

SECTION I: SE OVERVIEW

Study Topic Overview Summary CAST chartered the Runway Excursion (RE) Joint Safety Analysis and Implementation Team (JSAT) in 2012 to review the findings and recommendations from 15 industry reports by 11 different organizations and authorities on the issue of RE. From those reports, the team identified 155 contributing factors and 274 recommendations that it eventually consolidated into 45 Standard Problem Statements (SPS) and 75 Intervention Strategies (IS). The RE JSAT grouped, analyzed, and consolidated the ISs into 7 SEs for industry implementation and 1 research and development (R&D) SE. CAST approved the SEs the RE JSAT recommended in June 2014.

SE Objective CAST recommends the FAA Office of the Associate Administrator for Airports (ARP) increase implementation of distance remaining signage, as feasible, on runways that support part 121 operations, with priority placed on shorter runways and/or runways that have a high incidence of contamination.

Primary Risks Mitigated Runway Excursion (RE)

Action	Organization(s)	Strategy	Description	Due Date
Action 1	FAA ARP	Policy	Increase implementation of distance remaining signage for all runways that support part 121 operations.	03/31/2016
<i>Comments: CAST closed this action based on JIMDAT sending prioritized list of runways without "distance remaining" signs sent to FAA ARP.</i>				

See section II of this SE for detailed action descriptions.

References: The detailed analysis in the Runway Excursion Joint Safety Analysis and Implementation Team (RE JSAT) Final Report (February 12, 2015) is available through CAST.

TABLE OF CONTENTS

STUDY TOPIC

RERUNWAY
EXCURSION

CICTT RISK AREAS

RE**SECTION II: DETAILED ACTION INFORMATION****PAGE 3***SE 220 consists of one action, which this section lays out in detail.*

- **Action 1 (FAA ARP, ACI-NA).....****PAGE 3**
Increase implementation of runway distance remaining signage

SECTION III: SUPPLEMENTAL INFORMATION**PAGE 4***This section contains the following additional information that may be of interest to implementers:*

- Source Study
- Related Initiatives
- Total Cost / Resource Overview

SECTION IV: REVISION LOG**PAGE 5***This section provides a history of revisions to this SE.***TABLE OF CONTENTS**

SECTION II: DETAILED ACTION INFORMATION

Action 1: Increase implementation of runway distance remaining signage

Primary Implementer

FAA Office of the Associate Administrator for Airports (ARP)

Action Objective

FAA ARP should increase implementation of distance remaining signage for all runways that support part 121 operations, with priority placed on shorter runways and/or runways that have a high incidence of contamination.

Flow Time: 12 months (extended to 21 months)

- 6 months for Airports Council International-North America (ACI-NA) to develop and conduct survey.
- 6 months for FAA ARP and JIMDAT to review survey results and develop prioritization plans.

Action Timeline

Due Date: 03/31/2016

Timeline/Flow for Future Adopters

N/A

CAST Lead

FAA ARP

#	Organization(s)	Detailed Steps
1a	ACI-NA	Survey airport members to determine which runways where part 121 operations take place have distance-to-go signs and provide the information to FAA ARP. <i>Complete.</i>
1b	FAA ARP	In conjunction with JIMDAT, review the survey results and develop a prioritized implementation plan for adding distance remaining signs where needed to runways with higher levels of RE risk, based on factors such as number of part 121 operations, runway length, and frequency of contamination. <i>Complete.</i>
1c	FAA ARP	Use the prioritized implementation plan to evaluate the feasibility of installing distance remaining signs at runways that lack them. <i>Complete.</i>
1d	FAA ARP	Track implementation and report completion to JIMDAT and CAST. <i>Reported to JIMDAT and CAST in March 2016.</i>

Notes

- Airport operator time to complete survey considered negligible (~30 minutes per airport).
- Does not include costs to implement new distance remaining signs.

SECTION III: SUPPLEMENTAL INFORMATION

Source Study Runway Excursion Joint Safety Analysis and Implementation Team (RE JSALT) Final Report (February 12, 2015)

Related Initiatives FAA Airports Improvement Plan

Total Cost **\$125,000** Note: For labor, 1 Full Time Equivalent (FTE) = \$250,000

Action 1 \$125,000 0.5 FTE

	Organization	Resources Needed
<i>Direct Resource Overview – Government</i>	FAA ARP	<ul style="list-style-type: none"> Action 1: 0.25 FTE to review survey results and develop prioritization plan.

	Organization	Resources Needed
<i>Direct Resource Overview – Industry</i>	ACI-NA	<ul style="list-style-type: none"> Action 1: 0.05 FTE to develop and conduct survey.
	JIMDAT	<ul style="list-style-type: none"> Action 1: 0.2 FTE for consultation and support.

Indirect Resource Overview The organizations identified in this section are not expected to incur direct costs associated with implementing this SE, but they may incur indirect costs within their normal line of work.

	Organization	Description
	N/A	N/A

SECTION IV: REVISION LOG

Major revisions (whole numbers) represent CAST-approved changes to SE language. Minor revisions (decimals) represent minor changes to target dates or completion notes that do not affect implementer actions.

Revision	Date	Description
1.0	09/17/2018	New SE format. Content reorganized and terminology updated. Action 1 closed at April 2016 CAST meeting.
0.1	04/02/2015	Action 1 due date extended from 06/30/2015 to 03/31/2016.
Original	06/05/2014	CAST adopted SE 220.