

PORTFOLIO OF GOALS
FY 2010 Methodology Report
FAA Flight Plan Performance Measures



Federal Aviation
Administration

SAFETY

Total Runway Incursions

FY 2010 Performance Target

"Reduce the number of total number of runway incursions to 979, 3% below the FY 2008 baseline of 1,009."

Flight Plan Objective and Performance Target

Objective 3: Reduce the risk of runway incursions.

Performance Target: By the end of FY 2013, reduce total runway incursions by 10 percent to 909 from the FY 2008 baseline number of 1009.

	FY 2006	FY 2007	FY 2008	FY 2009 ¹	FY 2010
Target	N/A	N/A	N/A	999	979
Actual	N/A	N/A	N/A	951	

¹ This was a new measure for FY 2009. No data are available for prior years. For FY 2010, the original target for a cumulative percentage reduction each year from the FY 2008 baseline was revised to the actual number of runway incursions targeted. The target and result for FY 2009 of - 1% and - 5.75% have been restated here as the number of incursions.

Definition of Measure

Unit of Measure: The total number of runway incursions for each year.

Computation: The number of runway incursions that occur during the fiscal year is summed.

Formula: A count of the number of runway incursions for the year.

Scope of Measure: A runway incursion is 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 takeoff of aircraft. They are grouped in three general categories: air traffic, pilot, or vehicle/pedestrian events. Runway incursions are reported and tracked at airports that have an operational air traffic control tower. Operations are defined as total takeoffs and landings.

The FAA tracks four categories of runway incursions - A, B, C, D.

- Category A: Separation decreases to the point that participants take extreme action to narrowly avoid a collision.
- Category B: Separation decreases, and there is a significant potential for a collision.
- Category C: Separation decreases, but there is ample time and distance to avoid a collision.
- Category D: There is little or no chance of collision, but the definition of a runway incursion is met.

Method of Setting Target: This target was set based on past history and long term trends of the total number of runway incursion events. For FY 2010, the original target for a cumulative reduction each year from the FY 2008 baseline was revised to an annual not-to-exceed limit for the number of runway incursions. ATO's planners and the Office of Runway Safety believe these numerical targets will be easier for the general public to comprehend. Also, this measure has been designated as an FAA High Priority Performance Goal, and quarterly not-to-exceed limits have been set which will be reported on regularly

to OMB and to DOT.

Why the FAA Chooses this Measure

Runway incursions create dangerous situations that can lead to serious accidents. Reducing the number of runway incursions lessens the probability of accidents that potentially involve fatalities, injuries, and significant property damage.

Public Benefit

Reduced probability that the public will be injured or killed in an accident resulting from a runway incursion.

Partners

The FAA Co-Chairs the Runway Safety Council with the Air Line Pilots Association. Other Council members include the Airline Transport Association, Aircraft Owners and Pilots Association, National Association of Flight Instructors, National Business Aviation Association, Regional Airline Association, National Air Traffic Controllers Association, Airport Councils International-North America, and the American Association of Airport Executives.

External Factors Affecting Performance

Runway incursions are the result of an air traffic controller, pilot, or vehicle/pedestrian event. The FAA has direct influence on air traffic controller performance, but indirect influence on pilots and airport personnel.

Source of the Data

Air traffic controllers and pilots are the primary source of runway incursion reports. The data are recorded in the FAA Air Traffic Quality Assurance (ATQA) database. The ATQA replaced the FAA National Incident Monitoring System. Preliminary incident reports are evaluated when received and evaluation can take up to 90 days.

Statistical Issues

None.

Completeness

The data are typically not finalized for 90 days following the close of the fiscal year. Surface event reports are reviewed on a daily basis to determine if the incident meets the definition of a runway incursion. Runway incursions are a subset of the incident data collected and the completeness of the data is based on the reporting requirements and completeness for each of the incident types.

Reliability

FAA uses performance data extensively for program management, personnel evaluation, and accountability in prioritizing its facility evaluations and audits. The data is also used on a daily basis to track progress of achieving performance goals. Annual runway incursion incident data are used to provide a statistical basis for research and analysis and outreach initiatives. The FAA verifies and validates the accuracy of the data through reviews or preliminary and final reports. Reconciliation of the databases is conducted monthly and anomalies are explored and resolved. In cases where major problems are identified, a request to re-submit is issued. The FAA conducts annual reviews of reported data and compares the data with data reported from previous years.