International Civil Aviation Organization

The Big Picture

Regional Runway Safety Seminar – Asia-Pacific (APAC)

21-24 May, 2012 in Bali, Indonesia

Mohamed El Amiri, Deputy Director, Air navigation Bureau, ICAO

ICAO 37th Assembly *October 2010* Resolution A37-6 *(1/2)*

The Assembly:

1. *Urges* States to take measures to enhance runway safety, including the **establishment of runway safety programmes** using a **multidisciplinary approach, that include at least regulators, aircraft operators, air navigation services providers, aerodrome operators and aircraft manufacturers** to prevent and mitigate the effects of runway excursions, runway incursions and other occurrences related to runway safety;

2. *Resolves* that ICAO shall actively **pursue runway safety using a multidisciplinary approach**; and

(…)

ICAO 37th Assembly *October 2010* Resolution A37-6 *(2/2)*

Associated practice no. 1:

- The runway safety programmes should be based on **inter-organizational safety management** including the **creation of local runway safety teams that address prevention and mitigation of runway excursions, runway incursions and other occurrences related to runway safety.**

ICAOs Runway Safety Programme

- **Outcomes of GRSS:**
  - Identification of hazards requires **collaboration** of all stakeholders
  - **Solutions** need to be **standardized** to international standards and **harmonized** to facilitate efficient international operations
  - **Runway Safety Teams** – should be established locally and hosted by the airports
  - **RSP partners have committed** to work together to compile and promote proven solutions and endorse best practices
- **Regional Runway Safety Seminars (RRSSs):**
  - Promote and enhance implementation of solutions through multidisciplinary RSTs
- **Runway Safety Website** www.icao.int/RunwaySafety **:**
  - Easy access to information on public website
  - Development of RST Action Plan Tool
  - Share documents and toolkits from RSP Partners

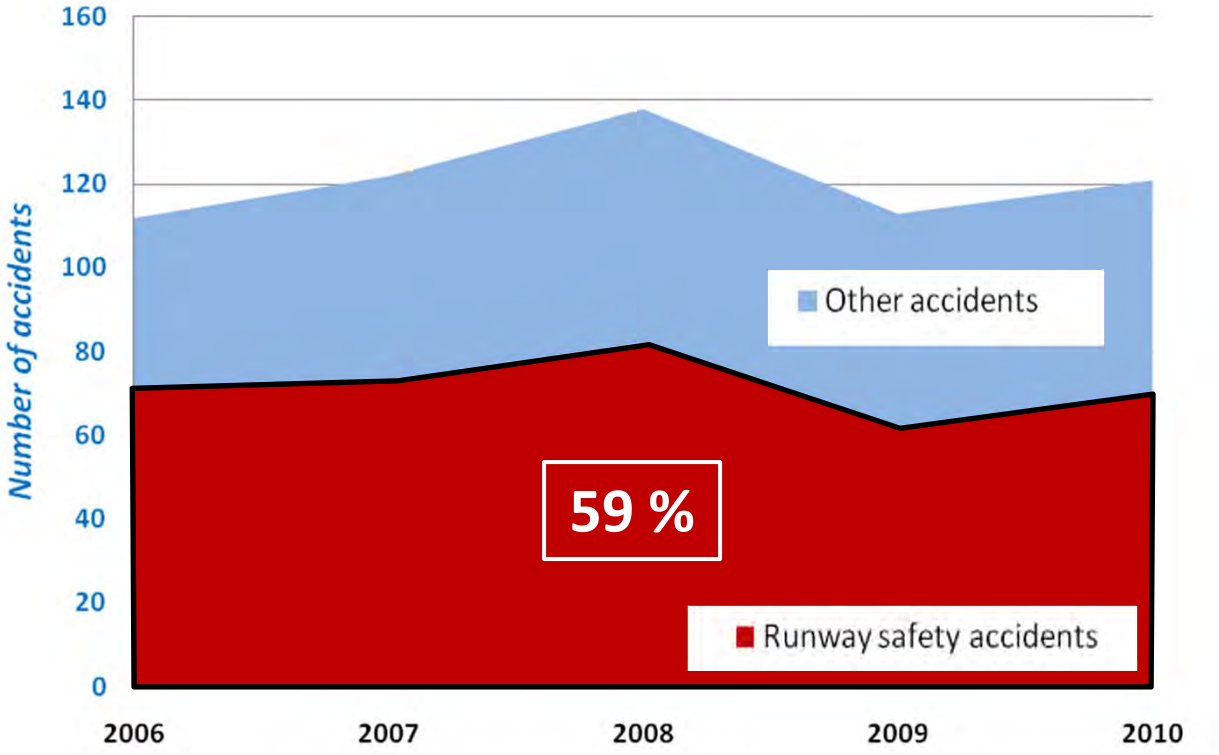
Objectives of this RRSS

- Improve runway safety outcomes
- The establishment of RSTs
- Provide tools for use by RSTs
- Develop a regional strategy to establish, promote and provide ongoing support to RSTs

Runway Safety Overview

Runway Safety Accidents

Scheduled Commercial Traffic – MTOW > 2 250 kg (Yrs 2006- 2010)



Runway Safety Accidents

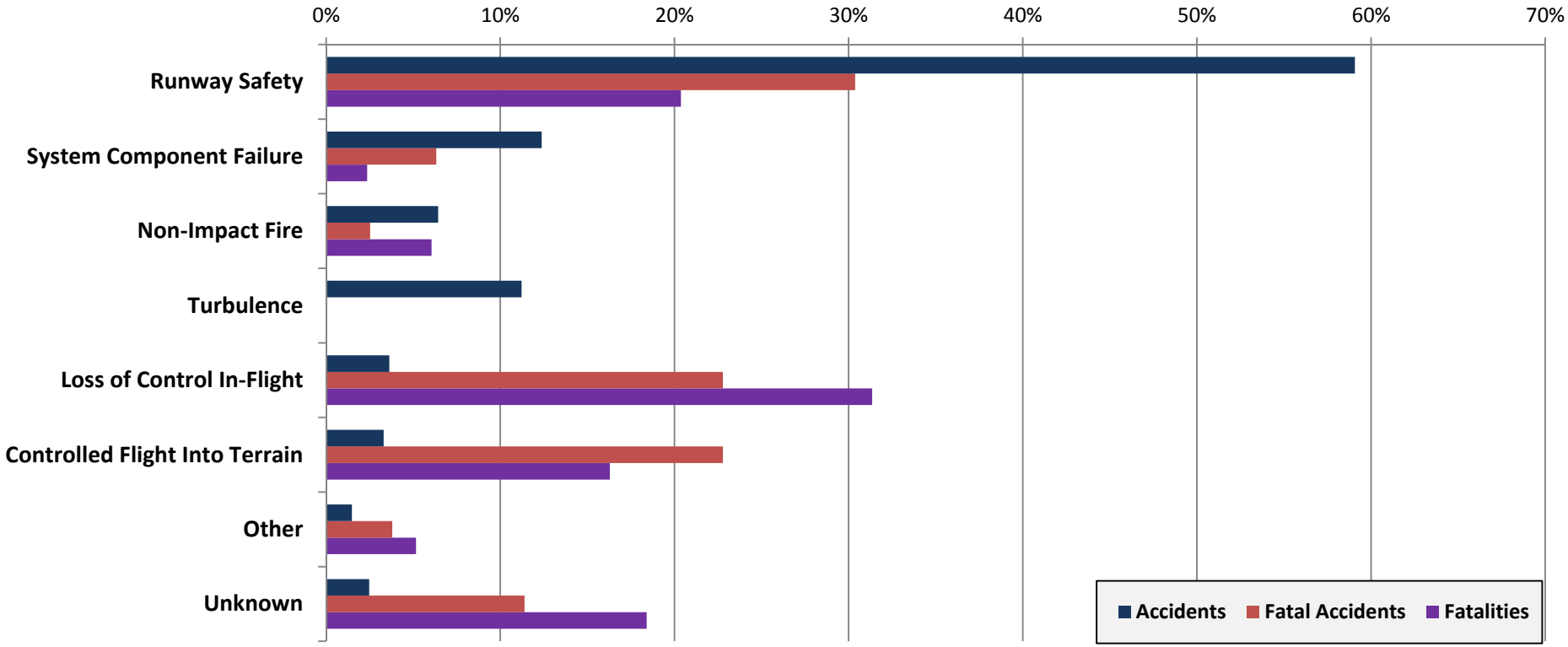
- *Abnormal Runway Contact*
- *Bird strike*
- *Ground Collision*
- *Ground Handling*
- *Runway Excursion*
- *Runway Incursion*
- *Loss of Control on Ground*
- *Collision with obstacle(s)*
- *Undershoot / Overshoot*
- *Aerodrome*

Runway Safety Overview

Worldwide

Accidents & Related Fatalities by Occurrence Categories

Scheduled Commercial Traffic – MTOW > 2 250 kg (Yrs 2006- 2010)



Runway Safety Overview

Focus on APAC Region

Accidents & Related Fatalities by Occurrence Categories

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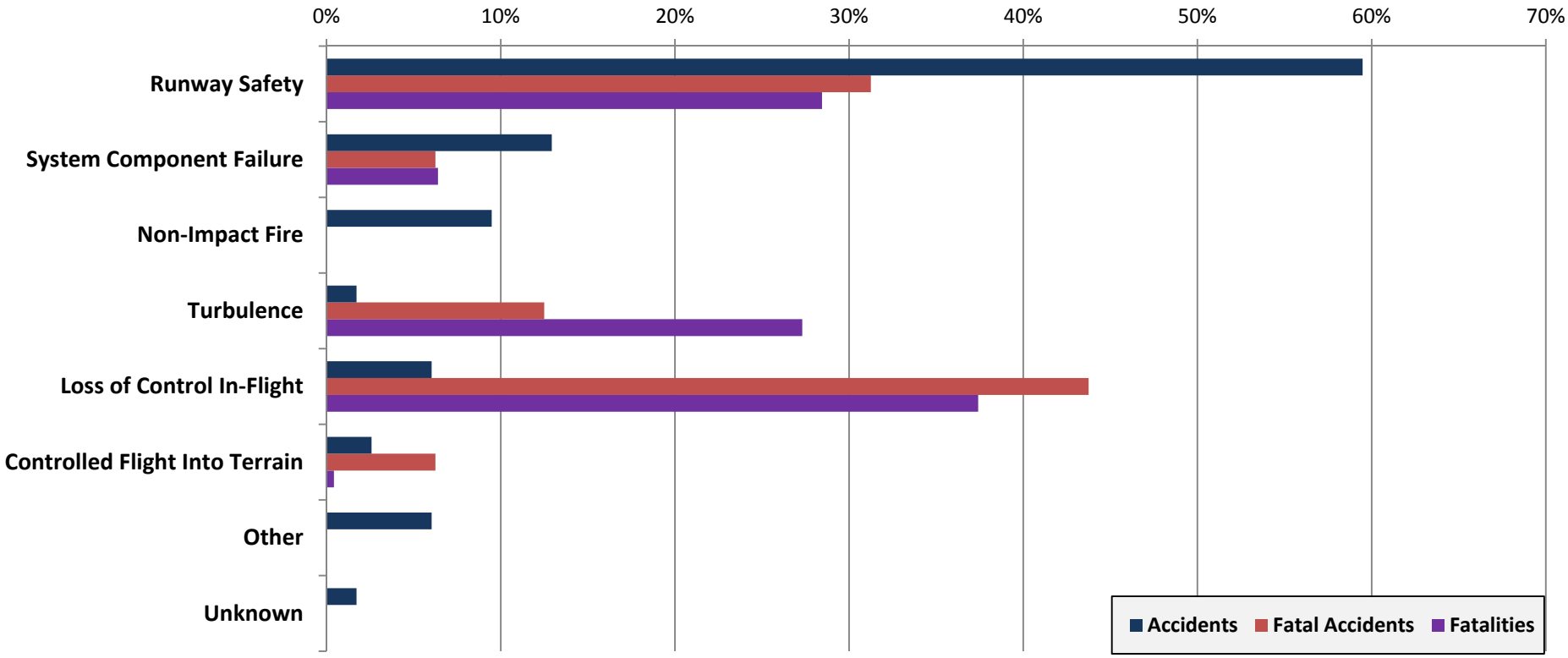

Focus on Runway Safety Related Accidents

Focus on APAC Region

Accidents & Related Fatalities by Occurrence Categories

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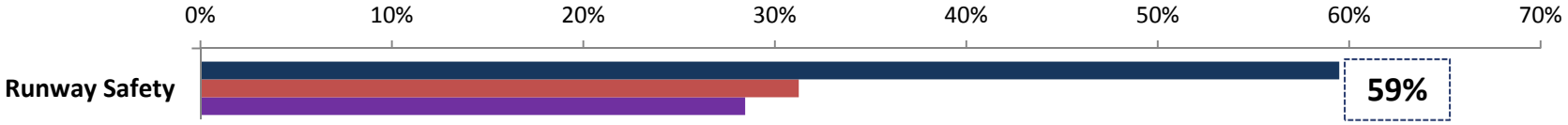
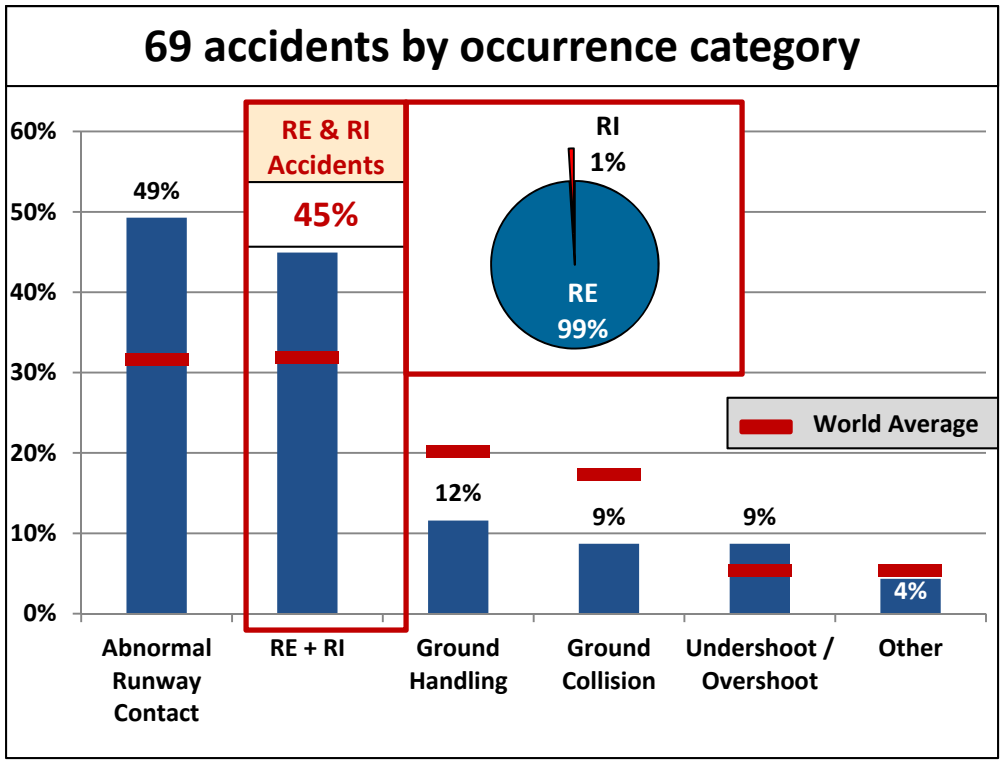
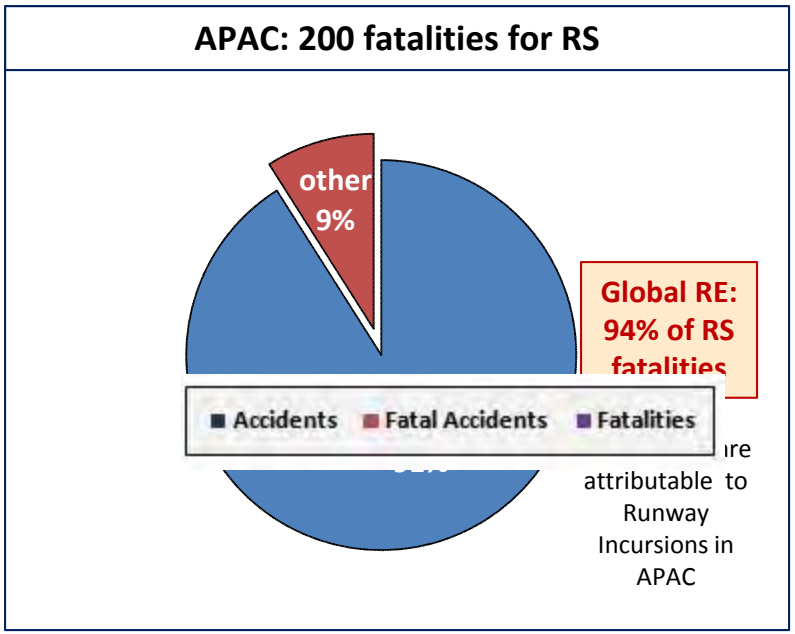


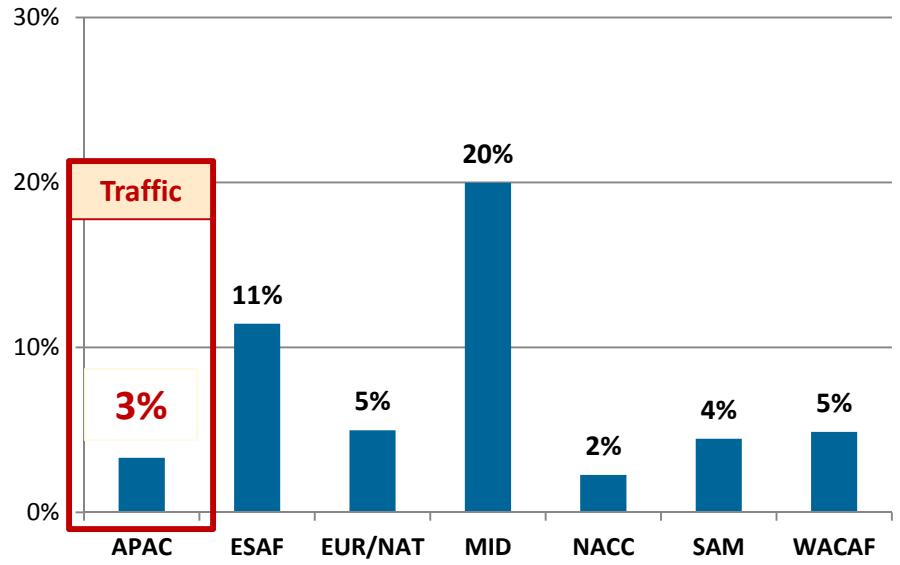




Focus on Runway Excursions / Incursions

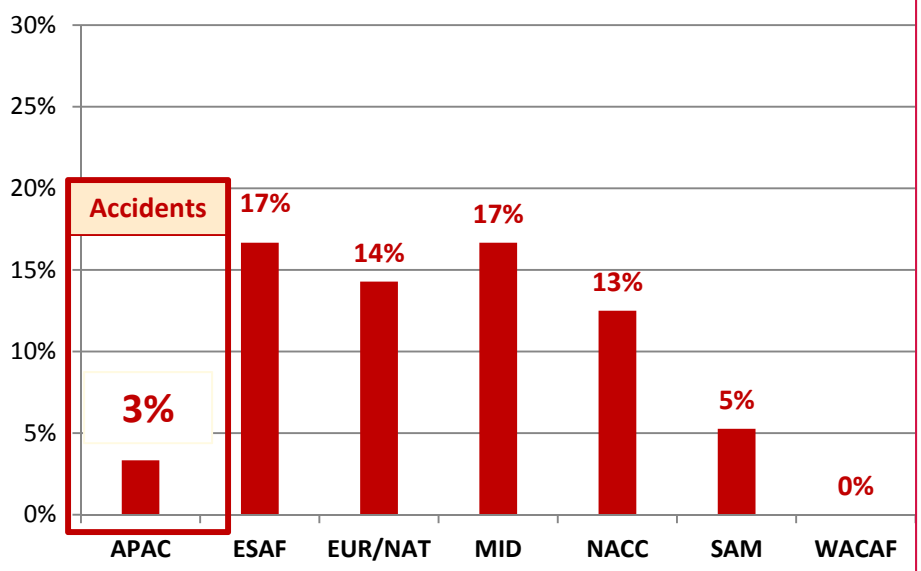
Focus on APAC Region

% of traffic flown by air carriers outside their own region



Source: OAG – 2010 scheduled commercial flights

% of Runways Excursions/Incursions experienced by air carriers outside their own region



Scheduled Commercial Traffic
MTOW > 2 250 kg (Yrs 2006- 2010)

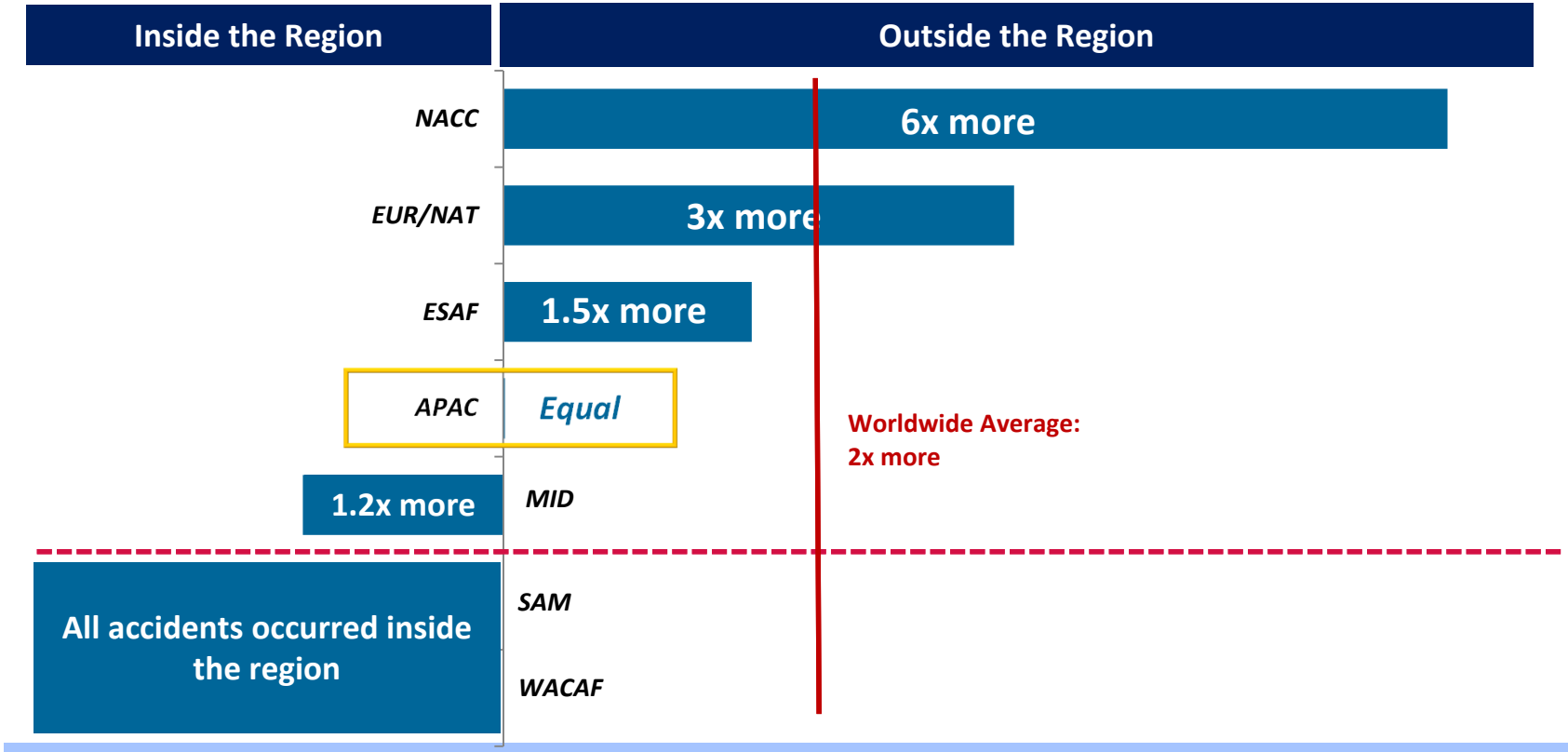
- Air Carriers of the APAC Region flew **3%** of their **total traffic** outside the region.

- Air Carriers of the APAC Region experienced **3%** of their **total accidents** outside the region.

Focus on Runway Excursions / Incursions

Focus on APAC Region

Probability of air carriers experiencing an Excursion or Incursion Accident Inside or Outside their Region



APAC carriers are equally at risk of experiencing a Runway Excursion/ Incursion outside the APAC region as within the region.

Interesting ALA Facts

- Approach and landing (from outer marker in to landing) comprise 4% of the flight time, yet account for 45% of the hull losses

- The ALA rate for freight, ferry, and positioning flights (no pax) is 8 times higher than the rate for pax flights

- The accident risk is 5 times greater for commercial aircraft flying a non-precision approach compared with those flying a precision approach

- In 75 % of the ALA accidents, a precision approach aid was not available or not used