FY2021

Southern (ASO) Regional Runway Safety Plan

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Executive Summary

In response to the agency goal and follow up to the National Runway Safety Plan (NRSP), the ASO Regional Runway Safety Plan (RRSP) serves as a roadmap with regional runway safety emphasis for FY2021.

The members of the Regional Runway Safety Governance Council (RSGC) and the Regional Runway Safety Program Manager(s) (RSPMs) will determine the impact and resources. This is a fluid and dynamic document which will be evaluated and modified as events warrant.

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

ASO Executive Roster

Michael O'Harra
ASO Regional Administrator

Bruce DeCleene
Director, Office of Safety Standards

Ryan Almasy
Director, Eastern Service Center

Steven Hicks
Director, Airports Division Southern Region

Mike Schmidt
ESA Air Traffic Services Director of Operations (A)

Richard Morgan
Director, Technical Operations Services (A)
Eastern Service Area

Dr. Arnold Angelici
Southern Region Flight Surgeon

ASO Runway Safety Team

Noel A. Kirby
ASO Runway Safety Program Manager

Aimee McCormick
ASO Runway Safety Program Manager

In accordance with FAA Order 7050.1, Runway Safety will coordinate this plan with all members of the Regional Runway Safety Team (RRST) and the Regional Administrator.

MICHAEL O'HARRA
ASO Regional Administrator

NOEL KIRBY
ASO Regional Runway Safety Program Manager

AIMEE MCCORMICK
ASO Regional Runway Safety Program Manager

In accordance with FAA Order 7050.1B, Runway Safety will obtain signatures from the ATO Executive Managers.

MIKE SCHMIDT
ESA Air Traffic Services Director of Operations (A)

RYAN ALMASY
Director, Eastern Service Center

In accordance with FAA Order 7050.1B, the Service Area Manager will submit the final plan to the Runway Safety Group Manager for approval.

RAYMOND GERMAN
Manager, ESA Runway Safety (A)

GIOVANNI DIPIERRO
General Manager, Runway Safety (A)

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FAA Safety Management System (SMS)

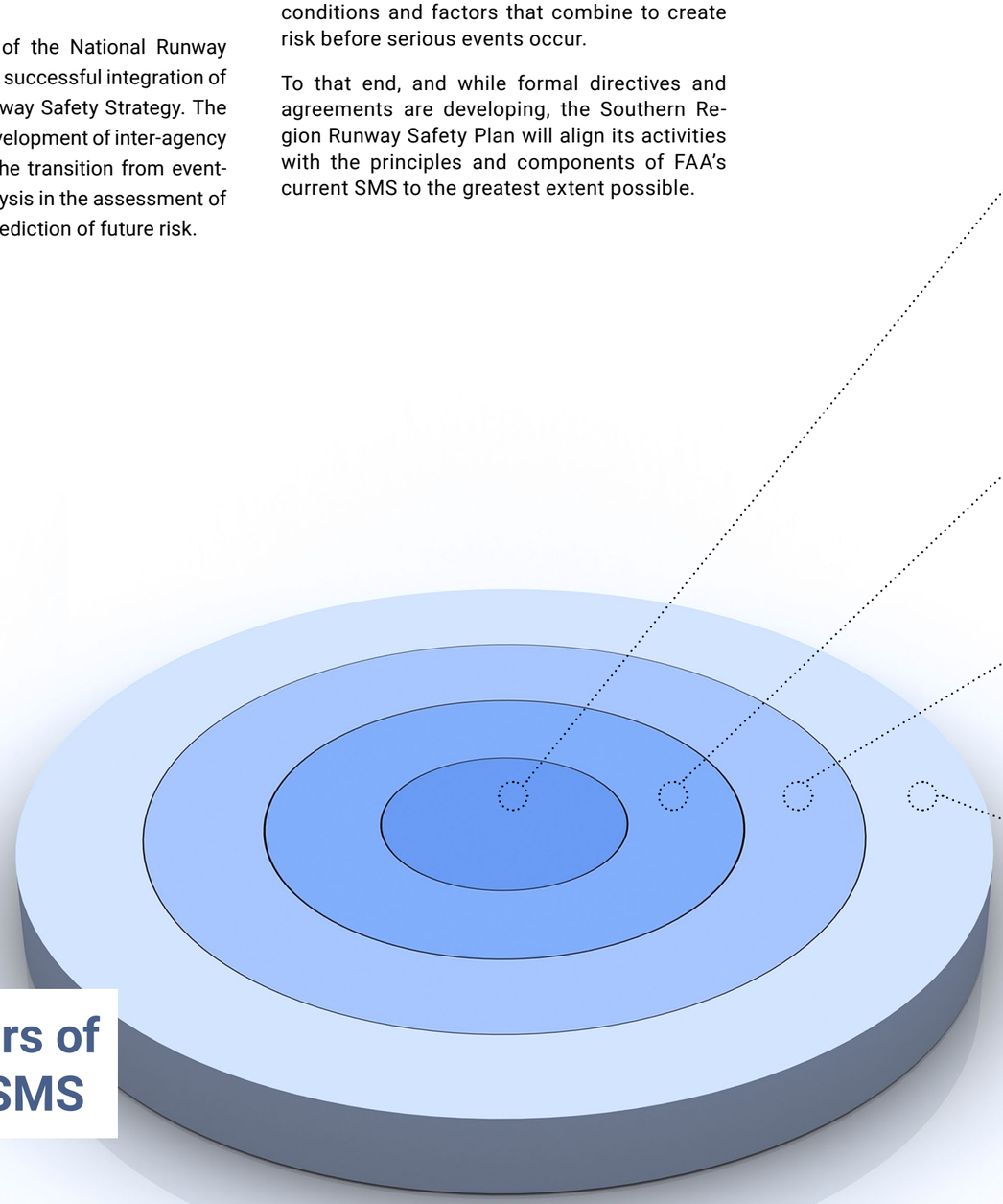
The FAA employs a Safety Management System (SMS) which provides a formalized and proactive approach to find, analyze and address risk in the NAS.

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

The goal for the NRSP is to leverage new processes, sources of safety data, and integrated safety analysis to reduce serious runway safety events, and to identify, mitigate and monitor the conditions and factors that combine to create risk before serious events occur.

To that end, and while formal directives and agreements are developing, the Southern Region Runway Safety Plan will align its activities with the principles and components of FAA's current SMS to the greatest extent possible.

Four Pillars of the FAA SMS



National Runway Safety Plan Objectives

SAFETY ASSURANCE

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

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

SAFETY RISK MANAGEMENT

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

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

SAFETY POLICY

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

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

SAFETY PROMOTION

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

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

Regional Runway Safety Plan (RRSP) Methodology

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

Safety Policy

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

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

Safety Risk Management

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

Safety Assurance

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

Safety Promotion

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

ASO FY21 Focus Airports

Following is a list of ASO Focus Airports for FY21 Q1 and will be referenced in various sections of this plan.

Priority Airports

- GMU**
- SFB
- SGJ**
- PDK
- FPR
- APF**
- BKV**
- FLL*
- BNA
- FXE

Airports of Interest

- CLT*
- ATL*
- MEM*
- MIA*
- TPA*
- MCO*

Monitor Airports

- HWO**
- PBI
- DAB
- AVL
- LOU (CSA)
- SDF (CSA)
- PGD**
- SAV
- OWB** (CSA)
- GSO
- GNV**
- EVB**
- CHA
- FAY
- HSV
- EYW
- CSG

***Core 30, **Federal Contract Tower (FCT)**

FY21 Regional Runway Safety Plan Initiatives

The Regional Runway Safety Team (RRST) will undertake the following initiatives during FY2021. No specific completion dates are provided for each action item in this plan, but all are expected to be completed.

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

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

The RSGC is tasked with identifying regional priorities to ensure local runway safety initiatives and concerns are properly vetted and coordinated for support and mitigation. The RSGC is chaired by the Regional Administrator and is composed of executives from the Airports Division, Safety Standards Division, Air Traffic Organization, and Technical Operations Services. The ASO Runway Safety Program Manager monitors and participates in the National and Regional Runway Safety Governance Councils.

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

1. Safety Assurance

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

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

Activity 1

Safety Analysis and Mitigation:

1.1 Runway Safety will support the ATO Top 5 list of hazards directly related to Wrong Surface Landings. This includes support of the Taxiway Arrival Prediction Software for remaining ASO site locations: MIA and MEM.

1.2 Runway Safety, Flight Standards, Airports, and Air Traffic will share relevant surface event data including analysis, trends, and findings to increase awareness and provide visibility of event data and trends at regional airports.

1.3 Runway Safety will continue to coordinate and review Hot Spots in Southern Region and work with the appropriate Lines of Business (LOB) to address, publish and mitigate those areas of concerns.

1.4 Runway Safety will support the Runway Incursion Assessment Team (RIAT) by processing Runway Incursion Mandatory Occurrence Reports (MOR) to support data collection and recommend best practices for pilots, controllers and vehicle operators.

1.5 Runway Safety will monitor the Runway Safety Action Team (RSAT) process to include ensuring applicable LOB compliance with FAA Order 7050.1. This will include RSAT planning and coordination, Runway Safety Action Plan (RSAP) review/acceptance, Action Items tracking and any supporting data for External Compliance Verifications (ECV).

1.6 Runway Safety will work with Regional Air Traffic Managers (ATM) to identify relevant Action Items from RSAT meetings to aid in mitigating local risk. This may include but not limited to support and coordination of Letters of Agreement (LOA), Hot Spots, protection of Runway Safety Areas (RSA), airport operational procedures, etc.

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

1.8 Runway Safety will track runway safety data to support Action Items and Mitigations that aid in producing improved safety and will work with airport sponsors, LOBs, stakeholders, etc. to modify/correct when appropriate.

2. Safety Risk Management (SRM)

Implement Runway Safety Enhancement Initiatives (RSEI) that manage or reduce the surface events risk of airport operations.

Local Runway Safety Action Team (LRSAT) - meetings provide the foundation of the Runway Safety Program and are the primary means to identify and address site-specific surface risk at the local level. Runway Safety will work with Air Traffic Managers and others as necessary to explore ways to enhance the RSAT process.

Activity 2

Local Runway Safety Team(LRSAT) meetings:

2.1 Runway Safety will attend/participate in annual Runway Safety Action Team (RSAT) meetings for all "Priority" and "Interest" Airports published in the FY2021 Southern Region (ASO) Regional Runway Safety Plan (RRSP) that fall under area of responsibility.

2.2 Runway Safety will attend/participate in annual RSAT meetings at monitored airports/facilities that have not been attended by the Runway Safety Group (RSG) in the previous 3 years.

2.3 Runway Safety will promote the use of the Runway Safety Action Team (RSAT) Web Tool to conduct Runway Safety Action Team (RSAT) meetings throughout ASO through pre-RSAT coordination efforts and other ATM outreach efforts.

2.4 Runway Safety will coordinate with the ATM in preparation for scheduled RSATs at a minimum of 90% of named airports in the RRSP.

2.5 Runway Safety will promote/encourage the use of "From the Flight Deck" and other (FAA branded) safety videos, single topic videos, and Runway Safety Pilot Simulator at RSAT meetings, as appropriate.

2.6 Runway Safety will encourage and coordinate with, at the appropriate level, for scheduled Local and Special Focus RSATs, Regional Runway Safety Team (RRST) Meetings and Runway Safety Governance Council (RSGC) Meetings:

- Office of the Regional Administrator
- FAASTEAM
- Flight Standards District Office (FSDO)
- Office of Airports (ARP)
- Air Traffic Services (ATS)
- Eastern Service Center (ESC)
- Technical Operations (AJW)
- Air Traffic Oversight (AOV)
- Office of Communications (AOC)

2.7 Specific to Special Focus RSAT (SFRSAT) meetings, Runway Safety will:

1. Identify airports to be considered by the Runway Safety General Manager for SFRSAT meetings based on defined criteria, historical data and repetitive challenging events. Example data may include wrong surface operations risk, runway excursion risk, or surface collision risk.
2. Provide local coordination for SFRSAT meetings.
3. Partner with Office of Airports and Flight Standards for their active participation at SFRSAT meetings.

MILESTONE

2.7
Identify airports to be considered by the Runway Safety General Manager for SFRSAT meetings based on defined criteria, historical data and repetitive challenging events. Example data may include wrong surface operations risk, runway excursion risk, or surface collision risk. Completed December 31, 2020 - GMU selected

3. Safety Policy

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 7050.1 Runway Safety Program (RSP) and the National Runway Safety Plan.

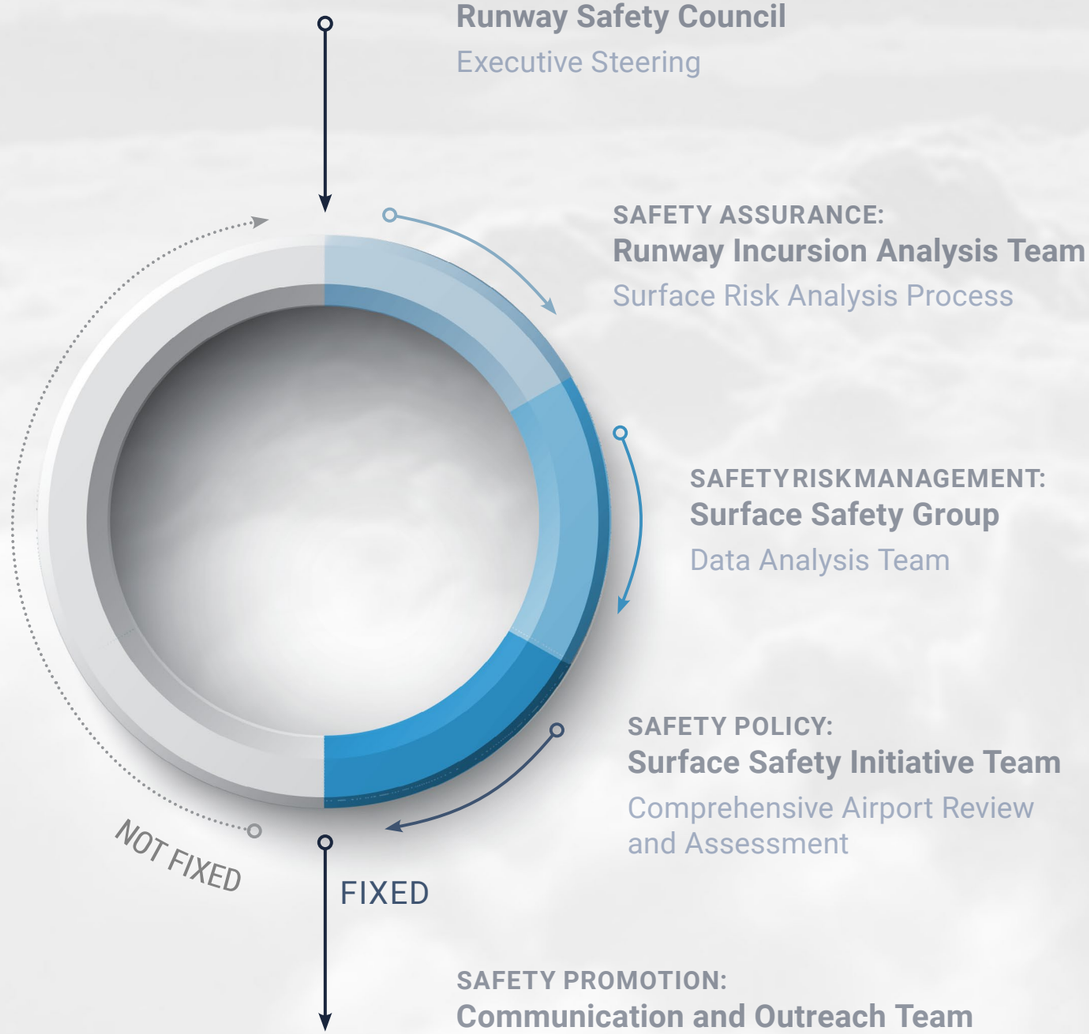
Activity 3

Safety Policy

3.1 Runway Safety will leverage new processes, sources of safety data and integrated safety analysis, in order to continue to reduce serious runway safety events.

3.2 Runway Safety will identify, mitigate, and monitor factors that combine to create surface safety risk.

How We Are Collaborating



4. Safety Promotion

Runway Safety will promote best practices, lessons learned, and actionable information obtained from data analysis to our runway safety stakeholders.

Communication and engagement are essential to the success of this Regional Runway Safety Plan. Engaging with key stakeholders and customers enables Runway Safety to advance towards the goal of reducing surface safety risk. Runway Safety will promote increased collaboration with Flight Standards District Offices and FAASTeam Program Managers.

Activity 4

Communication Strategy and Engagement

4.1 Regional Administrator will coordinate executive support and engagement with management from each LOB for Regional Runway Safety Government Council (RRSGC) participation and collaboration on regional runway safety initiatives. Runway Safety will co-chair four (4) meetings held quarterly per fiscal year.

4.2 Runway Safety, Air Traffic Operations, Technical Operations, Airports Division and Flight Standards will convene Regional Runway Safety Team (RRST) meetings and regularly communicate and collaborate on regional runway safety concerns/issues to address surface safety risk and barrier mitigations in advance of and preparation for the RRSGC meetings.

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

4.4 Runway Safety will support the Regional Administrator's Office by sharing and providing pertinent Runway Safety data/ trends information as requested to support annual State Aviation Conferences and Meetings, National Association of State Aviation Officials (NASAO) Meetings and/ or other aviation industry group meetings to promote aviation safety.

4.5 The Inter-Disciplinary Team (IDT) meeting is a Regional Administrator's initiative for LOB collaboration on higher profile airport capital projects, schedules and construction issues. Runway Safety will support these meetings and, if called upon, will provide updates on surface safety events.

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

4.7 Runway Safety will identify airports to include on a priority list for future From the Flight Deck videos. Due 12/31/2020.

4.8 For video locations in ASO, Runway Safety will participate in convening local FAA and Airport representatives to identify key issues, draft the video script, review the video for accuracy, and promote the video upon release to all available parties.

4.9 Runway Safety will promote "From the Flight Deck Videos," Runway Safety Simulator Animations and other safety products with the FAASTeam and stakeholders to help mitigate surface events in the NAS.

4.10 Runway Safety will promote scheduling of pilot-controller forums with ATM coordination through the FAASTeam at all Priority, Interest and Monitored Airports in the Regional Runway Safety Plan and any airport requiring heightened attention.

MILESTONE

4.7
Runway Safety will identify airports to include on a priority list for future From the Flight Deck videos. **Completed 12/31/2020– AVL, CSG, GMU, PBI, SGJ**

5. Appendix A. Programs and Definitions

Note: Definitions relating to runway safety are found in FAA Order 7050.1b. The following are select definitions pertinent to this document.

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

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

Airport Improvement Program (AIP): The Airports Division administers the Airport Improvement Program (AIP) which provides grant funds to airport operators for airport planning and improvements. Airfield projects designed to reduce runway incursions may be eligible for AIP funding. These may include airfield geometry changes, certain Runway Safety Action Plan (RSAP) Action Items, certain airfield marking, lighting, and signage projects. All questions and discussions regarding AIP projects or eligibility must be referred to the appropriate Airports District Office (ADO).

Part 139 Airport Certification Safety Program: The Airports Division certificates airports serving air carriers utilizing aircraft over nine passenger seats. Part 139 contains a number of regulations relevant to runway safety. These include requirements and minimum standards for airport pavement; runway safety areas; airfield marking, lighting, and signage; limiting access to airport movement areas; and airfield driver training. Airport Certification Safety Inspectors conduct airfield inspections on a regular basis to ensure compliance with these and other applicable requirements. In addition, all Runway Incursions involving ground vehicles or pedestrian deviations (V/PDs) are formally investigated by the Airports Division. Any questions and discussions about compliance with Part 139 must be referred to the Airport Safety and Standards Branch (ASO-620).

Local Runway Safety Action Teams (LRSAT): The Airports Division strives to participate in as many RSAT meetings as possible. Airports Division utilizes a Regional Tracking System to monitor Airports Division Action items in Runway Safety Action Plans and report on the status as part of Business Plan reporting.

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

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

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

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

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

Compliance Oversight: In FY16, the FAA adopted a program now named Compliance Oversight which, for Flight Standards, mandates that Aviation Safety Inspectors finding any airman or organization not meeting the minimum regulatory requirements related to their certificate, evaluate underlying cause, airman/organizational attitude, and implement corrective action that promptly and effectively restores full compliance. Such actions are taken in a cooperative process involving specific compliance actions such as airman counselling, remedial training, or other specific program related to the problem(s) identified in the investigation. Airmen or organizations who demonstrate chronic noncompliance, inability to perform, or who have noncompliant attitudes are ineligible for Compliance Oversight. Beyond Flight Standards, Compliance Oversight exists throughout the FAA and is supported by the Safety Management System (SMS) approach to aviation safety.

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

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

to Runway Safety:

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

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

- Oversight of certificated airmen and aviation organizations including certification, surveillance, accident/ incident investigation, and enforcement.
- Safety Promotion and Educational Outreach utilizing the FAASTeam employees who report directly to each office manager.
- Collaboration with FAA LOBs and Stakeholders to identify aviation hazards and associated risks and to implement corrective action within the area of responsibility to reduce the potential of aviation accidents and incidents.
- Oversight of Flight Standards Programs at the local level intended to improve runwaysafety within the area of responsibility and to coordinate this with the RRST through Flight Standards Division Management.

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

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

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

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

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

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

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

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

Regional Runway Safety Governance Council (RGC): Chaired by the Regional Administrator or designee, and composed of the RRSPM and executives or designees from Airports, Flight Standards, and ATO Terminal Operations. Each region may choose whether to establish such a 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 Regional Runway Safety Team (RRST): The Southern RRST is comprised of Runway Safety staff and at least one designated representative of Service Area Terminal Operations, Service Area Technical Operations, and the Flight Standards and Airports regional divisions. Advisory members of the team may include designees from each of the Air Traffic and Tech-Ops districts. Appendix F lists the members of the RRST. RRST is charged with identifying regional priorities and working through their executive representative on the RSGC to ensure that issues are properly vetted through their respective LOB and for prior coordination before RSGCmeetings.

Runway Confusion: Landing or departing or attempting to land or depart from the wrong runway or from a taxiway. This represents a subcategory of either a runway incursion or surface incident.

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

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

amount to selecting the candidate airports and identifying the technology that is the right size, right fit for that airport. The current projection is 12 to 18 months to gain approval and purchase the technology. The testing period could be up to three years.

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

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

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

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

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

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

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

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

Severity Classifications: Runway Incursions are assessed by Runway Safety and classified by the severity of the event. The Severity Classifications are:

Accident.

An incursion that results in a collision. For the purposes of trackingincursion 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 responseto avoid a collision.

Category C.

An incident characterized by ample time and/ or distance to avoid acollision.

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 asurface designated for the landing and take-off of aircraft, but with no immediate safety consequences.

Category E.

An incident in which insufficient or conflicting evidence of the event precludes assigning another category.

Surface Event: An occurrence at an airport involving a pedestrian, vehicle, or aircraft on the defined airport movement area that involves either a runway excursion, or an incorrect presence, unauthorized movement, or occurrence that affects or could affect the safety of flight of an aircraft. Surface events are classified into the following types:

Operational Incident (OI).

A surface event attributed to ATCT action or inaction.

Pilot Deviation (PD).

A surface event caused by a pilot or other person operating an aircraft under its own power (see FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation and Reporting, for the official definition).

Vehicle or Pedestrian Deviation (VPD).

A surface event caused by a vehicle driver or pedestrian (see FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation and Reporting, for the official definition).

Other.

Surface events which cannot clearly be attributed to a mistake or incorrect action by an air traffic controller, pilot, driver, or pedestrian will be classified as "other".

Surface Incident (SI): Unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

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

6. Appendix B. Southern Region Districts and Towered Airports

State	Airport Code	City	District
Alabama	BFM (CSA)	Mobile Downtown	TCHU
	BHM	Birmingham	TETL
	DHN	Dothan	TEJX
	HSV	Huntsville	TEME
	JKA	Gulf Shores	TEME
	MGM	Montgomery	TETL
	MOB (CSA)	Mobile	TCHU
	TCL	Tuscaloosa	TETL
Florida	APF	Naples	TEMA
	BCT	Boca Raton	TEMA
	BKV	Brooksville	TEMA
	BOW	Bartow	TEMA
	CRG	Jacksonville Exec.	TEJX
	DAB	Daytona Beach	TEJX
	DTS	Destin	TEJX
	ECP	Panama City	TEJX
	EVB	New Smyrna Beach	TEJX
	EYW	Key West	TEMA
	FIN	Palm Coast	TEJX
	FLL	Ft. Lauderdale	TEMA
	FMY	Ft. Meyers	TEMA
	FPR	Ft. Pierce	TEMA
	FXE	Ft. Lauderdale Exec.	TEMA
	GNV	Gainesville	TEJX

State	Airport Code	City	District
Florida (cont.)	HWO	Hollywood	TEMA
	ISM	Kissimmee	TEJX
	JAX	Jacksonville Intl.	TEJX
	LAL	Lakeland	TEMA
	LCQ	Lake City	TEJX
	LEE	Leesburg	TEJX
	MCO	Orlando International	TEJX
	MIA	Miami International	TEMA
	MLB	Melbourne	TEJX
	OCF	Ocala	TEJX
	OMN	Ormond Beach	TEJX
	OPF	Opa-Locka Exec.	TEMA
	ORL	Orlando Executive	TEJX
	PBI	West Palm Beach	TEMA
	PGD	Punta Gorda	TEMA
	PIE	St. Pete-Clearwater	TEMA
	PMP	Pompano Beach	TEMA
	PNS	Pensacola	TEJX
	RSW	Southwest Florida	TEMA
	SFB	Orlando Sanford	TEJX
	SGJ	St. Augustine	TEJX
	SPG	St. Petersburg	TEMA
	SRQ	Sarasota	TEMA
	SUA	Stuart	TEMA
	TIX	Titusville	TEJX
	TLH	Tallahassee	TEJX
	TMB	Miami Executive	TEMA
	TPA	Tampa	TEMA
	VQQ	Jacksonville Cecil	TEJX

State	Airport Code	City	District
Florida (cont.)	VRB	Vero Beach	TEMA
Georgia	ABY	Albany	TEJX
	AGS	Augusta	TETL
	AHN	Athens	TETL
	ATL	Atlanta International	TETL
	CSG	Columbus	TETL
	EZM	Middle Georgia	TETL
	FTY	Fulton County	TETL
	LZU	Lawrenceville	TETL
	MCN	Macon	TETL
	PDK	Dekalb-Peachtree	TETL
	RYY	Cobb County	TETL
	SAV	Savanna	TEJX
	VLD	Valdosta	TEJX
Kentucky	CVG (CSA)	Cincinnati/Northern KY	TCID
	LEX (CSA)	Lexington	TCID
	LOU (CSA)	Bowman Field	TCID
	OWB (CSA)	Owensboro	TCID
	PAH	Paducah	TEME
	SDF (CSA)	Louisville International	TCID
Mississippi	GLH	Greenville	TEME
	GPT (CSA)	Gulfport	TCHU
	GTR	Golden Triangle	TEME
	GWO	Greenwood	TEME
	HKS	Hawkins Field	TEME
	HSA (CSA)	Bay St. Louis	TCHU
	JAN	Jackson	TEME
	MEI	Meridian	TEME
	OLV	Olive Branch	TEME
	PQL (CSA)	Pascagula	TEME
	TUP	Tupelo	TEME

State	Airport Code	City	District
North Carolina	AVL	Asheville	TETL
	CLT	Charlotte	TETL
	EWN	New Bern	TEDC
	FAY	Fayetteville	TEDC
	GSO	Greensboro	TETL
	HKY	Hickory	TETL
	ISO	Kingston	TEDC
	ILM	Wilmington	TEDC
	INT	Smith-Reynolds	TETL
	JQF	Concord	TETL
	OAJ	Richlands	TEDC
	RDU	Raleigh-Durham	TEDC
Puerto Rico	BQN	Aguadilla	TEMA
	SIG	San Juan	TEMA
	SJU	Carolina	TEMA
South Carolina	CAE	Columbia	TEJX
	CHS	Charleston	TEJX
	CRE	Grand Strand	TEJX
	FLO	Florence	TEJX
	GMU	Greenville Downtown	TETL
	GSP	Greenville-Spartanburg	TETL
	GYH	Donaldson Field	TETL
	HXD	Hilton Head	TEJX
	MYR	Myrtle Beach	TEJX
Tennessee	BNA	Nashville	TEME
	CHA	Chattanooga	TETL
	JWN	Nashville	TEME
	MEM	Memphis	TEME
	MKL	Jackson	TEME

State	Airport Code	City	District
Tennessee (cont.)	MQY	Smyrna	TEME
	NQA	Millington	TEME
	TRI	Tri-Cities	TETL
	TYS	Knoxville	TETL
U.S. Virgin Islands	STT	St. Thomas	TEMA
	STX	St. Croix	TEMA

Districts

TETL
Atlanta

TEJX
Jacksonville

TEDC
Washington DC

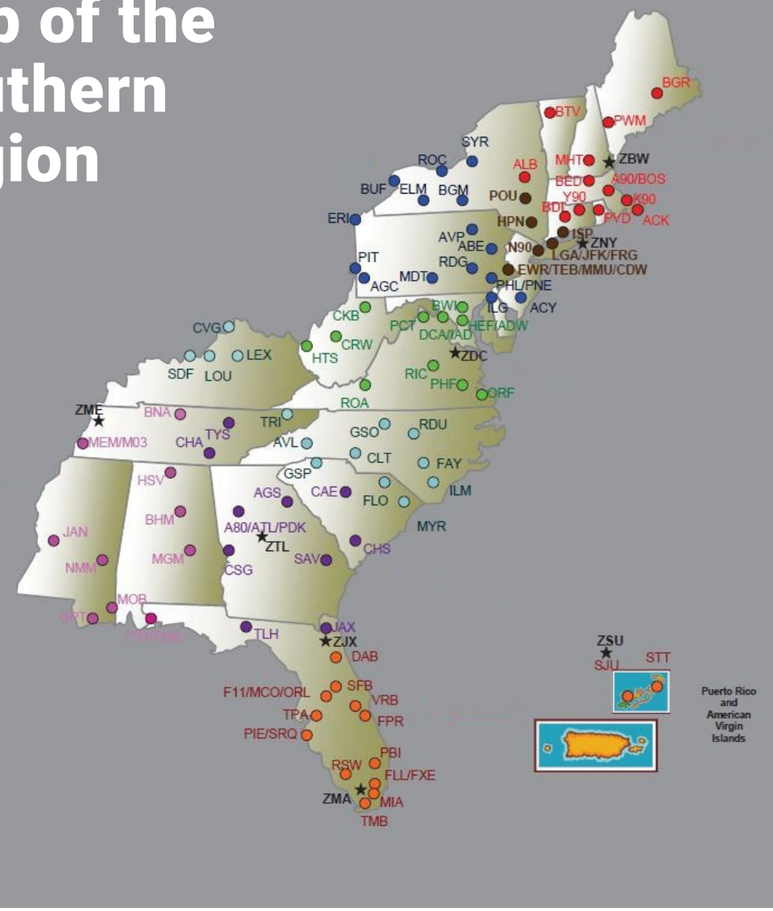
TEMA
Miami

TCHU
Houston

TCID
Indianapolis

TEME
Memphis

Map of the Southern Region



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

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

7. Appendix C. Southern Region Governance Council Meeting Schedule

QUARTER 1	TUESDAY, OCTOBER 20, 2020 @ 0900	5TH FLOOR CONFERENCE ROOM
QUARTER 2	WEDNESDAY, JANUARY 27, 2021 @ 0900	
QUARTER 3	WEDNESDAY, APRIL 28, 2021 @ 0900	
QUARTER 4	WEDNESDAY, JULY 28, 2021 @ 0900	

8. Appendix D. Safety Assurance — Data Monitoring and Analysis

Runway Incursion information by Fiscal Year

AJI-14 Surface Events
2021 Monthly Surface Safety Report_PDF

Runway Incursions by FY

						RI By Catagory				RI By Severity				
Region	Event Fiscalyear	Service Area	Airport Ops	RI Rate per 100K	# of RIs	OI	PD	VPD	Other	A	B	C	D	E
AAL	2015	WSA	823,713	14.33	118	24	68	26			2	34	82	
	2016	WSA	813,312	6.76	55	10	27	18			1	21	33	
	2017	WSA	788,742	6.72	53	6	31	14	2			16	37	
	2018	WSA	830,504	6.14	51	5	33	13		1		12	36	2
	2019	WSA	842,278	5.82	49	8	24	15	2			16	33	
	2020	WSA	691,487	7.09	49	1	35	13			1	7	40	
	2021	WSA	295,475	5.75	17	3	9	4	1		1	5	11	
ACE	2015	CSA	1,455,355	4.53	66	18	36	8	4	2		26	38	
	2016	CSA	1,432,735	4.19	60	7	40	13			1	16	43	
	2017	CSA	1,408,123	3.48	49	15	31	3				22	27	
	2018	CSA	1,406,078	4.05	57	16	27	14		1		17	39	
	2019	CSA	1,436,567	3.69	53	3	32	18				11	42	
	2020	CSA	1,239,188	4.03	50	2	30	18				11	39	
	2021	CSA	599,220	4.67	28	3	18	6	1			6	22	
AEA	2015	ESA	5,932,441	4.89	290	92	156	42		2	2	154	132	
	2016	ESA	5,963,315	2.23	133	47	65	21			2	67	64	
	2017	ESA	5,914,279	2.96	175	57	76	41	1	1		96	78	
	2018	ESA	5,917,401	2.69	159	44	82	33			1	92	66	
	2019	ESA	6,100,135	2.31	141	44	64	33		1	1	72	66	1
	2020	ESA	4,508,990	2.2	99	20	52	27			1	48	50	
	2021	ESA	1,963,569	2.24	44	5	17	20	2			15	29	
AGL	2015	CSA	6,039,993	6.36	384	86	212	86		2	4	162	216	
	2016	CSA	6,099,754	3.57	218	78	96	43	1	1	1	98	118	
	2017	CSA	6,104,486	4.29	262	68	149	45				113	148	
	2018	CSA	6,200,160	4.48	278	53	163	58	4			101	173	1
	2019	CSA	6,267,567	3.88	243	57	133	51	2		2	86	153	2
	2020	CSA	5,103,121	3.61	184	29	115	40			1	54	129	
	2021	CSA	2,496,246	2.56	64	6	39	18	1		1	23	40	

AJI-14 Surface Events
2021 Monthly Surface Safety Report_PDF

Runway Incursions by FY

						RI By Catagory				RI By Severity				
Region	Event Fiscalyear	Service Area	Airport Ops	RI Rate per 100K	# of RIs	OI	PD	VPD	Other	A	B	C	D	E
ANE	2015	ESA	1,726,177	5.1	88	36	44	8				58	30	
	2016	ESA	1,783,120	1.68	30	9	17	4				17	13	
	2017	ESA	1,735,427	3.75	65	18	31	16			2	35	26	
	2018	ESA	1,745,882	3.84	67	18	43	5	1			35	32	
	2019	ESA	1,781,888	3.42	61	15	38	8				32	29	
	2020	ESA	1,450,542	2.41	35	8	22	4	1	1	1	17	16	
	2021	ESA	656,249	3.05	20	1	17	2		1		7	12	
ANM	2015	WSA	4,671,266	5.35	250	50	156	44		2		118	130	
	2016	WSA	4,798,582	3.23	155	15	101	37	2		1	52	101	1
	2017	WSA	4,882,656	3.81	186	19	131	36		1		61	124	
	2018	WSA	5,156,764	3.41	176	19	132	23	2	1		61	114	
	2019	WSA	5,291,465	3.8	201	32	151	17	1			84	114	3
	2020	WSA	4,611,513	2.99	138	18	95	22	3			49	88	1
	2021	WSA	2,306,168	1.91	44	4	36	2	2			23	21	
ASO	2015	ESA	11,405,813	4.7	536	124	336	76		6		264	266	
	2016	ESA	11,505,552	2.16	248	50	149	47	2		3	116	129	
	2017	ESA	11,702,165	2.43	284	39	198	45	2		1	110	169	4
	2018	ESA	12,270,093	2.8	343	83	205	54	1	1	1	157	175	2
	2019	ESA	12,986,603	2.38	309	62	191	50	6		3	130	175	1
	2020	ESA	10,971,883	2.11	231	31	150	46	4		4	91	134	2
	2021	ESA	5,503,773	1.8	99	14	71	13	1	1	1	40	57	
ASW	2015	CSA	6,452,697	5.86	378	52	242	84		4		164	210	
	2016	CSA	6,366,726	3.82	243	56	144	43		3	2	105	131	1
	2017	CSA	6,369,937	3.53	225	36	150	39				85	139	
	2018	CSA	6,528,287	3.86	252	38	147	67			2	83	165	1
	2019	CSA	6,704,385	3.71	249	42	152	53	2		3	88	158	
	2020	CSA	5,801,598	3.26	189	26	122	39	2	1	1	64	121	2
	2021	CSA	2,850,485	3.12	89	16	61	12				38	51	

AJI-14 Surface Events
2021 Monthly Surface Safety Report_PDF

Runway Incursions by FY

						RI By Catagory				RI By Severity				
Region	Event Fiscalyear	Service Area	Airport Ops	RI Rate per 100K	# of RIs	OI	PD	VPD	Other	A	B	C	D	E
AWP	2015	WSA	11,214,649	7.19	806	164	512	130		4		404	398	
	2016	WSA	11,232,208	3.73	419	60	304	52	3	3	1	206	208	1
	2017	WSA	11,418,953	3.91	446	48	342	54	2	3		191	249	
	2018	WSA	11,715,253	3.71	435	68	299	66	2	3	2	182	246	2
	2019	WSA	11,872,766	3.77	448	59	335	50	4	2		200	242	4
	2020	WSA	9,983,424	2.87	287	29	221	32	5	2	2	107	173	3
	2021	WSA	4,966,749	2.64	131	14	96	20	1		3	41	85	1
		Totals	321,095,932	3.61	11,592	2,180	7,301	2,041	70	50	55	4,916	6,515	35

Total Runway Incursions by Fiscal Year

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

AJI-14 Surface Events
2021 Monthly Surface Safety Report_PDF

Runway Incursions

Fiscal Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Airport Ops	50,739,762	50,576,043	49,936,655	49,623,893	49,722,104	49,995,304	50,324,768	51,770,422	53,283,654	44,361,746	21,637,934
AAL	54	50	84	106	118	55	53	51	49	49	17
ACE	48	62	74	48	66	60	49	57	53	50	28
AEA	180	292	228	316	290	133	175	159	141	99	44
AGL	252	308	344	278	384	218	262	278	243	184	64
ANE	56	50	88	44	88	30	65	67	61	35	20
ANM	190	192	242	220	250	155	186	176	201	138	44
ASO	356	398	462	444	536	248	284	343	309	231	99
ASW	286	368	344	370	378	243	225	252	249	189	89
AWP	486	580	618	702	806	419	446	435	448	287	131

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

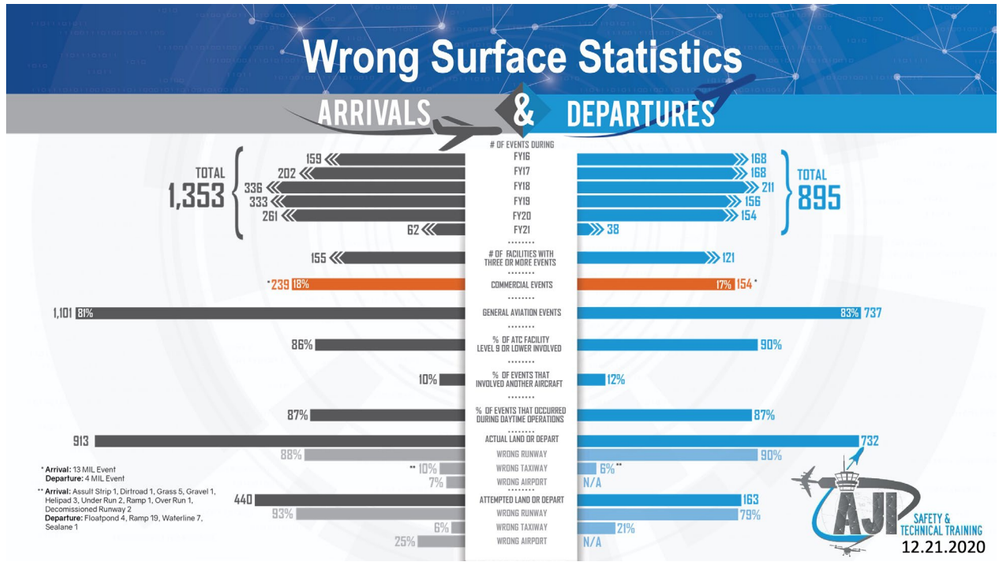
Safety experts from the aviation industry participated, including representatives from major air carriers, the Aircraft Owners and Pilots Association (AOPA), and the Air Line Pilots Association (ALPA). Participating government agencies included the FAA, NASA and the Transportation Safety Board of Canada.

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

AJI-14 Surface Events
2021 Monthly Surface Safety Report_PDF **Significant Runway Incursions**

Fiscal Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Airport Ops	50,739,762	50,576,043	49,936,655	49,623,893	49,722,104	49,995,304	50,324,768	51,770,422	53,283,654	44,361,746	21,637,934
AAL			2		2	1		1		1	1
ACE				2	2	1		1			
AEA		4	6	2	4	2	1	1	2	1	
AGL	8	10		12	6	2			2	1	1
ANE							2			2	1
ANM	2	4		4	2	1	1	1			
ASO		8	2	2	6	3	1	2	3	4	2
ASW	2		2		4	5		2	3	2	
AWP	2	10	10	6	4	4	3	5	2	4	3

National Wrong Surface Event Statistics



Runway Incursions in the Southern Region FY

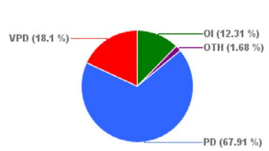
AJI-14 Surface Events

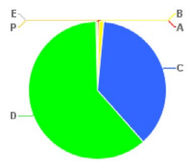
2021 Monthly Surface Safety Report_PDF

Runway Incursions by FY

2021

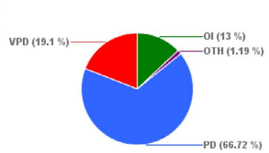
	OI	OTH	PD	VPD
A	1		1	
B	3		3	
C	49	6	124	19
D	13	3	235	77
E				1

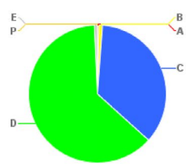




2020

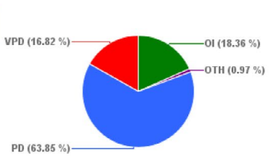
	OI	OTH	PD	VPD
A	3			1
B	5	1	4	1
C	127	6	274	41
D	29	7	557	197
E		1	6	1

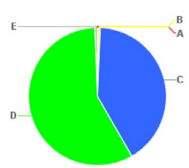




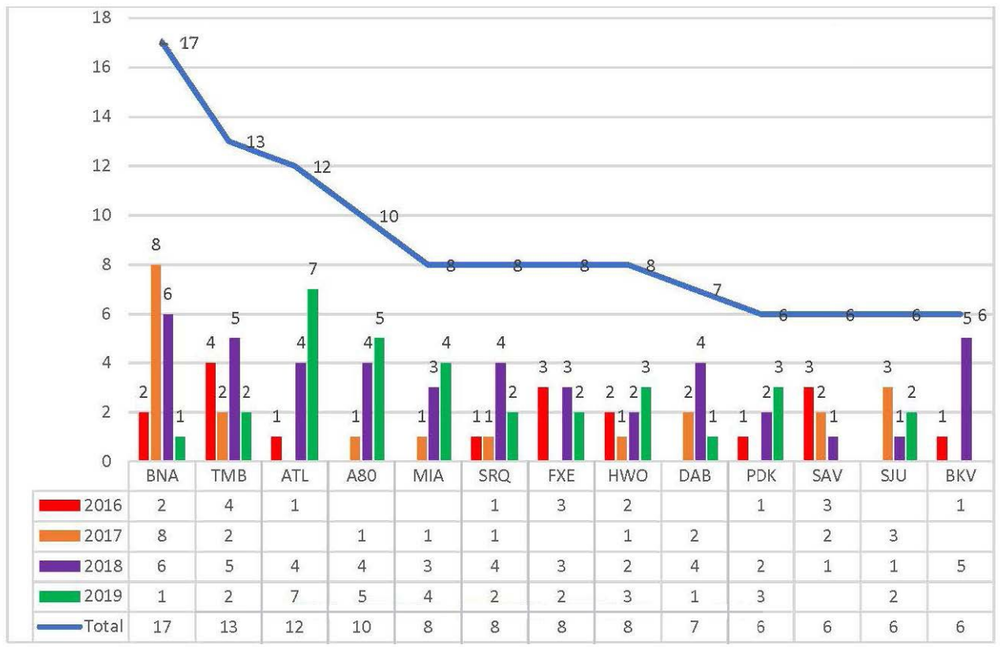
2019

	OI	OTH	PD	VPD
A	1		1	1
B	4		4	1
C	263	11	379	66
D	53	5	729	225
E	1	1	7	2





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



	BNA	TMB	ATL	A80	MIA	SRQ	FXE	HWO	DAB	PDK	SAV	SJU	BKV
2016	2	4	1			1	3	2		1	3		1
2017	8	2		1	1	1		1	2		2	3	
2018	6	5	4	4	3	4	3	2	4	2	1	1	5
2019	1	2	7	5	4	2	2	3	1	3		2	
Total	17	13	12	10	8	8	8	8	7	6	6	6	6

More information can be found on the Runway Safety website:
WWW.FAA.GOV/AIRPORTS/RUNWAY_SAFETY/

For More Information:

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