Welcome to SKYbrary

Safety Knowledge Initiative

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“A safety improvement anywhere is a improvement of safety everywhere”

Adopted from International Atomic Energy Agency
In this presentation

Background

What SKYbrary brings to you

The users

Runway Safety on SKYbrary

EUROCONTROL Safety Alerts
In this presentation

*in brief*

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**Background**

**What SKYbrary brings to you**

**The users**

**Runway Safety on SKYbrary**

**EUROCONTROL Safety Alerts**
Accidents
Do we learn the lessons?

- SKYbrary quoted as “The most trustworthy source…”

- In 2009 the ESSI became a partner and a member of the editorial board of SKYbrary, the reference documentation and knowledge management centre developed by EUROCONTROL in cooperation with ICAO, Flight Safety Foundation, UK Flight Safety Committee (FSC), and the International Federation of Airworthiness (IFA)
Accidents in 2010

Do we learn the lessons?

- **825** fatalities in total in commercial jet, commercial turboprops and corporate jets accidents
- **37** major accidents*
- Commercial jet **loss of control** accidents and commercial turboprop **CFIT**’s dominate the fatality numbers

* FSF definition of major accident
A great deal of safety knowledge is available on the Internet but...  
- what is out there?  
- where is it?  
- can I access it?  
- is it correct?
Conception

Satisfying a need

- The Origin of SKYbrary:
  - EUROCONTROL Safety Improvement Sub Group (SISG) desire for central repository - source of ATM best practice
  - HindSight Magazine
In this presentation

**in brief**

- **Background**
- **What SKYbrary brings to you**
- **The users**
- **Runway Safety on SKYbrary**
- **EUROCONTROL Safety Alerts**
The **value** SKYbrary brings to you

- Encyclopaedia
- Aviation Wide
- Network
- Portal

SKYbrary2011
Aviation Encyclopaedia

availability vs. accessibility
Aviation wide source
availability vs. feasibility

FLIGHT OPS
HUMAN FACTORS
AIRWORTHINESS
ATM
APT OPS
Aviation wide source

Involvement vs. credibility
Network

organic growth vs. neatly organised

- **KN OLEDGE PERSPECTIVE**
  - Covering the entire safety improvement cycle
  - Network of articles
  - A wealth of documents on the bookshelf
  - Hyperlinks to credible sources/websites

- **PEOPLE PERSPECTIVE**
  - Partnerships
  - Users
  - Email campaigns
  - Discussion pages
Portal

“Good-to-know” vs. “Need-to-do”

- How to shape behavior: know => learn to do => habit

Interactive applications!
Video tutorials
SKYBrary can serve as a fast knowledge locator tool

SKYBrary is a ‘wiki’ of organisations, not of individuals

Current partners: FSF, ICAO, ESSI, CAST, UK FSC, IFA and SM ICG

SKYBrary ICAO Search

SKYBrary Wiki Search
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SKYbrary 2011
SKYbrary Users

Google Analytics

- Over 2000 users per day;
- 17 000 registered aviation safety professionals;
- 1 051 520 visits in 2010;
- Visitors from all countries of the world.

59,024 visits came from 198 countries/territories
SKYbrary Users

Survey of 665 users
In this presentation

*in brief*

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Runway Safety on SKYbrary

EUROCONTROL Safety Alerts
Local Runway Safety Teams (LRST)

Categories: Runway Incursion | Operational Issues

Local Runway Safety Team (LRST)

Description

The European Action Plan for the Prevention of Runway Incursions, revised in 2003, included the following recommendation:

“At individual aerodromes, as designated by the National Aviation Safety Authorities, a Runway Safety Team should be established and maintained to lead action on local runway safety issues.”

Although many aerodromes already have cross-discipline teams working to improve safety, the establishment of Local Runway Safety Teams (LRSTs) has proven to be an effective and practical way of reducing runway incursions.

Comprising representatives from the aerodrome operator, ANSP, and aircraft operators, the LRST’s role is to advise on runway safety issues and to recommend solutions. Local awareness campaigns are designed by the LRSTs to inform the users and those responsible for the safety of the manoeuvring area about the factors contributing to runway incursions with a view to eliminating or mitigating them in the short term.

Related Articles

- Runway Incursion

Further Reading

- ICAO Doc 9870, Chapter 3
- Appendix C to The European Action Plan for the Prevention of Runway Incursions provides guidelines for LRSTs.
- Runway Safety Newsletter February 2007 includes some of the issues presented at the EUROCONTROL Local Runway Safety Team Conference.
In this presentation

in brief

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Runway Safety on SKYbrary

EUROCONTROL Safety Alerts
EUROCONTROL SAFETY Alerts

An Agency Service

- Aiming to notify identified risks.
- Delivered through 3 types of messages:
  - Safety Warning
  - Safety Reminder
  - Request For Support
- Distribution +4500 aviation professional subscribers
- Runway incursion prevention
Runway Incursion, Taxi to Holding Position

What We Experienced

- Recent SISG discussions have identified that Runway Incursion continues to be a key risk area. Two specific concerns have been raised regarding the misinterpretation of communications:
  1. Mis-interpretation of the "HOLD SHORT" instruction, and
  2. Mis-interpretation of the "TAXI TO HOLDING POSITION" instruction.

An ANSP provided a voice communications record from a recent incident illustrating the second example.

ICAO Procedure

The European Action Plan for the Prevention of Runway Incursions provides: "The most common phraseology problem for non-European based flight crew, is the fundamental difference between:

- the North American phraseology: "TAXI INTO POSITION AND HOLD" (which has the same meaning as the ICAO standard phrase "LINE UP [AND WAIT]"); and
- the standard ICAO phraseology: "TAXI TO HOLDING POSITION" (which means taxi to, and hold at, a point clear of the runway - ILS Cat 1, 2/3 etc).

Listen carefully to the instruction, if unsure - ASK.

Disclaimer

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Categories: Operational Issues | Safety Alert | Safety Warning Message
Safety Reminder Message – Nov 2006

Holding Position at Runway/Runway Intersection

Categories: Operational issues | Safety Alert | Safety Reminder Message

Safety Reminder Message

Holding Position at Runway/Runway Intersection

Date: 29 November 2006

Purpose

- Awareness pertaining to the requirement for the consistent application of the ICAO Annex 14 Standards for the marking of Runway Holding Positions.
- Additional awareness that, where a runway which includes at least one runway/runway intersection is used for taxiing purposes, the standards for the marking of that runway to indicate runway holding position(s) with respect to the other runway, are described in Annex 14. Where such markings are not applied, ATC must be made fully aware that aircraft/vehicles may not be instructed to hold short of the runway in question.

What we have been Informed by European ANSP

- Runway X crosses the threshold of runway Y. The last 1500 metres of runway X was closed for work in progress. The end of the available runway length of runway X, a few metres north of the threshold of runway Y, was marked with red obstacle lights. Runway Y was used for both landings and departures. It was after dawn.
Runway Incursion Prevention - Runway-holding Position, Stop Bars and ATC Clearance

Date: 03 February 2011

Synopsis

EUROCONTROL has been notified of incidents of aircraft crossing runway-holding positions and associated stop bars, which had been switched off, and then entering the runway without a valid ATC clearance. In some instances pilots report of inconsistent local policies on the use of stop bars (e.g. low visibility ops only, H24 operation on some runways, at some airports, in some States), which, in their opinion, contributed to confusion or to an assumed ATC clearance to proceed.

ICAO PROVISIONS

- ICAO Annex 2, Rules of the Air:
  - 3.2.2.7.2: “An aircraft taxing on the manoeuvring area shall stop and hold at all runway-holding positions unless otherwise authorized by the aerodrome control tower.”
  - 3.2.2.7.3: “An aircraft taxing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off.”

- ICAO Annex 14, Aerodromes:
  - 5.3.19.3 (Note 1): “A stop bar is switched on to indicate that traffic stop and switched off to indicate that traffic proceed.”

- ICAO Doc 4444, PANS ATM:
  - Definitions - Runway-holding position: “A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical or sensitive area at which taxing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower.”
  - 7.15.6 Taxiway lighting: “Note: Taxiway lighting includes such lights as edge lights, centre line lights, stop bars and clearance bars. Where required to provide taxi guidance, taxiway lighting shall be turned on in such order that a continuous indication of the taxi path is presented to taxing aircraft. Taxiway lighting or any portion thereof may be turned off when no longer needed.”
  - 7.15.7 Stop bars: “Stop bars shall be switched on to indicate that all traffic shall stop and switched off to indicate that traffic may proceed.”

- ICAO Doc 9870, Manual on the Prevention of Runway Incursions
  - Rec 4.3.2 (Aircraft Operators): “A requirement to obtain an explicit clearance to cross any runway should be included in the flight deck procedures. This includes runways not in use.”
  - Rec 4.3.5 (ANSP): “It should be ensured that ATC procedures contain a requirement to issue an explicit clearance including the runway designator when authorising a runway crossing or to hold short of any runway. This includes runways not in use.”
  - (Best Practice for Taxi) 6.3.1: “When a clearance to taxi to a point beyond a runway is received, it must include the authorization to cross that runway. A runway should never be crossed unless an explicit ATC clearance has been received.”
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SKYbrary – Safety Alerts
http://www.skybrary.aero/index.php/Portal:EUROCONTROL_Safety_Alerts

Overall safety management aspects
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Thank you very much for your attention and patience!