



WELCOME

TO THE RUNWAY SAFETY ACTION TEAM (RSAT) MEETING

Air Traffic Manager

James Stubblefield

Date

21 February 2023



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**



FREQUENCY

121.6

OR

TELEPHONE #

850-837-1640

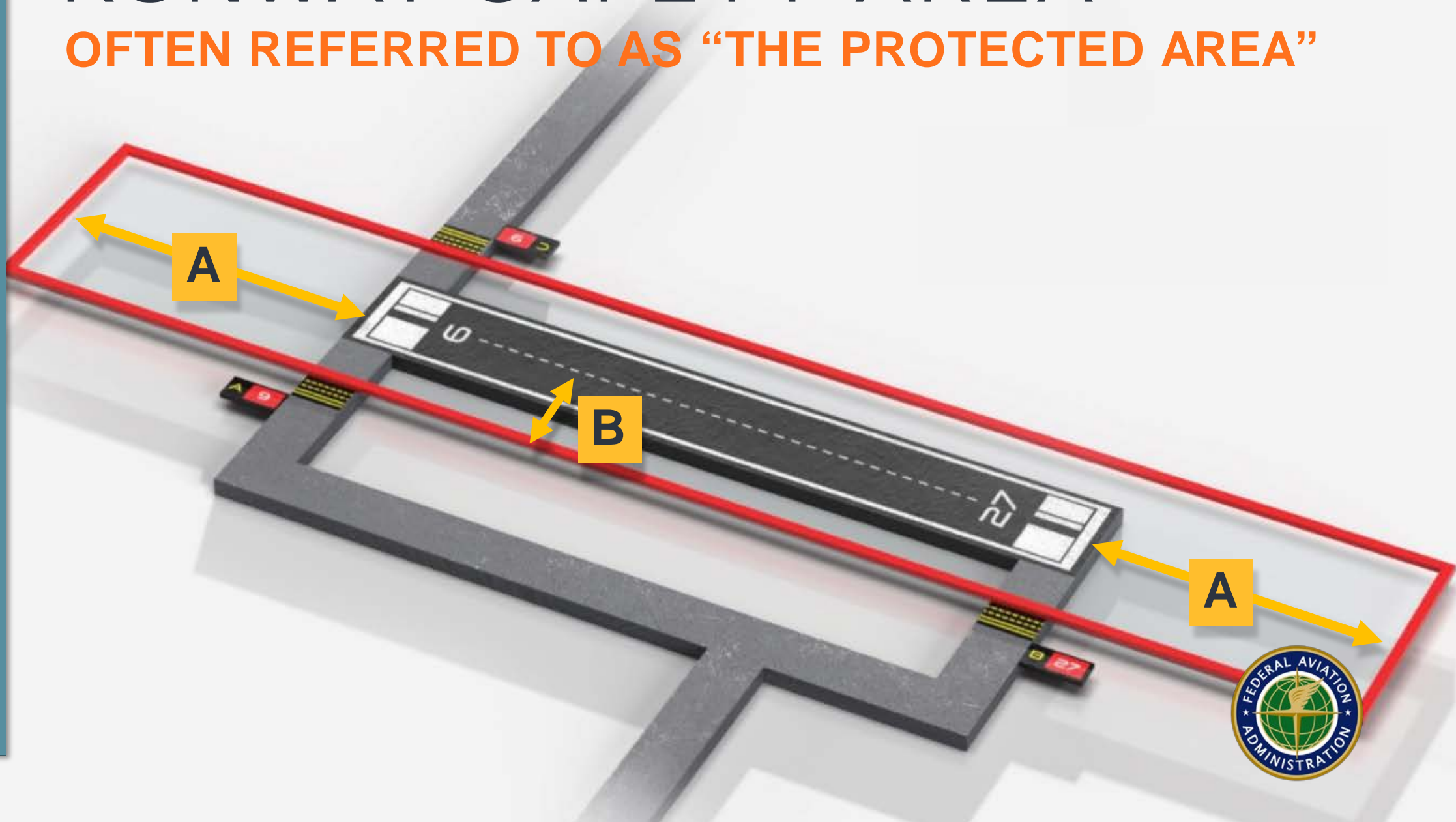
Destin Airport Controlled Movement Areas Runway 14/32 & Taxiway Alpha (A includes A1-A6)

Must have ATC approval to enter, maintain communication with Ground Control.

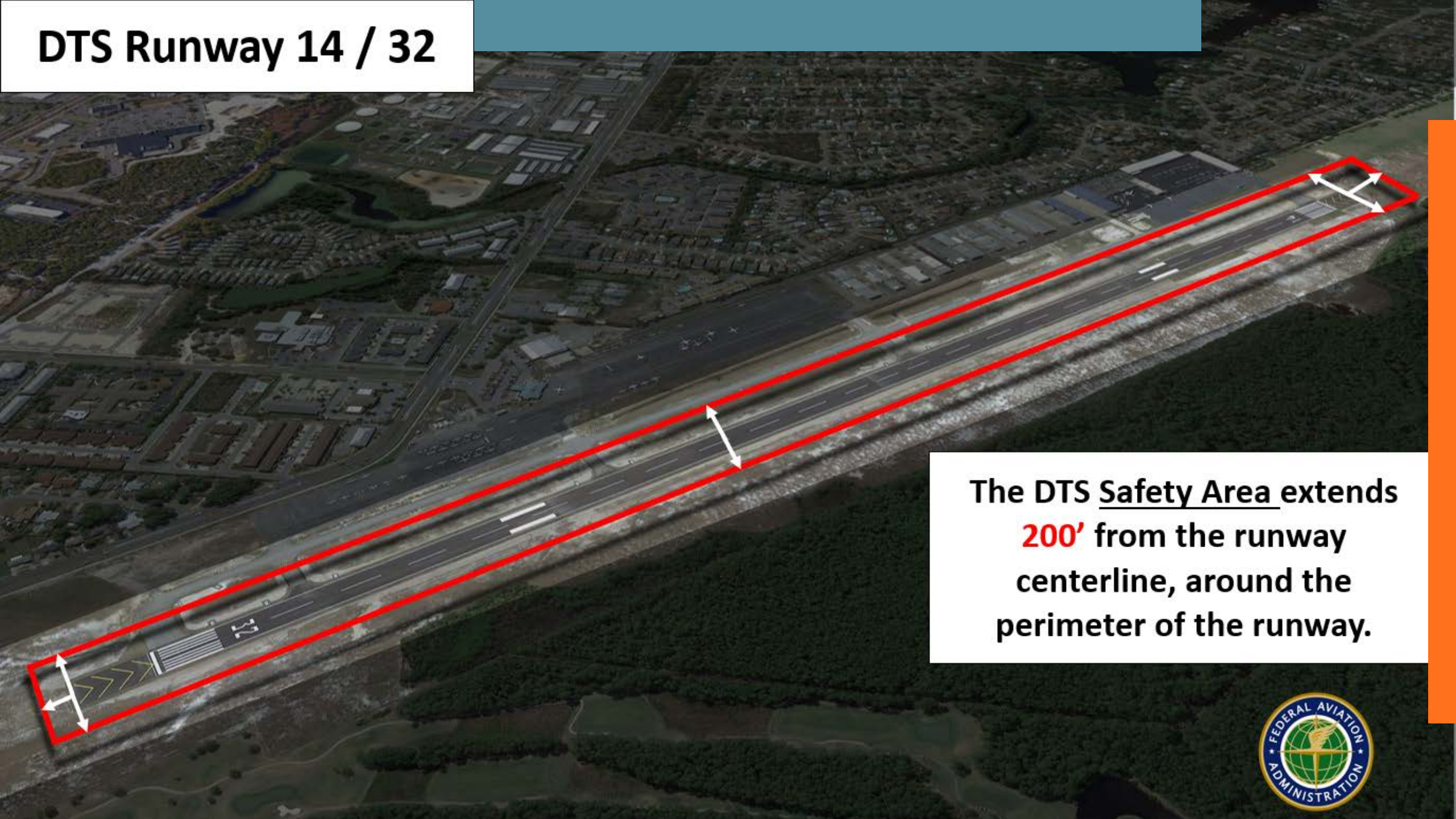


RUNWAY SAFETY AREA (RSA)

OFTEN REFERRED TO AS “THE PROTECTED AREA”



DTS Runway 14 / 32



The DTS Safety Area extends **200'** from the runway centerline, around the perimeter of the runway.

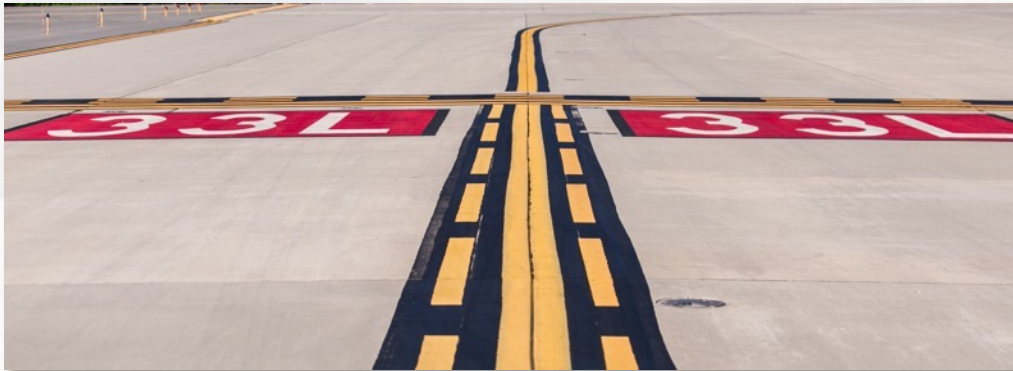


SIGNAGE & MARKINGS

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

Standard sign colors are:

- Red & White for Runways
- Yellow & Black for Taxiways



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)**



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



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



CLEARING THE HOLD SHORT LINE



- This situation is a common issue at DTS.
- More common for transient/visiting pilots.
- Any departing aircraft would be delayed.
- Any aircraft next to land, given Go-Around.



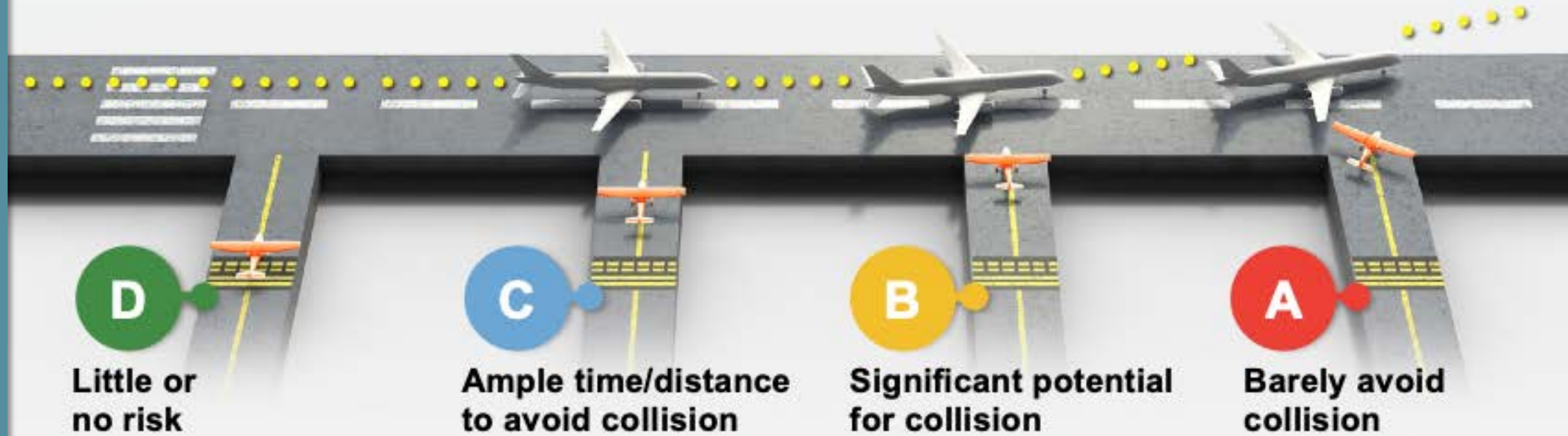
CLASSIFICATIONS OF RUNWAY INCURSIONS

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)

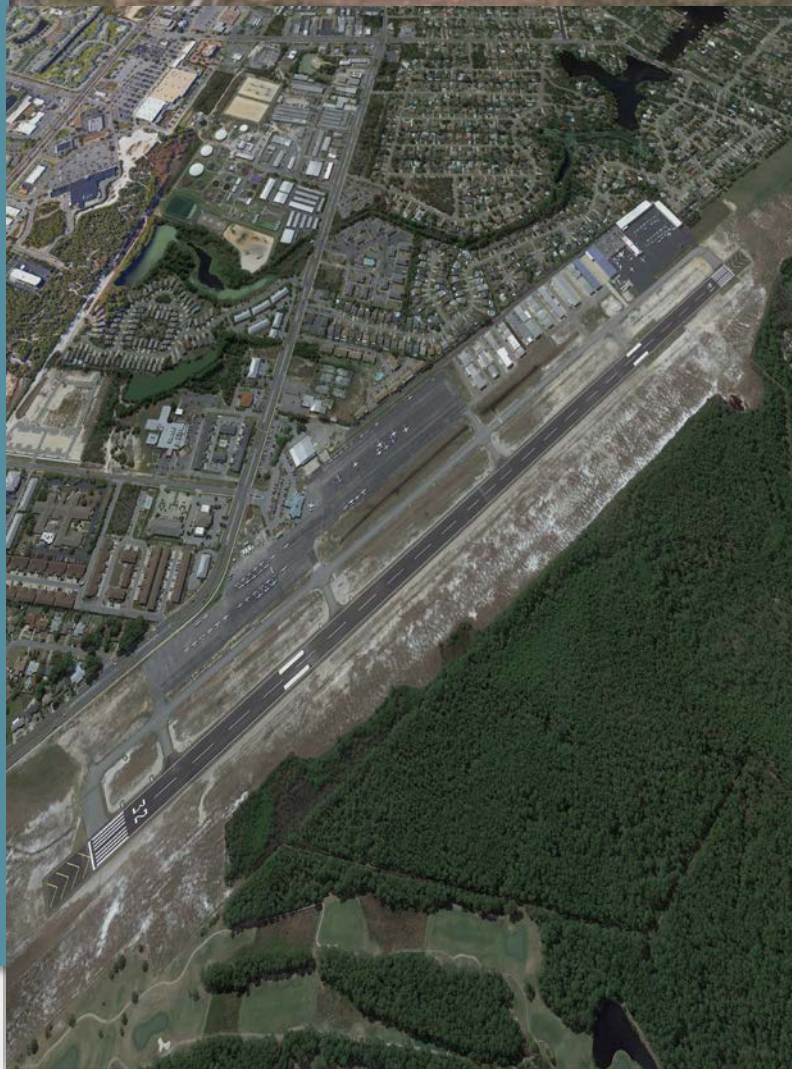
18% VPD
(Vehicle/pedestrian)

2% OTH
(Other)





LOCAL SURFACE EVENT REVIEW RUNWAY INCURSION



DTS Executive Airport has none for the past year.



SURFACE INCIDENT (SI)



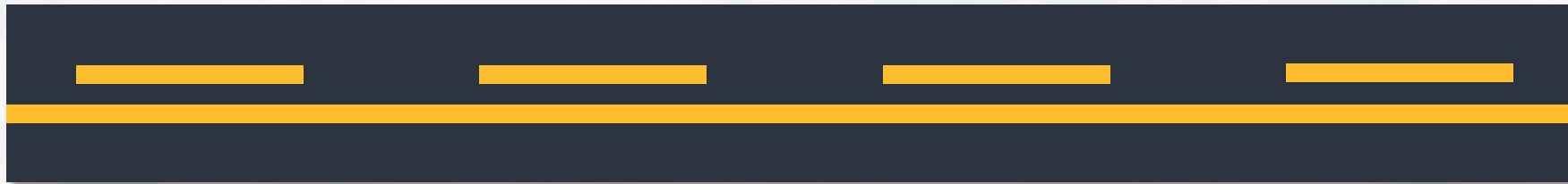
An unauthorized movement of an aircraft, vehicle or pedestrian within the designated movement area, but **outside of the RSA**



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 INCIDENT



DTS has no Surface Events for the past year.



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



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



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



WRONG SURFACE OPERATIONS BY THE NUMBERS



WRONG SURFACE OPERATIONS

BY THE NUMBERS

- WSOs became a **Top 5** focus in FY2017
- Over time, WSO awareness and reporting practices have provided critical information
- As a result, proactive outreach efforts have aided in reducing WSOs as well as increased WSOs "saves"
- As national operations return to pre-pandemic levels, we must continue to work together collaboratively to reduce WSOs
- In 2022, **70%** of the total WSOs were avoided as a result of proactive outreach, attentiveness and communication between pilots, controllers and drivers

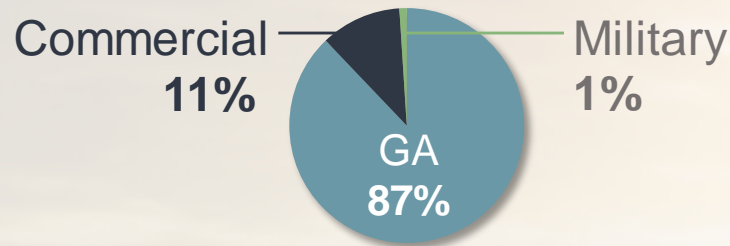


WRONG SURFACE OPERATIONS

FY2022 | BY THE NUMBERS

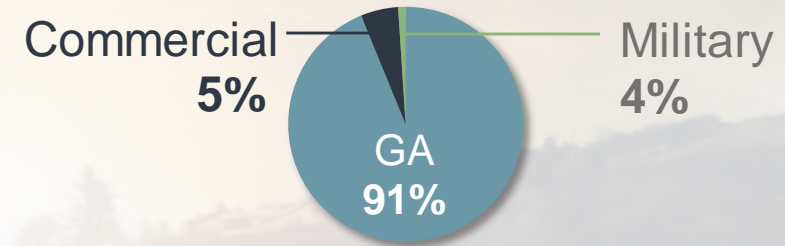
WSO by Operator Type ^{*}

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

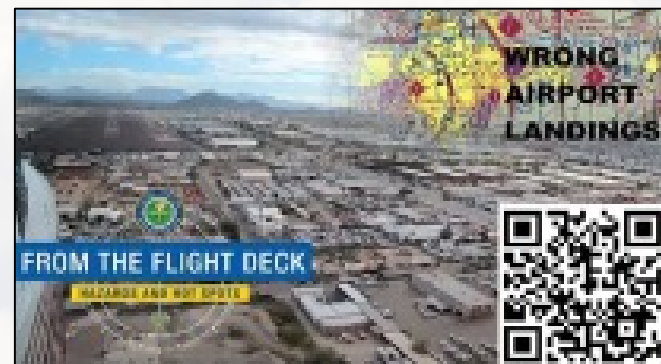
WRONG SURFACE OPERATIONS

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 T



LOCAL SURFACE EVENT REVIEW

WRONG SURFACE OPERATIONS



Close Airport Proximity

Transient aircraft have mistakenly reported DTS in-sight but in fact, are reporting VPS and begin their approach to Eglin Air Force Base.



	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
<i>January</i>	5506	5334	6053	4347	4272	4313
<i>February</i>		5010	5441	4117	3563	3705
<i>March</i>		9640	12,419	5841	8779	8076
<i>April</i>		10,283	15,051	3393	7605	8301
<i>May</i>		10,622	19,755	9540	10,811	9312
<i>June</i>		16,172	16,744	13,764	12,242	13,360
<i>July</i>		17,873	19,551	15,278	16,740	18,056
<i>August</i>		14,146	12,634	14,448	14,378	13,361
<i>September</i>		10,786	10,516	11,206	8940	8384
<i>October</i>		9831	9940	9937	7250	7417
<i>November</i>		5781	7298	7597	5780	4717
<i>December</i>		5223	4186	7542	4839	3714
TOTAL	5506	120,701	139,588	107,010	105,199	102,716

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

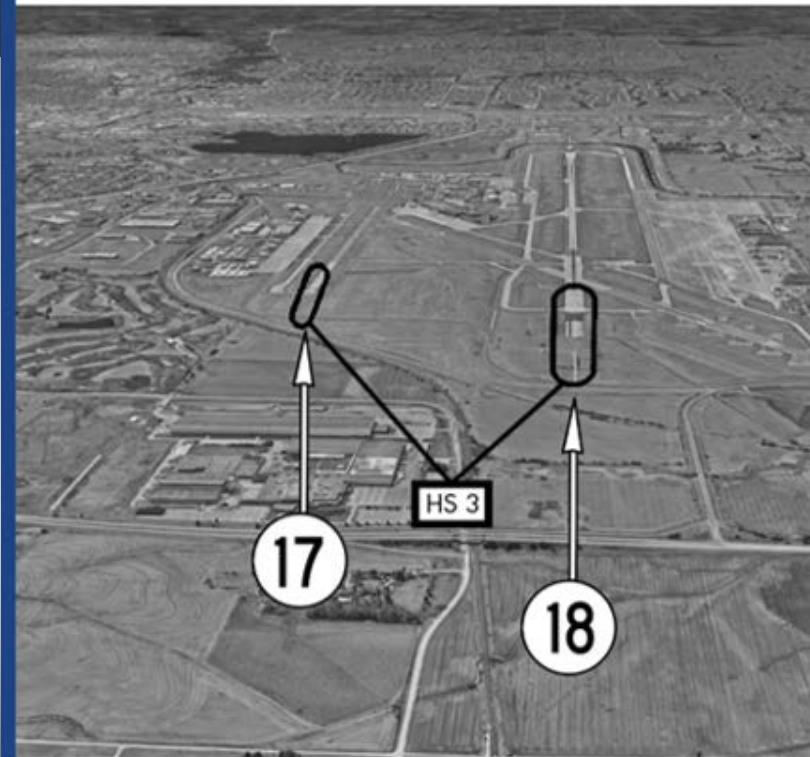
HAZARDS AND HOT SPOTS



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-awa-RunwaySafety@faa.gov

Effective 19 MAY 2022 to 16 MAY 2024

21168

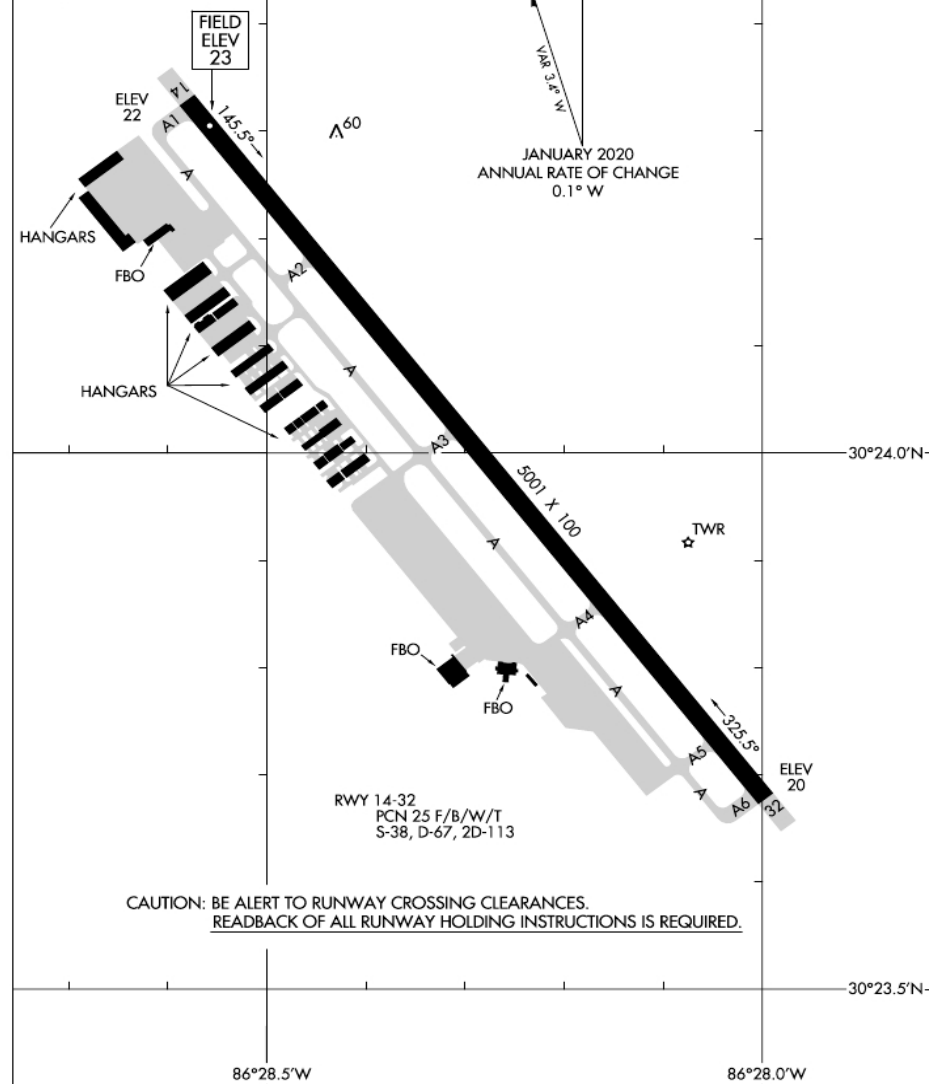
AIRPORT DIAGRAM

AL-5680 (FAA)

DESTIN EXEC (DTS)

DESTIN, FLORIDA

ATIS
 133.925
 DESTIN TOWER*
 118.45
 GND CON
 121.6
 CLNC DEL
 121.6 377.2
 127.7 (When Tower Closed)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

21168

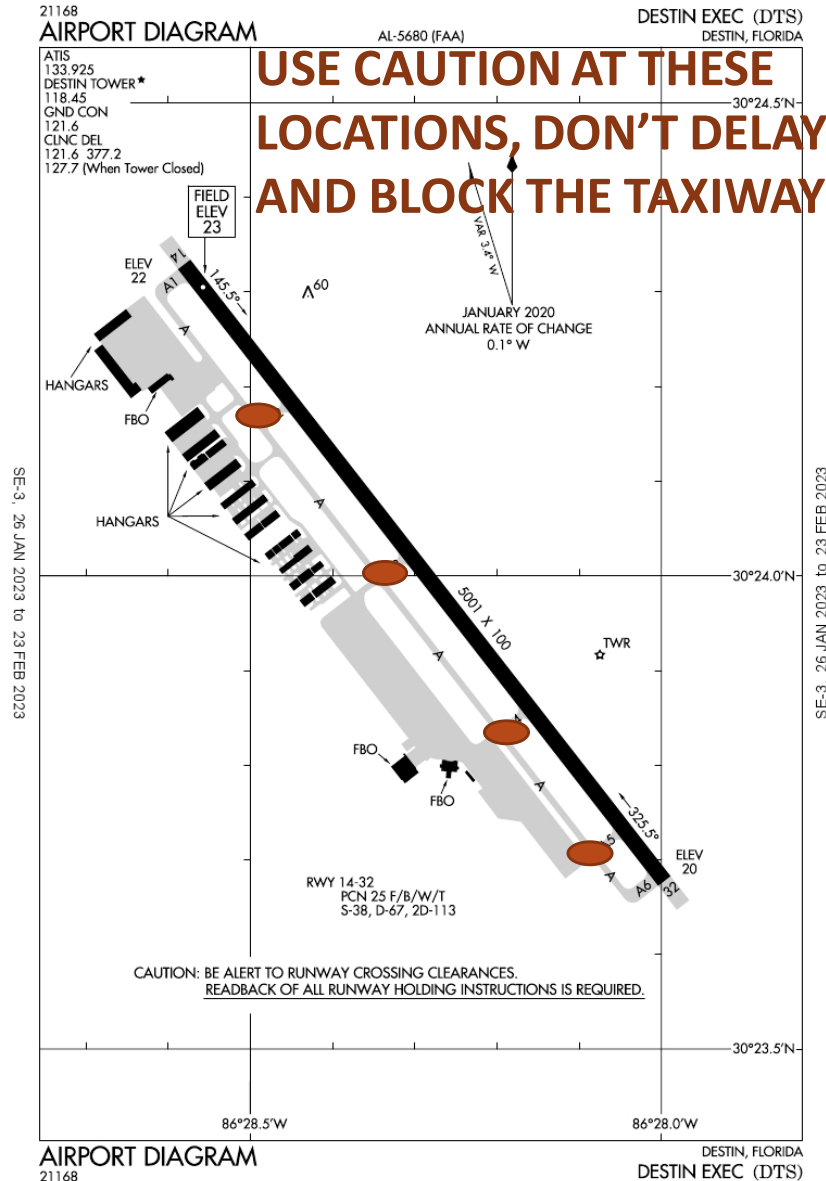
DESTIN, FLORIDA

DESTIN EXEC (DTS)

DTS

AIRPORT DIAGRAM





DTS DOESN'T HAVE A 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



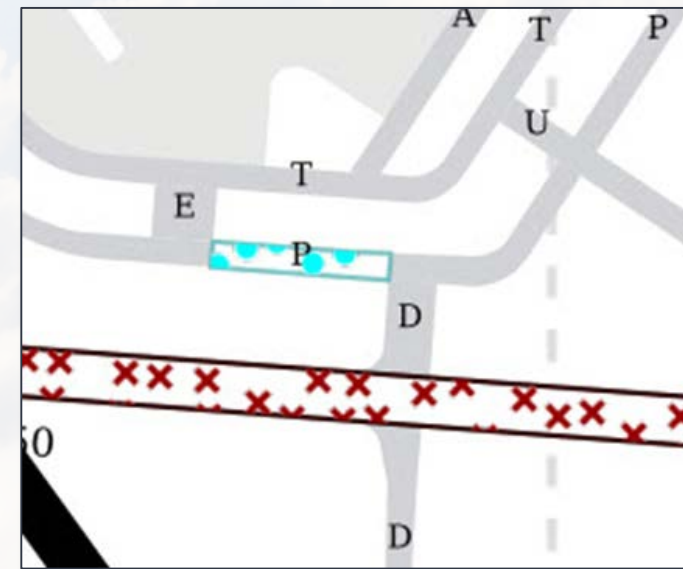
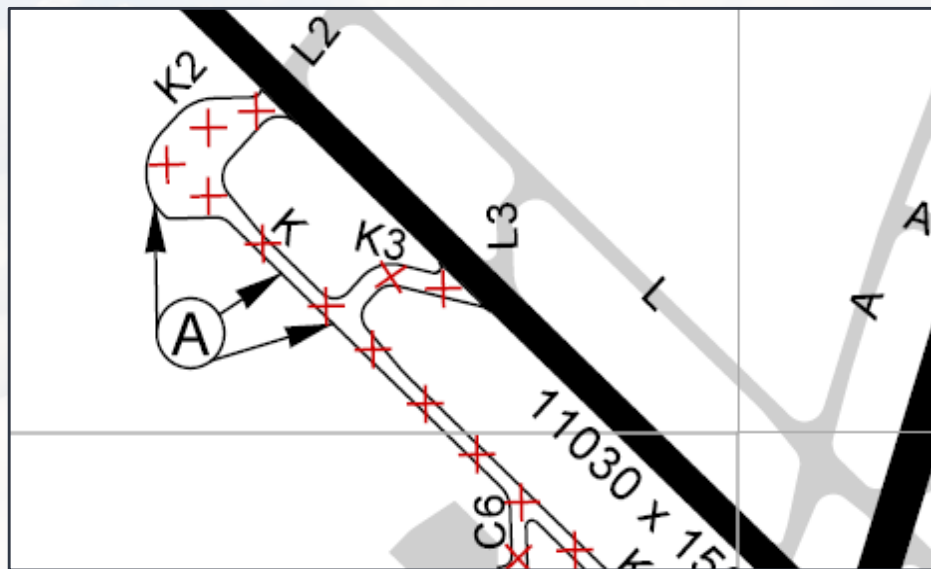
NOTAMS are notices filed to alert airfield users of potential hazards or airfield conditions.

- 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 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 all current CNDs.



	BNA	N/A		ON AIRPORT - SEE CONSTRUCTION GRAPHIC
	BNA	2/0570	WEST	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.

None are known of currently for the Movement Areas. There is construction for a new hanger next to the Taxi Lane.



LOCAL AREA WEATHER TRENDS

The following are weather conditions specific to this airport:

- Thunderstorms
- Tropical Systems
- Dense Fog
- Waterspouts



BEST PRACTICES

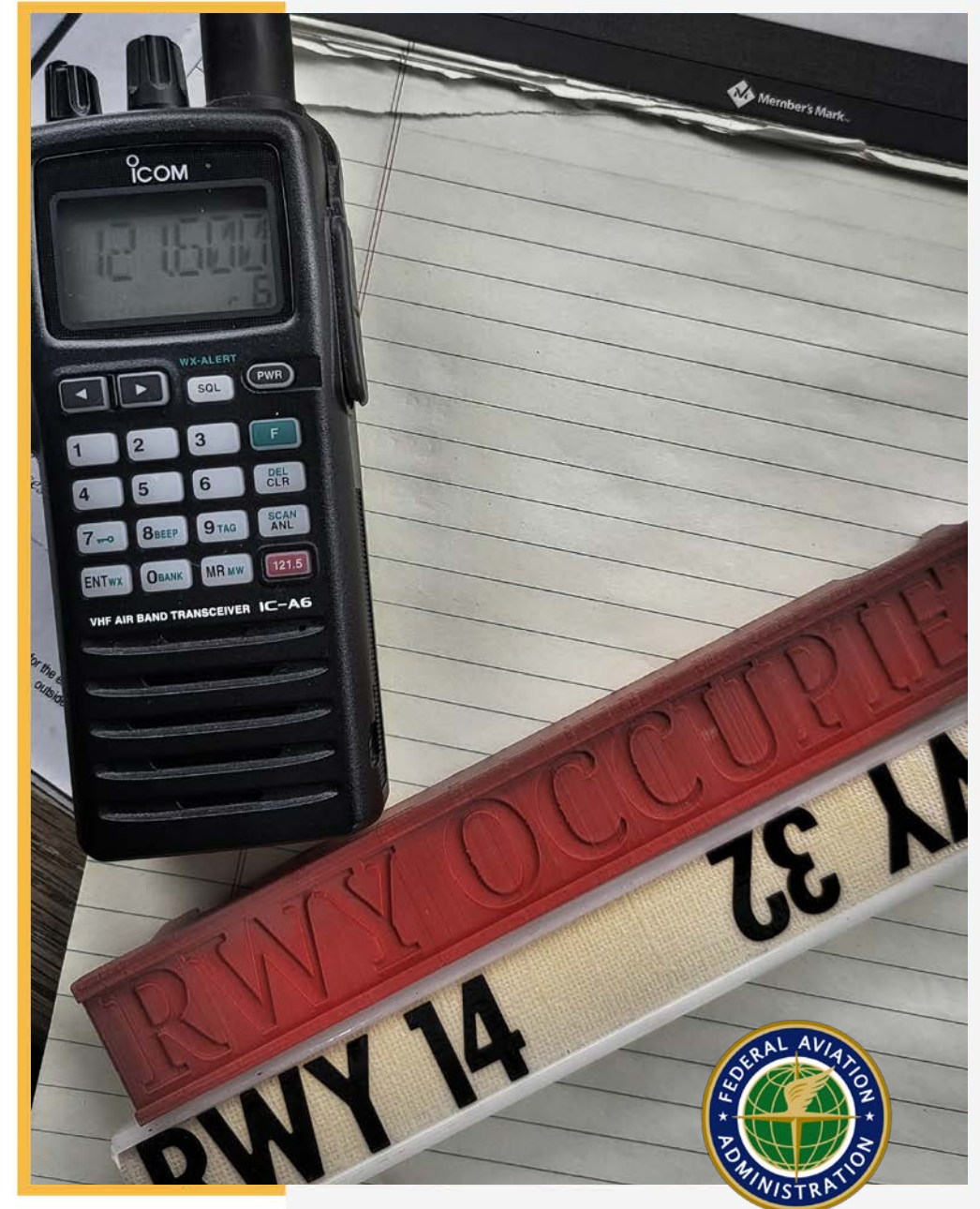
ALL PERSONNEL/VEHICLES ON THE MOVEMENT AREA OR IN THE RSA, MUST MAINTAIN RADIO CONTACT or TELEPHONE CONTACT WITH THE TOWER.

**DRIVER COURSE FOR ALL VEHICLES OPERATING ON THE AIRFIELD.
(PROCTORED BY COUNTY AIRPORT OPS/ANTHONY PETERSON).**

NOTAMS TO COVER MOWERS/PERSONNEL IN THE RSA.

MEMORY AIDS USED IN THE TOWER.

COUNTY HAS INSTALLED SIGNS PRIOR TO ENTERING SAFETY/MOVEMENT AREAS.





LOCAL AREA WILDLIFE HAZARDS

The following are wildlife hazards specific to this airport:

- **Waterfowl**
(Seagulls, Cattle Egrets, Mottled Ducks)
- **Migratory birds**
(Barn Swallows, Seagulls, Pelicans)
- **Annual birds**
(Meadow Larks, Cattle Egrets, Morning Doves, Seagulls, Turkey Vultures, Hawks, Eagles, Killdeer)
- **Coyotes - Active on the airfield year round, most active between sunset and dawn.**



LETTERS OF AGREEMENT

SURFACE OPERATIONS

- Airport Rescue and Fire Fighting
- Vehicle & Personnel Movements within the RSA



SPECIAL EVENTS

Discussing Open
House/Fly-in



LOCAL USER CONCERNS REPORTED ISSUES

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

- Gates not operating to allow vehicle access to the airfield.
- Any other items???

LOCAL RUNWAY SAFETY BEST PRACTICES

Enter best practices at *your* facility for discussion

Monthly Briefings

Airport Operations, DTS
ATC, VPS Approach and
Tower have Monthly
meetings to discuss
operations, issues and
proposed changes to
operations.



LOCAL RUNWAY SAFETY **BEST PRACTICES**

Enter best practices at *your* facility for discussion

Flight Schools:

Include ATC guest speakers in Ground School classes and Instructor Safety Meetings.

Promote Tower tours of DTS.

Improve pilot awareness of the elements that can induce a runway incursion

No pre/post flight conversations/training flight review while taxiing (Sterile Cockpit).

Maintain awareness.



LOCAL RUNWAY SAFETY BEST PRACTICES

Enter best practices at *your* facility for discussion

ATC:

Include recent RI incidents in controller briefings.

Make runway incursion avoidance a special emphasis item during initial Ground Control and Local Control training.

Improve controller awareness of the elements that can induce a runway incursion.



OUTREACH

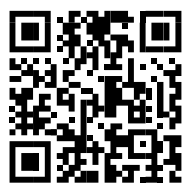


PILOT SAFETY AWARENESS VIDEOS

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.



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



A background image showing a group of people in a meeting or training session. In the foreground, a person is writing in a notebook with a pen. Other people are visible in the background, some looking towards the right.

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.



RECENTLY CLOSED ACTION ITEMS

None to Report



OPEN

ACTION ITEMS

None



PROPOSED NEW ACTION ITEMS

Action Item Description: ??????

Action Item Rationale: Issue/concern

Estimated Completion Date: ??/??/????

POC Organization: Destin ATM

POC name: James (Mike) Stubblefield

POC phone: 850-837-1640

POC email: dts@rvainc.com



NEXT UP

PLANNED PILOT- CONTROLLER FORUM

When: ???????

Location:
?????????

NEXT RSAT

When: 2/20/2024

Location:
Same Location



CLOSING

YOUR OPPURTUNITY TO SAY SOMETHING



QR CODES

FROM THE FLIGHT DECK VIDEOS:



FAA



YouTube



Complex
Geometry

AIRFIELD DRIVERS:



Situational
Awareness



Phraseology



Winter Ops

CONSTRUCTION:



Checklist



CND



ACAC
mailbox

FAA WEBSITES/LINKS:



Airport
Diagram



Pilot
Simulator



AAN



NOTAMs



EMAS



FFAST



Hot Spot
Description



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=FNqAN1tHJUE&feature=share>

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/notamSearch/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/



THANK YOU

Air Traffic Manager

James Stubblefield

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Airport Manager

Tracy Stage

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NATCA Representative

Michael Sweeney

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Local Photography & Media

Brian Serafin

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