WELCOME

TO THE RUNWAY SAFETY ACTION TEAM (RSAT) MEETING

Air Traffic Manager
Mike Stubblefield

Airport Director
Tracy Stage

NATCA Rep
Mike Sweeney

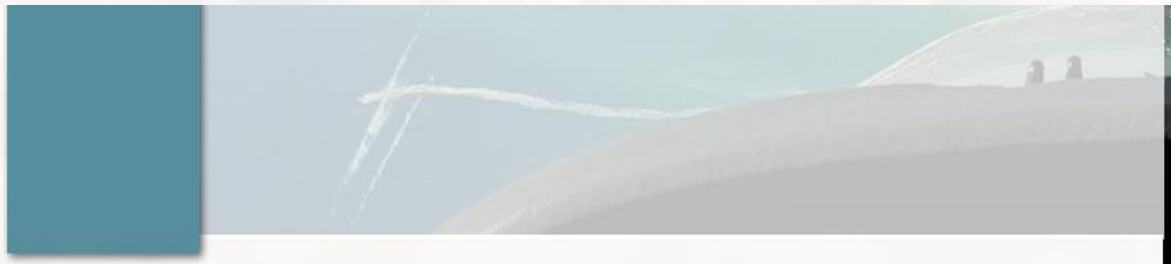
RSAT MEETING

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

DESTIN MONTHLY TRAFFIC TOTALS

Destin Monthly Traffic Totals

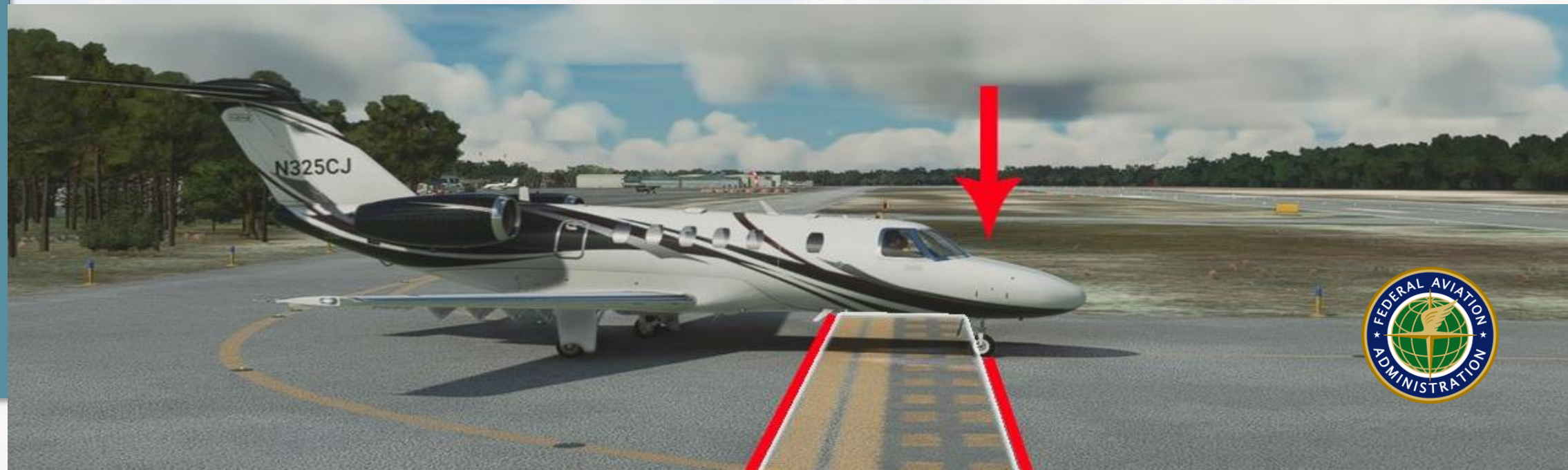
January	2024
IFR Operations	1085
VFR Operations	1333
Local Ops T-n-G's	1204
Overflights	1077
TOTAL	4699

	2024	2023	2022	2021	2020	2019	2018
January	4699	5506	5334	6053	4347	4272	4313
February		6433	5010	5441	4117	3563	3705
March		12,043	9640	12,419	5841	8779	8076
April		11,421	10,283	15,051	3393	7605	8301
May		13,720	10,622	19,755	9540	10,811	9312
June		14,423	16,172	16,744	13,764	12,242	13,360
July		18,793	17,873	19,551	15,278	16,740	18,056
August		14,830	14,146	12,634	14,448	14,378	13,361
September		9523	10,786	10,516	11,206	8940	8384
October		10,160	9831	9940	9937	7250	7417
November		6461	5781	7298	7597	5780	4717
December		5025	5223	4186	7542	4839	3714
TOTAL	4699	128,368	120,701	139,588	107,010	105,199	102,716

YELLOW indicates Highest Monthly Count
GREEN indicates TOTAL OPS

RUNWAY INCURSION (RI)

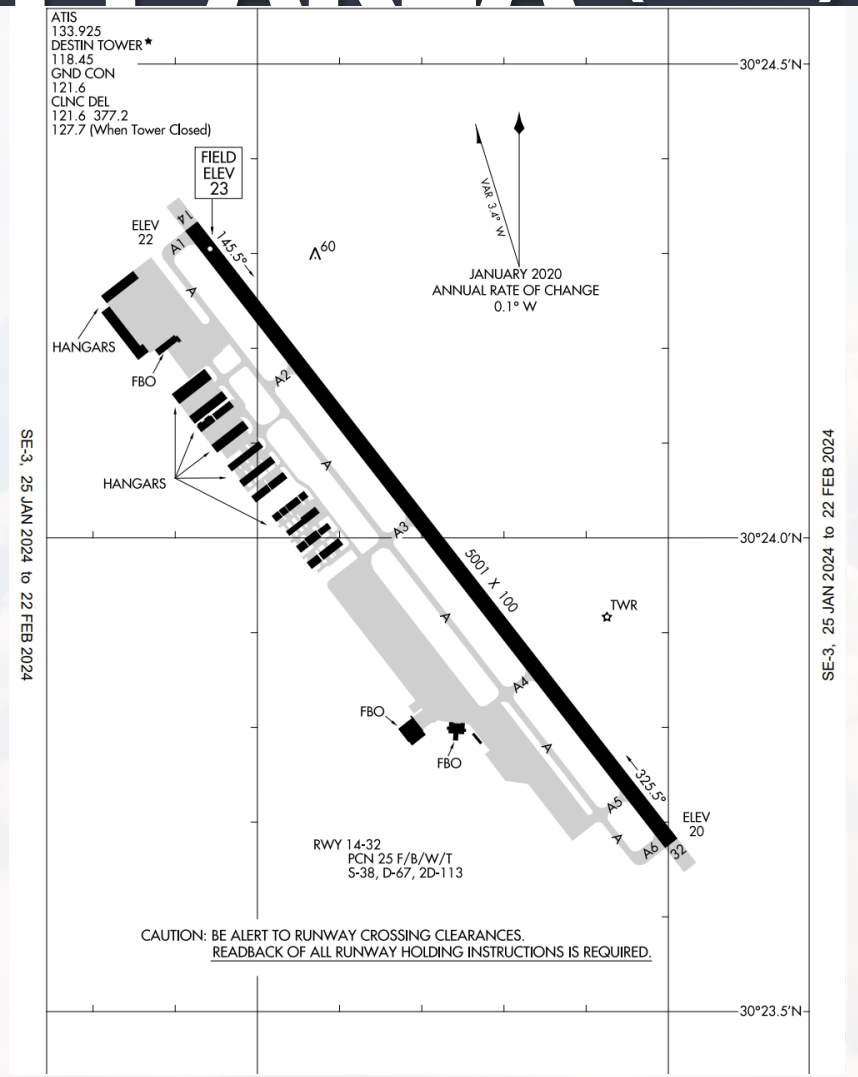
Incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft



LOCAL
RUNWAY SAFETY AREA (RSA)

Discuss the specific RSA dimensions for each runway at your airport

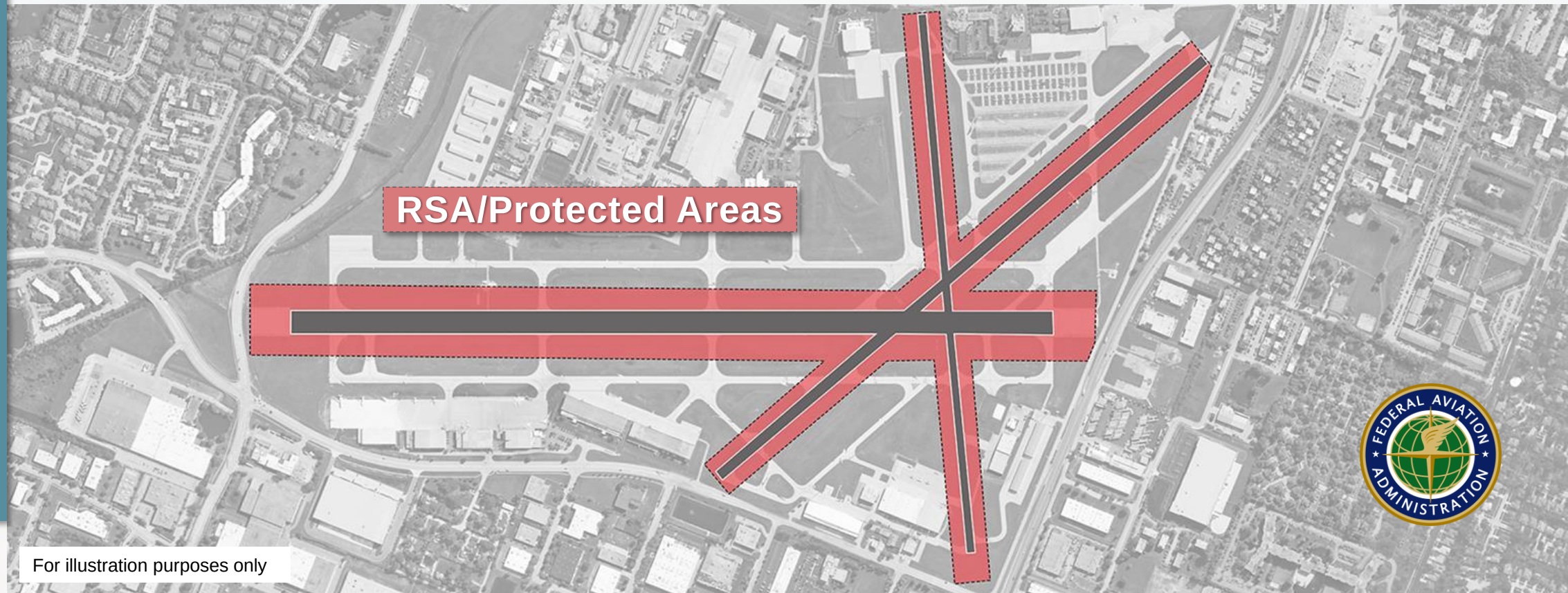
- Runway: 5,001 x 100



AIRFIELD MOVEMENT AREAS

RSA / PROTECTED AREA

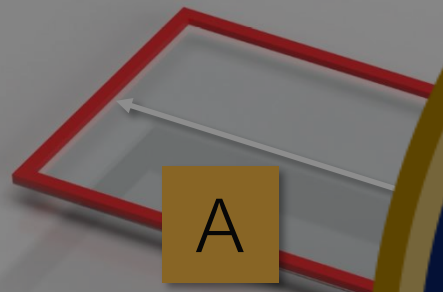
- ATC authorization is required to enter the **RSA/Protected Area**
- When on this surface without authorization, you have committed a Runway Incursion (RI)



For illustration purposes only

DTS Runway 14 / 32

A	1000’
B	250’



What are the pro
surfaces that mak
the RSA?

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

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

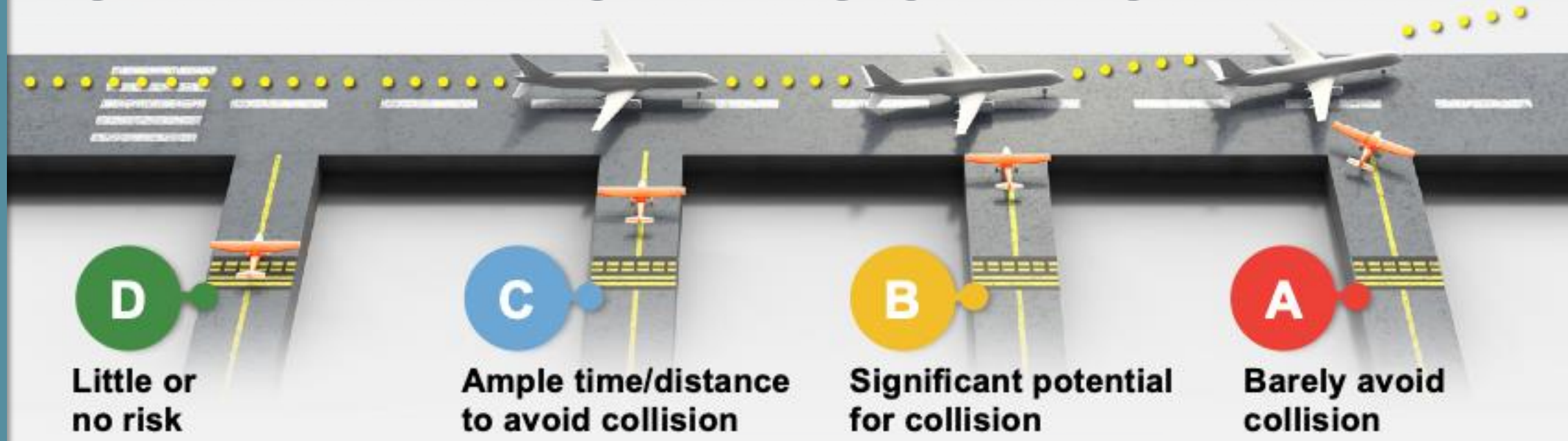
CLASSIFICATIONS OF RUNWAY INCURSIONS

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

FY2023 | BY THE NUMBERS

54.5M take-offs & landings occurred in the NAS. Of which:

1,757 were Runway Incursions

- **61%** PD (Pilot)
- **19%** 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 INCURSIONS (RI)

DTS-M-2023/07/19-001

Date of Incident: 7/19/23
RI/SI/RE: RI
Severity: D
Surface Event Code: PD
Day/Night: Day
IMC/VMC: VMC
FAR Part: 91
Narrative: Aircraft 1 entered Runway 14 RSA without ATC authorization. Aircraft 1/GLAS contacted GC holding short Runway 14 at Taxiway A1 and advised ready for departure. GC responded "Roger" and instructed Aircraft 1 to contact LC. Aircraft 1 crossed the hold line at Taxiway A1 without approval and was stopped by LC prior to crossing the runway edge line. No other traffic was involved.

LOCAL SURFACE EVENT REVIEW

RUNWAY INCURSIONS (RI)

DTS-M-2023/09/04-001

Date of Incident: 9/03/23
RI/SI/RE: RI
Severity: D
Surface Event Code: PD
Day/Night: Day
IMC/VMC: IMC
FAR Part: 91
Narrative: Aircraft 1 departed Runway 32 without ATC authorization. Aircraft 1/BE-36 taxied from the hanger/North Ramp Area without contacting GC and departed Runway 14 without ATC authorization. Aircraft 1 then contacted VPS Approach requesting an IFR clearance 2 miles NE of DTS. No other traffic was involved.

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)

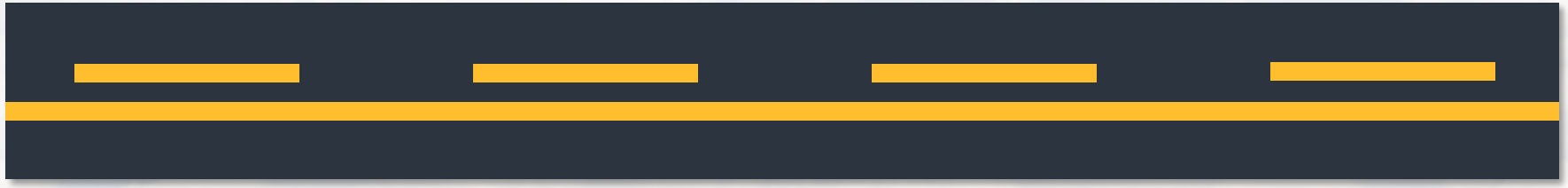
For illustration purposes only

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

FY2023 | BY THE NUMBERS

567 surface incidents occurred in the NAS. Of which:

3 aircraft departed from a taxiway

16 aircraft aligned with and landed on a taxiway

51% PD | **7%** OI | **28%** 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 INCIDENTS (SI)

DTS-M-2023/06/17-002

- **Date of Incident:** 06/17/23
- **RI/SI/RE:** SI
- **Severity:** OTH
- **Surface Event Code:** P
- **Day/Night:** Day
- **IMC/VMC:** VMC
- **FAR Part:** 91
- **Narrative:** Aircraft 1 excursed Taxiway A2. Aircraft 1/P32R landed Runway 32 with advisory "runway is wet". Aircraft 1 exited the runway at Taxiway A2 and unintentionally maneuvered off the right side into the grass, prior to crossing the hold line.

LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENTS (SI)

DTS-M-2023/06/30-001

Date of Incident: 06/30/23
RI/SI/RE: SI
Severity: OTH
Surface Event Code: P
Day/Night: Night
IMC/VMC: VMC
FAR Part: 91
Narrative: Aircraft 1 excursed Taxiway A. Aircraft 1/P180 landed Runway 14, exited at Taxiway A6, and experienced a hydraulic failure after turning onto Taxiway A. Aircraft 1 went off the west side of Taxiway A and came to rest between Taxiway A5 and A4.

LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENTS (SI)

DTS-M-2023/06/17-001

Date of Incident: 6/17/23
RI/SI/RE: SI
Severity: OTH
Surface Event Code: P
Day/Night: Night
IMC/VMC: VMC
FAR Part: 91
Narrative: Aircraft 1 excursed Taxiway A5. Aircraft 1/C25B exited Runway 14 at Taxiway A5 and later reported hitting a taxiway light with starboard landing gear turning at Taxiway A5.

RUNWAY EXCURSION (RE)

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

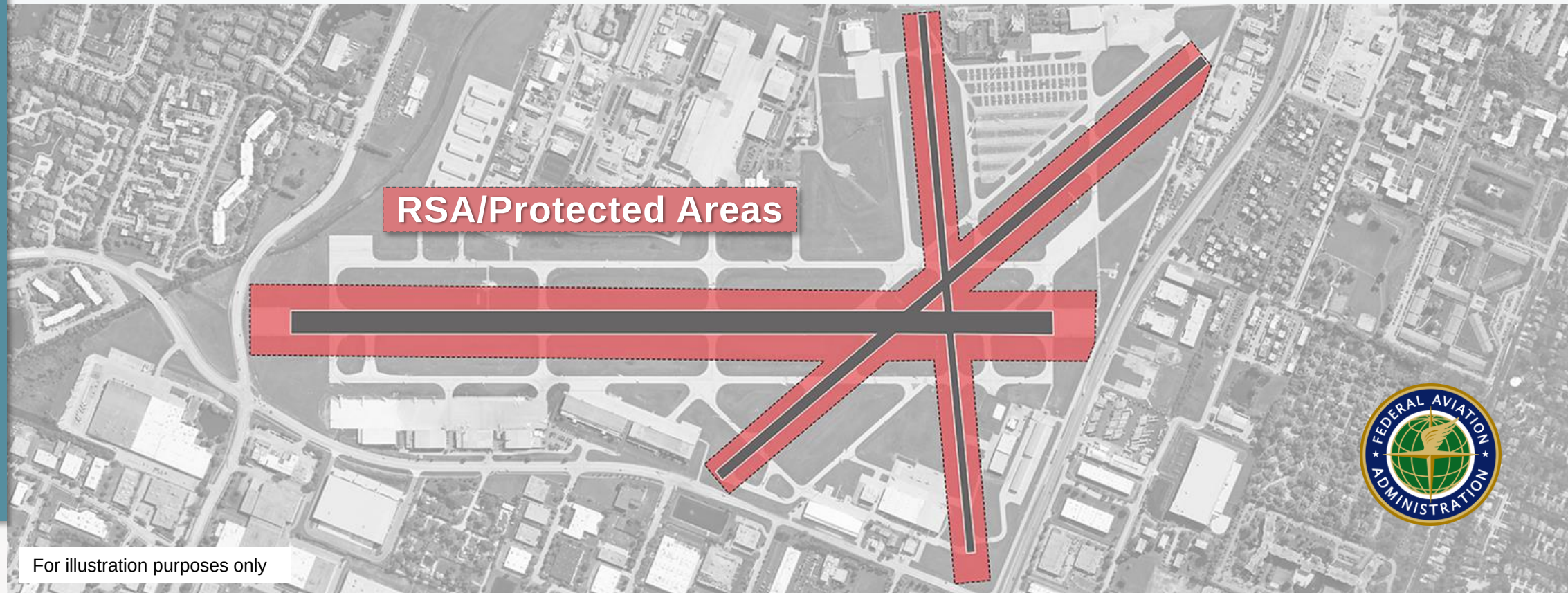
Contributing factors may include:

- 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

FY2023 | BY THE NUMBERS

492 **REs occurred in the NAS. Of which:**

457 general aviation aircraft

27 commercial aircraft

4 military 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

SURFACE INCIDENTS (RE)

DTS-M-2023/05/26-001

Date of Incident: 5/26/23
RI/SI/RE: RE
Severity: N/A
Surface Event Code: OTH
Day/Night: Day
IMC/VMC: VMC
FAR Part: 91
Narrative: Aircraft 1 excursed Runway 14. Aircraft 1/C182 landed on Runway 14 and veered off the west side approximately 1000 feet prior to Taxiway A3. Aircraft 1 was able to taxi to the ramp without assistance.

LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENTS (RE)

DTS-M-2023/06/17-001

Date of Incident: 6/17/23
RI/SI/RE: RE
Severity: N/A
Surface Event Code: OTH
Day/Night: Day
IMC/VMC: VMC
FAR Part: 91
Narrative: Aircraft 1 excursed Runway 14. Aircraft 1/C-172 taking off on Runway 14 advised aborting take-off and then rolled off the end of the Runway. Aircraft 1 taxied to the ramp without assistance.

LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENTS (RE)

DTS-M-2023/09/07-001

Date of Incident: 9/7/23
RI/SI/RE: RE
Severity: N/A
Surface Event Code: OTH
Day/Night: Day
IMC/VMC: VMC
FAR Part: 91
Narrative: Aircraft 1 excursed Runway 14. Aircraft 1/C240 landed Runway 14 and veered right off the runway at Taxiway A4. Aircraft struck the sign at Taxiway A4 and stopped prior to A5.

LOCAL SURFACE EVENT REVIEW

SURFACE INCIDENTS (RE)

DTS-M-2023/11/15-001

Date of Incident: 11/15/23
RI/SI/RE: RE
Severity: N/A
Surface Event Code: OTH
Day/Night: Day
IMC/VMC: VMC
FAR Part: 91
Narrative: Aircraft 1 excursed Runway 14. Aircraft 1/C551 landed Runway 14 and unintentionally maneuvered off the right side between Taxiways A3 and A4.

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:

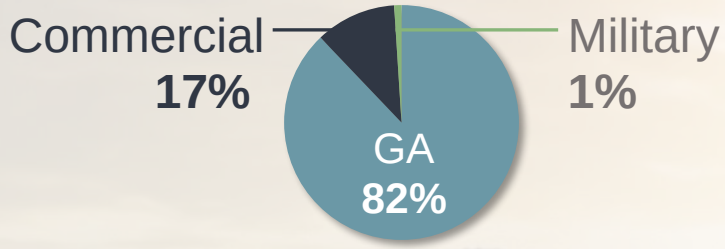
- Parallel runways, particularly offset thresholds, or irregular spacing
- Closely aligned runway ends
- Parallel taxiways
- Close airports with similar configurations

WRONG SURFACE OPERATIONS

FY2023 | BY THE NUMBERS

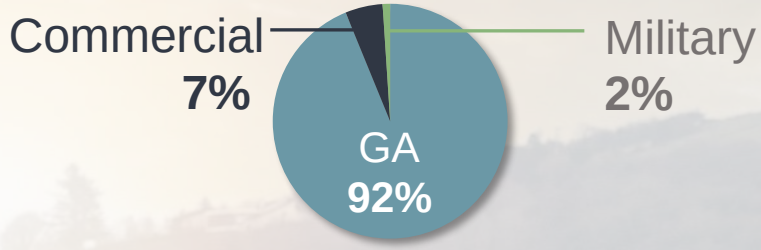
WSO by Operator Type *

Arrivals



WSO by Operator Type

Departures



WSO Daytime Events

WSOs Involving Other Aircraft

WSO by Surface Type

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

* Numbers shown here may 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

WRONG SURFACE ARRIVALS SINCE FY17

4,364
REPORTS REVIEWED

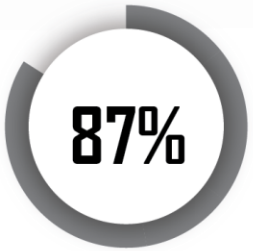
2,007 TOTAL WRONG SURFACE ARRIVALS

INVOLVED GENERAL AVIATION

INVOLVED COMMERCIAL AIRCRAFT

160 NUMBER OF FACILITIES WITH 3 OR MORE

EVENTS OCCURRED AT LEVEL 9 ATCT AND LOWER



OCCURRED DURING DAYLIGHT HOURS

AS OF 09/30/23

WRONG SURFACE DEPARTURES SINCE FY17

4,364
REPORTS REVIEWED

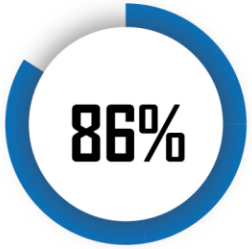
380
TOTAL WRONG SURFACE DEPARTURES

INVOLVED GENERAL AVIATION

INVOLVED COMMERCIAL AIRCRAFT

48
NUMBER OF FACILITIES WITH 3 OR MORE

EVENTS OCCURRED AT LEVEL 9 ATCT AND LOWER

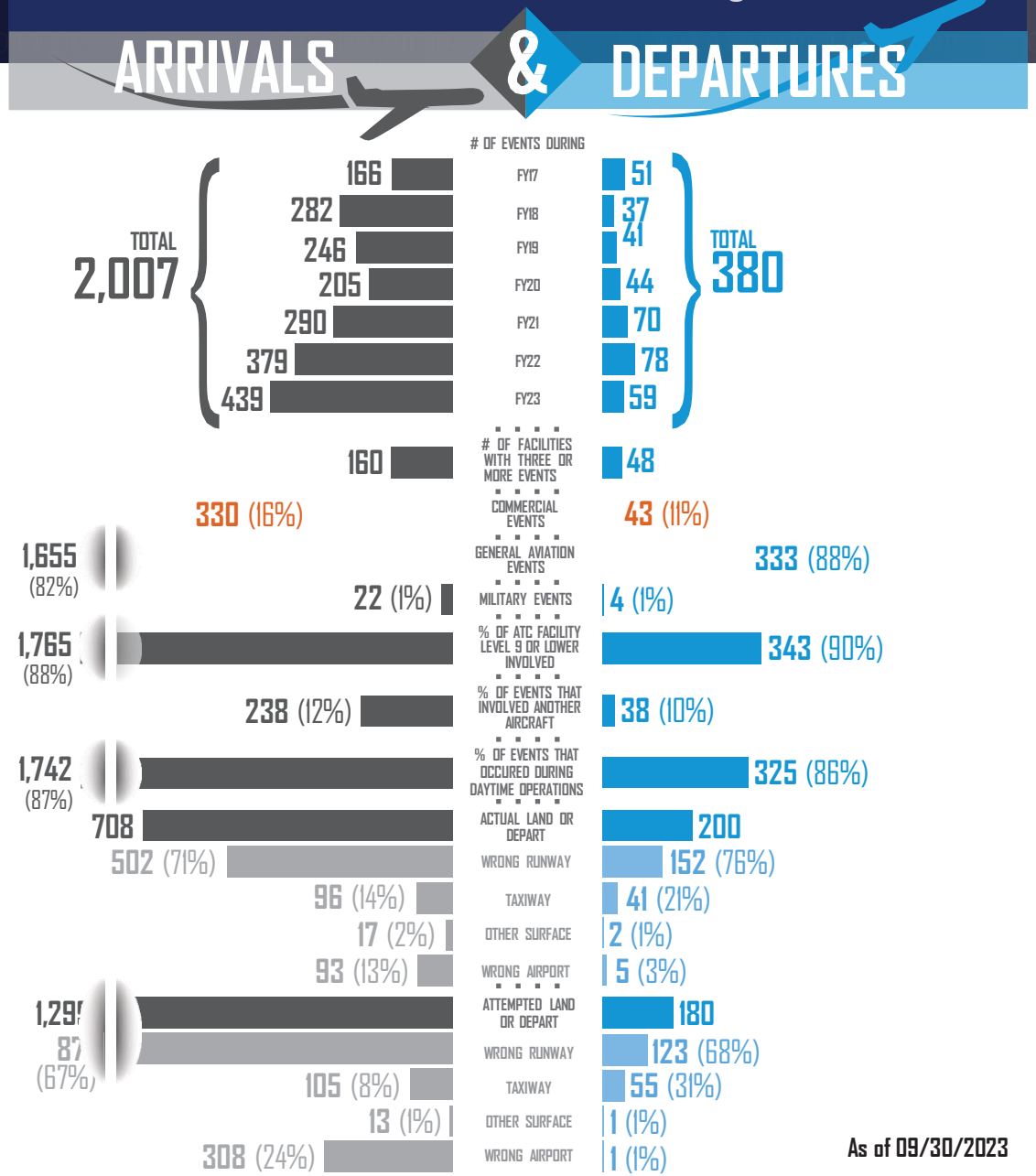


OCCURRED DURING DAYLIGHT HOURS

AS OF 09/30/23

SAFETY SURFACE EVENTS SINCE FY17

A wrong surface event occurs when an aircraft lands or departs, or tries to land or depart, on the wrong runway or taxiway or at the wrong airport. An ongoing safety issue, wrong surface has been listed as an ATO Top 5 risk since 2017.



As of 09/30/2023

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:

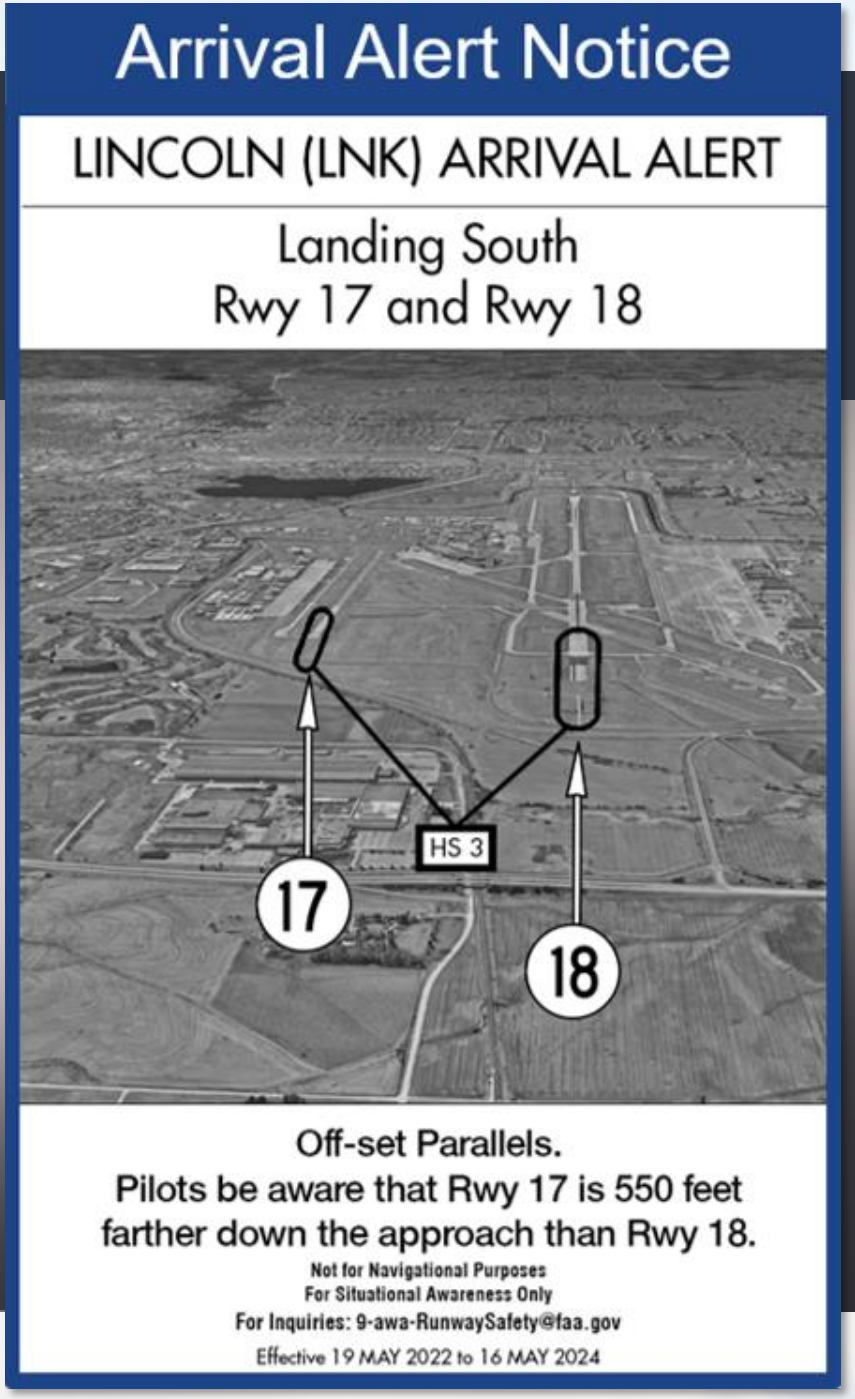
- Taxiway or
- Incorrect runway or airport

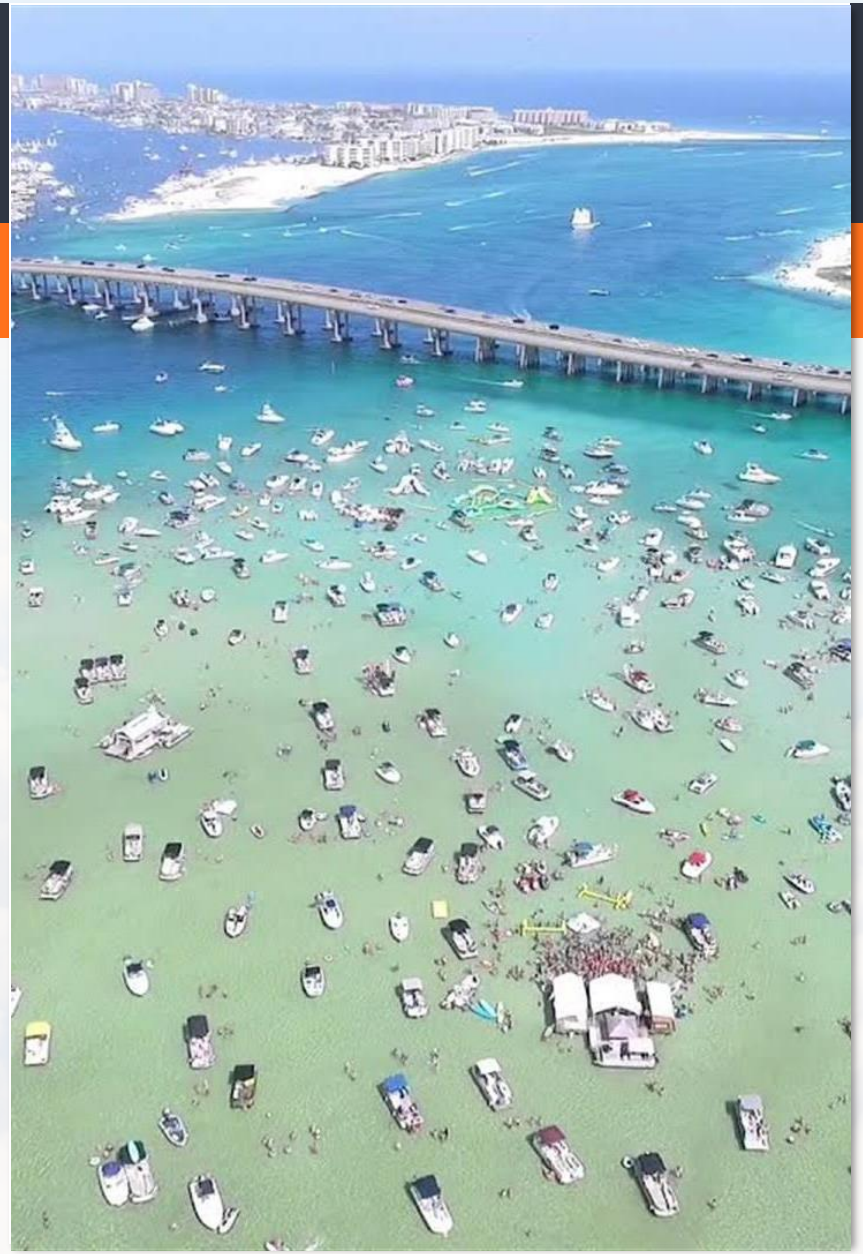
ARRIVAL ALERT NOTICE (AAN)

AAN VIDEO

FROM THE FLIGHT DECK

HAZARDS AND HOT SPOTS





DTS

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

RUNWAY INCURSION MITIGATION (RIM)

RIM LOCATIONS

Airfield locations where multiple Runway Incursions (RIs) occur.

RI data triggers examination of runway/ taxiway intersections where 3 or more RIs occurred in 1 year or an average of 1 per year in the last 10 years. The FAA, airports, and industry develop mitigation projects to address RIs at these locations.

126
identified for mitigation

18
work currently in progress

91
corrected to date

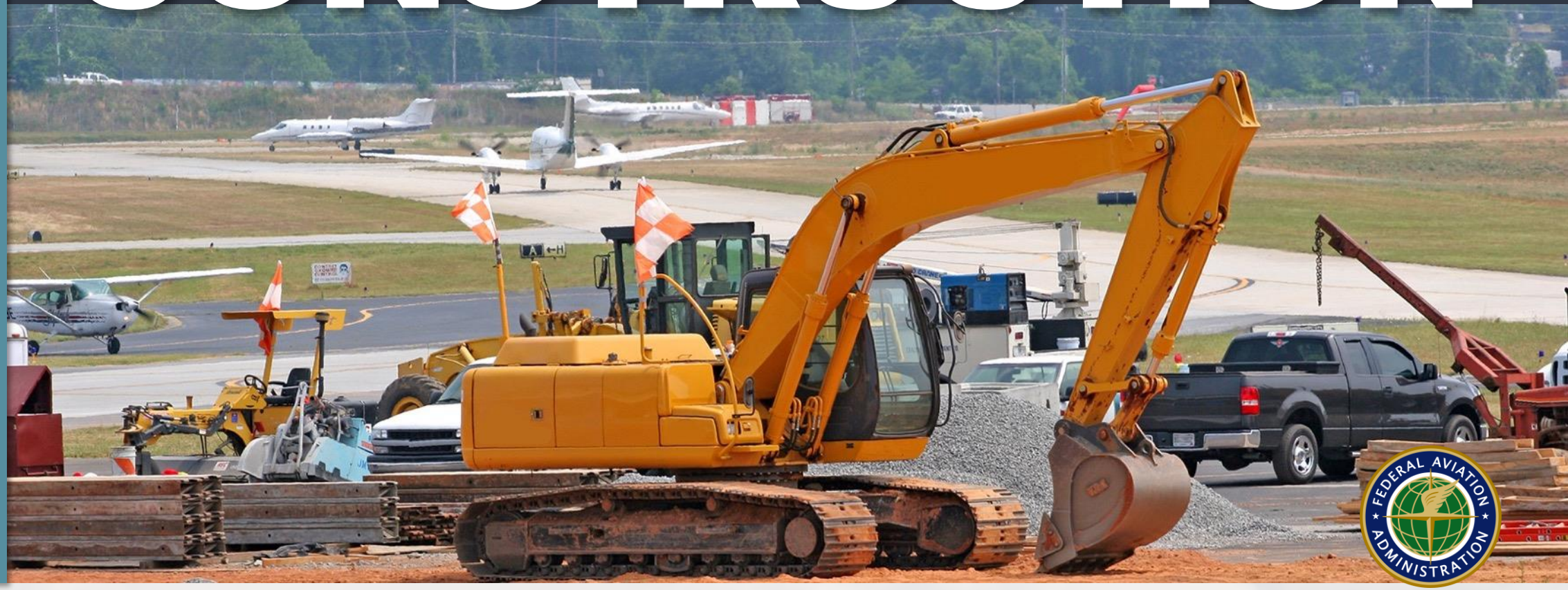
As of 2/2/2023

Active RIM locations

RIM Video

AIRPORT

CONSTRUCTION



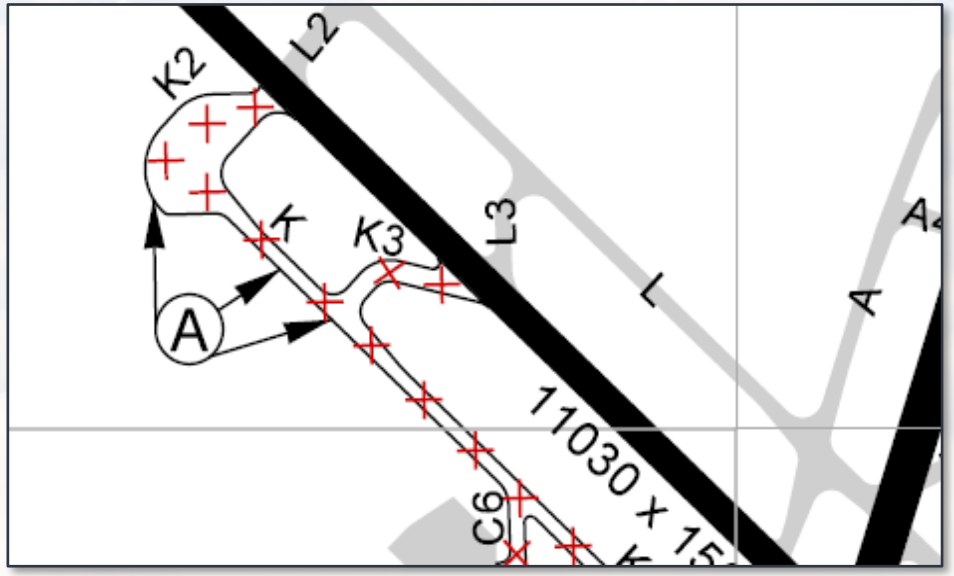
AIRPORT CONSTRUCTION
AWARENESS

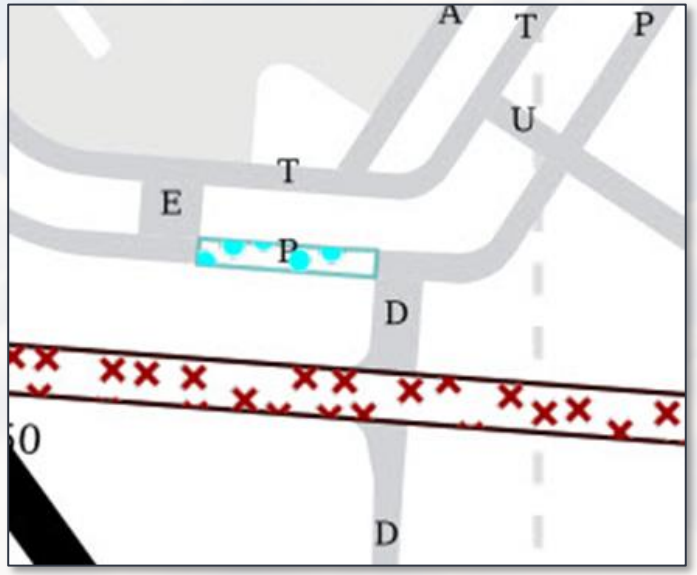
NOTAMS are notices filed to alert airfield users of potential hazards or airfield conditions.

- 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)

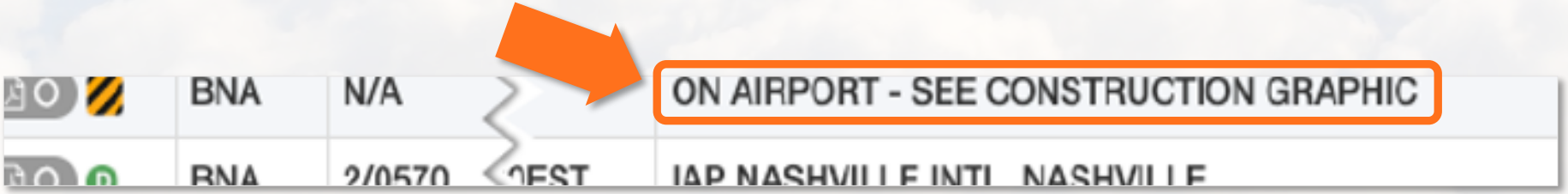
- CNDs must currently be created **manually** each time a new construction project is coordinated with the ACAC.
- Each project **update** must also be coordinated with ACAC to properly reflect varying construction surface closures on your CND.
- Applicable surface closures will remain on the CND until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



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 anticipated at this time.

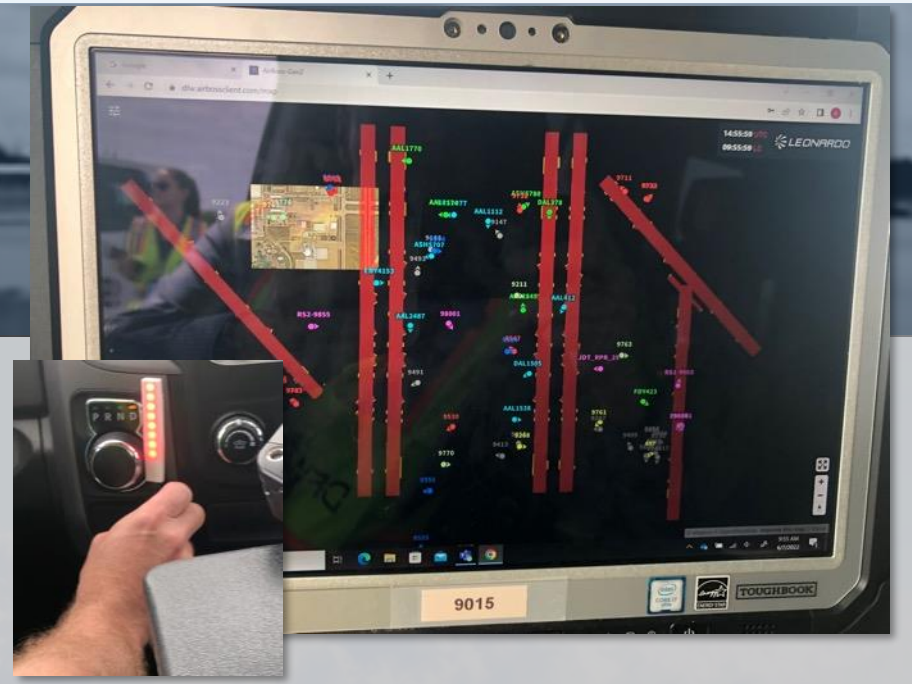
LOCAL AREA WEATHER TRENDS

The following are weather conditions specific to this airport:

- Thunderstorms
- Tropical Weather
- Waterspouts, Tornados
- Fog
- Crosswinds, Mechanical Turbulence

TRAINING AND OPERATIONS

AIRFIELD DRIVERS



Review of driver policies, procedures, and training

- Who can drive on the airfield?
- How is training conducted and by whom?
- What happens when there is an RI, SI, etc.?
- Who do you contact if someone accesses the airfield without permission?
- Discuss vehicle equipment or electronic tracking devices that offer improved situational awareness
- Anthony Peterson, Airport Operations Manager, 850-826-0001

Situational Awareness

Phraseology

Wi

FEDERAL AVIATION ADMINISTRATION

LOCAL AREA
WILDLIFE HAZARDS

The following are wildlife hazards specific to this airport:

- [Egrets, Herons, Sea Gulls] Waterfowl
- [Pelicans, Buzzards] Migratory birds
- Occasional Bear
- Coyotes
- Ospreys, Eagles, Falcons, Hawks (Not the Military's)

LETTERS OF AGREEMENT

SURFACE OPERATIONS

- Runway Safety Area (RSA)
- Emergency Services
- Controlled Movement Area (CMA)

LOCAL UPCOMING
SPECIAL EVENTS

The following are events scheduled at this airport:

- None Scheduled at the Airport
- There will be a 200 Drone Show at Noriega Point in November for The City of Destin Anniversary.

LOCAL USER CONCERNS

REPORTED ISSUES

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

- Coyotes near the Runways
- Kites on the Runway Centerline
- Bird Activity
- Anyone have any other???

LOCAL RUNWAY SAFETY

BEST PRACTICES

Enter best practices at *your* facility for discussion

- Tower uses Memory Aids
- Radio communication with ALL vehicles on the movement area
- “Open door” policy with the ATM for pilots/students
- Pilot/Controller meetings with the Flight School

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

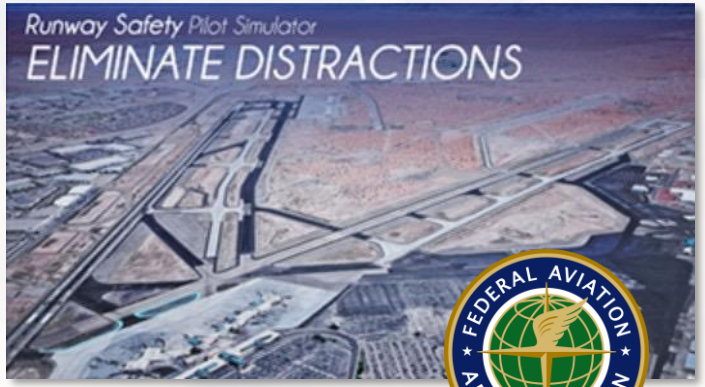
7 Videos on airfield geometry that frequently lead to runway incursions:

- 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

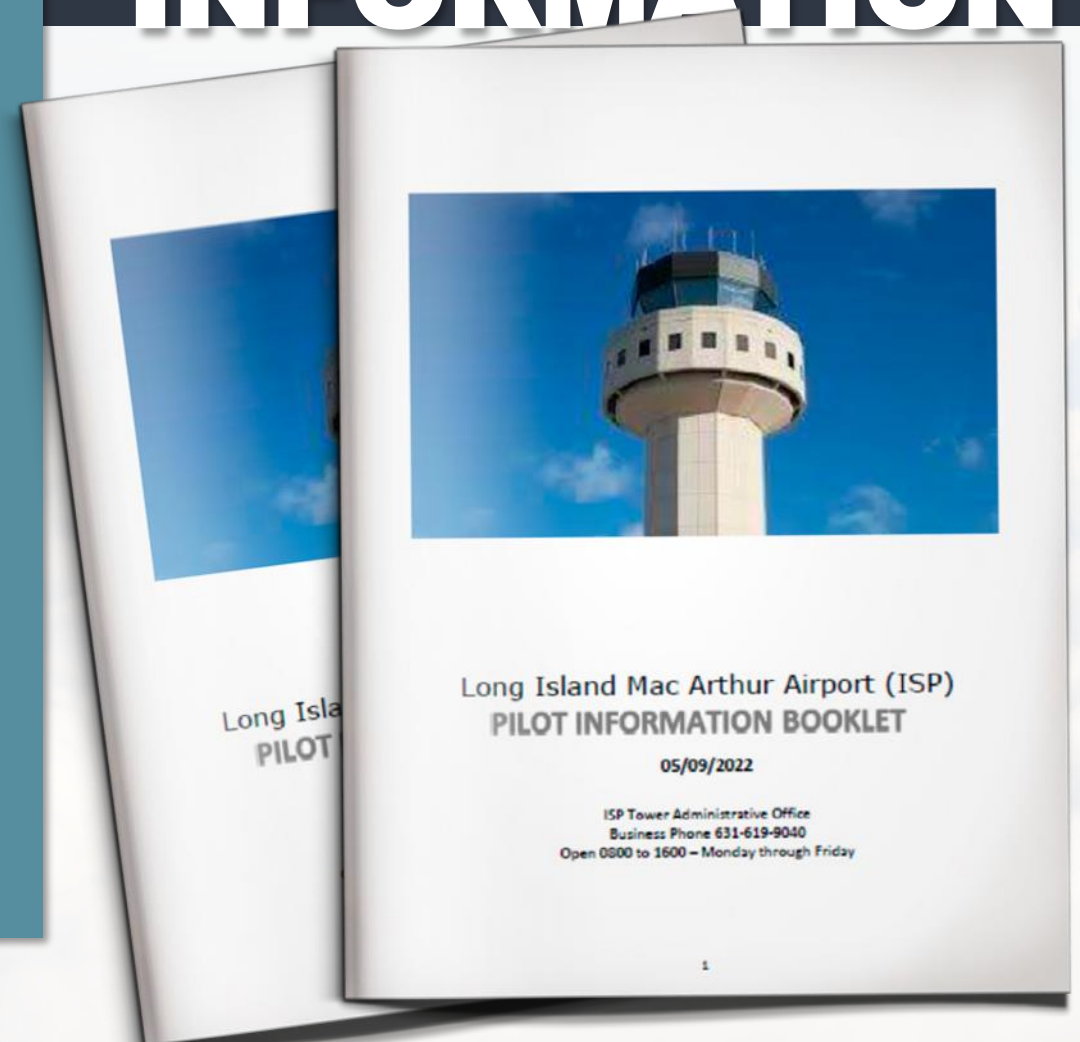
PILOT SIMULATOR

An interactive safety simulator based on actual surface events



FEDERAL AVIATION ADMINISTRATION

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.

RECENTLY CLOSED

ACTION ITEMS

None

OPEN
ACTION ITEMS

None

PROPOSED NEW

ACTION ITEMS

DO WE HAVE ANY???? If so,

Action Item Description: Describe item
Action Item Rationale: Issue/concern
Estimated Completion Date:
Month/Day/Year
POC Organization: Operator/LOB
POC name: First & Last Name
POC phone: xxx.xxx.xxxx
POC email: xxxxxx.xxxx@xxx.xxx

NEXT UP

PLANNED PILOT-CONTROLLER FORUM

When: April 2, 2024

Location:
North FBO

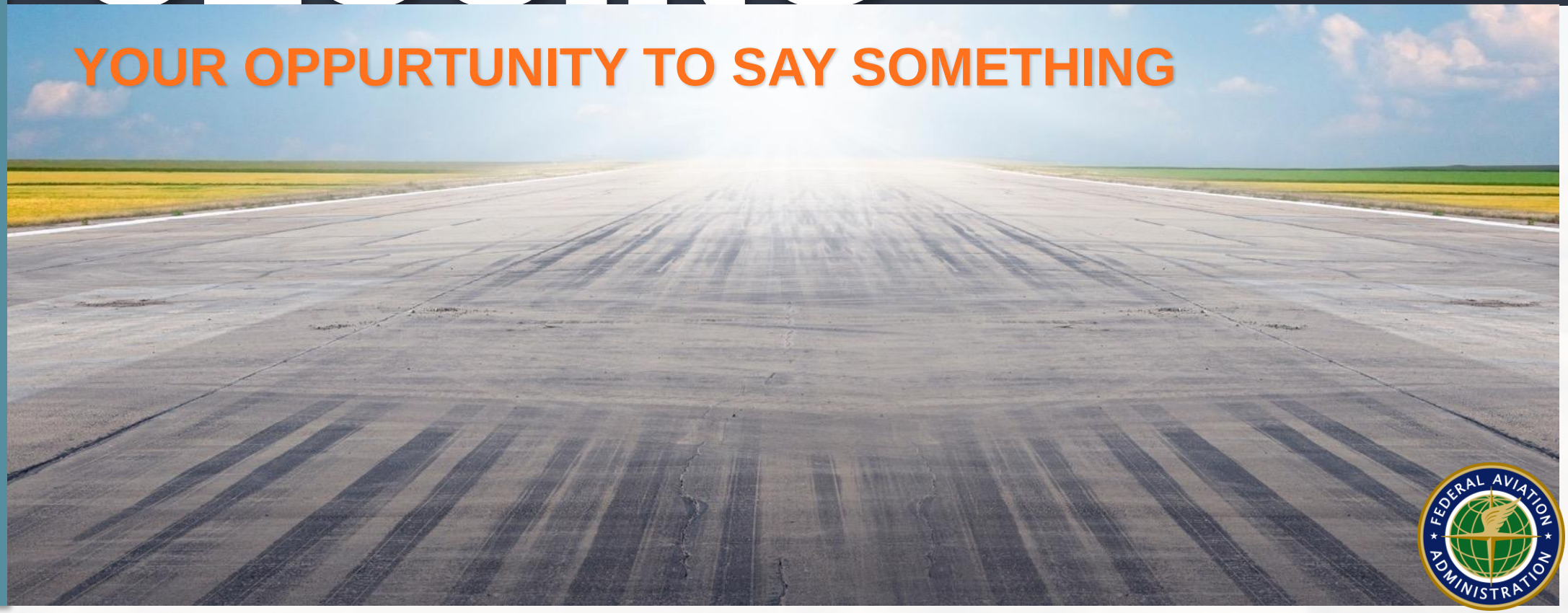
NEXT RSAT

When: 02/18/2025

Location:
North FBO???

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

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=lLHsgz3aWZY

Winter Ops: https://youtube.com/watch?v=FNgAN1tHJUE&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_tra
flight_info/aeronav/digital_products/dtpp/search/

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