

WELCOME

TO THE RUNWAY SAFETY ACTION TEAM (RSAT) MEETING

Air Traffic Manager

Joseph Vidacak

Airport Manager

Austin Wheeler

NATCA Facility Rep

Austin Bryan

Attendees, please introduce yourselves



THIS RSAT MEETING

is an Open Discussion Safety Forum

PURPOSE

- 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



TODAY, WE ARE DISCUSSING SAFETY WITHIN THE

AIRFIELD OPERATING AREAS

- The Non-Movement Area
- The Movement Area
- The Protected Area and
- The Runway Environment



AIRFIELD OPERATING AREAS

**What did you learn
from the video?**



KNOW YOUR LOCAL PROTECTED AREAS

RVS RUNWAY SAFETY AREA (RSA)

Discuss RSA dimensions for each runway at your airport

Runway 13/31

- RSA width 120'
- RSA length 240'

Runway 1L/19R

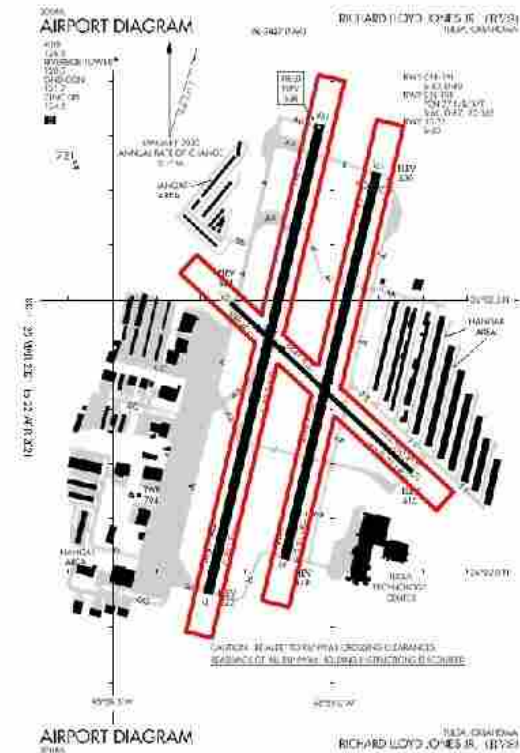
- RSA width 150'
- RSA length 300'

Runway 1R/19L

- RSA width 120'
- RSA length 240'

Tulsa Airports Improvement Trust (TAIT), Federal Aviation Administration (FAA) Tulsa Riverside (RVS) Air Traffic Control Tower (ATCT) and FAA Technical Operations Maintenance (Tech Ops)

Attachment 1 - Airport Diagram with RSA delineated.



LET'S REVIEW

**operational
safety at *Tulsa
Riverside*
airport...**



RUNWAY INCURSION (RI) & SURFACE INCIDENT (SI) CLASSIFICATIONS

are based on these attributed actions:

- **Pilot Deviations (PD)** are attributed to pilots operating an aircraft under its own power
- **Operational Incidents (OI)** are attributed to Air Traffic Control action or inaction
- **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



SURFACE INCIDENTS (SI)



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



SURFACE INCIDENTS

FY2023 | BY THE NUMBERS

54.3M take-offs & landings occurred in the NAS. Of which:

567 were surface incidents

3 aircraft departed from a taxiway

16 aircraft aligned with and landed on a taxiway

51% PD

7% OI

28% VPD

14% OTH



RVS SURFACE INCIDENTS (SI)

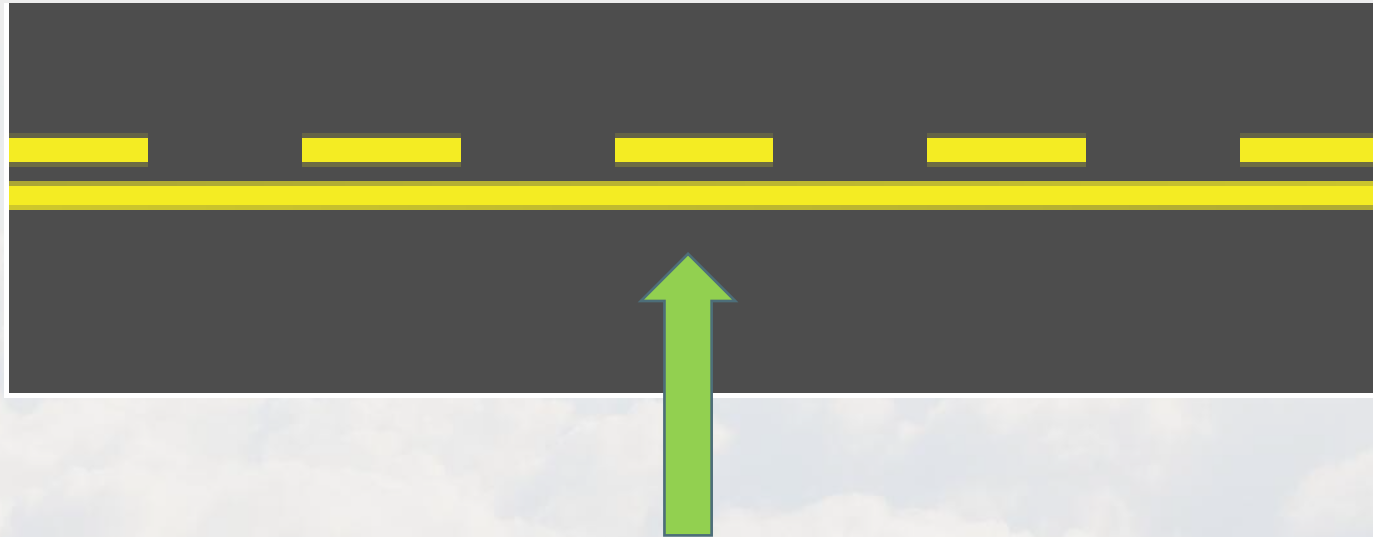


**RVS did not have a
Surface Event
between May 2023
and May 2024!**



SAFETY

KNOWLEDGE POINT



You are preparing to depart and are ready for taxi. As you approach the Movement Area, you may come upon these markings.

- **What must you do?**
- **When can you cross these lines without authorization?**

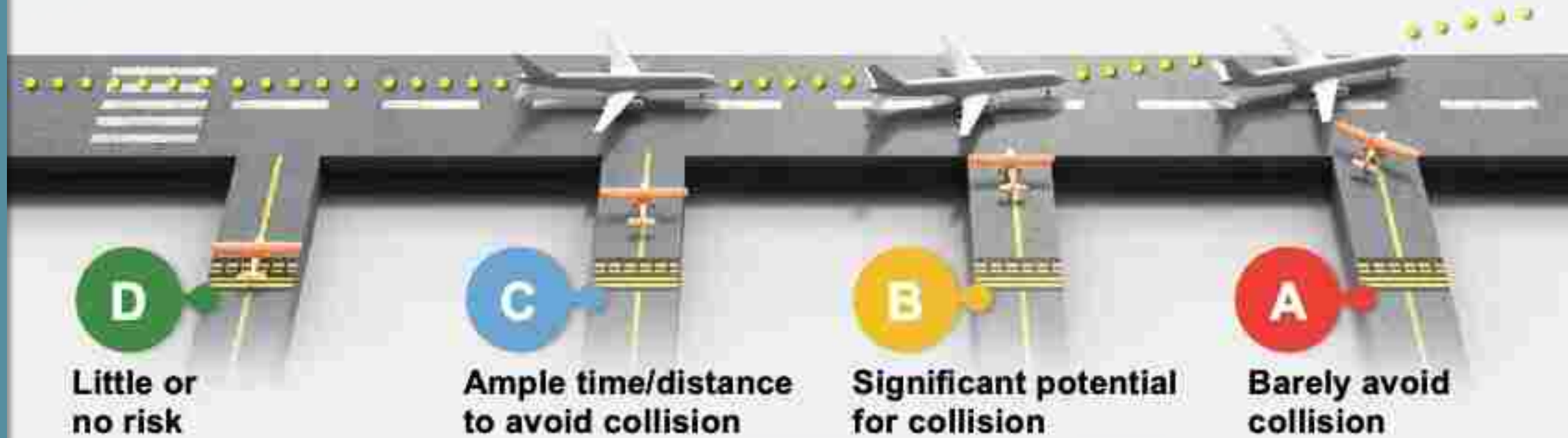


RUNWAY INCURSION (RI)

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 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

FY2023 | BY THE NUMBERS

Of the **54.3M** take-offs & landings that occurred in the NAS,

1,760 were Runway Incursions

61% PD
(Pilot)

19% OI
(Controller)

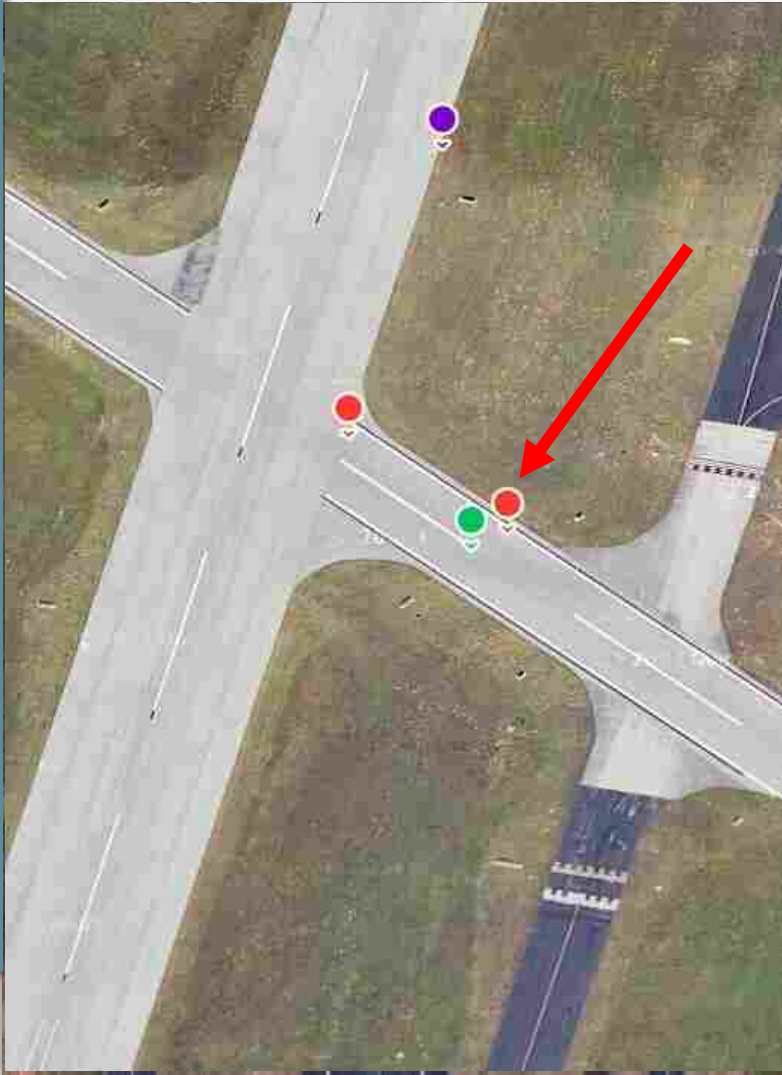
18% VPD
(Vehicle/pedestrian)

2% OTH
(Other)



LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/05/14-0001-VPD-001

Date of Incident: Sun, 14 May 2023

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 29 Privately owned vehicle or pedestrian(s) (not authorized access to airfield) entered/crossed runway without authorization.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

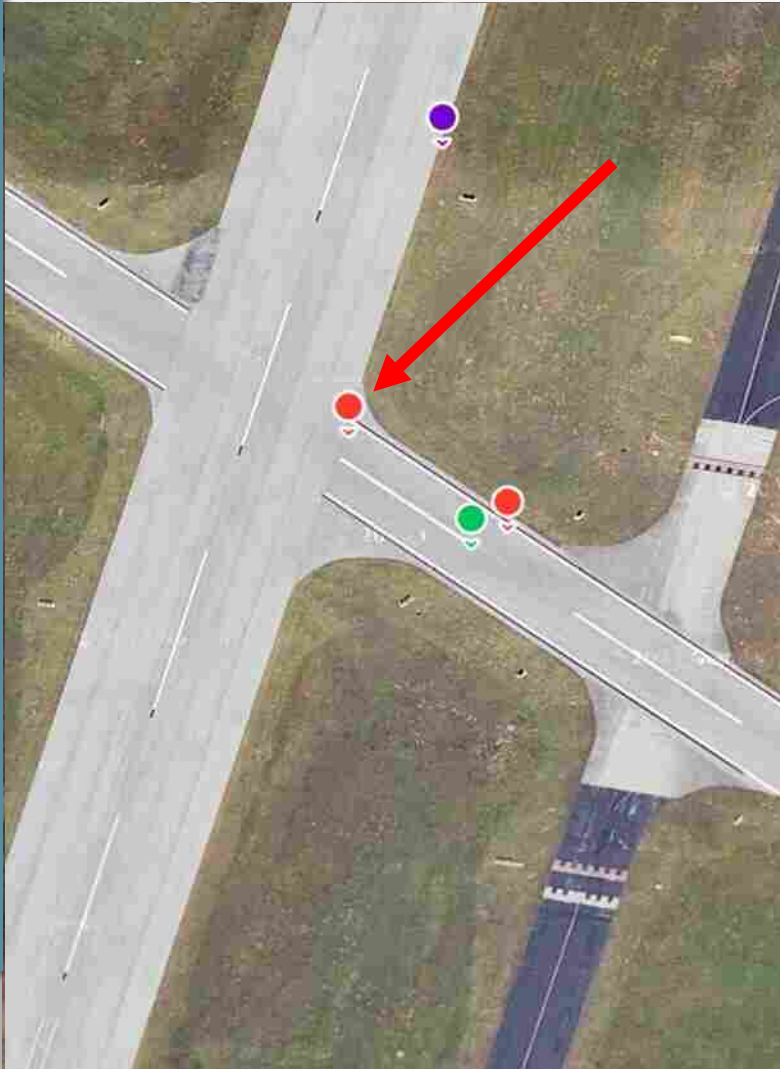
Narrative: (Event 1 of 3) Pedestrian entered Runway 31 without ATC authorization. ATC observed a pedestrian walking along the north side of Runway 31 from east to west between Taxiway Z and Runway 19L without ATC authorization. No other traffic was involved.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/05/14-0001-VPD-002

Date of Incident: Sun, 14 May 2023

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 29 Privately owned vehicle or pedestrian(s) (not authorized access to airfield) entered/crossed runway without authorization.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

Narrative: (Event 2 of 3) Pedestrian crossed Runway 19L without ATC authorization. A pedestrian crossed Runway 19L on the north side of Runway 31 from east to west without ATC authorization. No other traffic was involved.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/05/14-0001-VPD-003

Date of Incident: Sun, 14 May 2023

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 29 Privately owned vehicle or pedestrian(s) (not authorized access to airfield) entered/crossed runway without authorization.

Day/Night: Day

IMC/VMC: VMC

FAR Part: OTHER

Narrative: (Event 3 of 3) Pedestrian crossed Runway 19R without ATC authorization. A pedestrian crossed Runway 19R on the north side of Runway 31 from east to west without ATC authorization. No other traffic was involved.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/06/06-0001-PD-001

Date of Incident: Tue, 06 Jun 2023

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

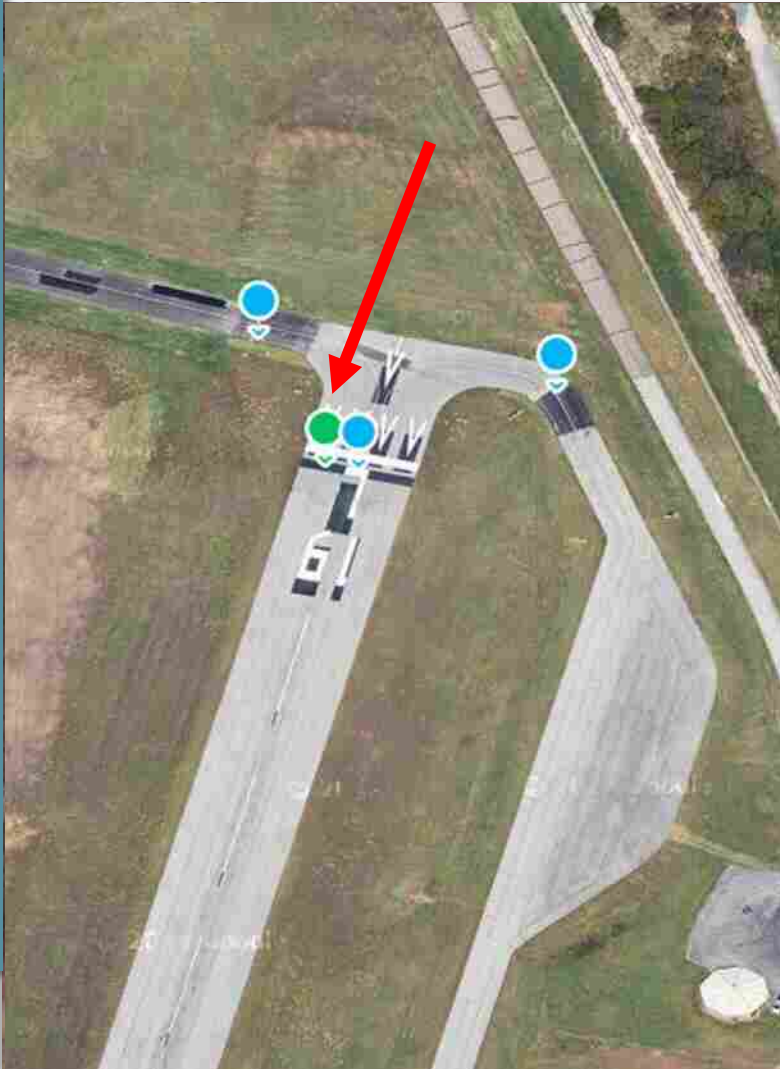
FAR Part: 91

Narrative: Aircraft 1 departed Runway 19L without ATC authorization. GC advised Aircraft 1/BE35 they would be number one at the end of Taxiway Z and to contact tower. Aircraft 1 acknowledged the transmission but did not contact tower. Aircraft 1 entered Runway 19L at Taxiway Z and departed without ATC authorization. No other traffic was involved.

Group Discussion:
What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/07/12-0001-OI-001

Date of Incident: Wed, 12 Jul 2023

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

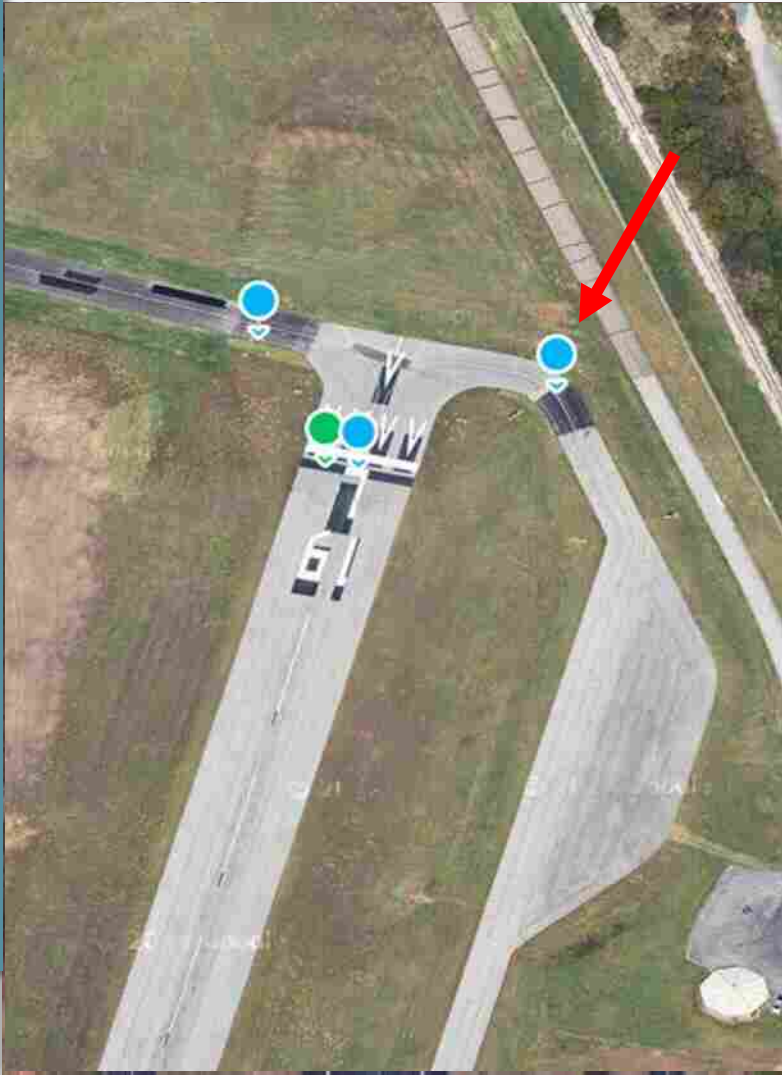
FAR Part: 91

Narrative: ATC did not provide runway separation between Aircraft 1 and Aircraft 2. Aircraft 2/C172 landed Runway 19L with Aircraft 1/SR22 one mile in trail. The OJT attempted to issue go around instructions for Aircraft 1 too late for the pilot to execute the go around. Aircraft 1 crossed the Runway 19L threshold prior to Aircraft 2 clearing the runway. Aircraft 1 landed Runway 19L. The closest proximity was estimated at 2,095 feet.

Group Discussion:
What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/08/01-0001-PD-001

Date of Incident: Tue, 01 Aug 2023

RI/SI/RE/WS: RI

Severity: C

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

Day/Night: Day

IMC/VMC: VMC

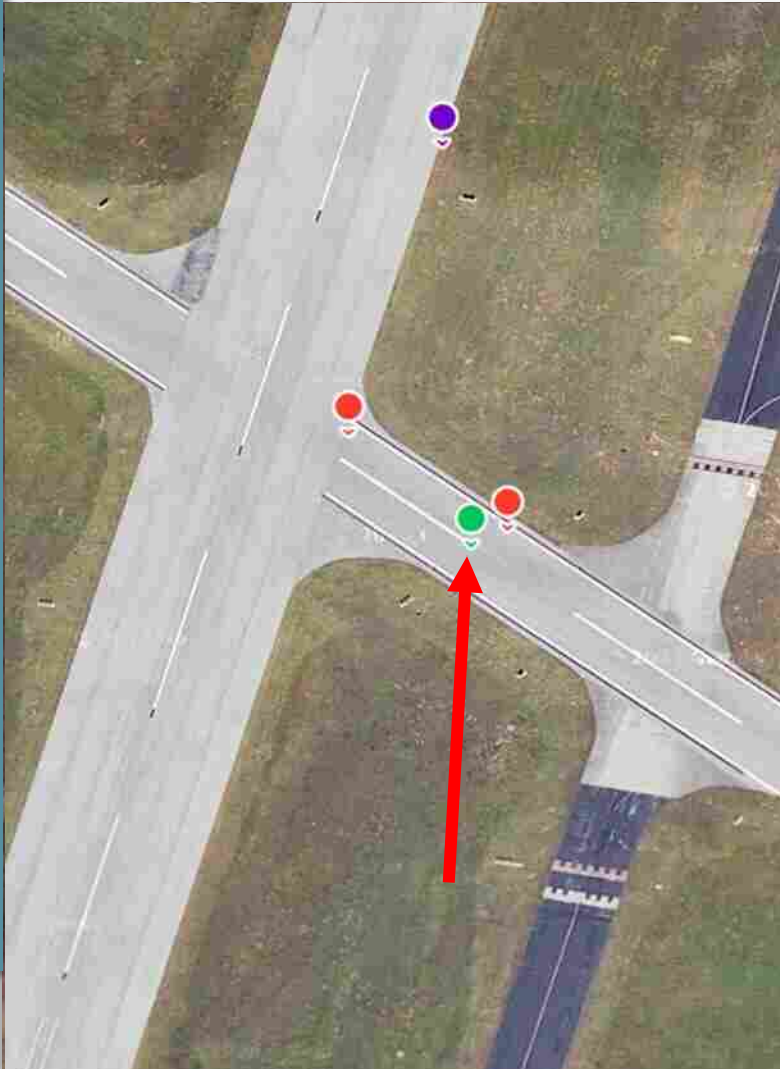
FAR Part: 91

Narrative: Aircraft 1 entered Runway 19L without ATC authorization. LC issued instructions to Aircraft 1/P28A for Runway 19L, taxi via Taxiway Z. Pilot readback was correct. Aircraft 1 entered Runway 19L without ATC authorization. LC instructed Aircraft 1 to exit the runway at Taxiway K. Aircraft 2/C172 was on 25 mile final for Runway 19L when Aircraft 1 crossed the runway edge line at Taxiway K.

Group Discussion:
What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/08/10-0001-01-001

Date of Incident: Thu, 10 Aug 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 crossed Runway 1R without ATC authorization. LC instructed Aircraft 1/PA44 to turn right on Runway 31 from Taxiway Z and hold short Runway 1R. Aircraft 1 readback turn right on Runway 31 and hold short. LC did not address the incomplete readback. Aircraft 1 crossed Runway 1R while on Runway 31 without ATC authorization. LC issued go around instructions to Aircraft 2/PA28 on .25 mile final Runway 1R. Overflight did not occur.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/10/27-0002-01-001

Date of Incident: Fri, 27 Oct 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: OTHER

Narrative: Aircraft 1 entered the Runway 31 RSA without ATC authorization. Aircraft 1/C525 landed Runway 1L and LC issued instructions to taxi via Taxiway A and hold short Runway 31. Pilot did not readback the hold short instructions and LC did not address the missed readback. Aircraft 1 crossed the Runway 31 hold short line at Taxiway A from the north without ATC authorization. LC issued instructions to hold short Runway 31 but Aircraft 1 had already crossed the line. LC issued go around instructions to Aircraft 2/P28A prior to the Runway 31 threshold.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/12/11-0001-PD-001

Date of Incident: Mon, 11 Dec 2023

RI/SI/RE/WS: RI

Severity: C

Surface Event Code: 21 Cleared to land on one runway and landed on another runway or closed runway.

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: Aircraft 1 landed Runway 19R without ATC authorization. Aircraft 1/BE19 was cleared to land Runway 19L but turned final for Runway 19R in front of Aircraft 2/P28A and landed Runway 19R without ATC authorization. LC issued go around instructions to Aircraft 2 on .3 mile final Runway 19R due to Aircraft 1 landing in front of them.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/12/11-0002-PD-001

Date of Incident: Mon, 11 Dec 2023

RI/SI/RE/WS: RI

Severity: B

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

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

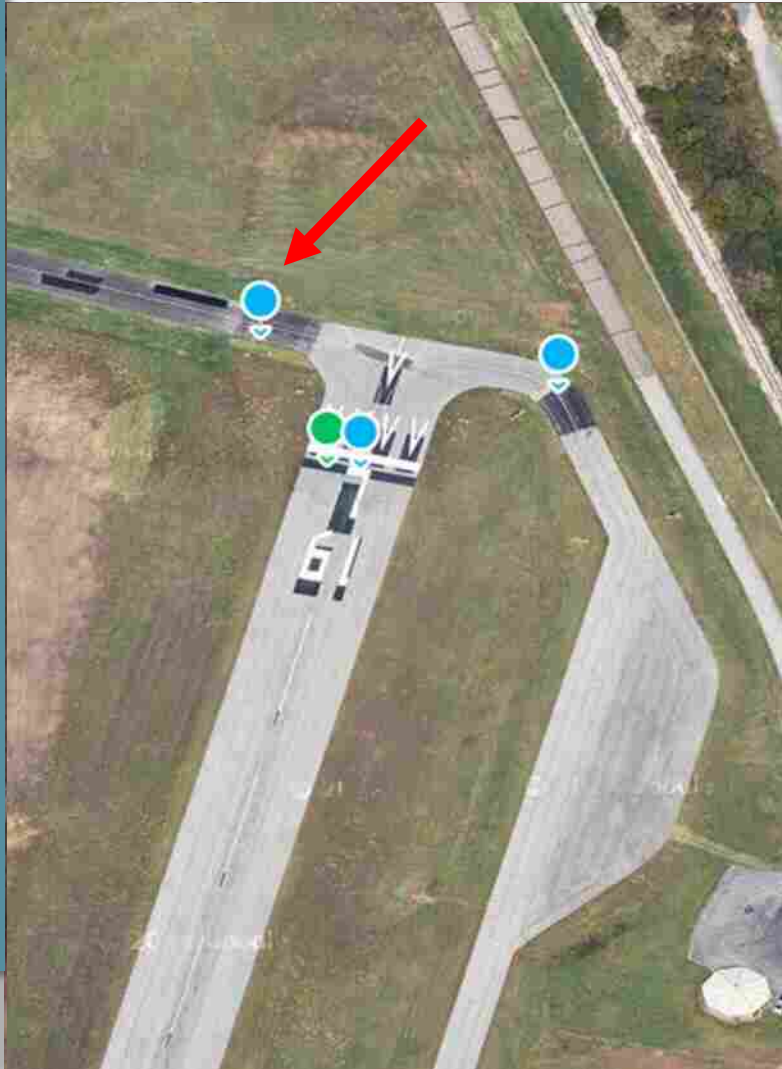
Narrative: Aircraft 1 departed Runway 19R without ATC authorization. Aircraft 1/P28A advised LC ready for departure. LC advised Aircraft 1 it will be a short delay. Aircraft 1 then keyed up and said 'traffic in position Aircraft 1' and then a portion of the transmission was unreadable. LC did not verify what Aircraft 1 transmitted. Aircraft 1 then entered Runway 19R and departed without ATC authorization. Aircraft 2/C182 was crossing Runway 19R at Taxiway J. Aircraft 1 overflew Aircraft 2 at approximately 150 AGL. Estimated closest proximity 150 feet vertical.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/12/12-0001-PD-001

Date of Incident: Tue, 12 Dec 2023

RI/SI/RE/WS: RI

Severity: C

Surface Event Code: 14 Entered or crossed the runway after acknowledging hold short instructions with correct read back.

Day/Night: Day

IMC/VMC: VMC

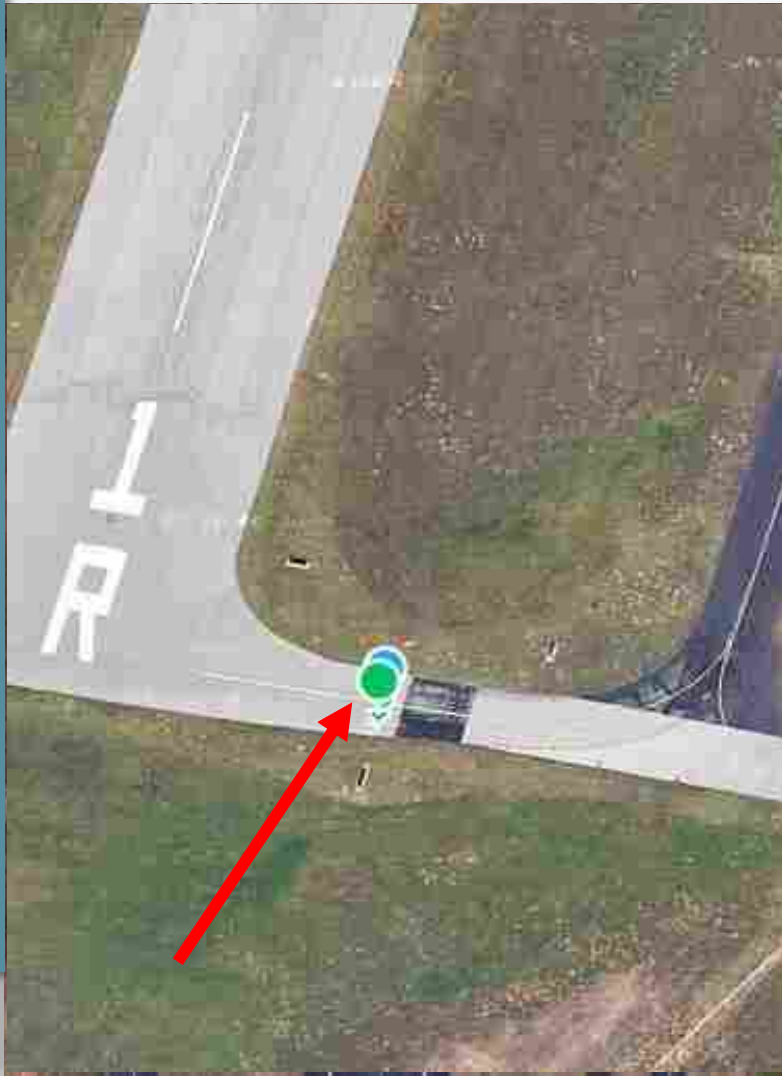
FAR Part: 91

Narrative: Aircraft 1 entered Runway 19L without ATC authorization. LCW instructed Aircraft 1 to hold short Runway 19L and contact tower on 119.2 (LCE). Pilot readback was correct. LCE reached out to Aircraft 1 multiple times with no response. Aircraft 1 proceeded onto Runway 19L at Taxiway L from the west without ATC authorization. LCE issued go around instructions to Aircraft 2/P28A on .3 mile final Runway 19L. Overflight did not occur.

Group Discussion:
What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2023/12/29-0002-01-001

Date of Incident: Fri, 29 Dec 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 1R without ATC authorization. Aircraft 1/P28A was holding short of Runway 1R at Taxiway Z1. With the intention of clearing an inbound aircraft, LCE erroneously issued instructions for Aircraft 1 to continue to the white tank and change to Runway 1L, contact tower 120.3. Aircraft 1 read back 'continue to the white tanks fly runway heading Runway 1R cleared for'. An uninvolved P28A asked if the instruction was for them and LCE advised affirmative. LCE did not address the erroneous clearance or the incorrect read back from Aircraft 1. Aircraft 1 then entered Runway 1R without ATC authorization. LCE issued go around with offset to the right instructions to Aircraft 2/P28A on .65 mile final Runway 1R. LCE then instructed Aircraft 1 to exit the runway at Taxiway J.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)



RVS-M-2024/01/11-0001-VPD-001

Date of Incident: Thu, 11 Jan 2024

RI/SI/RE/WS: RI

Severity: D

Surface Event Code: 29 Privately owned vehicle or pedestrian(s) (not authorized access to airfield) entered/crossed runway without authorization.

Day/Night: Day

IMC/VMC: VMC

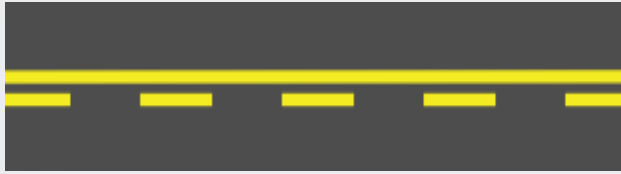
FAR Part: OTHER

Narrative: Vehicle crossed Runway 13 without ATC authorization. A vehicle/red sedan proceeded southbound on Taxiway A and crossed Runway 13 without ATC authorization or communication. No other traffic was involved.

Group Discussion:
What can be learned from this event?

SAFETY

KNOWLEDGE POINT



When instructed to “exit the runway” by ATC, what markings do you seek to cross to ensure you are safely clear of “the runway environment?”



RUNWAY EXCURSIONS (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



RUNWAY EXCURSIONS

FY2023 | BY THE NUMBERS

492

REs occurred in the NAS.
Of which:

458 general
aviation
aircraft

27 commercial
aircraft*

4 foreign
aircraft

3 military
aircraft

Main contributing factors:

Aircraft problems, loss of control, and unstable approaches

* Commercial aircraft include Part 121 and 135 operations.



EMAS (Engineered Material Arresting System)

SINCE 1996 | BY THE NUMBERS

21 runway excursions have been stopped safely by EMAS, protecting **430** souls on board

70 knots or less

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

125 EMAS beds are installed at **72** airports across the NAS as of October 27, 2023.



LOCAL SURFACE EVENT REVIEW

RUNWAY EXCURSIONS (RE)



RVS-M-2023/07/25-0001-OTH-001

Date of Incident: Tue, 25 Jul 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 19L. Aircraft 1/P28A landed Runway 19L and veered left off the runway abeam Taxiway TT.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY EXCURSIONS (RE)



RVS-M-2023/09/17-0001-OTH-001

Date of Incident: Sun, 17 Sep 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

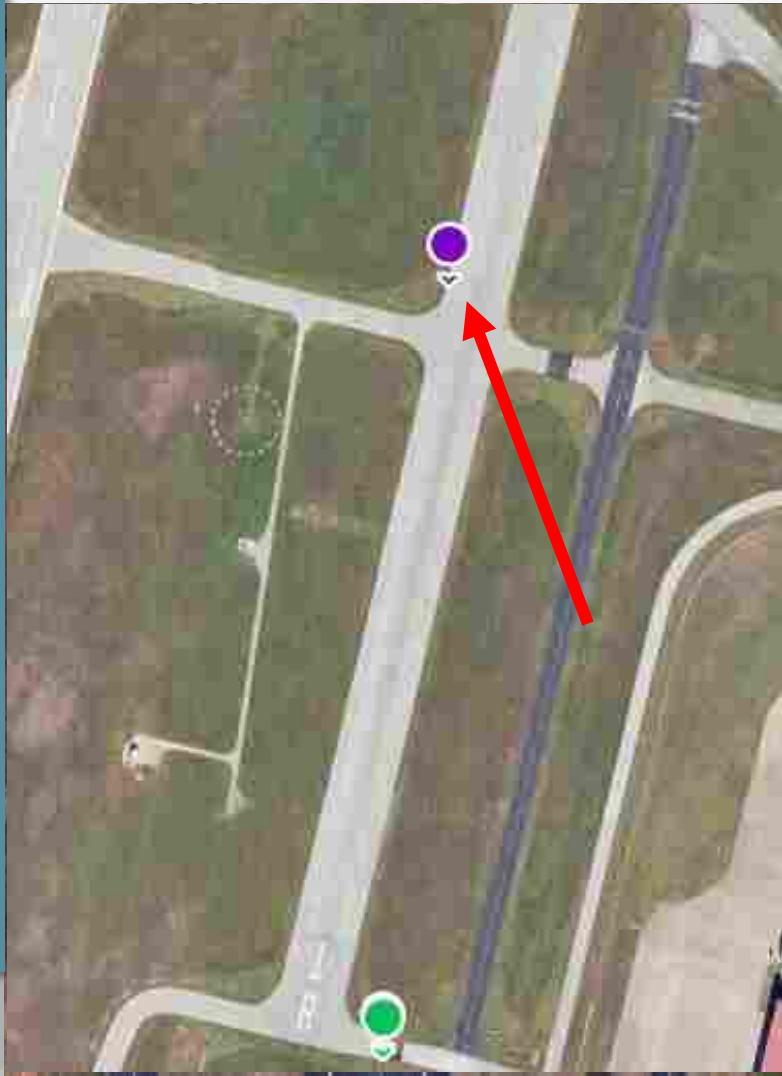
Narrative: Aircraft 1 excused Runway 1R. Aircraft 1/PA28 landed Runway 1R and was instructed to turn right at Taxiway K. Making the turn, Aircraft 1 veered off Runway 1R just south of Taxiway K disabling the aircraft.

Group Discussion:

What can be learned from this event?

LOCAL SURFACE EVENT REVIEW

RUNWAY EXCURSIONS (RE)



RVS-M-2024/02/23-0001-OTH-001

Date of Incident: Fri, 23 Feb 2024

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 1R. Aircraft 1/PA32 landed Runway 1R and veered west off the runway north of Taxiway J.

Group Discussion:

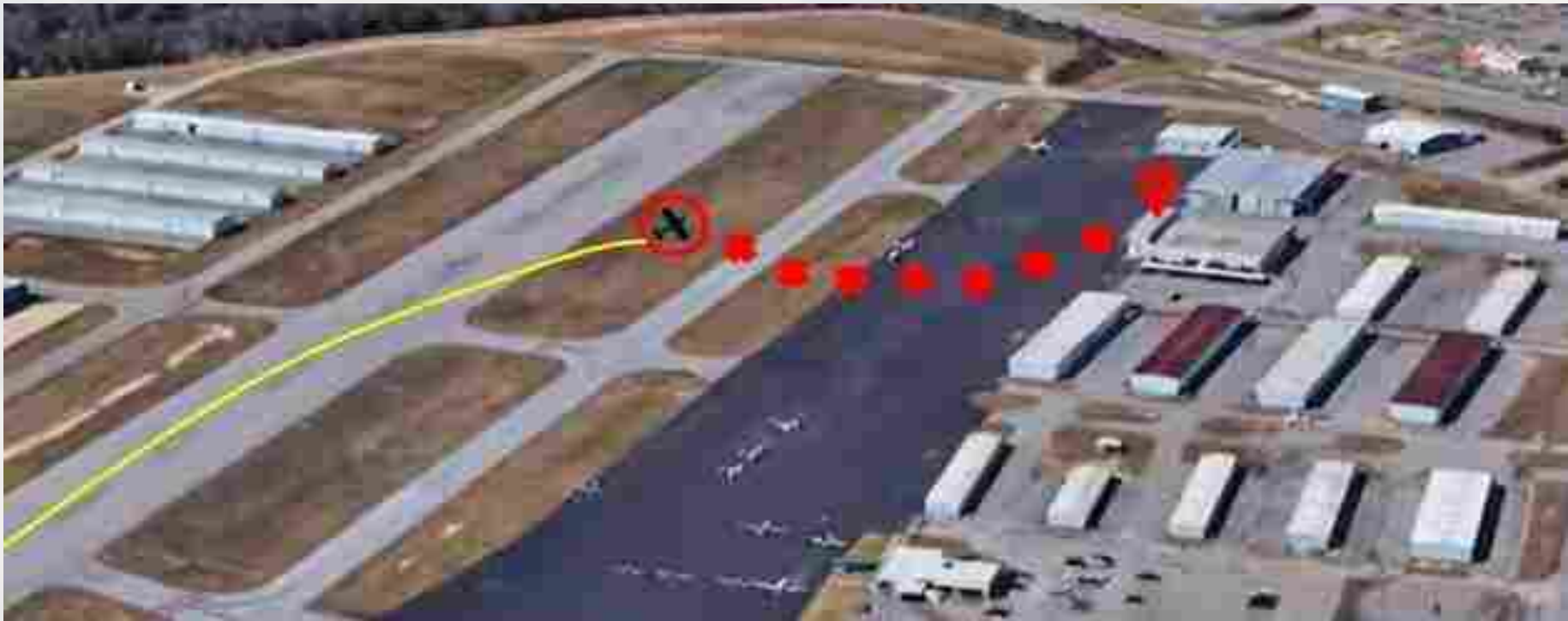
What can be learned from this event?

SAFETY

KNOWLEDGE POINT

You have touched down on the runway, but leave the runway unintentionally.

- What should you do?



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

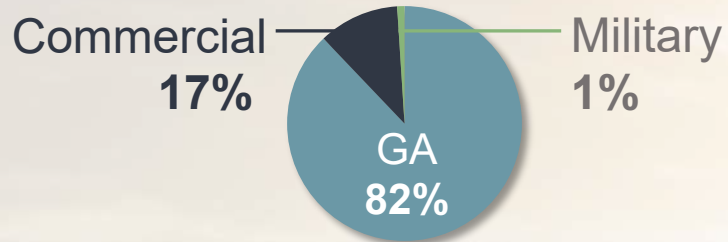


WRONG SURFACE OPERATIONS

FY2023 | BY THE NUMBERS

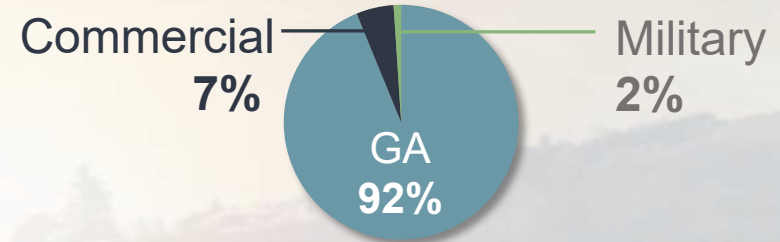
WSO by Operator Type *

Arrivals



WSO by Operator Type

Departures



WSO Daytime Events



WSO by Surface Type

	Arrivals	Departures
Wrong Runway	53	18
Taxiway	16	3
Other Surface	3	0
Wrong Airport	8	2

WSOs Involving Other Aircraft



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



WSO

WRONG SURFACE OPERATIONS

RVS did not have a Wrong Surface Operation between May 2023 and May 2024!



SAFETY

KNOWLEDGE POINT

You are holding short at Runway 7L at intersection R awaiting departure clearance.




- Which direction will you turn to depart?
- How can you be sure?

ARRIVAL ALERT NOTICES (AAN)

TUCSON INTL (TUS) ARRIVAL ALERT

Landing Northwest
RWY 30 and TWY A



Pilots sometimes confuse TWY A for RWY 30. Be aware that the former south parallel runway, RWY 29L, is closed for reconstruction.

Not for Navigational Purposes
For Situational Awareness Only

Help identify where aircraft line up to or land on a:
Taxiway, Incorrect Runway or Wrong Airport



New "Click to View" & "Drop Down Filter" features enabled.

State
(All) ▾

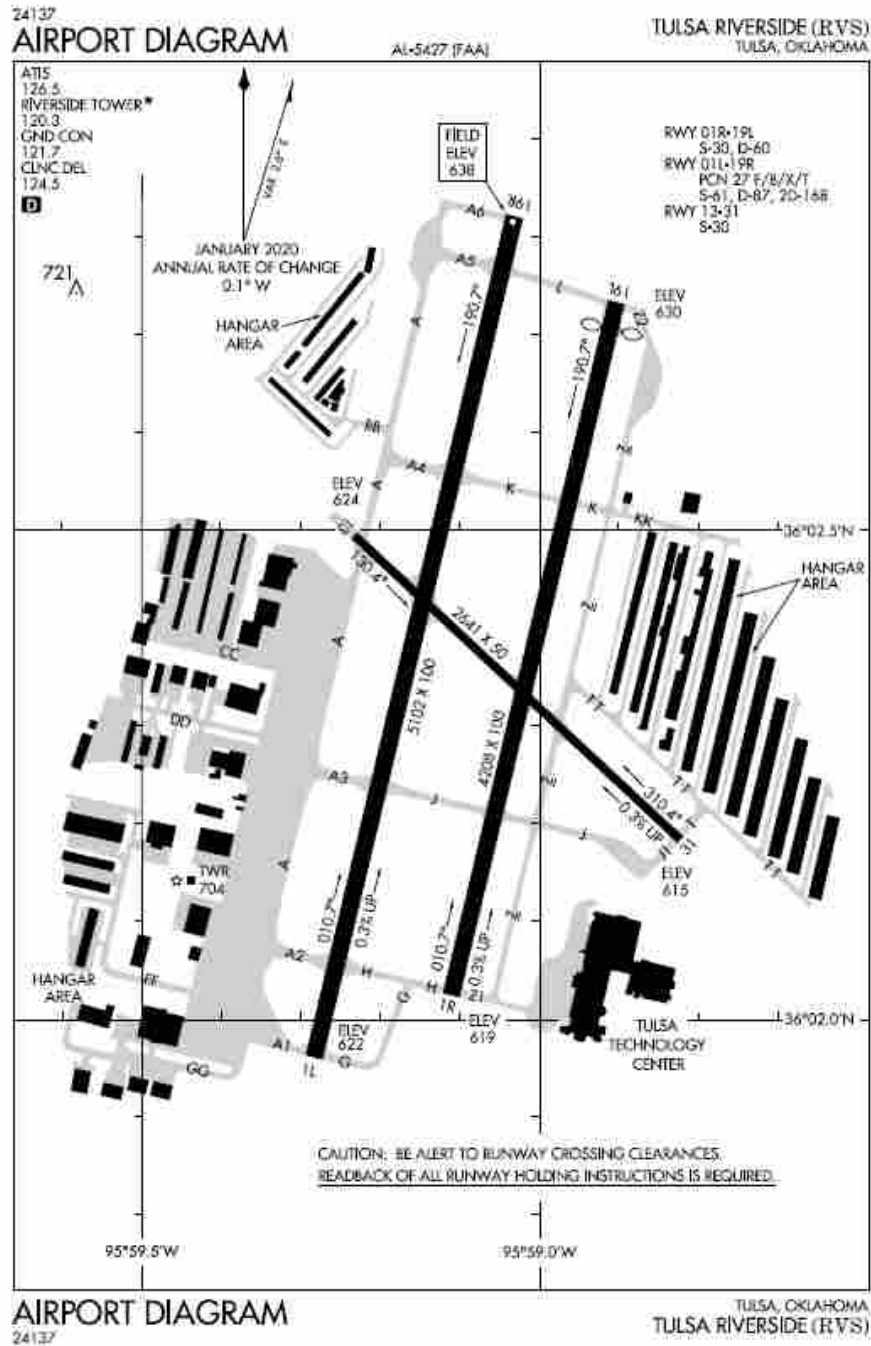
City
(All) ▾

Airport
(All) ▾

Available at

APA	IWA
BED	LAN
BFI	LNK
BJC	LVK
BOI	MRY
CCR	OPF
CHD	PAE
CMI	PBI
CNO	PDK
DPA	PSP
DVT	PTK
ELP	PWK
FAT	RHV
FCM	RNO
FFZ	ROC
FTW	SLC
HIO	TKI
HND	TUS
HNL	VGT
IDA	VNY

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



AIRPORT DIAGRAM & HOT SPOTS

Airport Diagrams provide situational awareness for pilots, airport staff, and airport ground vehicle operators in navigating runways, taxiways, and aprons.

Hot Spots are 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.

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

AIRPORT

CONSTRUCTION



AIRPORT CONSTRUCTION AWARENESS NOTAMS

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

- Are added and changed by the Airport Operator based on current conditions.
- Are coordinated with ATC for awareness.
- Can be further used to produce **Construction Notice Diagrams** known as CNDs.

<https://notams.aim.faa.gov/notamSearch/>

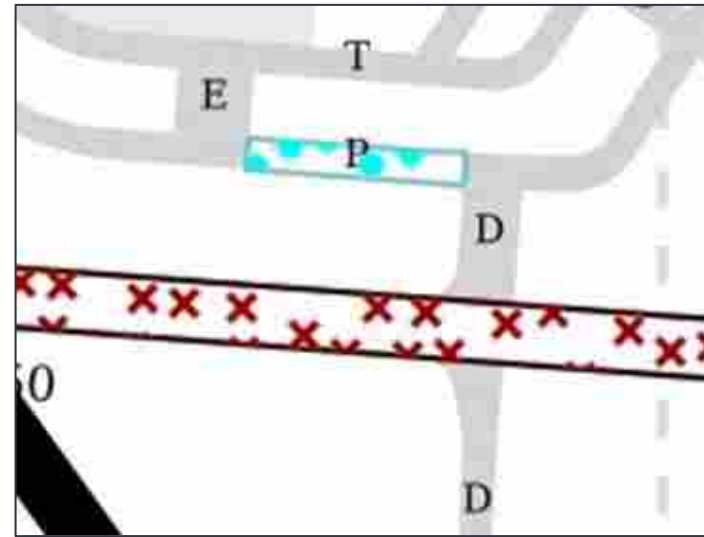
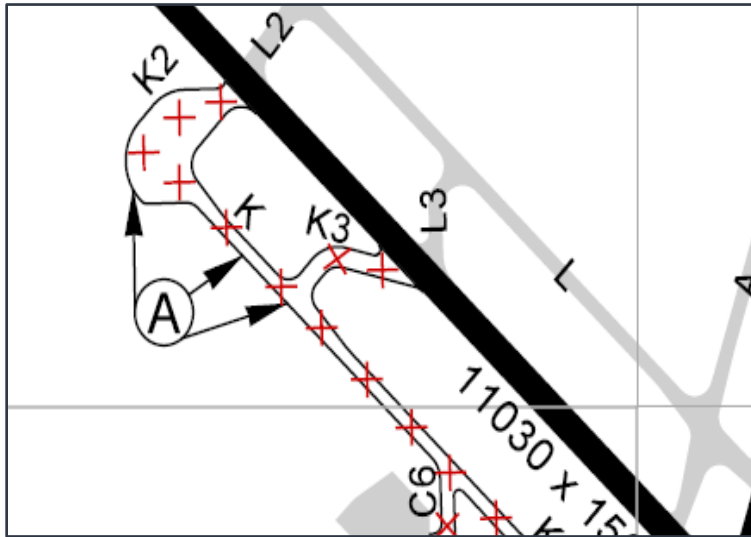


AUTOMATED CLOSURE/RESTRICTION NOTICE DIAGRAMS

CNDs ...

Give airport users a visual depiction of runway & taxiway closures as well as operational restrictions lasting >24 hours

- Do not replace traditional Airport Diagrams or other non-closure NOTAMs
- Are updated daily based on issued NOTAMs
- Can be found on ForeFlight





KEY:

- ✘ Closures
- Temporary restriction

AUTOMATED CLOSURE/RESTRICTON NOTICE DIAGRAMS CNDs

Can be found on the NOTAM website at applicable airports.

- Open <https://notams.aim.faa.gov/notamSearch/> to search for your airport NOTAMs.
- Look for this construction symbol , on the left of the top row
- If available, under Condition, click on "ON AIRPORT – SEE CONSTRUCTION GRAPHIC" on the right of the top row to download your airport's CND

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

<https://notams.aim.faa.gov/notamSearch/>



AIRPORT CONSTRUCTION BEST PRACTICES

- **Coordinate** construction plans early among the Airport Operator, ATCT and Airport Construction Advisory Council (ACAC.)
- **Email Plans to 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 the 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.



RUNWAY SAFETY RESOURCES



**AIRPORT
USERS**

Check out surface safety tips for pilots, airfield drivers, controllers, or airport managers.

- ▶ Airfield Drivers
- ▶ Controllers
- ▶ Pilots
- ▶ **Runway Construction**

Airfield Construction Checklists

- Complete Runway Closure Checklist
- New Runway Construction/ Opening Checklist
- Runway/ Taxiway Opening (Re-Opening) Checklist
- Taxiway Construction Checklist
- Partial Runway Construction Closure Checklist
- Taxiway Re-Labeling Checklist
- Runway Decommissioning Checklist

Runway Construction/Opening Checklist

Item	Required	Status	Date Complete	Reason Not Accomplished
As Early as Possible:				
1. Review best practices/lessons learned	X			
2. Notify local Technical Operations System Support Center (SSC) of proposed start and end dates to begin NAVAID's evaluation for impact and to begin the Strategic Event Coordination (SEC) for NAVAID shutdown during construction	X			
3. Review airport Master Plan (long-range) with airport authority. Review the Airport Layout Plan (ALP) and Construction Safety Phasing Plan (CSPP). Review specific imminent phases (revisit as funding changes); request daily updates be posted on airport authority webpage; does this project also require a taxiway closure?	X			
4. Notify the Airport Construction Advisory Council via email to the following address: AJA-ConstructionCouncil@faa.gov	X			
5. Coordinate closure coincidental to publication/charting date with sponsor. Published Departure/Arrival instrument procedures take 18-24 months. Affect Diagram depiction on AFD; descriptions prior to runway opening date will require issuing NOTAMs	Best Practice			
6. Conduct and complete SMS activities (SRMD, SRMDM, etc.)	X			
7. Model the construction in the simulator	X			
8. Advise/coordinate project with regional Runway Safety Office - accomplish local RSAT focused on construction phasing, impacts, etc.	X			
9. Tailor communication strategy to the project	X			
10. Coordinate with Traffic Management - develop impact statement	X			
11. Confirm effect to instrument procedures, critical areas, protected surfaces; check with AFS	X			

Partial Runway Construction Closure Checklist

Partial Runway Closure (Displaced/Relocated Threshold) Start date:

Item	Required	Status	Date Complete	Reason Not Accomplished
As Early as Possible:				
1. Review best practices/lessons learned	X			
2. Notify local Technical Operations System Support Center (SSC) of proposed start and end dates to begin NAVAID's evaluation for impact and to begin the Strategic Event Coordination (SEC) for NAVAID shutdown during construction	X			
3. Review airport Master Plan (long-range) with airport authority. Review the Airport Layout Plan (ALP) and Construction Safety Phasing Plan (CSPP). Review specific imminent phases (revisit as funding changes); request daily updates be posted on airport authority webpage; does this project also require a taxiway closure?	X			
4. Notify the Airport Construction Advisory Council via email to the following address: AJA-ConstructionCouncil@faa.gov	X			
5. Coordinate closure coincidental to publication/charting date with sponsor. Published Departure/Arrival instrument procedures take 18-24 months. Affect Diagram depiction on AFD; descriptions prior to runway opening date will require issuing NOTAMs	Best Practice			
6. Conduct and complete SMS activities (SRMD, SRMDM, etc.)	X			
7. Model the construction in the simulator	X			
8. Advise/coordinate project with regional Runway Safety Office - accomplish local RSAT focused on construction phasing, impacts, etc.	X			
9. Tailor communication strategy to the project	X			
10. Coordinate with Traffic Management - develop impact statement	X			
11. Confirm effect to instrument procedures, critical areas, protected surfaces; check with AFS	X			

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

SAFETY MANAGEMENT & SAFETY RISK SYSTEMS

SMS & SRM

Safety Management Systems (SMS) is the formal, top-down, FAA-wide approach to managing safety risk and assuring the effectiveness of safety risk controls that include systematic procedures, practices, and policies for the management of safety risk.

Safety Risk Management (SRM) is one of the four components of SMS that enables the FAA to manage safety within the National Airspace System (NAS) helping to identify hazards, analyze and assess safety risk, and develop controls to reduce safety risk to an acceptable level.

Both, **Office of Airports (ARP)** and **Air Traffic Organization (ATO)** require SRM, but each have separate procedures. In short, when a triggering change is made to that could affect safety of the NAS, some level of SRM needs to occur.

Airport Managers/ Operators

can find more ARP SRM information via your Airports Regional or District or at:

https://www.faa.gov/airports/airport_safety/safety_management_systems

Air Traffic Managers

can find more ATO SRM information through your Service Area Quality Control Group at:

<https://my.faa.gov/org/linebusiness/ato/safety/sms/srm/pre-panel> (for internal FAA use)

LOCAL CURRENT AND PLANNED CONSTRUCTION

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

- Security fencing and access control improvements
 - Scheduled for end of 2024 early 2025
- RWY 13/31 widening and rehab
 - Scheduled for summer of 2025





LOCAL AREA WEATHER

Discuss weather conditions that affect safety on your airfield.

- Is sun glare a safety factor?
- Are there areas where ponding/ standing water impacts surface safety?
- How is cumulating snow/ ice addressed to minimize sign/ marking obscurity?
- Thunderstorms, tornados, high winds, fog, snow, ice



LOCAL AREA

WILDLIFE HAZARDS

The following are wildlife hazards specific to this airport:

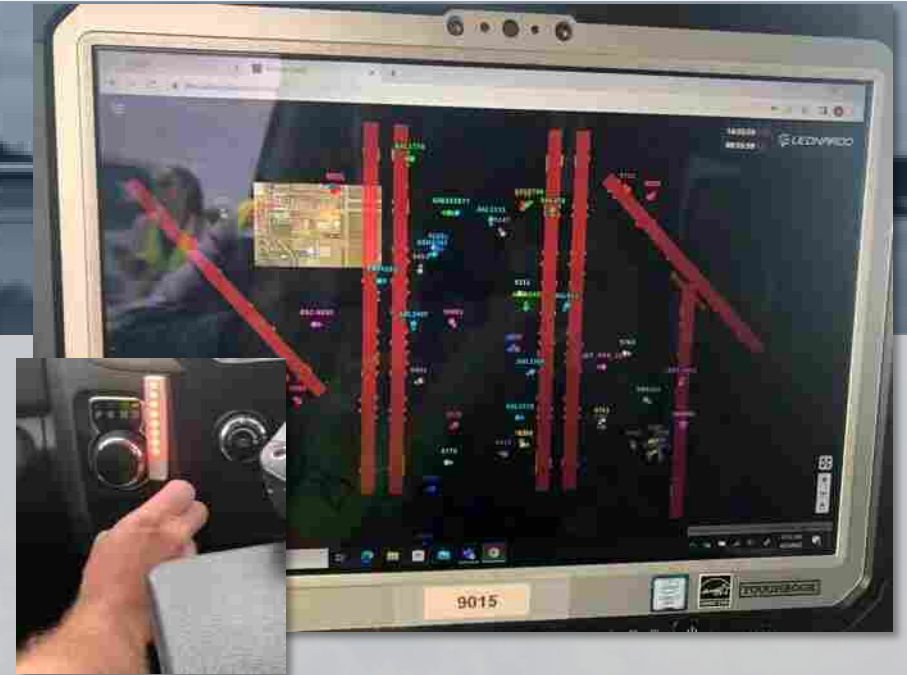
- Geese, dove coyotes & deer
- Migratory birds
- Describe **movement controls, training and procedures** for the **responsible USDA vehicle/airport drivers** involved in active or preventative wildlife mitigation measures.



TRAINING AND OPERATIONS AIRFIELD DRIVERS

Review of driver policies, procedures, and training

- Who can access the airfield?
- How is training conducted for various airfield users, i.e. police/ security, fire fighters/ emergency responders, wildlife agents?
- Who do you contact if someone accesses the airfield without permission?
- Do you have vehicle equipment or electronic tracking devices that offer improved situational awareness?
- TAIT trains TAIT staff on proper movement area driving procedures



Situational
Awareness



Phraseology



Winter Ops

LETTERS OF AGREEMENT

AFFECTING SURFACE OPERATIONS



- Tulsa Riverside Airport RSA LOA
 - Dated – 5/1/2021
 - Reviewed – 8/5/2024



LETTER OF AGREEMENT

EFFECTIVE: May 1, 2021

SUBJECT: Requirements for Operating in the Runway Safety Areas (RSA)

1. **PURPOSE:** This Letter of Agreement (LOA) defines the responsibilities and procedures for parties entering into this agreement and prescribes what must be considered for accessing, operating within, and exiting the airport's RSA during aircraft operations. This document does not include the runway and taxiway movement areas as depicted in other Movement Areas LOAs.

2. **SCOPE:** The safety area surrounding a runway is intended to provide an additional level of safety should there be a lateral excursion, an overrun, or undershoot by an aircraft. The primary objective is to maintain the full RSA free of objects, including large equipment and vehicles. Authorized RSA activity includes NAVAJO and airfield maintenance. The RSA is active only when the associated runway is open.

3. RESPONSIBILITIES:

a. TAIT must:

- (1) Require training for personnel authorized to operate within the RSA.
- (2) Obtain permission from RVS ATCT prior to operating in any active RSA.
- (3) Require authorized personnel to maintain positive radio communications with RVS ATCT on frequency 121.7 MHz while operating within any active RSA.

b. RVS ATCT must:

- (1) Provide training for ATCT personnel on RSA procedures.
- (2) Control access to any active RSA.
- (3) Maintain positive radio communications with personnel operating within the RSA on Ground Control frequency 121.7 MHz.

c. FAA Tech Ops must:

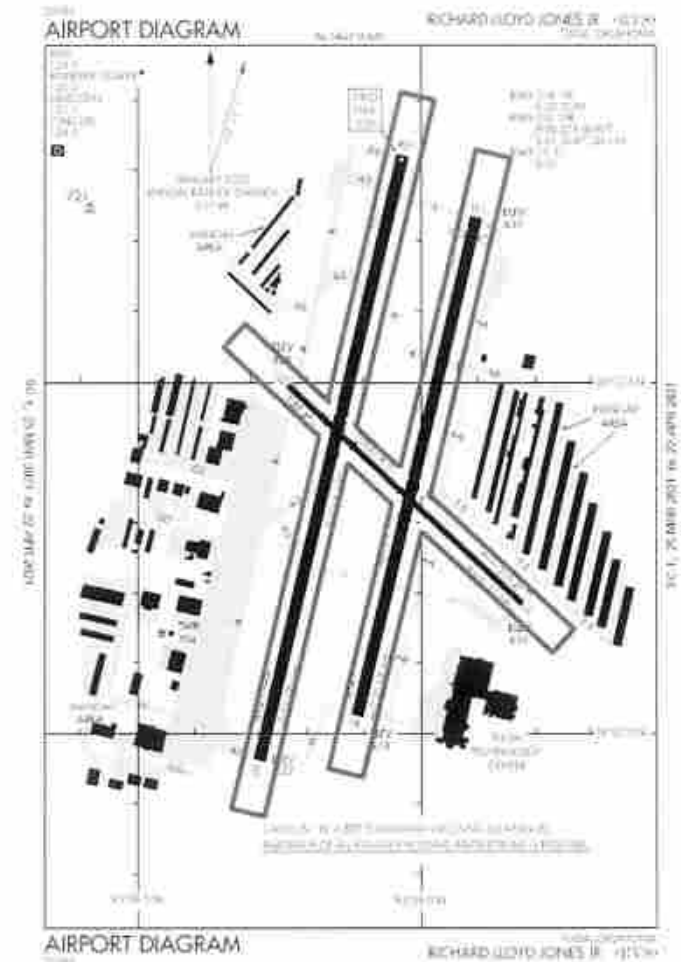
- (1) Provide training for personnel authorized to operate within the RSA.
- (2) Obtain permission from RVS ATCT prior to operating within the RSA.
- (3) Maintain positive radio communications with RVS ATCT on frequency 121.7 MHz while operating within the RSA.

4. PROCEDURES:

a. During aircraft operations:

- (1) FAA and TAIT maintenance personnel requesting access to active RSAs will ensure the following conditions are met:

Attachment 1 - Airport Diagram with RSA delineated.





LOCAL UPCOMING SPECIAL EVENTS

The following are events
scheduled at this airport:

- Flight Night
 - Sept 12th
- Challenge Air
 - October 12th



LOCAL SURFACE SAFETY ISSUES REPORTED

Enter reported safety issues from local pilots, tenants, stakeholders, Pilot-Controller Forums, etc. for discussion

- Any known areas of non-visibility in movement areas from the tower?
- Any known areas of intermittent communication/ technology frequency interruption?

LOCAL RUNWAY SAFETY BEST PRACTICES FOR PILOTS

Enter best practices at *your* facility for discussion

- When taxiing to the runway Hold Short Line, prior to receiving take-off clearance, I position the aircraft at an angle so that I have a complete view of the final approach to ensure I see any landing aircraft and to make a final visual confirmation once the take-off clearance is issued.
- Don't be afraid to ask for clarification
- Make requests early in advance, i.e. advise approach your runway request and where you park

LOCAL RUNWAY SAFETY BEST PRACTICES FOR CONTROLLERS

Enter best practices at *your* facility for discussion

- **Tours of the ATC Tower available for pilots/users**
- **Regular meetings between controller and flight school instructors to discuss safety concerns.**
- **Issuance of local safety guidance prepared by RVS ATC Tower such as the RVS Pilot Information Handbook.**
- **Issuance of Letter to Airmen.**
- **From the Flight Deck Video**

LOCAL RUNWAY SAFETY BEST PRACTICES FOR DRIVERS

Enter best practices at *your* facility for discussion

- Do not be in a rush
- Ensure proper read backs

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 from today for review and acceptance.**
- **Report Action Item updates & closures to your RSPM as completed.**



OPEN ACTION ITEMS

Enter Open Action Items below.
Discuss progress updates and
review planned completion.

Assigned Action Item Code:

Action Item Description: Reviewed airport
perimeter security.

Status: Development Stages

Completion Date: ECD: 12/31/2025



PROPOSED NEW ACTION ITEMS

Enter New Action Items here.

Discuss project details, responsibilities and planned completion.

Action Item Description: Describe item

Action Item Rationale: Issue/concern

Estimated Completion Date: Month/Day/Year

POC Organization: Operator/ ATCT

POC name: First & Last Name

POC phone: xxx.xxx.xxxx

POC email: xxxxxx.xxxx@xxx.xxx



OUTREACH



RUNWAY SAFETY PROGRAM WEBSITE

OUR COMMITMENT TO SAFETY

Runway Safety embodies a safe flight – both at its start and at its conclusion. Runway Safety continues to be one of the FAA's highest priorities and encompasses pilots, air traffic controllers and airport vehicle drivers.



Hot Spots



Video Series



Arrival Alert Notices



Statistics

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

RUNWAY SAFETY PROGRAM WEBSITE

RUNWAY SAFETY RESOURCES



AIRPORT DIAGRAMS

Search and get access to hundreds of airport diagrams by identifier, state, or airport name.

- ▶ [Search Airport Diagrams](#)



AIRPORT USERS

Check out surface safety tips for pilots, airfield drivers, controllers, or airport managers.

- ▶ [Airfield Drivers](#)
- ▶ [Controllers](#)
- ▶ [Pilots](#)
- ▶ [Runway Construction](#)



PLANS & GUIDANCE

Review numerous Runway Safety documents to help you better understand our goals and stay safe.

- ▶ [Runway Safety Plans](#)
- ▶ [Runway Safety Publications](#)



EXTERNAL RESOURCES

Search for surface safety events & training in your area or review and submit incident reports.

- ▶ [FAAST Events](#)
- ▶ [Aviation Safety Reporting System \(ASRS\)](#)

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

FROM THE FLIGHT DECK VIDEOS & PILOT HANDBOOKS

SAFETY RESOURCES

Over 125 *From the Flight Deck* Videos Available

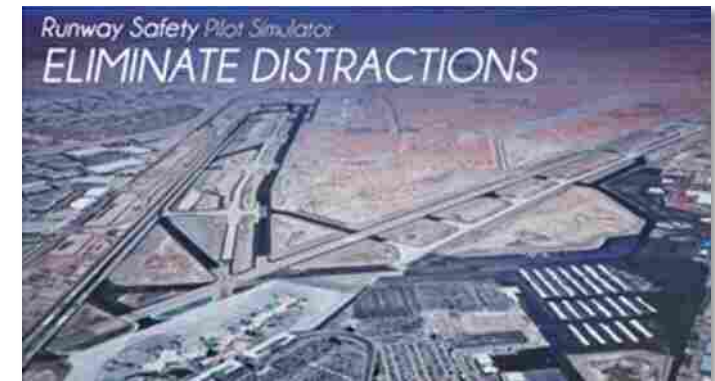
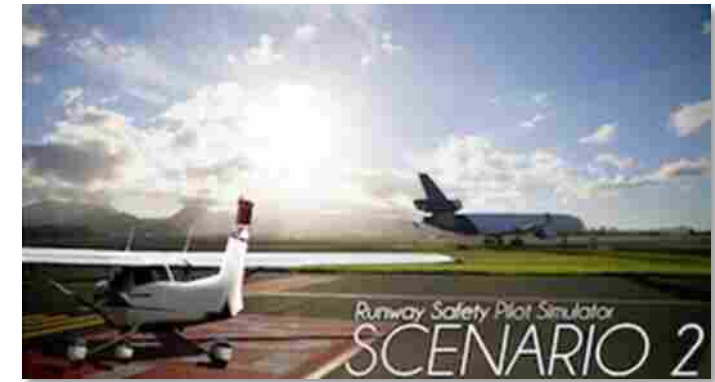
Search for
Pilot Handbooks
using the
3-letter ID at:
www.faa.gov/XXX

- *From the Flight Deck* Video Available
- *From the Flight Deck* Video In Progress
- *From the Flight Deck* Video &
Pilot Handbook Available
- **Pilot Handbook** Available



RUNWAY SAFETY PILOT SIMULATOR

An interactive
safety simulator
based on actual
surface events



FAA FLIGHT STANDARDS 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 Program Mgr (FPM) 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

FAA FLIGHT STANDARDS SAFETY TEAM

FAASTeam

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

NEXT UP

PLANNED PILOT- CONTROLLER FORUM/ RVS User Meetings

When:

11/21/2024

Location:

TTC

NEXT RSAT

When:

08/2025

Location:

TTC



CLOSING

YOUR OPPORTUNITY TO SAY SOMETHING



LINKS

FROM THE FLIGHT DECK VIDEOS:

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

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

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

AIRFIELD OPERATING SURFACES VIDEO:

<https://www.youtube.com/watch?v=9lCtpfJicds>

CONSTRUCTION:

NOTAMs: <https://notams.aim.faa.gov/notamSearch/disclaimer.html>

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

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

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

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

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

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

ARP SMS: https://www.faa.gov/airports/airport_safety/safety_management_systems

ATO SMS: <https://my.faa.gov/org/linebusiness/ato/safety/sms/srm/pre-panel>
(for internal FAA use)

QR CODES

FROM THE FLIGHT DECK VIDEOS:



FAA



YouTube

AIRFIELD DRIVERS:



Situational Awareness



Phraseology



Winter Ops

Runway Safety Home Page



Airfield Operating Surfaces Video



AIRFIELD OPERATING SURFACES VIDEO:



CONSTRUCTION:



NOTAMs



CND



Checklist



ACAC mailbox

FAA WEBSITES/ LINKS:



Airport Diagram



Pilot Simulator



AAN



EMAS/RIM



FFAST



Hot Spot Description



ARP SMS



ATO SMS

THANK YOU

Air Traffic Manager

Joseph Vidacak

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Airport Manager

Austin Wheeler

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