

ASIA/PACIFIC Regional Runway Safety Seminar 18-20 November 2013, Malaysia

Hosted by: 

Organized by: 





In collaboration with ICAO's Runway Safety Programme Partners



Provisional Agenda

DAY 1, 18th November, 2013

Venue- Nusantara Ballroom 2, Level 2, Sheraton Imperial Hotel

Session 1 – Opening

09:00 – 09:10	Introduction+ House Keeping	DCA Malaysia
09:10 – 09:25	Welcome Address	Datuk Aziz Kaprawi, Deputy Minister of Transport, Malaysia
	Welcome remarks by ICAO	Mr Mohamed Elamiri, Deputy Director, ICAO
09:25- 09:40	Group Photo	
09:40- 10:10	Tea/Coffee Break	

Session 1 – Overview

Moderator: Dato' Azharuddin Abdul Rahman DG, DCA Malaysia

10:10 – 10:30	The Big Picture	Mr. Mohamed Elamiri, Deputy Director, ICAO
10:30 – 10:40	Mitigating the Risks	Mr. Rudy Quevedo, Flight Safety Foundation
10:40 – 11:00	Managing the Risks- The Need for a Collaborative Approach	Mr. Martin Eran-Tasker, Technical Director, AAPA

Session 2 – Runway Safety Team and Stakeholder Involvement

Moderator: Mr Martin Eran-Tasker Technical Director, AAPA

11:00 – 11:10	Moderators opening remarks and introduction	Moderator
11:10 – 11:30	RST Description and Process – Regulators Perspective	Mr. Hideaki Yokono, yokono-h2dy@mlit.go.jp ; tokui-t02vi@mlit.go.jp
11:30 – 11:50	Pilots Perspective	Mr. Sanjeet Singh Sidhu, sanjeet@mapa.org.my
11:50 – 12:10	Air Traffic Controller/ATC Perspective	Mr. Carl Modder, cfmodder@cad.gov.hk
12:10 – 12:30	Airport Perspective	Mr. R. C. Raman, chidambararaman@BIALAIRPORT.COM
12:30 – 13:00	Moderated Panel	
13:00 – 14:00	Lunch	

Session 3 – Hazards and Mitigation Strategies

Moderator: Mr Iain White Airservices Australia

14:00 – 14:10	Moderators opening remarks and introduction	Moderator
14:10 – 14:40	Pilot/air operator perspective	Capt. Adrian Abraham, adrian.abraham@malaysiaairlines.com
14:40 – 15:00	Role of the Regulator	Mr. James White, FAA james.white@faa.gov
15:00 – 15:20	Air Traffic Controller/ATC	Mr. Kanhaya Lal, kanhayalal@aai.aero
15:20 – 15:40	Airport Perspective	Mr. Wing Yeung, Tw.yeung@hkairport.com
15:40 – 16:00	Moderated Panel	
16:00 – 16:30	Break	

Session 4 – Available Technologies

Moderator: Mr Rudy Quevedo, Flight Safety Foundation

16:30 – 16:35	Moderators opening remarks and introduction	Moderator
16:35 – 17:15	Available Technologies	Captain Sam Goodwill, (sam.goodwill@boeing.com) Captain Michel Menestrot, (michel.menestrot@airbus.com)
17:15 – 17:30	Moderated Panel	
19:30 – 21:30	Dinner	Hosted by Datuk Aziz Kaprawi, Deputy Minister of Transport, Malaysia

END OF DAY ONE

DAY 2, 19th November, 2013

Session 5 – Runway Safety Team Experience and Challenges

Moderator: Dato' Azharuddin Abdul Rahman DG, DCA Malaysia

0900 – 09:10	Moderators opening remarks and introduction	Moderator
09:10 – 09:30	Regulator's Challenges	Mr. Mahyuddin Sajuri mahyuddin@dca.gov.my
09:30 – 09:50	ANSP perspective -Challenges	Mr. Mike O'Neill, evpasp@ifatca.org
09:50 – 10:10	A Regional Example	Mr. Iain White, iain.white@airservicesaustralia.com
10:30 – 11:00	GA and Business Jet Perspective	Capt. Justin Koens, jkoens@maf.org
11:00 – 11:30	Break	

Session 6 – The Malaysian RST Experience “Inception to Implementation”

Moderator: Capt. Adrian Abraham, Malaysian Airlines

11:30 – 11:40	Moderators opening remarks and introduction	Moderator
11:40 – 12:00	Role of the Regulator	Dr. Zainul Fuad MD Wahi, zainul@dca.gov.my
12:00 – 12:20	Airport Operator perspective of Excursion Hazards and Proposed Mitigation strategies.	Mr. Mohd Zubir Mohd Meerah zubir@malaysiaairports.com.my
12:20 – 13:30	Lunch	
13:30 – 13:50	Airport Operator perspective of Incursion Hazards and Proposed Mitigation strategies	Dato' Azmi Murad azmi@malaysiaairports.com.my
13:50 – 14:10	Air Traffic Controller/ATC perspective	Mr. Chew Lam Leong, chewll@dca.gov.my
14:10 – 14:40	Moderated Panel	
14:40 – 15:10	Break	

Session 7 – The Way Forward

Moderator: Capt. Wayne Chapin, CTA COSCAP NA

15:10 – 16:30	The way forward: Identify plans for the development of RSTs- Challenges, Recommendations, RASG follow-up Over view and outcome for Day 1 and 2	Dato' Azharuddin Abdul Rahman DG, DCA Malaysia Mr. M. Elamiri, ICAO Mr. Rudy Quevedo, FSF Mr. Mike o Neill, IFATCA Capt. Adrian Abraham, AAPA Ms. Eun Byul Kim, ACI eun.byul.kim1@gmail.com
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End of Day 2

DAY 3, 20th November, 2013

Session 8 – Runway Safety Team Tools and Practical Exercises

08:30 – 0915	Tools for Collaboration	Ms. Elizabeth Gnehm, ICAO EGnehm@icao.int
0915 – 0945	Break	
0945-- 12:30	Workshop 1 – Working as a Runway Safety Team – A Practical Approach Workshop 2- Practical Risk Management for Operators Workshop (conducted by FSF)	ICAO (Ms. G. Elizabeth) This exercise is intended to provide an idea of how a Runway Safety Team would work. Participants will be divided into multidisciplinary groups and be shown a scenario involving a runway safety event. Each group will nominate a chairperson and work to identify the hazards they see in the scenario, perform a risk assessment of the hazards and then identify risk mitigation strategies as a team. Results of the exercise will be shared with the rest of the participants. Venue: Nusantara Ballroom 2, Level 2 The workshop will focus on assisting attendees with the methodology for the identification of hazards and risks in aviation operations and in the mitigation of those risks. Venue: Nusantara Ballroom 3, Level 2.
12:30 – 13:30	Lunch	
14:00 – 18:00	Airport visit	The visit to Kuala Lumpur International Airport will include a tour of the taxiways and runways (alternatively a perimeter road that gives a good view could be used) to provide participants with information using a real world environment on how to identify hotspots and hazards. The tours will be led by members of the Malaysian Runway Safety Team and will include highlighting the hazards they have identified thus far and the status of any mitigating actions identified by the RST. A visit to the ATC Tower is also included. The tour itself should last no more than one hour and there should be no need for the participants to disembark from the bus. It is important to note that the purpose of the tour is not to perform an inspection of KLIA to identify deficiencies, but to use the environment to facilitate learning so that participants can return to their home airports and understand what they should be looking for.

End of Seminar