Runway Safety Action Team (RSAT)

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NATCA Facility Rep
N/A

March 05, 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**

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Current Action Items

Assigned Action Item Code: N/A
Action Item Description: N/A
Status: N/A
Completion Date: N/A

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Administration**

Know Your Local Protected Areas

ALW 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 02/20
- RSA width 500'
- RSA length 1000'

WALLA WALLA REGIONAL AIRPORT (ALW)
Runway 2-20 Runway Safety Area

Dimensions of Runway Safety Area (RSA)
250 ft. from Runway Centerline
1,000 ft. from Runway Threshold Ends

Note: Runway 2-20: 150 ft. Width
   RSA outside Runway Edge = 175 ft.

Note: Restriction for Runway Threshold Ends within the RSA

Cleared of persons and equipment during air carrier/aircraft operations.
Cleared of persons and equipment during air carrier operations.
Available to persons & equipment during non air-carrier operations.

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Walla Walla Regional Airport Runway Safety Area (RSA)

250ft either side of centerline, 1000ft outward from approach and departure end.

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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.)?

- RSA LOA Dec 1, 2022
- POFZ LOA Aug 1, 2014

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Airport Diagram & Hot Spots

Airport Diagram

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:
None at Walla Walla Regional

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

AIRPORT DIAGRAM · AL-440 (FAA) · WALLA WALLA RGNL (ALW) · WALLA WALLA, WASHINGTON
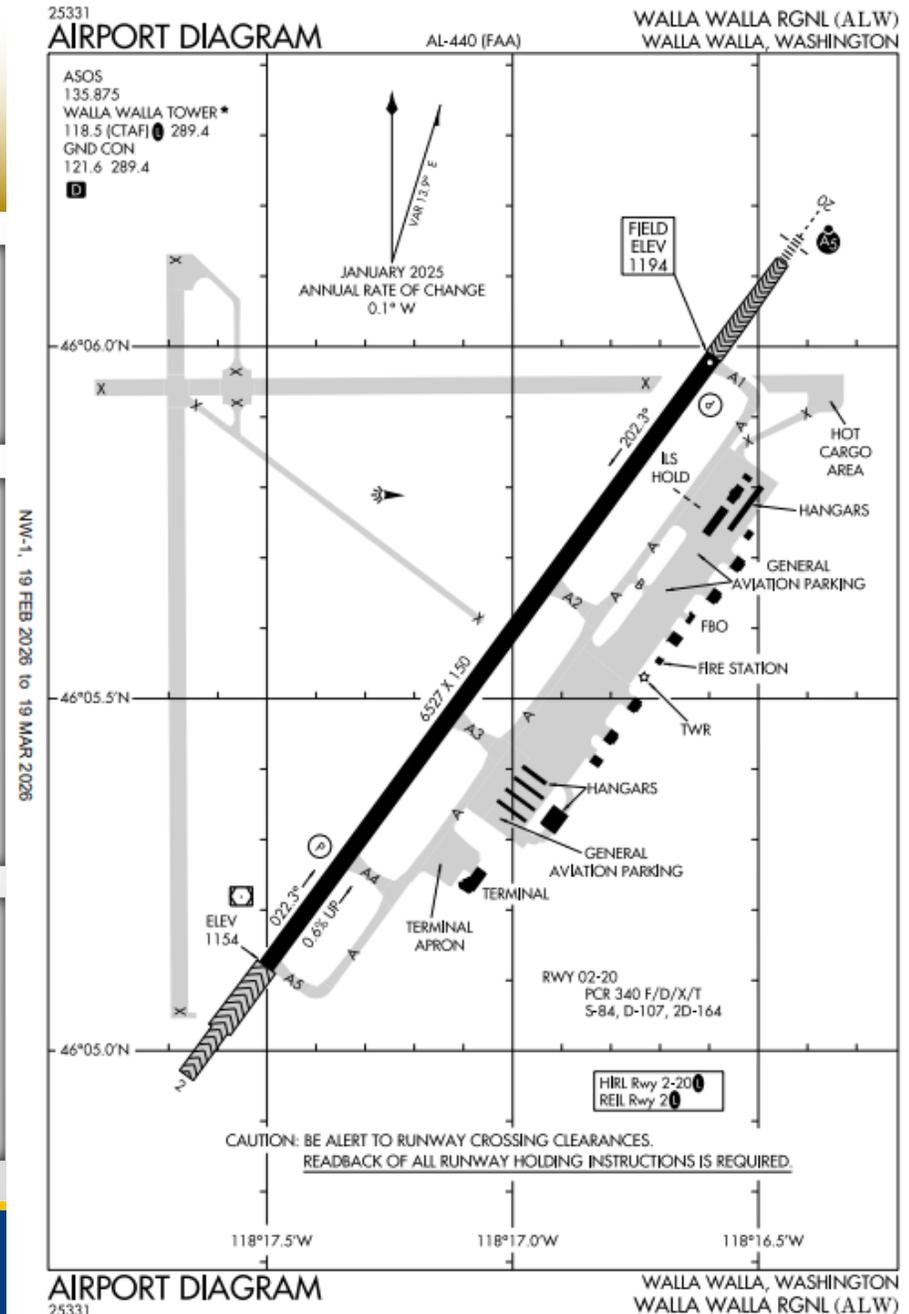
Runway Incursion (RI)

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

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Runway Incursion (RI) & Surface Incident (SI)

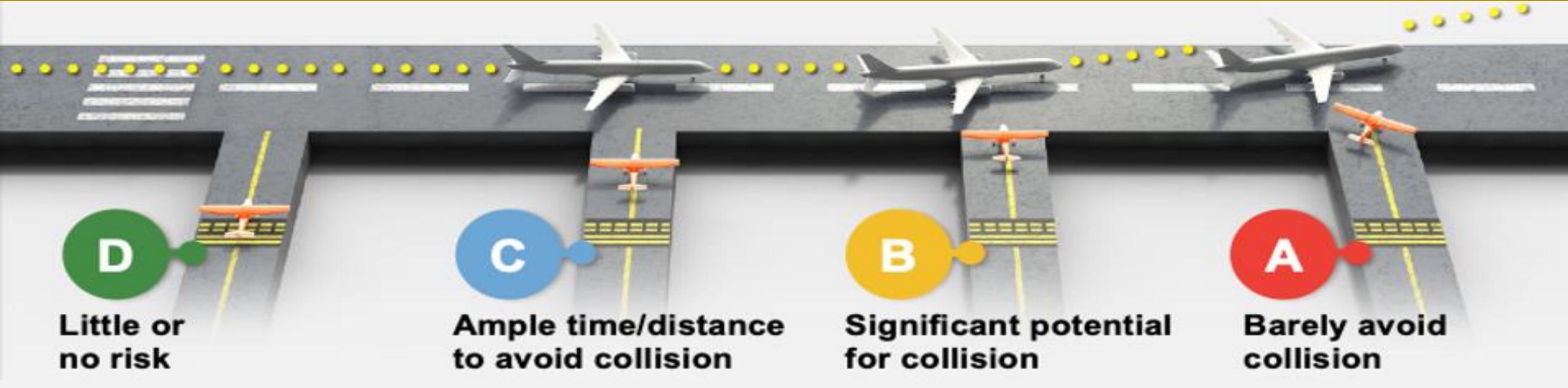## CLASSIFICATIONS are based on these attributed actions:

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

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Runway Incursion (RI) Severity Categories

D Little or no risk

C Ample time/distance to avoid collision

B Significant potential for collision

A Barely avoid collision

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? |

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Local Surface Event Review

RUNWAY INCURSIONS (RI)

ALW-M-2025/07/23-001-VPD-001

Date of Incident: 07/23/25
RI/SI/RE: RI
Severity: D
Surface Event Code: 31
Day/Night: DAY
IMC/VMC: VMC
FAR Part: N/A
Narrative: 3 Vehicles entered W side RSA without ATC authorization abeam alpha2. One person exited the vehicle. VPD filed.

Group Discussion: What can be learned from this event?

Local Runway Incursions By the Numbers

Previous RSAT	This RSAT
37,859 Total Operations	**38,695** Total Operations
0 Runway Incursions	**1** Runway Incursions
3 Pilot Deviations	**2** Pilot Deviations
0 Operational Incidents	**0** Operational Incidents
0 Vehicle/Pedestrian Deviations	**2** Vehicle/Pedestrian Deviations
0 Other	**1** Other

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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 1

- Was there a noticeable change in incursions or their severity?

- What could have contributed to the change?

D Little or no risk

C Ample time/distance to avoid collision

B Significant potential for collision

A Barely avoid collision

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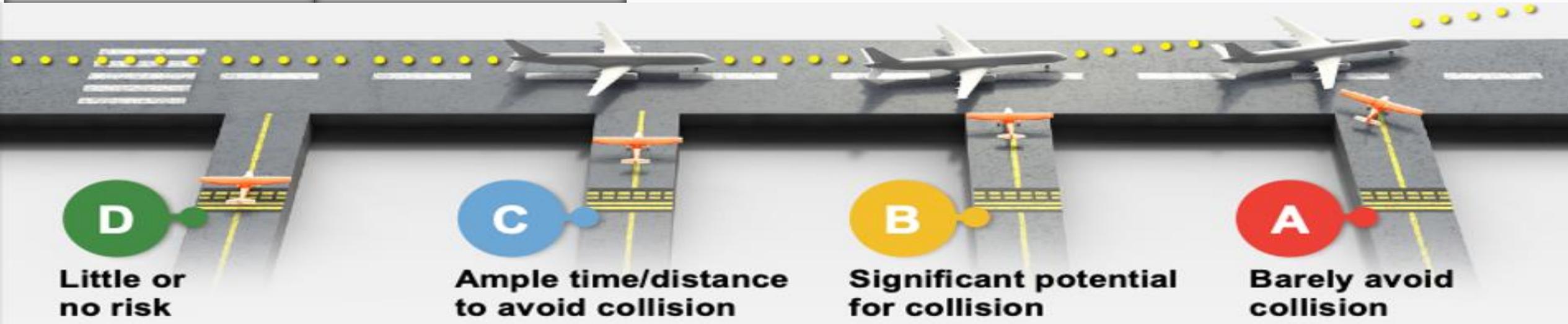
Runway Incursions

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)

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Surface Incidents(SI)

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

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Local Surface Event Review

SURFACE INCIDENTS (SI)

ALW-M-2025/05/09-0001-VPD-001

Date of Incident: 05/09/2025
RI/SI/RE: SI
Severity: N/A
Surface Event Code: 37*
Day/Night: DAY
IMC/VMC: VMC
FAR Part: N/A
Narrative: White SUV entered taxiway without ATC authorization. No driver.

Group Discussion: What can be learned from this event?

Local Surface Event Review

SURFACE INCIDENTS (SI)

ALW-M-2025/05/12-0001-VPD-001

Date of Incident: 05/12/2025
RI/SI/RE: SI
Severity: N/A
Surface Event Code: 24*
Day/Night: DAY
IMC/VMC: VMC
FAR Part: N/A
Narrative: Vehicle crossed TWY ALPHA west to east without authorization. VPD filed.

Group Discussion: What can be learned from this event?

Local Surface Event Review
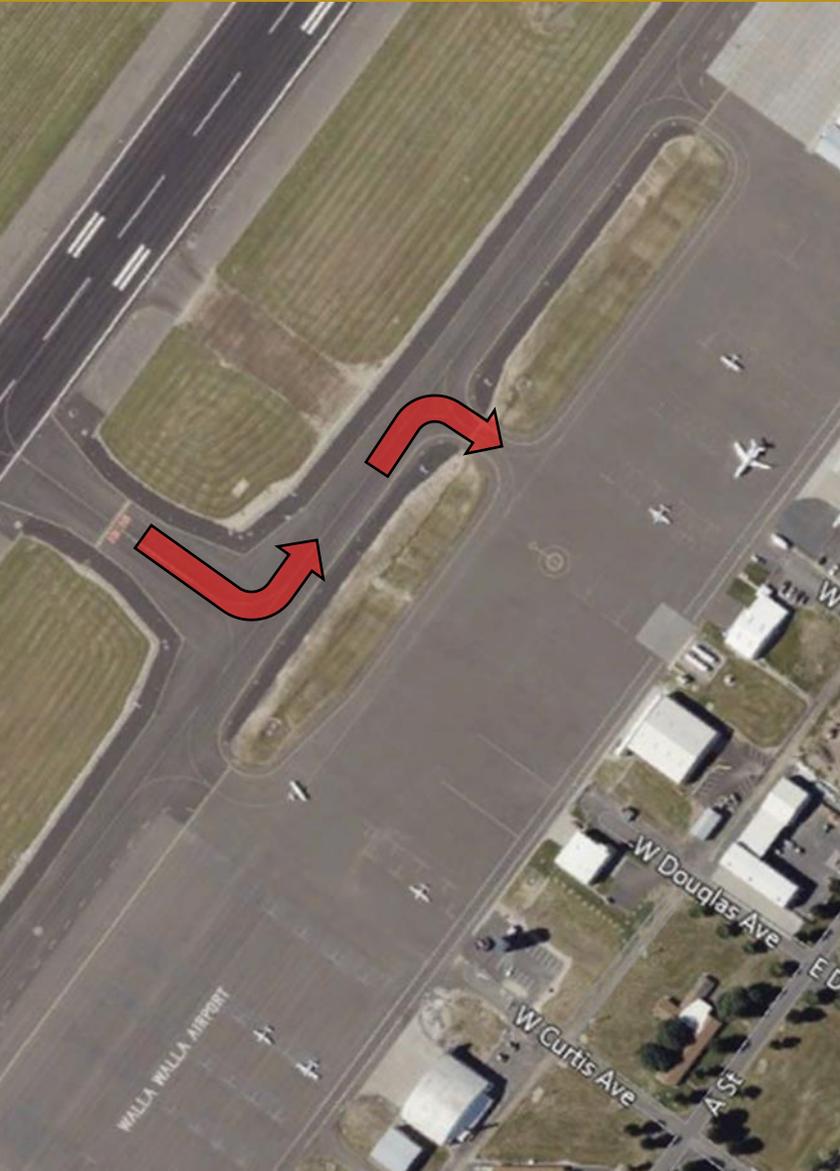
SURFACE INCIDENTS (SI)

ALW-M-2025/10/16-0003-PD-001

Date of Incident: 10/16/2025
RI/SI/RE: SI
Severity: N/A
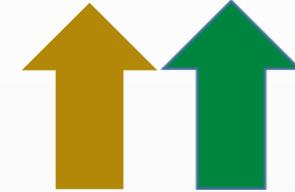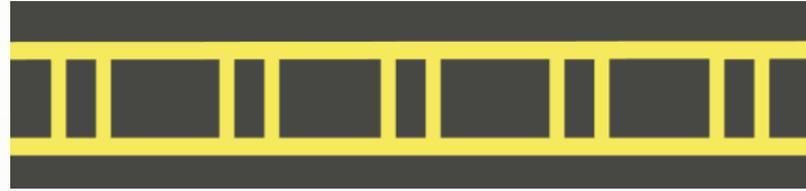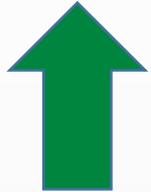**Surface Event Code:** 24*
Day/Night: DAY
IMC/VMC: VMC
FAR Part: N/A
Narrative: Aircraft exited RWY20 at ALPHA2 and was instructed to contact ground. AC taxied without clearance to parking (FBO).

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?"**

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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

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Local Surface Event Review

RUNWAY EXCURSION (RE)

ALW-M-2025/02/26-0001

Date of Incident: 02/26/25

RI/SI/RE: RE

Severity: P

Surface Event Code: 27.1

Day/Night: DAY

IMC/VMC: VMC

FAR Part: N/A

Narrative: Aircraft excursed RWY20. Aircraft (C170) landed RWY20 and exited right side of RWY into the mud approximately 1500ft from threshold.

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

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Local Surface Event Review

WRONG SURFACE EVENTS (WSE)

XXX-M-YYY/MM/DD-000#-XXX-00#

Date of Incident: NONE
RI/SI/RE:
Severity:
Surface Event Code:
Day/Night:
IMC/VMC:
FAR Part:
Narrative:

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?

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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?

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Arrival Alert Notice (AAN)

Arrival Alert Notices (AAN) are graphics visually depicting an approach to a particular airport with a history of misalignment risk, and language describing the misalignment risk

Not Applicable at ALW
*Available at 70 airports

TUCSON INTL (TUS) ARRIVAL ALERT

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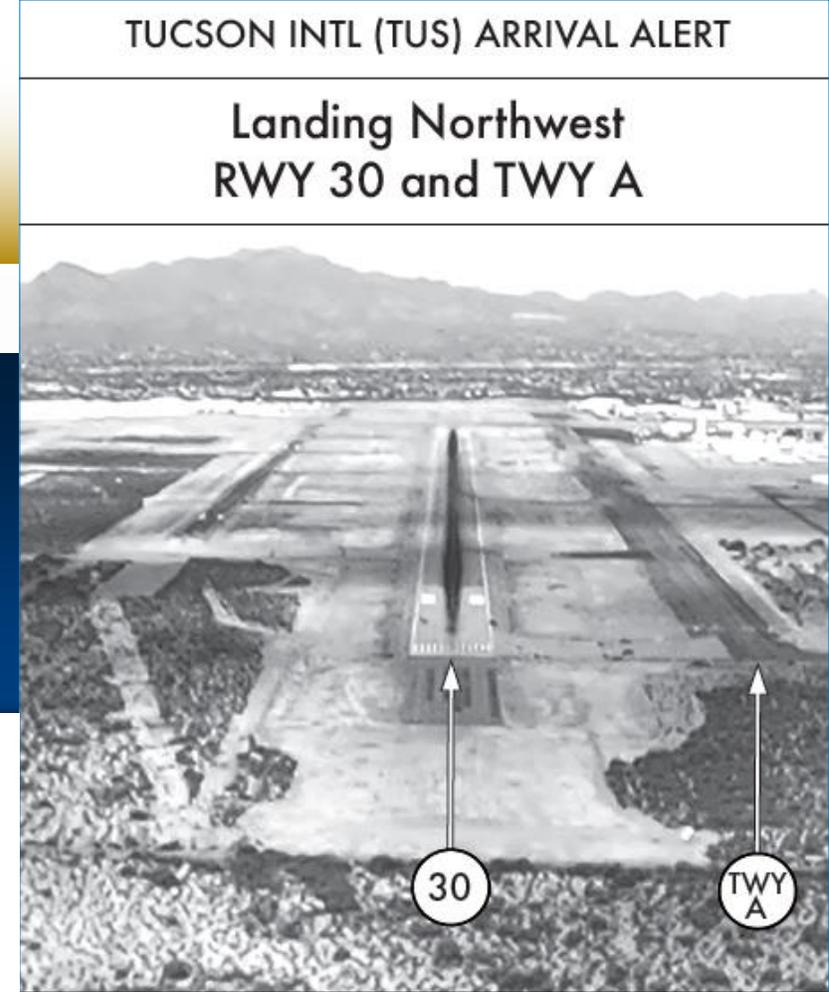
Pilots sometimes confuse TWY A for RWY 30. Be aware that the former south parallel runway, RWY 29L, is closed for reconstruction.

Not for Navigational Purposes
For Situational Awareness Only

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.

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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?

North Apron Project
05/01/26* (TBD)

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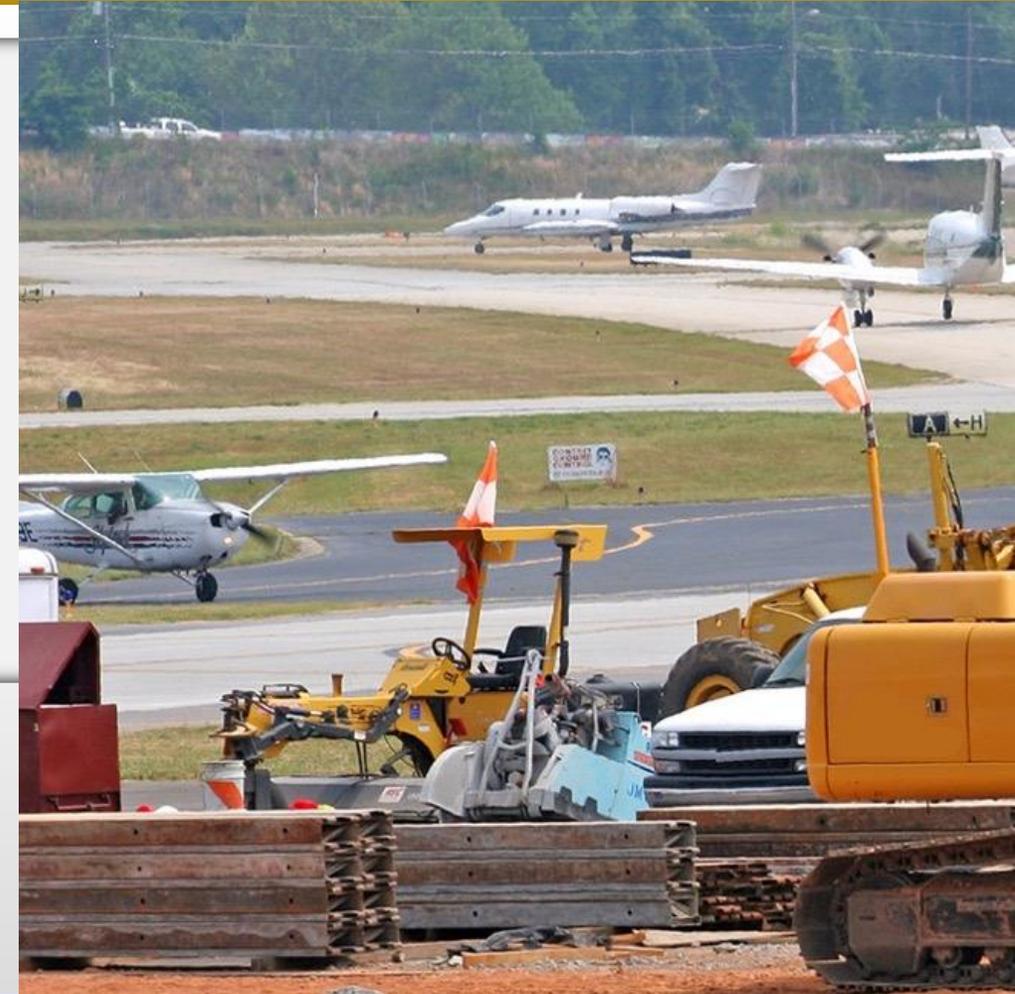
Local Current & Planned Construction

05/01/26* (TBD)

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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?

Various types of birds including:

geese, starlings, hawks, ducks, pigeon, etc.

Other wildlife such as foxes, coyote, deer etc.

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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?

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Local Area Weather

Discuss weather conditions that affect safety on the 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, ice, etc

- Airfield visibility from the tower

- Wildfires

- Emergency preparedness

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Local Upcoming Special Events

The following are events scheduled at this airport:

Disaster Airlift Response Team (DART)	Wings Over Walla Walla

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Local Surface Safety Issues Reported

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?

**South T Hangars
Alpha/Alpha 1 intersection
North Ramp**

Any known areas of intermittent communication/ technology frequency interruption?
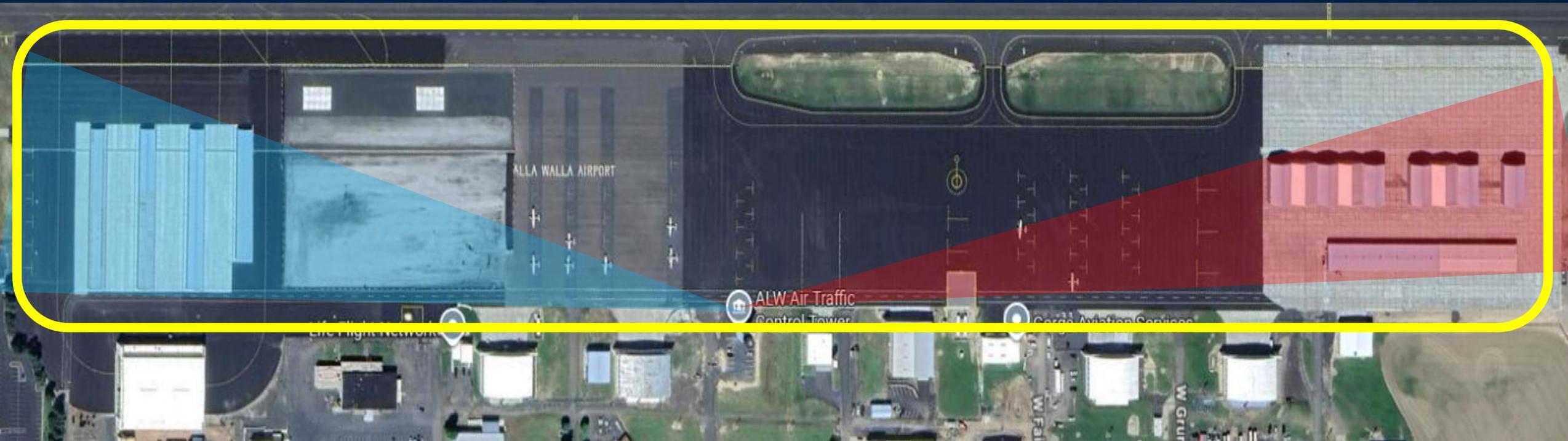
**North Ramp
(behind Alert Hangars)**

Near approach end of Runway 02 (vehicles)

FAASTeam/FSDO, do you have any issues to report?

(PD reports, etc.)

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TOWER BLIND SPOTS

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HANDHELD RADIO BLIND SPOTS

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Local Runway Safety Best Practices

PILOTS-CONTROLLERS-VEHICLES

PILOTS:
Utilize standard phraseology and are familiar with runway/taxiway markings

CONTROLLERS:
Use of Traffic Management Board (TMB)
Runway Incursion Device (RID)
Tower Team Concept

VEHICLES:
Visit/call tower to clear up any confusion prior to operations, regular ground movement and phraseology familiarization
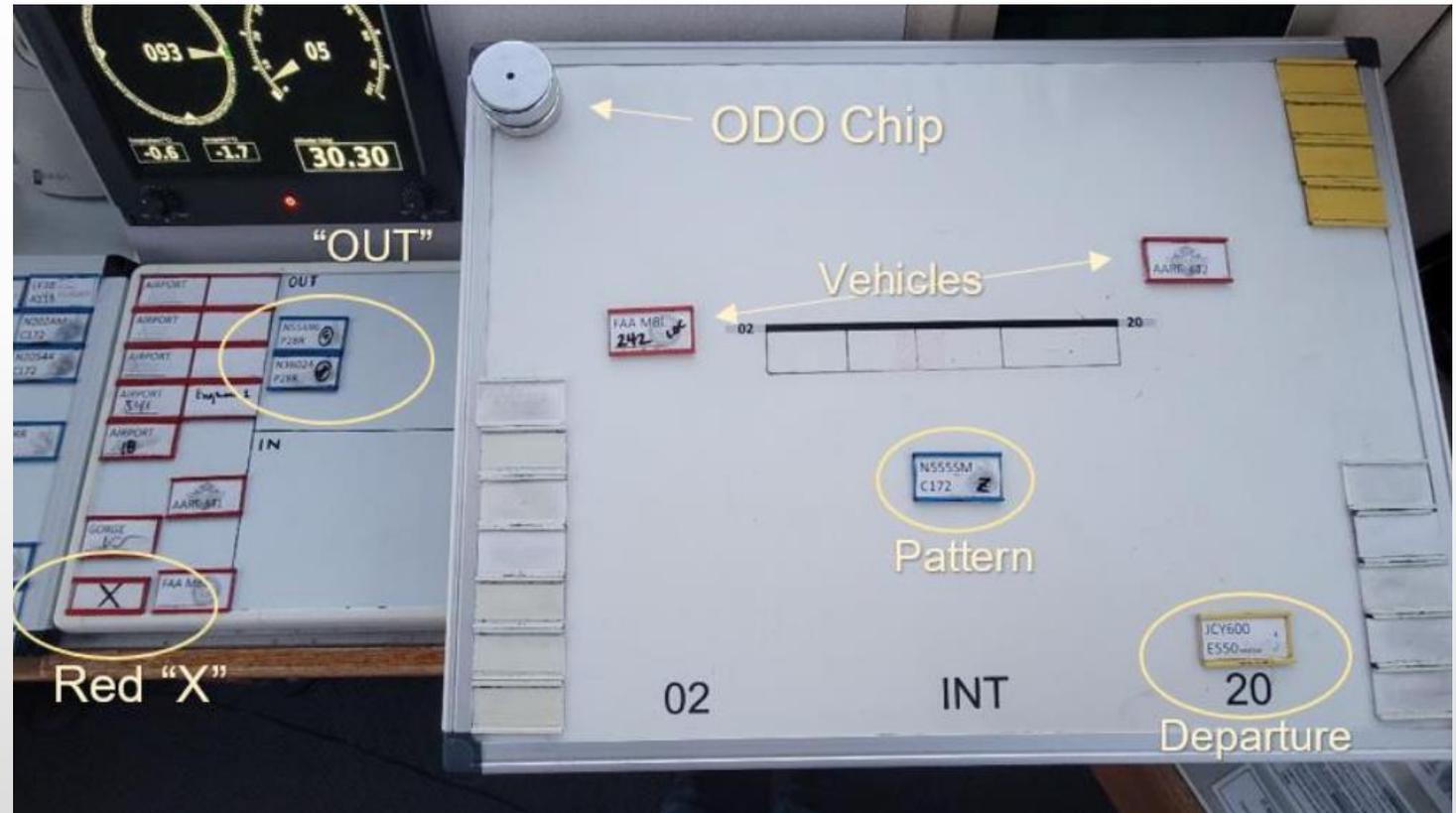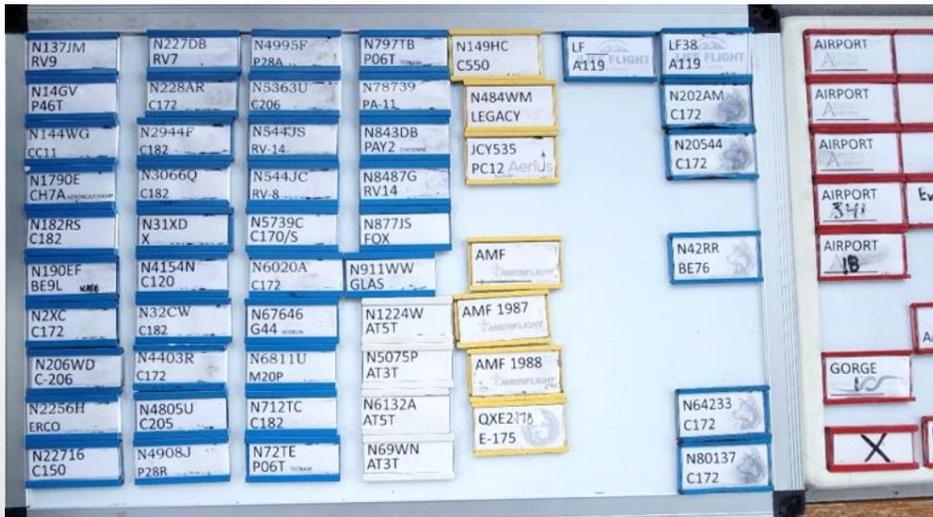
STUDENTS:
Tower tour, open and honest feedback, regular communication with WWU CFIs and surrounding flight schools

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RUNWAY INCURSION DEVICE

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TRAFFIC MANAGEMENT BOARD (TMB)

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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 FAASTeam 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)?

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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 hanger, or any ongoing or continuous process, etc.

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Action Items Components

COMPOSITION & ACCEPTANCE

COMPOSITION	• It must be clear. • It must be reasonable and achievable. • It must have a clear and detailed rational.
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.

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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

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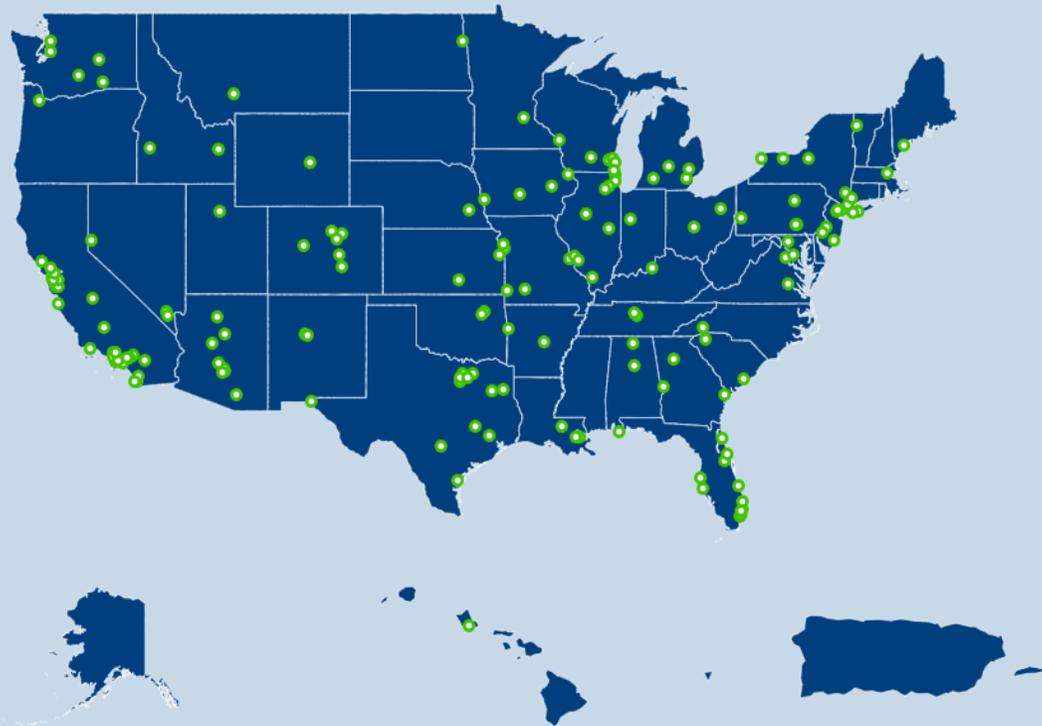
Runway Safety Resources

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

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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
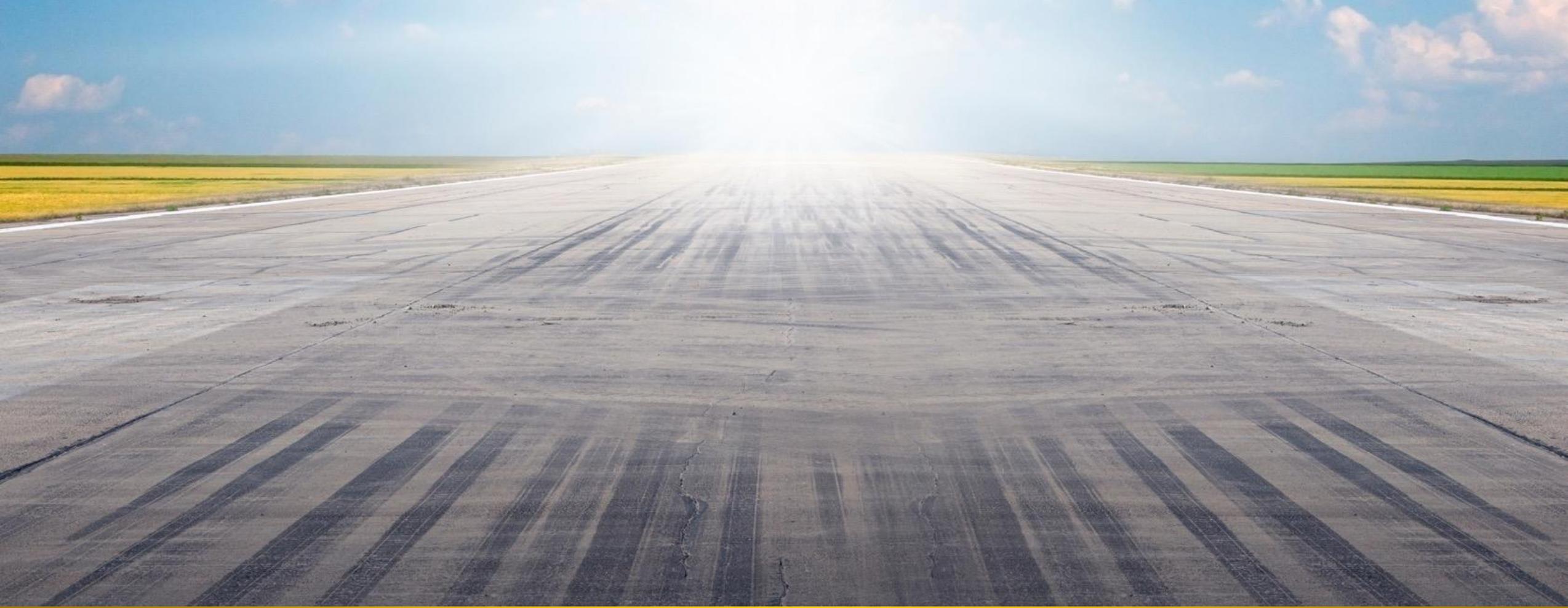
3-letter ID at:

www.faa.gov/XXX

or

www.faa.gov/flight_deck

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Closing Anything We Missed?

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QR Codes

FAA RUNWAY SAFETY

FAA | YouTube
From the Flight Deck

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
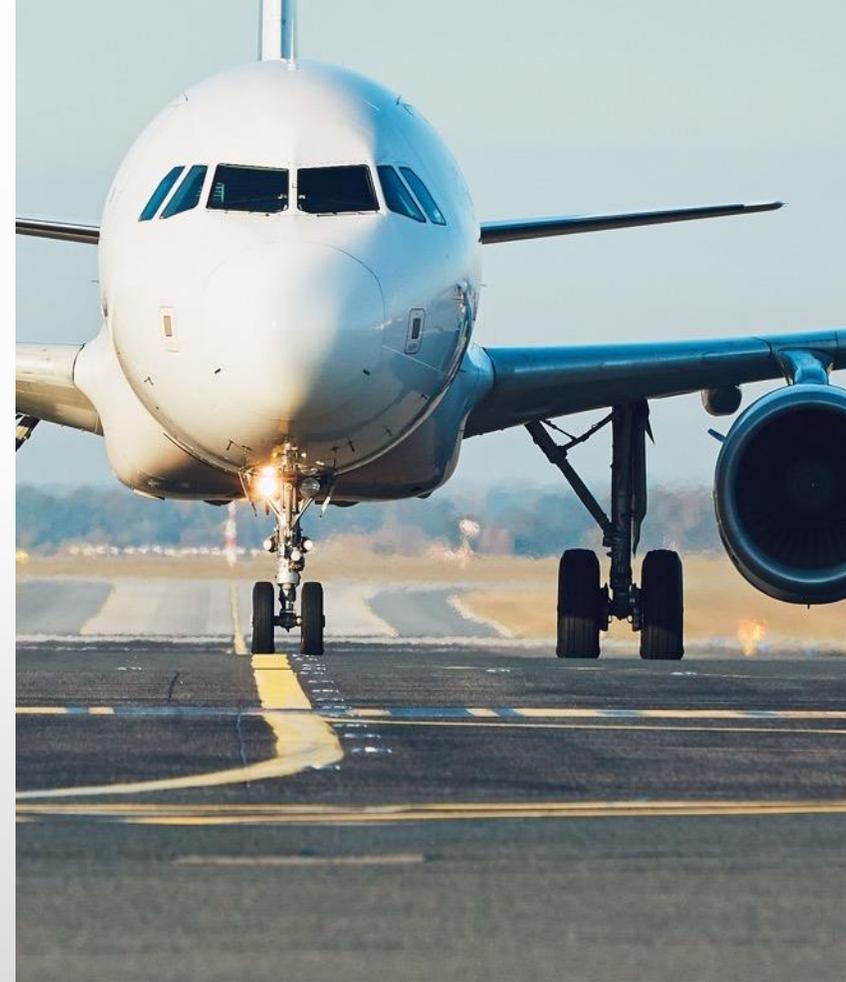
ATO SMS

Thank You

Air Traffic Manager
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Airport Manager
Jennifer Skoglund

(509) 525-3100 | js@portwallawalla.com

TOWER TOURS
Typically Monday-Friday 9am-3pm

*Please call ahead to ensure adequate staffing

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