

#	Incident Type	Severity Classification	Airport	Aircraft 1 Type	Aircraft 2 Type	Incident Description	Weather	Local Time	VMC
#1			Rocky Mountain Metro, Denver, CO (BJC)	C172	C177	Aircraft 1 landed Runway 12R and was then instructed to turn off the runway at Delta3 to Delta, then make a left turn onto Runway 3 and hold short of Runway 12R. The pilot correctly read back the instructions. Aircraft 1 was then observed to have crossed Runway 12R while a departing aircraft had just become airborne on Runway 12R. There was no over flight. Controller estimated proximity of 150 vertical and 150 lateral as Aircraft 1 crossed the hold short line.	VRB05KT 30SM FEW100 29/08 A3044	1420	Y
#2			Falcon Field, Mesa, AZ (FFZ)	P28A	C172	Aircraft 1 landed Runway 22R and was instructed to turn left on Taxiway Bravo and holdshort of Runway 22L. Readback was correct. Aircraft continued to taxi onto Runway 22L and stopped on the runway. Aircraft 2 had been cleared for takeoff on Runway 22L and overflew Aircraft 1 on the runway. Closest proximity approximately 100 feet.	16007KT 30SM FEW250 31/M05 A2992	950	Y
#3			Portland-Hillsboro Airport, Portland, OR (HIO)	C172		A C172 landed on Runway 31L, exited onto Taxiway Alpha and contacted Ground Control (GC) to request taxi back to Runway 31L. GC advised the aircraft that Runway 2 was in use. The aircraft advised it was unable to accept Runway 2 and requested taxi back to parking. The aircraft was instructed to taxi via Alpha and hold short of Runway 2. Read back was correct. The aircraft taxied past the Runway 2 hold short line and stopped approximately 25 feet from the Runway 02 edge. No other aircraft in conflict.	03007KT 10SM FEW250 36/13 A2992	1706	Y

#4			Hilo Intl, HI (ITO)	B712	<p>At 0700 the airport authority delayed Runway 8 shortening for construction until 0830 due to weather. During this time, the shortened-runway NOTAM was not amended, however the full length of the runway was available and utilized. At 0830, the shortened runway went into effect. The construction crew was still setting up the displaced threshold when a B717 reported that it was on approach. The ATIS was turned off while numerous NOTAM's were being adjusted. The approach controller advised A/C 1 that the runway was shortened. At this time, Local Controller (LC) was being relieved. During the relief briefing it was conveyed to the relieving controller that the full length of Runway 8 was available. After initial contact, the new LC told the aircraft that there were no runway closures. After landing, when the aircraft was passing Taxiway E, it asked LC if the whole runway was open and LC replied that it was. The aircraft responded that there were sand bags on the runway. The aircraft made a 180 to back taxi and exited the runway at Taxiway E. Closest proximity from the aircraft to the sandbags was approximately 1000 feet. There we no personnel or equipment operating on the runway or in the RSA at this time.</p>	0000KT 4SM HZ SCT025 BKN045 OVC055 24/21 A3014	910	Y
#5			New Century Aircenter Airport, Olathe, KS	GALX	<p>A vehicle proceeded on Taxiway Alpha and crossed Runway 22 without ATC authorization while a GALX was on landing roll. An airport vehicle observed an unknown vehicle traveling northbound on Taxiway Alpha and notified ATC as the aircraft was touching down on Runway 22. The vehicle crossed Runway 22 at Taxiway Alpha when the aircraft was 1500 feet from the taxiway. ATC advised the aircraft that the vehicle was crossing the runway and that they were not in communication with the driver. The pilot advised that he had the vehicle in sight. The controller instructed the aircraft to turn right and taxi to parking. Airport management followed the vehicle off the airport. The closest proximity was approximately 1500 feet when the vehicle cleared Runway 22. This event occurred in Hotspot 1.</p>	KIXD 071453Z 14009KT 10SM CLR 26/18 A2997	1001	VMC

#6			Monroe Regional, LA (MLU)	C172		A C172 was cleared for takeoff on Runway 22 while an airport vehicle was on the runway edge. The vehicle was cleared to conduct a full-length inspection on Runway 4 from Taxiway Foxtrot. Approximately 4 minutes later the aircraft called ready for takeoff on Runway 22 at Taxiway Charlie (full length of runway). Local Control then cleared the aircraft for takeoff while the vehicle was sitting off the east edge of Runway 22 at Taxiway Charlie 1. The facility estimated the closest proximity as 0 feet vertical, and 75 feet lateral.	KMLU 182053Z 20006KT 10SM SCT070 32/20 A2981	1615	Y
#7			Smyrna Airport, TN (MQY)	P28A		A PA28 departed Runway 01 and lifted off approximately 1,700 feet down the runway. The pilot informed the tower that a pedestrian was walking in the middle of Runway 01 towards the approach end. The person was approximately 200 feet south of the Runway 32/14 hold short lines. The closest proximity was 150 feet vertical and 0 Lateral.	00000KT 10SM CLR 07/02 A3048	908	Y
#8			Montgomery Field, San Diego, CA (MYF)	G2T1		An SR22 landed Runway 28L and had a runway excursion to the left, before reaching Taxiway Golf 1. The aircraft came to rest in the grass between Runway 28L and Taxiway Hotel, just east of Golf 1, within the Runway Safety Area (RSA). ATC attempted to contact the pilots but received no response, then both passengers were observed jumping out of the aircraft. A few moments later a pedestrian ran across Taxiway Hotel to assist the aircraft and entered the RSA without ATC authorization. Subsequently, the pedestrian called the tower phone line and reported no injuries, but the aircraft was leaking fuel.	17005KT 7SM OVC011 17/13 A2990	749	Y
#9			Chicago O'Hare Intl, IL (ORD)	CRJ2	CRJ2	ATC cleared Aircraft 2, a CRJ2, for departure on Runway 28R with Aircraft 1, also a CRJ2, less than 6,000 feet downfield. The first CRJ2 rolled and was airborne when the second CRJ2 began departure roll. Closest proximity based on FALCON replay was 5,370 feet lateral and 200 feet vertical. No ASDE analysis available because of 45-day retention.	29012G23KT 10SM FEW018 SCT130 OVC160 02/M03 A2998	846	Y

#10			Reno/Tahoe Intl, NV (RNO)	A319	<p>An A319 was on departure roll Runway 16 R and reported to ATC that it had almost hit a pedestrian. ATC could not initially see anyone but then observed a pedestrian who appeared to be walking along the edge of Runway 16 Right near Taxiway Juliet. ATC advised airport maintenance of the individual's location to escort the pedestrian from the runway. The person was apprehended and taken into custody by airport police. An interview with operations personnel and law enforcement indicated the individual was only partially coherent. He reported to authorities that someone off airport was chasing him and the only escape route was across the airport. Police reports show that this individual has a history of trespassing. Closest proximity was 15 feet.</p>	00000KT 10SM SCT200 07/M07 A3059	1330	Y	
#11			Springfield-Branson National Airport, Springfield, MO	E145	<p>A vehicle crossed Runway 14 while an E145 was departure roll. Ground Control (GC) owned Runway 14 which was closed to landing traffic. The aircraft called for taxi and GC issued instructions to taxi to Runway 20. The aircraft requested Runway 14. GC issued instructions to taxi via Taxiways Foxtrot and Whiskey to Runway 14 and advised the aircraft that it had a release time of 1751Z. Local Control (LC) instructed the aircraft to line up and wait on Runway 14. The vehicle called GC at the intersection of Taxiways November and Charlie and requested to proceed to an area on the south west side of the airfield. GC instructed the vehicle to cross Runway 20 at Taxiway Charlie and proceed via Taxiways Uniform and Echo. LC cleared A/C 1 for takeoff on Runway 14. GC looked and did not see the memory aid showing Runway 14 hot and instructed the vehicle to cross Runway 14 at Taxiway Uniform. GC had forgotten that the the aircraft had taxied to Runway 14 to wait for release. The aircraft was rolling on Runway 14 when the vehicle crossed the runway. The pilot said "Truck Truck Truck" over the frequency. The aircraft began to lift off just prior to Taxiway Uniform. The pilot reported that the closest estimated proximity was 500 feet lateral.</p>	KSGF 271652Z 23014KT 10SM CLR 32/22 A2990	1251	Y	
#12			North Las Vegas Airport, NV (VGT)	C182	BE36	<p>Aircraft 1, a C182, taxied onto Runway 12R without ATC authorization. Aircraft 2, a BE36, was cleared to land Runway 12R. Aircraft 2 dropped off of the radar leaving 2300 feet at .34 miles from Runway 12R, FALCON. Twenty seconds later Aircraft 2 reported aircraft on the threshold. Aircraft 2 initiated a go around. Over flight at an estimated 100 feet. NOTE: Elevation of VGT Runway 12R threshold is published as 2,205 feet. Local Control did not see Aircraft 1 on Runway 12R threshold until informed by Aircraft 2.</p>	14006KT 10SM CLR 19/M05 A3006	1524	Y