Southwest (ASW) 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, the ASW Runway Safety Plan 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 7050.1B** prescribes the FAA Runway Safety Program and establishes policy, assigns responsibility, and delegates' authority for ensuring compliance with this order within each organization.

ASW Executive Roster

Rob Lowe
ASW Regional Administrator

Lisa Ryan
ASW Deputy Regional Administrator

Andy Atchley
Director, Central Service Center

Ignacio Flores
Director, Airports Division Southwest Region

Frank McIntosh
Director, Air Traffic Services Central Service Area

Randall Burke
Director, Technical Operations Services Central Service Area

ASW Runway Safety Team

Darren Fields
ASW Runway Safety Program Manager

Heather Peet
ASW Runway Safety Program Manager

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FAA Safety Management System (SMS)

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

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

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

National Runway Safety Plan Objectives

Four Pillars of the FAA SMS

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
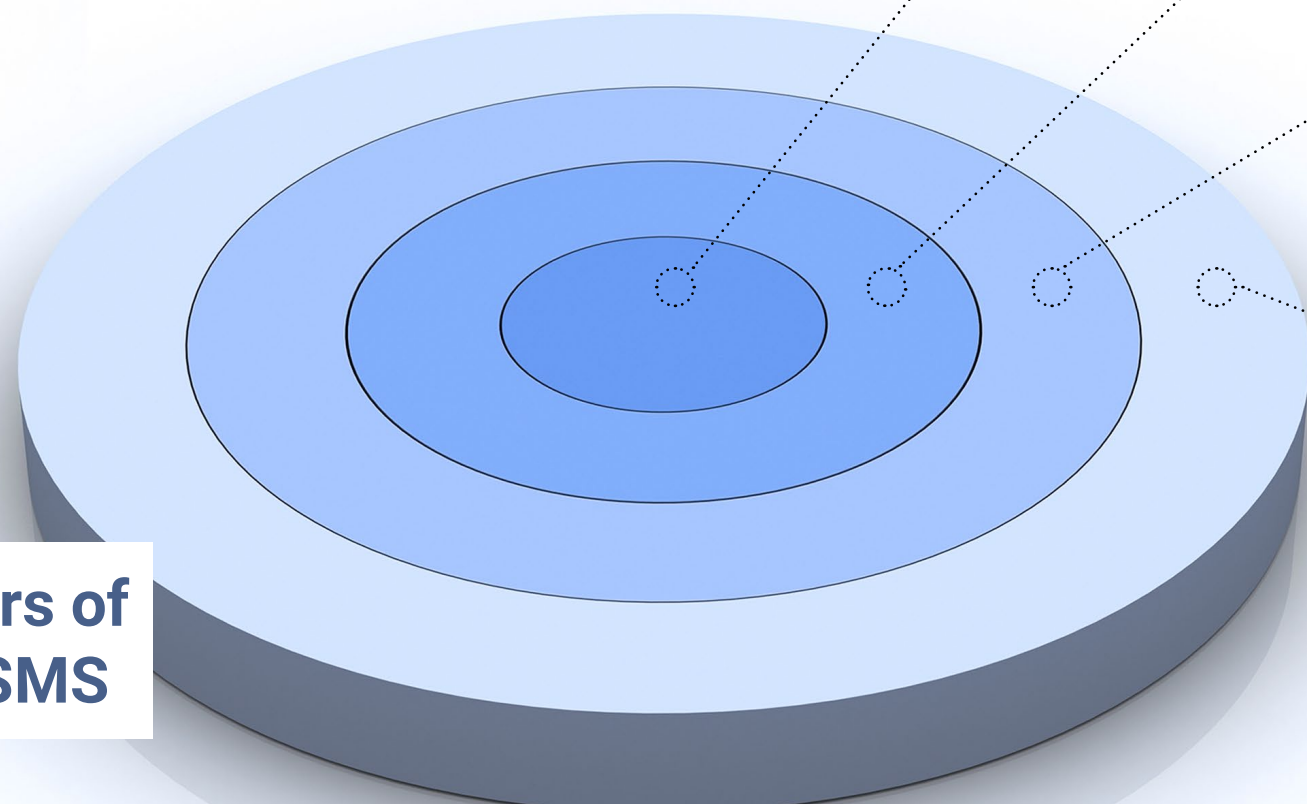Safety Risk Management Documents

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

ASW Priority Airports

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

Runway Safety requests support and attendance from each RRST line of business (LOB), either physically or virtually, at the RRST meetings at the ASW Priority Airports.

- Albuquerque International Sunport, NM (ABQ)
- David Wayne Hooks, TX (DWH)
- William P. Hobby, TX (HOU)
- San Antonio International, TX (SAT)

ASW Airports of Interest:

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

- Fort Worth Alliance, TX (AFW)
- Dallas Love Field, TX (DAL)
- Fort Worth Meacham International, TC (FTW)
- Louis Armstrong New Orleans International, LA (MSY)
- Tulsa International, OK (TUL)
- Tyler Pounds Regional, TX (TYR)

ASW Core 30 Airports
- Dallas/Fort Worth International, TX (DFW)
- George Bush Intercontinental, TX (IAH)

FY21 Regional Runway Safety Plan Initiatives

To support the National Runway Safety Plan (NRSP) objectives, the ASW Regional Runway Safety Team (RRST) has developed the Regional Runway Safety Plan (RRSP) Initiatives outlined in this document.

No specific completion dates are provided for each activity in this RRSP, but are expected to be completed by the end of FY2021.

The RSPM will work with the Runway Safety Group within Air Traffic Organization (ATO) Safety and Technical Training to identify the resources necessary to accomplish these initiatives within the

framework of the national program budget and available personnel. The RSPM will monitor progress and coordinate any updates to this plan as appropriate throughout FY2021.

All RRST member LOBs have collaborated in the development of this plan which will be updated annually by the RRST, with concurrence from the RGC.

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 datainformed approaches to make smarter, systemlevel, 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 ASW site locations: HOU.

1.2   Runway Safety, Flight Standards, Airports, and Air Traffic will share relevant incursion 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 Southwest Region and work with the appropriate LOB to address, publish and mitigate those areas of concerns.

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

1.5   Runway Safety will coordinate with Quality Control Group (QCG) to monitor effectiveness of Runway Safety Action Team (RSAT) process to include compliance with Order 7050.1B. 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 (ECVs).

1.6   Runway Safety will work with Regional Air Traffic Managers (ATMs) 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 (RSAs), airport operational procedures, etc.

1.7   Runway Safety will monitor and track Action Items that are developed during RSAT meetings and coordinate with Quality Control Group (QCG) and 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 wil work with airport sponsors, Lines of Business (LOBs), stakeholders, etc. to modify/correct when appropriate.

2. Safety Risk Management (SRM)

Implement Runway Safety Enhancement Initiatives (RSEI) that manage or reduce the 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 Action Team (LRSAT) meetings

2.1 Runway Safety will attend/participate in annual Runway Safety Action Team (RSAT) meetings for all Priority Airports, Airports of Interest and Core 30 Airports published in the FY2021 Southwest Region (ASW) Regional Runway Safety Plan (RRSP) that fall under [their] 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 ASW through pre-RSAT coordination efforts and other ATM outreach efforts.

2.4 Runway Safety will coordinate with the Air Traffic Manager (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 the FAA Lines of Business and Staff Offices, at the appropriate level, for scheduled Local and Special Focus RSATs, Regional Runway Safety Team (RRST) Meetings and Runway Safety Governance Council (RSGC) Meetings.

Level of participation will be determined by the Line of Business or Staff Office:

1. Regional Administration
2. FAASTeam
3. Flight Standards District Office (FSDO)
4. Office of Airports (ARP)
5. Air Traffic Service (ATS)
6. Central Service Center (CSC)
7. Technical Operations (AJW)
8. Quality Control (QCG)
9. Air Traffic Oversight (AOV)
10. Office of Communications (AOC) (though rarely there – extend the invite)

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

1. Identify airports to be considered by the Runway Safety Group 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. Due December 31, 2020.
2. Provide local coordination for SFRSAT meetings.
3. Partner with Office of Airports and Flight Standards for their active participation at SFRSAT meetings.

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

Activity 3

Safety Policy

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

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

Note: FAA Order 7050.1B is undergoing a rewrite effort in FY2021. All attempts will be made to accommodate the enclosed goals and policies or some improved version thereof, however, any deviations will be addressed as needed to maintain the intent of the current document.

How We Are Collaborating

RUNWAY SAFETY COUNCIL
Executive Steering

**SAFETY ASSURANCE:
RUNWAY INCURSION ANALYSIS TEAM**
Surface Risk Analysis Process

**SAFETY RISK MANAGEMENT:
SURFACE SAFETY GROUP**
Data Analysis Team

**SAFETY POLICY:
SURFACE SAFETY INITIATIVE TEAM**
Comprehensive Airport Review and Assessment

**SAFETY PROMOTION:
COMMUNICATION AND OUTREACH TEAM**
Dissemination Strategy

NOT FIXED   FIXED

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 FAA Safety Team (FAASTeam) Program Managers.

Activity 4.1

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 a minimum of two (2) meetings with two ad-hoc meetings if needed based on regional priorities.

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 ASW, 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 FAAS-Team and stakeholders for their use at General Aviation pilot forums, etc.

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.

5. Appendix A. ASW FY21 Priority Airports, Airports of Interest, and Core 30 Airports

ASW Priority Airports

- Albuquerque International Sunport, NM (ABQ)
- David Wayne Hooks, TX (DWH)
- William P. Hobby, TX (HOU)
- San Antonio International, TX (SAT)

ASW Airports of Interest:

- Fort Worth Alliance, TX (AFW)
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- Tulsa International, OK (TUL)
- Tyler Pounds Regional, TX (TYR)

ASW Core 30 Airports

- Dallas/Fort Worth International, TX (DFW)
- George Bush Intercontinental, TX (IAH)

6. Appendix B. ASW Executive Roster & Regional Runway Safety Team (RRST)

ASW Executive Roster

Rob Lowe
ASW Regional Administrator

Lisa Ryan
ASW Deputy Regional Administrator

Andy Atchley
Director, Central Service Center

Ignacio Flores
Director, Airports Division Southwest Region

Frank McIntosh
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Randall Burke
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ASW Runway Safety Team

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ASW Runway Safety Program Manager

7. Appendix C. Known FAA Programs and Definitions

Airport Construction Advisory Council (ACAC): ACAC is dedicated to ensuring the safety of all stakeholders operating in the 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.

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 monitors Airports Division Action items contained in Runway Safety Action Plans.

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 and 2016 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.

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

Air Traffic Organization Technical Operations (AJW): Technical Operations is responsible for maintaining and repairing National Airspace System (NAS) equipment. This may include but is not limited to Instrumental Landing Systems (ILS) and other navigational aids located on the airfield. The Airway Transportation System Specialists (ATSS) attend required instruction annually to traverse the airfield environment. If a deviation has occurred involving Technical Operations, a System Service Review (SSR) is conducted to investigate the deviation. If warranted, briefing or additional training may take place.

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

Air Traffic Services Quality Control Group (QCG): The purpose of quality control, as defined in the ATO, is to assess the output (whether a product or service) of a particular process or function and identify any deficiencies or problems that need to be addressed. Within this quality control concept, it is a primary responsibility to take 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 (ARID): Any device that is used to provide a reminder to a controller that the runway surface is in use and therefore not safe to be crossed, landed upon, used for takeoff, etc.

Compliance Philosophy: The FAA relies on voluntary compliance with aviation safety regulations by 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 that, 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 that demonstrate chronic noncompliance, inability to perform, or who have noncompliant attitudes are ineligible for Compliance Philosophy, Beyond Flight Standards, Compliance Philosophy exists throughout the FAA and is supported by the Safety Management System (AMA) approach to aviation safety.

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

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

- Carry out tasks in the FAASTeam National Performance Plan (NPP) related to Runway Safety.

- Coordinate FAA outreach with airmen and aviation organizations in association with local ATC facilities and airport operators.

- Assist FSDO Inspectors in investigation of PDs to the extent that useful safety information is discovered and acted upon.

- Assist in drafting formal Safety Recommendations if applicable.

- Assist in drafting educational programs and/or products appropriate to local Runway Safety issues.

- Utilize volunteer FAASTeam 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 in order to mitigate these identified hazards and risks through additional work program tasks for the FPMs.

Flight Standards District Office (FSDO) and Certificate Management Office (CMO): The Flight Standards Service does business through Flight Standards District Offices (FSDO) and Certificate Management Offices (CMO) located strategically throughout the Southwest Region. FSDOs are aligned with the Office of General Aviation Safety Assurance and CMOs with the responsibility for managing all matter relating to Runway Safety within the scope of Flight Standards oversight as it concerns his or her geographical area of responsibility. These include:

- Oversight of certified airmen and aviation organizations including certification, surveillance, accident/incident investigation, and enforcement.

- Safety Promotion and Educational Outreach utilizing the FAASTeam employees who report directly to each office manager.

- Collaboration with FAA LOBs and Stakeholders to identify aviation hazards and associated risks and to implement corrective action within the area of responsibility to reduce the potential of aviation accidents and incidents.

- Oversight of Flight Standards Programs at the local level intended to improve runway safety within the area of responsibility and to coordinate this with the RRST through Flight Standards Service Management.

FSDO and CMO Offices are engaged in the following specific efforts related to Runway Safety:

- Prompt response and investigation of occurrences, incidents, and reported pilot deviations.

- Creating high quality reports documenting all investigations.

- Identification of systemic problems and forwarding recommendations and proposed mitigations for appropriate FAA action/response.

- Implementation of the most effective corrective actions through the FAA Compliance Philosophy which emphasizes a cooperative approach with the airmen and stakeholders.

- Upholding minimum regulatory standards as applied to airmen and organizations that operate in the NAS.

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

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

Mandatory Occurrence Report (MOR): An occurrence involving air traffic services for

which the collection of associated safety-related data and conditions is mandatory. CEDAR is the preferred method of submitting MORs.

Movement Area: The runways, taxiways, and other surface areas of an airport/heliport which are used for taxiing/hover taxiing, air taxiing, and/or takeoff and landing of 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.

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. Northwest Mountain 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 Northwest Mountain 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 RGC to ensure that issues are properly vetted through their respective LOB and for prior

coordination before RGC meetings.

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

Runway Incursion: 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 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 Service Area Manager: Located in the Service Centers in College Park, Georgia (ESA), Fort Worth, Texas (CSA), and Renton, WA (WSA), the manager directs the work of Regional Runway Safety Program Managers and interacts with the ATO Service Area offices, Regional LOB Managers, and Regional Administrators. For a complete description of responsibilities, please see Order 7050.1B.

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

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

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

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

> **Accident.**
>
> An incursion that results in a collision. For the purposes of tracking incursion performance, an accident will be treated as a Category A runway incursion.
>
> **Category A.**
>
> A serious incident in which a collision was narrowly avoided.
>
> **Category B.**
>
> An incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/evasive response to avoid a collision.
>
> **Category C.**
>
> An incident characterized by ample time and/or distance to avoid a collision.
>
> **Category D.**
>
> An incident that meets the definition of a runway incursion, such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing and take-off of aircraft, but with no immediate safety consequences.

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

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

Surface 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 that 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.

7. Appendix E. ASW RIM Locations

Airport Name	RIM ID	Location	Status
Last Update: FY2020			
Albuquerque International Airport	ABQ-HSI	Approach Ends of RW 8 & 12	Mitigated
Waco Regional Airport	ACT-HS1	Entrance TW B to RW 32 end	Mitigated
Addison Airport	ADS-HS1	RW 15 TW A entrance	Outreach by airport
Addison Airport	ADS-HS4	RW15/33 & TW G intersection	Outreach by airport
Addison Airport	ADS-HS8	RW 15/33 &TW C intersection	Outreach by airport
Corpus Christi International Airport	CRP-HS1	Approach end of RW 31 &36	Mitigated
Houston/Lone Star Executive	CXO-02	RW 14 & TW J intersection	In Construction
Dallas Love Field	DAL-14	RW 13R & TW L hold line	Mitigated
Dallas Love Field	DAL-33	RW 13L/31R & TW B6-B5 Y intersection	In Design
Dallas Love Field	DAL-HS1	RW 13L & TW A hold line	Mitigated
David Wayne Hooks Memorial Airport	DWH-HS1	RW 17R & TW C	Unknown
David Wayne Hooks Memorial Airport	DWH-HS2	RW 17L Approach at TW D & E	Mitigated

Airport Name	RIM ID	Location	Status
David Wayne Hooks Memorial Airport	DWH-HS3	RW 17R/35L at TW E intersection	Mitigated
David Wayne Hooks Memorial Airport	DWH-HS4	RW 17L/35R & TW G intersection	NEW POINT
Scholes International at Galveston	GLS-04	RW 18 & TW G intersection	Pilot training
William P. Hobby Airport	HOU-01	RW 17 & TW E intersection	In planning
William P. Hobby Airport	HOU-HS2	RW 12R &TW E intersection	In planning
William P. Hobby Airport	HOU-15	RW 4 & TW Gangled entrance	NEW POINT
Midland International Airport	MAF-HS2	RW 10 & TW A entrance	In Construction
Lafayette Regional Airport	LFT-HS2	Int's of RW 4L/22R & TW B and RW 11/29 & TWs F & J	
Lakefront Airport	NEW-01	RW 10 & TW A intersection	Mitigated
Lakefront Airport	NEW-HS3	RW 36L & TW F hold line	
San Antonio International Airport	SAT-HS3	RW 12R & TW K entrance	
San Antonio International Airport	SAT-HS1	RW 4/22 and intersection of RW 30L	
Tulsa International Airport	TUL-HS1	RW 8/26 & TW K intersection	Mitigated

For More Information:

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