where an aircraft departs on the wrong runway or taxiway.

APPENDIX B.



SOUTHERN REGION DISTRICTS AND TOWERED AIRPORTS

AS OF OCTOBER 01, 2019, ATO HAS REALIGN ITS DISTRICTS TO REFLECT THE FOLLOWING FAA FACILITIES:

Eastern Service Area					
Boston	Washington DC	Jacksonville	Miami	New York	Atlanta
TEBW	TEDC	TEJX	TEMA	TENY	TETL
Robert Jones	Teresa Mount	Shaun Sanders	Juan Fuentes	James Schultz (A)	Michael Schmidt
ACK	ACY	CAE	FLL	ABE	AGS
ALB	ADW	CHS	FPR	AVP	ATL
BDL	BWI	DAB	FXE	CDW	AVL
BED	DCA	FLO	MIA	EWR	BHM
BGM	FAY	JAX	PBI	FRG	CHA
BGR	HEF	MCO	PIE	HPN	CLT
BOS	IAD	MYR	RSW	ISP	CSG
BTV	ILG	ORL	SJU	JFK	GSO
ELM	ILM	PNS	SRQ	LGA	GSP
MHT	ORF	SAV	STT	MDT	MGM
PVD	PCT	SFB	TMB	MMU	PDK
PWM	PHF	TLH	TPA	POU	TRI
SYR	PHL		VRB	RDG	TYS
	PNE			TEB	
	RDU				
	RIC				
	ROA				

AS OF OCTOBER 01, 2019, ATO WILL REALIGN ITS DISTRICTS TO REFLECT THE FOLLOWING FACILITIES WITH FEDERAL CONTROL TOWERS

Eastern Service Area					
Boston	Washington DC	Jacksonville	Miami	New York	Atlanta
TEBW	TEDC	TEJX	TEMA	TENY	TETL
Robert Jones	Teresa Mount	Shaun Sanders	Juan Fuentes	James Schultz (A)	Michael Schmidt

ASH	CHO	ABY	APF	BDR	AHN
BAF	ESN	CRE	BCT	CXY	FTY
BVY	EWN	CRG	BKV	DXR	GMU
EWB	FDK	DHN	BQN	FOK	GYH
GON	HGR	ECP	EYW	HVN	HKY
HFD	ISO	EVB	FMY	IPT	INT
HYA	LWB	FIN	HWO	LNS	JQF
ITH	LYH	GNV	LAL	OXC	LZU
LEB	MTN	HXD	OPF	SWF	MCN
LWM	SBY	ISM	PGD	UNV	RYY
MVY	TTN	LEE	PMP		TCL
ORH	OAJ	MLB	SIG		
OWD		OCF	SPG		
RME		OMN	STX		
		SGJ	SUA		
		TIX			
		VQQ			
		DTS			
		LCQ			

AFTER 10/01/2018:

ESA HAS 96 FAA FACILITIES AND 78 FCT FACILITIES FOR A TOTAL OF 174

CSA HAS 123 FAA FACILITIES AND 104 FCT FACILITIES FOR A TOTAL OF 227

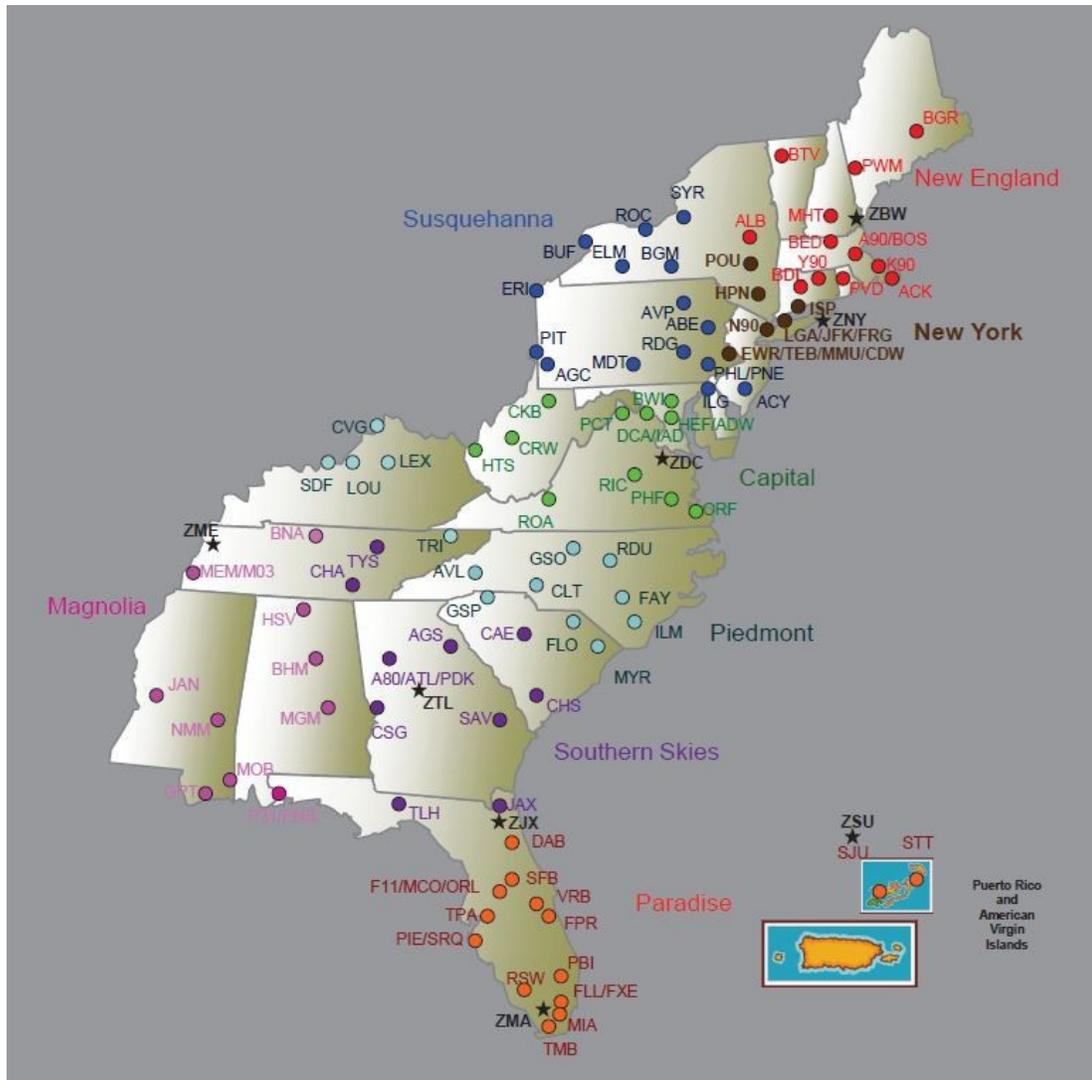
WSA HAS 96 FAA FACILITIES AND 73 FCT FACILITIES FOR A TOTAL OF 169

ESA RUNWAY SAFETY NEW ENGLAND REGION WILL COVER THE BOSTON DISTRICT

ESA RUNWAY SAFETY EASTERN REGION WILL COVER THE WASHINGTON AND NEW YORK DISTRICTS

ESA RUNWAY SAFETY SOUTHERN REGION WILL COVER JACKSONVILLE, MIAMI AND ATLANTA DISTRICTS

**THE FOLLOWING IS PROVIDED FOR CROSS-REFERENCE AND RSAT SCHEDULING
SOUTHERN REGION RUNWAY SAFETY FY 2018 AIRPORTS AND FORMER DISTRICTS**



Seven (7) of the thirty (30) Core airports (highlighted in yellow) are found in the Southern Region. Core airports are airports in major metropolitan areas with the highest volume of traffic.

Southern Region has thirty-one (31) Federal Contract Towers (FCT) that are represented by the National Air Traffic Controllers Association (NATCA). These towers are operated by RVA, Midwest, and Serco and are indicated by the **blue** identifiers

(Former) Magnolia District

Alabama	BHM	Birmingham	
	DHN	Dothan	
	HSV	Huntsville	
	MOB	Mobile	
	BFM	Mobile Downtown	
	MGM	Montgomery	
(7)	TCL	Tuscaloosa	
Florida	ECP	Panama City	
(2)	PNS	Pensacola	
	DTS	Destin	
Mississippi	HSA	Bay St. Louis	
	GTR	Golden Triangle	
	GLH	Greenville	
	GPT	Gulfport	
	HKS	Hawkins Field	
	JAN	Jackson	
	MEI	Meridian	
	OLV	Olive Branch	
(9)	TUP	Tupelo	
Kentucky (1)	PAH	Paducah	
Tennessee	MKL	Jackson	
	MEM (Central)	Memphis	
	NQA	Millington	
	BNA	Nashville	
(5)	MQY	Smyrna	

(Former) Paradise District

Last column shows the projected date of next Runway Safety Action Team (RSAT) Meeting

Florida	BCT	Boca Raton	
	BKV	Brooksville	
	DAB	Daytona Beach	
	FLL	Ft. Lauderdale	
	FXE	Ft. Lauderdale Exec.	
	FMY	Ft. Meyers	
	FPR	Ft. Pierce	
	HWO	Hollywood	
	EYW	Key West	
	ISM	Kissimmee	
	LAL	Lakeland	
	LEE	Leesburg	
	MLB	Melbourne	
	TMB	Miami Executive	
	MIA	Miami International	
	OPF	Opa-Locka Exec.	
	ORL	Orlando Executive	
	MCO	Orlando International	
	SFB	Orlando Sanford	
	OMN	Ormond Beach	
	APF	Naples	
	EVB	New Smyrna Beach	
	FIN	Palm Coast	
	PMP	Pompano Beach	
	PGD	Punta Gorda	
	PIE	St. Pete-Clearwater	
	SPG	St. Petersburg	
	SRQ	Sarasota	
	RSW	Southwest Florida	
	SUA	Stuart	
	TPA	Tampa	
	TIX	Titusville	
	VRB	Vero Beach	
(34)	PBI	West Palm Beach	
	LCQ	Lake City	
Puerto Rico	BQN	Aguadilla	
(2)	SIG	San Juan	
US Virgin Islands	STX	St. Croix	
(2)	STT	St. Thomas	

(Former) Piedmont District

Last column shows the projected date of next Runway Safety Action Team (RSAT) Meeting

Kentucky	LOU	Bowman Field	
	CVG	Cincinnati/Northern KY	
	LEX	Lexington	
	SDF	Louisville International	
	(5)	OWB	Owensboro
North Carolina	AVL	Asheville	
	CLT	Charlotte	
	JQF	Concord	
	FAY	Fayetteville	
	GSO	Greensboro	
	HKY	Hickory	
	ISO	Kingston	
	EWN	New Bern	
	RDU	Raleigh-Durham	
	INT	Smith-Reynolds	
	(11)	ILM	Wilmington
	OAJ	Richlands	
Ohio	(1)	LUK	Cincinnati Lunken Muni
South Carolina	GYH	Donaldson Field	
	FLO	Florence	
	CRE	Grand Strand	
	GMU	Greenville Downtown	
	GSP	Greenville-Spartanburg	
	(6)	MYR	Myrtle Beach
Tennessee	(1)	TRI	Tri-Cities

(Former) Southern Skies District

Last column shows the projected date of next Runway Safety Action Team (RSAT) Meeting

Florida	GNV	Gainesville	
	VQQ	Jacksonville Cecil	
	CRG	Jacksonville Exec	
	JAX	Jacksonville Intrn'l	
	OCF	Ocala	
	SGJ	St. Augustine	
(7)	TLH	Tallahassee	
Georgia	ABY	Albany	
	AHN	Athens	
	ATL	Atlanta International	
	AGS	Augusta	
	RYY	Cobb County	
	CSG	Columbus	
	PDK	Dekalb-Peachtree	
	FTY	Fulton County	
	LZU	Lawrenceville	
	MCN	Macon	
(11)	SAV	Savannah	
South Carolina	CHS	Charleston	
	CAE	Columbia	
(3)	HXD	Hilton Head	
Tennessee	CHA	Chattanooga	
(2)	TYS	Knoxville	

APPENDIX C.



SOUTHERN REGION GOVERNANCE COUNCIL MEETING SCHEDULE

QUARTER 1	TUESDAY, NOV 19, 2019 @ 0900	5 TH FLOOR CONFERENCE ROOM
QUARTER 2	TUESDAY, FEB 11, 2020 @ 0900	
QUARTER 3	WEDNESDAY, MAY 5, 2020 @ 0900	
QUARTER 4	WEDNESDAY, AUG 4, 2020 @ 0900	

APPENDIX D.

REGIONAL RUNWAY SAFETY TEAM ROSTER

ACEVEDO, PETER	FSDO-11	AVS	PETER.K.ACEVEDO@FAA.GOV	404-305-6108
ADAMS, TIMOTHY	AJW- E24	TECH OPS	TIMOTHY.ADAMS@FAA.GOV	404-305-6657
ALMASY, RYAN	AJV-E2	AJV	RYAN.ALMASY@FAA.GOV	404-305-5571
AMODEO, ANTHONY F	AJV-E14	AJV	ANTHONY.F.AMODEO@FAA.GOV	404-305-6101
ANDERSON, BIANCA	AJV-E14	QCG	BIANCA.N.ANDERSON@FAA.GOV	404-305-6833
BROWN, KELLY	AJT-E	ATS	KELLY.E.BROWN@FAA.GOV	404-305-6244
CARRAHER, JOHN	ASO-001	AFN	JOHN.CARRAHER@FAA.GOV	404-305-7328
DOUGLAS, MAVERICK	ASO- 600	ARP	MAVERICK.DOUGLAS@FAA.GOV	404-305-6720
FISCUS, MATTHEW	AJI-122	QA	MATTHEW.FISCUS@FAA.GOV	404-305-6401
GRIFFIN, KISHAWN	ASO- 001	AFN	KISHAWN.W.GRIFFIN@FAA.GOV	404-305-5003
HALE, MARK	AJV-E14	QCG	MARK.HALE@FAA.GOV	404-305-6834
HALL, JEFFREY	AJI-122	QA	JEFFREY.HALL@FAA.GOV	404-305-6408
HAMILTON CHARLES	AFS- 921	AVS	CHARLES.S.HAMILTON@FAA.GOV	210-308-3304
JAMES, KINKELAAR	AJV- E14	QCG	JAMES.KINKELAAR@FAA.GOV	404-305-6121
JANNEY, RUSSELL	AJT-E	ATS	RUSSELL.JANEY@FAA.GOV	404-305-6243
KIRBY, NOEL	AJI-142	AJI	NOEL.A.KIRBY@FAA.GOV	404-305-6456
LUDWIG, MATTHEW	ASO-620	ARP	MATTHEW.A.LUDWIG@FAA.GOV	404-305-6739
MCCORMICK, AIMEE	AJI-142	AJI	AIMEE.MCCORMICK@FAA.GOV	404-305-6466

APPENDIX E

Safety Assurance – Data Monitoring and Analysis

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.

National Data

AJI-14 Surface Events

Monthly Surface Safety Report PDF

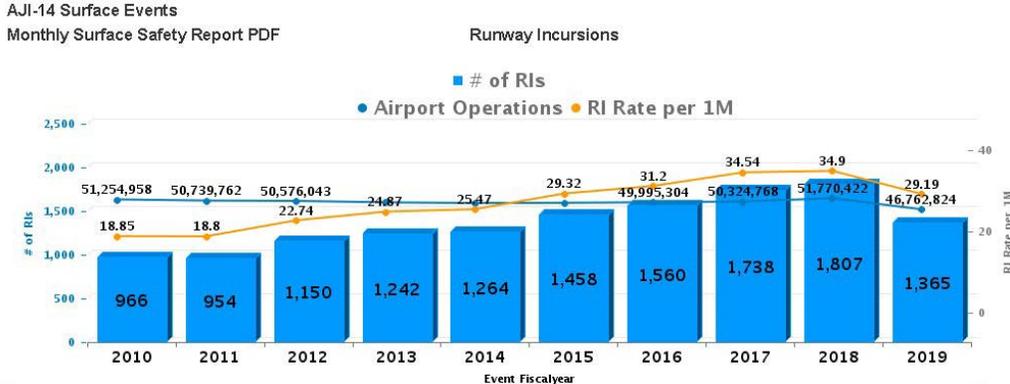
Significant Runway Incursions



Fiscal Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Airport Ops	51,254,958	50,739,762	50,576,043	49,936,655	49,623,893	49,722,104	49,995,304	50,324,768	51,770,422	46,762,824
AAL				1		1	1			1
ACE	1				1	1	1	1		1
AEA			2	3	1	2	2	1	1	2
AGL		4	5		6	3	2			1
ANE								2		
ANM		1	2		2	1	1	1	1	
ASO	1		4	1	1	3	3	1	2	2
ASW	1	1		1		2	5		2	2
AWP	3	1	5	5	3	2	4	3	5	2

Total Runway Incursions by Fiscal Year

In FY 2018, Southern Region ranked second highest in total Runway Incursions behind Western Pacific Region.



Fiscal Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Airport Ops	51,254,958	50,739,762	50,576,043	49,936,655	49,623,893	49,722,104	49,995,304	50,324,768	51,770,422	46,762,824
AAL	38	27	25	42	53	59	55	53	51	42
ACE	41	24	31	37	24	33	60	49	57	36
AEA	77	90	146	114	158	145	133	175	159	110
AGL	139	126	154	172	139	192	218	261	275	166
ANE	32	28	25	44	22	44	30	63	67	43
ANM	101	95	96	121	110	125	155	186	176	160
ASO	173	178	199	231	222	268	248	284	336	228
ASW	143	143	184	172	185	189	242	224	251	202
AWP	222	243	290	309	351	403	419	443	435	378

On September 19, 2017, the National Transportation Safety Board held a Runway Incursion Forum to raise awareness of the increase in runway incursions in the U.S. and the need to reverse the trend.

Safety experts from the aviation industry participated, including representatives from major air carriers, the Aircraft Owners and Pilots Association (AOPA), and the Air Line Pilots Association (ALPA). Participating government agencies included the FAA, NASA and the Transportation Safety Board of Canada.

The number of Runway Incursions has increased since 2011 while the level of airport operations has remained constant. Participants explored mitigation and prevention strategies.

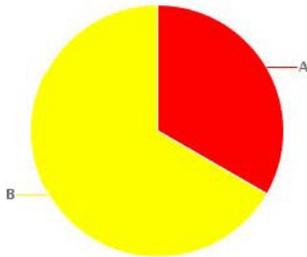
Detailed report on each region ranked by total Runway Incursions Nationally

AJI-14 Surface Events
 Monthly Surface Safety Report PDF

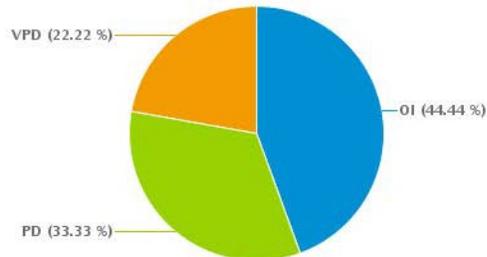
Runway Incursions by FY2019

Airport Code_	Descr	Region	Service Area	Airport Ops	I Rate per 1M	# of RIs	RI By Category				RI By Severity	
							OI	PD	VPD	Other	A	B
ABQ	Albuquerque Intl Sunport	ASW	CSA	126,231	.792	1		1				1
DCA	Ronald Reagan Washington National Airport	AEA	ESA	263,258	.38	1	1					1
DPA	Dupage Airport	AGL	CSA	110,219	.907	1	1					1
FTW	Fort Worth Meacham Intl	ASW	CSA	147,192	.679	1		1				1
HWD	Hayward Executive Airport	AWP	WSA	97,308	1.028	1		1			1	
IAD	Washington Dulles Intl	AEA	ESA	272,703	.367	1			1		1	
MIA	Miami Intl	ASO	ESA	374,912	.267	1	1					1
SAV	Savannah/Hilton Head Intl	ASO	ESA	93,778	1.066	1			1			1
SBA	Santa Barbara Muni	AWP	WSA	91,061	1.098	1	1				1	
Totals				46,762,824	0.19	9	4	3	2		3	6

RI By Severity



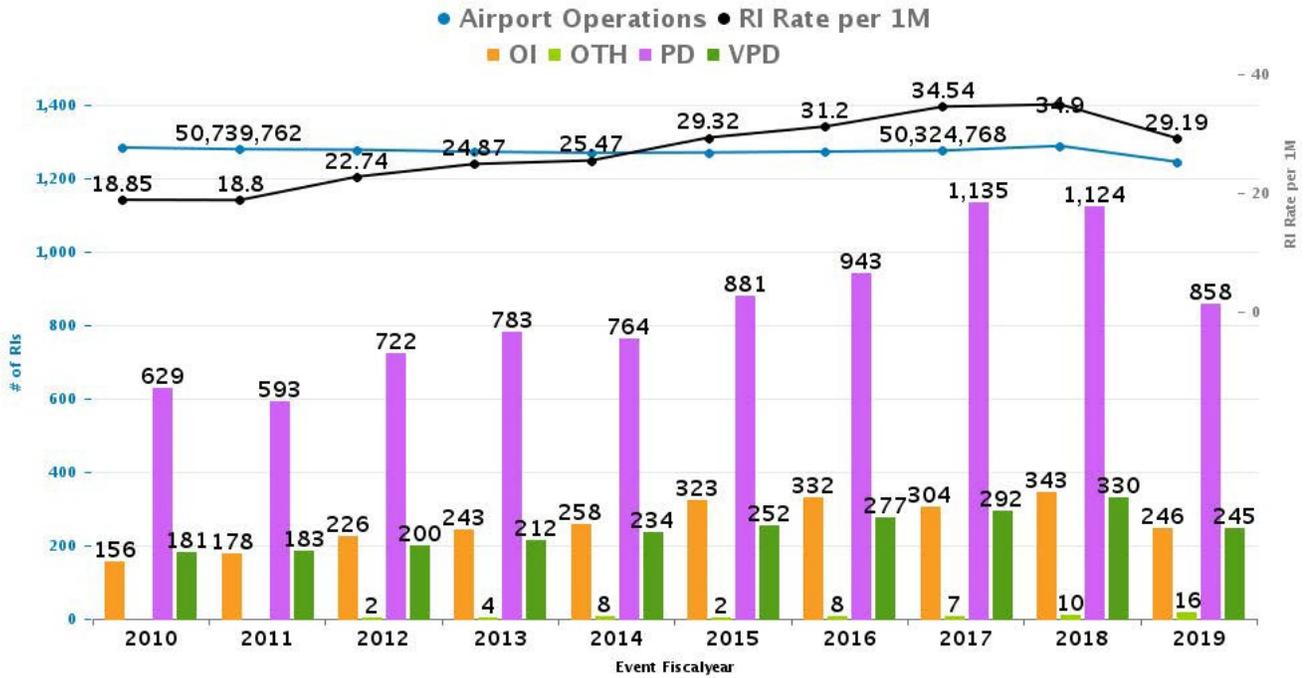
RI By Type



Runway Incursions National Trend by Type

AJI-14 Surface Events
 Monthly Surface Safety Report PDF

Runway Incursions



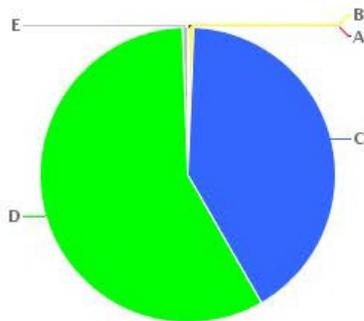
Surface Incidents by Region

AJI-14 Surface Events
Monthly Surface Safety Report PDF

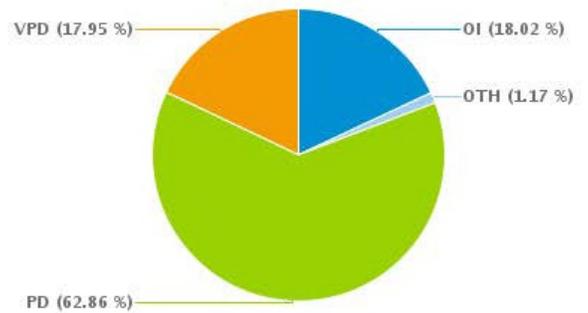
Runway Incursions by FY2019

Region	Service Area	Airport Ops	Rate per 100	# of RIs	RI By Category				RI By Severity				
					OI	PD	VPD	Other	A	B	C	D	E
AAL	WSA	718,575	5.84	42	8	19	14	1			15	27	
ACE	CSA	1,261,663	2.85	36	2	19	15				8	28	
AEA	ESA	5,332,983	2.06	110	32	55	23		1	1	51	57	
AGL	CSA	5,431,583	3.06	166	44	82	37	3		1	62	103	
ANE	ESA	1,523,531	2.82	43	9	27	7				22	21	
ANM	WSA	4,615,025	3.47	160	23	119	17	1			66	91	3
ASO	ESA	11,549,520	1.97	228	43	136	45	4		2	98	127	1
ASW	CSA	5,892,633	3.43	202	35	119	46	2		2	69	131	
AWP	WSA	10,437,311	3.62	378	50	282	41	5	2		169	203	4
	Totals	46,762,824	2.92	1,365	246	858	245	16	3	6	560	788	8

RI By Severity



RI By Type



Runway Incursion information for the last 5 FYs

AJI-14 Surface Events
 Monthly Surface Safety Report PDF

Runway Incursions by FY

Region	Event Fiscalyear	Service Area	Airport Ops	I Rate per 100	# of RIs	RI By Category				RI By Severity				
						OI	PD	VPD	Other	A	B	C	D	E
AAL	2015	WSA	823,713	7.16	59	12	34	13			1	17	41	
	2016	WSA	813,312	6.76	55	10	27	18			1	21	33	
	2017	WSA	788,742	6.72	53	6	31	14	2			16	37	
	2018	WSA	830,504	6.14	51	5	33	13		1		12	36	2
	2019	WSA	718,575	5.84	42	8	19	14	1			15	27	
ACE	2015	CSA	1,455,355	2.27	33	9	18	4	2	1		13	19	
	2016	CSA	1,432,735	4.19	60	7	40	13			1	16	43	
	2017	CSA	1,408,123	3.48	49	15	31	3				22	27	
	2018	CSA	1,406,078	4.05	57	16	27	14		1		17	39	
	2019	CSA	1,261,663	2.85	36	2	19	15				8	28	
AEA	2015	ESA	5,932,441	2.44	145	46	78	21		1	1	77	66	
	2016	ESA	5,963,315	2.23	133	47	65	21			2	67	64	
	2017	ESA	5,914,279	2.96	175	57	76	41	1	1		96	78	
	2018	ESA	5,917,401	2.69	159	44	82	33			1	92	66	
	2019	ESA	5,332,983	2.06	110	32	55	23		1	1	51	57	
AGL	2015	CSA	6,039,993	3.18	192	43	106	43		1	2	81	108	
	2016	CSA	6,099,754	3.57	218	78	96	43	1	1	1	98	118	
	2017	CSA	6,104,486	4.28	261	67	149	45				113	148	
	2018	CSA	6,200,160	4.44	275	52	162	57	4			101	173	1
	2019	CSA	5,431,583	3.06	166	44	82	37	3		1	62	103	
ANE	2015	ESA	1,726,177	2.55	44	18	22	4				29	15	
	2016	ESA	1,783,120	1.68	30	9	17	4				17	13	
	2017	ESA	1,735,427	3.63	63	17	30	16			2	35	26	
	2018	ESA	1,745,882	3.84	67	18	43	5	1			35	32	
	2019	ESA	1,523,531	2.82	43	9	27	7				22	21	

AJI-14 Surface Events
 Monthly Surface Safety Report PDF

Runway Incursions by FY

Region	Event Fiscalyear	Service Area	Airport Ops	I Rate per 100	# of RIs	RI By Category				RI By Severity				
						OI	PD	VPD	Other	A	B	C	D	E
ANM	2015	WSA	4,671,266	2.68	125	25	78	22		1		59	65	
	2016	WSA	4,798,582	3.23	155	15	101	37	2		1	52	101	1
	2017	WSA	4,882,656	3.81	186	19	131	36		1		61	124	
	2018	WSA	5,156,764	3.41	176	19	132	23	2	1		61	114	
	2019	WSA	4,615,025	3.47	160	23	119	17	1			66	91	3
ASO	2015	ESA	11,405,813	2.35	268	62	168	38		3		132	133	
	2016	ESA	11,505,552	2.16	248	50	149	47	2		3	116	129	
	2017	ESA	11,702,165	2.43	284	39	198	45	2		1	110	169	4
	2018	ESA	12,270,093	2.74	336	83	199	53	1	1	1	157	175	2
	2019	ESA	11,549,520	1.97	228	43	136	45	4		2	98	127	1
ASW	2015	CSA	6,452,697	2.93	189	26	121	42		2		82	105	
	2016	CSA	6,366,726	3.8	242	56	144	42		3	2	105	131	1
	2017	CSA	6,369,937	3.52	224	36	150	38				85	139	
	2018	CSA	6,528,287	3.84	251	38	147	66			2	83	165	1
	2019	CSA	5,892,633	3.43	202	35	119	46	2		2	69	131	
AWP	2015	WSA	11,214,649	3.59	403	82	256	65		2		202	199	
	2016	WSA	11,232,208	3.73	419	60	304	52	3	3	1	206	208	1
	2017	WSA	11,418,953	3.88	443	48	339	54	2	3		191	249	
	2018	WSA	11,715,253	3.71	435	68	299	66	2	3	2	182	246	2
	2019	WSA	10,437,311	3.62	378	50	282	41	5	2		169	203	4
		Totals	248,575,422	3.19	7,928	1,548	4,941	1,396	43	33	31	3,419	4,422	23

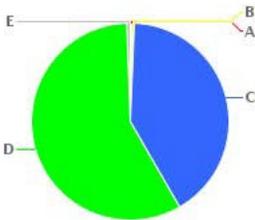
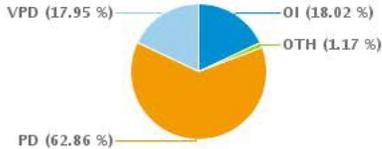
Runway Incursions in the Southern Region FY

AJI-14 Surface Events
 Monthly Surface Safety Report PDF

Runway Incursions by FY

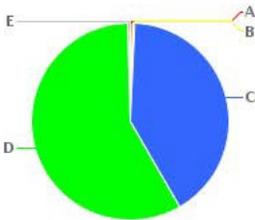
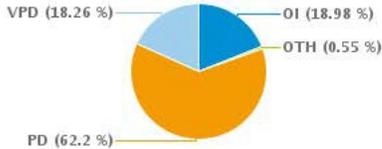
2019

	OI	OTH	PD	VPD
A	1		1	1
B	3		2	1
C	198	13	294	55
D	42	2	556	188
E	2	1	5	



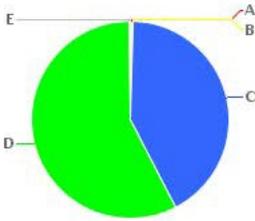
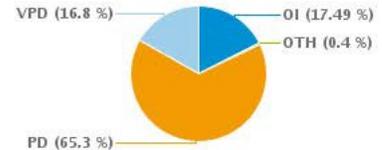
2018

	OI	OTH	PD	VPD
A	4		2	1
B	3		3	
C	295	6	369	70
D	40	4	747	255
E	1		3	4



2017

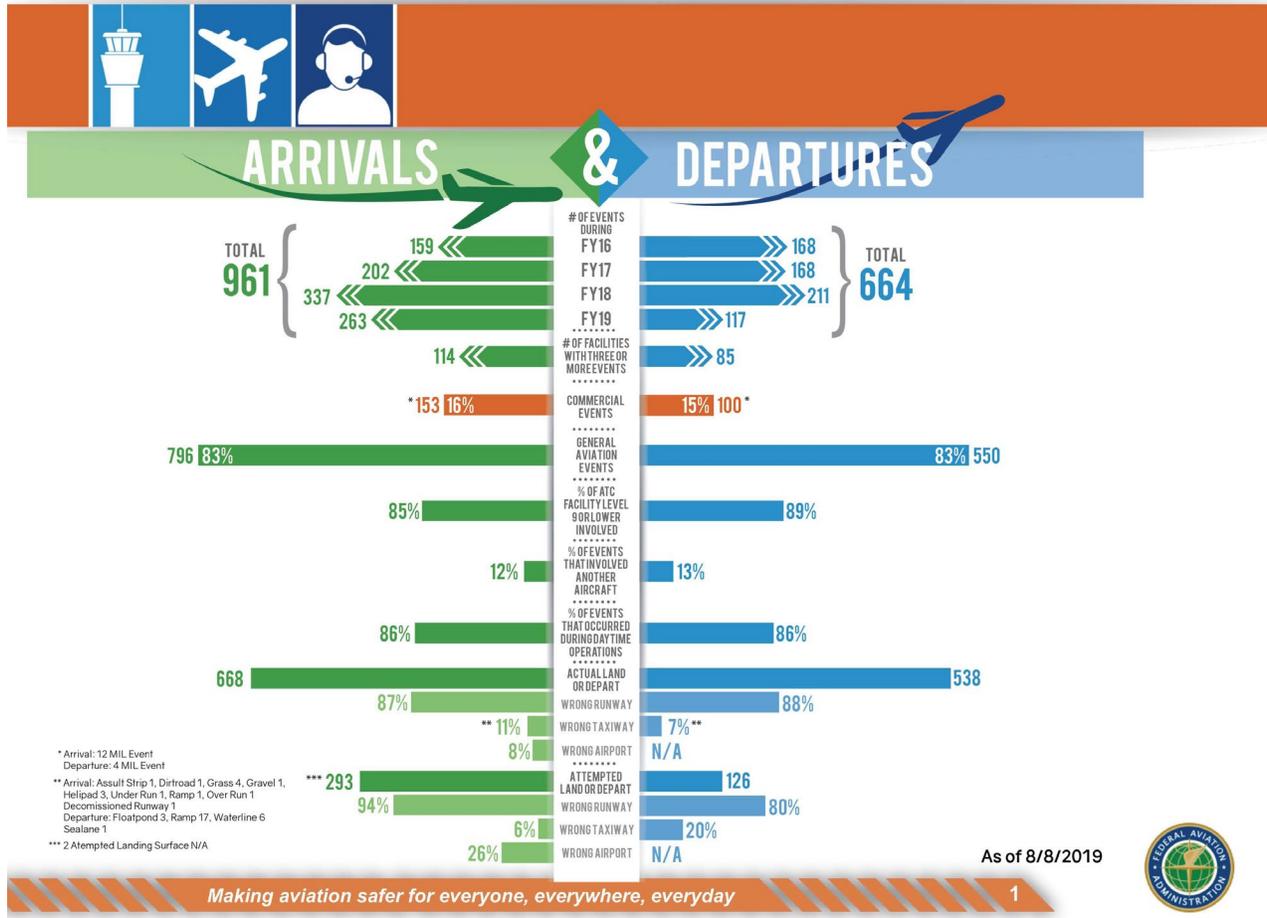
	OI	OTH	PD	VPD
A	3		2	
B	3			
C	262	2	381	84
D	35	5	752	205
E	1			3



Top 15 Focus Airports in Southern Region

Airport Code	Name	Region	Service Area	State	Ris	Airport Ops	RI Rate Per 100K	FAA/FCT	Core 30	OI	PD	VPD	Other	A	B	C	D
1	CSG	Columbus Metro	ASO	ESA	GA	10	29349	34.073	FAA	No	1	4	5			1	9
2	MQY	Smyrna Airport	ASO	ESA	TN	12	87331	13.741	FCT	No		11	1			2	10
3	SRQ	Sarasota/Bradenton Intl	ASO	ESA	FL	10	116364	8.594	FAA	No		10				3	7
4	PIE	St Petersburg-Clearwater Intl	ASO	ESA	FL	10	125550	7.965	FAA	No	1	7	2			3	7
5	GMU	Greenville Downtown Airport	ASO	ESA	SC	4	51191	7.814	FCT	No		4				2	2
6	ILM	Wilmington Intl	ASO	ESA	NC	4	60126	6.653	FAA	No	2	2				3	1
7	ORL	Executive Airport	ASO	ESA	FL	7	107097	6.536	FAA	No		6	1			4	3
8	FMY	Page Field	ASO	ESA	FL	6	96906	6.192	FCT	No		4	2			3	3
9	PNS	Pensacola Regional	ASO	ESA	FL	6	110109	5.449	FAA	No	1		5			2	4
10	SGJ	St Augustine Airport	ASO	ESA	FL	7	130137	5.379	FCT	No		5	2				7
11	SAV	Savannah/Hilton Head Intl	ASO	ESA	GA	5	93778	5.332	FAA	No	1	3	1		1	3	1
12	LOU	Bowman Field	ASO	ESA	KY	4	76561	5.225	FAA	No		3	1				4
13	PDK	DeKalb-Peachtree Airport	ASO	ESA	GA	6	128311	4.676	FAA	No	3	3				3	3
14	FXE	Fort Lauderdale Executive Airport	ASO	ESA	FL	7	155584	4.499	FAA	No	1	6				6	1
15	FTY	Fulton CO Airport-Brown Field	ASO	ESA	GA	2	51778	3.863	FCT	No			2				2

National Wrong Surface Event Statistics



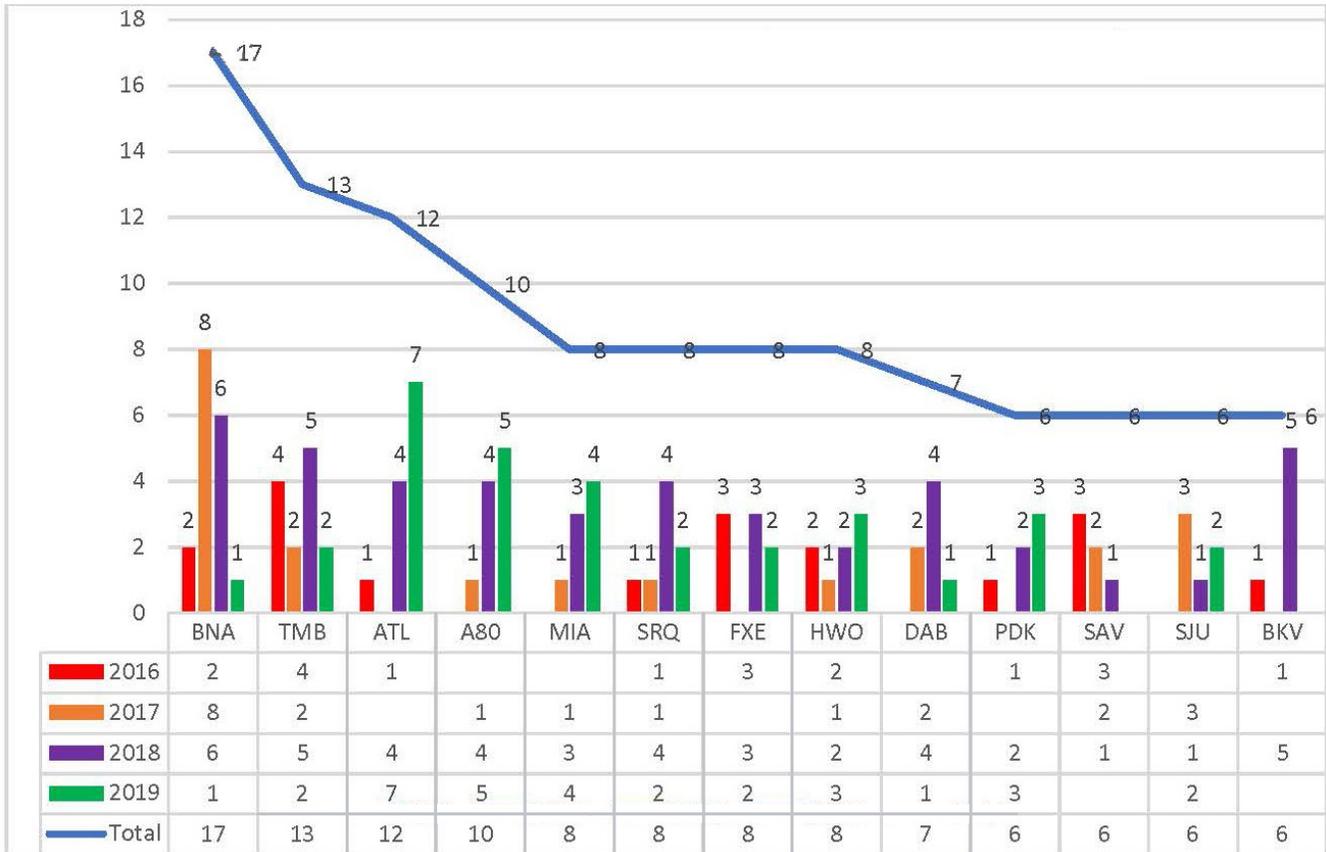
* Arrival: 12 MIL Event
Departure: 4 MIL Event

** Arrival: Assault Strip 1, Dirtroad 1, Grass 4, Gravel 1, Helipad 3, Under Run 1, Ramp 1, Over Run 1
Decommissioned Runway 1
Departure: Floatpond 3, Ramp 17, Waterline 6
Sealane 1

*** 2 Attempted Landing Surface N/A



ASO Top WSO Airports FY 16-19 (Data as of 8 Aug 19)



More information can be found on the Runway Safety website at https://www.faa.gov/airports/runway_safety/

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APPENDIX F.

SOUTHERN REGION (ASO) RRSP ACTIVITIES FY20

<u>RRSP Activities</u> <u>FY20</u>	<u>Quarter 1</u> <u>Milestones</u>	<u>Quarter 2</u> <u>Milestones</u>	<u>Quarter 3</u> <u>Milestones</u>	<u>Quarter 4</u> <u>Milestones</u>
1.1 Runway Safety will monitor and coordinate with the program office and support initial operational capability efforts for surface technology at any Southern Region airport that has been selected for use of new technology as a runway incursion mitigation tool.	RSPO joined teleconferences for MIA and FLL ASDE Taxiway Arrival Prediction (ATAP) technology adaption.	FLL ATAP is up & running as of 1/9/20. MIA has completed the "Train the Trainer" ATAP activity on 1/15/20.	Further implementations of ATAP for MIA and MEM have been suspended due to COVID-19 pandemic.	
1.2 Runway Safety will share relevant incursion data and analysis/trends/reports with LOBs to support investigations, inspections and increase awareness and visibility of events.	Runway Safety participates at QA/QC weekly meetings to discuss airport safety concerns.	Runway Safety shares information with QCG prior to their ATC facility ECVs. Initiate State Airport Conference participation coordination. Attend/ report out at QA/QCG meetings.	Ongoing	
1.3 Runway Safety will continue to coordinate and review existing and future Hot Spots and work with the appropriate LOB to address, publish and/ or mitigate those areas of concern. This effort will supplement the Airports Division Runway Incursion Mitigation Program.	SJU created 2 Hot Spots 12/2019.	Hotspot updates: ATL: 1 Removal. CSG: 2 added.	Hotspot updates: SGJ: 1 added (HS3 created 4/28). BNA 1 removal, PBI HS3 removed 5/21. RS did Hot Spot analysis for ADO 6/15/2020. (Information as of 7/14)	Hotspot updates: EVB added HS2 on July 16, 2020.

<p>1.4 Runway Safety will consult with Quality Assurance (QA) on runway incursions for assessment and to identify performance deficiencies. This information will be shared with Airports, Air Traffic and/or Flight Standards to review and/or develop best practices and mitigations.</p>	<p>Ongoing</p>	<p>Event discussions with QA</p>	<p>Runway Safety joins weekly meeting to discuss/consult with QA surfaces & trends. Runway Safety also meets Quarterly with the RRST to share surface information.</p>	
<p>1.5 Runway Safety and regional LOBs will integrate reliable and consistent data from internal and external sources to improve analysis capabilities in support of hazard identification and risk mitigation for events related to runway incursion and excursions.</p>	<p>Ongoing</p>	<p>Completed at RSATs</p>	<p>Ongoing</p>	
<p>1.6 Runway Safety will work with the Quality Control Group (QCG) to ensure local RSAT meeting process complies with Order 7050.1B. This will include tracking of RSAT meeting scheduling and ensuring the completion and uploading of Runway Safety Action Plans for all towered airports.</p>	<p>Runway Safety accepted 6 of 115 Airport RSAPs Accepted (JAX, MQY, OAJ, OCF, TUP, VRB).</p>	<p>Runway Safety accepted 10 of 115 Airport RSAPs Accepted (DTS, ECP, FAY, JAN, MLB, OMN, PAH, PGD, SPG, TPA).</p>	<p>Runway Safety accepted 17 RSAPs.</p>	
<p>1.7 Runway Safety Program Managers or their representative will monitor Services Rendered Teleconferences (SRT) when invited for surface events affecting their assigned areas of responsibility and support as necessary.</p>		<p>Runway Safety attended and supported an SRT for APF on 1/3/20.</p>	<p>Runway Safety attended the FXE SRT on 7/14/20 for a surface safety event.</p>	
<p>1.8 Runway Safety will monitor and track Action Items that are developed during LRSAT meetings and coordinate the input and any</p>	<p>Number of Action Items closed this quarter: Inconsistent</p>	<p>Closed 6 Action Items at PDK, BNA, FLO, & SGJ</p>	<p>11 Action Items closed for: BKV, BHM, CSG, GMU, HKY, and HSV.</p>	

update with QCG and other LOBs as necessary for completion.	data – not reported yet.			
1.9 Runway Safety will provide support to the AJI-14 Subject Matter Experts in the implementation of Taxiway Arrival Prediction software and training.	Ongoing	FLL ATAP is up & running as of 1/9/20. MIA has completed the “Train the Trainer” ATAP activity on 1/15/20.	Further implementations of ATAP for MIA and MEM have been suspended due to COVID-19 pandemic.	
1.10 Runway Safety will provide support for the Runway Incursion Prevention Shortfall Analysis (RIPSA) program that is funded by the Runway Safety Group and tasked to investigate, develop, test, evaluate, and deploy low cost runway incursion prevention technologies. Daytona Beach International Airport is the ASO facility selected for the RIPSA programs.	Ongoing	Email request for more information delivered on 4/24.	Update needed.	
1.11 Runway Safety will assist the Operations Support Group/OSG in the review of Runway Safety Area/RSA Letters of Agreement when necessary.	Runway Safety identified 60/115 Airports having or working on creating RSA LOA's. BNA & LOU Created RSA LOAs.	59 Airport LOA's inventoried. Q1: 2 RSA LOAs created – OAJ 1/1/20 & FLO 2/20.	55 Airport LOA's inventoried. Q3:1 Runway Safety Area (RSA) LOA created – BFM 5/1/20, NQA 5/1/20, OMN 5/11/20, VRB 5/28/20, HKS 5/30/20, EWN 6/1/20, BKV 6/15/20, SRQ 6/15/20	Q4: RSA LOA created – AGS 7/1/20
2.1 Runway Safety will attend the 7 Core 30 airport Runway Safety Action Team (RSAT) Meetings.	Runway Safety Attended the Tampa Int'l (TPA) RSAT.	None attended in Q2.	Runway Safety Attended Virtual RSATs (due to COVID-19 pandemic): CLT-V.	Runway Safety Attended RSATs ATL-V. (MCO, MIA, FLL-V, MEM)
2.2 Runway Safety will attend the RSAT	Runway Safety Attended RSATs at MQY, TUP,	Runway Safety Attended RSATs at HWO, OPF,	Runway Safety Attended Virtual RSATs (due to	

meetings or have site visits to priority airports and airports of interest.	OLV and Site Visits at BKV.	PDK, SGJ and PDK SFRSAT. Made site visit at PMP.	COVID-19 pandemic) at FXE SFRSAT/LRSAT.	
2.3 Southern Region Runway Safety will request representative participation from the Airports Division when their presence may be considered essential. Airports Division, based on resources, will support LRSAT meetings at Core 30 airports and at airports of interest in person or telephonically.	Ongoing	ASO RSPO shared RSAT Calendar to LOBs for participation.		
2.4 Southern Region Runway Safety will request representative participation from the Safety Standards Division when their presence may be considered essential through FFAST RGC/RRST core member or management designee attendance either in person or remotely at annual CORE/Priority RSATs.	FSDO participated at TPA, JAX and OCF RSATs	ASO RSPO shared RSAT Calendar to LOBs for participation. FSDO participated at PGD, OPF, HWO, VRB, OMN, SGJ, ISM, GYH, PDK RSATs and PDK SFRSAT.		
2.5 Southern Region Runway Safety will request representative participation from the Technical Operations Division when their presence may be considered essential. Technical Operations Division, based on resources, will support LRSAT meetings at Core 30 airports and at airports of interest in person or telephonically.		ASO RSPO shared RSAT Calendar to LOBs for participation.		
2.6 Southern Region Runway Safety will request representative participation from the Air Traffic Organization when their presence may be	Ongoing	ASO RSPO shared RSAT Calendar to LOBs for participation.		

considered essential. Air Traffic Organization, based on resources, will support LRSAT meetings at Core 30 airports and at airports of interest in person or telephonically.				
2.7 Runway Safety and Quality Assurance will provide Air Traffic Managers with the support package for conducting RSAT meetings. This will include historical events/analysis, previous action items, diagrams, and relevant safety information to include promoting the use of the RSAT Toolkit for RSAT and RSAP preparation.	Runway Safety and Quality Assurance provided 14 support packages for conducting RSAT meetings to Air Traffic Managers.	Runway Safety and Quality Assurance provided 24 support packages for conducting RSAT meetings to Air Traffic Managers.	Runway Safety and Quality Assurance provided 17 support packages for conducting RSAT meetings to Air Traffic Managers.	
4.1 The Regional Administrator will obtain executive support and engagement from the management level of each LOB for Runway Safety Governance Council (RSGC) participation and collaboration on regional runway safety initiatives. The Regional Administrator is asked to commit to chairing 4 meetings a year.	Regional Administrator Scheduled 4 Quarterly Runway Safety Governance Council and completed one on Nov. 19, 2019.	Runway Safety Governance Council meeting completed on Feb. 11, 2020.	Runway Safety Governance Council meeting completed on May 5 2020.	Runway Safety Governance Council meeting completed on August 4, 2020.
4.2 Runway Safety will participate in the RSGC meetings Runway Safety will update the council on runway safety initiatives and share relevant information.	Runway Safety participated at the RSGC meeting on November 19, 2019 providing a power-point presentation	Runway Safety participated at the RSGC meeting on February. 11 2020 providing a power-point presentation.	Runway Safety participated at the RSGC meeting on May 5 2020 providing a power-point presentation.	Runway Safety participated at the RSGC meeting on August 4 2020 providing a power-point presentation.
4.3 Runway Safety will support State Aviation Director's meetings and will coordinate information for the Regional Administrator's	(Note: Annual GAA Conf in Sept/ Oct)	Annual State Conf: SCAA Feb 12-14	Annual State Conf: NCAA – June 8-10, 2020 MSAA – May 6-8 – cancelled	No State Conferences due to Covid-19.

<p>participation at those meetings. This will include coordination for distribution of the products offered via the internet to include educational materials, reference documents and links to increase and expand awareness to the aviation community.</p>			TN events - cancelled	
<p>4.4 The Inter-Disciplinary Team (IDT) meeting is a Regional Administrator’s initiative for LOB collaboration on projects, construction and issues which may directly impact runway safety at airports within the Southern Region. Runway Safety will support these meetings and provide updates on runway incursions, LRSAT information, safety concerns and relevant action items for Regional visibility and/or LOB support for implementation.</p>	<p>Runway Safety supported the IDT meeting on November 20, 2019.</p>	<p>Attended Q2 IDT Meeting Feb 20, 2020.</p>	<p>Attended Q3 IDT Meeting May 7, 2020.</p>	<p>Attended Q4 IDT Meeting August 6, 2020.</p>
<p>4.5 Runway Safety will ensure Regional Airports including District Offices, Flight Standards, Air Traffic Operations and Technical Operations are made aware of upcoming LRSAT meetings based on date received from facilities. This may include periodic updates during Regional Management Team (RMT) meetings.</p>	<p>Runway Safety shared RSAT Calendar KSN Website with FAA LOBs.</p> <p>Runway Safety gave updates at Nov 19 2020 RGC Meeting.</p>	<p>Runway Safety shared RSAT Calendar KSN Website with FAA LOBs.</p>		
<p>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</p>	<p>Runway Safety accepted and provided copies of 32 RSAPs to LOBs.</p>	<p>Runway Safety accepted and provided copies of 12 RSAPs to LOBs.</p>	<p>Runway Safety accepted and provided copies of 18 RSAPs to LOBs.</p>	

when requested or necessary for collaboration on completing local action items.				
4.7 Runway Safety, Air Traffic Operations, Technical Operations, Airports Division and Flight Standards will communicate and collaborate on any regional runway safety issues/concerns raised internally or by stakeholders (air carrier, airport operators, FBOs, etc.).	Runway Safety held a Regional Runway Safety Team Meeting on October 23, 2019.	RRST, QA/QC and RSAT Meetings		
4.8 Runway Safety will work with Regional ATO Management and/or Air Traffic Managers routinely throughout the fiscal year to promote and increase runway safety awareness.	Ongoing	Preparation and participation at RSATs and QA/QC Meetings.		
4.9 Runway Safety will provide outreach support and work with industry and local stakeholders within the region, to include internal collaboration to address safety concerns and issues received from the aviation community.		Ongoing per request	Runway Safety conducted an airfield crossing meeting for GMU airport to reduce runway incursions 6/23/20.	
4.10 Runway Safety and Office of Communications (AOC) will produce pilot awareness videos for several airports in ASO.	In process	7 Airport Videos planning completed but delayed due to CV-19 pandemic		
4.11 With consideration for resources and budget, Runway Safety will support the 2020 SUN n' FUN International Fly-In & Expo and other fly-ins to provide awareness and information regarding the work of Runway Safety, best practices, data sharing,		Runway Safety attended and participated at regional meetings to prepare for the 2020 Sun n' Fun Int'l Event. The event was		

question & answer sessions and specific focus topics.		canceled due to the CV-19 pandemic.		
4.12 Runway Safety will select a facility in ASO for a location-specific video to be produced in collaboration with Infina, Ltd. Selection will be based upon severity or frequency of Wrong Surface Events.	Runway Safety Selected Nashville, TN (BNA) for a location-specific video based upon severity of Wrong Surface Events.	Covered in 7 airport's "From the Flight Deck Videos"		
4.13 Runway Safety will assist airports to increase awareness of Runway Safety and Protected Areas.	Ongoing	Ongoing high-priority task		

Updated July 28, 2020