



ICAO

International Civil Aviation Organization
Asia and Pacific Office

Twentieth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/20)

(Bangkok, Thailand, 07-11 August 2023)

Agenda Item 5: Presentations – State / Industry / ICAO

RUNWAY EXCURSION DETAIL IMPLEMENTATION PLAN

(Presented by International Air Transport Association (IATA))

SUMMARY

The SEI A.I.5 to 9 were endorsed or approved by RASG-APAC/ 3, 4 and 5 from June 2013 to August 2016. The SEIs are intended to enhance Runway Safety (RS) and are focused on preventing Runway Excursions (RE).

Analysing about 10 years of data (2013-2022) on Runway Excursion (RE), a veer off or overrun from the runway surface, with 125 occurrences, is marked as the most frequent accident. Also, in last 10 years, RE is the third highest cause of fatal accidents with 8 accident occurrences, resulting in 88 fatalities. These accidents occur during take-off or on landing and involve many factors ranging from unstable approaches to the condition of the runway.

The persistence of RE accidents and serious incidents requires revising and updating recommendations and actions, with the aim of reducing the frequency and the rate of occurrences.

1. INTRODUCTION

1.1 Runway Excursion (RE) is a high-risk accident category (HRC). The risk of RE accidents depends on a number of factors involving different industry stakeholders, including operators, airports, aircraft manufacturers and air navigation service providers (ANSPs). Mitigating the risk of RE is best done cooperatively among the stakeholders. Examples of international collaboration are the *Global Action Plan for the Prevention of Runway Excursions (GAPPRE)* and the *Global Runway Safety Action Plan (GRSAP)*. Both documents provide recommendations and actions for all runway safety stakeholders, with the aim of reducing the frequency and the rate of runway excursions

1.2 Analysing about 10 years of data (2013-2022) on Runway Excursion (RE), a veer off or an overrun from the runway surface, is marked as the most frequent accident with 125 occurrences and the third cause of fatal accidents with 8 fatal accidents, resulting in 88 fatalities. These accidents occur while during take-off or on landing and involve many factors ranging from unstable approaches to the condition of the runway.

1.3 IATA has identified some recommendations and actions to reduce the risk of Runway Excursions to be discussed by APRAST.

2. DISCUSSION

2.1 Recommend the active contribution and participation in safety information sharing programs, and regional and local safety groups. This facilitates the free exchange of relevant runway safety information, including identified risks, safety trends and best practices.

- a) Regulations should be in place for the protection of safety information
- b) Regulations should encourage a positive safety culture
- c) Ensure Terms of reference for data sharing programs are clearly focused on safety objectives, and the protection of safety information and its sources
- d) Promote data sharing programs alignment with The Commercial Aviation Safety Team/ICAO Common Taxonomy Team (CICTT) standards to enable safety information sharing with other data sharing programs

2.2 Operators should clearly define stabilized approach, landing and go-around polices in their operations manual, in accordance with regulations requirements and manufacturers guidance.

2.3 The Airline Operators must improve the training to prevent RE accidents

- a) Operators should implement the consolidated threat and error management (TEM) principles where the pilot competencies represent the flight crew countermeasures. Those principles are compliant with ICAO provisions and industry best practices
- b) Operators should emphasize the proper use of stopping devices, especially when runway conditions are unfavourable
- c) Recommend a competency-based approach for pilot training sessions.

2.4 Industry Stakeholders to promote the use of proven technologies that can help reduce runway excursions and their consequences

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Note the information presented.
- b) Encourage APRAST and SEI Working Groups under APRAST to revise the existing SEI(s) to prevent RE accidents.
- c) Introduce, support, and develop actions which have the potential to reduce the regional aviation risk effectively and economically