

COMMITTED TO CONTINUOUSLY  
IMPROVING SURFACE SAFETY.

# *Western-Pacific Region (AWP) Runway Safety Plan FY20*

**2019-2020**

RUNWAY SAFETY COUNCIL (RSC) #47



**Federal Aviation  
Administration**  
[www.faa.gov](http://www.faa.gov)

# 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 (NRSP) 2018-2020 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.

In response to the agency goal and the NRSP, the Western-Pacific Region (AWP) has developed 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 the 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 AWP Regional Runway Safety Governance Council (RSGC) is chaired by the Regional Administrator and composed of the Regional Runway Safety Program Managers (RRSPM) and executives or designees from the Airports Division, Flight Standards Service and Air Traffic Organization Western Service Area and Western Service Center Directors. Each council member identified and designated their line of business (LOB) expert representative on the Regional Runway Safety Team (RRST). [APPENDIX E](#) 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.

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# FAA Safety Management System (SMS)

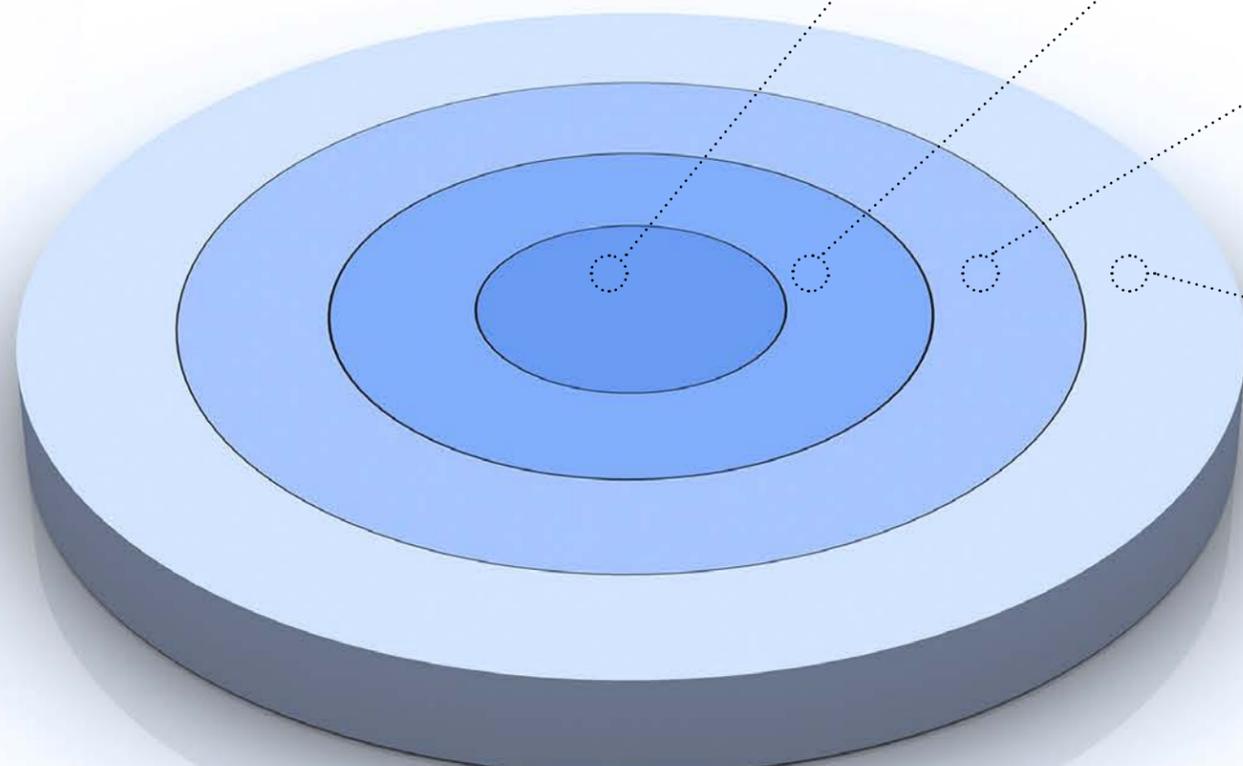
FAA is employing and evolving a Safety Management System (SMS), which provides a formalized and proactive approach to system safety in order to find, analyze and address risk in the NAS. The SMS is comprised of four main components which combine to create a systemic approach to managing and ensuring safety. These components are Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. Presently, the ATO and Airports Division utilize SMS as a systemic approach to managing the safety of airport operations. Through the NRSP, the Runway Safety Program continues runway safety activities into the FAA's SMS.

The NRSP builds on the achievements of the National Runway Safety Plan 2015-2017. The most fundamental impact of the first plan has been the successful integration of the Safety Management System principles into the Runway Safety strategy.

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

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

# FY18-FY20 NRSP Objectives



## SAFETY ASSURANCE

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

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

## SAFETY RISK MANAGEMENT

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

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

## SAFETY POLICY

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

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

## SAFETY PROMOTION

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

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

# Regional Runway Safety Plan (RRSP) Methodology

The AWP RRST utilized multiple measures to identify candidate airports for the FY2020 RRSP. The data considered is contained within a 12-month rolling calendar period ending April 30, 2019. AWP airports with 7 or more total RIs or a runway incursion rate per 100,000 airport operations of 5.00 or more were included among the initial candidate airports. Two airports which did not make either of the first baseline cutoffs, but were in the FY2019 RRSP, were added for comparison. One AWP Core 30 airport that did not have the baseline criteria was added so that all six AWP Core 30 airports were among the first candidate airport list. This initial process resulted in culling AWP’s program airports from 81 to 33.

The Regional Runway Safety Team (RRST) then evaluated the 33 candidate airports in light of twelve criteria or “key indicators” which the team considered indicative of actual or potential surface-based risk: Category A/B RI; 2 or more OI-RI; 6 or more PD RI; 3 or more VPD (RI + SI); Runway Excursions (RE); Wrong Surface Operations; Aviation English Language Proficiency (AELP); Movement Area Collision; Runway Incursion Mitigation (RIM) locations; FY2020 construction planned; FAR Part 139 Airport. The occurrences/number of key indicators for each airport was tallied. Additional surface-based risk may be associated with the compounding of multiple key indicators. While no numerical cutoff was applied, this informed RRST members toward those airports which should continue to be considered for inclusion in the FY2020 RRSP.

Additionally, for these 33 candidate airports for FY2020 planning, the team looked at RI rate trends by comparing the RI rate for the 12-month data set used against the average RI rate for FY2017 and 2018, for each airport. This enabled the RRST to see what airports RI rates were remaining relatively flat over recent time, increasing, or decreasing. This initial list of 33 candidate airports, key indicators and RI rate

trends, is shown in [APPENDIX D](#).

The ultimate airport determinations are based on consensus of each RRST member’s subject matter expert (SME) perspective in combination with the data. Each core member had the opportunity to consider the connectivity to or support toward their own business plans where applicable. Based on this combination of data and SME expertise, the RRST culled the initial 33 airports to 15 for inclusion in the FY2020 RRSP. Finally, those airports were evaluated for and placed into a four-tiered support structure:

- Tier 1: three Priority Airports;
- Tier 2: ten Airports of Interest;
- Tier 3: the balance of Core 30 airports not selected previously;
- Tier 4: all remaining AWP airports.

The Regional Runway Safety Program Managers (RRSPM) will take appropriate action to monitor Tier 4 airports, address increasing surface error trends and/or raise the level of attention within the RRST.

Additionally, due to their connectivity and impact to multiple facilities within the region, the RRST continues to work various systemic aviation issues. The Runway Safety Governance Council (RSGC) may elevate systemic issues as appropriate to their respective headquarter’s Line of Business or to the National Runway Safety Council (RSC) through the Runway Safety Group manager.

**The AWP plan priorities listed below will be routinely kept within view of and reported up to the RSGC by the RRST:**

**AWP Priority Airports**

The AWP RRST priority airports are:

- Phoenix-Mesa Gateway Airport, AZ (IWA)
- McCarren International, NV (LAS)
- Montgomery-Gibbs Executive Airport, CA (MYF)

**AWP Priority Issues**

The priority issues for the region, which are also systemic in nature, include:

- AELP Outreach Program - Pilot
- AELP Best Practices - Air Traffic
- Support RIM Program
- Wrong Surface Operations
- RSAP Action Item Review and Support

**FY2020 Airports of Interest per RRST** (Data: May 1, 2018 through April 30, 2019)

Candidate Airports	# Key Indicators	Key Indicators										
		Category A or B RI	≥ 2 OI RI	≥ 6 PD RI	(VPD RI + VPD SI)	RE	WSO	AELP	Movement Area Collision	# RIM LOC (6/24/19 Inventory)	FY 20 (AIP Constr.)	Part 139 Airports
IWA	6			■			■	■		■	■	■
LAS	7		■	■	■		■			■	■	■
MYF	6			■		■	■	■	■	■		
PHX	5		■			■				■	■	■
SAN	1										■	
CCR	5			■	■		■			■		■
CNO	8		■	■	■	■	■	■		■	■	
DVT	5			■		■	■	■		■		
HNL	8		■	■		■	■	■		■	■	■
LAX	6		■	■			■			■	■	■
SBA	5	■		■	■						■	■
SFO	6		■	■	■					■	■	■
STS	5			■			■			■	■	■
TUS	7		■	■		■	■			■	■	■
VGT	6			■			■	■		■		■

**NOTES**

**CANDIDATE AIRPORTS BASE LINE:** Airports under construction have ≥ 7 total RIs or an RI rate of ≥ 5.00 per 100k airport operations.

**KEY INDICATORS:** Data represents key indicators of actual or potential surface-based risk, as concluded by the Regional Runway Safety Team (RRST).

**AWP CORE 30 AIRPORTS:** HNL, LAS, LAX, PHX, SAN, SFO

**FY20 RRSP Selections**

■ = Priority Airport   ■ = Airport of Interest   ■ = Additional Core 30 Airports

# FY19 Regional Runway Safety Plan Initiatives

The Western-Pacific RRST has developed Initiatives, Action Items and Milestones to implement the FY2020 Regional Runway Safety Plan, which directly support the selected airports, address regional or locally based surface safety concerns, and/or support national efforts. The RRST will be working in concert with the appropriate field office manager within each respective Line of Business to implement the initiatives as outlined.

In addition to these priorities and currently identified initiatives, the RRST will monitor and elevate appropriate ad-hoc issues to the RSGC. The RRST will monitor additional Airports of Interest that may not have risen to the level of RSGC coordination at the time this plan was developed. This is a living document and the RRST reserves the right to update the issues if deemed necessary by them or the council.

All major lines of business have collaborated in the

development of this plan, which will be updated annually by the RRST and with concurrence from the RSGC. The purpose of this plan is to document Western-Pacific Region priorities for FY2020.

**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
AWP-1	Western-Pacific Regional Administrator's Office
ALL	All LOBs Listed Above

**The following initiatives are addressed in this plan:**

- 1.1 Effectiveness of the Fiscal Year 2018 AWP Regional Runway Safety Plan
- PRIORITY** 2.1 Local RSAT Support - Priority Airports: IWA, LAS, MYF
- 2.2 Local RSAT Support – Airports of Interest: CCR, CNO, DVT, HNL, LAX, SBA, SFO, STS, TUS, VGT
- 2.3 Local RSAT Support – Core 30 Airports not Identified as Priority Airports or Airports of Interest: PHX SAN
- PRIORITY** 2.4 RSAP Action Item Review and Support
  - 3.1 Runway Safety - SMS Continuity
  - 4.1 Aviation English Language Proficiency (AELP) Outreach - Pilot
  - 4.2 AELP Best Practices – Air Traffic
  - 4.3 Video Production
  - 4.4 Compliance Program Outreach to ATO
  - 4.5 Best Practice - Pre-Local RSAT Pilot/Controller Outreach Meetings
- PRIORITY** 4.6 Support RIM Program
- PRIORITY** 4.7 Wrong Surface Operations

**Airport codes addressed in this plan:**

CODE	AIRPORT
APC	Napa County Airport, CA
BUR	Bob Hope Airport, CA
CCR	Buchanan Field, Concord CA
CNO	Chino Airport, CA
DVT	Phoenix Deer Valley Airport, AZ
FFZ	Falcon Field Airport, Mesa, AZ
HND	Henderson Executive Airport, NV
HNL	Daniel K. Inouye International – Honolulu Airport, HI
HWD	Hayward Executive Airport, CA
IFP	Laughlin/Bullhead International Airport, AZ
IWA	Phoenix-Mesa Gateway Airport, AZ
LAS	McCarran International Airport, Las Vegas. NV
LAX	Los Angeles International Airport, CA
LVK	Livermore Municipal Airport, CA
MRY	Monterey Regional Airport, CA
MYF	Montgomery-Gibbs Executive Airport, CA
ONT	Ontario International Airport, CA
PAO	Palo Alto Airport, CA
PHX	Phoenix Sky Harbor International Airport, AZ
POC	Brackett Field Airport, CA
PRC	Prescott Regional Airport, AZ
RNO	Reno/Tahoe International Airport, NV
SAN	San Diego International Airport, CA
SBA	Santa Barbara Airport, CA
SFO	San Francisco International Airport, CA
SEE	Gillespie Field, CA
STS	Charles M Schultz – Sonoma County Airport, CA
SMO	Santa Monica, CA
SNA	John Wayne Airport, CA
TOA	Zamperini Field, CA
TUS	Tucson International Airport, AZ
VGT	North Las Vegas Airport, NV
VNY	Van Nuys Airport, CA

# 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.

**Activity 1.1 – Measure the effectiveness of the FY2018 AWP Regional Runway Safety Plan**

A key responsibility of the Regional Runway Safety Team (RRST) is to develop the Regional Runway Safety Plan (RRSP), which guides regional and service area activities toward enhanced runway safety at towered airports within AWP. The effectiveness of individual activities and initiatives is measured, to the extent possible, within the limits of their scope and focus.

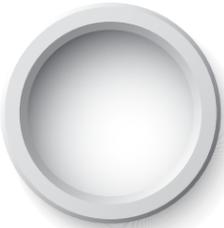
Evaluating the overall effectiveness of the annual plan is elusive, since the RRST has no direct control over the operational entities that function in the system, and due to the sheer number of variables in operation. Additionally, it is not feasible to assess the effectiveness of a plan until enough time has lapsed, in order to have adequate data to judge its effectiveness.

By bracketing the FY2018 plan-year, utilizing FY2017 and FY2019 data, it may be possible to identify overarching successes and weaknesses within the FY2018 plan to make a reasonable evaluation of its overall effectiveness, as well as to inform development of future RSAPs.

**Action Item:**

**1.1a** Assess the effectiveness of AWP FY2018 RRSP; follow-on to FY2017 RRSP findings to support and inform future RRSP development.

## MILESTONE



**Milestone 1:** Report the results of any assessment of the FY2018 RRSP to the RRST and utilize pertinent findings to inform the FY2021 RRSP.

**Target Date:** June 30, 2020

**LOB:** RS





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

**Priority Issue:**  
 Activity 2.1 - Provide advanced in-depth technical knowledge and experience of the NAS to support the reduction of risk at Priority Airports.

Airports designated by the RRST and named in the RRSP will receive elevated attention in addressing surface risks and be briefed up to and followed by the RSGC. The RRST core member from each LOB attends the annual Local Runway Safety Action Team (LRSAT) of Priority Airports to provide

advanced in-depth technical knowledge and experience of the NAS to support the reduction of risk at the airport. The RRST member will be the subject matter expert (SME) for runway safety related issues pertaining to their respective LOB and will proactively solicit input from field managers to obtain possible local solutions to mitigation efforts.

**Action Item:**  
 2.1a The RRST will engage with and participate in the following activities on behalf of the FY2020 RRSP Priority Airports IWA, LAS, and MYF:

**RRST core team members LRSAT participation:**

- **RRSPM:** attend all LRSAT and support all activities
- **ARP:** RRST core member or ARP/ADO management designee attend annual LRSATs; coordinate ADO attendance at more frequent RSATs
- **ATO:** RRST core member or management designee attend annual LRSATs; core member or management designee remote participation at more frequent RSATs
- **AFX:** FFAST RRST core member or management designee attend annual LRSATs to the greatest extent practicable. If unable, remote participation is acceptable. FSDO/FAAST PM or management designee remote participation at more frequent RSATs.
- **AWP-1:** AWP1 RRST core member, and AWP1 or management designee attend annual LRSATs; AWP1 RRST core member or designee, remote participation at more frequent RSATs
- **NATCA:** RRST core member attend annual LRSATs; Core member or designee remote participation at more frequent RSATs
- **SUPCOM:** RRST Representative attend annual LRSATs; Core member or designee remote participation at more frequent RSAT

**RRST Requirements - ALL:**

- Attend (participate in-person at) the annual RSAT
- 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 AWP Governance Council on all matters pertaining to priority airports.

**Activity 2.2 - Provide additional support and participation by regional and service area entities to reduce the number and severity of surface events at Airports of Interest: CCR, CNO, DVT, HNL, LAX, SBA, SFO, STS, TUS, VGT**

Airports identified by the RRST and named in the RRSP will receive elevated attention in addressing airport surface risks. The RRST core member, or management or core team member designee from each LOB participates in person or remotely in the annual Local Runway Safety Action Team (LRSAT) Airports of Interest to provide advanced in-depth technical knowledge and experience of the National Airspace System (NAS) to support the reduction of risk at the airport. The additional support and participation of regional and service area entities will have a positive influence in reducing the number and severity of surface events at the airport through

**Action Item:**

2.2a The RRST will engage their LOBs/Organizations in the following activities on behalf of the FY2020 RRSP Airports of Interest: CCR, CNO, DVT, HNL, LAX, SBA, SFO, STS, TUS, VGT

**RRST core team members LRSAT participation:**

- **RRSPM:** attend all LRSATs and support all activities
- **ARP:** Core member coordinate ADO/PM management attend annual LRSATs; ADO attend more frequent RSATs
- **ATO:** Core member or management designee remote participation at annual LRSATs; management designee remote participation at more frequent RSATs
- **AFX:** FFAST RRST core member or designee remote participation at annual LRSATs; coordinate local FSDO/FAAST remote participation at more frequent RSATs.
- **AWP-1:** AWP1 RRST core member, and AWP1 or management designee remote participation at annual LRSATs; AWP1 RRST core member or designee remote participation at more frequent RSATs
- **NATCA:** RRST core member or designee remote participation at annual LRSATs; Coordinate local participation at more

frequent RSATs

- **SUPCOM:** RRST Representative or designee remote participation at annual RSATs; Coordinate local participation at more frequent RSATs

**RRST Requirements - ALL:**

- 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 above 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 2.3 - 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.**

Core 30 airports within AWP include: HNL, LAS, LAX, PHX, SAN, and SFO. Core 30 airports that are not

named among the FY2020 RRSP Priority Airports or Airports of Interest will also be directly supported by the RRST to aid in risk reduction at those airports.

**Action Item:**

**2.3a** The RRST will engage with and participate in the following activities on behalf of the remaining FY2020 RRSP Core 30 Airports: PHX and SAN.

**RRST core team members LRSAT participation:**

- **RRSPM:** attend all LRSAT and support all activities
- **ARP:** Core member coordinate ADO/PM management attend annual LRSATs; ADO remote participation at more frequent RSATs
- **ATO:** Core Member or management designee remote participation at annual LRSATs; management or staff designee remote participation at more frequent RSATs
- **AFX:** FFAST core member coordinate FFAST PM or designee remote participation at annual LRSATs; coordinate local FSDO/FAAST remote participation at more frequent RSATs
- **AWP-1:** AWP1 RRST core member, and AWP1 or management designee remote participation at annual LRSATs; AWP1 RRST core member or designee remote participation at more frequent RSATs

- **NATCA:** RRST core member or designee remote participation at annual LRSATs; coordinate local participation at more frequent RSATs
- **SUPCOM:** RRST Representative or designee remote participation at annual RSATs: coordinate local participation at more frequent RSATs

**RRST Requirements - ALL:**

- Coordinate with appropriate parties within their LOB to be aware of the Core Airports and attendant activities within the RRST
- Participate in the annual RSAT as noted at left 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

**Priority Issue:**

*Activity 2.4 - Runway Safety Action Plan (RSAP) Action Item Review and Support*

The RSAP is the product of the Runway Safety Action Team (RSAT). It serves to document surface safety issues and concerns identified at the RSAT

meeting, and conveys the action items developed by the team toward mitigating surface risk.

Within AWP, historically many action items become overdue, or linger without adequate or timely progress either toward completion, or closure as not adopted. Since action items are developed by RSATs as potential or actual solutions to identified surface issues, their timely completion is of paramount importance toward improving specific or overall surface safety.

While the points of contact for each action item are assigned by the LRSAT to the entity that can affect or follow/influence the proposed action, all action items ultimately fall under the umbrella of one of the RRST's core LOB's: Runway Safety, ARP, ATO, or AVX. As the RSAP is the document of each control tower's Air Traffic Manager, they are ultimately responsible for the timely updating and following of action items within their RSAP. The RRST is in a position to support ATM's and their local RSAT by staying aware of action items within the core members' LOB's purview, and engaging when necessary to provide guidance and assistance toward the appropriate disposition of the action item.

**Action Item:**

**2.4a** RRST core members, with support of AWP Runway Safety, will track RSAP action items and engage LOB-related parties in completing, closing, and /or moving action items forward.



**Milestone 1:**  
RRST core members, with support of AWP Runway Safety, will track RSAP action items and engage LOB-related parties in completing, closing, and /or moving action items forward.

**Target date:**  
September 30, 2020

**LOB:** RS, AFX, ATO, ARP

**Milestone 2:**  
Report general action item status to the RSGC quarterly.

**Target date:**  
Quarterly through September 30, 2020

**LOB:**  
RS

**MILESTONES**



**Milestone 1:**  
The RRST will engage with and participate in FY2020 RRSP Priority Airport Local RSAT and activities to the level described.

**Target date:**  
FY2020

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



**Milestone 1:**  
The RRST will accomplish the activities to the level described for the LOB/Organization on behalf of Airports of Interest.

**Target date:**  
FY2020

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



**Milestone 1 :**  
The RRST will accomplish the activities to the level described for their LOB/Organization on behalf of Core 30 Airports.

**Target date:**  
FY2020

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

# 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 - Runway Safety and SMS Continuity**

Beginning with the FY2016 RRSP, the AWP RRST began viewing surface safety risk management in accordance with the SMS process and aligning its initiatives within the framework of SMS principles. Continuing into this FY2020 RRSP, this view of the plan illustrates a portfolio-based approach to risk management by addressing the diverse initiatives associated with each SMS component.

Policy, responsibility and accountability that bear on surface safety, and the organizations charged with risk mitigation and safety improvement are put forth in FAA Order 7050.1b Runway Safety Program (RSP) and the various NRSPs.

**Runway Safety Program (RSP):** The RSP is intended to improve runway safety by decreasing the number and severity of runway incursions (RI), runway excursions (RE), and other surface incidents (SI).

**National Runway Safety Plan (NRSP):** The FY2018-2020 NRSP builds on the achievements of the NRSP 2015-2017, most fundamentally through the successful integration of the Safety Management System principles into the Runway Safety strategy. The current plan favors iterative steps in support of data-driven, risk-based decision-making. It outlines methods and collaboration opportunities to identify and mitigate safety risks. Three strategic steps include data collection and analysis, plans and policy, and communicating change.

Within the FY2020 AWP 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 amongst AWP airports. This process is described in [APPENDIX D](#).

The FY2020 AWP RRST, in accordance with the NRSP, leverages and combines the expertise of Airports, Flight Standards Service, Runway Safety, and Air Traffic Technical Operations and Terminal Services, toward the mutual goal of RI reduction.

*“This plan illustrates a portfolio-based approach to risk management by addressing the diverse initiatives associated with each SMS component.”*

## 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.

**Priority Issue:**

*Activity 4.1 – Support Flight Standards Service Aviation English Language Educational Outreach (AELEO) efforts to reduce the frequency of operations affected by Aviation English Language Proficiency (AELP).*

Several airports within AWP are home to flight schools engaged in primary training of foreign nationals who are limited in AELP. This training presents many communications challenges including the fact that a student may be capable of meeting FAA AELP requirements in a classroom or non-flying environment but subsequently struggle with basic communications under a stressful circumstance in an aircraft. The occasional radio problems encountered (quality of transmission) in the NAS adds to the communication barrier and creates the potential for serious incidents. Airports in the Western-Pacific Region faced with this AELP challenge include CNO, DVT, FFZ and IWA.

Efforts began at the national level in FY2015, to alter

and improve the process for ensuring pilots meet the basic qualification to read, speak and understand the English language, and to enhance awareness of Aviation English Language Standards. One initiative completed in the FY2018 AWP RRSP developed an AELP outreach program that FSDOs and FAAST Program Managers could present the GA pilot training community (CFIs, DPEs, training departments, etc.). Flight Standards Service subsequently included specific AELEO in its FY2019 National FAAST Plan, which is continuing in its FY2020 Plan.

**Action Items:**

**4.1a** RRST to assist AFX as necessary in coordinating with appropriate facilities and LOB personnel, to enable AFX to meet its AELEO goals and objectives.

**Priority Issue:**

*Activity 4.2 – Enhance ATC’s ability to respond tactically to the difficulties and challenges controllers face real-time when providing service to foreign speaking pilots who demonstrate limited Aviation English Language Proficiency during ground or flight operations.*



**Milestone 1:**

Additional promotion and follow-up to support gradually increasing awareness of instructional community of AELP responsibilities and tools

**Target date:**

Ongoing through September 30, 2020

**LOB:**

RS, AFX, ATO, ARP, NATCA, SUPCOM, AWP-1



**Milestone 2:**

Attempt to track FY2019 efforts by way of outreach events, locations, participation etc. Use available information to inform AELP effectiveness to the extent possible and ongoing outreach efforts.

**Target date:**

Quarterly by December 31, 2019; March 31, 2020; June 30, 2020; September 30, 2020.

**LOB:**

RS, AFX, ATO, ARP, NATCA, SUPCOM, AWP-1

Continuing from the FY2019 initiative, a survey aimed at collecting air traffic responses to limited AELP pilots has been prepared. This initiative is to include distribution of the survey, collecting and analyzing results, and distributing identified best practices to the field.

**Action Items:**

**4.2a** Distribute, collect and analyze the results of the AELP air traffic survey and present results to the RRST.

**4.2b** Distribute to Air Traffic Control Tower (ATCT) controllers the AELP best practices.

**Activity 4.3 – Produce Runway Safety Vignettes for airports that would benefit from this type of outreach based on surface event trending. Airport selection will be data-driven by consensus of the RRST, Air Traffic Manager, and Airport Sponsor.**

Audio visual media and other engaging and interactive knowledge-transfer methods are well-received by pilots as supplements to flight training, planning and safety awareness. They enable targeting of site-specific information to a targeted and/or broad audience.

Runway Safety vignettes featuring HNL, VNY, CNO, SNA and HWD were produced and distributed via various local, regional, national and social media outlets in FY2016, FY2017, and FY2018. An analysis of the effectiveness of these videos conducted in March 2018, demonstrated an overall positive impact on RI reduction around the targeted areas. During the FY2018 RRSP, the RRST developed a video production guide covering all facets of acility and content selection, vetting, production, promotion, and distribution. For FY2020 the Runway Safety Group (RSG) has secured a program with FAA’s Office of Communication (AOC) to produce 33 videos NAS-wide by end of March 2020, with additional videos to be pursued. AWP airports expected to be in the first round of production include STS, MYF, IWA, FFZ, LVK and DVT.

**4.3a** RRST to collaborate with AOC and local facility teams to produce videos for AWP airports as coordinated with RSG, initially to include STS, MYF, IWQ, FFZ, LVK and DVT.

**4.3b** Determine Video Production effectiveness 6 months after release.

**Activity 4.4 - Promote appropriate event occurrence reporting and enhance Safety Culture by increasing ATO awareness and understanding of AFX Compliance Program.**

On June 25, 2015, FAA Order 8000.373 established the FAA’s Compliance Philosophy, now called

**MILESTONES**



**Milestone 1:**

Analyze results of AELP controller best practices survey and report findings to RRST.

**Target date:**

September 30, 2020

**LOB:**

RS, ATO, NATCA, SUPCOM



**Milestone 2:**

Distribute to Air Traffic Control Tower (ATCT) controllers the AELP best practices as identified in the controller survey.

**Target date:**

December 31, 2020

**LOB:**

RS, ATO, NATCA, SUPCOM



**Milestone 1:**

Produce videos for AWP airports as coordinated with RSG.

**Target date:**

May 31, 2020

**LOB:**

RS, AFX, ATO, ARP, NATCA, SUPCOM, AWP-1



**Milestone 2:**

Report to RRST on video effectiveness as release time and data permits. Target date to be determined in concert with new video productions.

**Target date:**

By December 31, 2020

**LOB:**

RS, AFX, ATO, ARP, NATCA, SUPCOM, AWP-1

Compliance Program, as the overarching guidance for implementing the FAA's strategic Safety oversight approach to meet the challenges of today's rapidly changing aerospace system.

To promote the highest level of safety and compliance with regulatory standards, the FAA implemented Safety Management System constructs based on comprehensive safety data sharing between the FAA and the aviation community. To foster this open and transparent exchange of data, the FAA believes that its compliance philosophy, supported by an established safety culture, is instrumental in ensuring both compliance with regulations and the identification of hazards and management of risk.

Air traffic controllers may avoid reporting certain seemingly minor incidents (i.e. those of minimal to no direct safety impact) due to concern for punitive action taken against pilots. Meantime, individual pilot performance cannot be tracked and improved by Flight Standards Service without the knowledge of those deficiencies in the system. During the FY2018 RRSP, AFX prepared non-mandatory briefing products to offer Air Traffic Services (AJT) for dissemination as appropriate to controllers, supervisors and operational personnel.

These briefings include such information as: what is pilot Compliance Program; what are the pilot and system benefits; what are Flight Standards Service roles and responsibilities; how can Air Traffic support its overall objective of improving pilot and system performance. At the end of the FY2019 RRSP period, this nonmandatory briefing item was in coordination with WSA ATO for approval and dissemination.

**Action Items:**

**4.4a** Complete coordination with ATO of the draft Compliance Program briefing to controllers, supervisors, and Air Traffic Managers (ATM).

**4.4b** Provide a non-mandatory briefing on Compliance Philosophy to controllers, supervisors and ATMs.

**Activity 4.5 - Employ best practice - Pre-LRSAT Pilot/Controller Outreach Meetings**

FAA Order 7050.1b, Runway Safety Program,

requires each FAA and federal contract tower to conduct a Local Runway Safety Action Team (LRSAT) meeting annually. The purpose of the LRSAT is to identify and mitigate hazards and risks that lead to human errors that result in runway incursions and/or excursions.

The success of the RSAT depends on air traffic controllers, airport operators, and airport users working together effectively. Often air traffic managers, particularly at smaller facilities, are challenged to gain the participation of local pilot users and stakeholders whom are critical for providing their perspective on runway safety related issues at their airport. Pilots willingly and regularly participate in pilot/controller outreach events sponsored by the FAA's FFAST/Wings program. ATMs can leverage the pilot participation characteristically present at pilot/controller forums to obtain valuable user feedback toward their annual LRSAT meeting.

Promoting the use of Pilot/Controller forums in concert with LRSAT's is among the National FFAST work plan in FY2019 and continues in FY2020. This FY2020 RRSP continues efforts begun in the FY2019 plan to make pre-LRSAT pilot/controller forums a more well-known and commonly used tool by the ATM's and FFAST Program Managers.

**Action Items:**

**4.5a** Socialize and encourage the conduct of pre-LRSAT pilot/controller forums to Air Traffic Managers (ATM) and FFASTeam Program Managers (FPM) to promote user/stakeholder participation and collection of their runway safety concerns and potential solutions for consideration at annual LRSAT meetings.

**4.5b** Track efforts and effectiveness of Pre-LRSAT pilot/controller forums to the extent practicable.

**Priority Issue:**

*Activity 4.6 - Support the RIM Program through cross LOB collaboration.*

Airfield geometry is identified as a primary

contributing factor for runway incursions. In 2014, the Office of Airports (ARP) launched the Runway Incursion Mitigation (RIM) Program to identify airport risk factors that might contribute to a runway incursion and develop strategies to help airport sponsors mitigate those risks.

RIM initially mapped the location of all runway incursions occurring in 2007 through 2013. This information was then overlaid upon locations where airfield geometry appeared NOT to 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 data-supported risk-based decision making to focus resources on planning and construction projects to mitigate risks associated with runway incursions where airfield geometry may be a contributing factor. RIM locations continue to be updated annually. Beginning in FY2018, the AWP Airports Division established a five-year plan to address RIM locations. A collaborative, cross-LOB approach to validating, prioritizing and implementing RIM solutions within AWP provides the best opportunity to identify and employ the most appropriate mitigations (Infrastructure, air traffic, or combination thereof).

This initiative, begun in the FY2019 RRSP, proved highly successfully at supporting and facilitating the necessary cross-organizational collaboration essential for success of the RIM program, and is continued into the FY2020 plan to support RIM program success as projects move from discussion and planning to implementation over time.

**Action Item:**

**4.6a** LOBs work collaboratively to support ARP's RIM program implementation and report quarterly accomplishments to RSGC.

**4.6b** To the extent practicable, identify short to midterm RIM program successes and effectiveness.

**MILESTONES**



○ **Milestone 1:**  
Complete coordination with ATO of the draft Compliance Program briefing.

**Target date:**  
September 30, 2020

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



○ **Milestone 2:**  
Distribute via ATO the coordinated non-mandatory Compliance Program briefing to controllers, supervisors and Air Traffic Managers.

**Target date:**  
December 31, 2020

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

✓ **Milestone 1:**  
Additional promotion and follow-up to continue improved socialization, awareness and use of the Pre-LRSAT Pilot/Controller Forum as an outreach and feedback tool.

**Target date:**  
Ongoing through September 30, 2020

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

○ **Milestone 2:**  
Track efforts and effectiveness of Pre- LRSAT pilot/controller forums to the extent practicable.

**Target date:**  
Ongoing through September 30, 2020

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



**Priority Issue:**

Activity 4.7 - Continue efforts regionally, in concert with and/or in support of national entities to combat Wrong Surface Operations at airports within Western-Pacific Region.

**Action Item:**

**4.7a** LOBs work collaboratively to reduce WSOs and report quarterly initiatives and risk reduction methods to RSGC.

**4.7b** Review and analyze data for AWP top WSO airports; identify, coordinate and implement possible mitigation strategies on an airport basis.

During the FY2017 RRSP plan year, Western Service Area (WSA) Quality Assurance Group (QAG) identified an increasing trend in wrong surface landings (WSL) at airports within the service area.

Wrong surface operations (WSO) continued to be a regional and national trend through FY2018 and FY2019, is among the ATO Top 5 hazards, and is expected to remain a high priority during FY2020.

**MILESTONES**



**Milestone 1:** Report on RIM Program progress and efforts to the RSGC quarterly.

**Target date:** Quarterly through September 30, 2020

**LOB:** RS



**Milestone 1:** Report on WSO initiatives and progress toward risk reduction to the RSGC quarterly.

**Target date:** Quarterly through September 30, 2020

**LOB:** RS

**Milestone 2:** Identifying short to mid-term program successes and effectiveness.

**Target date:** September 30, 2020

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

**Milestone 2:** Review and analyze data for AWP top WSO airports; identify, coordinate and implement possible mitigation strategies on an airport basis.

**Target date:** September 30, 2020

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

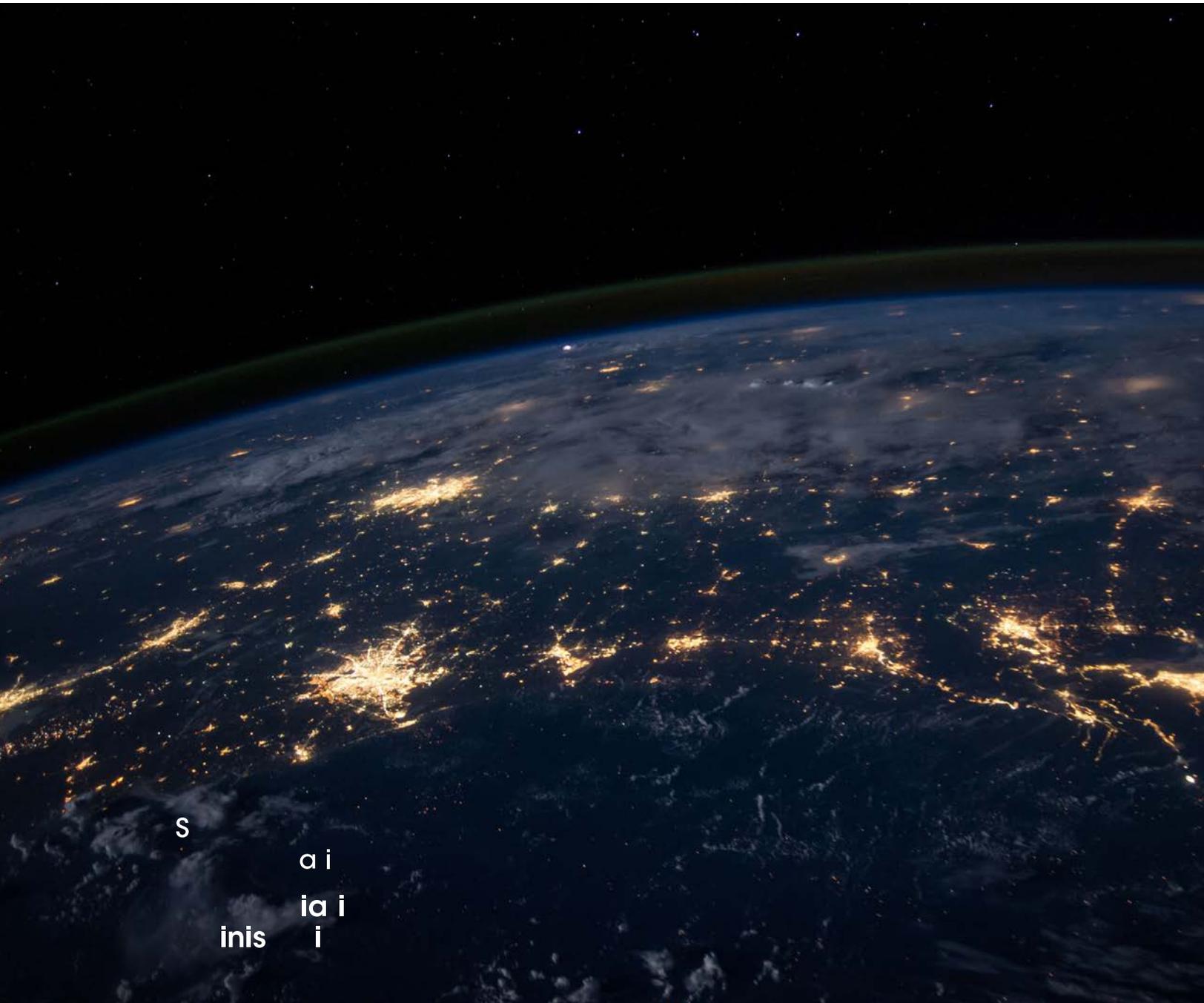
# *For More Information:*

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*Published by AWP Regional Runway Safety Team*



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**AWP FY2020 Regional Runway Safety Plan Status Updates for  
Runway Safety Governance Council FY2020 Meeting:**

- ❖ These FY2020 RRSP airports and initiatives status updates are provided to the RSGC at each quarterly meeting. After RSGC concurrence, these updates will be incorporated into the National Runway Safety Plan (NRSP) via the AWP RRSP attachment therein.
- ❖ **Priority Airports and Priority Issues:** Yes/No indicates items that will be prioritized to the RSGC quarterly.
- ❖ **LOB:** Red text indicates RRST core member LOBs which are involved in a primary or supportive role.
- ❖ **Action Items and Last Status Updates:** Blue text
- ❖ **Status Updates:** Light blue fill

FY2020 RRSP INITIATIVE & ACTION ITEMS	MILESTONES & TARGET DATES
<p><b>1.1 Measure the effectiveness of the FY2018 AWP Regional Runway Safety Plan</b></p> <p>Priority Issue: No</p> <p><b>Action Item:</b> 1.1 Assess the effectiveness of AWP FY2018 RRSP; follow-on to FY2017 RRSP findings to support and inform future RRSP development.</p>	<p><b>Milestone 1:</b> Report the results of any assessment of the FY2018 RRSP to the RRST and utilize pertinent findings to inform the FY2021 RRSP.</p> <p><b>Target Date:</b> June 30, 2020</p> <p><b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>
<p><b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float: right;"><b>ON COURSE</b></span></p> <p><b>5/21/2020 Status Update:</b> Reconnected with TCAB (Albuquerque) district to coordinate with an SME staff support for assistance. Exploring additional resources to assist.</p>	
<p><b>2.1 Provide advanced in-depth technical knowledge and experience of the NAS to support the reduction of risk at Priority Airports: IWA, LAS and MYF</b></p> <p>Priority Issue: Yes</p>	<p><b>Milestone 1:</b> The RRST will engage with and participate in FY2020 RRSP Priority Airport Local RSAT and activities to the level described.</p> <p><b>Target Date:</b> FY2020</p> <p><b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>

**AWP FY2020 Regional Runway Safety Plan Status Updates for  
Runway Safety Governance Council FY2020 Meeting: **Quarter # 3 / Date: June 8, 2020****

**Action Items:**

**2.1a** The RRST will engage with and participate in the following activities on behalf of the FY2020 RRSP **Priority Airports IWA, LAS and MYF:**

**RRST core members LRSAT participation:**

- **RRSPM:** attend all LRSAT and support all activities
- **ARP:** RRST core member or ARP/ADO management designee attend annual LRSATs; coordinate ADO attendance at more frequent RSATs
- **ATO:** RRST core member or management designee attend annual LRSATs; core member or management designee remote participation at more frequent RSATs
- **AFX:** FFAST RRST core member or management designee attend annual LRSATs to the greatest extent practicable. If unable, remote participation is acceptable. FSDO/FAAST PM or management designee remote participation at more frequent RSATs.
- **AWP-1:** AWP1 RRST core member, and AWP1 or management designee attend annual LRSATs; AWP1 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
- **SUPCOM:** RRST Representative attend annual LRSATs; Core member or designee remote participation at more frequent RSATs

**Status Update from RRST Meeting (note meeting date and running updates)**

**ON COURSE**

**7/27/2020 update post RSGC as a matter of course - IWA and RNO\* (SFRSAT to include annual requirements)- COMPLETED; LAS-COMPLETED;**

MYF 8/5/2020

*\*(RNO non-RRSP airport but treated as Priority Airport due to Special Focus RSAT status)*

**2.2 Provide additional support and participation by regional and service area entities to reduce the number and severity of surface events at Airports of Interest: CCR, CNO, DVT, HNL, LAX, SBA, SFO, STS, TUS and VGT**

**Milestone:** The RRST will accomplish the activities to the level described for the LOB/Organization on behalf of Airports of Interest.

**Target Date:** FY2020

**LOB:** RS AFX ATO ARP AWP-1 NATCA SUPCOM

**Priority Issue:** No

**Action Items:**

**2.2a** The RRST will engage their LOBs/Organizations in the following activities on behalf of the FY2020 RRSP **Airports of Interest: CCR, CNO, DVT, HNL, LAX, SBA, SFO, STS, TUS, VGT**

**RRST core members LRSAT participation:**

- **RRSPM:** Attend all LRSATs and support all activities
- **ARP:** Core member coordinate ADO/PM management attend annual LRSATs; ADO attends more frequent RSATs
- **ATO:** Core member or management designee remote participation at annual LRSATs; management designee remote participation at more frequent RSATs
- **AFX:** FFAST RRST core member or designee remote participation at annual LRSATs; coordinate local FSDO/FAAST remote participation at more frequent RSATs
- **AWP-1:** AWP1 RRST core member, and AWP1 or management designee remote participation at annual LRSATs; AWP1 RRST core member or designee remote participation at more frequent RSATs
- **NATCA:** RRST core member or designee remote participation at annual LRSATs; coordinate local participation at more frequent RSATs
- **SUPCOM:** RRST representative or designee report participation at annual RSATs; coordinate local participation at more frequent RSATs

**AWP FY2020 Regional Runway Safety Plan Status Updates for  
Runway Safety Governance Council FY2020 Meeting: **Quarter # 3 / Date: June 8, 2020****

<p><b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float: right;"><b>ON COURSE</b></span>  <b>7/27/2020 update post-RSGC as a matter of course:</b>                  Completed: SBA, TUS, LAX, CNO, DVT, SFO; STS, HNL; Scheduled: CCR 8/12/20, VGT 8/19/20</p>	
<p><b>2.3 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.</b></p> <p><b>Priority Issue:</b> No</p>	<p><b>Milestone 1:</b> The RRST will accomplish the activities to the level described for their LOB/Organization on behalf of Core 30 Airports.</p> <p><b>Target Date:</b> FY2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>
<p><b>Action Items:</b>                  2.3 The RRST will engage with and participate in the following activities on behalf of the remaining FY2020 RRSP Core 30 Airports: PHX and SAN.</p> <p><b>RRST core members LRSAT participation:</b></p> <ul style="list-style-type: none"> <li>• <b>RRSPM:</b> attend all LRSAT and support all activities</li> <li>• <b>ARP:</b> Core member coordinate ADO/PM management attend annual LRSATs; ADO remote participation at more frequent RSATs</li> <li>• <b>ATO:</b> Core member or management designee remote participation at annual LRSATs; management or staff designee remote participation at more frequent RSATs</li> <li>• <b>AFX:</b> FAAST core member coordinate FAAST PM or designee remote participation at annual LRSATs; coordinate local FSDO/FAAST remote participation at more frequent RSATs</li> <li>• <b>AWP-1:</b> AWP1 RRST core member, and AWP1 or management designee remote participation at annual LRSATs; AWP1 RRST core member or designee remote participation at more frequent RSATs</li> <li>• <b>NATCA:</b> RRST core member or designee remote participation at annual LRSATs; coordinate local participation at more frequent RSATs</li> <li>• <b>SUPCOM:</b> Representative or designee remote participation at annual RSATs; coordinate local participation at more frequent RSATs</li> </ul>	
<p><b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float: right;"><b>ON COURSE</b></span>  <b>7/27/2020 update post-RSGC as a matter of course – Completed: SAN and PHX</b></p>	
<p><b>2.4 Runway Safety Action Plan (RSAP) Action Item Review and Support</b></p> <p><b>Priority Issue:</b> Yes</p> <p><b>Action Item:</b>                  2.4a RRST core members, with support of AWP Runway Safety, will track RSAP action items and engage LOB-related parties in completing, closing, and /or moving action items forward.</p>	<p><b>Milestone 1:</b> RRST core members, with support of AWP Runway Safety, will track RSAP action items and engage LOB-related parties in completing, closing, and/or moving action items forward.</p> <p><b>Target Date:</b> September 30, 2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p> <p><b>Milestone 2:</b> Report general action item status to the RSGC quarterly.</p> <p><b>Target Date:</b> Quarterly through September 30, 2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>

**AWP FY2020 Regional Runway Safety Plan Status Updates for  
Runway Safety Governance Council FY2020 Meeting:**

<b>Status Update from RRST Meeting (note meeting date and running updates)</b> Updated 7/2/2020 post-RSGC meeting: Per report pulled this date post RSCG meeting: Total open: 147; On Course – 98; Due within 90 days - 49	<b>ON COURSE</b>
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<p><b>4.1 Support Flight Standards Service Aviation English Language Educational Outreach (AELEO) efforts to reduce the frequency of operations affected by Aviation English Language Proficiency (AELP).</b></p> <p><b>Priority Issue:</b> Yes</p> <p><b>Action Item:</b>                  4.1a: RRST Assist AFX as necessary in coordinating with appropriate facilities and LOB personnel, to enable AFX to meet its AELEO goals and objectives.</p>	<p><b>Milestone 1:</b> Additional promotion and follow-up to support gradually increasing awareness of instructional community of AELP responsibilities and tools.</p> <p><b>Target Date:</b> Ongoing through September 30, 2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p> <p><b>Milestone 2:</b> Attempt to track FY2019 efforts by way of outreach events, locations, participation etc. Use available information to inform AELP effectiveness to the extent possible and ongoing outreach efforts.</p> <p><b>Target Date:</b> Quarterly by December 31, 2019; March 31, 2020; June 30, 2020; September 30, 2020.  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>
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<b>Status Update from RRST Meeting (note meeting date and running 4-1a)</b> 5/21/2020 – Promotion of AELP awareness ongoing	<b>ON COURSE</b>
4-1b 5/21/2020 – Although partially documented, capturing specific outreach activity remains a challenge. RRST FAAST Rep indicates work is being done on how to better code outreach.	<b>ON COURSE</b>

<p><b>4.2 Enhance ATC’s ability to respond tactically to the difficulties and challenges controllers face real-time when providing service to foreign speaking pilots who demonstrate limited Aviation English Language Proficiency during ground or flight operations.</b></p> <p><b>Priority Issue:</b> Yes</p> <p><b>Action Items:</b>                  4.2a Distribute, collect and analyze the results of the AELP air traffic survey and present results to RRST.                   4.2b Distribute to ATCTs controllers the AELP best practices derived from Action Item 4.2a.</p>	<p><b>Milestone 1:</b> Analyze results of AELP controller best practices survey and report findings to RRST.</p> <p><b>Target Date:</b> <del>March 31, 2020 – May 31, 2020</del> 9/30/2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p> <p><b>Milestone 2:</b> Distribute to Air Traffic Control Tower (ATCT) controllers the AELP best practices as identified in the controller survey.</p> <p><b>Target Date:</b> <del>June 30, 2020</del> 12/31/2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>
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<p>4.2a</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	
<p><b>4.3 Produce Runway Safety Vignettes for airports that would benefit from this type of outreach based on surface event trending. Airport election will be data-driven by consensus of the RRST, Air Traffic Manager, and Airport Sponsor.</b></p> <p><b>Priority Issue:</b> No</p> <p><b>Action Items:</b></p> <p><b>4.3a</b> RRST to collaborate with AOC and local facility teams to produce videos for AWP airports as coordinated with RSG, initially to include STS, MYF, IWA, FFZ, LVK and DVT.</p> <p><b>4.3b</b> Determine Video Production effectiveness 6 months after release.</p>	<p><b>Milestone 1:</b> Produce videos for AWP airports as coordinated with RSG. [REDACTED]</p> <p><b>Target Date:</b> <del>March 31, 2020</del> 4/30/2020 5/31/20</p> <p><b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p> <p><b>Milestone 2:</b> Report to RRST on video effectiveness as release time and data permits. Target date to be determined in concert with new video productions.</p> <p><b>Target Date:</b> [REDACTED]</p> <p><b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>
<p>[REDACTED]</p> <p>[REDACTED]</p>	
<p>for MYF, LVK, DVT, FFZ, IWA videos TBD, at least six months from release date of June 2, 2020 (target date [REDACTED])</p>	

**AWP FY2020 Regional Runway Safety Plan Status Updates for  
Runway Safety Governance Council FY2020 Meeting:**

<p><b>4.4 Promote appropriate event occurrence reporting and enhance Safety Culture by increasing ATO awareness and understanding of AFX Compliance Program.</b></p> <p>Priority Issue: No</p> <p><b>Action Items:</b></p> <p><b>4.4a</b> Coordinate with ATO a non-mandatory briefing on Compliance Program to controllers, supervisors and ATMs</p> <p><b>4.4b</b> Provide a non-mandatory briefing on Compliance Program to controllers, supervisors and ATMs.</p>	<p><b>Milestone 1:</b> Complete coordination with ATO of the draft Compliance Program briefing. <b>COMPLETED 1/15/20</b> Reopened: see 5/21/2020 update</p> <p><b>Target Date:</b> December 31, 2019; March 31, 2020 <b>9/30/2020</b></p> <p><b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p> <p><b>Milestone 2:</b> Distribute via ATO the coordinated non-mandatory Compliance Program briefing to controllers, supervisors and Air Traffic Managers.</p> <p><b>Target Date:</b> March 31, 2020 – April 30, 2020 <b>12/31/20</b></p> <p><b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>
<p><b>4.4a</b> <b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float:right"><b>ON COURSE</b></span> <b>5/21/2020 Status Update:</b> Previously coordinated briefing draft was returned to RRST from ATO and NATCA National for edits to content. Goal is to bring adjusted draft to SSG at July 14-16, 2020 meeting and for distribution by end of FY2020. Milestone 1 is reopened. <b>Extend Milestones 1 target date to 9/30/2020.</b></p> <p><b>4.4b</b> <b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float:right"><b>ON COURSE</b></span> <b>5/21/2020 Status Update:</b> Pending completion of Milestone 1. <b>Extend Milestone 2 target date to 12/31/2020.</b></p>	
<p><b>4.5 Employ Best Practice – Pre-LRSAT Pilot/Controller Outreach Meetings</b></p> <p>Priority Issue: No</p> <p><b>Action Items:</b></p> <p><b>4.5a</b> Socialize and encourage the conduct of pre-LRSAT pilot/controller forums to Air Traffic Managers (ATM) and FFASTeam Program Managers (FPM) to promote user/stakeholder participation and collection of their runway safety concerns and potential solutions for consideration at annual LRSAT meetings.</p> <p><b>4.5b</b> Track efforts and effectiveness of Pre-LRSAT pilot/controller forums to the extent practicable.</p>	<p><b>Milestone 1:</b> Additional promotion and follow-up to continue improved socialization, awareness and use of the Pre-LRSAT Pilot/Controller Forum as an outreach and feedback tool. <b>COMPLETED</b></p> <p><b>Target Date:</b> September 30, 2020 <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p> <p><b>Milestone 2:</b> Track efforts and effectiveness of Pre- LRSAT pilot/controller forums to the extent practicable.</p> <p><b>Target Date:</b> September 30, 2020 <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>

**AWP FY2020 Regional Runway Safety Plan Status Updates for  
Runway Safety Governance Council FY2020 Meeting:**

<p><b>4.5a</b>  <b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float: right;"><b>COMPLETED</b></span>  <b>5/21/2020</b> – RRSPM and RRST FFAST Rep distributed complimentary outreach messages exchanging contact information to all AWP ATM's and FPM's. <b>Milestone 1 is completed 5/1/2020.</b></p>	
<p><b>4.5b</b>  <b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float: right;"><b>ON COURSE</b></span>  <b>5/21/2020</b> – No change from previous update: FFAST Core member is working on a baseline of Pilot/Controller pre-LRSAT outreach accomplished in FY19 to be the baseline starting point for tracking efforts. RRSPM's and FFAST rep continue to work out the details with respect to monitoring/tracking outreach events and results.</p>	
<p><b>4.6 Support the RIM Program through cross LOB collaboration</b></p> <p><b>Priority Issue:</b> <b>Yes</b></p> <p><b>Action Items:</b>  <b>4.6a</b> LOBs work collaboratively to support ARPs RIM program implementation and report quarterly accomplishments to RSGC.  <b>4.6b</b> To the extent practicable, identify short to midterm RIM program successes and effectiveness.</p>	<p><b>Milestone 1:</b> Report on RIM Program progress and efforts to the RSGC quarterly.</p> <p><b>Target Date:</b> Quarterly through September 30, 2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p> <p><b>Milestone 2:</b> Identifying short to mid-term program successes and effectiveness.</p> <p><b>Target Date:</b> September 30, 2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>
<p><b>4.6a</b>  <b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float: right;"><b>ON COURSE</b></span>  <b>5/21/2020 Report on progress and efforts since last quarterly RSGC Update:</b> Collaborative cross-LOB RIM support is ongoing.</p>	
<p><b>4.6b</b>  <b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float: right;"><b>ON COURSE</b></span>  <b>5/21/2020</b> – TUS: communicated concerns regarding TUS RIM locations and mitigations; CNO: FAA ARP, RS and San Bernardino County collaborated at executive level; monthly progress meetings with CNO airport have restarted toward airfield maintenance and RI mitigations medium, and long term; STS: Runway Safety video covering RIM locations promoted and distributed February 2020; Follow-up meetings with FAA ARP, ADO, RS, STS Airport conducted to forward RSAT action items addressing two RIM locations. RHV: two RIM locations; LRSAT conducted 3/10/2020 reviewing RIM locations; AWP ARP continues dialogue with Santa Clara County on airfield safety and efficiency. HNL: Taxiway A reconstruction SRA phase planning meetings in progress; SRMP's pending for mid-term start date</p>	

**AWP FY2020 Regional Runway Safety Plan Status Updates for  
Runway Safety Governance Council FY2020 Meeting: Quarter # 3 / Date: June 8, 2020**

<p><b>4.7 Continue efforts regionally, in concert with and/or in support of national entities to combat Wrong Surface Operations at airports within Western-Pacific Region.</b></p> <p><b>Priority Issue:</b> Yes</p> <p><b>Action Item:</b>  <b>4.7a</b> LOBs work collaboratively to reduce WSOs and report quarterly initiatives and risk reduction methods to RSGC.   <b>4.7b</b> Review and analyze data for AWP top WSO airports; identify, coordinate and implement possible mitigation strategies on an airport basis.</p>	<p><b>Milestone 1:</b> Report on WSO initiatives and progress toward risk reduction to the RSGC quarterly.</p> <p><b>Target Date:</b> Quarterly through September 30, 2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p> <p><b>Milestone 2:</b> Review and analyze data for AWP top WSO airports; identify, coordinate and implement possible mitigation strategies on an airport basis.</p> <p><b>Target Date:</b> September 30, 2020  <b>LOB:</b> RS AFX ATO ARP AWP-1 NATCA SUPCOM</p>
<p><b>4.7a</b>  <b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float: right;"><b>ON COURSE</b></span>  <b>5/21/2020</b> – Special Focus RSAT’s scheduled targeting WSL: IWA-and RNO - <b>COMPLETED</b>;          WSA RS analyst continues to fine-tune analysis of <i>WSL to non-WSL airports</i> with Parallel Runways within WSA. Videos completed during FY20 with WSO treatment: LVK, STS, MYF, IWA, DVT, FFZ.</p>	
<p><b>4.7b</b>  <b>Status Update from RRST Meeting (note meeting date and running updates)</b> <span style="float: right;"><b>ON COURSE</b></span>  <b>5/21/2020</b> – WSA RS analyst provided status and preliminary results of his WSA WSL analysis – ongoing.</p>	



## Appendix B. FAA Programs & Definitions

**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:** 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).

**ASDE-X Taxiway Arrival Prediction (ATAP):** ATAP is a software adaptation to existing Airport Surveillance Detection Equipment Model X (ASDE-X) platforms, which predicts taxiway alignments of arrival aircraft and provides an aural and visual alert to the controller prompting a go-around instruction. Each airport is different, requiring the adaptation of site-specific parameters to achieve robust alert response with minimal nuisance alerts. The beta and first operational installation was at Seattle/Tacoma (SEA) International Air Traffic Control Tower in FY2018. All 36 ASDE-X equipped towers NAS-wide will be evaluated for suitability of this highly successful enhancement, with installations projected through FY2020.

**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, the Airports Division investigates all Runway Incursions involving ground vehicles or pedestrian deviations (V/PDs). Any questions and discussions about compliance with Part 139 must be referred to the Airport Safety and Standards Branch (AWP-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 through 2016 was subsequently added, and is now updated annually. This information was then overlaid upon locations where airfield geometry appeared not to 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 Program:** The FAA relies on voluntary compliance with aviation safety regulations by certificated airmen and organizations operating in the NAS. The FAA Flight Standards Organization 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 certificated entities are meeting regulatory safety standards. In FY16, the FAA adopted a program named Compliance Philosophy (name changed in FY2019 to Compliance Program) 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. If the deviation does not involve intentional, reckless, or criminal behavior and the airman/organization is qualified and willing to cooperate, AFX should resolve the issue through use of compliance tools, techniques, concepts, and programs. Beyond Flight Standards, Compliance Program 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).

**Construction Notice Diagrams:** Construction Notice Diagrams are created for airports that are undergoing major construction projects. They currently are manually created Monday thru Friday and uploaded to the following site:

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Apt\\_Constr\\_Notices/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Apt_Constr_Notices/)

**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.
- Aviation English Language Educational Outreach (AELEO): Flight Standards' program to reduce the frequency of operations affected by Aviation English Language Proficiency (AELP).
- 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 Philosophy.
- Report and analyze local safety issues and trends as a section of the annual FSDO Report to the FSDO Manager.

**Flight Standards District Office (FSDO):** On August 20, 2017, the Flight Standards Service was reorganized from a regionally (geographically) based organization to a functionally based organization employing the Safety Management System (SMS) principles of safety assurance, safety standards, Safety Risk Management (SRM), and safety promotion. Flight Standards Service has four offices: (1) Office of Air Carrier Safety Assurance; (2) Office of General Aviation Safety Assurance; (3) Office of Safety Standards; and, (4) Office of Foundational Business.

FSDO's are aligned with the Office of General Aviation Safety Assurance.

The Office of General Aviation Safety Assurance is comprised of functionally aligned divisions, which share responsibilities and balance the level of work identified below:

- Provides all certification and oversight activities of all aviation entities that are not under the purview of the Office of Air Carrier Safety Assurance's purview. Safety
- Ensures consistency and standardization in application of oversight activities by the workforce, applies RBDM for enhanced and focused utilization of certification and surveillance resources, and works across the Service to ensure stakeholder and public needs are proactively and expeditiously met.
- Conducts or assists in investigating accidents, incidents, and possible violations of [14 CFR](#) and ensures the adequacy of operators' flight procedures, operating methods, airmen qualifications and proficiency, and aircraft maintenance not under the Office of Air Carrier Safety Assurance's purview.

**General Aviation and Commercial Division.** The General Aviation and Commercial Division is responsible for regulations and policy development governing the training, certification, inspection, and surveillance of General Aviation (GA) airmen, flight instructors, GA air agencies (pilot schools), commercial operations (rotorcraft, external- load, agricultural, banner tow, [Title 14](#) of the Code of Federal Regulations ([14 CFR](#)) part [125](#) operators, part [91](#), corporate, business, personal and recreational (aviation events, experimental aircraft, parachute, and ultralight operations), part 91 subpart K (part [91K](#)) fractional ownership, and public aircraft operations.

- **Commercial Operations Branch.** The Commercial Operations Branch (AFS-820) is responsible for the operational aspects of [14 CFR](#) part [91](#) (except for air traffic and aircraft maintenance rules). Additional operational responsibilities include aerial work and public aircraft operations (PAO), UAS policy and processing under part [107](#), private and commercial (non-air carrier) flights conducted in

piston and turbine aircraft by individuals and companies under parts [91](#) and [125](#), fractional ownership program managers under part [91K](#), helicopter external load operators under part [133](#), agricultural aircraft operators under part [137](#).

- **General Aviation Operations Branch.** The General Aviation Operations Branch (AFS-830) is responsible for policy and regulatory development related to the GA operational aspects of part [91](#) (except for air traffic and aircraft maintenance rules) as pertaining to amateur-built/recreational/personal operations aircraft, aerobatic practice areas and aviation events (including airshows, balloon events, air races, parachute demonstrations, aerobatic contests and fly-overs), civil operations of surplus military aircraft, and operations under [14 CFR](#) parts [103](#) and [105](#). This branch also provides guidance and regulatory support for parts [101](#), [103](#), [105](#), and [91](#).

**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.

**NASAO Runway Safety Initiative (FAA/NASAO 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.

**Runway Safety Council (RSC):** The mission of the RSC is to provide government and industry leadership to develop and focus implementation of an integrated, data-driven strategy to reduce the number and severity of runway incursions. The vision to develop a world-class methodology for achieving the highest levels of runway safety. To enable the data-driven approach to runway safety, the RSC chartered a joint government and industry team to analyze key runway safety events, conduct integrated causal and human performance analyses from a systems perspective, and recommend intervention strategies.

**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. Western-Pacific Region established the 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 Managers (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 Western-Pacific 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 (RI):** Any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft.

**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 Western-Pacific Region, the NextGen team visited Deer Valley Airport (DVT), Falcon Field Airport (FFZ) and Tucson International Airport (TUS). 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 resulted in Tucson International Airport being revisited in FY18 for further analysis. TUS has been recommended as a candidate site. This will amount to identifying the technology that is the right size, right fit for that airport. The current projection is FY 2019 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):** 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. 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 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 Western Service Center in Renton, Washington, the manager manages 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 FAO [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 incursions, 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 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 (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.” These events would include incursions caused by equipment failure or other factors

**Western Service Area Safety Working Group (WSA SWG):** A number of groups in each Service Area are focused on the identification and resolution of NAS safety concerns. These groups include Quality Assurance, Quality Control Group, Runway Safety, Technical Operations and the Air Traffic Safety Action Program (ATSAP) Event Review Committee. Each group has their own defined procedures and sources of safety data. The Service Area Safety Council provides an opportunity for these groups to share information and provide mutual support for efforts to mitigate identified safety risks. The council has the following specific purposes: share information on possible safety concerns across programs, ensuring that all parties are knowledgeable about the types of safety issues being reported in the field; provide mutual support to each other in mitigating safety risks identified in each program area and ensure safety efforts are well coordinated between organizations; provide a consolidated picture for the Directors of Operations on the highest priority NAS safety issues in the Service Area. Participation in the council does not prevent any individual member from taking action to address safety risks in their own program area using the tools available to them.

## Airport codes addressed in this plan:

CODE	AIRPORT
APC	Napa County Airport, CA
BUR	Bob Hope Airport, CA
CCR	Buchanan Field, Concord CA
CNO	Chino Airport, CA
DVT	Phoenix Deer Valley Airport, AZ
FFZ	Falcon Field Airport, Mesa, AZ
HND	Henderson Executive Airport, NV
HNL	Daniel K. Inouye International – Honolulu Airport, HI
HWD	Hayward Executive Airport, CA
IFP	Laughlin/Bullhead International Airport, AZ
IWA	Phoenix-Mesa Gateway Airport, AZ
LAS	McCarran International Airport, Las Vegas. NV
LAX	Los Angeles International Airport, CA
LVK	Livermore Municipal Airport, CA
MRY	Monterey Regional Airport, CA
MYF	Montgomery-Gibbs Executive Airport, CA
ONT	Ontario International Airport, CA
PAO	Palo Alto Airport, CA
PHX	Phoenix Sky Harbor International Airport, AZ
POC	Brackett Field Airport, CA
PRC	Prescott Regional Airport, AZ
RNO	Reno/Tahoe International Airport, NV
SAN	San Diego International Airport, CA
SBA	Santa Barbara Airport, CA
SFO	San Francisco International Airport, CA
SEE	Gillespie Field, CA
STS	Charles M Schultz – Sonoma County Airport, CA
SMO	Santa Monica, CA
SNA	John Wayne Airport, CA
TOA	Zamperini Field, CA
TUS	Tucson International Airport, AZ
VGT	North Las Vegas Airport, NV
VNY	Van Nuys Airport, CA

# Appendix D (Data May 2018 through April 2019)

ATO District TW __	FY20 RRSP SELECTIONS	Airport Code (red=Core 30)	FY19 RRS P	FY18 RRS P	FY17 RRS P	FY16 RRS P	# RRSP'S NAME D	RI Count	AWP Rank by RI Count	Airport Ops	RI Rate per 100K	AWP Rank by RI Rate (per 100K Ops)	RI Rate ave of FY17 & FY18	RI Rate Trend 12 mo vs. ave of FY17 & 18	# Key Indicators	OI	OT H	PD	VP D	A	B	C	D	E	Total A and B	OI	PD	VP D	Cat A or B RI	RI's ≥ 7	≥ 2 OI RI	≥ 6 PD RI	≥ 3 VPD RI	≥ 3 (VPD RI + VPD SI)	SI ≥ 3	RE	WSO	AEL P	Movement Area Collision	# RIM LOC (6/24/19 Inventory)	RIM Cumulative RI PD/VPD (FY2008-CY2017)	FY 2020 (AIP Constr)	Core 30	Part 139						
AB	P	IWA	AI				1	19	6	265,038	7.17	10	5.71	↑	6	1		18	0			6	13							19		18								2	18	Y		Class I						
AB	P	LAS	C30	C30	WL	P	4	27	1	543,116	4.97	24	2.78	↑	7	6	1	16	4			14	13						27	6	16	4	4	4					1	19	Y	Y	Class I							
LA	P	MYF		AI	AI		2	22	4	239,102	9.20	8	6.14	↑	6	1	0	20	1			4	18						22		20						2	5	Y	1	5	48								
AB	C30	PHX	C30	C30			2	9	13	436,209	2.06	47	1.39	↑	5	7	0	2					8	1					9	7							2			1	5	Y	Y	Class I						
	C30	SAN	C30	C30			2								1																									Y	Y									
HO	AI	CCR					0	17	7	101,202	16.80	1	8.47	↑↑	5			12	5			5	12						17		12	5	5						1	11				Class IV						
LA	AI	CNO	AI	P	AI*	AI	4	21	5	198,059	10.60	5	15.35	↑	8	3	0	13	5			6	15					21	3	13	5	8	4	2	1	Y		5	56	Y										
AB	AI	DVT	AI	AI	AI	AI	4	16	8	429,007	3.73	28	5.57	↑	5	1	0	15				7	9					16		15						4	4	2	Y	3	46									
HO	AI	HNL	AI	AI	P	P	4	19	6	319,603	5.94	17	7.26	↑	8	6	0	13	0			11	8					19	6	13						6	4	1	Y	7	91	Y	Y	Class 1						
LA	AI	LAX	P	P	WL	P	4	23	3	703,921	3.27	35	3.84	↑↑	6	7	0	15	1			16	7					23	7	15						3		1		2	44	Y	Y	Class I						
LA	AI	SBA					0	7	15	101,519	6.90	12	3.12	↑↑	5	1		6	0	1			6		1	1		7		6	0	1									Y		Class I							
HO	AI	SFO	P	P	P	AI	4	25	2	464,670	5.38	20	5.06	■	6	6	0	12	7	1		15	8	2				25	6	12	7	7							1	15	Y	Y	Class I							
HO	AI	STS	AI	AI			2	12	10	84,956	14.12	3	17.73	↑	5			12				2	10					12		12									5	2	24	Y		Class I						
AB	AI	TUS	P	AI			2	19	6	132,661	14.32	2	17.81	↑	7	3	0	14	2			5	14					19	3	14							2	3		2	53	Y		Class I						
AB	AI	VGT					0	12	10	169,926	7.06	11	8.01	↑	5			11	1			3	9					12		11						3		3	Y	2	70			Class III						
HO		APC					0	5	17	48,677	10.27	6	8.47	↑	2			4	1			3	2																			Y								
LA		BUR					0	10	12	133,707	7.48	9	5.31	↑	3	1		8	1			5	5					10		8												Y		Class I						
AB		FFZ	AI	AI	AI		3	12	10	299,202	4.01	27	4.29	■	7	1	0	10	1		1	5	6		1	1		12		10								5	4	Y	1	16	Y							
AB		HND					0	4	18	72,811	5.49	18	4.58	↑	3		0	4				1	3																			Y								
HO		HWD			P	AI	2	13	9	113,524	11.45	4	16.3	↑	7		0	13		1		2	10		1	1		13		13								3	1	3	Y	1	32	Y						
AB		IFP					0	1	21	10,512	9.51	7	0	↑↑	2			1				1																				Y		Class I						
HO		LVK	AI				1	8	14	150,567	5.31	21	8.13	↑	7	2	0	5	1	1		4	3		1	1		8	2		1	4	6	2	1					2	44	Y								
HO		MRY					0	4	18	61,173	6.54	14	2.37	↑↑	3			4					4																			Y		Class I						
LA		ONT					0	6	16	98,333	6.10	16	5.23	↑	4	0	1	4	1	1		4	2																			Y		Class I						
HO		PAO					0	8	14	151,126	5.29	22	6.42	↑	3		0	8	0			5	3					8		8								2			1	35								
LA		POC					0	5	17	81,670	6.12	15	3.46	↑↑	2	1		1	3			1	3	1																		1	9							
AB		PRC		AI			1	11	11	223,821	4.91	25	4.25	↑	5		0	9	2	1		5	6					11		9										4		1		2	27	Y		Class I		
		RNO			AI	AI	2																																				Y							
		SEE			AI	AI	2																																				Y							
LA		SMO					0	5	17	74,057	6.75	13	7.96	↑	3		0	4	1			2	3																		3	13		Y		Y				
LA		SNA					0	7	15	332,837	2.10	45	2.02	■	5	1	0	6		1		4	3					7		6												1		3	29	Y		Class I		
LA		TOA					0	6	16	111,088	5.40	19	4.05	↑	1	1		3	2	1	1	3	2		1	1																								
LA		VNY			AI	AI	2	7	15	239,505	2.92	37	3.01	■	4		0	7	0			3	4					7		7													3	1		1	9	Y		

\* CNO became Priority Airport mid-term during FY17 RRSP

P = Priority Airport  
 AI = Airport of Interest  
 C30 = Core 30 airport not otherwise named in RRSP  
 WL = Watch List (only in FY17 RRSP - evolved into supporting Core 30 airports not otherwise named in RRSP)

## NOTES

DATA SET: May 1, 2018 through April 30, 2019

CANDIDATE AIRPORTS BASE LINE: Airports under consideration have ≥ 7 total RI's or an RI Rate ≥ 5.00 per 100K airport operations

KEY INDICATORS: Oranged filled attributes which the RRST concludes are a good indicator of actual or potential surface-based risk, using readily available information/data

GRAY FILLED AIRPORTS = RI rates ≥ 5.00 per 100K airport operations but less than 7 total RI's

PINK FILLED AIRPORTS are not in FY20 Candidate Airports list based on RI number and rate baselines, but were in previous years' RRSP's and are displayed for comparison purposes

RED TEXT AIRPORTS = Core 30. 'Core 30 Airport' was not a Key Indicator this year, since they were supported in the past two RRSP's as a matter of course.

YELLOW FILLED COLUMNS: denote RI Rate trend comparing 12 month rate ending 04/30/19 against the average of FY17 and FY18 rates per 100K ops

RATE TREND INFORMATION: single arrow denotes direction of trend if more than .5 difference from FY17-FY18 average. Square denotes flat trend, within .5 of FY17-FY18 average. Double arrow denotes within 1 point of doubling FY17-FY18 average.

# KEY INDICATORS: is the total count of key indicators which are present for each airport

GREEN FILLED COLUMN: airports decided by RRST to be included in FY2020 RRSP

## Appendix E. Regional Runway Safety Team Roster

NAME	POSITION/ (ORGANIZATION REPRESENTING)	TEAM ROLE	PHONE
<b>Santoro, Joe (FAA)</b>	Runway Safety Program Manager, AJI-144, Runway Safety	Core	424-405-7766
<b>Diggons, Chris (FAA)</b>	Runway Safety Program Manager, AJI-144, Runway Safety	Core	424-405-7767
<b>Morales, Fernando (FAA)</b>	Runway Safety Program Manager, AJI 144, Runway Safety	Core	424-405-7798
<b>Young, Carlette</b>	Program Manager, Special Programs Office, AWP-1SP	Core	424-405-7012
<b>Armstrong, Brian (FAA)</b>	Manager, Airport Safety and Standards Branch, AWP-620	Core	424-405-7303
<b>Ramirez, Paul</b>	Flight Standards Service Air Carrier Training Branch, AFS-210	Core	424-405-7253
<b>Thomas, Kenneth (FAA)</b>	Safety Liaison Team Lead, Flight Standards Service - General Aviation and Commercial Division, AFS-850	Core	907-782-8870
<b>Johnson, Brian J. (FAA)</b>	Operations Evaluations South Team, AJV-W14	Core	206-231-2254
<b>Stark, James (FAA)</b>	Operational Evaluations Safety Specialist, Western Service Area, AJV-W39	Designee	206-231-2348
<b>Conley, Clarrissa (FAA)</b>	Support Specialist, Operations Support Group, Western Service Area, AJV-W9	Designee	206-231-2487
<b>Powers, Craig F (FAA)</b>	Operational Evaluation Specialist, AJV-W13 (WSA Terminal and Technical Operations)	Designee	206-231-2342
<b>Singratanakul (Gee), Bridget (FAA)</b>	National Air Traffic Controllers Association (NATCA National Runway Safety Rep)	Core	210-240-4777
<b>Fraker, Joshua</b>	FAA SUPCOM	Core	