

WELCOME

TO THE RUNWAY SAFETY ACTION TEAM (RSAT) MEETING

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RSAT MEETING

PURPOSE

- Open Discussion
- Surface risks
- Risk mitigations
- Best practices
- Safety resources

TAKEAWAYS

- Local safety trend awareness
- Safety resource availability
- Action Item identification
- Runway Safety Action Plan (RSAP) update



WHAT ARE WE DISCUSSING TODAY?

MOVEMENT AREAS

- **Runways**
- **Taxiways**
- **Any area on the airfield where operations require ATC permission**



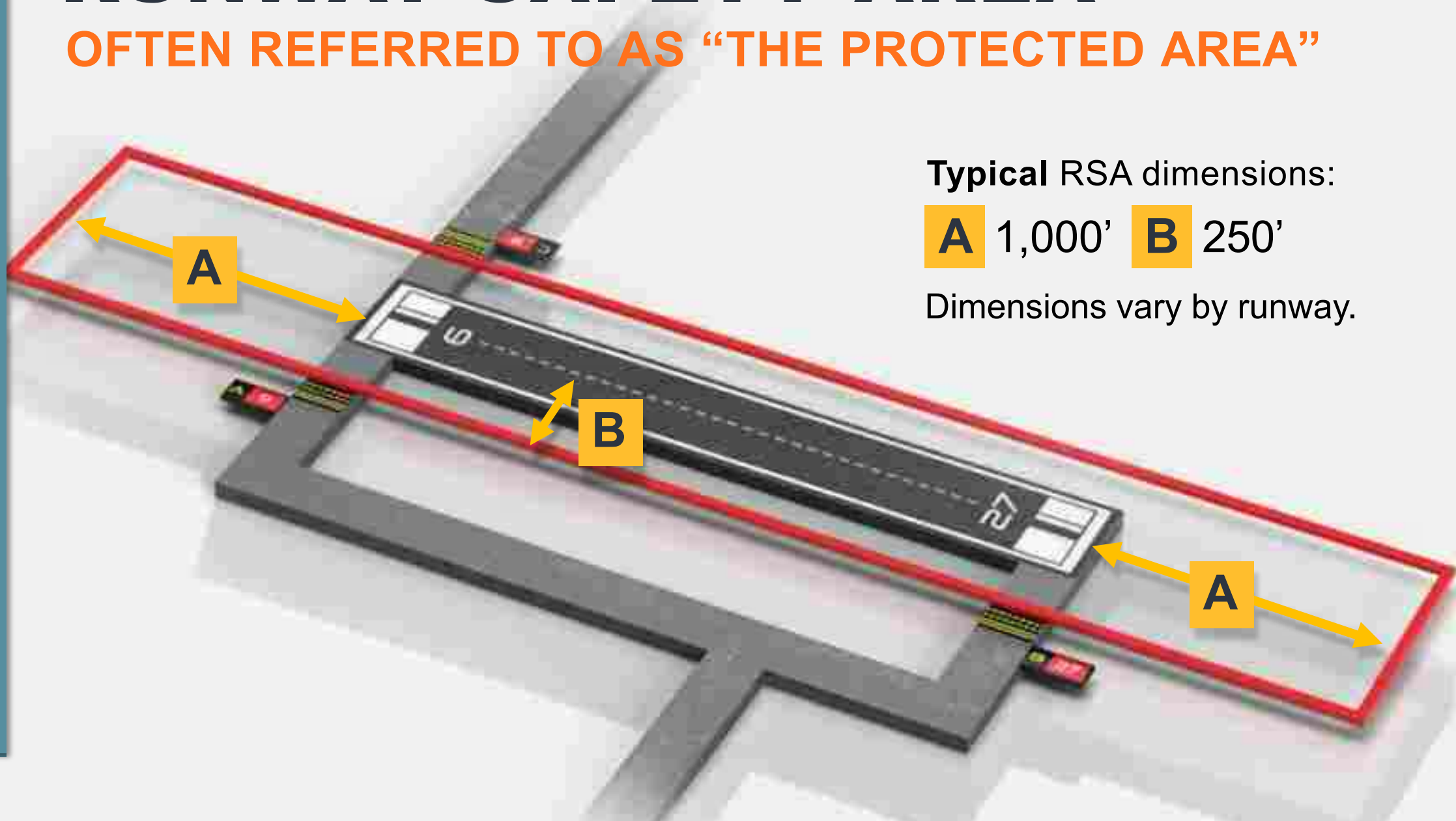
RUNWAY INCURSION (RI)

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 AREA (RSA)

OFTEN REFERRED TO AS “THE PROTECTED AREA”



Typical RSA dimensions:

A 1,000' **B** 250'

Dimensions vary by runway.

LOCAL

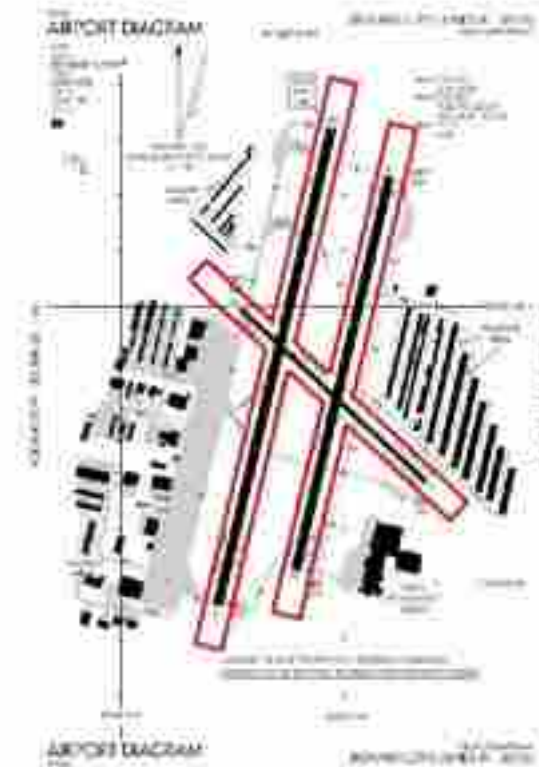
RUNWAY SAFETY AREA (RSA)

Discuss the specific RSA dimensions for each runway at your airport

- RSA extends 300 feet from the ends of each runway
- RSA width is 250 feet each side from centerline for each runway.

Table Airport Improvement from GATE, Federal Aviation Administration (FAA) Table Foreword
(FIS) Air Traffic Control Tower (ATCT) and FAA Technical Operations Manual (TOM) Doc

Attachment 1 - Airport Diagram with RSA 60mm



AIRFIELD MOVEMENT AREAS

RSA / PROTECTED AREA

- ATC authorization is required to enter the **RSA/Protected Area**
- When on this surface without authorization, you have committed a Runway Incursion (RI)



For illustration purposes only

SIGNAGE & MARKINGS

Both signs and surface-painted markings indicate surface designations to aid in situational awareness

Standard sign colors are:

- Red/White denotes a warning
- Yellow/Black are directional



APPROACHING THE HOLD SHORT LINE

You will meet the double solid lines first

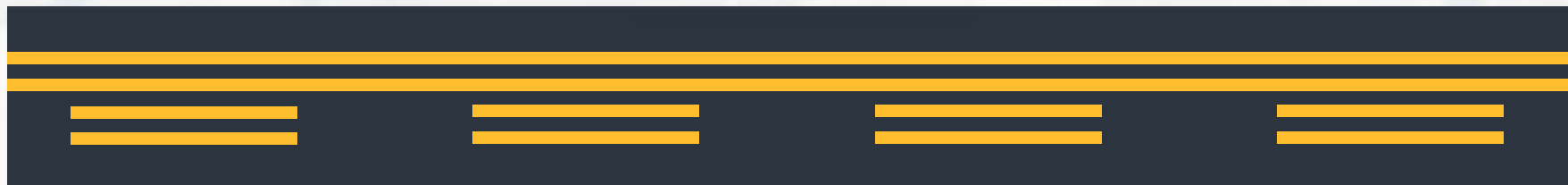
- Authorization is required to enter or cross the RSA/ Protected Area
- Crossing this line without authorization is the most common type of **Runway Incursion (RI)**



CLEARING THE HOLD SHORT LINE

You meet the double dashed lines first

- You are **EXPECTED** to get past this line if nothing is impeding forward movement. Until you fully clear this line, you are still in the 'runway environment' which may cause a loss of separation, go-around or another type of RI



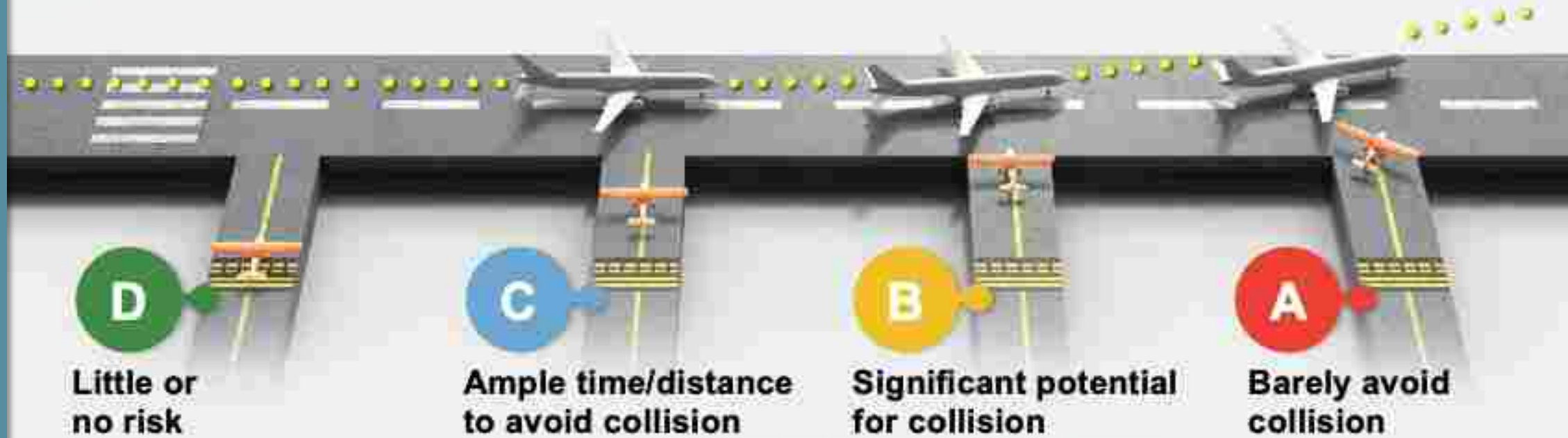
CLASSIFICATIONS OF RUNWAY INCURSIONS

Runway Incursions are classified into various types, based on attributed actions:

- **Operational Incidents (OI)** are attributed to Air Traffic Control action or inaction
- **Pilot Deviations (PD)** are attributed to pilots operating an aircraft under its own power
- **Vehicle or Pedestrian Deviations (V/PD)** are attributed to a vehicle driver or non-pilot operating an aircraft under its own power, a vehicle driver towing an aircraft, or a pedestrian
- **Others (OTH)** are events not clearly attributed as determined above. This can include events caused by equipment failure or other factors



RUNWAY INCURSION SEVERITY CATEGORIES



- A category **D** event involves no other aircraft or vehicle
- Events in categories **C**, **B**, and **A**, increase the risk of collision, respectively, based on proximity and closure rate/speed of event participants/targets



RUNWAY INCURSIONS

FY2022 | BY THE NUMBERS

52.5M take-offs & landings occurred in the NAS.
Of which:

1,713 were Runway Incursions

62% PD
(Pilot)

18% OI
(Controller)

18% VPD
(Vehicle/pedestrian)

2% OTH
(Other)



LOCAL SURFACE EVENT REVIEW RUNWAY INCURSIONS (RI)

Add local RI events on the following slides to review and discuss:

- What went wrong?
- Is this a recurring trend?
- What are lessons learned?
- What local mitigations have been or could be implemented?



LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/08/06-0001-PD-001

Date of Incident: Sat, 06 Aug 2022

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 18 Entered/crossed runway without authorization. (ATC hold short instructions not required).

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 entered Runway 19L without ATC authorization. GC issued taxi instructions to Aircraft 1/2/T6, Runway 19L, taxi via Taxiway Z. Pilot read back was correct. After completing their runup, Aircraft 1 was instructed to contact tower. Aircraft 1 taxied onto Runway 19L at Taxiway Z2 without ATC authorization. No other traffic was involved.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/08/10-0002-01-001

Date of Incident: Wed, 10 Aug 2022

RI/SI/RE/WS: RI

Severity: C

Surface Event Code: 1 Failed to provide required separation for same/intersecting/converging runways (clearing 2 aircraft simultaneously for arrival/arrival, departure/departure or arrival/departure).

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: ATC did not provide runway separation between Aircraft 1 and Aircraft 2. Aircraft 1/P32R was cleared to land Runway 1L following Aircraft 2/PA44. Aircraft 2 on landing roll out was instructed to exit left at Taxiway A3, reverse highspeed taxiway, without delay. LC instructed Aircraft 1 to go around approaching the threshold, but pilot did not respond. Aircraft 1 crossed Runway 1L threshold prior to Aircraft 2 clearing the runway (facility reported tail of aircraft was not across runway edge line). Closest proximity estimated by facility 2000 feet horizontal as Aircraft 2 completed exit on Taxiway A3.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/08/13-0002-VPD-001

Date of Incident: Sat, 13 Aug 2022

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 30 Airport vehicles/personnel/maintenance taxi (authorized access to airfield) entered/crossed runway(s) without authorization.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

Narrative: (Event 1 of 3) Vehicle crossed Runway 19L without ATC authorization. A construction vehicle crossed Runway 19L westbound at Taxiway K without ATC authorization. No other traffic was involved.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/08/13-0002-VPD-002

Date of Incident: Sat, 13 Aug 2022

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 30 Airport vehicles/personnel/maintenance taxi (authorized access to airfield) entered/crossed runway(s) without authorization.

Day/Night: Day

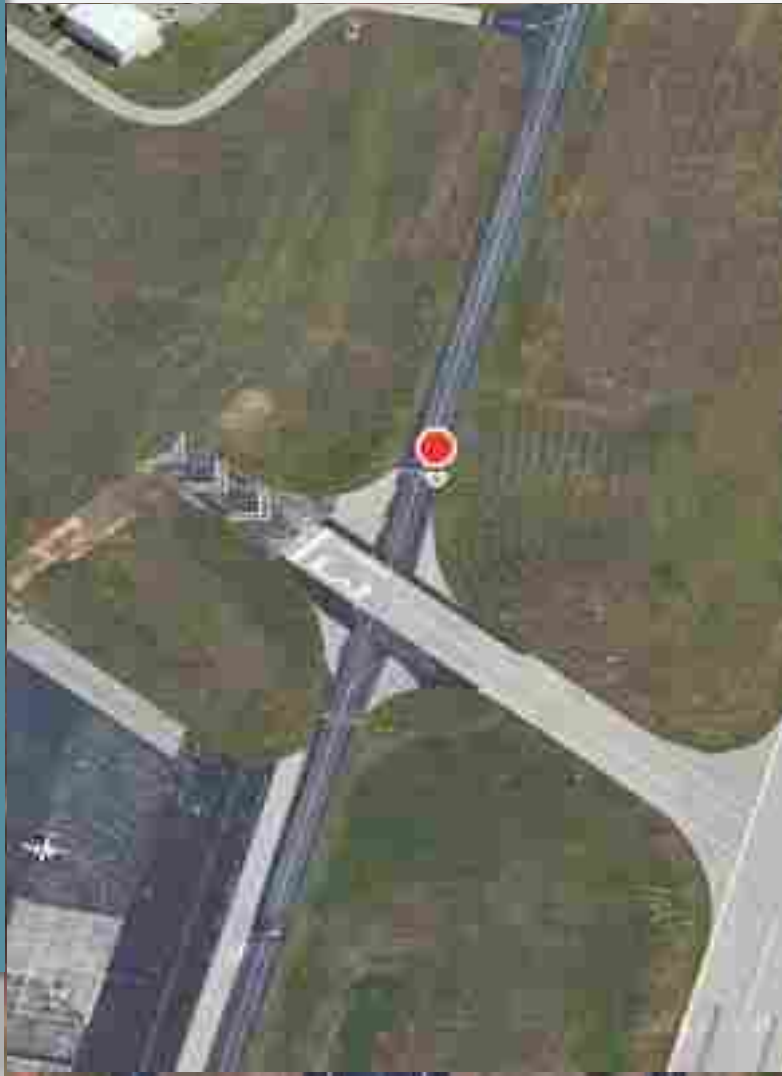
IMC/VMC: VMC

FAR Part: OTHER

Narrative: (Event 2 of 3) Vehicle crossed Runway 19R without ATC authorization. A construction vehicle crossed Runway 19R westbound at Taxiway K without ATC authorization. No other traffic was involved.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/08/13-0002-VPD-003

Date of Incident: Sat, 13 Aug 2022

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 30 Airport vehicles/personnel/maintenance taxi (authorized access to airfield) entered/crossed runway(s) without authorization.

Day/Night: Day

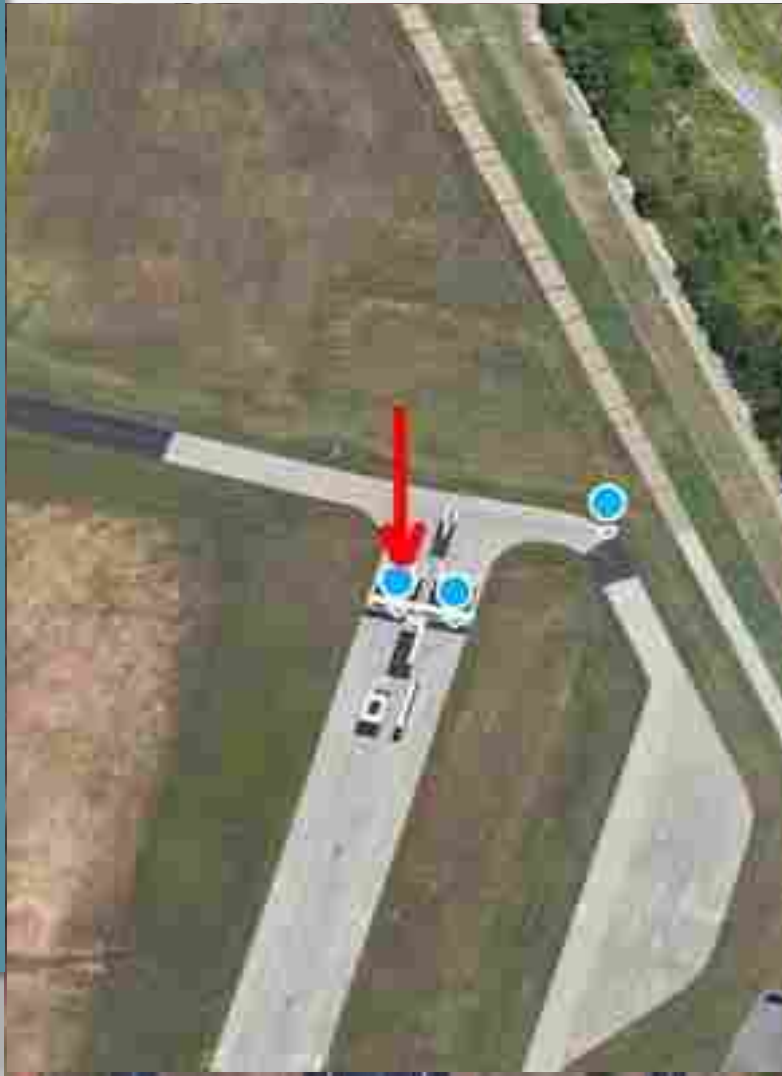
IMC/VMC: VMC

FAR Part: OTHER

Narrative: (Event 3 of 3) Vehicle crossed Runway 13 without ATC authorization. A construction vehicle crossed Runway 13 southbound at Taxiway A without ATC authorization. No other traffic was involved.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/09/02-0001-PD-001

Date of Incident: Fri, 02 Sep 2022

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 20 Aircraft given LUAW (Line Up and Wait) then departed without clearance.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 departed Runway 19L without ATC authorization. LC instructed Aircraft 1/BE33 to LUAW Runway 19L and issued traffic. Pilot read back "looking for traffic Runway 19L". Aircraft 1 entered Runway 19L and departed without ATC authorization. No other traffic involved.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/09/15-0001-VPD-001

Date of Incident: Thu, 15 Sep 2022

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 30 Airport vehicles/personnel/maintenance taxi (authorized access to airfield) entered/crossed runway(s) without authorization.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

Narrative: (Event 1 of 2) A Vehicle crossed Runway 19R without ATC authorization. A Vehicle crossed Runway 19R at Taxiway A1 and Runway 19L at Taxiway H without ATC authorization. No other traffic was involved.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/09/15-0001-VPD-002

Date of Incident: Thu, 15 Sep 2022

RI/SI/RE/WS: RI

Severity: C

Surface Event Code: 30 Airport vehicles/personnel/maintenance taxi (authorized access to airfield) entered/crossed runway(s) without authorization.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

Narrative: (Event 2 of 2) A Vehicle crossed Runway 19L without ATC authorization. A Vehicle crossed Runway 19R at Taxiway A1 and Runway 19L at Taxiway H without ATC authorization. Aircraft 2/P28A was on .5 mile final, cleared for the option Runway 19L when the Vehicle was proceeding toward Runway 19L on Taxiway H. The Vehicle cleared the runway just before Aircraft 2 crossed the Runway 19L threshold.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/11/15-0004-PD-001

Date of Incident: Tue, 15 Nov 2022

R/SI/RE/WS: RI

Severity: C

Surface Event Code: 21.01 Cleared for touch & go on one runway and performed touch & go on another runway to include closed runway.

Day/Night: Day

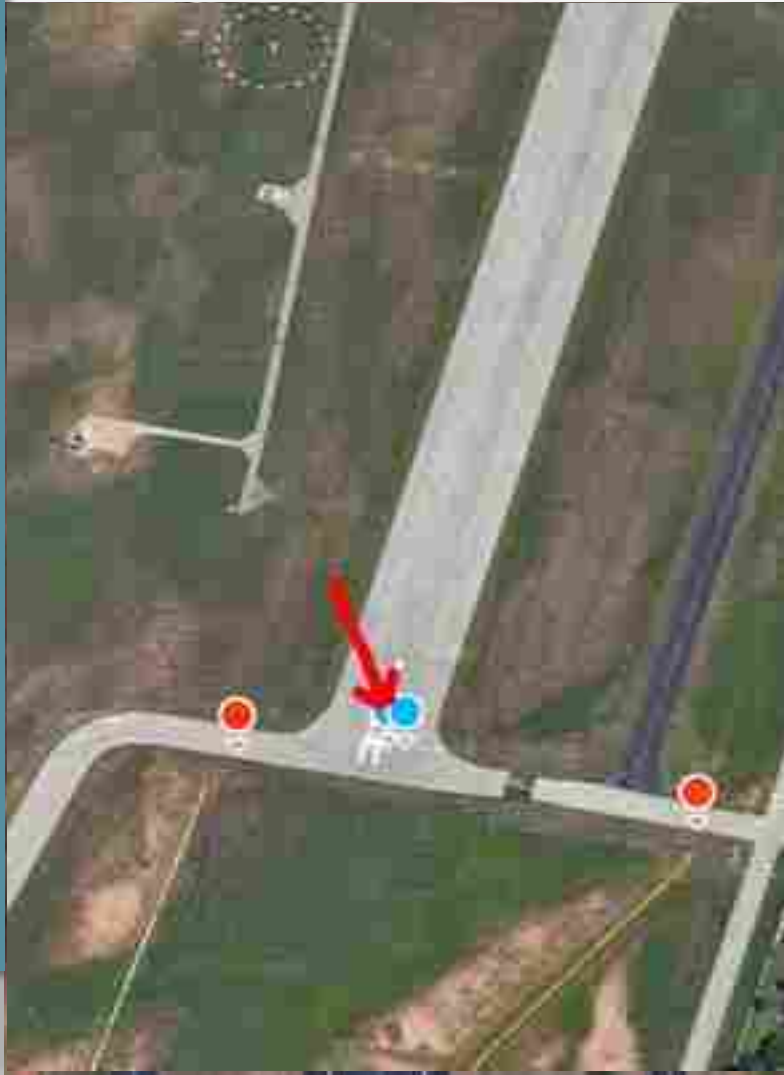
IMC/VMC: VMC

FAR Part: 91

Narrative: (Event 1 of 2) Aircraft 1 landed Runway 1R without ATC authorization. (Touch and Go) Aircraft 1/C172 was issued option clearance for Runway 1L. Pilot acknowledged but runway assignment was garbled. Aircraft 1 executed a touch and go Runway 1R without ATC authorization. Aircraft 2/PA28 was inside 1-mile final when Aircraft 1 crossed the threshold. Proper arrival/departure separation existed when Aircraft 2 crossed the threshold.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/11/15-0004-PD-002

Date of Incident: Tue, 15 Nov 2022

RI/SI/RE/WS: RI

Severity: C

Surface Event Code: 21.01 Cleared for touch & go on one runway and performed touch & go on another runway to include closed runway.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: (Event 2 of 2) Aircraft 1 departed Runway 1R without ATC authorization. (Touch and Go) Aircraft 1/C172 was issued option clearance for Runway 1L. Pilot acknowledged but runway assignment was garbled. Aircraft 1 executed a touch and go Runway 1R without ATC authorization. Aircraft 2/PA28 was short final but required arrival/departure separation exited when Aircraft 2 crossed the threshold.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/12/09-0003-VPD-001

Date of Incident: Fri, 09 Dec 2022

RI/SI/RE/WS: RI

Severity: C

Surface Event Code: 30 Airport vehicles/personnel/maintenance taxi (authorized access to airfield) entered/crossed runway(s) without authorization.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

Narrative: Vehicle crossed Runway 1L without ATC authorization. GC instructed Vehicle tug to hold short of Runway 1L at Taxiway A4. The driver did not reply. GC made several attempts to reach the driver with no reply. Vehicle cross Runway 1L at Taxiway A4 without ATC authorization. LCW instructed Aircraft 2/PA28 to go around Runway 1L prior to the threshold.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2022/12/27-0002-PD-001

Date of Incident: Tue, 27 Dec 2022

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 22.1 Departed without authorization, includes closed runway/taxiway.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 departed Runway 19L without ATC authorization. LC issued instructions to Aircraft 1/P28A for Runway 19L, taxi via Taxiway Z. Pilot read back was correct. Aircraft 1 departed Runway 19L without ATC authorization. No other traffic was involved.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSION



RVS-M-2023/02/03-0001-01-001

Date of Incident: Fri, 03 Feb 2023

RI/SI/RE/WS: RI

Severity: C

Surface Event Code: 4 Did not verify read back instructions, did not catch an incorrect read back, or failed to give hold short instructions.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 entered Runway 1L without ATC authorization. Aircraft 1/PA44 advised LC holding short of Runway 1L. LC did not respond to Aircraft 1. LC instructed an uninvolved PA28 on 1.5 mile final they were #1, Runway 1L cleared for the option, after option fly runway heading. Aircraft 1 read back the clearance and LC did not correct the read back error. Aircraft 1 entered Runway 1L at Taxiway A1 without ATC authorization. LC instructed Aircraft 1 to exit the runway as the PA28 was on a .8 mile final. Aircraft 1 exited Runway 1L prior to the uninvolved PA28 crossing the runway threshold.

SURFACE INCIDENT (SI)



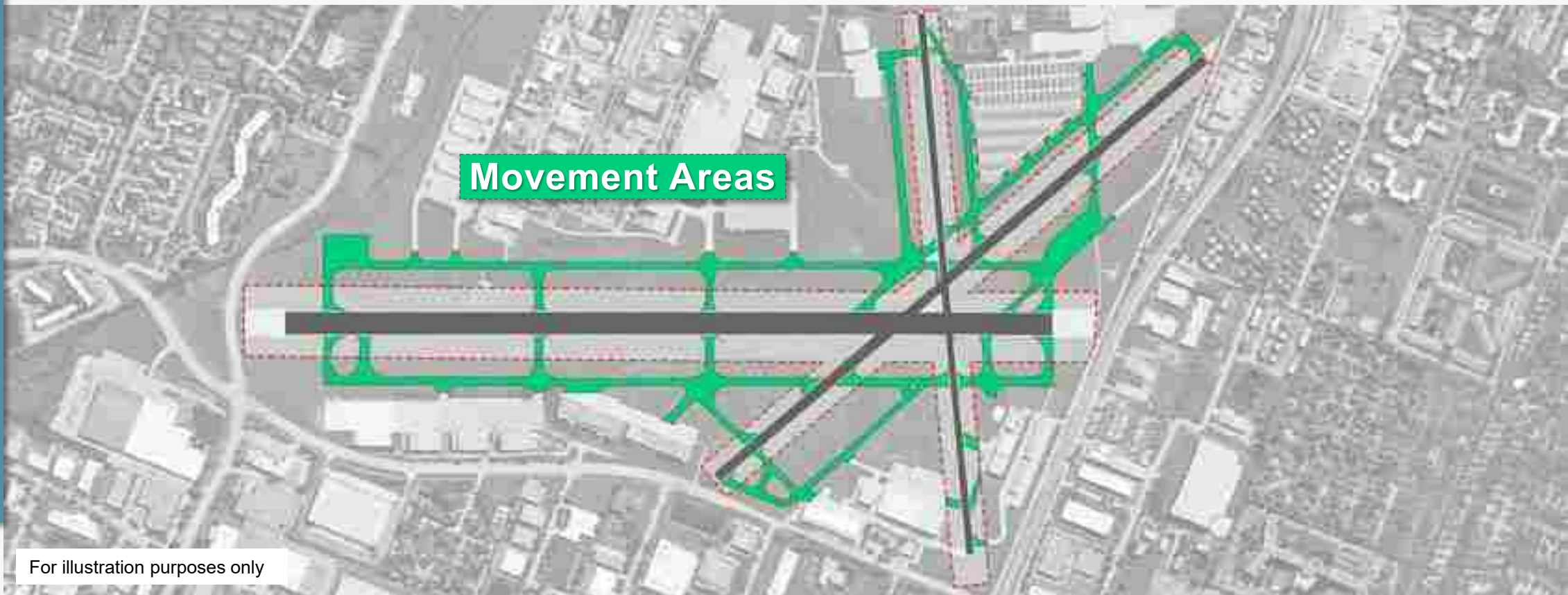
An unauthorized movement of an aircraft, vehicle or pedestrian within the designated movement area, but **outside of the RSA**



AIRFIELD MOVEMENT AREAS

THE MOVEMENT AREA

- ATC authorization is required to enter the **Movement Areas**
- When on this surface, but outside the RSA/Protected Area, without authorization, you have committed a Surface Incident (SI)

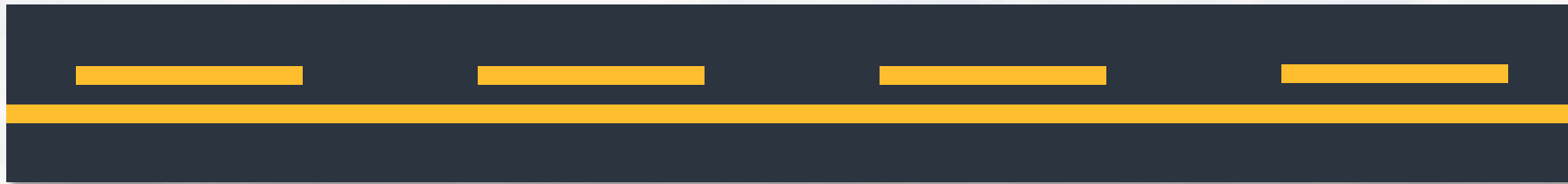


For illustration purposes only

MOVEMENT/NON-MOVEMENT HOLD LINE

You will meet the single solid line first

- Usually found on apron surfaces and taxiway entrances
- Authorization is required when entering the movement area
- Crossing this line without authorization is a Surface Incident (SI)



SURFACE INCIDENTS

FY2022 | BY THE NUMBERS

565 surface incidents occurred in the NAS. Of which:

4 aircraft departed from a taxiway

15 aircraft aligned with and landed on a taxiway

50% PD

5% OI

31% VPD

14% OTH



LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENTS (SI)

Add local SI events on the following slides for discussion

- What went wrong?
- Is this a recurring trend?
- What are lessons learned?
- What local mitigations have been or could be implemented?



LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENT



RVS-M-2022/10/23-0001-VPD-001

Date of Incident: Sun, 23 Oct 2022

RI/SI/RE/WS: SI

Severity: OTHER

Surface Event Code: 36 Privately owned vehicle or pedestrian(s) (not authorized access to airfield) entered movement area without authorization. Did not cross hold short lines.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

Narrative: EVENT 1 OF 2 - Vehicle entered Taxiway A without ATC authorization. Vehicle entered Taxilane GG and proceeded via Taxiway A to a disabled aircraft on Taxiway A1 (awaiting tow) without ATC approval. Passengers were then loaded into the vehicle and transported to the ramp at Taxilane GG.

LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENT



RVS-M-2022/10/23-0001-VPD-002

Date of Incident: Sun, 23 Oct 2022

RI/SI/RE/WS: SI

Severity: OTHER

Surface Event Code: 36 Privately owned vehicle or pedestrian(s) (not authorized access to airfield) entered movement area without authorization. Did not cross hold short lines.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

Narrative: EVENT 2 OF 2 - Vehicle entered Taxiway A without ATC authorization. Vehicle reentered Taxilane GG and again proceeded via Taxiway A to a disabled aircraft on Taxiway A1 (awaiting tow). Additional passengers were loaded into the Vehicle and it then proceeded via Taxiway A to the Riverside Jet Center abeam Taxiway A2 and A3 intersection.

LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENT



RVS-M-2022/12/07-0002-VPD-001

Date of Incident: Wed, 07 Dec 2022

RI/SI/RE/WS: SI

Severity: OTHER

Surface Event Code: 36 Privately owned vehicle or pedestrian(s) (not authorized access to airfield) entered movement area without authorization. Did not cross hold short lines.

Day/Night: Day

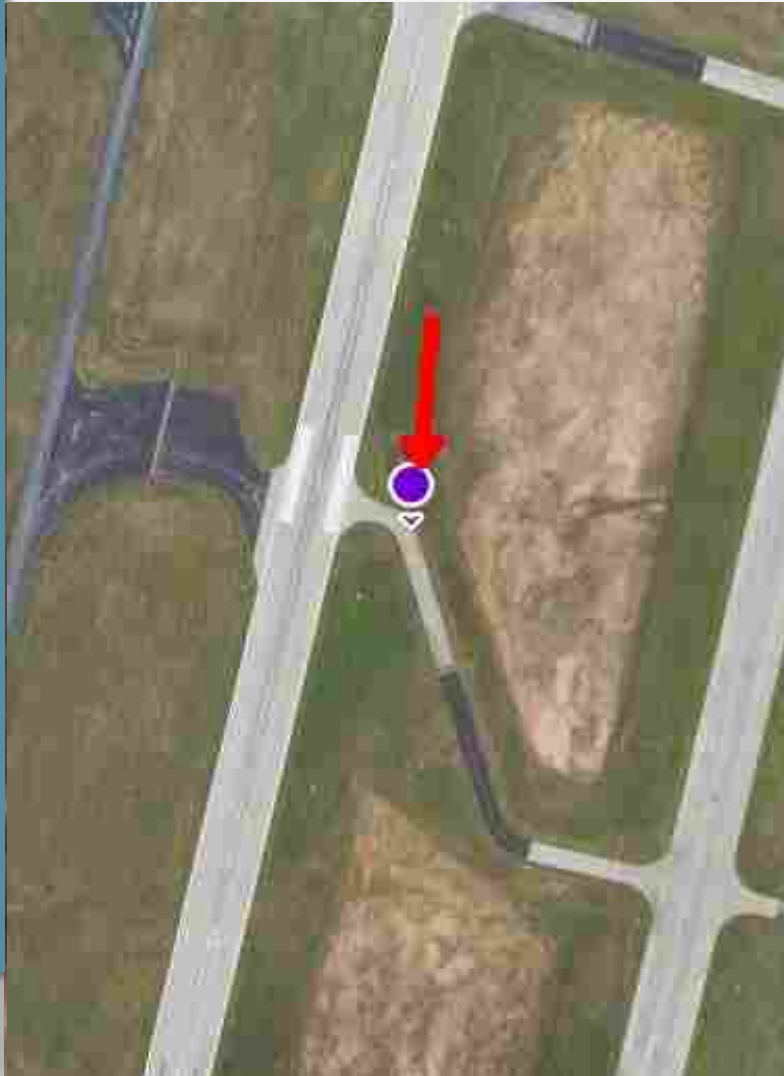
IMC/VMC: VMC

FAR Part: OTHER

Narrative: Pedestrian entered Taxiway J without ATC authorization. A pilot observed a pedestrian at the intersection of Taxiway Z and Taxiway J. No movement was observed by ATC or Operations.

LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENT



RVS-M-2022/12/09-0002-OTH-001

Date of Incident: Fri, 09 Dec 2022

RI/SI/RE/WS: SI

Severity: OTHER

Surface Event Code: 27.3 Loss of control, exited the taxiway.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 excused Taxiway K. Aircraft 1/PA44 was on Taxiway K taxiing to parking with instructions to cross Runway 1L. Aircraft 1 experienced a problem with the right brake and veered off the north side of Taxiway K just east of Runway 1L and became stuck. The aircraft was pushed back onto Taxiway K, then crossed Runway 1L, and taxied to parking.

LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENT



RVS-M-2023/03/09-0001-VPD-001

Date of Incident: Thu, 09 Mar 2023

RI/SI/RE/WS: SI

Severity: OTHER

Surface Event Code: 37 Airport vehicles/pedestrian(s), including maintenance taxi(s) entered taxiway without authorization, failed to follow instructions or failed to follow local procedures. Did not cross hold short lines.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

Narrative: Vehicle entered Taxiway Z without ATC authorization. A golf cart entered Taxiway Z south of Taxiway J without ATC authorization to assist a disabled aircraft.

RUNWAY EXCURSION (RE)



A veer off or overrun from the runway surface during take-off or landing

Contributing factors may include:

- Unstable Approaches
- Cross Wind Component
- Tailwind
- Mechanical
- Runway Conditions



AIRFIELD MOVEMENT AREAS

RSA / PROTECTED AREA

Aircraft unintentionally leaving the designated or paved runway surface experience a Runway Excursion (RE)



For illustration purposes only

RUNWAY EXCURSIONS

FY2022 | BY THE NUMBERS

477 REs occurred in the NAS.
Of which:

443 general aviation aircraft

26 commercial aircraft

5 military aircraft
3 foreign aircraft

Main contributing factors:

Aircraft problems, loss of control, and unstable approaches



LOCAL SURFACE EVENT REVIEW RUNWAY EXCURSIONS (RE)

Add local RE events on the following slides for discussion

- What went wrong?
- Is this a recurring trend?
- What are lessons learned?
- What local mitigations have been or could be implemented?



LOCAL SURFACE EVENT REVIEW

RUNWAY EXCURSION



RVS-M-2022/07/08-0001-OTH-001

Date of Incident: Fri, 08 Jul 2022

R/SI/RE/WS: RE

Severity: OTHER

Surface Event Code: 27.1 Loss of control, exited the runway.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 excused Runway 19L. Aircraft 1/P28A landed Runway 19L. While attempting to exit the east side of the runway, the aircraft careened off the pavement, into the grass south of Taxiway K.

LOCAL SURFACE EVENT REVIEW

RUNWAY EXCURSION



RVS-M-2022/08/01-0002-OTH-001

Date of Incident: Mon, 01 Aug 2022

RI/SI/RE/WS: RE

Severity: OTHER

Surface Event Code: 27.1 Loss of control, exited the runway.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 excused Runway 19L. Aircraft 1/PA28 landed Runway 19L and during roll out veered off left side between Taxiway K and Runway 31.

LOCAL SURFACE EVENT REVIEW

RUNWAY EXCURSION



RVS-M-2023/04/12-0001-OTH-001

Date of Incident: Wed, 12 Apr 2023

RI/SI/RE/WS: RE

Severity: OTHER

Surface Event Code: 27.1 Loss of control, exited the runway.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 excused Runway 19R. During departure roll, Aircraft 1/PA44 veered east off Runway 19R between Taxiway L and Taxiway K.

LOCAL SURFACE EVENT REVIEW

RUNWAY EXCURSION



RVS-M-2023/04/21-0001-OTH-001

Date of Incident: Fri, 21 Apr 2023

RI/SI/RE/WS: RE

Severity: OTHER

Surface Event Code: 27.1 Loss of control, exited the runway.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 excursed Runway 1L. Aircraft 1/P180 landed on Runway 1L and partially rolled off the departure end of the runway. The aircraft came to rest in the grass just left of the runway centerline.

EMAS (Engineered Material Arresting System)

SINCE 1996 | BY THE NUMBERS

19 runway excursions have been stopped safely by EMAS, protecting **421** crew and passengers

118 EMAS MAX beds are installed at **70** airports across the NAS as of 2022

70 knots
or less

The speed at which standard EMAS is designed to stop the most demanding, regular-use aircraft



EMAS info

4 greenEMAS® beds are installed at MDW



WSO

WRONG SURFACE OPERATIONS

WSOs involve landing on or taking off from a taxiway, wrong runway, or landing at a wrong airport. Risk factors include:

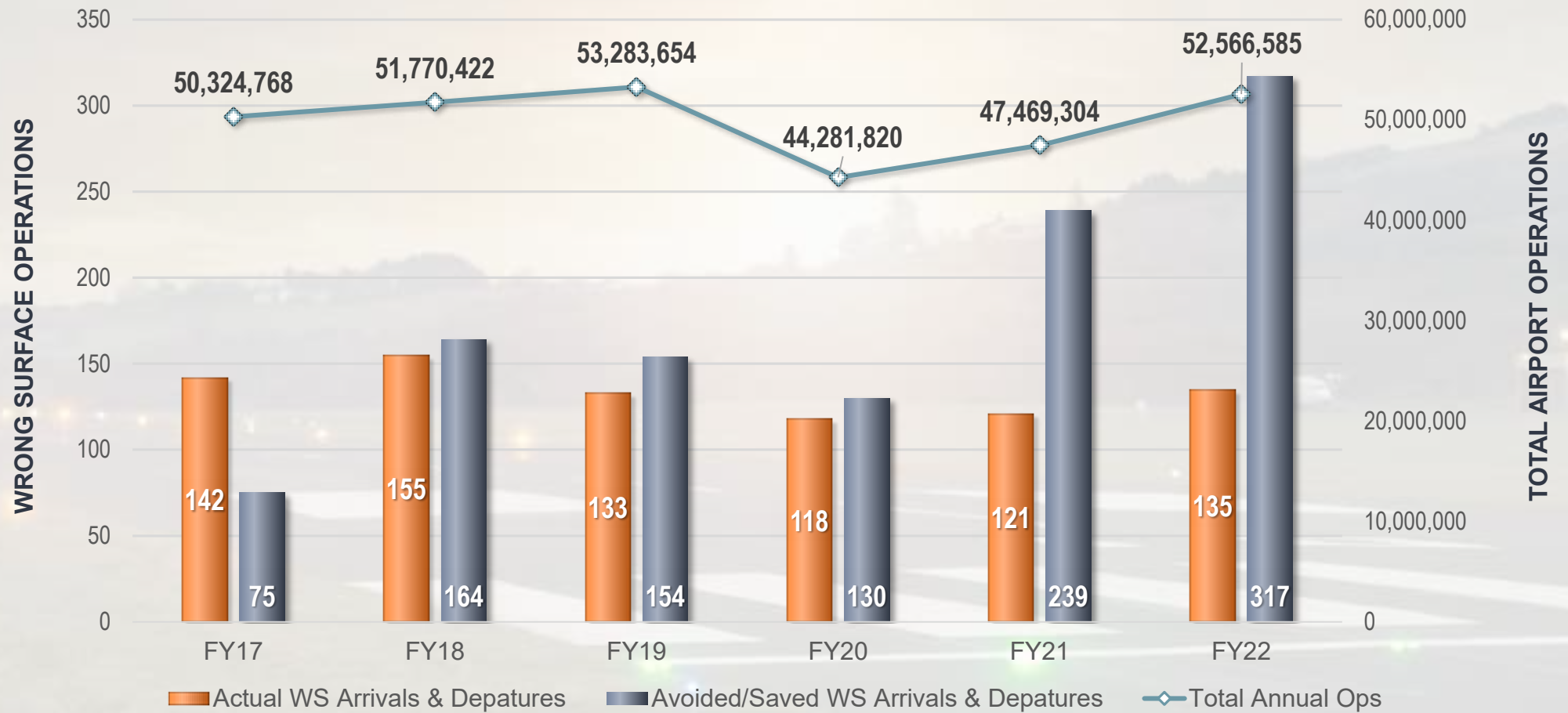
- Parallel runways, particularly offset thresholds, or irregular spacing
- Closely aligned runway ends
- Parallel taxiways
- Close airports with similar configurations



WRONG SURFACE OPERATIONS

BY THE NUMBERS

FY2017 – Sept. 30, 2022

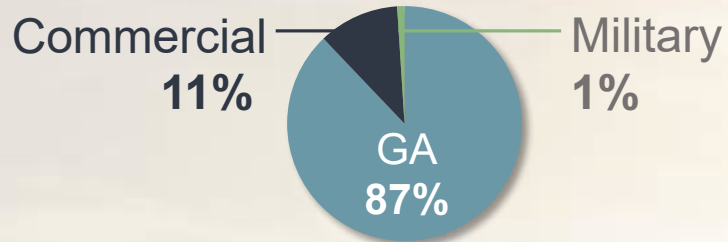


WRONG SURFACE OPERATIONS

FY2022 | BY THE NUMBERS

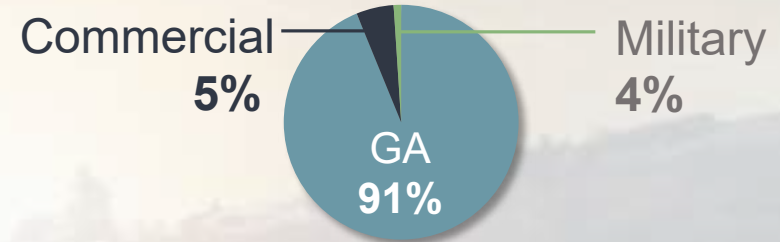
WSO by Operator Type *

Arrivals



WSO by Operator Type

Departures



WSO Daytime Events



WSO by Surface Type

| | Arrivals | Departures |
|---------------|----------|------------|
| Wrong Runway | 67 | 35 |
| Taxiway | 15 | 4 |
| Other Surface | 3 | 0 |
| Wrong Airport | 9 | 2 |

WSOs Involving Other Aircraft



* Numbers shown here do not equal 100% due to rounding



WSO

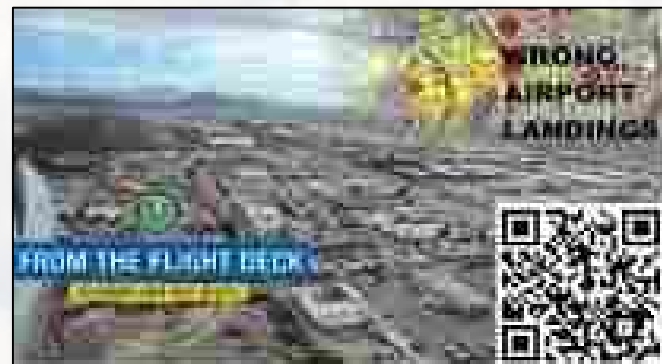
WRONG SURFACE OPERATIONS

Know before you go:

- Be familiar with the airport diagram and keep a copy for reference
- Find a satellite airport image for a realistic view of what to expect
- Confirm your compass heading matches your assigned runway
- See something, say something



Wrong Surface Landings



Wrong Airport Landings



Wrong Direction Intersection Takeoffs

LOCAL SURFACE EVENT REVIEW

WRONG SURFACE OPERATIONS

Discuss local WSO events

- What went wrong?
- Is this a recurring trend?
- What are lessons learned?
- What local mitigations have been or could be implemented?



ARRIVAL ALERT NOTICE (AAN)

AANs address Wrong Surface

Where Aircraft
lines up to or
lands on a:

- Taxiway or
- Incorrect
runway or
airport



ARRIVAL ALERT NOTICE (AAN) AAN VIDEO



FROM THE FLIGHT DECK

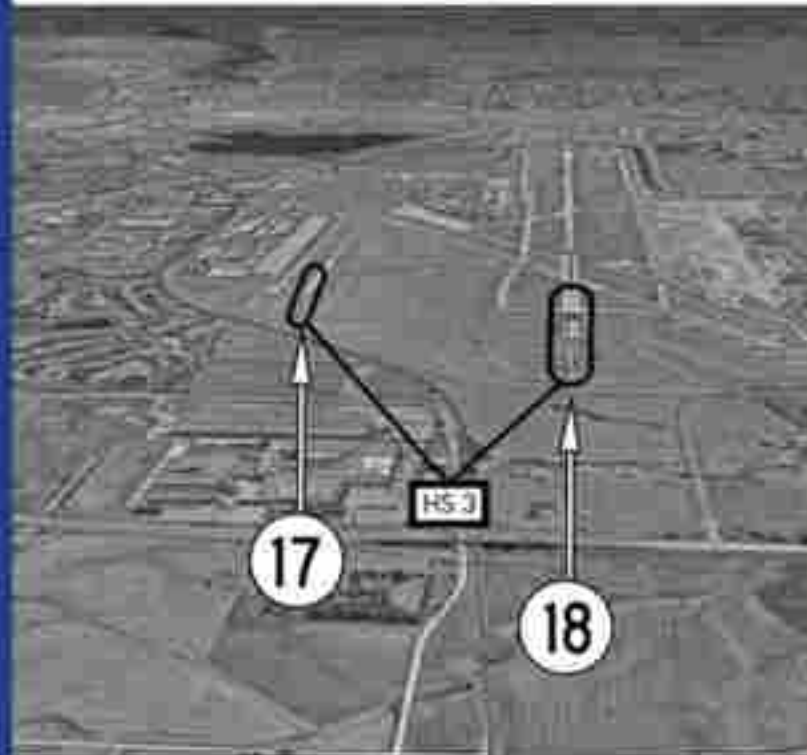
HAZARDS AND HOT SPOTS



Arrival Alert Notice

LINCOLN (LNK) ARRIVAL ALERT

Landing South
Rwy 17 and Rwy 18



Off-set Parallels.

Pilots be aware that Rwy 17 is 550 feet
farther down the approach than Rwy 18.

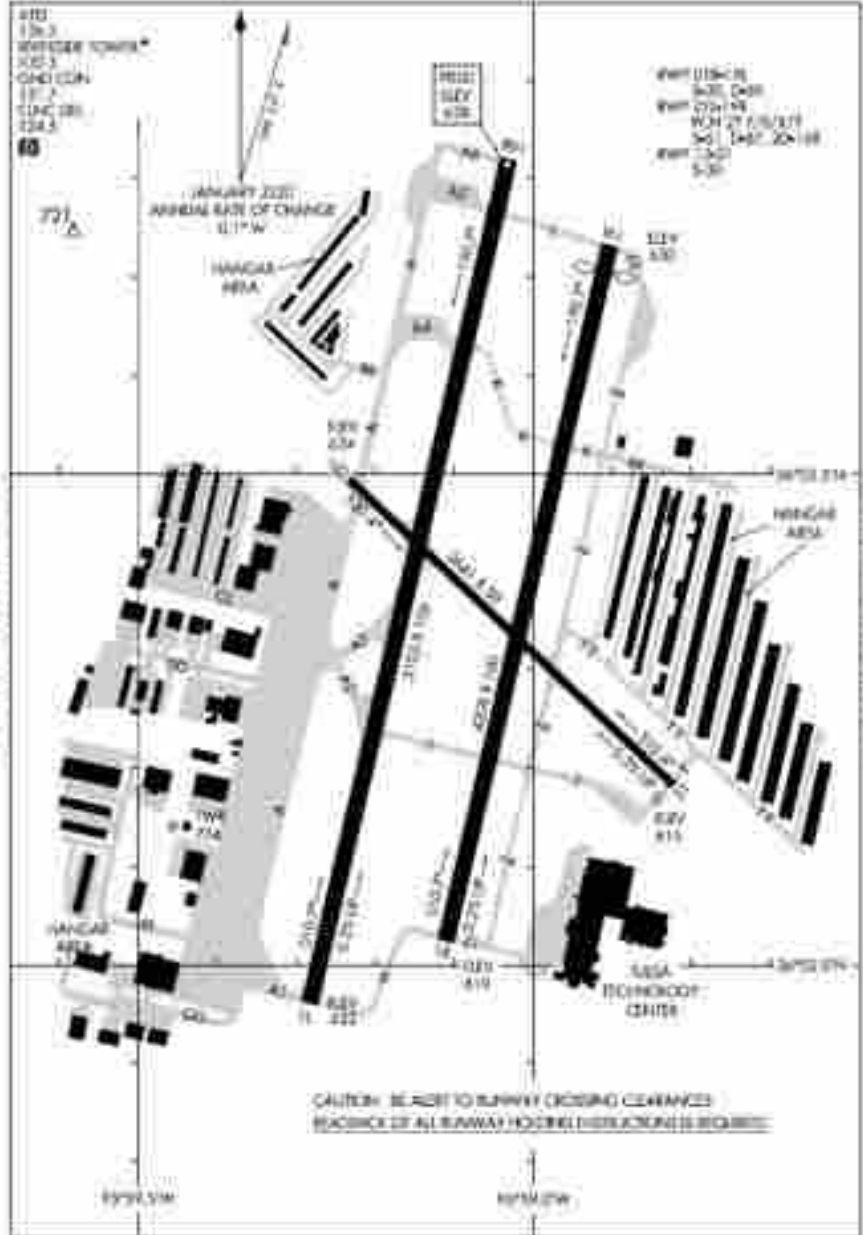
Not for Navigational Purposes
For Situational Awareness Only

For Inquiries: 9-ops-RunwaySafety@lta.gov

Effective 19 MAY 2022 to 16 MAY 2024

AIRPORT DIAGRAM

TULSA RIVERSIDE (1E15) TULSA, OKLAHOMA



AIRPORT DIAGRAM

TULSA, OKLAHOMA
TULSA RIVERSIDE (1E15)

RVS

AIRPORT DIAGRAM





RVS

HOT SPOT

A location on an aerodrome movement area:

- With a history or potential risk of collision or RI
- Where heightened attention by pilots and drivers is necessary



AIRPORT

CONSTRUCTION



AIRPORT CONSTRUCTION AWARENESS

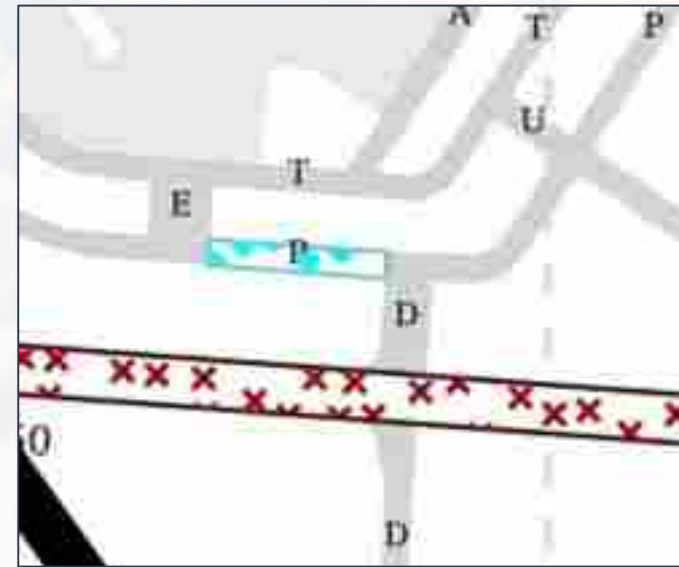
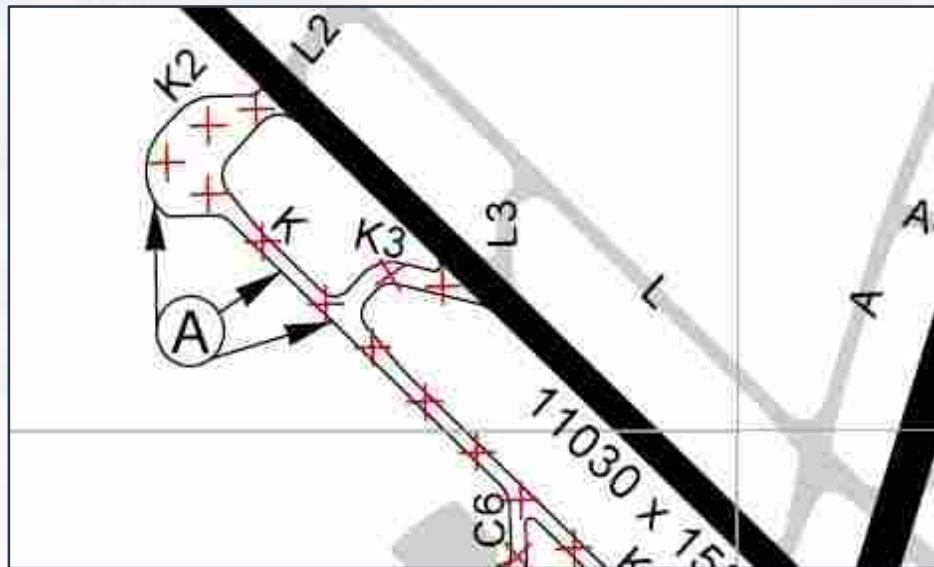


NOTAMS are notices filed to alert airfield users of potential hazards or airfield conditions.

- NOTAMs are added or changed by the Airport Operator and should be coordinated with ATC.
- Early construction coordination must also include the ACAC and is verified during External Compliance Verification (ECV) inspections.
- NOTAMs can be further used to produce Construction Notice Diagrams known as CNDs.

AIRPORT CONSTRUCTION AWARENESS (Cont.)

Generally, runway and taxiway closures and restrictions >24 hours are depicted and updated daily based on coordination and issued NOTAMs.



KEY:

- ✘ Closures
- Temporary restriction

AIRPORT CONSTRUCTION

AWARENESS (Cont.)



Construction Notice Diagrams (CND) give airport users a visual depiction of the surface closures or restrictions on the airfield.

- CNDs **do not** replace traditional Airport Diagrams or NOTAMs and are found separately for pre-flight planning purposes.
- CNDs are updated **daily** as needed based on coordinated surface closures, restrictions and issued NOTAMs.

AIRPORT CONSTRUCTION

CNDs



Per Order 7210.3, early construction/ coordination with ACAC is required by the Air Traffic Manager (ATM)


- CNDs must currently be created **manually** each time a new construction project is coordinated with the ACAC.
- Each project **update** must also be coordinated with ACAC to properly reflect varying construction surface closures on your CND.
- Applicable surface closures will remain on the CND until project completion.

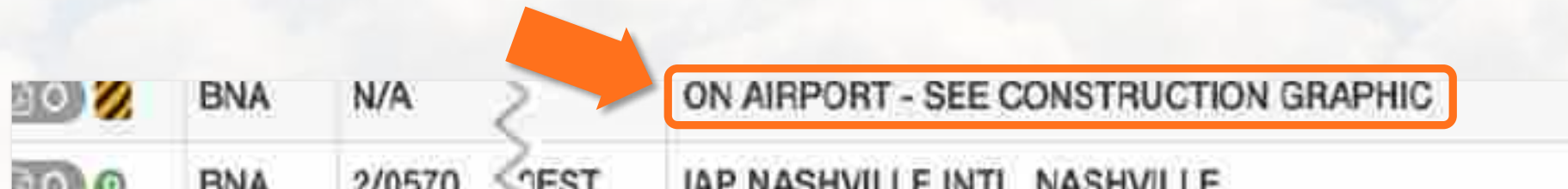
AIRPORT CONSTRUCTION



NEW AUTOMATED CNDs



FAA is transitioning to a new Automated CND process using NOTAM Manager to streamline coordination.

- This construction symbol , along with "ON AIRPORT – SEE CONSTRUCTION GRAPHIC" are **found at the top of each NOTAM Search** when applicable.
- Click here in the NOTAM Search to download the current CND.



| | | | | |
|---|-----|--------|------|--|
|  | BNA | N/A | | ON AIRPORT - SEE CONSTRUCTION GRAPHIC |
|  | BNA | 2/0570 | REST | IAP NASHVILLE INTL NASHVILLE |

AIRPORT CONSTRUCTION BEST PRACTICES

- **Coordinate** construction plans early among the Airport Operator, ATCT and ACAC.
- **Email ACAC** at: ConstructionCouncil@faa.gov.
- **Provide** briefings & training for controllers and tenants.
- **Meet** with your Local Safety Council (LSC) to discuss alternate procedures/taxi routes.
- **Coordinate** with Quality Control Group (QCG) for Safety Management System (SMS) requirements.
- **Use resources** & checklists found on Runway Safety Webpage under the Runway Construction Section.
- **Set up** an after-action review to determine what worked and what did not.
- **Use NOTAM Manager** when available at your airport for Automated CNDs.



AIRPORT CONSTRUCTION AWARENESS (Cont.)



Best
practices &
Checklists



Airport
Construction
Diagrams



ACAC
Mailbox



LOCAL PLANNED CONSTRUCTION

A brief overview of any construction projects planned for the upcoming year.

- TWY A Connectors Phase 1
- Aircraft wash rack
- TWY A Connectors Phase 2





LOCAL AREA WEATHER TRENDS

The following are weather conditions specific to this airport:

- Thunderstorms
- Snow
- Fog
- High winds
- Tornadoes



TRAINING AND OPERATIONS AIRFIELD DRIVERS

Review of driver policies, procedures, and training

- Only personnel authorized by TAIT are allowed on the movement area
- TAIT provides online training to those who need it.
- What happens when there is an RI, SI, etc.?
- Contact airport dispatch at (918) 838-5030 if someone accesses the airfield without permission.



Situational
Awareness



Phraseology



Winter Ops



LOCAL AREA

WILDLIFE HAZARDS

The following are wildlife hazards specific to this airport:

- Waterfowl
- Migratory birds
- Deer
- Coyotes





LOCAL UPCOMING SPECIAL EVENTS

The following are events
scheduled at this airport:

- 180/185 Skywagon Fly In
 - Jun 26-29
- Flight Night
 - Sept 14th
- Challenge Air
 - Oct 7th



LETTERS OF AGREEMENT

SURFACE OPERATIONS



- Movement and Non-Movement Areas; Work Zones
- Requirements for Operating in the Runway Safety Areas (RSA)



LOCAL RUNWAY SAFETY BEST PRACTICES

Enter best practices at *your* facility for discussion

- **Local safety guidance** - Student pilot handbook, Letter to Airmen
- **Controller Outreach** - Tours, controller/flight school instructor meetings
- Airport tours to new controllers
- Quarterly User's Meeting
- Relationships



OUTREACH



PILOT SAFETY AWARENESS VIDEOS

From the Flight Deck: Hazards and Hot Spots



- Over 100 specific airport and single-topic safety videos are available.



- Also available on the FAA YouTube Channel.



SINGLE TOPIC

COMPLEX GEOMETRY

From the Flight Deck: Complex Airfield Geometry

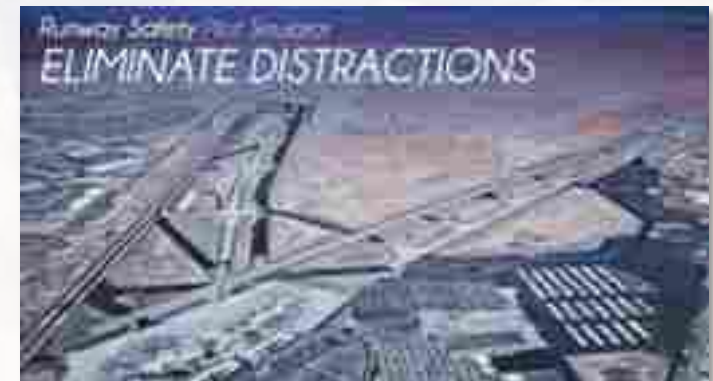
7 Videos on airfield geometry that frequently lead to runway incursions:

- Direct Access to Runways From Ramp Areas
- Taxiway Intersecting a Runway at Other Than Right Angle
- Short Distance from Ramp/ Apron to a Runway
- Wide Expanses of Taxiway Pavement Along Runway
- Short Distance Between Parallel Runways
- Runway Thresholds in Close Proximity
- Hold Short Lines in Unexpected Places

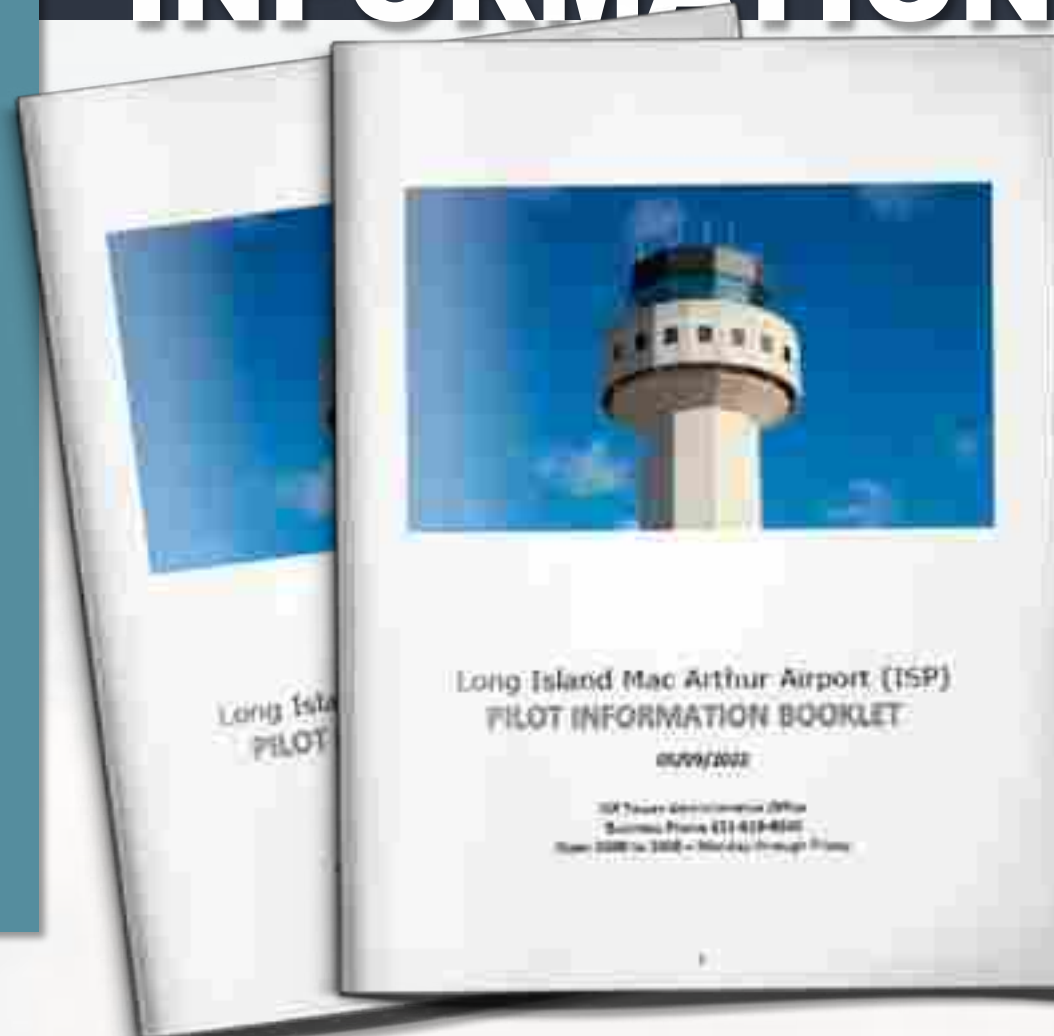


RUNWAY SAFETY PILOT SIMULATOR

An interactive
safety simulator
based on actual
surface events



PILOT INFORMATION BOOKLETS



Available at these facilities:

- ISP
- FTW
- BED
- POU
- LNK
- TEB
- BFI
- MKC

Future facilities can be found at:

Primary link: www.faa.gov/XXX

(Replace XXX with 3-letter airport ID)



NATIONAL FAA

SAFETY TEAM (FAASTeam)

Develops standardized safety interventions for General Aviation, and may support other safety initiatives such as:

UAS, NextGen, Runway Safety, The General Aviation Joint Steering Committee (GAJSC) Safety Enhancements

FAASTeam responds to localized safety issues through:

- Accident/incident reports involving airmen from the area
- Hazards identified by FAA Inspectors at local Flight Standards District Offices
- Information from the local aviation community
- Local Pilot Controller Forums



FAASTeam

OUTREACH

A FAASTeam Member is anyone who promotes aviation safety and becomes part of the shift in safety culture

To become a member:

- Sign-up – <https://www.faasafety.gov/>
- Participate in our new WINGS Program (Pilots)
- Participate in the new automated AMT Awards Program (Mechanics)
- Attend live FAASTeam webinars or events in your area

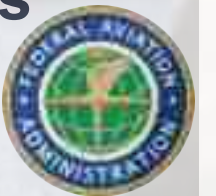




RUNWAY SAFETY ACTION PLAN

RSAP

- Action items are non-regulatory, voluntary, and flexible.
- The responsible parties for implementing and/or funding the Action Item must be in agreement with the Action Item.
- Your RSAP is due to your RSPM within 45 days for review and acceptance.
- Report Action Item updates & closures to your RSPM as completed.



OPEN

ACTION ITEMS

Action Item Code: RVS-2020-001

Completion Due Date: 2024/12/31 (estimated)

Status: On Course

Action Item: RVS Airport authority will look into securing the front gate/main-entrance gate to mitigate unauthorized vehicles from entering AOA on the airport.

Action Item Rationale: There have been numerous VPDs at RVS where civilians entered through the front gate and were driving on airport movement areas without ATC authorization.

Point of Contact: Tulsa Airport Improvement Trust ---
Austin Wheeler --- 918-527-0631 ---
AustinWheeler@tulsairports.com



PROPOSED NEW ACTION ITEMS

Any New Proposal Items?



NEXT UP

PLANNED PILOT- CONTROLLER FORUM

When: Routinely

Location:

All flight schools,
flying clubs and
FBOs

NEXT RSAT

When: 06/2024

Location:

Tulsa Technology Center Riverside
Campus Room A-144
801 E. 91st St.
Tulsa, Ok 74132



CLOSING

YOUR OPPORTUNITY TO SAY SOMETHING



QR CODES

FROM THE FLIGHT DECK VIDEOS:



FAA



YouTube



Complex
Geometry

CONSTRUCTION:



Checklist



CND



ACAC
mailbox

AIRFIELD DRIVERS:



Situational
Awareness



Phraseology



Winter Ops

FAA WEBSITES/LINKS:



Airport
Diagram



Pilot
Simulator



AAN



NOTAMs

Runway Safety Home Page



EMAS



FAAST



Hot Spot
Description



RIM video

LINKS

FROM THE FLIGHT DECK VIDEOS:

FAA: https://www.faa.gov/airports/runway_safety/videos/

YouTube: <https://www.youtube.com/watch?v=FCfONL2r7C4>

Complex Geometry: <https://youtube.com/playlist?list=PL5vHkqHi51DQj1Qy-tAstk19DdXdjwk5Y>

AIRFIELD DRIVERS:

Situational Awareness: <https://youtube.com/watch?v=gTc-SZi9nk8&feature=share>

Phraseology: <https://www.youtube.com/watch?v=ILHsgz3aWZY>

Winter Ops: <https://youtube.com/watch?v=FNgAN1tHJUE&feature=share>

Runway Safety Home Page:
https://www.faa.gov/airports/runway_safety

CONSTRUCTION:

Checklist: https://www.faa.gov/airports/runway_safety/runway_Construction/

CND: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Apt_Constr_Notices/

ACAC mailbox: 9-AJA-ConstructionCouncil@faa.gov

FAA WEBSITES/LINKS:

Airport Diagram: https://www.faa.gov/airports/runway_safety/diagrams/

Pilot Simulator: <http://faarunwaysafetysimulator.com/>

AAN: https://www.faa.gov/airports/runway_safety/hotspots/aan

NOTAMs: https://notams.aim.faa.gov/notam_Search/disclaimer.html

EMAS: https://www.faa.gov/airports/engineering/incursions_excursions/emas

FAAST: <https://www.faasafety.gov/>

Hot Spot Description: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

RIM Video: <https://youtu.be/v4oC6MFrkrY>

THANK YOU

Air Traffic Manager

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Airport Manager

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NATCA Representative

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