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# **Southwest Region (ASW) Runway Safety Plan FY20**

**2019-2020**

**RUNWAY SAFETY COUNCIL (RSC) #44**



**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 long-term 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 National Runway Safety Plan 2018-2020 (NRSP) aligns our strategic priorities with established 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. NRSP outlined 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 the NRSP, the Southwest Region (ASW) continues to develop this Regional Runway Safety Plan (RRSP) to provide a roadmap with added regional emphasis for FY2020. FAA Order 7050.1B, signed by the FAA Administrator, prescribes FAA's Runway Safety Program (RSP). This cross-organizational directive establishes policy, assigns responsibility, and delegates authority for ensuring compliance with this order within each organization.

The ASW Regional Runway Safety Governance Council (RSGC) is chaired by the Regional Administrator and composed of the Regional Runway Safety Program Manager (RRSPM) and executives or designees from the Airports Division, Flight Standards Service and Air Traffic Organization Central Service Area and Central Service Center Directors. Each council member identified and designated their Line of Business (LOB) expert representative on the Regional Runway Safety Team (RRST). Appendix B lists the members of the RRST. As directed by the RSP, the RRST is tasked with identifying regional priorities and working through their executive representative to ensure that issues are properly vetted through their respective LOBs for prior coordination before each RSGC quarterly meeting. The RRST has aligned this plan with agency priorities, Runway Safety Program (FAA Order 7050.1B) and methodologies to include Safety Management Systems (SMS). In concert with these, the RRST identified FY2020 priorities to include four Priority Airports. Additional ASW Airports of Interest were identified based on various categories defined in the matrix in Appendix A, Data Table, and as further described in the Methodology section within this plan.



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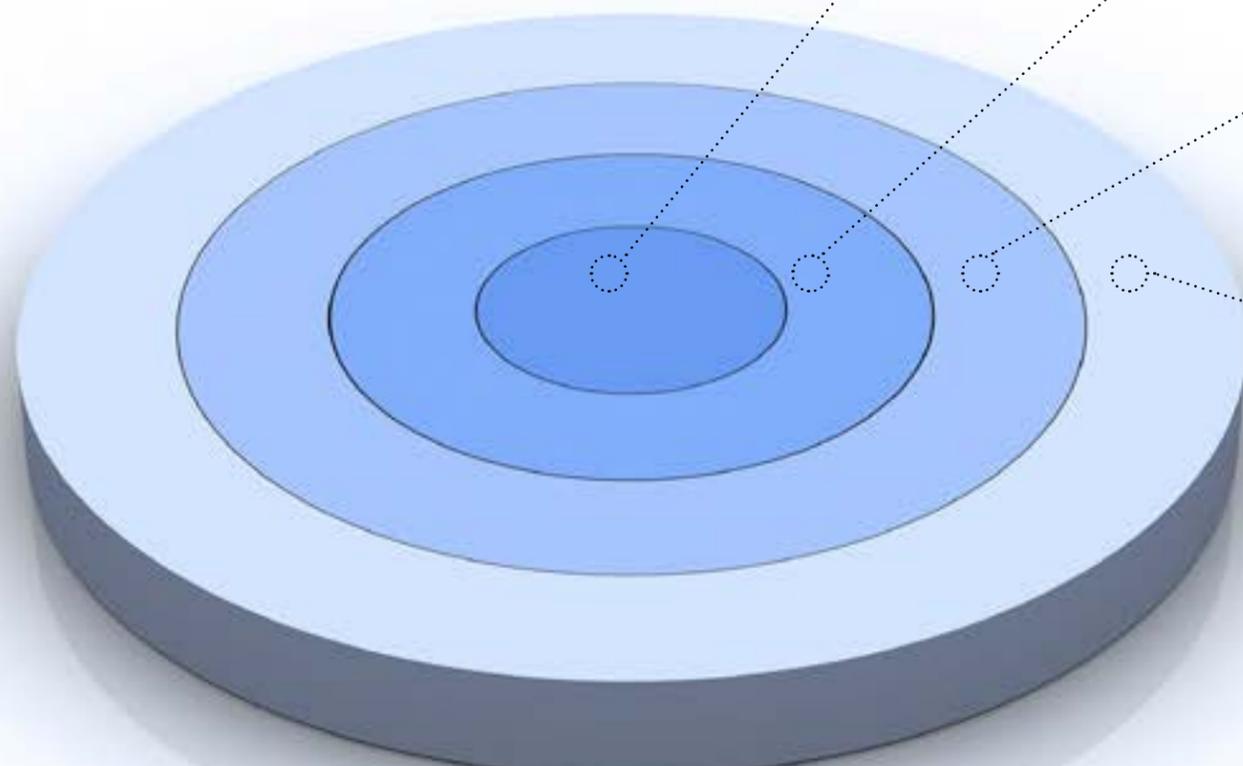
**Safety Promotion**

# FAA Safety Management System (SMS)

The **FAA ORDER 8000.369C**, Safety Management System, advances safety management by moving toward a process-oriented safety system approach with an emphasis on risk management and safety assurance. FAA Order 8040.4B, Safety Risk Management Policy, formalizes the use and communication of Safety Risk Management (SRM) across the FAA. Together, these two orders define current National Policy for the development of the FAA SMS and outline the architecture of the current SMS to align with the Administrator's Strategic Priorities.

A main function of the SMS is to collect and analyze relevant data that identifies the factors that constitute acceptable risk. Through the NRSP, Runway Safety continues runway safety activities into the FAA's SMS.

The ASW Regional Runway Safety Initiatives are grouped according to the FAA's Four Pillars of SMS: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion.



## 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

# FY18-FY20 NRSP Objectives

# Regional Runway Safety Plan (RRSP) Methodology

To determine the FY2020 ASW Priority Airports, the Regional Runway Safety Program Manager (RSPM) evaluated surface event data along with trends from the previous 12 months (ending 4/30/19) for each FAA or Federal Contract Airport Traffic Control Tower (ATCT). Each of the ASW Priority Airports has a unique driver behind the number and type of surface events at that location that may include an increased "exposure" to surface risk.

Based on further combination of data and subject matter expertise, ASW Runway Safety also established Airports of Interest, and placed them into a four-tiered support structure:

- TIER 1: Priority Airports
- TIER 2: Airports of Interest
- TIER 3: Core 30 Airports
- TIER 4: Monitored Airports

**Each RRST Line of Business (LOB) or Organization (Org) is referenced as follows in this plan:**

ACRONYM	LINE OF BUSINESS/ORGANIZATION
RS	Runway Safety
AFX	Flight Standards Service
AJT	Air Traffic and Technical Operations
ARP	Airports Division
NATCA	National Air Traffic Controller Association
SUPCOM	FAA Supervisory Committee
ASW-1	Southwest Regional Administrator's Office

## ASW Priority Airports

Regional Runway Safety Team (RRST) members will provide advanced in-depth technical knowledge and experience of the NAS to support the reduction of risk at Priority Airports, which are determined by RRST members through data-driven decision making.

Runway Safety requests support and attendance from each RRST line of business (LOB), either physically or virtually, at the RRST meetings at the ASW Priority Airports. More detail regarding the data and selection of priority airports is located in [APPENDIX A](#).

- Baton Rouge Metropolitan Airport, LA (BTR)
- Dallas Love Field Airport, TX (DAL)
- Houston Hobby Airport, TX (HOU)
- Louis Armstrong New Orleans International, LA (MSY)

## ASW Airports of Interest

RRST members will provide additional support and participation by regional and service area entities to reduce the number and severity of surface events at Airports of Interest. These are airports that may warrant additional attention due to upcoming activities that may lead to Runway Incursions.

- Albuquerque International Sunport, NM (ABQ)
- David Wayne Hooks Airport, TX (DWH)
- Fort Worth Meacham International, TX (FTW)
- Lakefront Airport, LA (NEW)
- Richard L. Jones, Jr. Airport, OK (RVS)
- San Antonio International, TX (SAT)
- Denton Enterprise Airport, TX (DTO)

# Regional Runway Safety Plan Initiatives

To support the 2018-2020 National Runway Safety Plan (NRSP) objectives, the ASW Regional Runway Safety Team (RRST) has developed the Regional Runway Safety Plan (RRSP) Initiatives outlined in this document. No specific completion dates are provided for each activity in this RRSP, but all are expected to be completed by the end of FY2020. The RSPM will work with the Runway Safety Group within Air Traffic Organization (ATO) Safety and Technical Training to identify the resources necessary to accomplish these initiatives within the framework of the national program budget and available personnel. The RSPM will monitor progress and coordinate any updates to this plan as appropriate throughout FY2020. All RRST member LOBs have collaborated in the development of this plan which will be updated annually by the RRST, with concurrence from the RGC.

## ASW REGIONAL RUNWAY SAFETY PLAN **UPDATES:**

This plan covers the runway safety activities within the current fiscal year. However, the RRST will monitor additional airports of interest which may not have risen to the level of an ASW Priority Airport at the time this plan was developed. This is a living document and the RRST and Regional Governance Council (RGC) reserve the right to update the plan if deemed necessary by the team or the council.

Level of RSAT Support	Airport Code	Airport Name/Location	RI Count	RI's ≥ 6	≥ 2 OI RI	≥ 8 PD RI	≥ 3 VPD RI	≥ 3 VPD RI & SI	RE QTY	WSO QTY
Priority	BTR	Baton Rouge Metro/Ryan Field, LA	20	n	n	n	n			2
AOI	DWH	David Wayne Hooks Memorial Airport, Houston, TX	20	n		n	n		3	2
Priority	DAL	Dallas Love Field, TX	16	n	n	n				
Priority	HOU	William P Hobby Airport, Houston, TX	15	n	n	n	n			
Core 30	DFW	Dallas/Fort Worth Intl, TX	13	n	n	5	2	n		
AOI	SAT	San Antonio Intl, TX	12	n		n	1		1	1
	AFW	Fort Worth Alliance Airport, TX	11	n	n	5	2			2
Core 30	IAH	George Bush Intercontinental/Houston Airport, Houston, TX	9	n	n	3	1		1	
AOI	ABQ	Albuquerque Intl Sunport, NM	8	n		n	0			
AOI	FTW	Fort Worth Meacham Intl, TX	8	n		n	0		2	1
	ADS	Addison Airport, Dallas, TX	7	n	n	4	0			
AOI	RVS	Richard Lloyd Jones Jr Airport, Tulsa, OK	7	n		n	n			
Priority	MSY	Louis Armstrong New Orleans Intl, LA	6	n	n	3	0			
AOI	NEW	Lakefront Airport, LA	6	n		n	2			1

**Note:** The table provides select key elements that were used to determine the priority of support for ASW Airports. RRST provided LOB perspective on assessing candidate airports that was included in the consideration.

**Note:** AFW and ADS were considered but not selected due to their dramatic downward trend in surface events.

**Note:** AOI = Airport of interest



# 1. Safety Assurance

George Bush Intercontinental, Houston, TX (IAH)

**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.

## PRIORITY ISSUE:

**Activity 1.1 – Provide Local Runway Safety Action Team (RSAT) Support for Priority Airports: BTR, DAL, HOU, and MSY**

Regional Runway Safety Team (RRST) members will provide advanced in-depth technical knowledge and experience of the NAS to support the reduction of risk at Priority Airports.

### Action Items:

**1.1a** Participate in FY2020 RRSP Priority Airport Local RSAT and activities:

- Participate in the annual RSAT as noted per LOB on page 11
- At facilities that conduct RSATs or other surface safety meetings on a more frequent (monthly or quarterly) basis, participate at least virtually (remote) in at least 3 meetings. This is in addition to participating in the annual Local RSAT.
- Actively track action items that have been accepted by their LOB/organization.
- Facilitate follow-on activities where mitigations are not showing positive results.
- Be prepared to brief ASW Governance Council on all matters pertaining to priority airports.

**Activity 1.2 – Provide Local Runway Safety Action Team (RSAT) Support for Airports of Interest: ABQ, DTO, DWH, FTW, NEW, RVS, and SAT**

RRST members will provide additional support and participation by regional and service area entities to reduce the number and severity of surface events at Airports of Interest.

### Action Item:

**1.2a** RRST core members will accomplish the following activities for their LOB/Organization:

- Remain actively engaged with the Airports of Interest and maintain awareness of their runway safety related issues and concerns

## MILESTONES



**1.1a:** The RRST will engage with and participate in the activities to the level described on behalf of the FY2020 RRSP Priority Airports.

**LOB:** RS, ARP, ATO, AFX, ASW-1, NATCA, SUPCOM



**1.2a:** RRST core members will accomplish the activities to the level described for their LOB/Organization.

**LOB:** RS, ARP, ATO, AFX, ASW-1, NATCA, SUPCOM



**1.3a:** The RRST will engage with and participate in the activities to the level described on behalf of the Core 30 Airports.

**LOB:** RS, ARP, ATO, AFX, ASW-1, NATCA, SUPCOM



**1.4a:** The RSPM will identify airports that have an increase in surface event trending that may warrant elevating the airport to a higher tier level within the Regional Runway Safety Plan.

- Coordinate with appropriate parties within their LOB to be aware of the Airports of Interest and attendant activities within the RRSP
- Participate in the annual RSAT as noted per LOB
- At facilities that conduct RSATs or other surface safety meetings on a more frequent (monthly or quarterly) basis, participate at least virtually (remote) in at least 3 meetings. This is in addition to participating in the annual Local RSAT.
- Actively track action items that have been accepted by their LOB/organization
- Facilitate follow-on activities where mitigations are not showing positive results

**Activity 1.3 – Participate in FY2020 RRSP Local RSAT and activities for Core 30 Airports Not Identified as Priority Airports or Airports of Interest: DFW and IAH**

ASW Runway Safety will provide additional support and participation by regional and service area entities to reduce the number and severity of surface events at certain Core 30 Airports.

**Action Item:**

**1.3a** The RRST will engage with and participate in the following activities on behalf of the Core 30 Airports:

- Coordinate with appropriate parties within their LOB to be aware of the Core Airports and attendant activities within the RRSP
- Participate in the annual RSAT as noted per LOB
- At facilities that conduct RSATs or other surface safety meetings on a more frequent (monthly or quarterly) basis, participate at least virtually (remote) in at least 3 meetings. This is in addition to participating in the annual Local RSAT.
- Actively track action items that have been accepted by their LOB/Organization

- Facilitate follow-on activities where mitigations are not showing positive results

**Activity 1.4 - Provide Local Runway Safety Action Team (RSAT) Support for Monitored Airports. Monitored Airports are those towered airports within ASW regional boundaries not identified as a Priority Airport or Airport of Interest.**

The Runway Safety Program Manager (RSPM) will provide support for the Air Traffic Manager’s efforts to reduce the number and severity of surface events at their facilities.

**Action Item:**

**1.4a** The RSPM will remain actively engaged with and maintain awareness of the surface safety issues and concerns:

- Coordinate with the appropriate LOB of surface event trends and issues that may require regional or service area level support
- identify airports that have an increase in surface event trending that may warrant elevating the airport to a higher tier level within the Regional Runway Safety Plan

“Monitored Airports are those towered airports within ASW regional boundaries not identified as a Priority Airport or Airport of Interest”.

LOB/RRST Core Member Level of Support	ACTIVITY 1.1 Local RSAT Support – Priority Airports: BTR, DAL, HOU, MSY	ACTIVITY 1.2 Provide Local RSAT Support for Airports of Interest: ABQ, ADS, DWH, FTW, NEW, RVS, SAT	ACTIVITY 1.3 Participate in FY2020 RRSP Local RSAT and activities for Core 30 Airports Not Identified as Priority Airports or Airports of Interest: DFW, IAH	ACTIVITY 1.4 Provide Local RSAT Support for Monitored Airports
RRSPM	Attend all LRSATs and support all activities	Attend all LRSATs and support all activities	Attend all LRSATs and support all activities	Remain actively engaged with and maintain awareness of the surface safety issues and concerns
ARP	ARP/ADO management attends annual LRSATs; coordinates ADO attendance at more frequent RSATs	Coordinate ADO/PM management to attend annual LRSATs at least remotely; ADO attends more frequent RSATs at least remotely	Management designee remote participation at annual LRSATs; ADO remote participation at more frequent RSATs	
ATO – Air Traffic Management	Air Traffic management or management designee attends annual LRSATs; ATO management or management designee remote participation at more frequent RSATs	Coordinate ATO management designee remote participation at annual LRSATs; management or staff designee remote participation at more frequent RSATs	Air Traffic management designee remote participation at annual LRSATs; management or staff designee remote participation at more frequent RSATs	
ATO – Technical Operations	Technical Operations management or management designee attends annual LRSATs; ATO management or management designee remote participation at more frequent RSATs	Technical Operations management or management designee attends annual LRSATs; ATO management or management designee remote participation at more frequent RSATs	Technical Operations management designee remote participation at annual LRSATs; management or staff designee remote participation at more frequent RSATs	
AFX	FAAST RRST core member or management designee attend or remotely participate in annual LRSATs; FSDO/FAAST PM or management designee remote participation at more frequent RSATs	FAAST RRST core member or management designee attend or remotely participate in annual LRSATs; FSDO/FAAST PM or management designee remote participation at more frequent RSATs	FAAST RRST core member or management designee attend or remotely participate in annual LRSATs; FSDO/FAAST PM or management designee remote participation at more frequent RSATs	
ASW-1	ASW-1 RRST core member or management designee attends annual LRSATs; ASW-1 RRST core member remote participation at more frequent RSATs	ASW-1 RRST core member or management designee remote participation at annual LRSATs; ASW-1 RRST core member or designee remote participation at more frequent RSATs	ASW-1 RRST core member or management designee participates at annual LRSATs; ASW-1 RRST core member or designee remote participation at more frequent RSATs	
NATCA	RRST core member attends annual LRSATs; Core member or designee remote participation at more frequent RSATs	RRST core member or designee remote participation at annual LRSATs; coordinate local participation at more frequent RSATs	RRST core member or designee remote participation at annual LRSATs; coordinate local participation at more frequent RSATs	
SUPCOM	RRST Representative attends annual LRSATs; Core member or designee remote participation at more frequent RSATs	RRST Representative or designee remote participation at annual RSATs; coordinate local participation at more frequent RSATs		



# 2. Safety Risk Management (SRM)

Dallas/Fort Worth International Airport, Dallas, TX (DFW)

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

Within the FY2020 ASW RRSP, the RRST utilized a methodology and process to objectively determine and agree upon the priorities with which its collective efforts would have the most potential for runway safety improvement and severity reduction at ASW airports. The FY2020 ASW RRSP, in accordance with the NRSP, leverages and combines the expertise of Airports, Flights Standards Service, Runway Safety, and ATO's Technical Operations and Terminal Services toward the mutual goal of runway incursion reduction.

**PRIORITY ISSUE:**  
**Activity 2.1 – Support Runway Incursion Mitigation (RIM) Program**

The FAA Airports Division has developed an inventory of airport locations where runway incursions (RI) have occurred in areas of nonstandard geometry and is now working with airport sponsors on mitigation strategies. The data collected from 2007-2014 indicates airport locations where three or more peak annual runway incursions have occurred in a given year or more than seven runway incursions cumulative have occurred during this period.

**Action Items:**

- 2.1a** ASW Runway Safety to support ARP RIM Program through cross-LOB collaboration.
- 2.1b** Socialize and support Airports Division RIM Program, which is making clear progress toward meeting ARP program goals.
- 2.1c** Identify short to mid-term program successes and effectiveness.

**PRIORITY ISSUE:**  
**Activity 2.2 – Review and analyze data for ASW top WSO airports; identify, coordinate and implement possible mitigation strategies on an airport basis**

Wrong Surface Landings is expected to continue to be an ATO emphasis in FY2020. ASW Runway Safety will continue efforts regionally, in concert with and/or in support of national entities to combat Wrong Surface Operations (WSO) at airports within the Southwest Region.

**Action Item:**

**2.2a** ASW Runway Safety will continue efforts regionally, in concert with and/or in support of national entities to combat Wrong Surface Operations (WSO) at airports within the Southwest Region.

## MILESTONES



**2.1a:** ASW Office of Airports and the RIM program manager will provide planning, design, and construction efforts related to RIM projects.

**LOB:** RS, AFX, ATO, ARP, ASW-1, SUPCOM



**2.1b:** Socialize and support Airports Division RIM Program, which is making clear progress toward meeting ARP program goals.

**LOB:** RS, AFX, ATO, ARP, ASW-1, SUPCOM



**2.2a:** ASW Runway Safety will continue efforts regionally, in concert with and/or in support of national entities to combat Wrong Surface Operations (WSO) at airports within the Southwest Region.

**LOB:** RS, AFX, ATO, ARP, ASW-1, NATCA, SUPCOM

# 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.

**Activity 3.1 - FAA Directives and Planning Documents**

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

Runway Safety activities are governed by and/or have connectivity to several orders and documents, including but not limited to:

- FAA Order 7050.1B
- JO 7110.65
- JO 7210.632, .633 and .634
- JO 1030.1
- 14 CFR Part 139, and applicable Advisory Circulars
- National Runway Safety Plan (NRSP)
- ATO Safety and Technical Training Business Plan

**Activity 3.2 - Measure the Effectiveness of the Fiscal Year 2019 ASW Regional Runway Safety Plan (RRSP)**

**Action Item:**

**3.2a** ASW Runway Safety will measure the effectiveness of the RRSP use the findings to support the development of future plans.

**MILESTONES**



**3.2a:** ASW Runway Safety will measure the effectiveness of the RRSP use the findings to support the development of future plans.

**LOB:** RS

## How We Are Collaborating





# 4. Safety Promotion

Dallas/Fort Worth International Airport, TX (DFW)

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

**PRIORITY ISSUE:**

**Activity 4.1 – Internal Executive Communication**

For FY2020, the Runway Safety Group (RSG) and the FAA Office of Communications (AOC) implemented the “From The Flight Deck” video project to produce facility-level vignettes NAS-wide.

**Action Item:**

**4.1a** ASW Runway Safety will support production of Runway Safety vignettes for regional airports identified in the “From the Flight Deck” video project.

The ASW airports that will be participating in the “From the Flight Deck” video project are listed below:

- Baton Rouge Metropolitan, LA (BTR)
- David Wayne Hooks Airport, TX (DWH)
- Fort Worth Meacham International, TX (FTW)
- Louis Armstrong New Orleans International, LA (MSY)
- Richard L. Jones, Jr. Airport, OK (RVS)
- San Antonio International, TX (SAT)

**Activity 4.2 – Employ Best Practice – Pre-LRSAT Pilot/Controller Forums**

ASW Runway Safety will promote user/stakeholder participation and collection of their runway safety concerns and potential solutions for consideration at annual Local Runway Safety Action Team (RSAT) meetings.

**Action Item:**

**4.2a** Promote awareness and use of Pilot/Controller Forums prior to the annual Local RSAT meetings at facilities.

**4.2b** Attempt to track efforts and identify effectiveness to the extent possible.

**Activity 4.3 – ATM RSAT Process Outreach**

ASW Runway Safety will promote the RSAT tool kit and other online resources to improve the effectiveness, standardization and improved workflow of RSAT meetings.

**Action Item:**

**4.3a** Promote awareness and use of the online RSAT resources: Tool Kit, RSAT Tool, and RSATCalendar.

## MILESTONES



**4.1a:** Support production of Runway Safety vignettes for airports identified in the “From the Flight Deck” video project at BTR, DWH, FTW, MSY, RVS, and SAT airports.

**LOB:** RS, AFX, ARP, ASW-1, NATCA, SUPCOM



**4.2a:** Promote awareness and use of Pilot/Controller Forums prior to the annual Local RSAT meetings at facilities.

**LOB:** RS, RS, AFX, ATO, NATCA, SUPCOM



**4.3a:** Promote awareness and use of the online RSAT resources: Tool Kit, RSAT Tool, and RSAT Calendar.

**LOB:** RS, SUPCOM

# ***For More Information:***

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*Published by ASW Regional Runway Safety Team*



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## **APPENDIX A.**

### **ASW PRIORITY AND AIRPORTS OF INTEREST**

- ASW PRIORITY AIRPORTS:
- Baton Rouge Metropolitan Airport, LA (BTR)
- Dallas Love Airport, TX (DAL)
- Houston Hobby Airport, TX (HOU)
- Louis Armstrong New Orleans International, LA (MSY)

### **ASW AIRPORTS OF INTEREST:**

- David Wayne Hooks Memorial Airport, TX (DWH)
- San Antonio International, TX (SAT)
- Albuquerque International Sunport, NM (ABQ)
- Fort Worth Meacham International, TX (FTW)
- Richard Lloyd Jones Jr. Airport, OK (RVS)
- Lakefront Airport, LA (NEW)
- Denton Enterprise Airport, TX (DTO)

# ASW PRIORITY/AIRPORTS OF INTEREST FY2020

## FY 20 ASW RRST Airport Determination

Level of RSAT Support	Airport Code	Airport Name/Location	RI Count	RI's ≥ 6	≥ 2 OI RI	≥ 8 PD RI	≥ 3 VPD RI	≥ 3 VPD RI & SI	RE QTY	WSO QTY
Priority	BTR	Baton Rouge Metro/Ryan Field, LA	20	■	■	■	■			2
AOI	DWH	David Wayne Hooks Memorial Airport, Houston, TX	20	■		■	■		3	2
Priority	DAL	Dallas Love Field, TX	16	■	■	■				
Priority	HOU	William P Hobby Airport, Houston, TX	15	■	■	■	■			
Core 30	DFW	Dallas/Fort Worth Intl, TX	13	■	■	5	2	■		
AOI	SAT	San Antonio Intl, TX	12	■		■	1		1	1
	AFW	Fort Worth Alliance Airport, TX	11	■	■	5	2			2
Core 30	IAH	George Bush Intercontinental/Houston Airport, Houston, TX	9	■	■	3	1		1	
AOI	ABQ	Albuquerque Intl Sunport, NM	8	■		■	0			
AOI	FTW	Fort Worth Meacham Intl, TX	8	■		■	0		2	1
	ADS	Addison Airport, Dallas, TX	7	■	■	4	0			
AOI	RVS	Richard Lloyd Jones Jr Airport, Tulsa, OK	7	■		■	■			
Priority	MSY	Louis Armstrong New Orleans Intl, LA	6	■	■	3	0			
AOI	NEW	Lakefront Airport, LA	6	■		■	2			1

Note: The table provides select key elements that were used to determine the priority of support for ASW Airports. RRST provided LOB perspective on assessing candidated airports that was included in the consideration.

Note: AFW and ADS were considered but not selected due to their dramatic downward trend in surface events.

## APPENDIX B. ASW Regional Runway Safety Team (RRST)

Organization	Core Member	Alternate Member
ASW Regional Office	Alvin Brunner – 817-222-5246	Rob Low – 817-222-5001 / Kim Tolar– 817-222-5002
Air Traffic Operations	Brent Eberhart - 817-222-4473	
Air Traffic Service Center	Robert Beck – 817-222-5901	
Technical Operations	Eulalia Trahan – 281-540-0396	Keith Brandt– 817-222- 4346
Airports	Joe Washington– 817-222-5620	Denson Stasher– 817-222-5621
Flight Standards	Charles Hamilton – 210-308-3304	Nick DeLotell– 609-485-9500
Runway Safety	Chris Diggons– 817-222-5573/ Darren Fields– 817-222-4235	Jorge Quintero– 817-222-4234

## APPENDIX C

# KNOWN FAA PROGRAMS AND DEFINITIONS

**Airport Construction Advisory Council (ACAC):** ACAC is dedicated to ensuring the safety of all stakeholders operating in the Nation 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:** 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. Provide 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 Actions Plan (RSAP) Actions Items, certain airfield marking, lighting, and signage projects.
- **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 (ASW-620).
- **Local Runway Safety Actions Teams (LRSAT):** The Airports Division strives to participate in as many RSAT meetings as possible. Airports Division monitors Airports Division Action items contained in Runway Safety Action Plans.
- **Runway Incursion Mitigation Program (RIM):** In 2014, the Office of Airports 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

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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.

- **Vehicle/Pedestrian Deviation (V/PD) Prevention:** The Airports Division continuously monitors V/PDs at all airports within the Regions. Upon notification of a V/PD, the Airports Division completes an investigation and, upon request, provides the RSPM with a copy of the findings and works with the RRST to address any known systemic issues. The Airports Division will make recommendations resulting from the investigation and assist airport operators in V/PD prevention and best practices.

**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 Instrument Landing Systems (ILS), approach lighting systems and other navigational aids located on the airfield. The Airway Transportation System Specialists (ATSS) attend required instruction annually to traverse the airfield environment. If a deviation has occurred involving the Technical Operations, a System Service Review (SSR) is conducted to investigate the deviation. If warranted, briefing or additional training may take place.

**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 actions, 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.

**Runway Incursion Device (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 Philosophy:** The FAA relies on voluntary compliance with aviation safety regulations by certified airmen and organizations operating in the NAS. The FAA Flight Standards Service investigates reports of noncompliance and has a statutory responsibility to take appropriate corrective action up to and including punitive enforcement when necessary to ensure that certified entities are meeting regulatory safety standards. In FT16, the FAA adopted a program called Compliance Philosophy which, for Flight Standards Service, 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

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corrective action that promptly and effectively restores full compliance. Such actions are taken in a cooperative process involving specific compliance actions such as airman counseling, remedial training, or other specific program related to the problems(s) identified in the investigation. Airmen or organizations who demonstrate chronic noncompliance, inability to perform, or who have noncompliant attitudes are ineligible for Compliance Philosophy. Beyond Flight Standards, Compliance Philosophy 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 FSCO Inspectors in root cause analysis and identification of corrective actions for FDs to the extent that useful safety information is discovered and acted upon.
- Assist in drafting formal Safety Recommendations if applicable.
- Assist in drafting educational programs and/or products appropriate to local Runway Safety issues.
- Utilize volunteer FAASTeam Representative including CFIs and DFEs in all aspects of Runway Safety Promotion.
- Assist FSDO Inspectors in implementation of airmen remedial training and counseling pre the Compliance Philosophy.
- Report and analyze local safety issues and trends as a section of the Annual FSDO Report to the FSDO Manager in order to mitigate these identified hazards and risks through additional work program tasks for the FPMs.

**Flight Standards District Office (FSDO) and Certificate Management Office (CMO):** The Flight Standards Service does business through Flight Standards District Office (FSDO) and Certificate Management Offices (CMO) located strategically throughout the Southwest Region. FSDO's are aligned with the Office of General Aviation Safety and CMOs with the Office of Air Carrier Safety Assurance. Each FSDO Office Manager has been assigned direct responsibility for managing all matters relating to Runway Safety within the scope of Flight Standards oversight as it concerns his or her geographical area of responsibility. These include:

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- Oversight of certified 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 runway safety within the area of responsibility and to coordinate this with the RRST through Flight Standards Service Management.

FSDP and CMO 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 system problems and forwarding recommendations and proposed mitigations for appropriate FAA action/response.
- Implementation of the most effective corrective actions through the FAA Compliance Philosophy which emphasizes a cooperative approach with airmen and stakeholders.
- Upholding minimum regulatory standards as applied to airmen and organizations operate in the NAS.

**Hot Spot:** An airport surface hot spot is a location on an airport movement area with a history or 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 MORs.

**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 an 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 the airport operator.

**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) or paved taxiways or ramps and the designated safety area.

**Regional Runway Safety Governance Council (RGC):** 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

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council, based on the needs of the region and judgment of the Regional Administrator. If established, the council is responsible for ensuring that regional initiative and actions are being accomplished in the appropriate manner and timeframe. 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 Programs Managers (RSPM):** Represents the Runway Safety Group in activities within the region, chairs the RRST, and 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 Southwest RRST is comprised of Runway Safety staff and at least one designated representative of ATO Terminal Operations, ATO Technical operations, Flight Standards Service, Airports Division, and the office of the Regional Administrator. Appendix B lists the members of the RRST. The RRST is charged with identifying regional priorities and working through their executive representative on the RGC to ensure that issues are properly vetted through their respective LOB and for prior coordination before RGC meetings.

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

**Runway Safety Action Team (RSAT):** An 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. 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 RSTAT is led by the ATCT manager.

**Runway Safety Service Area Manager:** Located in the Central Service Area office in For Worth, Texas the Service Area Manager oversees the CSA 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 Excursions (RE) and Surface Incidents (SI). RSG responsibilities are set forth by FAAO 7050.1B, Runway Safety Program. The order establishes policy, assigns responsibilities, and delegates authority for ensuring compliance with this order within the 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.

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**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 or flight of an aircraft.

**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.

Types of Surface Events. 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 (V/PD).** 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.” These events would include incursions caused by equipment failure or other factors.

Appendix D  
12 Month ASW Surface Event Assessment Ending 4/30/2019

RSAT LEVEL OF SUPPORT	Airport Code	Airport Name/Location	RI Count	RI Rate per 100K	OI	OTH	PD	VPD	A	B	C	D	E
	ABI	Abilene Regional, TX	1	2.13			1					1	
AOI	ABQ	Albuquerque Intl Sunport, NM	8	5.55			8		1	4	3		
	ACT	Waco Regional, TX	1	2.30			1			1			
	ADM	Ardmore Muni, OK	1	5.81			1					1	
	ADS	Addison Airport, Dallas, TX	7	6.51	3		4				5	2	
	AEG	Double Eagle II, NM	2	3.36		0	1	1					2
	AFW	Fort Worth Alliance Airport, TX	11	8.94	4		5	2			4	7	
	AMA	Amarillo Intl, TX	2	3.36	1			1			1	1	
	ASG	Springdale Muni, AR	1	3.09				1					1
	AUS	Austin-Bergstrom Intl, TX	1	0.47				1					1
	BAZ	New Braunfels Muni, TX	1	1.85		0	1						1
PRIORITY	BTR	Baton Rouge Metro/Ryan Field, LA	20	34.68	2		15	3			4	16	
	CRP	Corpus Cristi Intl, TX	5	5.05	2		2	1			2	3	
	CXO	Lone Star Executive, Houston, TX	3	3.58	1	0	2	0			2	1	
PRIORITY	DAL	Dallas Love Field, TX	16	6.93	4		12	0			10	6	
CORE 30	DFW	Dallas/Fort Worth Intl, TX	13	1.92	6		5	2			7	6	
	DTO	Denton Muni, TX	0	0.00		0		0					
AOI	DWH	David Wayne Hooks Memorial Airport, Houston, TX	20	16.19	1	0	11	8			4	16	
	ELP	El Paso, Intl, TX	3	3.48	2	0	1				1	2	
	FMN	Four Corners Regional, NM	1	2.52		0	1				1		
	FSM	Lake Charles Regional, LA	2	6.02			1	1					2
AOI	FTW	Fort Worth Meacham Intl, TX	8	4.85	1	0	7	0			4	4	
	FWS	Fort Worth Spinks Airport, TX	2	2.93				2					2
	GGG	Grand Prairie Muni, TX	4	7.56	1		2	1					4
	GLS	Scholes Intl at Galveston Airport, TX	1	3.37				1					1
	GPM	Grand Prairie Muni, TX	2	2.05		0	2						2
	GTU	Georgetown Muni, TX	0	0.00		0		0					
PRIORITY	HOU	William P Hobby Airport, Houston, TX	15	7.36	2	0	10	3			5	10	
	HQZ	Mesquite Metro Airport, TX	2	4.27			2						2
	HUM	Houma-Terrebonne Airport, LA	0	0.00		0							
	HYI	San Marcos Muni, TX	5	8.63		0	5						5
CORE 30	IAH	George Bush Intercontinental/Houston Airport, Houston, TX	9	1.91	5	0	3	1			5	4	
	LAW	Lawton-Fort Sill Regional, OK	1	4.65			1						1
	LBB	Lubbock Preston Smith Intl, TX	3	3.29		0	2	1					3
	LCH	Lafayette Regional, LA	2	7.16	2		0				2		
	LFT	Lafayette Regional, LA	2	5.04			2	0					2
	LIT	Adams Field, Little Rock, AR	3	3.22			3				1	2	
	MAF	Midland Intl, TX	2	3.11	2						2		
	MFE	McAllen Miller Intl, TX	3	4.94			3						3
	MLU	Monroe Regional, LA	3	9.78	2			1		1			2
PRIORITY	MSY	Louis Armstrong New Orleans Intl, LA	6	4.39	3		3				6		
AOI	NEW	Lakefront Airport, LA	6	8.93		0	4	2			2	4	
	OKC	Will Rogers World Airport, OK	4	3.60	1		2	1			1	3	
	RBD	Dallas Executive Airport, TX	1	2.47				1					1
	ROW	Roswell Intl Air Center, NM	0	0.00		0							
AOI	RVS	Richard Lloyd Jones Jr Airport, Tulsa, OK	7	3.66			3	4					7
	SAF	Santa Fe Muni, NM	0	0.00		0							
AOI	SAT	San Antonio Intl, TX	12	7.26	1	0	10	1			4	8	
	SHV	Shreveport Regional, LA	0	0.00				0					
	SJT	San Angelo Regional/Mathis Field, TX	1	1.32			1				1		
	SSF	Stinson Muni, San Antonio, TX	1	0.82				1					1
	SWO	Stillwater Regional, OK	2	2.67		0	2	0					2
	TKI	Collin CO Regional at McKinney Airport,	1	0.63				1			1		
	TUL	Tulsa Intl, OK	4	4.23			3	1			1	3	
	TYR	Tyler Pounds Regional, TX	2	5.73			1	1					2
	VCT	Victoria Regional, TX	1	1.87			1						1
	WDG	Enid Woodring Regional, Enid, OK	2	4.73				2					2

NOTE: AOI - Airport of Interest



## Appendix E.

### ASW RIM Locations

Airport Name	RIM ID	Location	Status
Albuquerque International Airport	ABQ-HS1	Approach Ends of RW 8 & 12	Mitigated
Waco Regional Airport	ACT-HS1	Entrance TW B to RW 32 end	Mitigated
Addison Airport	ADS-HS1	RW 15 & TW A entrance	Outreach by airport
Addison Airport	ADS-HS4	RW 15/33 & TW G intersection	Outreach by airport
Addison Airport	ADS-HS8	RW 15/33 & TW C intersection	Outreach by airport
Corpus Christi International Airport	CRP-HS1	Approach ends of RW 31 & 36	Mitigated
Houston/Lone Star Executive	CXO-02	RW 14 & TW J intersection	In Construction
Dallas Love Field	DAL-14	RW 13R & TW L hold line	Mitigated
Dallas Love Field	DAL-33	RW 13L/31R & TW B6-B5 Y intersection	In Design
Dallas Love Field	DAL-HS1	RW 13L & TW A hold line	Mitigated
David Wayne Hooks Memorial Airport	DWH-HS1	RW 17R & TW C	Unknown
David Wayne Hooks Memorial Airport	DWH-HS2	RW 17L Approach at TW D & E	Mitigated
David Wayne Hooks Memorial Airport	DWH-HS3	RW 17R/35L at TW E intersection	Mitigated
David Wayne Hooks Memorial Airport	DWH-HS4	RW 17L/35R & TW G intersection	NEW POINT
Scholes International at Galveston	GLS-04	RW 18 & TW G intersection	Pilot training
William P. Hobby Airport	HOU-01	RW 17 & TW E intersection	In planning
William P. Hobby Airport	HOU-HS2	RW 12R & TW E intersection	In planning
William P. Hobby Airport	HOU-15	RW 4 & TW G angled entrance	NEW POINT
Midland International Airport	MAF-HS2	RW 10 & TW A entrance	In Construction
Lafayette Regional Airport	LFT-HS2	Int's of RW 4L/22R & TW B and RW 11/29 & TWs F & J	
Lakefront Airport	NEW-01	RW 10 & TW A intersection	Mitigated
Lakefront Airport	NEW-HS3	RW 36L & TW F hold line	
San Antonio International Airport	SAT-HS3	RW 12R & TW K entrance	
San Antonio International Airport	SAT-HS1	RW 4/22 and intersection of RW 30L	
Tulsa International Airport	TUL-HS1	RW 8/26 & TW K intersection	Mitigated

# APPENDIX F.

## Activity 1 - Safety Assurance

**Activity 1.1**  
Provide Local Runway Safety Action Team (RSAT) Support for Priority Airports: BTR, DAL, HOU, and MSY

Regional Runway Safety Team (RRST) members will provide advanced in-depth technical knowledge and experience of the NAS to support the reduction of risk at Priority Airports.

Action Items:	
1.1a	Participate in FY2020 RRSP Priority Airport Local RSAT and activities:
	At facilities that conduct RSATs or other surface safety meetings on a more frequent (monthly or quarterly) basis, participate at least virtually (remote) in at least 3 meetings. This is in addition to participating in the annual Local RSAT.
	Actively track action items that have been accepted by their LOB / organization.
	Facilitate follow-on activities where mitigations are not showing positive results.
	Be prepared to brief ASW Governance Council on all matters pertaining to priority airports.

**Activity 1.2**  
Provide Local Runway Safety Action Team (RSAT) Support for Airports of Interest: ABQ, DTO, DWH, FTW, NEW, RVS, and SAT

RRST members will provide additional support and participation by regional and service area entities to reduce the number and severity of surface events at Airports of Interest.

Action Item:	
1.2a	RRST core members will accomplish the following activities for their LOB/Organization:
	Remain actively engaged with the Airports of Interest and maintain awareness of their runway safety related issues and concerns
	Coordinate with appropriate parties within their LOB to be aware of the Airports of Interest and attendant activities within the RRSP
	Participate in the annual RSAT as noted per LOB
	At facilities that conduct RSATs or other surface safety meetings on a more frequent (monthly or quarterly) basis, participate at least virtually (remote) in at least 3 meetings. This is in addition to participating in the annual Local RSAT.
	Actively track action items that have been accepted by their LOB/organization
	Facilitate follow-on activities where mitigations are not showing positive results

### Activity 1.3

Participate in FY2020 RRSP Local RSAT and activities for Core 30 Airports Not Identified as Priority Airports or Airports of Interest: DFW and IAH

ASW Runway Safety will provide additional support and participation by regional and service area entities to reduce the number and severity of surface events at certain Core 30 Airports.

#### Action Item:

1.3a	The RRST will engage with and participate in the following activities on behalf of the Core 30 Airports:
	Coordinate with appropriate parties within their LOB to be aware of the Core Airports and attendant activities within the RRSP
	Participate in the annual RSAT as noted per LOB
	At facilities that conduct RSATs or other surface safety meetings on a more frequent (monthly or quarterly) basis, participate at least virtually (remote) in at least 3 meetings. This is in addition to participating in the annual Local RSAT.
	Actively track action items that have been accepted by their LOB/ Organization
	Facilitate follow-on activities where mitigations are not showing positive results

### Activity 1.4

Provide Local Runway Safety Action Team (RSAT) Support for Monitored Airports. Monitored Airports are those towered airports within ASW regional boundaries not identified as a Priority Airport or Airport of Interest.

The Runway Safety Program Manager (RSPM) will provide support for the Air Traffic Manager's efforts to reduce the number and severity of surface events at their facilities.

#### Action Item:

1.4a	The RSPM will remain actively engaged with and maintain awareness of the surface safety issues and concerns:
	Coordinate with the appropriate LOB of surface event trends and issues that may require regional or service area level support
	Identify airports that have an increase in surface event trending that may warrant elevating the airport to a higher tier level within the Regional Runway Safety Plan

## Activity 2 - Safety Risk Management (SRM)

### Activity 2.1

#### Support Runway Incursion Mitigation (RIM) Program

The FAA Airports Division has developed an inventory of airport locations where runway incursions (RI) have occurred in areas of nonstandard geometry and is now working with airport sponsors on mitigation strategies. The data collected from 2007-2014 indicates airport locations where three or more peak annual runway incursions have occurred in a given year or more than seven runway incursions cumulative have occurred during this period.

#### Action Items:

2.1a	ASW Runway Safety to support ARP RIM Program through cross-LOB collaboration.
2.1b	Socialize and support Airports Division RIM Program, which is making clear progress toward meeting ARP program goals.
2.1c	Identify short to mid-term program successes and effectiveness.

### Activity 2.2

#### Review and analyze data for ASW top WSO airports; identify, coordinate and implement possible mitigation strategies on an airport basis

Wrong Surface Landings is expected to continue to be an ATO emphasis in FY2020. ASW Runway Safety will continue efforts regionally, in concert with and/or in support of national entities to combat Wrong Surface Operations (WSO) at airports within the Southwest Region.

#### Action Items:

2.2a	ASW Runway Safety will continue efforts regionally, in concert with and/or in support of national entities to combat Wrong Surface Operations (WSO) at airports within the Southwest Region.
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## Activity 3 - Safety Policy

### Activity 3.1

#### FAA Directives and Planning Documents

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

### Activity 3.2

#### Measure the Effectiveness of the Fiscal Year 2019 ASW Regional Runway Safety Plan (RRSP)

#### Action Items:

3.2a	ASW Runway Safety will measure the effectiveness of the RRSP use the findings to support the development of future plans.
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## Activity 4 - Safety Promotion

### Activity 4.1 Internal Executive Communication

For FY2020, the Runway Safety Group (RSG) and the FAA Office of Communications (AOC) implemented the "From The Flight Deck" video project to produce facility-level vignettes NASwide.

#### Action Items:

4.1a	ASW Runway Safety will support production of Runway Safety vignettes for regional airports identified in the "From the Flight Deck" video project.  The ASW airports that will be participating in the "From the Flight Deck" video project are listed below:
	<ul style="list-style-type: none"><li>• Baton Rouge Metropolitan, LA (BTR)</li><li>• David Wayne Hooks Airport, TX (DWH)</li><li>• Fort Worth Meacham International, TX (FTW)</li><li>• Louis Armstrong New Orleans International, LA (MSY)</li><li>• Richard L. Jones, Jr. Airport, OK (RVS)</li><li>• San Antonio International, TX (SAT)</li></ul>

### Activity 4.2 Employ Best Practice – Pre-LRSAT Pilot/Controller Forums

ASW Runway Safety will promote user/stakeholder participation and collection of their runway safety concerns and potential solutions for consideration at annual Local Runway Safety Action Team (RSAT) meetings.

#### Action Items:

4.2a	Promote awareness and use of Pilot/ Controller Forums prior to the annual Local RSAT meetings at facilities.
4.2b	Attempt to track efforts and identify effectiveness to the extent possible.

### Activity 4.3 ATM RSAT Process Outreach

ASW Runway Safety will promote the RSAT tool kit and other online resources to improve the effectiveness, standardization and improved workflow of RSAT meetings.

#### Action Items:

4.3a	Promote awareness and use of the online RSAT resources: Tool Kit, RSAT Tool, and RSAT Calendar.
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