



International Civil Aviation Organization
Second Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/2)
(Bangkok, Thailand, 21 – 24 August 2012)

Runway Safety

Sub-group Report August 24, 2012

SUMMARY

The Runway Safety Sub-Group Deliberated on various safety enhancement initiatives (SEIs) and the related detailed implementation plans (DIPs) and decided the following action plans to proceed further on the SEIs and related DIPs. This report summarises the actions and recommendations of the Runway Safety Sub-Group at APAST/2.

1. INTRODUCTION

1.1 Runway Incursion and Excursion is a major area of concern in the flight safety issues. Many Accidents /Incidents are occurring due to these incursions and excursions. The importance of appropriate training and resource management have been highlighted in the following discussions.

2. DISCUSSIONS

2.1 APRAST/1 created a sub-group to examine safety enhancement initiatives (SEIs) to reduce the accidents/incidents resulting from Runway Incursions and Excursions.

2.2 The APRAST/1 RS sub-group considered the Eighteen RS SEIs related to specific safety enhancements identified by the Asian COSCAPs and other ICAO Aviation Safety groups.

2.3 In seeking to identify a priority list of SEs, the APRAST/1 RS sub-group established a preliminary Priority List

2.4 APRAST/2 RS sub-group reviewed its previous work and revised the SEIs to reduce duplication. Champions were identified, where found, for the priority SEIs.

3. APRAST/2 RS SUB-GROUP ACTIONS AND RECOMMENDATIONS ON SAFETY ENHANCEMENTS INITIATIVES (SEIs) RUNWAY SAFETY

3.1 **RE/2 – Identify Specific training for Pilots and Air Traffic Controllers to avoid unstabilized approaches (Safety Impact High).** The purpose of this SE action is to identify specific requirements for the training of pilots and Air Traffic Controllers so that they get trained and become sufficiently competent to avoid unstabilized approaches.

Status: Detail Implementation Plan has been developed.

Recommendation APRAST 2/xx

That, APRAST to forward the DIP for RE/2 to RASG-APAC for review and approval.

Recommendation APRAST 2/xx

That, APRAST request RASG to encourage states to promptly and accurately provide data on accidents / incidents due to Runway Excursions.

Recommendation APRAST 2/xx

That, APRAST APAC is requested to collect and provide data to the APRAST on accidents / incidents due to runway excursions.

3.2 **RE/6- Timely and Accurate Notification about Runway Condition by AIS and ATS (Safety Impact High).** The purpose of this SE action is to ensure that timely and accurate notification about the runway condition is transmitted to the Flight Crew and ensure that the Flight Crew understands the notification.

Status: Detailed Implementation Plan has been developed.

Recommendation: APRAST 2/xx

that APRAST to forward the DIP for RE/6 to RASG- APAC for review and approval.

Recommendation APRAST 2/xx

that APRAST request RASG to encourage the states to respond to the runway conditions reporting (RCR) Survey questionnaire which was sent by the ICAO APAC on 16th of June ,2012.

Recommendation APRAST 2/xx

That, APRAST review the work being done by the ICAO Friction Task Force, TALPA-ARC and EASA-Ru FAB and consider potential recommendations to ICAO on applicability on SARPS and guidance.

3.3 **RI/4 – Runway Safety Teams (Safety Impact Medium).** The purpose of this SE action is to form the Runway Safety Team in each State for implementation of effective and better runway safety measures.

Status: The runway safety group deliberated this issue and decided to delete this SE based on the rationale of ICAOs already existing initiative being in progress.

Recommendation APRAST 2/xx

That APRAST delete RI/4

3.4 **RI/5 Scenario based training for pilots (safety impact medium).** The purpose of this SE action is to impart scenario based training to the pilots on all possible scenarios and aspects concerning runway safety.

Status: The group determined that it is a topic which is not considered to be a current regional priority and recommended to move it to registry of emerging issues.

Recommendation APRAST 2/xx

that APRAST to place this SEI in the registry of emerging issues.

3.5 **RI/6- Scenario based training for the Air Traffic Controllers (safety impact medium).** The purpose of this SE action is to impart scenario based training to the Air Traffic Controllers.

Status : The group determined that this topic is not considered to be a current regional priority and recommended it to move to the registry of emerging issues.

Recommendation APRAST 2/xx

That, APRAST to place this SEI in the registry of emerging issues.

3.6 **RI/7 - Taxiway and Runway Configuration (Safety Impact Medium).** The purpose of this SE is to determine risk factors associated with airport geometry and complexity. The Airports that have multiple runway thresholds in close proximity may be hazard that could be mitigated by physically moving the runway or the taxiway.

Status: The group determined that this topic is not considered to be a relevant Regional issue and recommended its deletion.

Recommendation APRAST 2/xx

that APRAST deletes RI/7

3.7 **RI/8 – Review of Air Traffic Control Clearance Procedures (Safety Impact High).** The purpose of this SE action is to review the existing Air Traffic Control clearance procedure for any drawback or shortcomings which could lead to runway safety hazards.

Status: The group reviewed the existing procedure and guidance material and considered it sufficient and determined that safety data does not suggest it a regional issue and recommended its deletion.

Recommendation APRAST 2/xx

that APRAST deletes RI/8

3.8 **RE/4 – Promote PBN Implementation and Approaches with Vertical Guidance (Safety Impact High).** The purpose of this SE action is to promote the PBN implementation and approaches with vertical guidance to minimize the runway safety hazards.

Status: The group reviewed the procedures and guidance material and considered it sufficient and recommended its deletion based on the existence of extensive regional PBN promotion and the work of other ICAO sub group.

Recommendation APRAST 2/xx

that APRAST delete RE/4

3.9 **RE/5- Promote / Monitor Implementation of RESA including other means such as arresting systems(when possible) (Safety Impact High).** The purpose of this SE action is to promote and monitor the implementation of RESA including all other possible means for the effective Runway Safety Measures.

Status: Operation to Non-RESA airports were discussed in details and it was found that there is a need for appropriate guidance material for such operations. Air Operators need to be provided with Guidance Material for such operations. The group further recommended renaming this initiative to Publish Guidance to air operators on Non – RESA equipped Airports and reassigned the Champion ship to IATA / IFALPA.

Recommendation APRAST 2/xx

that RE/5 is renamed to Publish Guidance to Air Operators on Non-RESA equipped Airports. The Champion for this initiative is now IATA / IFALPA.

Recommendation APRAST 2/xx

that Runway Safety sub group to continue on the development of the DIP for RE/5 and review of work completed to take place at the APRAST 3 meeting.

3.10 **RE/7 – Improve Runway Conditions in accordance with the guidelines provided in Annex 14 (Safety Impact Medium).** The purpose of this SE action is to continuously improve the runway condition as per the guidelines provided in the Annex 14.

Status: ACI will commence work keeping in consideration with the details that need to be considered.

Recommendation: APRAST 2/xx

that Runway Safety Subgroup to continue on the development of the DIP for RE/7 and review of work completed to take place at the APRAST 3 meeting.

3.11 **RE/8- Implement Risk Management Measures taking into consideration the ones contained in ALAR (Safety Impact High).** The purpose of the SE action is to study and implement the risk management measures as contained in the ALAR to minimize the safety hazards.

Status: The group deliberated the SE and determined that since SE LOC 2 produces the same outcome, the RE/8 be shifted and combined with LOC 2.

Recommendation APRAST 2/xx

that RE/8 is now combined with LOC 2 and will be worked under LOC 2.

3.12 **RE/9 Guidance in maintaining Runway in accordance with Annex 14.(Safety Impact High).** The purpose of this SE action is to provide guidance in maintaining the runway in accordance with the requirements of Annex 14.

Status: The group deliberated the SE and decided that since the outcome of the SE is the same as that of the SE RE/7, So it should be shifted and combined with RE/7.

Recommendation APRAST 2/xx

that RE/9 be merged with RE/7 and work be done under RE/7

3.13 **RE/10- Specific Training for Aerodrome Personnel Regarding Maintenance and operation of the runway (Safety Impact High)** . The purpose of this SE action is basically to train the Aerodrome Personnel in regards to its maintenance and operation of the runway.

Status: The group deliberated the SE action and determined that since the outcome of this SE is the same as that of the SE RE/7, So it should be shifted and combined with RE/7.

Recommendation APRAST 2/xx

that RE/10 be merged with RE/7 and work be done under RE/7

3.14 **RS/1- Develop Runway Safety Checklist (Safety Impact High).** The purpose of this SE action is to develop a runway safety checklist for making the airports operations safer and to minimize the safety hazards.

Statement of Work : The Champion will develop a safety Checklist encompassing all facets of operations at the Airports.

Champion: CANSO

Status : CANSO will commence work and keep the facilitator informed of progress and the group will review the work in APRAST 3 meeting.

Recommendation APRAST 2/xx

that the Runway Safety Sub Group to continue work on the development of the DIP for RS/1 and review of work completed to take place at APRAST 3 meeting .

RUNWAY EXCURSION AD-HOC WORKING GROUP

3.15 The Runway Safety Group deliberated on the APRAST Conclusion 1/10 to establish an AD-HOC Working Group to exclusively address /study issues related to runway excursions. The group recommended , **NOT TO FORM**, another ad-hoc sub-group as these issues can be addressed by the existing runway safety sub –group.

4. **ACTION BY THE MEETING**

4.1 The meeting is invited to

- a) Note the work of the Runway Safety Sub-group
- b) Confirm or revise the general priorities for SEIs
- c) Take appropriate action after consideration of the recommendations
