



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

Agenda Item 2: Review APRAST/1 Conclusions, the work of its subsidiary bodies and related safety initiatives

2.4 i) Report and Review the status of SEIs and DIPs on runway safety, LOC and CFIT to identify priorities and establish implementation dates

RUNWAY SAFETY

(Presented by Runway Safety Facilitator)

SUMMARY

This paper provides an update on the progress made on the development of draft detailed implementation plans (DIPs) for the priority and non-priority safety enhancement initiatives (SEIs) identified by APRAST/1 to improve runway safety.

This paper relates to Strategic Objective:

A: Safety – Enhance global civil aviation safety

Action by the meeting is at Para 3 to this Working Paper.

1. INTRODUCTION

1.1 APRAST/1 noted that runway safety accidents represent 59% of all accidents accounting for 29% of all fatal accidents and 19% of all related fatalities between 2006 and 2010.

1.2 ICAO Assembly resolution A 37-6 on Runway Safety urged States to take measures to enhance Runway Safety, including the establishment of runway safety programmes using multi-disciplinary approach that includes at least the regulators, Aircraft Operators, Air Navigation Service 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. DISCUSSION

2.1 APRAST/1 established a working group to examine safety enhancement initiatives (SEIs) to reduce the number of runway incursions and runway excursions and other occurrences related to runway safety.

2.2 The runway safety working group (WG) reviewed the 8 proposed SEIs as well as implementation actions undertaken by the Asian COSCAPs, related to runway incursions and also identified Champions for each of the SEIs. As RI/7 on Taxiway and Runway Configuration was not relevant to APAC region the WG decided to delete this SEI. The group recommended RI/6 to be combined with RI/1.

2.3 The WG also identified 10 additional SEIs related to Runway Excursions for consideration by APRAST/1. The group recommended RE/7 and RE/9 to be combined. The group also established a preliminary priority list based on the amended safety impact/ changeability index.

2.4 APRAST/1 adopted Conclusion APRAST1/8 – that on a priority basis subject to RASG approval, APRAST commence work on two SEIs-RE 2 and RE/6. The first task would be to develop DIPs by the Champion.

Priority 1- RE/2: *Identify specific training for pilots and air traffic controllers to avoid unstabilized approaches.*

Champion - CANSO

Priority 2- RE/6: *Timely and accurate notification about runway conditions by AIS and ATS.*

Champion - Airports Authority of India

2.5 APRAST/1 adopted Conclusion APRAST 1/9 – that the remaining (non- priority) draft detailed implementation plan (DIPs) be developed by champion/facilitator for review at the next APRAST Meeting.

2.6 A key action to advance the examination of each proposed SEI was for the runway safety working group to identify a champion for each of the priority SEIs and non- priority SEIs. The champion would act as a focal point to lead and coordinate development work for the SEI and present to APRAST for further consideration. The runway safety working group had identified champions for all the SEIs except RE/7, RE/8, RE/9 and RE/10. The facilitator sought the assistance from industry to identify champions for those SEIs with no champions identified during APRAST/1 meeting. ACI has kindly volunteered to be the champion for RE/7, RE/9 and RE/10. The champion for RE/8 is still to be identified.

2.7 The attached Excel work-aid lists the current status in regards to all priority and non-priority SEIs related to runway safety. The Draft DIPs developed by the two champions of the priority SEIs (RE/2 & RE/6) are also attached in addition to the two non -priority draft DIPs for SEIs RI/3 and RE/5).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the work of Runway Safety Working Group (RSWG);
- b) urge the RSWG to prioritize the non-priority SEIs for developing the draft DIPs and the champions to develop DIPs for the non- priority runway safety SEI s during the working group breakout sessions; and
- c) urge the RSWG to develop a working paper on Runway Safety SEIs to be presented to APRAST/2 for consideration and further to RASG for adoption.
