



Runway Safety Action Team (RSAT)

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Local Pictures by
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February 17, 2026



**Federal Aviation
Administration**

Open Discussion Safety Forum

PURPOSE

- **Identify Surface Risk**
- **Discuss Mitigations**
- **Review and Create Action Items**
- **Runway Safety Action Plan (RSAP) update**



Current Action Items

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

Assigned Action Item Code: *N/A*

Action Item Description: *N/A*

Status: *N/A*

Completion Date: *N/A*



Know Your Local Protected Areas

DTS RUNWAY SAFETY AREA (RSA)

- What operations are allowed in the RSA during aircraft operations?
- Are vehicle drivers briefed on specific RSA exemptions?
- Are there any hold lines outside the 250' RSA?

Runway 14/32

- RSA width 150'
- RSA length 5600'



SE, 26 DEC 2024 to 20 FEB 2025

Letters of Agreement Surface Operations



Do we need to update the RSA LOA?

Are any updates needed for other surface related LOAs (movement, non-movement, runway closure/opening, etc.)?

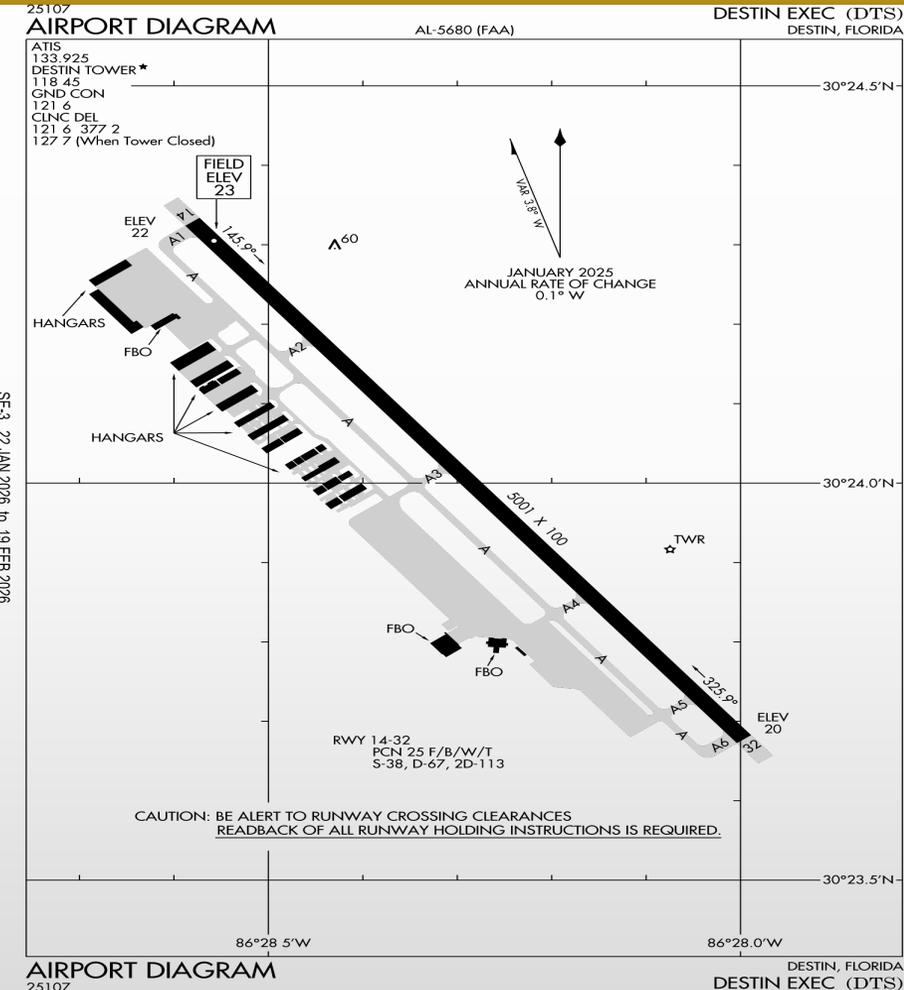
NOT AT THIS TIME

Airport Diagram & Hot Spots

Airport Diagram Is it accurate? **NO**

Hot Spots are locations on aerodrome movement areas with a history or potential risk of collision or RI, where heightened attention by pilots & drivers is necessary.

Hot Spot Review Read each description. How long have they been in effect? Are they still needed? **N/A**



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 (RI) & Surface Incident (SI)

CLASSIFICATIONS are based on these attributed actions:

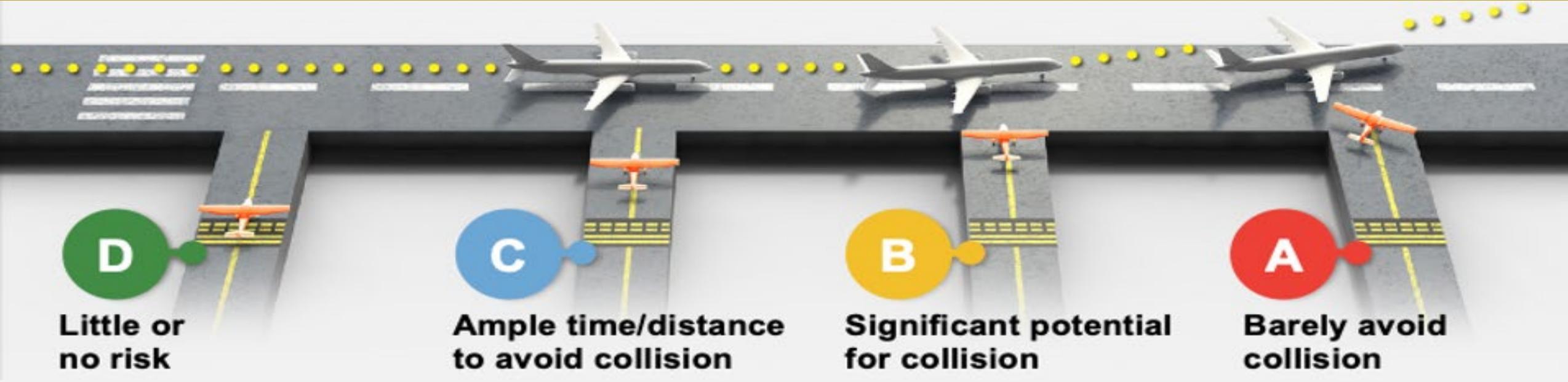
Pilot Deviations (PD) are attributed to pilots operating an aircraft under its own power

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

Runway Incursion (RI) Severity Categories



Things to think about as we review our runway incursion data:

Are the local numbers going up or down?

Is there a change in any of the severity categories?

Local Surface Event Review

RUNWAY INCURSIONS (RI)

**NO RUNWAY
INCURSIONS
THIS YEAR**



Local Runway Incursions By the Numbers

Previous RSAT

121,195 Total Operations

0 Runway Incursions

2 Pilot Deviations

7 Operational Incidents

0 Vehicle/Pedestrian Deviations

2 Other

This RSAT

110,434 Total Operations

0 Runway Incursions

4 Pilot Deviations

8 Operational Incidents

1 Vehicle/Pedestrian Deviations

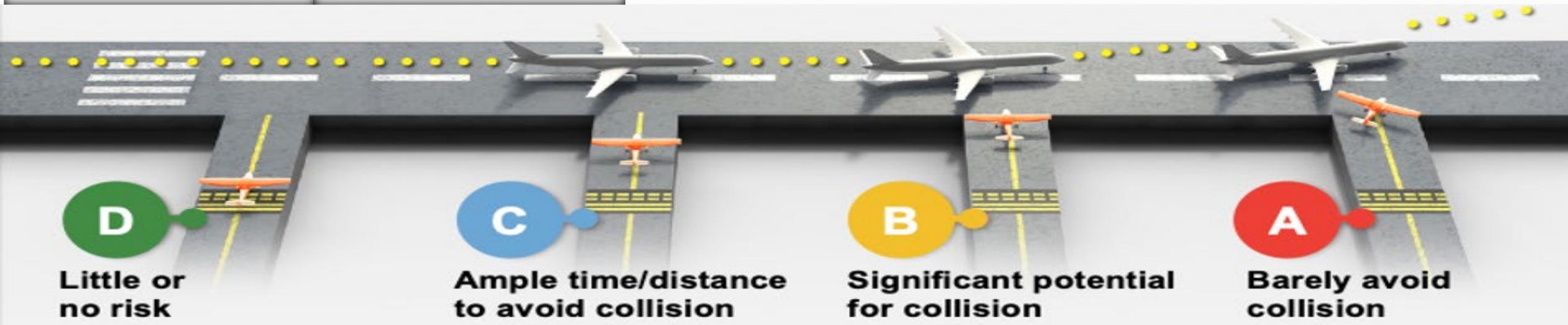
2 Other



RI Severity Category Discussion

Previous RSAT		This RSAT	
CAT A	0	CAT A	0
CAT B	0	CAT B	0
CAT C	0	CAT C	0
CAT D	0	CAT D	0

- Was there a noticeable change in incursions or their severity?
- What could have contributed to the change?



Runway Incursions

FY2025 BY THE NUMBERS

56.9M

Take-offs & landings occurred in the NAS

1,632 Runway Incursions

0.003% of total operations were an RI

RI Breakdown

61%	PD (Pilot)
20%	OI (Controller)
16%	VPD (Vehicle/pedestrian)
3%	OTH (Other)



Surface Incidents(SI)



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

Local Surface Event Review

DTS-M-2025/03/11-0001



Date: Tuesday, March 11, 2025

RI/SI/RE: SI / PD

Severity: D

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: A CESSNA WAS OBSERVED AT A4 AND A TAXIWAY NORTH BOUND ON ALPHA TAXIWAY. THE AIRCRAFT DID NOT RESPOND INITIALLY. AFTER THE AIRCRAFT SPOKE WITH EGLIN APPROACH, HE SWITCHED TO DTS FREQUENCY AT THE HOLD SHORT.

Local Surface Event Review

DTS-M-2025/07/14-0001



Date: Thursday, June 12, 2025

RI/SI/RE: SI - V/PD

Severity: D

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: CRASH/FIRE/RESCUE (CFR)
VEHICLES ENTERED THE CONTROLLED
MOVEMENT AREA (CMA) ON ALPHA TAXIWAY
WITHOUT PERMISSION/COORDINATION. MOR
ENTERED AFTER REVIEW OF TAPES BY FAA QA.

Local Surface Event Review

DTS-M-2025/06/12-0001



Date: Thursday, June 12, 2025

RI/SI/RE: SI / OI

Severity: A

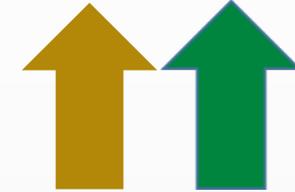
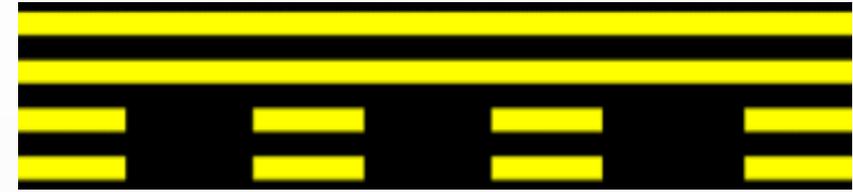
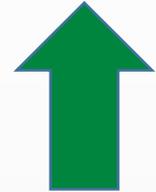
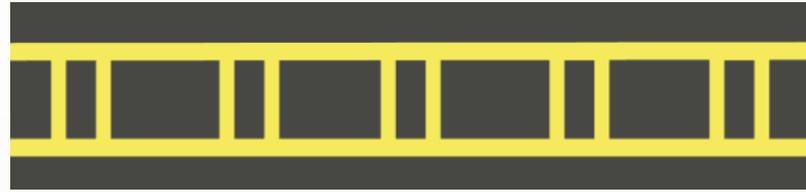
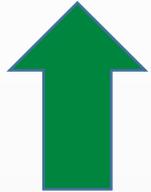
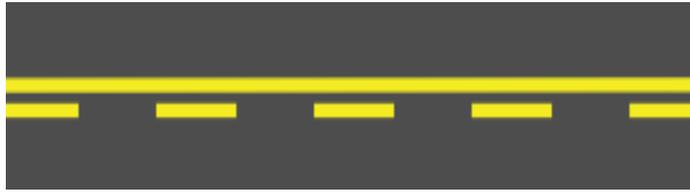
Day/Night: Day

IMC/VMC: VMC

FAR Part: 103

Narrative: HELICOPTER DEPARTED THE NORTH RAMP, TRAVELED APPROXIMATELY 200 FEET SOUTH, ROLLED AND IMPACTED THE GROUND BETWEEN THE RAMP AND ALPHA TAXIWAY. 3 INJURIES.

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?”

Local 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



Local Surface Event Review

DTS-M-2025/05/31-001

RUNWAY EXCURSION (RE)



Date: Saturday, May 31, 2025

RI/SI/RE: RE / OTH

Severity: D

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: PA27 LANDED RUNWAY 32 AND EXITED THE SURFACE AREA TO THE WEST BETWEEN A3 AND A2. A/C OVERCORRECTED AND EXITED ON THE EAST SIDE OF RWY32. A/C THEN TAXIED TO PARKING AFTER RE-ENTERING THE RWY.

Group Discussion: What can be learned from this event?

Local Surface Event Review

DTS-M-2025/05/31-001

RUNWAY EXCURSION (RE)



Date: Sunday, January 11, 2026

RI/SI/RE: RE / OTH

Severity: D

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: BL17 LANDED RWY 32, UPON ROLLOUT EXITED THE SURFACE AREA ON THE WEST SIDE OF THE RWY BETWEEN A3 AND A4.

Group Discussion: What can be learned from this event?

Wrong Surface Events (WSE)

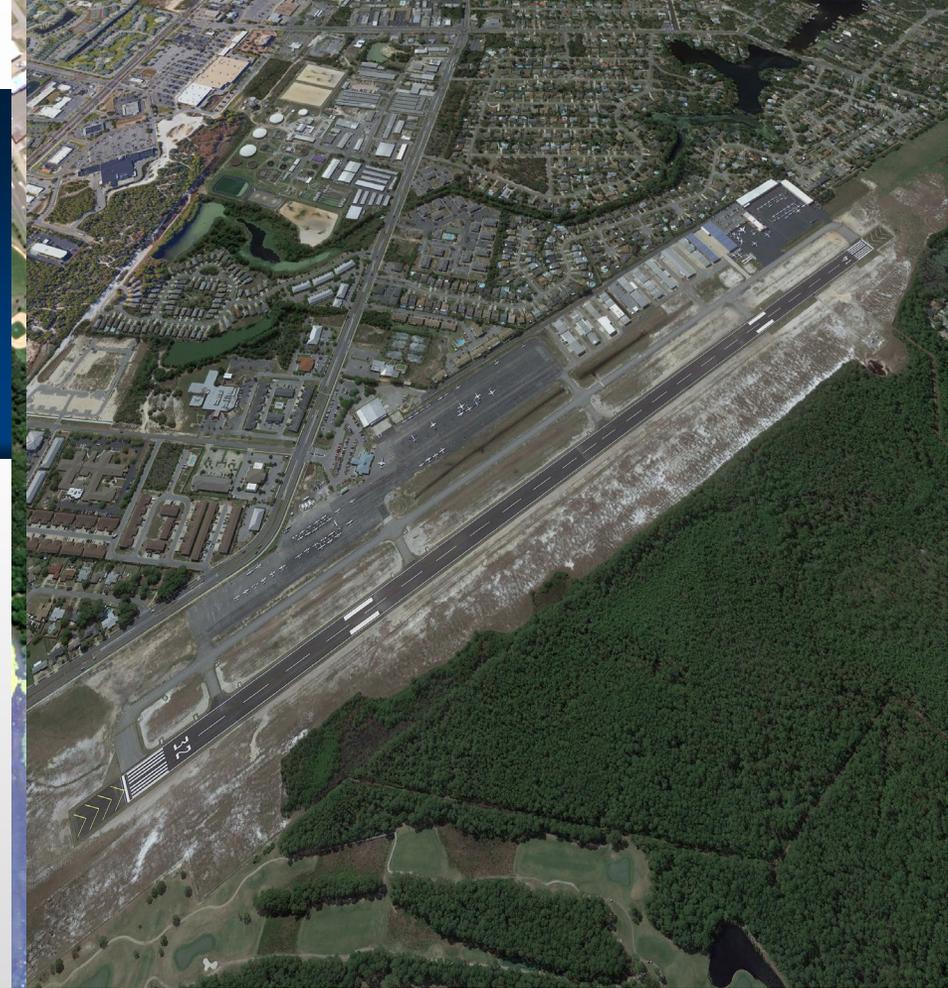
These involve landing on or taking off from a taxiway, wrong runway, or landing at a wrong airport. Risk factors include:

Parallel runways, particularly offset thresholds, or irregular spacing

Closely aligned runway ends

Parallel taxiways

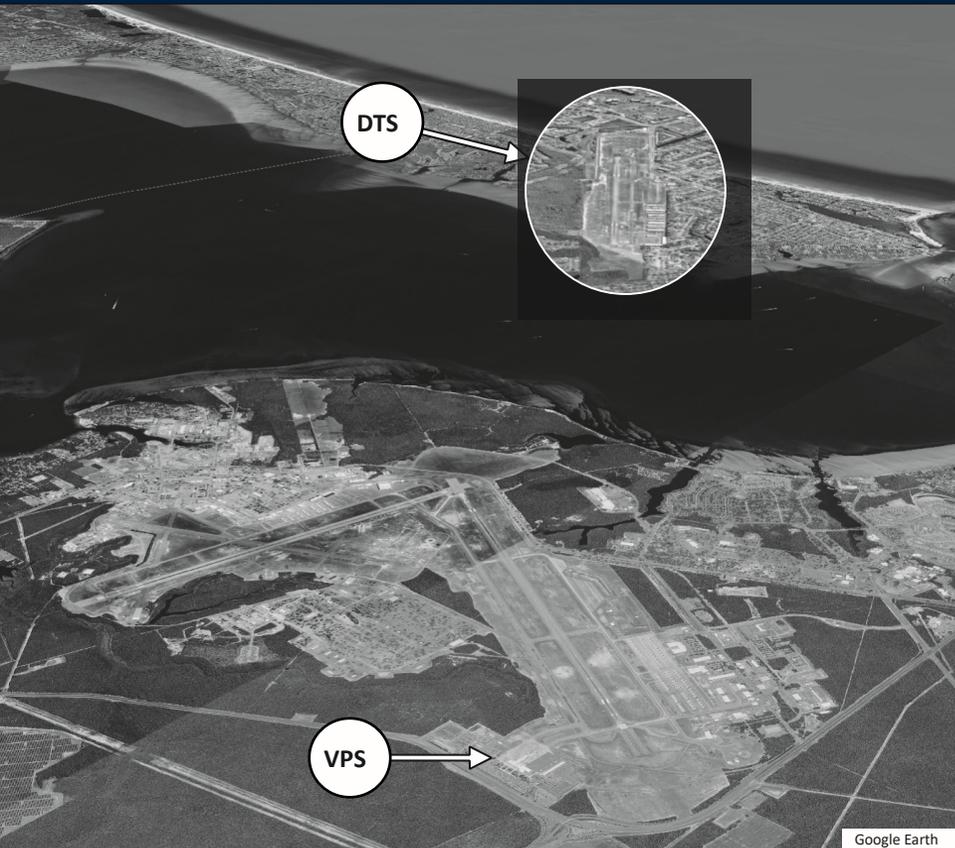
Close airports with similar configurations



Local Surface Event Review

DTS-M-2025/05/31-001

WRONG SURFACE EVENTS (WSE)



Date: Saturday, September 13, 2025

RI/SI/RE: WSE / PD

Severity: D

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

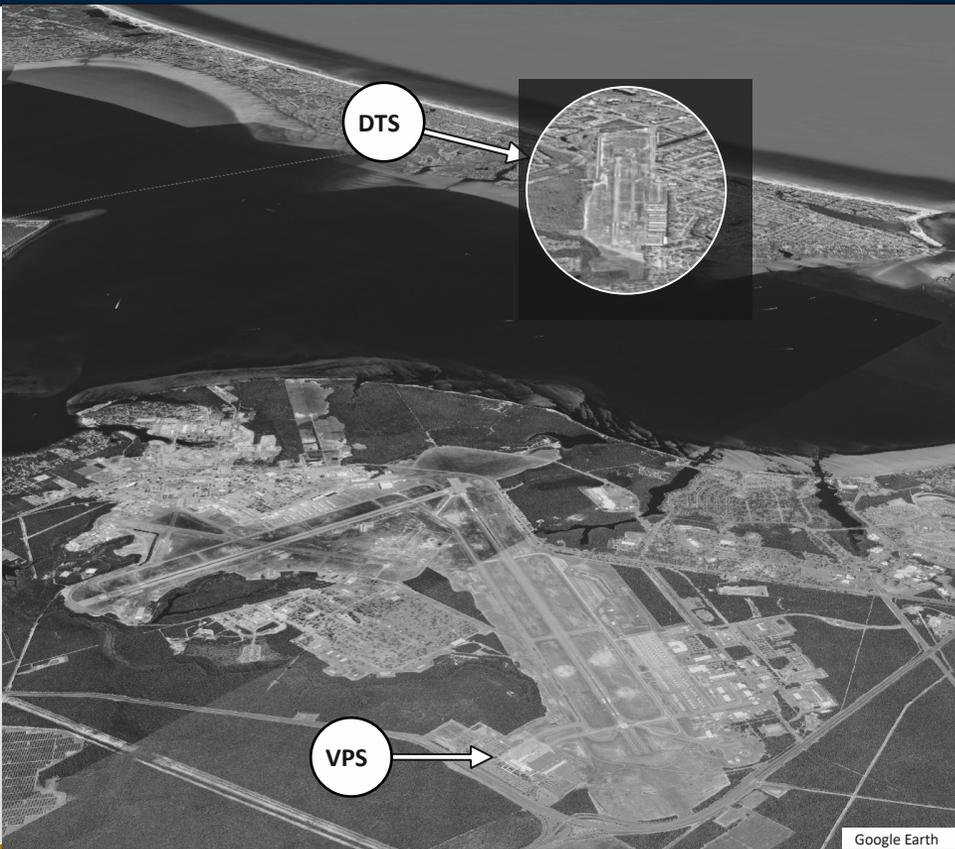
Narrative: C182 WAS CLEARED FOR A VISUAL APPROACH RWY14 AT DTS. VPS TOWER NOTIFIED DTS TOWER THAT THE C182 APPEARED TO HAVE TURNED TOWARD RWY12, APPROXIMATELY 2 NM FINAL. APPROACH CLEARANCE WAS CANCELLED BY DTS TOWER AND A/C WAS SENT SOUTHBOUND. INSTRUCTED TO CONTACT APPROACH FOR RESEQUENCING.

Group Discussion: What can be learned from this event?

Local Surface Event Review

DTS-M-2025/12/23-001

WRONG SURFACE EVENTS (WSE)



Date: Saturday, September 13, 2025

RI/SI/RE: WSE / PD

Severity: B

Day/Night: Day

IMC/VMC: MVMC

FAR Part: 91

Narrative: C182 WAS INBOUNDED FROM VPS APPROACH ON THE RNAV RWY14 AT DTS. A/C CHECKED IN AND WAS TOLD “NOT IN SIGHT, RUNWAY14, CLEARED TO LAND.” A FEW MINUTES LATER, VPS TOWER ADVISED THAT THE C182 HAD LANDED RWY12 AT VPS.

Group Discussion: What can be learned from this event?

Local Surface Event Review

DTS-M-2026/02/08-001

WRONG SURFACE EVENTS (WSE)



Date: Sunday, February 8, 2026

RI/SI/RE: WSE / PD

Severity: B

Day/Night: Day

IMC/VMC: VMC

FAR Part: 91

Narrative: C172 WAS ISSUED AN AMENDED LANDING CLEARANCE OF “CLEARED LOW APPROACH ONLY AND KEEP YOUR SPEED UP KING AIR ON IFR APPROACH IN TRAIL.” C172 READ BACK INSTRUCTIONS VERBATUM. C172 THEN CONDUCTED A FULL STOP ON THE RUNWAY WITHOUT A LANDING CLEARANCE AND THE KING AIR CONDUCTED A GO AROUND. BRASHER WARNING ISSUED.

Group Discussion: What can be learned from this event?

Wrong Surface Events (WSE)

DISCUSSION

What can cause a pilot to line up to the wrong surface or airport?

Does our airport geometry contribute to Wrong Surface Events?

The Wrong Surface Events commonly corrected by ATC at this airport are...

Have we seen an increase or decrease in Wrong Surface Events?

Safety Knowledge Point

You are holding short at Runway 32 at intersection A4 awaiting departure clearance.

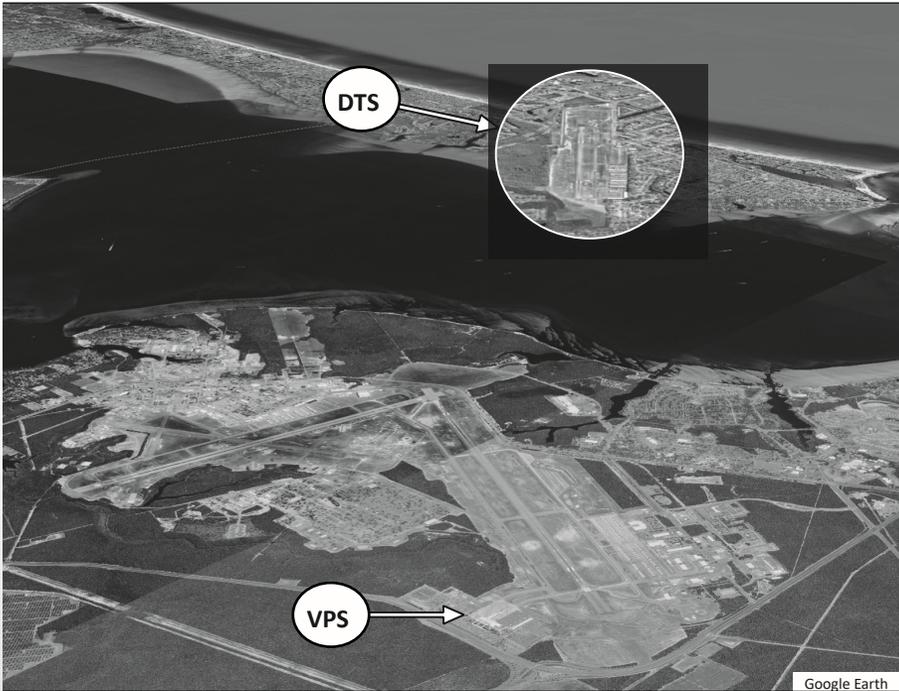


- Which direction will you turn to depart?
- How can you be sure?

Arrival Alert Notice (AAN)

DESTIN EXECUTIVE AIRPORT (DTS) ARRIVAL ALERT

Wrong Airport Landing, Landing Southeast
VPS and Destin Executive Airport DTS

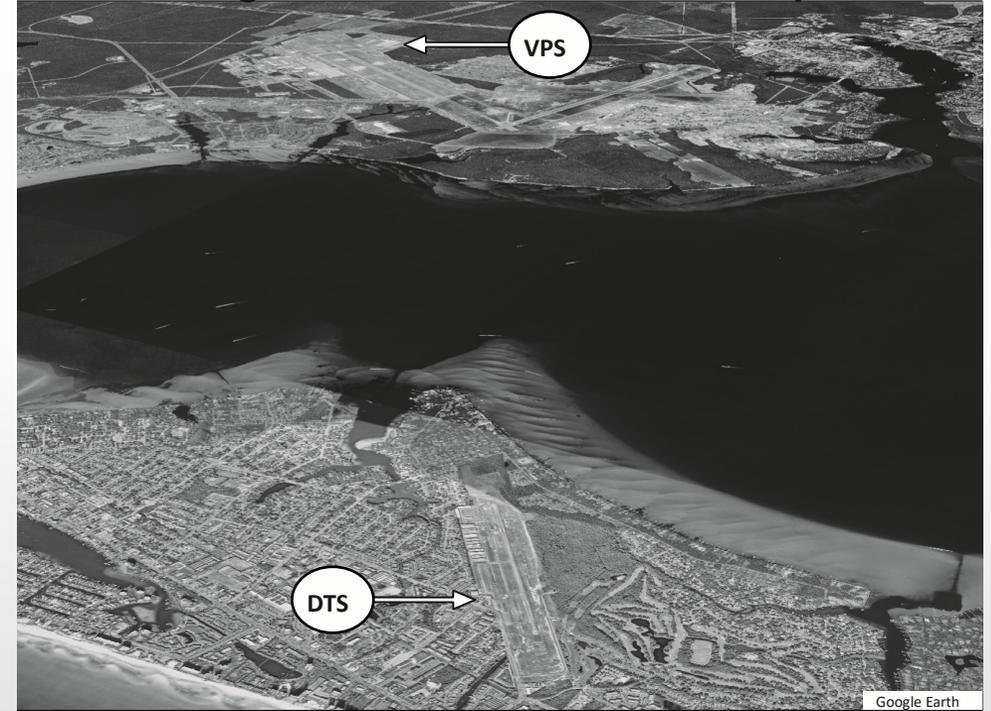


N
E
W

Similar airport names and geometry. Pilots be aware that VPS
Airport is located 7.4NM northwest of DTS Airport.
Not for Navigational Purposes
For Situational Awareness Only

EGLIN AFB/FT. WALTON BEACH AIRPORT (VPS) ARRIVAL ALERT

Wrong Airport Landing, Landing Northwest
DTS and Eglin AFB/Ft. Walton Beach Airport VPS



Similar airport names and geometry. Pilots be aware that VPS
Airport is located 7.4NM northwest of DTS Airport.
Not for Navigational Purposes
For Situational Awareness Only

Airport Construction Best Practices

Coordinate construction plans early among the Airport Operator, ATCT and Airport Construction Advisory Council (ACAC).

Set up an after-action review to determine what worked and what did not.

Use resources & checklists found on the Runway Safety Webpage under the Runway Construction Section.

PILOT engagement for improving runway safety during construction.

Local Current & Planned Construction

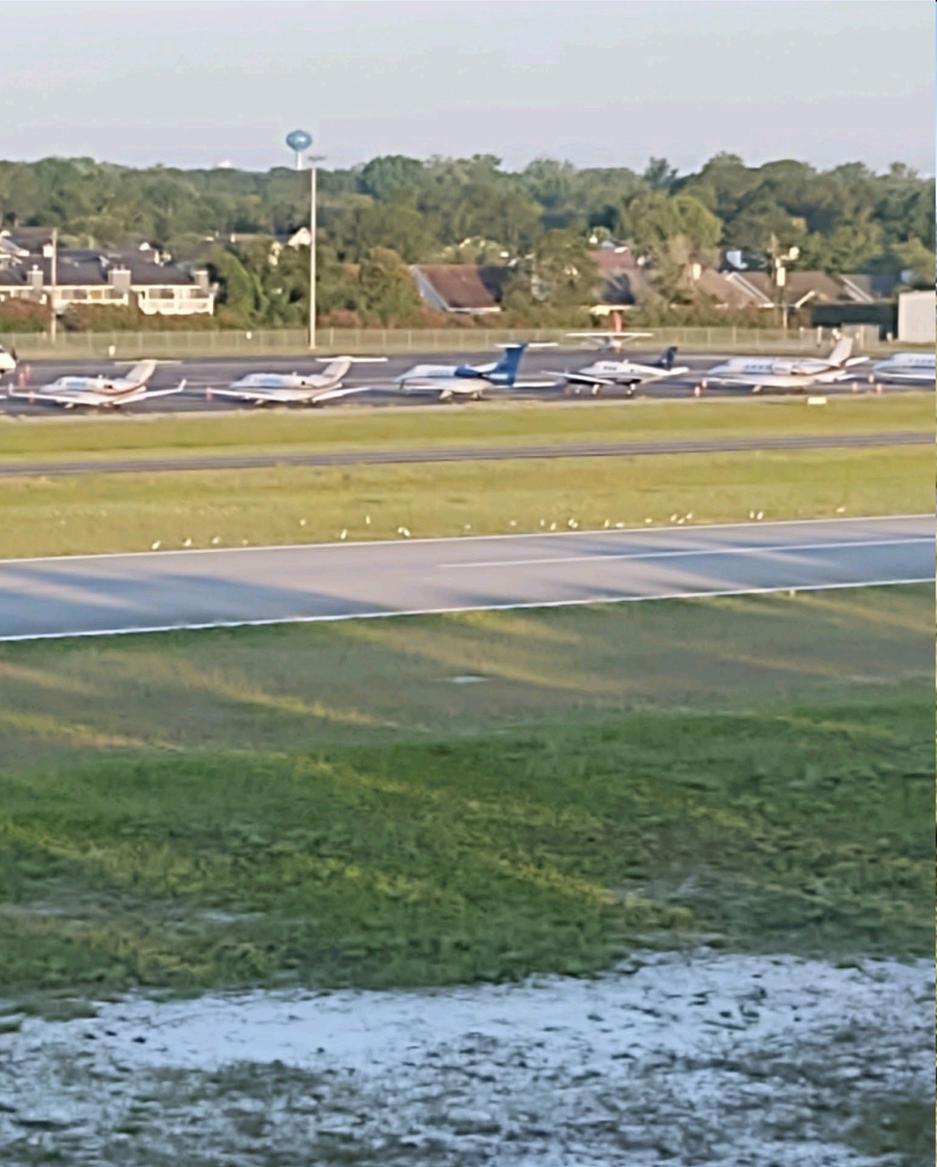
- A brief overview of any construction projects planned for the upcoming year.
- What are the expected risks/impacts of each project?
- Pilot suggestions for improving runway safety?

- TAXIWAY A and TAXI LANE REHAB PROJECT
- REDESIGN OF LADDER TAXIWAYS

AIRPORT OPS WILL DISCUSS FURTHER



Local Area Wildlife Hazards



The following are wildlife hazards specific to this airport:

Are specific control instructions issued to wildlife mitigation vehicles in accordance with the 7110.65? Do we have an LOA for wildlife mitigation?

Coyotes
Gopher/Snapping Turtles
Ospreys
Eagles

Hawks
Small Birds
Migratory Birds



Training & Operations Airfield Drivers

Review of driver policies, procedures, and training.

Who can access the airfield?

What training is conducted for various airfield users, i.e. police/security, fire fighters/emergency responders, wildlife agents?

Do we have vehicle equipment that offers improved situational awareness (such as a runway incursion warning system)?

Any feedback on vehicle operations (good or bad) in the movement areas?



Local Area Weather

Discuss weather conditions that affect safety on your airfield.



Is sun glare a safety factor?

How is cumulating snow/ ice addressed to minimize sign/ marking obscurity?

Do you utilize Take-Off and Landing Performance Assessment (TALPA) practices at your facility?

Is there difficulty identifying markings and/or signage in rainy/snowy/nighttime conditions?

Are there areas where ponding/ standing water impacts surface safety?

- Thunderstorms, snow, fog, hurricanes
- Airfield visibility from the tower
- Emergency preparedness

Local Upcoming Special Events

The following are events scheduled at this airport:

NONE KNOWN OF AT THIS TIME



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?

NO

Any known issues when Runway Changes take place?

NO

FAASTeam/FSDO, do you have any issues to report (PD reports, etc.)?

3 PD's

UAS DRONE ACTIVITY



Local Surface Safety Issues Reported

DTS-M-2025/02/26-0001

NOTIFIED BY 2 INDIVIDUALS OF A PERSON OPERATING A DRONE ON CENTERLINE FOR RWY32 AT THE CONDOS, APPROXIMATELY 150 FEET IN ALTITUDE. REPORTING INDIVIDUALS SENT PICTURES AND VIDEO OF THE INDIVIDUAL OPERATING THE DRONE



Local Runway Safety Best Practices

PILOTS-CONTROLLERS-VEHICLES

2-way radio communication

Control Instructions Followed

Correct Read Back of Instructions

Ex. Electronic Flight Bags (EFBs)
Ex. Request clarification if instruction or request is not clear.
Ex. Ways to avoid distraction

Local Coordination Efforts Meetings

How often do Airport Operations and Air Traffic meet?

When was our last pilot/controller forum with the local users and FAAS Team Rep (JO 7210.3 4-2-2)?

When is our next pilot/controller forum meeting?

Are we meeting early and often to discuss construction projects?

Are we using Operation Rain Check/tower tours (JO 7210.3 4-2-2)?



Action Items Purpose & Suitable Topics

PURPOSE

Resolve or mitigate an airport specific concern, issue, or risk, linked to runway safety.

SUITABLE TOPICS

- They could include potential hot spots, procedures, geometry, new technology, markings and signage, training, security, etc.
- They should not include projects already underway, upgrades to a terminal, FBO, or hangar, or any ongoing or continuous process, etc.

Action Items Components

COMPOSITION & ACCEPTANCE

COMPOSITION

- It must be clear.
- It must be reasonable and achievable.
- It must have a clear and detailed rationale.

ACCEPTANCE

- It must be accepted by the organization responsible for accomplishing the action.
- It may be documented as a recommendation if consensus is not reached, or action office does not accept.

Action Item Example

Have we identified any new risk that needs an Action Item?

**FOR
EXAMPLE**

Action Item Description: The Airport will study the feasibility of installing an inbound ramp-destination sign by the intersection of Taxiway Hotel Five to help guide pilots towards the ramp.

Action Item Rationale: Aircraft exiting on Taxiway Hotel northbound from Hotel Five towards the ramp have made a wrong turn and crossed the intersecting runway.

Estimated Completion Date: October 1, 2025

POC Organization: Airport Authority

POC name: First & Last Name

POC phone: xxx.xxx.xxxx

POC email: xxxxxx.xxxx@xxx.xxx



Runway Safety Resources

 <h2>AIRPORT DIAGRAMS</h2> <p>Search and get access to hundreds of airport diagrams by identifier, state, or airport name.</p> <ul style="list-style-type: none">▶ Search Airport Diagrams	 <h2>AIRPORT USERS</h2> <p>Check out surface safety tips for pilots, airfield drivers, controllers, or airport managers.</p> <ul style="list-style-type: none">▶ Airfield Drivers▶ Controllers▶ Pilots▶ Runway Construction	 <h2>PLANS & GUIDANCE</h2> <p>Review numerous Runway Safety documents to help you better understand our goals and stay safe.</p> <ul style="list-style-type: none">▶ Runway Safety Plans▶ Runway Safety Publications	 <h2>EXTERNAL RESOURCES</h2> <p>Search for surface safety events & training in your area or review and submit incident reports.</p> <ul style="list-style-type: none">▶ FAAST Events▶ Aviation Safety Reporting System (ASRS)
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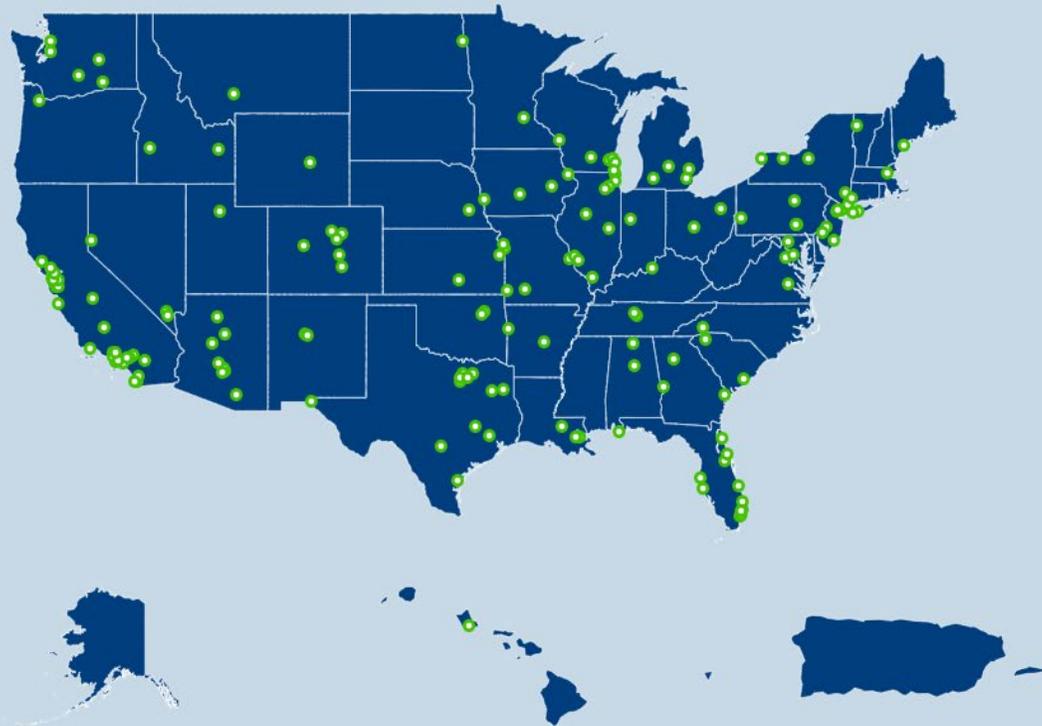
https://www.faa.gov/airports/runway_safety

Safety Resources

FROM THE FLIGHT DECK VIDEOS & PILOT HANDBOOKS

To use this visualization

Select a State, City, Airport Name (ID) or Safety Product from the respective drop down to filter your search OR begin typing to search in the appropriate field.
For example, type the 3 letter airport identifier in the Airport ID field.



Filters	
State	(All) ▼
City	(All) ▼
Airport Name (ID)	(All) ▼
Safety Product	(All) ▼

Click to Reset Filters 

Over 125 *From the Flight Deck* Videos Available

Search for **Safety Products**

using the

3-letter ID at:

www.faa.gov/XXX

or

www.faa.gov/flight_deck



Closing Anything We Missed?



QR Codes

FAA RUNWAY SAFETY



FAA

From the Flight Deck



YouTube



Runway
Safety
Home Page



Pilot
Simulator

AIRFIELD OPERATIONS



Airfield
Operating
Surfaces Video



Airfield Driver
Situational
Awareness



Airfield Driver
Phraseology



Airfield Driver
Winter
Operations

AIRFIELD CONSTRUCTION



NOTAMS



Checklist



CND



ACAC Mailbox

FAA WEBSITES/LINKS



Airport Diagram



AAN



EMAS/RIM



FAAST



Hot Spot
Description



ARP SMS



ATO SMS

Thank You

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