

# Regional Runway Safety Seminar



## *Session 3: Runway Excursions*

*Moderator: Jim Burin*

*Flight Safety Foundation*

# Reducing The Risk of Runway Excursions



# Runway Safety Accident Data

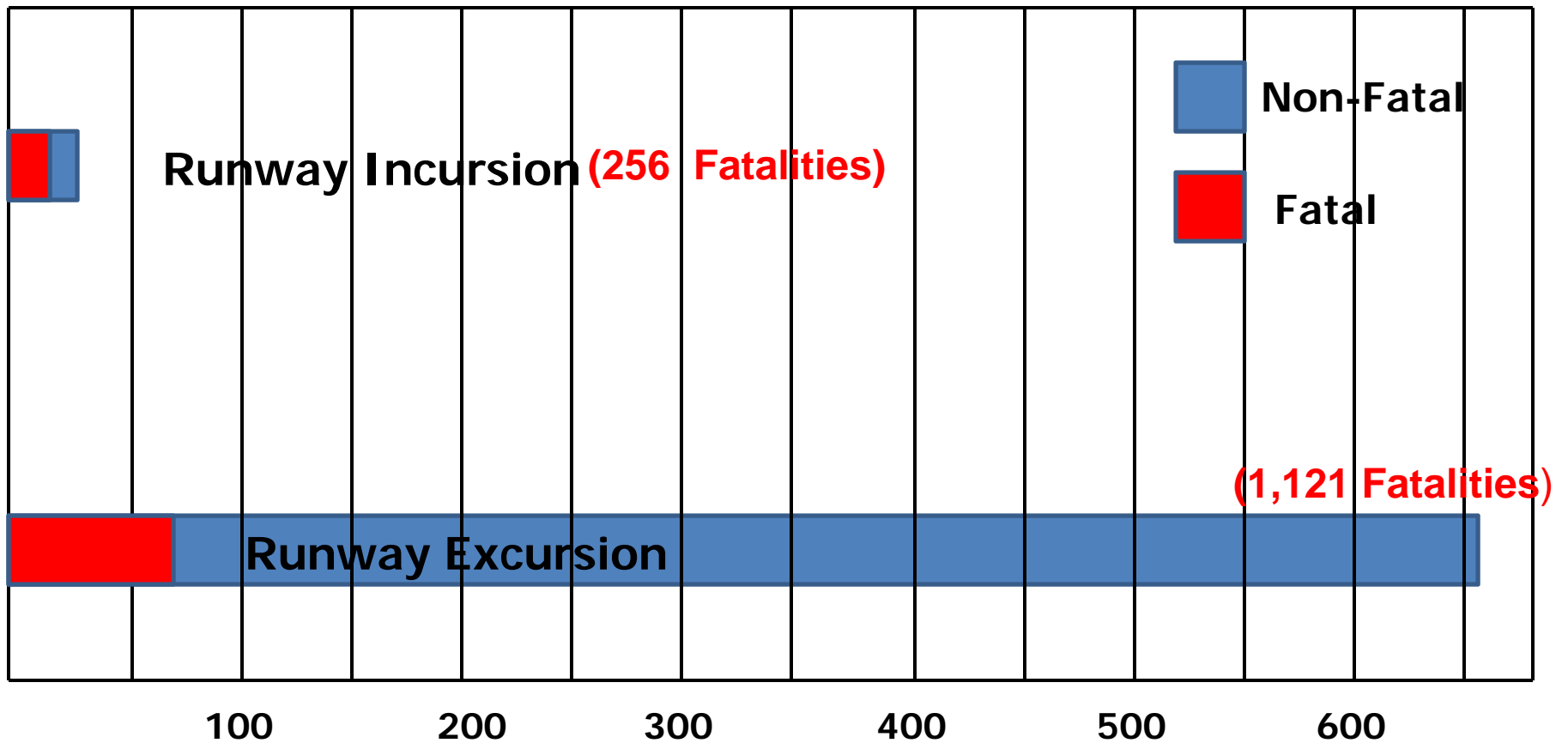
1995 – 2010

	<u>Number</u>	(average)	
Incursions:	11	(.7/year)	} 1.0/year
Confusion:	6	(.3/year)	
Excursions:	650		40.6/Year

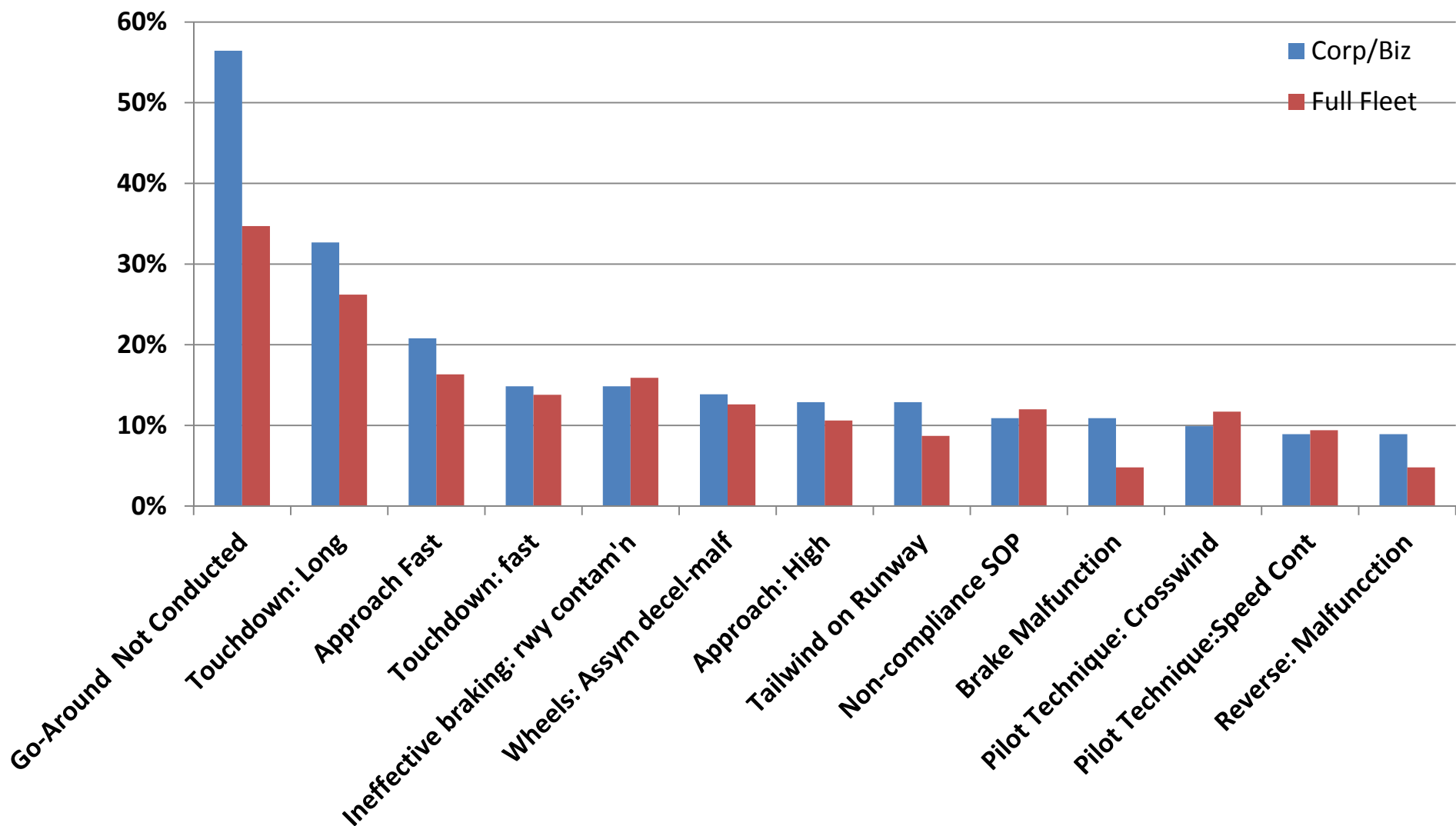
# Runway Excursion Data 1995–2010

- **35% of turbojet accidents**
- **24% of turboprop accidents**

# Fatal and Non-Fatal Runway Accidents 1995 Through 2010



# Corp/Biz Aircraft vs. Full Fleet - Landing Excursions



# The Players

- **Aircraft Manufacturers**
- **Operators**
  - **Aircrews**
  - **Management**
- **Airports**
- **ATC**
- **Regulators**

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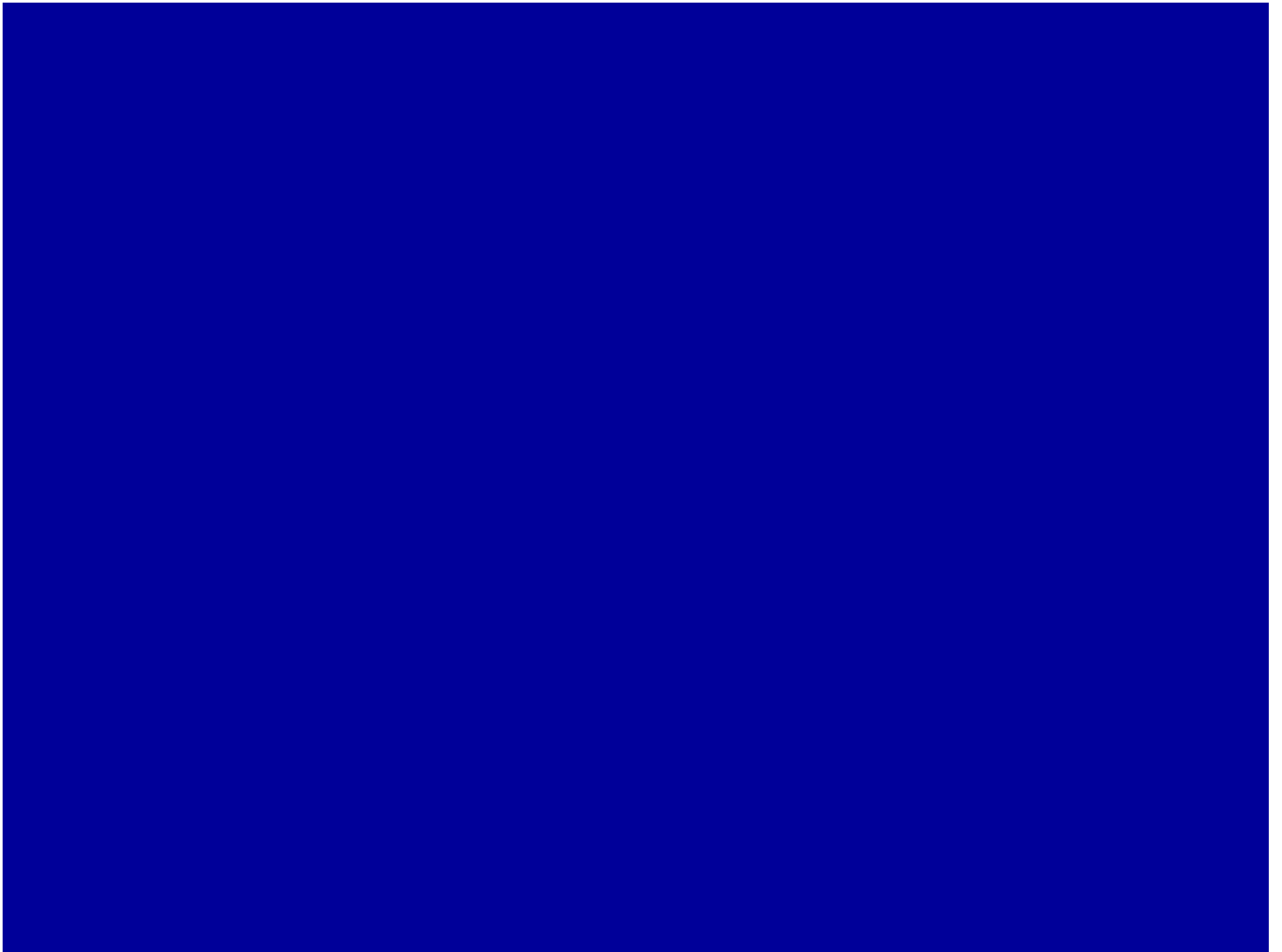


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# *Possible Questions For Panel*

1. How can ATC assist in reducing the risk of runway excursions (Stabilized approach assistance, timely and accurate information)
2. The airport has many things it can do to reduce the risk of runway excursions – what are the most important?
  - Runway cleaning and clearing
  - Accurate and timely runway condition reporting
  - RESA or EMAS
  - Trained and properly equipped ARRF
3. What is the single most important item from your perspective in reducing the risk of runway excursions ?
4. How can ATC and pilots work together better to reduce risk
  - Organize groups like RST to discuss common issues