



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 ii) Report and Review the ICAO Runway Safety Seminar outcomes

**UPDATE ON REGIONAL RUNWAY SAFETY SEMINARS
(RRSSs)**

(Presented by the Secretariat)

SUMMARY

This working paper presents information on the ICAO Regional Runway Safety Seminars and other updates on the ICAO Runway Safety Programme.

1. INTRODUCTION

1.1 Assembly Resolution 37-6 on Runway Safety, urges States to take measures to enhance runway safety, including the establishment of Runway Safety Programmes using a multidisciplinary approach, that includes at least 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.

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

1.3 Associated Practices

1.4 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.

1.5 The Council should further develop provisions to assist States in establishing runway safety programmes.

1.6 States should be encouraged to participate in global and regional seminars and workshops to exchange safety information and best practices on runway safety.

2. DISCUSSION

2.1 ICAO has been called upon by the International Civil Aviation Community to exercise leadership in the effort to reduce the number of runway-related accidents and incidents worldwide. Starting with the Global Runway Safety Symposium (GRSS) convened in May 2011, ICAO aims to raise awareness and share information as a means to generate effective solutions. Outcomes of the GRSS are attached at Appendix A to this working paper.

2.2 The ICAO Runway Safety Website (<http://www.icao.int/runwaysafety>) makes available various tools developed by the Runway Safety Programme Partners, including a joint ICAO/IATA Runway Excursion Risk Reduction Toolkit (2nd Edition May 2011). In addition, on the website the schedule of upcoming events can be found along with links to the registration pages and the presentations for seminars that have already been delivered. A Runway Safety Team (RST) Survey has been designed in collaboration between Airports Council International (ACI) and ICAO in order to allow existing RSTs to identify themselves and provide us with a way of monitoring the growth of RSTs worldwide.

2.3 Moreover, through the Runway Safety Website, Runway Safety teams can sign-up to the ICAO portal where they will have access to the ICAO Runway Safety Team Portal. On this Portal ICAO has developed a tool to help RSTs communicate and monitor their action items.

2.4 One of the major outcomes of the GRSS was the establishment of a need for Regional Runway Safety Seminars (RRSSs) to further transmit the message of runway safety by promoting the formation of RSTs and provide information to the aviation community. ICAO has completed four RRSSs in 2012, including one in Bali, Indonesia from 21 to 24 May 2012. Moreover, ICAO has two more RRSSs scheduled for later this year in Africa and Europe as well as four being planned for 2013.

2.5 Each RRSS is designed to provide information about runway safety and specifically provide strategies to mitigate the risks of runway excursions and incursions. The information is presented from three different perspectives: the airport operator, air traffic control and the pilot. This initiates the interaction and exchange of ideas that is required for the formation of RSTs. The seminar also includes workshops where participants are invited to form amongst themselves pseudo runway safety teams to gain an understanding of the benefits and challenges of RSTs.

2.6 The following is a summary of the APAC RRSS:

A Regional Runway Safety Seminar was held for the APAC region in Bali from 21 to 24 May 2012.

I. Summary of # of participants and list of States and Organizations represented:

273 participants from: APAC member States Australia, Bangladesh, Brunei, China, Hong Kong China, Macao China, India, Indonesia, Japan, Republic of Korea, Laos, Malaysia, Nepal, Philippines, Singapore, Thailand and Timor Leste. Other States- Brazil, Canada, France, Libya, Mauritius, UK and USA.

International Organizations- AAPA, ASECNA, ICAO, IATA, IFALPA, IFATCA, Flight Safety Foundation, Mission Aviation Fellowship.

Sponsors- Boeing, Airbus, Angkasa Pura Indonesia, Conoco Phillips and Zodiac Aerospace

II. List of known RSTs in the region and level of maturity.

China, India, Japan, Malaysia, Republic of Korea, Singapore and Thailand confirmed availability of RST.

- III. What potential barriers for the success of RSTs in the Region were mentioned?**
- a. Limited Human and financial resources (In some instances reflecting a lack of organizational commitment).
 - b. Limited Awareness of threats due to in part to incomplete reporting, ineffective and unstructured analysis;
 - c. Lack of Training ;
 - d. Ineffective Communication, and limited cooperation and collaboration among stakeholders.
 - e. In effective SMS (non-compliant airports with ICAO Standards)
 - f. Lack of open and non-punitive reporting, due in part to fear of retribution which impacts the free flow on safety data. (e.g., lack of a Just culture)
- IV. What mitigation strategies were discussed to address barriers mentioned above?**
- a. ICAO promotion at State level of the establishment of runway safety programme
 - b. Continued promotion of the establishment of RSTs at each airport;
 - c. Continued collaboration between ICAO, States and Safety Partners to increase awareness of the value of RSTs
 - d. Establishing effective reporting systems , for sharing information of hazards;
 - e. Exchanging information and best practices
 - f. Implementation of effective safety management systems which requires an interphase with other stakeholders SMS systems improving the sharing of safety data.
 - g. Managing traffic growth and compliance with international standards;
- V. Was there anything identified that ICAO and the Runway Safety Partners can do to support RSTs? Mention any specific commitments made by Partners.**
- a) Canada and China shared their experience in establishing RST and the benefits. Singapore and Japan gave an overview of their Runway safety teams.
 - b) ICAO to continue to advocate and support RSTs using various means (including the on-line tools)
 - c) ICAO to promote that RASG / Teams identifies RST-related safety priorities??
 - d) Safety partners undertook to promote runway safety and RSTs through their constituencies,
 - e) Safety Partners invited ICAO and COSCAP to participate at association safety events.
 - f) ICAO to present a paper on RSTs at the next RASG meeting proposing a mechanism for monitoring RST activities under APRAST

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this paper and;
- b) urge States to establish runway safety team at their airports.

APPENDIX A

OUTCOMES OF THE ICAO GLOBAL RUNWAY SAFETY SYMPOSIUM 24-26 MAY 2011

- One size does not fit all
- Solutions need to account for local conditions yet be standardized and harmonized to ensure interoperability.
- Runway incursions and excursions are the main issues but other aspects such as Bird Strike, FOD should not be overlooked.
- Collaborating at multiple levels
- International organizations have committed to work together to compile and promote proven solutions and endorse best practices.
- Runway Safety Teams – should be established locally and hosted by the airports.
- Improve Standardization / Harmonization
- Develop guidance to define and launch Runway Safety Teams.
- Harmonize “Runway Safety” definitions, taxonomies and reporting of runway conditions and other safety indicators.
- Standardize and improve communication procedures.
- ICAO to ensure that Standards and Guidance material are fit for purpose.
- Implementation of ICAO Standards monitored through the Continuous Monitoring Approach.
- Promote and encourage implementation of solutions, such as:
 - Training & collaboration.
 - Runway & taxiway markings & signage.
 - Runway End Safety Areas.
 - PBN approach implementation.
 - Arresting Systems.
 - EFBs, on-board awareness and alerting systems.
- All partners have committed to increasing the exchange of runway safety information.
- ICAO Dedicated Runway Safety page
- Library of downloadable toolkits and documents.
- Contributions from partner organizations.
- Links to Skybrary and other runway safety partner sites.
- Regional Runway Safety Seminars
- All Runway Safety Programme Partners have committed to deliver Regional Runway Safety Seminars.
- RRSS events will result in action plans to create runway safety teams and provide support to those already in place.
- Progress will be monitored with updates provided to all partners through RASGs and other appropriate means.
- Reduction of risks will be monitored on a regular basis, with follow-up actions taken as required.
- Communication and outreach plans are being established.