Runway Safety

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FAA Great Lakes Region
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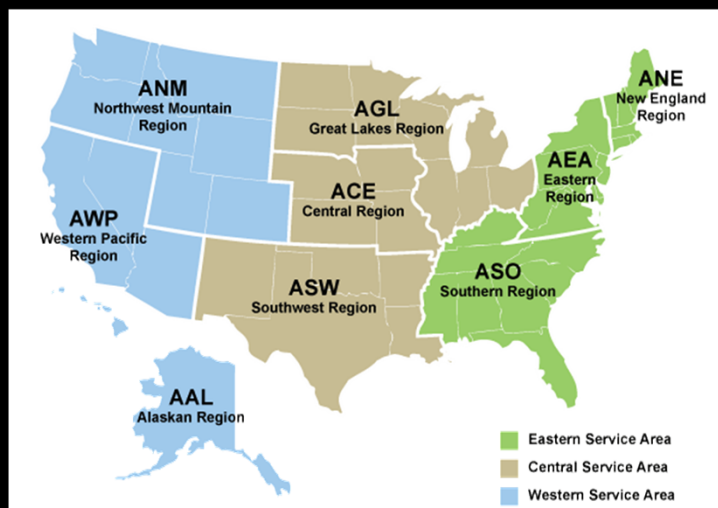
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The Runway Safety Program
MISSION

To deliver premier quality, data-informed safety trends, technical training, mitigations, and data management, all aimed at reducing risk in the National Airspace & Surface Environment.

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Organization
FAA REGIONS & ATO SERVICE AREAS

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ROLE OF REGIONAL ADMINISTRATOR'S OFFICE

- Serves as advocate/spokesperson for the runway safety program within the region and fosters collaboration and support amongst internal organizations.

- Facilitates and supports collaboration and partnership between the Regional Runway Safety Program Managers and aviation departments of state and local governments on runway safety matters.

- Chairs the Regional Runway Safety Governance Council.

- Supports outreach efforts to the aviation community on runway safety.

- Reviews regional runway safety plans annually; provides input for development of the plans, and supports initiatives identified in the plans.

- Provides input on the effectiveness of the regional and national runway safety programs.

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RUNWAY SAFETY ACTION TEAM (RSAT)

- **<u>Type</u>**: Local, Special Focus

- **<u>Who</u>**: ATC, Airport Operator/Tenants, FAA Airports, FSDO, Tech Ops, Runway Safety and interested users of the airport.

- **<u>What</u>**: Surface movement issues/concerns

- **<u>Why</u>**: Mitigate issues/concerns

- **<u>Where/When</u>**: ATCT Facilities, **Yearly**

- **<u>Outcome</u>**: Formulate a Runway Safety Action Plan (RSAP)

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REGIONAL PLAN FOCUS

- Core 30/OPSNET45

- Airports of Interest

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REGIONAL PLAN FY24
Core 30 & Airports of Interest (AOI):

➢ Minnesota 2024
- MSP
- FCM

Other RSAT's Planned
- RST: 5/30/2024
- STC: 8/20/2024
- ANE: 8/28/2024

Red = Core 30

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The Runway Safety Program
DEFINITIONS
Runway Incursion (RI):

- Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.
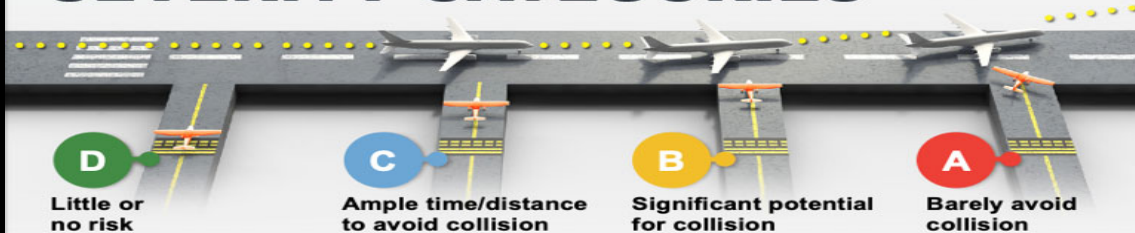
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RI SEVERITY

RUNWAY INCURSION
SEVERITY CATEGORIES

D Little or no risk

C Ample time/distance to avoid collision

B Significant potential for collision

A Barely avoid collision

- 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

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THE RUNWAY SAFETY PROGRAM
DEFINITIONS

➡ ***Surface Incident (SI):***

- A surface incident is an unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

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The Runway Safety Program
DEFINITIONS

Runway Excursion (RE):

- A runway excursion is a veer off or overrun from the runway surface (per ICAO).

- These surface events occur while an aircraft is taking off or landing and involve many factors ranging from unstable approaches to the condition of the runway.

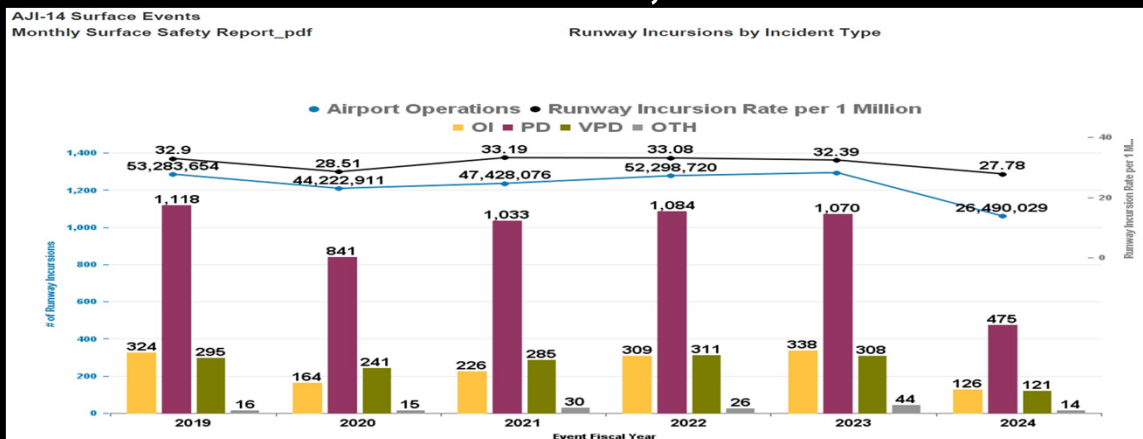**Federal Aviation Administration**

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TYPES OF SURFACE EVENTS

- *Operational Incident* **(OI) –** A surface event attributed to ATCT action or inaction.
- *Pilot Deviation* **(PD) –** A surface event caused by a pilot or other person operating an aircraft under its own power.
- *Vehicle or Pedestrian Deviation* **(VPD) –** A surface event caused by a vehicle driver or pedestrian
- *Runway Excursion* **(RE) –** A veer off or overrun from the runway surface while an aircraft is taking off or landing.
- *Other* **–** Surface events that cannot clearly be attributed to incorrect action(s) by an air traffic controller, pilot, driver, or pedestrian. These events would include incursions caused by equipment failure or other factors. By definition, excursions will be classified as "Other" events.

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NATIONAL RUNWAY INCURSIONS BY TYPE AS OF MARCH 31, 2024

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MINNESOTA

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Runway Incursions (RI) Fiscal Year 2020-2024
MINNESOTA

State Name	State	FY	RIs	Airport Operations	RI Rate per 100K	Incident Type				Severity Category				
						OI	PD	VPD	Other	A	B	C	D	E
Minnesota	MN	2020	32	668780	4.78	2	19	11					9	23
Minnesota	MN	2021	44	726658	6.06	8	26	10	0		1	11	32	
Minnesota	MN	2022	33	737248	4.48	7	17	9		1		5	27	
Minnesota	MN	2023	40	771370	5.19	8	14	18	0			12	28	
Minnesota	MN	2024	9	371440	2.42	3	6	0				5	4	

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SUMMARY

Most runway incursions are not serious occurrences. However, reducing the risk of them occurring remains one of the FAA's highest safety priorities and is a shared responsibility that encompasses pilots, air traffic controllers, airport vehicle drivers as well as other stakeholders.

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Thank You