

Runway Safety Action Plan

Reid-Hillview (RHV) Airport San Jose, California

10 March 2020



Approved by: _____ Date: _____

Tommy Singleton

Air Traffic Manager, Reid-Hillview ATCT

The LRSAT chairperson is the ATCT manager or designee and they approve the RSAP by signing this document.

Accepted by: _____ Date: _____

Joe Santoro

Runway Safety Program Manager, Western-Pacific Region

I. Introduction

A. General Description of the Airport

- **FAA Tower**
- **Tower Hours of Operation:** 0700-2200L
- **FAR Part 139 Airport:** No
- **Airport Hot Spot:** Yes
- **Line Up and Wait (LUAW):** Yes
- **Multiple Runway crossings:** No
- **Flight Training:** Yes

II. Historical Information / Event History

The previous Runway Safety Action Team Meeting was conducted on 14 June 2019.

A. OPSNET (12 month count)

Total airport operations for the 12-month period prior to the Runway Safety Action Team meeting, from **January 2019 through December 2019.**

Yearly Traffic Count

2018 - 2020

Service Center : Western					District : Sierra Pacific					
Facility	Year	Hours Processed	Hours Expected	Total Operations	Tower					Total
					IFR Primary	IFR Overflights	VFR Primary	VFR Overflights	Local	
RHV	2020	870	870	30147	399	48	13092	522	16086	30147
RHV	2019	5475	5475	212554	2461	369	83342	4038	122344	212554
RHV	2018	5475	5475	170981	2428	429	70891	2812	94421	170981

41,573 increase in operations since previous year (24%)

B. Surface Events Review.

The RSAT Web Tool was utilized to visualize RHV surface events* and patterns over the past five years and one year. The RHV ATM, Operations Supervisor and NATCA FacRep reviewed event narratives within the past year in the RSAT Web Tool. Listed below are events since the last RSAT on June 14, 2019. See *Appendix A – Event Plots* for event visualization going back five years, and the event summaries since the previous RSAT.

**Does not include events presently being processed at the time of this RSAT.*

Runway Incursions

7/10/2019

Local Control (LC1) clears AIRPORT2 onto Runway31R for inspection. LC1 instructs AIRPORT2 to proceed on Taxiway Y. Good read back. LC1 clears Aircraft 1/C172 for the option Runway31L. LC1 instructs AIRPORT2 to cross Runway31R and hold short of Runway31L good read back. A transmission is made 'hey tower, why is the truck on the runway. LC1 advises AIRPORT2 that they were supposed to hold short of Runway31L. According to MOR summary at this point Aircraft 1/C172 executed a go around Runway 31L. According to Staff Notes the go around was executed when Airport 2 vehicle was approaching Taxiway D, heading south on Runway31L. AIRPORT2 exited Runway31L at Taxiway D when Aircraft 1/C172 was approximately 1700-2200ft from Taxiway D and Runway31L intersection at an altitude of 300ft. Aircraft 1/C172 was instructed to enter right closed traffic for Runway31R and AIRPORT2 was instructed to finish Runway31L inspection. RAE LoSS.

10/9/2019

Aircraft 1/C172 WAS CLEARED TO LAND RUNWAY 31L. LOCAL CONTROL (LC) THEN CLEARED Aircraft 2/C172 FOR TAKE-OFF ON RUNWAY 31R. UPON LANDING ON RUNWAY 31L, Aircraft 1 TURNED RIGHT ON TAXIWAY D, AND THE LC INSTRUCTED Aircraft 1 TO CROSS RUNWAY 31R AT TAXIWAY D. AT THIS TIME, Aircraft 2 WAS STILL DEPARTING RUNWAY 31R, AND AIRBORNE ADJACENT TO TAXIWAY C. Aircraft 2 OVERFLEW Aircraft 1 WHILE ON THE RUNWAY BY A FACILITY-ESTIMATED 100FT. CLOSEST PROXIMITY 100FT VERTICAL. OVERFLIGHT/CONFLICT EVENT.

1/7/2020

UNAUTHORIZED POV ENTERED THE AIRPORT MOVEMENT AREA AND PROCEEDED ONTO RUNWAY 31R WITHOUT AUTHORIZATION. NO CONFLICT. A WHITE VAN ENTERED ONTO AND PROCEEDED NORTHBOUND ON TAXIWAY YANKEE. THE VEHICLE THEN PAUSED AND TURNED LEFT ONTO RUNWAY 31R (AT TWY B). THE VEHICLE THEN PROCEEDED SOUTHBOUND ON RWY 31R WHERE IT WAS MET BY AIRPORT OPERATIONS ON TAXIWAY ALPHA IN-BETWEEN RUNWAY 31L AND 31R. NO CONFLICT.

Runway Excursions

9/29/2019

WHILE Aircraft 1/AN-2 WAS TAXIING TO RUNWAY 31R VIA TAXIWAY YANKEE, THE AIRCRAFT EXCURSED THE MOVEMENT AREA AND ENTERED INTO THE GRASS ADJACENT TO TAXIWAY C.

11/29/2019

Aircraft 1/C152 WAS DOING PATTERN WORK ON RUNWAY 31R. Aircraft 1 LANDED AND WAS ON ROLLOUT AT TAXI SPEED WHEN THEY VEERED OFF OF THE RUNWAY TO THE LEFT, AND INTO THE GRASS. WHEN REQUESTED IF THEY NEEDED ASSISTANCE THEY ACKNOWLEDGED AFFIRMATIVE. AIRPORT OPS WAS CALLED AND ASSISTED TO MOVE THE AIRCRAFT BACK ONTO RUNWAY 31R.

PILOT REPORTED LOSS OF RUDDER, WHICH CAUSED THEM TO VEER INTO THE GRASS. Aircraft 1 THEN TAXIED TO THE RAMP WITHOUT FURTHER INCIDENT.

III. Meeting Overview

RHV Air Traffic Manager (ATM), Tommy Singleton, opened the meeting and welcomed participants. Stakeholders, Airport and FAA employees made introductions including (see *Section X* for complete list of participants):

- Airport Manager and Santa Clara County (Airport, County or Sponsor) Director of Airports Eric Peterson
- RHV ATCT Local Safety Council (LSC) Team consisting of Thomas Chester RHV ATCT Operations Supervisor, and Staci Sandidge, NATCA LSC Lead
- FAA lines of business:
 - Air Traffic Services, Oakland District
 - San Francisco Airports Division Office (ADO)
 - Western-Pacific Regional Runway Safety Office (AWP-RS)
 - AWP Regional Administrator's office
 - San Jose Flight Standards, Technical Operation (Tech-Ops)
- Caltrans, County Airports Commissioner's office
- Various RHV airport users and stakeholders

The team viewed a PowerPoint presentation prepared by RHV Air Traffic and Runway Safety describing the RSAT process, statistics, incident overview, local and national emphasis items. The presentation supported talking points and stimulated discussion among the team members in a number of areas.

RHV ATM employed the *RSAT Web Tool*, developed by FAA's Runway Safety Group, to visualize and display surface events over the past five years. Runway incursions played a large part in the surface events; especially events involving vehicles. Gate access played a role in the vehicle deviations. Airport management elected to reprogram the gate along with reaching out to other airports for security protocol.

Hot spots were discussed using data collected since 2015. Google map overlay with specific points of where the incidents occurred were used as references to highlight problematic areas. The collection of the data showed that events continue to occur at the three hotspot areas. Discussion followed with ways to reduce surface events at hotspot locations.

Weed abatement is an ongoing concern due to overgrown vegetation obscuring key airfield signage. A new Runway Safety Area (RSA) LOA between the airport and air traffic was discussed as a possible solution to enhance safety and operational efficiency when mowers need to operate within the RSA's. An action item was developed to address this issue.

Non-standard airfield layout (geometry), pilot confusion over location and movement on airport pavements (signs and markings) and lack of visibility of signs and markings (airfield maintenance / weed abatement) were extensively explored. The Santa Clara County Board of Supervisors (BOD) is presently evaluating alternative uses for land that currently comprises RHV airport. As such, RHV is not accepting AIP funds so that they may exercise the possibility of closing the airport after grant obligations expire. The Airport Sponsor expressed concern over identifying improvements that would require substantial funding. See *Section V-D, Surface Safety Issues for additional discussion*.

Air Traffic communicated the desire to educate pilots and stimulate dialogue to ensure safety. Air traffic continues to reach out, increase awareness, and build relationships within the pilot community through local meetings and visits. An action item was developed to ensure ongoing outreach at least quarterly.

Participants were thanked for attending the meeting and the meeting was adjourned.

IV. Review of Previous Action Items

Action Item Code: RHV-2015-001

Completion Due Date: 2025/06/30 (estimated, *revised ECD)

Status: On Course

Action Item: The County agreed to complete a Geometry study before any major construction projects.

Action Item Rationale: Reid-Hillview has many taxiways that lead directly to the runway from the ramp without any 90-degree turns. Airports District Office commented on need for a Geometry study to address non-standard conditions at the airport according to AC 150/5300-13, Airport Design

***Status Update(s):** 2020/3/10 – External support from County Supervisors to accept FAA grants is not provided at this time. Extended the completion date five years.

Point of Contact: RHV Airport --- Eric Peterson --- 408-918-7700 --- eric@countyairports.net

Action Item Code: RHV-2019-001

Completion Due Date: 2020/09/30 (estimated, *revise ECD)

Status: On Course

Action Item: Review and update the FAA/Airport LOA to address mowing activities.

Action Item Rationale: Reduce risk of personnel and vehicles on the movement areas during known peak traffic hours.

Status Update(s): 2020/3/10 –The airport and air traffic will meet to develop an RSA LOA describing the RSA boundaries and establishing conditions, coordination and procedures for operating within them, to reduce runway closures and increase efficiency. AWP-RS will assist as needed. Extended completion date to end of Fiscal Year 2020.

Point of Contact: RHV ATCT --- Tommy Singleton --- 408-272-5917 --- tommy.singleton@faa.gov

Action Item Code: RHV-2013-001

Completion Due Date: 2021/12/30 (estimated)

Status: On Course

Action Item: The County agreed to investigate the feasibility of making these improvement and report back to the LRSAT by the next LRSAT meeting.

Action Item Rationale: Aircraft operators commented on the lack of taxiway lights or reflectors on Taxiway Zulu and Air Traffic suggested the County should investigate installing runway guard lights on Runway 13L/31R.

Status Update(s): 2020/3/10 –The Airport installed reflectors on Taxiway Z. Subsequently, comments by pilots still cited a lack of lighting in this area. The Airport has conducted tests concluding that the taxiway reflectors meet minimum reflectivity. This installation meets FAA requirements according to the County, and they consider it completed. Based on

continued pilot concerns for the visibility in this area, this item may be revisited. Pursuant to RGL's for Runway 31R-13L at Z, this action item remains open. Santa Clara County continues to forgo accepting FAA grants while investigation alternate use of airport property. The FAA recommends that the County consider funding this safety enhancement. .

Point of Contact: Reid-Hilliview Airport --- Eric Peterson --- 408-918-7700 --- eric@countyairports.net.

V. Runway Safety Concerns, Issues, or Problems

A. Airport Geometry – RHV has several challenging geometric features which are contrary to current airport design standards conveyed in AC 150/5300-13, Airport Desing, and which may contribute to surface incidents and runway incursions. In particular, Taxiways B, C, D and E provide direct access from the ramp to Runway 13L-31R.

Two Runway Incursion Mitigation (RIM) locations exist.

1. **RHV-01.** Taxiway E between Runway 13L and 13R
2. **RHV-HS2.** Runway 31R Approach / Taxiway A Intersection

Surface events continue to occur at all hot spot and RIM locations. Action Item RHV-2015-001 Airport geometry independent study remains an action item pending outcome of County BOD review of airport land use evaluation.

B. Hot Spots – Hot Spots were discussed using data from calendar year 2015-2019. The data showed continued events at the existing hot spot locations.

1. **HS 1** Numerous inbounds and outbounds at twy intersections Twy D, Twy Z, and Twy Y.
2. **HS 2** Numerous acft maneuvering at twy intersection of Twy Y, Twy Z, Twy A and the Rwy 31R run-up area. Acft sometimes confuse Twy Y for Rwy 13L-31R.
3. **HS 3** Acft sometimes confuse Twy Y for Rwy 13L-31R.

See Section XI for the hot spots depicted on the airport diagram.

C. Construction Discussion – Taxiway reflectors were installed on Taxiway Z in as part of the recent paving overlay project. Since then, pilots continued to report a lack of lighting in this area. Airport advised the reflectors have been tested and are confirmed to meet FAA's minimum reflectivity standards.

D. Surface Safety Issues – LRSAT participants expanded the discussion on general and specific surface safety issues as relates to airport infrastructure and potential mitigations.

FAA AWP Airports Division (ARP) recently sent correspondence to County identifying specific safety concerns as demonstrated by surface event data and ADO inspections. The letter prescribes certain actions to take, reminds the County of their responsibility to maintain a safe and efficient airport, and of the availability of AIP funding to aid in infrastructure improvement. The representative of the RHV Airport Commission reiterated and concurred with the intent of ARP's message.

To promote a comprehensive approach to airfield safety enhancement, ADO suggested a comprehensive plan, which could be conveyed in multiple action items. Summarily:

1. Non-standard airfield layout – Geometry

- a. Work with ADO to develop project scope and identify deliverables
- b. Review the entire airfield and identify areas that are either non-standard or are confusing to pilots, such as the wide expanse of pavement at Hot Spot 2 and the ramp to runway direct access taxiways at Hot Spots 1 and 3.
- c. Work with the ADO to develop an action plan to design and construct improvements to the locations specified above, and any other locations as identified.
- d. Airport Sponsor pointed out that they had previously agreed to conduct a geometry study (Action Item RHV-2015-001) via AIP grant. Since that time, the County made a decision to not accept federal grant funding during its evaluation of alternate land uses for the airport. Thus, the County stated that it would not conduct a comprehensive geometry study until the board decides what they want to do with the airport. The related action item should remain open until in the event the funding picture changes in the future.
- e. Airport Sponsor indicated they have tasked their contractor with conducting an airport needs assessment. That report is scheduled to be completed in the coming months. Not knowing the scope of that report, ARP expressed concern that a comprehensive geometry study to identify non-standard issues needs to be implemented. Sponsor stated they wish to wait until the contractor's report to assess whether such a study is necessary.
- f. Airport sponsor voiced concerns over including an action item that the Sponsor would not have the financial resources to address

2. Pilot confusion over location and movement on airport pavements - conduct airport signage and marking survey

- a. Work with ADO to develop project scope and to identify project deliverables
- b. Review the entire airfield to identify and correct all signage and marking deficiencies, and identify upgrades/improvements that assist pilots in navigating the airfield.
- c. FAA Air Traffic District, ADO, AWP-RS and NATCA suggested that concurrently with the County's evaluation of land use and suspension of accepting AIP funds, an appropriate team could be tasked with identifying all signage and marking deficiencies/upgrades/improvements that would assist pilots in navigating the airfield.
- d. Airport sponsor voiced concerns over including an action item that the Sponsor would not have the financial resources to address. The Sponsor has already contracted with a consultant to assist in providing an action plan, addressing the FAA's issues that were identified in previously mentioned correspondence with ARP, and within the scope of an existing airfield lighting project. This plan is due in the next few weeks.
FAA and pilots in attendance requested that this proposal be captured in this RSAP, and that the Sponsor release the pending study and address these issues before considering closing their action plan.

3. Lack of visibility of signs and markings – airfield maintenance (weed abatement)

- a. Develop alternate means to control vegetation in the sensitive safety areas surrounding lights, signs and runway/taxiway visibility zones (weed-eater?)

- b. Identify locations on the airfield where maintenance access for mowing and/or weed abatement is challenged by lights and signs in close proximity to runway safety areas and runway/taxiway visibility zones
- c. Identify timeframes when mowing is not supported by the Municipality/Fire Marshall during times of high fire potential.
- d. Tower and the Airport agreed to pursue an RSA LOA that would support safety and efficiency around airfield mowing activities.

The RHV Airport Commission representative reiterated that during the Board of Directors' evaluation of airport land use, the County is not relieved of responsibility to maintain the airport. ADO emphasized that there is a need to conduct the geometry study previously discussed.

Consensus was not reached regarding how to address items 1. *Non-standard airfield layout – Geometry* and 2. *Pilot confusion over location and movement on airport pavements - conduct airport signage and marking survey*, in this section. Airport Sponsor suggested that perhaps next year, if standards are not satisfied the RSAT should address these issues again, adding that currently we should work on the action items we have. AWP-RS and RHV ATM stated that they would include items 1. and 2. as recommendations, as permitted by FAAO 7050.1, Runway Safety Program, which directs this RSAT meeting and its requirements (see *Section VIII*).

- E. Weather** – Solar panels installed from previous RSAT. Tower reports no issues with glare in the tower cab.
- F. Vehicles** – Gate access played a role in the vehicle deviations that occurred since last RSAT. Piggy-backing has been an issue. Airport reported that tenants do sign an agreement, are responsible to letting others in, and understand their liability. Airport management agreed to an action item to reprogram the gate to employ a “home switch” which will reduce piggy-backing opportunities. They will also reach out to other airports for security protocol, and continue education and outreach to tenants on gate security.
- G. Wildlife** – Vehicles used in wildlife mitigation are Airport Ops and they receive clearance for each individual surface needed. May include birds, squirrels, dogs, and cats.
- H. LOAs** –
 1. NATCA advocated for a review all LOAs with County, such as is in progress with the Fire Department.
 2. Presently coordination between the Airport and tower for mowing activities within RSA's are ambiguous and inconsistent, resulting in runway closures and/or impacts that reduce airport efficiency, or increase risk to personnel and vehicles during known peak traffic hours. Additionally, the RSA's for each runway are not visually defined beyond the paved connecting taxiways. There are occasions when a runway will not be closed, and boundaries and procedures need to be clearly laid out.
 3. An action item was developed and is included in this plan for the airport and air traffic to draft an RSA LOA describing the RSA boundaries and establishing conditions, coordination and procedures for operating within them, to reduce runway closures and increase efficiency. AWP-RS will forward to the RHV ATM an ARP Cert-Alert covering this topic, as well as provide support as needed.

- I. Special Events** – Airport day, August 28 and 29, 2020. Young Eagles in the summer time. These events are well controlled and typically have not experienced increased runway incursions.
- J. Feedback** – A pre-RSAT Pilot/Controller outreach meeting was conducted the evening prior to this RSAT, on March 9, 2020. Pertinent input was brought to this meeting for consideration. Tower intends to continue pilot outreach at least quarterly. Tower indicated that typically they tailor the outreach to individual flight schools. Aviation English Language Proficiency by ESL pilots is of concern at RHHV. NATCA will forward Aviation English Language Proficiency (AELP) information to RHHV staff for outreach consideration.
- K. Other** – AWP RS noted decommissioned VASI boxes still in place from Runway 13L-31R PAPI installations and questioned if they are in the RSA. Airport reported that they have been unsuccessful at getting them removed by FAA, stating they last reached out to Tech Ops about six months ago. FAA Planning and Requirements Group NAS Planning and Integration Lead Planner participating remotely indicated he will follow up on this item. Subsequent to this meeting, Tech Ops removed the VASI's by March 17, 2020.
- VI. Best Practices** – Air Traffic, in conjunction with the LSC will continue outreach to local FBOs and users to help educate current and future pilots on issues that affect RHHV and surrounding airspace.

VII. New Action Items

Action Item Code: RHHV-2020-001

Action Item: Airport management agreed to reprogram the gate providing vehicle access to the airfield to employ a "home switch" which will reduce piggy-backing opportunities.

Action Item Rationale: Gate access played a role in the vehicle deviations that occurred since last RSAT. Piggy-backing has been an issue. Comprehensive airfield access measures reduce runway incursions, surface incidents and security breaches.

Estimated Completion Date: 9/30/2020

POC Organization: RHHV Airport Operations

POC name: Eric Peterson

POC phone: 408-918-7700

POC email: eric@countyairports.net

Action Item Code: RHHV-2020-002

Action Item: RHHV ATCT in collaboration with SJC FSDO/FAAST will conduct targeted outreach quarterly to RHHV users and stakeholders. Topics may vary and be driven by RHHV surface data, SME (tower and FSDO) observation, individual needs of particular operators, etc. Delivery methods may be tailored to best convey the particular information to the target audience. ATCT and FAAST should attempt to monitor the results of outreach to determine its effectiveness, e.g. but not limited to topics addressed, number of participants, target audience, reduction antecedently or via data of runway incursions.

Action Item Rationale: Past outreach by Air Traffic, in collaboration with FAASTeam, to RHHV users and stakeholders has aided in reducing surface incidence by providing pertinent operational information on a regular and/or targeted basis. RHHV ATCT has not conducted outreach recently and intends to re-energize this activity.

Estimated Completion Date: 9/30/2020
POC Organization: RHV ATCT Air Traffic Manager
POC name: Tommy Singleton
POC phone: 408-272-5917 ---
POC email: tommy.singleton@faa.gov

- VIII. Recommendations.** Consensus was not reached regarding the items discussed in *Section V-D, Surface Safety Issues*, paragraphs 1 and 2. AWP-RS and RHV ATM included them below as recommendations, as permitted by FAAO 7050.1, Runway Safety Program, which directs this RSAT meeting and its requirements.

To promote a comprehensive approach to airfield safety enhancement and notwithstanding the County's stance of not accepting AIP funds during their alternate land use evaluation, AWP-RS and RHV ATM recommend a comprehensive plan that could be conveyed in multiple action items. This activity would promote readiness to pursue the subject safety mitigations and enhancements, should the County's position on AIP funding change in the future.

Summarily:

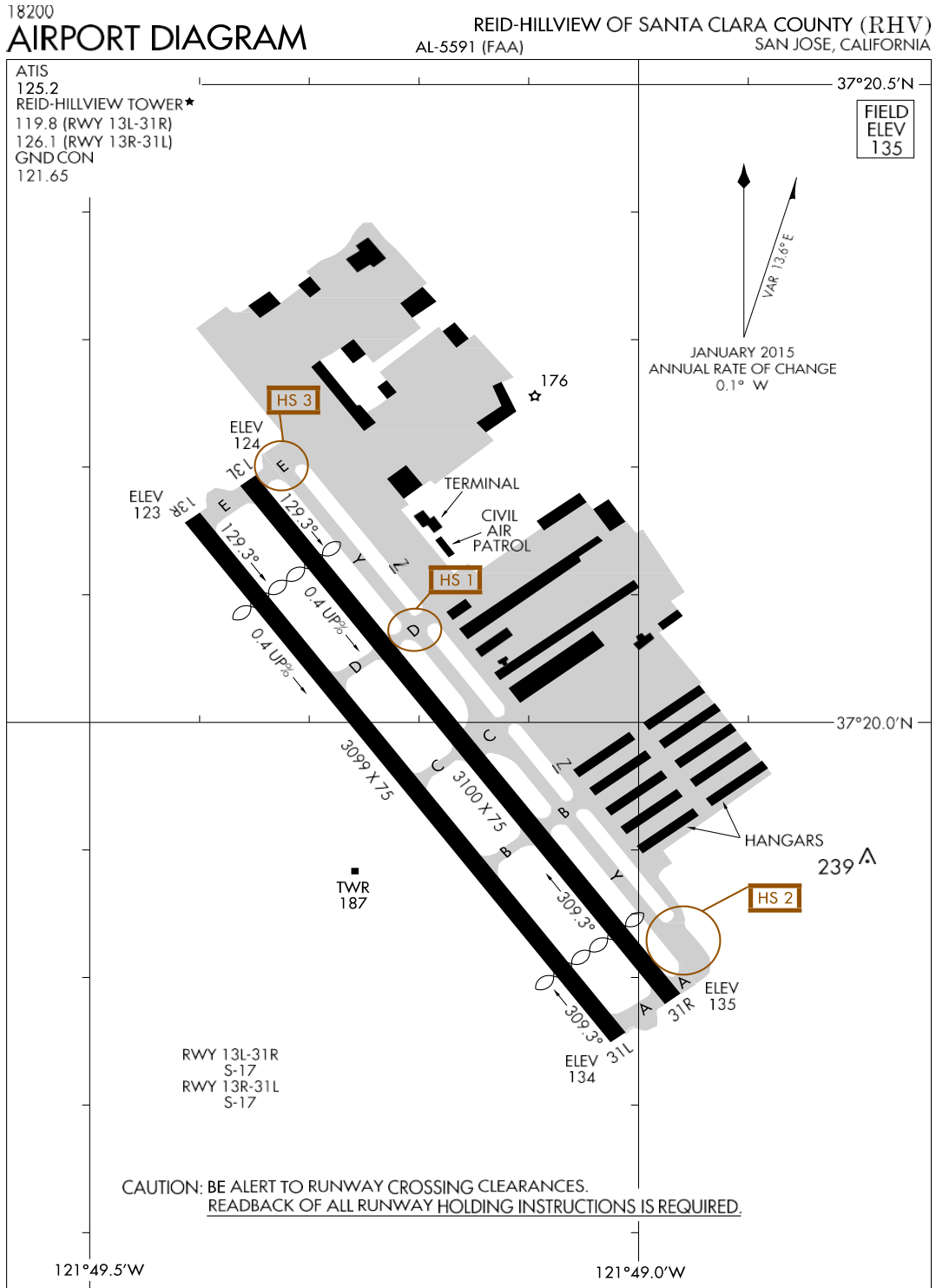
- 1. Non-standard airfield layout – geometry**
 - a. Work with ADO to develop project scope and identify deliverables as described previously in *Section V-D, 1*.
 - b. Review the entire airfield and identify areas that are either non-standard or are confusing to pilots such as the wide expanse of pavement at Hot Spot 2 and the ramp to runway direct access taxiways at Hot Spots 1 and 3.
 - c. Work with the ADO to develop an action plan to design and construct improvements to the locations specified above, and any other locations as identified.

- 2. Pilot confusion over location and movement on airport pavement - conduct airport signage and marking survey**
 - a. Work with ADO to develop project scope and to identify project deliverables as described previously in *Section V-D, 2*.
 - b. Review the entire airfield and identify all signage and marking deficiencies/upgrades/improvements that assist pilots in navigating the airfield.

IX. List of participants, their affiliation, and email contact information

Participants	Company	Phone	Email
Tommy Singleton	FAA-RHV ATM	408-272-5917	Tommy.singleton@faa.gov
Thomas Chester	FAA-RHV Operations Supervisor	408-272-5917	Thomas.j.chester@faa.gov
Staci Sandidge	FAA- RHV CPC & LSC	408-272-7014	Staci.sandidge@faa.gov
Joe Santoro	FAA-AWP RWY SFTY PM	424-405-7766	Joe.santoro@faa.gov
Doreen Freitas	Drone Science Station	831-621-2160	juradoprop@comcast.net
Ron Vlastelica	Photo Flight Service	661-645-7070	Wizard9520@gmail.com
John Carr	SCC Airport Commission	408-717-1416	Jbcarr6055@gmail.com
Tony DiBernardo	FAA TWA District GM	408-442-2886	Tony.dibernardo@faa.gov
John Heldt	Civil Air Patrol	408-910-7057	John.heldt@cawqcap.org
Laurie Suttmeier	FAA-SFO-ADO	650-827-7601	Laurie.suttmeier@faa.gov
Greg Hobbs	Trade Winds Aviation	408-729-5100	gehobbs@tradewindsaviation.com
Scott Rohlfing	FAA DPE	408-234-8423	scott@attheready.com
Blake Hannigan	Race One	408-905-1042	LBHI@hotmail.com
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Adam Valdivia	SCC	530-355-2190	adamvaldivia@gmail.com
Corey S. Glaze	NAS Planning & Integration Lead Planner	206-231-2850	Corey.s.glaze@faa.gov
Natalie Ace-Galvan	NAS Planning & Integration Planning Specialist	206-231-2611	natalie.ace-galvan@faa.gov
Melissa McCaffrey	Government Affairs	301-695-2228	Melissa.mccaffrey@aopa.org
Jeff Brown	Caltrans		jeff.brown@dot.ca.gov
James Stark	FAA, WSA OSG	206-231-2348	James.Stark@faa.gov
Karen Arendt	FAA, SJC FSDO/FPM	(408)795-4012	karen.arendt@faa.gov

X. Airport Diagram

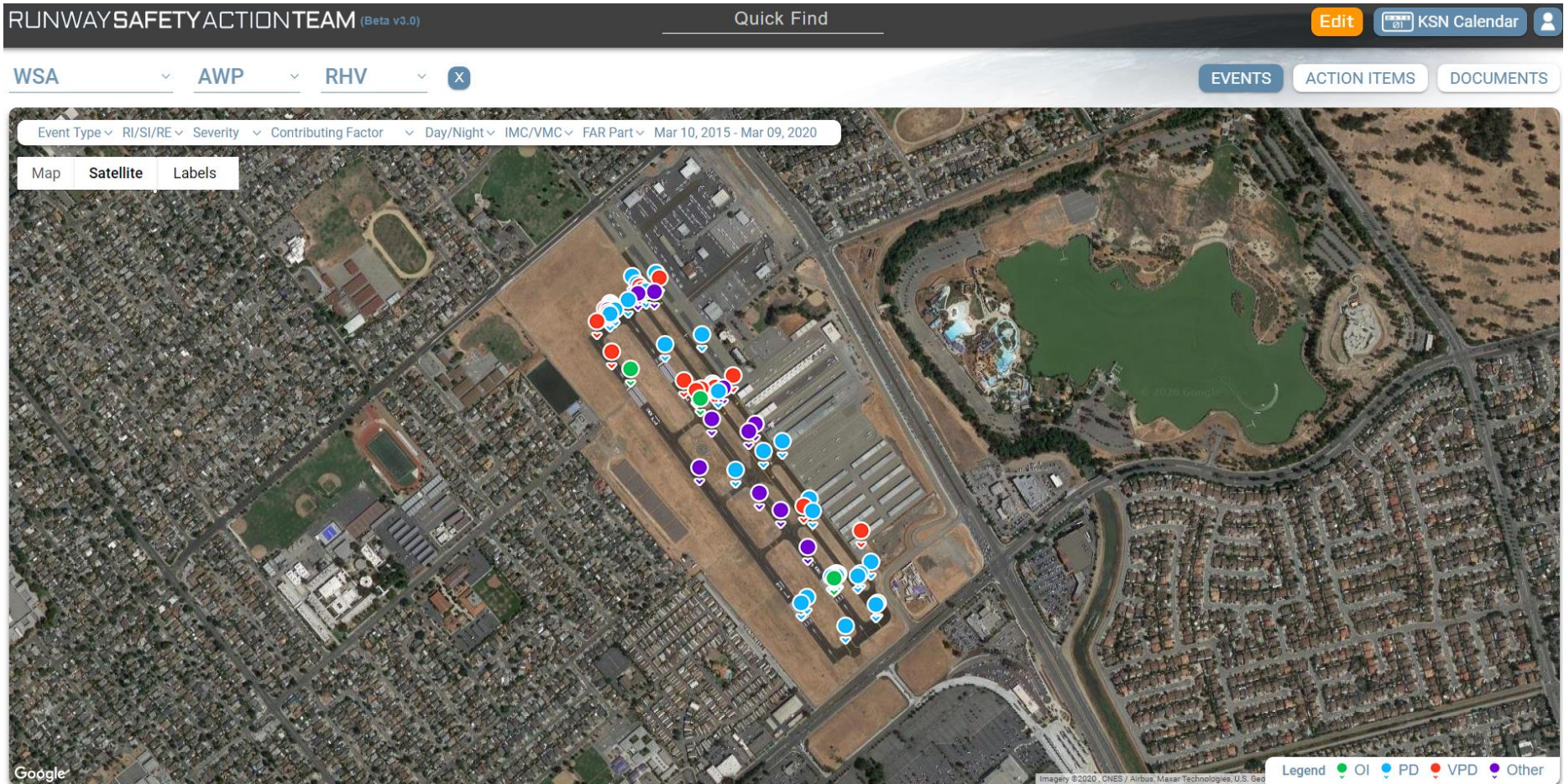


FILTERS

Event Type: **PD**, **VPD**, **OI**, **OTHER**; Incident Type: **RI**, **SI**, **RE**

PERIOD

Past Five Years Prior to RSAT



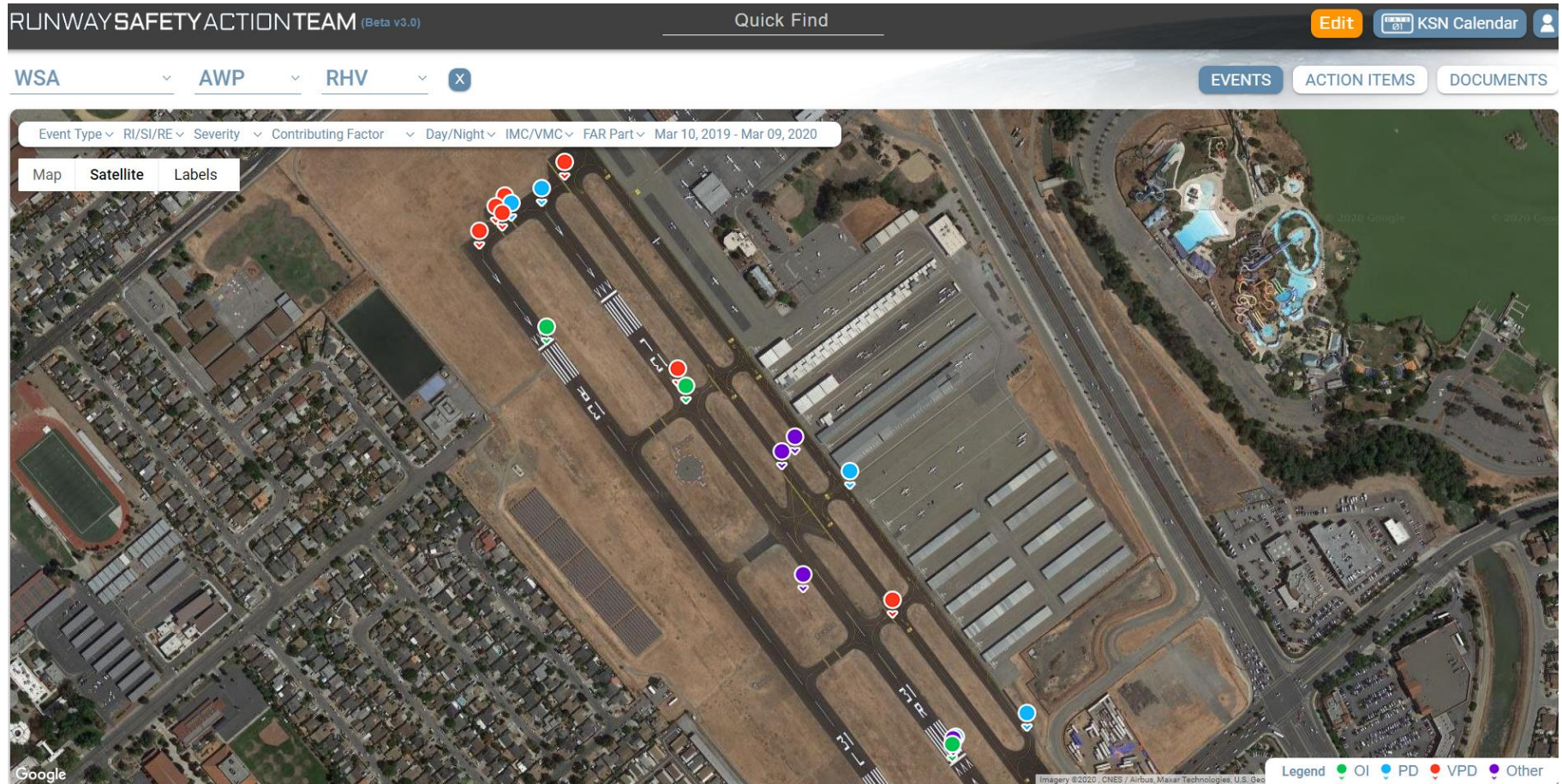
Legend Explanation: **OI**-Operational Incident; **PD**-Pilot Deviation; **VPD**-Vehicle/Pedestrian Deviation; **OTHER**-Runway Excursions or certain Surface Incidents
NOTE: An arrival lined up for or landing on a taxiway, or departing from a taxiway, is a Surface Incident vs. a Runway Incursion

FILTERS

Filters: *Event Type: PD, VPD, OI, OTHER Incident Type: RI, SI, RE*

PERIOD

Past Year Prior to RSAT



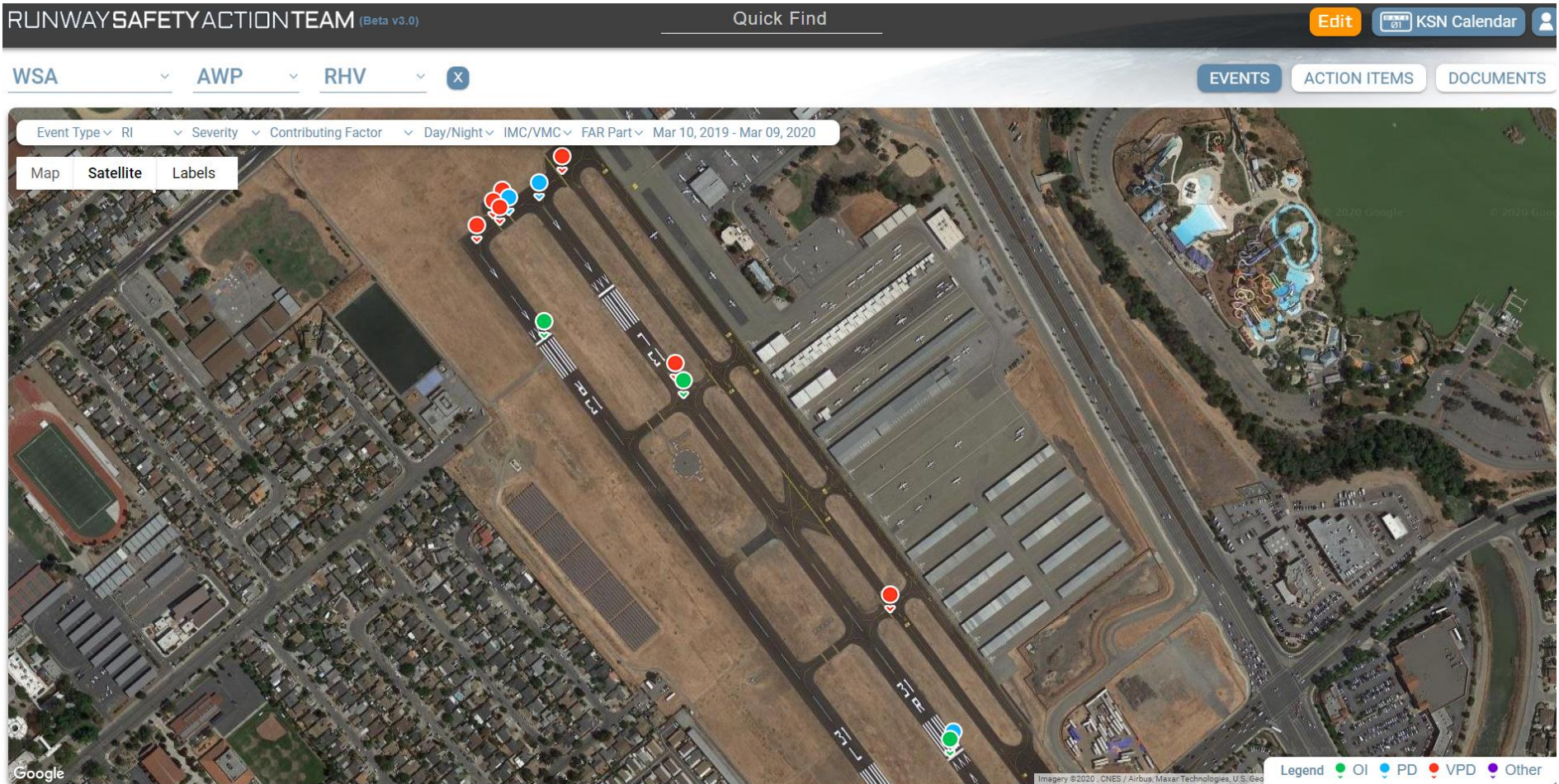
Legend Explanation: *OI-Operational Incident; PD-Pilot Deviation; VPD-Vehicle/Pedestrian Deviation; OTHER-Runway Excursions or certain Surface Incidents*
 NOTE: An arrival lined up for or landing on a taxiway, or departing from a taxiway, is a Surface Incident vs. a Runway Incursion

FILTERS

Event Type: **PD**, **VPD**, **OI**, **OTHER** Incident Type: **RI**

PERIOD

Past Year Prior to RSAT



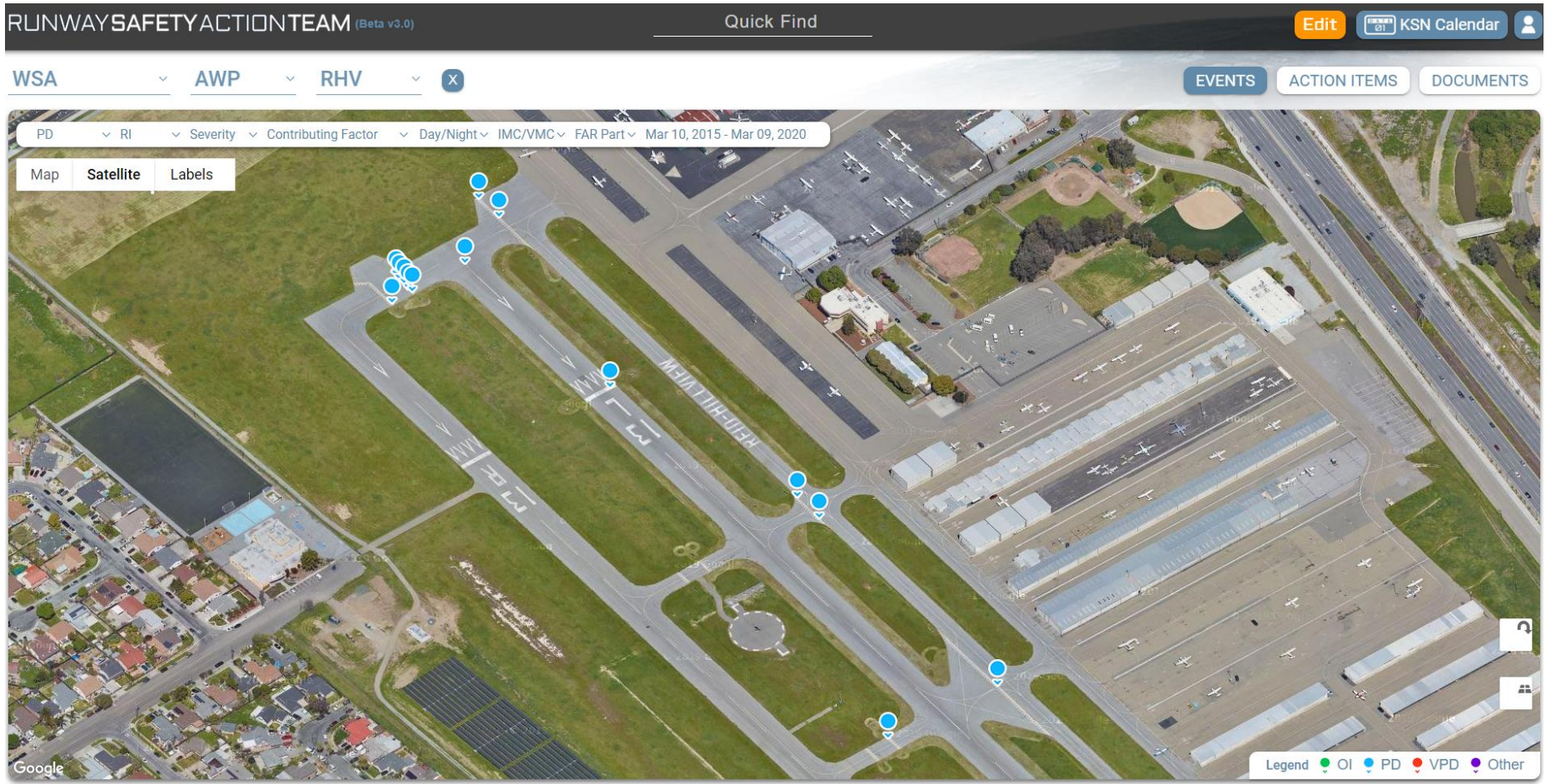
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FILTERS

Event Type: **PD** Incident Type: **RI**

PERIOD

Past Five Years Prior to RSAT



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FILTERS

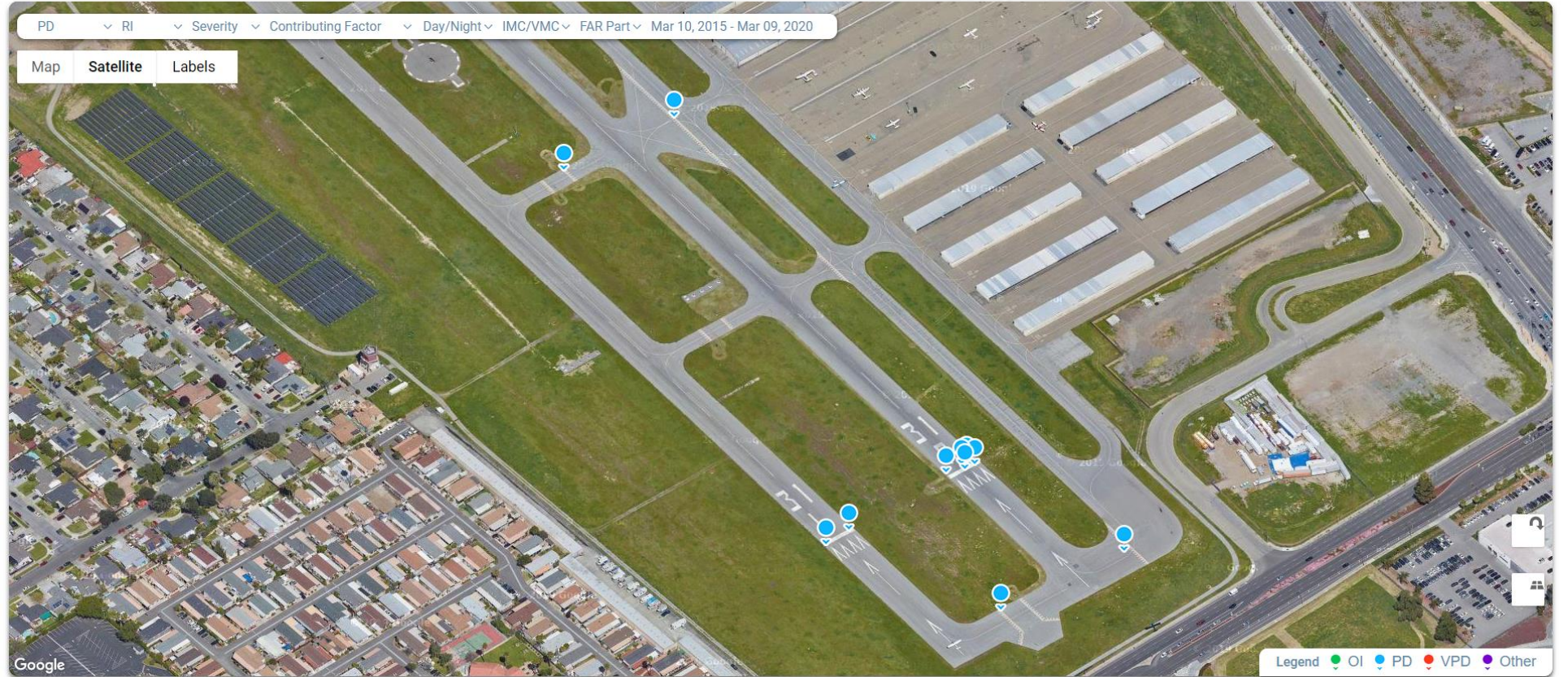
Event Type: **PD** Incident Type: **RI**

PERIOD

Past Five Years Prior to RSAT

RUNWAYSAFETYACTIONTEAM (Beta v3.0) Quick Find Edit KSN Calendar User Icon

WSA AWP RHV X EVENTS ACTION ITEMS DOCUMENTS



Legend Explanation: **OI**-Operational Incident; **PD**-Pilot Deviation; **VPD**-Vehicle/Pedestrian Deviation; **OTHER**-Runway Excursions or certain Surface Incidents

NOTE: An arrival lined up for or landing on a taxiway, or departing from a taxiway, is a Surface Incident vs. a Runway Incursion

FILTERS

Event Type: **PD** Incident Type: **RI and SI**

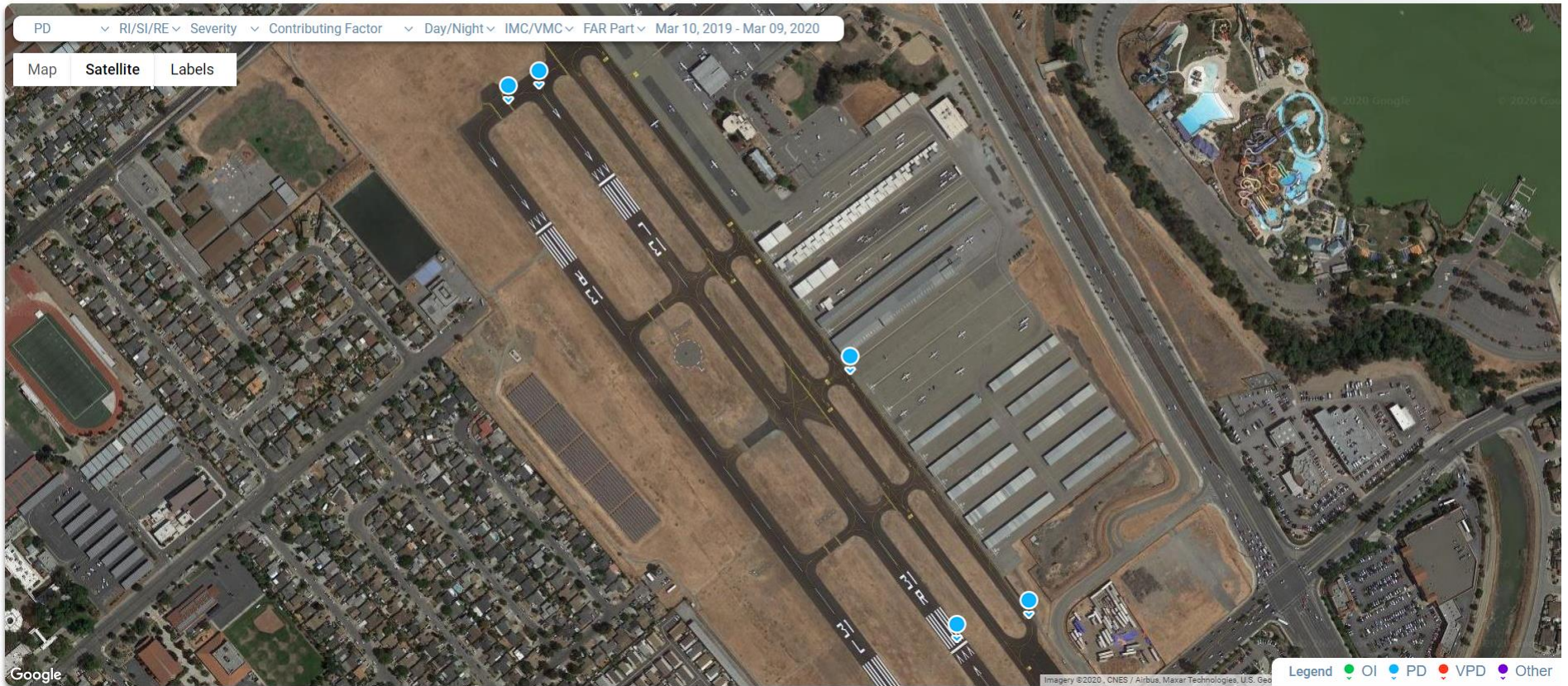
PERIOD

Past Year Prior to RSAT

RUNWAYSAFETYACTIONTEAM (Beta v3.0) Quick Find Edit KSN Calendar

WSA AWP RHV X

EVENTS ACTION ITEMS DOCUMENTS



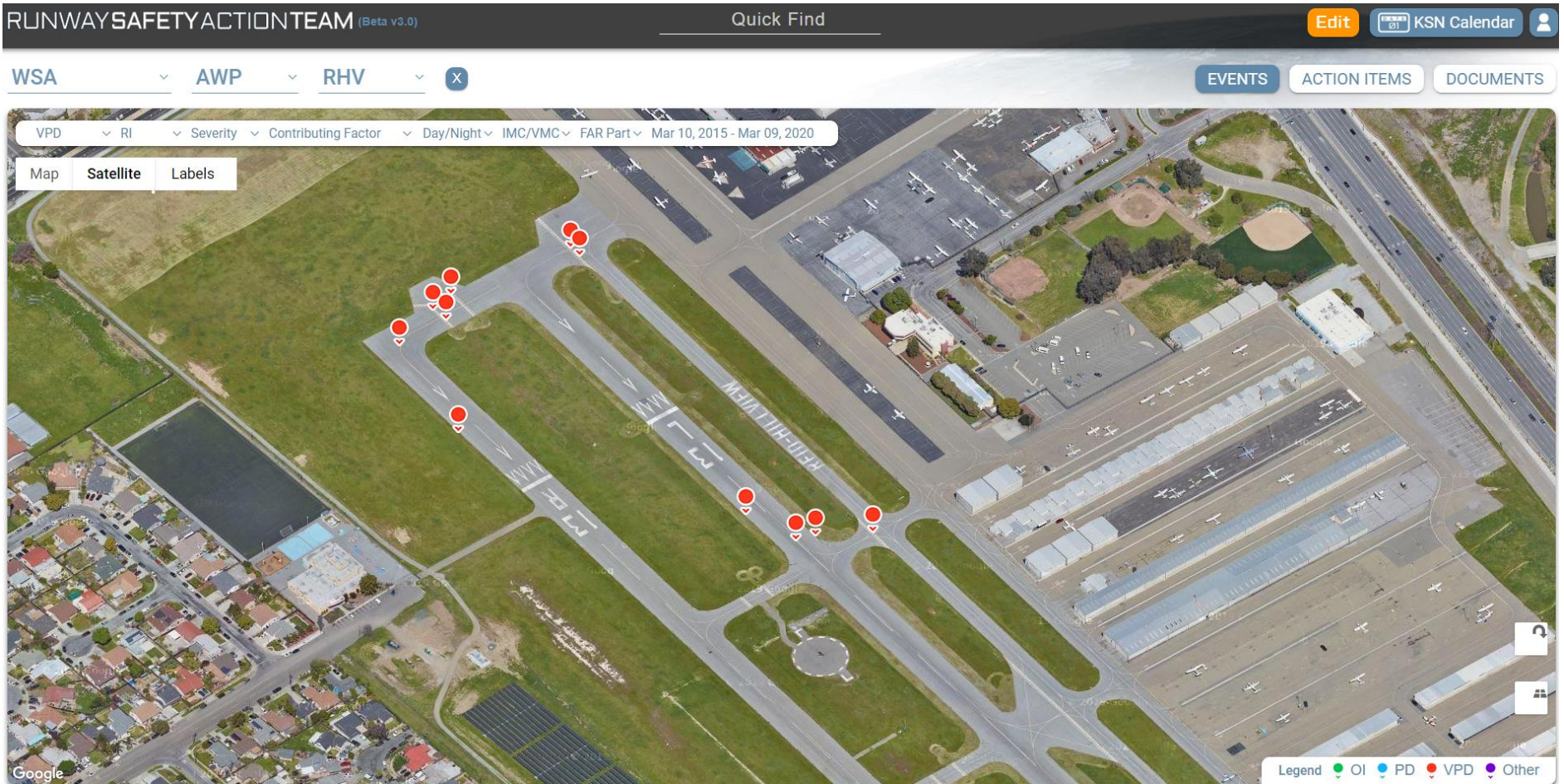
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FILTERS

Event Type: **VPD** Incident Type: RI

PERIOD

Past Five Years Prior to RSAT



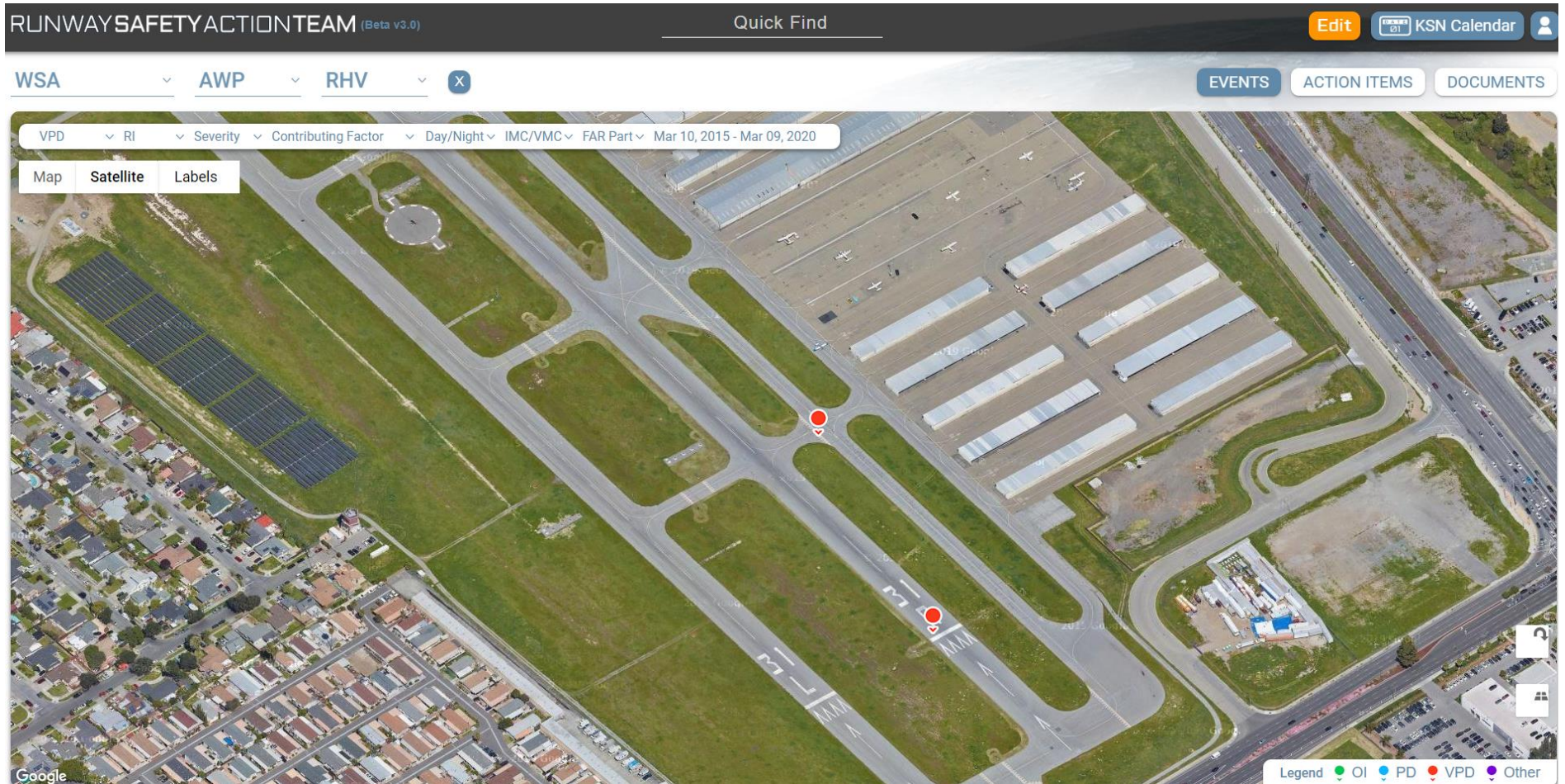
Legend Explanation: *OI-Operational Incident; PD-Pilot Deviation; VPD-Vehicle/Pedestrian Deviation; OTHER-Runway Excursions or certain Surface Incidents*
NOTE: An arrival lined up for or landing on a taxiway, or departing from a taxiway, is a Surface Incident vs. a Runway Incursion

FILTERS

Event Type: **VPD** Incident Type: RI

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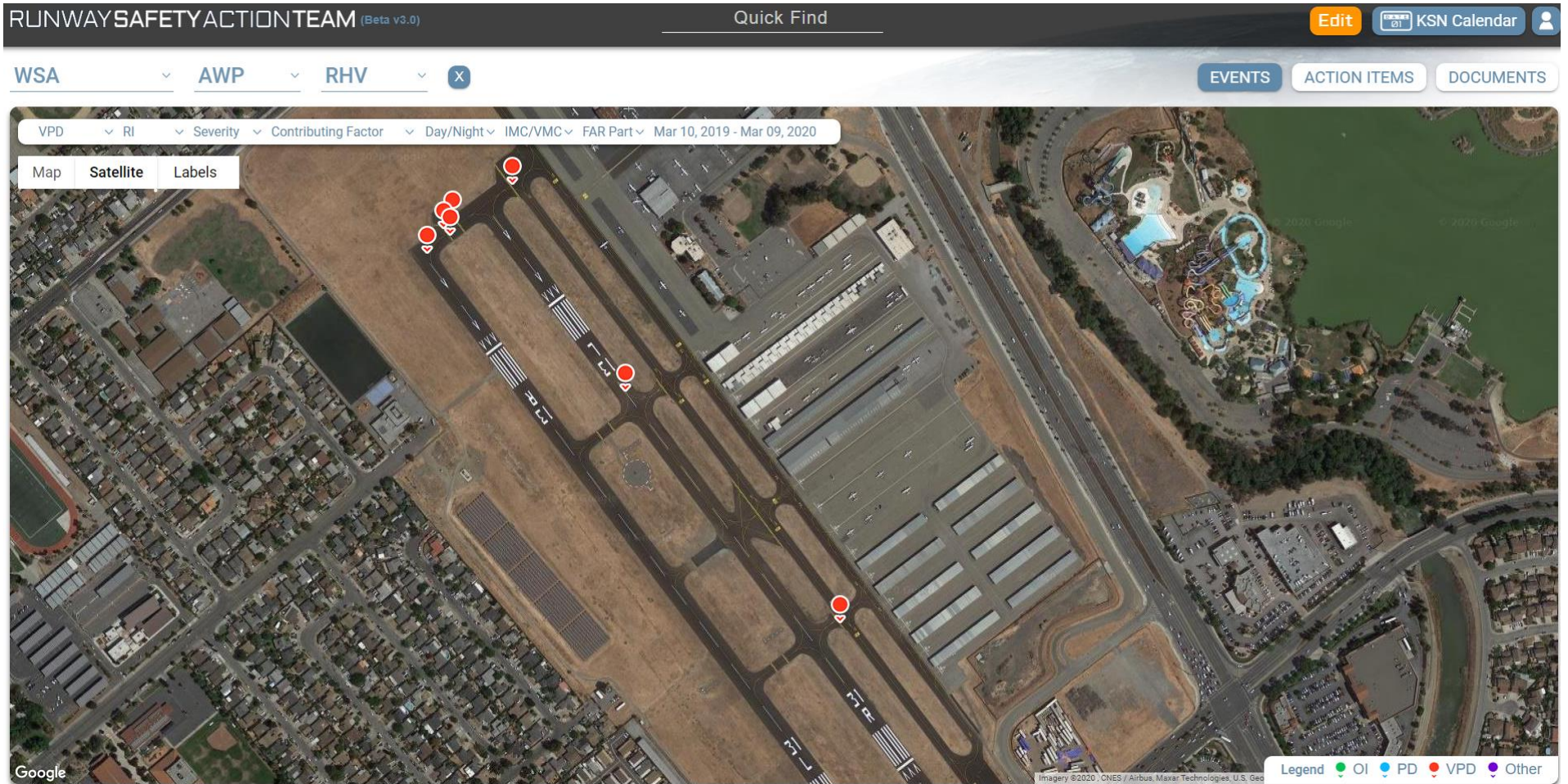
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RHV Event Summaries Past Year Prior to RSAT

FY2019

03/11/2019 RI – VPD – C

RI-VPD-Conflict. 1 of 2 MORs associated with this event.

Local Control (LC) cleared Aircraft 1/P46T for takeoff on Runway 31R. When Aircraft 1 was on departure roll, LC observed a Vehicle cross both Runways 31R and 31L at Taxiway E. Both LC and Ground Control attempted to contact the vehicle without success. The MOR reports that Aircraft 1 rotated on Runway 31R between Taxiways C and D as the vehicle was crossing Runway 31R at E. Conflict determined as Aircraft 1 was on departure roll as the unauthorized vehicle crossed the runways. No over flight occurred. Closest proximity between Aircraft 1 and the Vehicle was approximately 1275 feet.

03/11/2019 RI – VPD – D

RI-VPD-Conflict. 2 of 2 MORs associated with this event. This MOR is for the crossing of Runway 31L.

Local Control (LC) cleared Aircraft 1/P46T for takeoff on Runway 31R. When Aircraft 1 was on departure roll, LC observed a Vehicle cross both Runways 31R and 31L at Taxiway E. Both LC and Ground Control attempted to contact the vehicle without success. The MOR reports that Aircraft 1 rotated on Runway 31R between Taxiways C and D as the vehicle was crossing Runway 31R at E. Conflict determined as Aircraft 1 was on departure roll as the unauthorized vehicle crossed the runways. No over flight occurred. Closest proximity between Aircraft 1 and the Vehicle was approximately 1275 feet.

03/17/2019 RE – OI – P

Aircraft 1/CH7A landed Runway 31R and when they were exiting at high speed off the runway, they spun out and ended up in the grass between Taxiways Z and Y.

04/07/2019 RI – OI – C

RI-OI-Conflict.

-Aircraft 1/C172 was in right closed traffic for Runway31R for touch and goes. Local Control (LC) sequenced Aircraft 1, #2 to follow Aircraft 2/PA11. Aircraft 1 reported Aircraft 2 in sight; LC cleared Aircraft 1 for the option. Aircraft 2 was on rollout, approaching Taxiway D, when LC instructed Aircraft 2 to turn right at the next taxiway, pull up to Taxiway Z and contact ground. No reply received. According to MOR summary Aircraft 1 was on very short final and instructed to go around. On first go around instruction LC used the wrong call sign for Aircraft

1. LC then used the correct call sign, instructing Aircraft 1 to go around. After un-keying LC immediately re-keyed saying "disregard". Aircraft 1 read back go around instructions. According to MOR summary Aircraft 1 did not go around, but performed a touch and go. Due to the LC mistakenly using an incorrect call sign, and following up with the phrase "disregard," Aircraft 1 did not have adequate time to execute the towers instructions effectively. Aircraft 2 had cleared the RSA prior to Aircraft 1 initiating departure roll. Approximate distance from touch down zone to Taxiway D on Runway31R is 1,600ft. Loss of separation.

04/14/2019 SI – OTH – P

Aircraft 1/C172 departed Runway 31L for left closed traffic. On the downwind Aircraft 1/C172 was cleared for the option Runway 31L but read back 31R cleared for the option. Local Control (LC) cleared Aircraft 2/P28R for takeoff Runway 31R. LC noticed Aircraft 1/C172 on final for Runway 31R and sent them around. LC cancelled takeoff clearance for Aircraft 2/P28R and instructed them to Line Up and Wait (LUAW).

05/04/2019 RI – PD – D

Aircraft 1/M20P taxied to and departed Runway 31R without a clearance. Local Control (LC) made several attempts to make contact with Aircraft 1/M20P, no response. According to the MOR the light gun was used to indicate for the aircraft to stop and not depart (red light). Aircraft 1/M20P departed Runway 31R without a clearance.

05/04/2019 RI – PD – D

AIRCRAFT 1/M20C TAXIED TO RUNWAY 31R VIA ZULU WITHOUT CONTACTING GROUND CONTROL AND WITHOUT AUTHORIZATION. AFTER ONE MINUTE IN THE RUN-UP, AIRCRAFT 1/M20C DEPARTED RUNWAY 31R. ATTEMPTS MADE TO ESTABLISH CONTACT INCLUDED REACHING OUT ON BOTH GROUND AND LOCAL FREQUENCIES, USING A RED LIGHT GUN SIGNAL, AND RAPIDLY TURNING THE RUNWAY LIGHTS ON AND OFF. LOCAL CONTROL ISSUED WIND AND ALTIMETER TO AIRCRAFT 1 IN THE BLIND. RHV TAGGED UP AIRCRAFT 1 TARGET AS TRAFFIC AND SOON AFTERWARD RHV RECEIVED A CALL FROM NORTHERN CALIFORNIA TRACON SAYING THAT THEY WERE IN CONTACT WITH AIRCRAFT 1/M20C. NO OTHER TRAFFIC. NO CONFLICT.

05/31/2019 RI – PD – C

Aircraft 1/P28A landed Runway 31L and was instructed to hold short of Runway 31R at Taxiway E. Read back correct from Aircraft 1/P28A. Aircraft 2/BE76 was cleared for takeoff on Runway 31R and was airborne abeam Taxiway C when Aircraft 1/P28A crossed Runway 31R at Taxiway E without a clearance. According to the MOR, no over flight occurred due to Aircraft 2/BE76 offsetting to

the right upon departure, and the closest proximity between Aircraft 1/P28A and Aircraft 2/BE76 was reported to be approximately 1600ft. Conflict determined as Aircraft 2/BE76 was on departure as Aircraft 1/P28A crossed Runway 31L.

07/10/2019 RI – VPD – C

Local Control (LC1) clears AIRPORT2 onto Runway31R for inspection. LC1 instructs AIRPORT2 to proceed on Taxiway Y. Good read back. LC1 clears Aircraft 1/C172 for the option Runway31L. LC1 instructs AIRPORT2 to cross Runway31R and hold short of Runway31L good read back. A transmission is made 'hey tower, why the truck is on the runway. LC1 advises AIRPORT2 that they were supposed to hold short of Runway31L. According to MOR summary at this point Aircraft 1/C172 executed a go around Runway 31L. According to Staff Notes the go around was executed when Airport 2 vehicle was approaching Taxiway D, heading south on Runway31L. AIRPORT2 exited Runway31L at Taxiway D when Aircraft 1/C172 was approximately 1700-2200ft from Taxiway D and Runway31L intersection at an altitude of 300ft. Aircraft 1/C172 was instructed to enter right closed traffic for Runway31R and AIRPORT2 was instructed to finish Runway31L inspection. RAE LoSS.

08/30/2019 SI – PD – P

Aircraft 1/PA23 attempted to contact Ground Control (GC) for taxi instructions but had radio troubles. The GC then observed Aircraft 1 taxi out onto Taxiway Z without authorization. No Conflict.

09/29/2019 SI – OTH – P

WHILE Aircraft 1/AN-2 WAS TAXIING TO RUNWAY 31R VIA TAXIWAY YANKEE, THE AIRCRAFT EXCURSED THE MOVEMENT AREA AND ENTERED INTO THE GRASS ADJACENT TO TAXIWAY C.

FY2020

10/09/2019 RI – OI – A

Aircraft 1/C172 WAS CLEARED TO LAND RUNWAY 31L. LOCAL CONTROL (LC) THEN CLEARED Aircraft 2/C172 FOR TAKE-OFF ON RUNWAY 31R. UPON LANDING ON RUNWAY 31L, Aircraft 1 TURNED RIGHT ON TAXIWAY D, AND THE LC INSTRUCTED Aircraft 1 TO CROSS RUNWAY 31R AT TAXIWAY D. AT THIS TIME, Aircraft 2 WAS STILL DEPARTING RUNWAY 31R, AND AIRBORNE ADJACENT TO TAXIWAY C. Aircraft 2 OVERFLEW Aircraft 1 WHILE ON THE RUNWAY BY A FACILITY-ESTIMATED 100FT. CLOSEST PROXIMITY 100FT VERTICAL. OVERFLIGHT/CONFLICT EVENT.

11/29/2019 RE – OTH – P

Aircraft 1/C152 WAS DOING PATTERN WORK ON RUNWAY 31R. Aircraft 1 LANDED AND WAS ON ROLLOUT AT TAXI SPEED WHEN THEY VEERED OFF OF THE RUNWAY TO THE LEFT, AND INTO THE GRASS. WHEN REQUESTED IF THEY NEEDED ASSISTANCE THEY ACKNOWLEDGED AFFIRMATIVE. AIRPORT OPS WAS CALLED AND ASSISTED TO MOVE THE AIRCRAFT BACK ONTO RUNWAY 31R. PILOT REPORTED LOSS OF RUDDER WHICH CAUSED THEM TO VEER INTO THE GRASS. Aircraft 1 THEN TAXIED TO THE RAMP WITHOUT FURTHER INCIDENT.

01/07/2020 RI – VPD – D

UNAUTHORIZED POV ENTERED THE AIRPORT MOVEMENT AREA AND PROCEEDED ONTO RUNWAY 31R WITHOUT AUTHORIZATION. NO CONFLICT. A WHITE VAN ENTERED ONTO AND PROCEEDED NORTHBOUND ON TAXIWAY YANKEE. THE VEHICLE THEN PAUSED AND TURNED LEFT ONTO RUNWAY 31R (AT TWY B). THE VEHICLE THEN PROCEEDED SOUTHBOUND ON RWY 31R WHERE IT WAS MET BY AIRPORT OPERATIONS ON TAXIWAY ALPHA IN-BETWEEN RUNWAY 31L AND 31R. NO CONFLICT.