

Pilot's Perspective on Runway Safety Team and Stakeholder Involvement

Session 2
Presentation 2



Local RST Composition

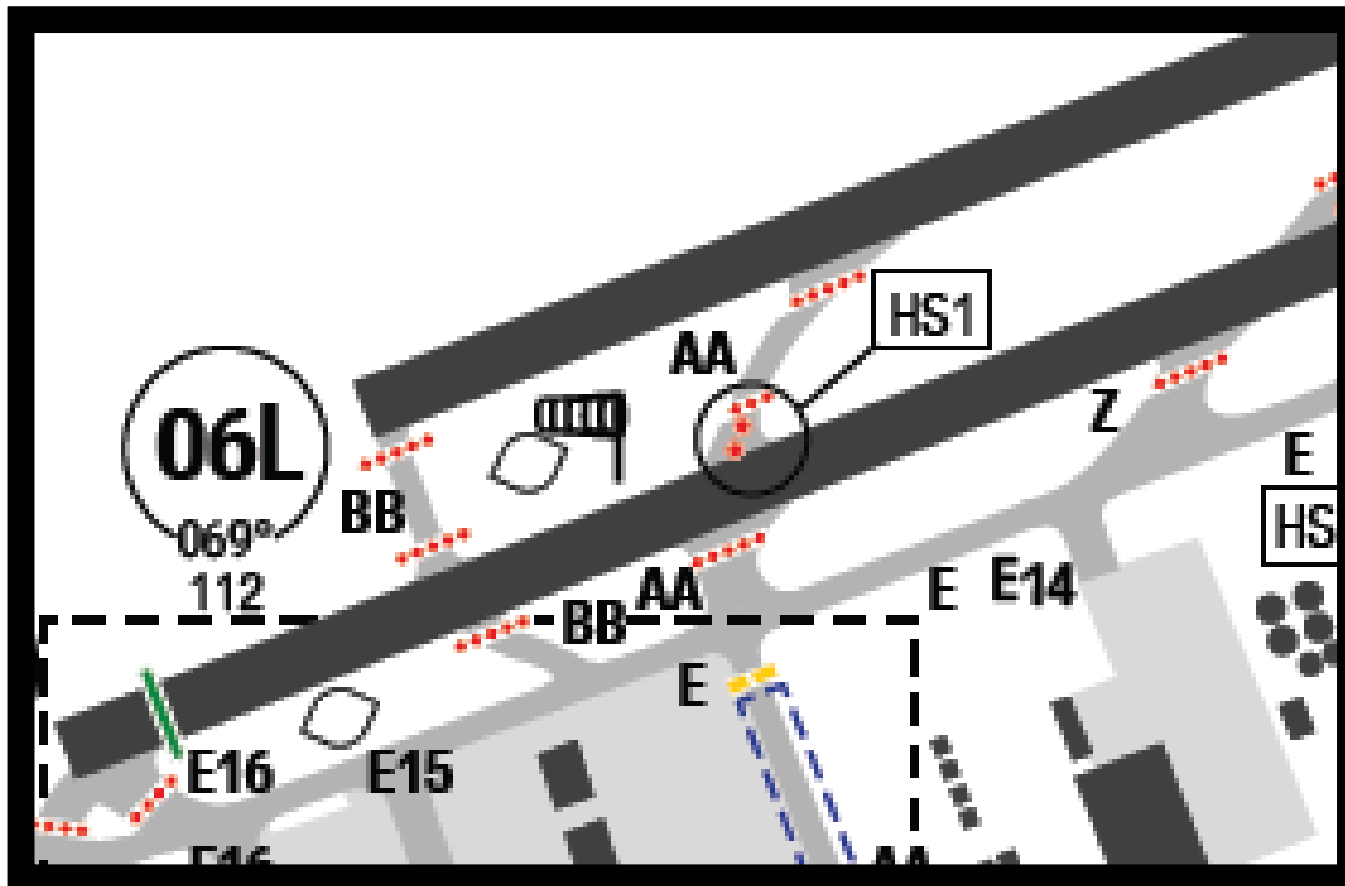
ICAO states: Local RST should include representatives from the following groups:

- Aerodrome operator (*e.g. Malaysia Airports Bhd.*)
- Air traffic services (*e.g. DCA Malaysia*)
- Commercial air operators (*e.g. MAS, Air Asia*)
- **Representatives of flight crew familiar with the aerodrome** (*e.g. MAPA*)
- Members from the general aviation community (if applicable)

Why Pilots?

- **Major users of the runways / taxiways**
 - We know from experience, what works.
 - Last line of defense before an incident / accident.
- **Worldwide Perspective**
 - Operate from numerous airports worldwide.
 - Able to see solutions (that work well) from other airports.
- **Safe and Simplified Solutions**
 - K.I.S.S.
- **Not bound by Cost Implications**
 - Views and opinions not bound by any financial constraint.

CASE STUDY: Runway Crossing

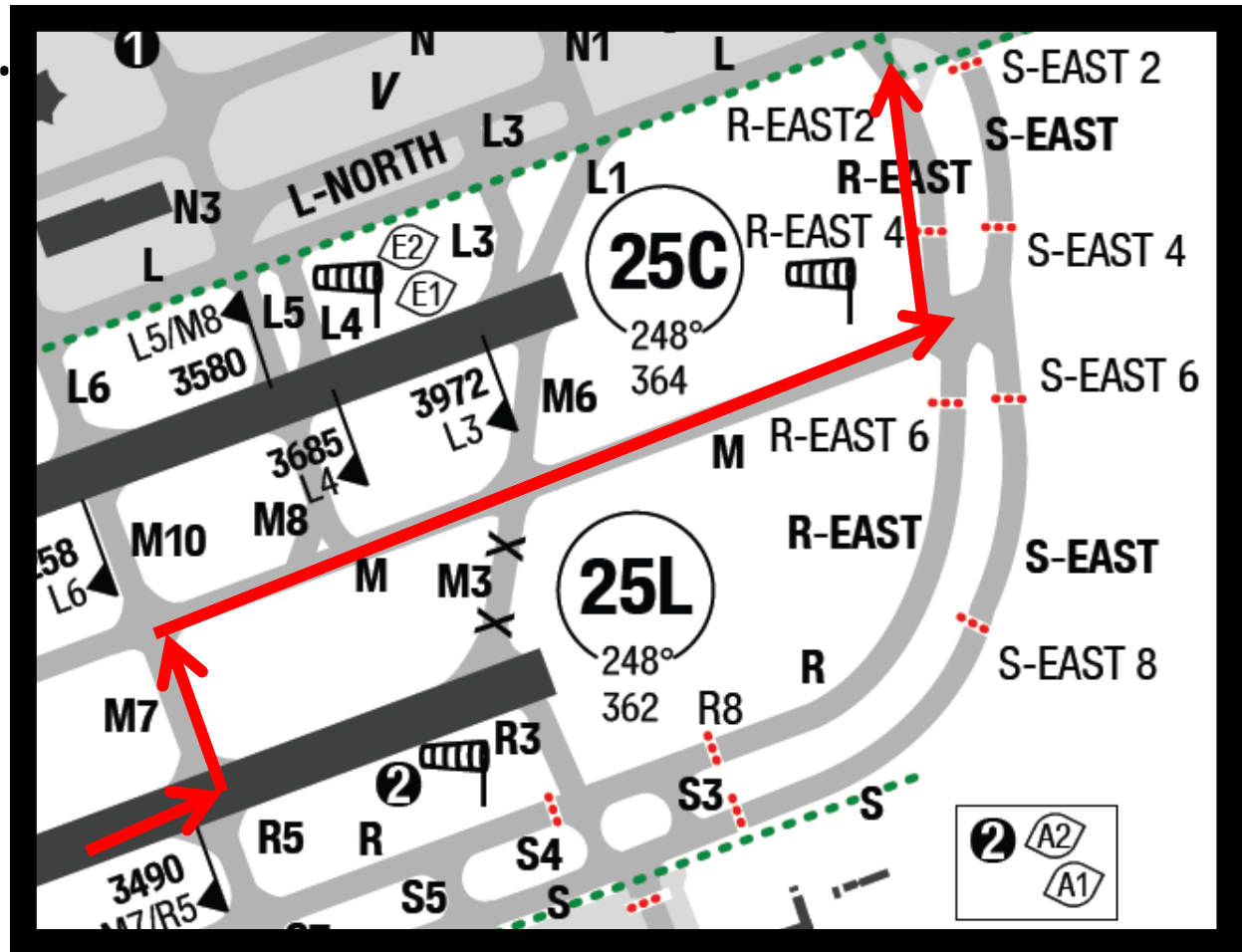


- 24R
- 24L

HS1 - Pilots sometimes fail to hold short of RWY 24L when exiting RWY 24R at TWY AA.

CASE STUDY: Runway Crossing

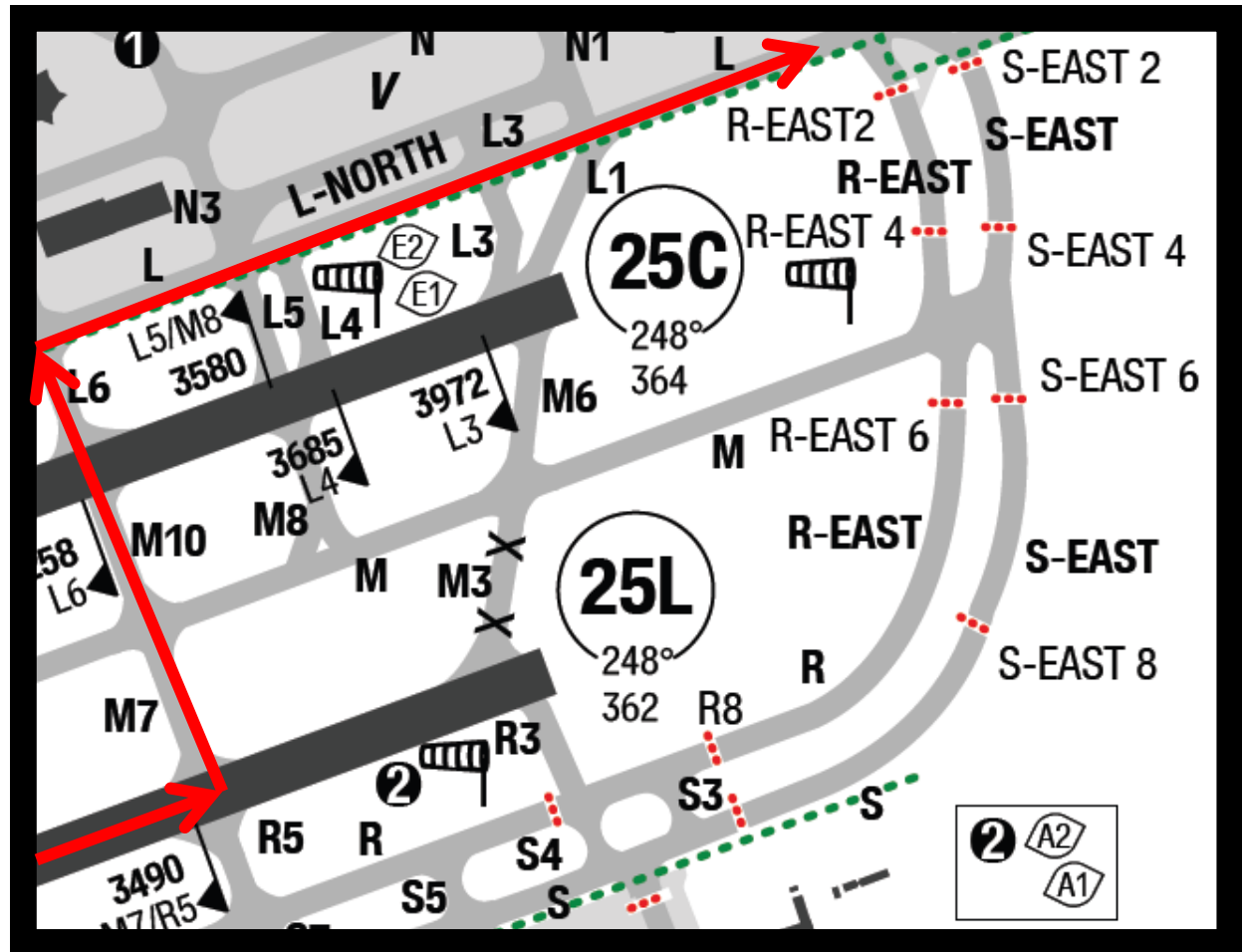
- Whenever possible, pilots prefer not to cross active runways.
 - Solution:
Taxi around the runway.



CASE STUDY: Runway Crossing

- If pilots must cross an active runway:

- Solution:
Pilots prefer crossing at perpendicular intersections, NOT at an angle



Importance of Establishing a LRST

- **Help prevent Runway Incursions / Excursions**
 - There are at least two runway excursions each week worldwide. ICAO has noted that the rate of runway excursions has not decreased in more than 20 years.
- **Local people identifying and managing local issues**
 - Establishment of local channels
- **Face to face interaction**
 - Leads to improved collaboration, problem-solving and risk management because the team members benefit from information sharing and the perspectives of representatives from other groups.

What can YOU do?

- Volunteer at your local Member Association's Technical Division.
- Participate in IFALPA's working committee meetings, through your local MA. (e.g. AGE)
- Share and exchange information and experiences from other MA's in the region.
- Establish a system to allow a free flow of feedback from line pilots.
- Arm yourselves with the vast resources available to you (e.g. Documents from ICAO, IFALPA, EASA, etc.)