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Runway Safety Programme – Global Runway Safety Action Plan

ICAO Secretariat



Second Global Runway Safety Symposium 2017



- Outcomes:
 - Provided a forum to exchange best practices in improving runway safety through innovative strategies, tools and technologies
 - Promoted improved runway safety worldwide through global, regional, national and airport local collaboration
 - Launched and supported the ICAO-led collaborative Runway Safety Programme – Global Runway Safety Action Plan, 1st Ed. 2017



Runway Safety Action Plan Working Group (RSAP-WG)

- Established in February 2017
- Comprised of experts nominated by Runway Safety Programme partners
- Objectives:
 - 1) Review runway related accident and serious incident data;
 - 2) Conduct a safety risk assessment of runway safety accident occurrence categories;
 - 3) Identify the runway safety risk priorities and high risk accident categories;
 - 4) Identify appropriate global mitigation actions; and
 - 5) **Develop a Global Runway Safety Action Plan.**



Recommendations

- Is Runway Safety still a global priority?
- If so, what category(ies)?

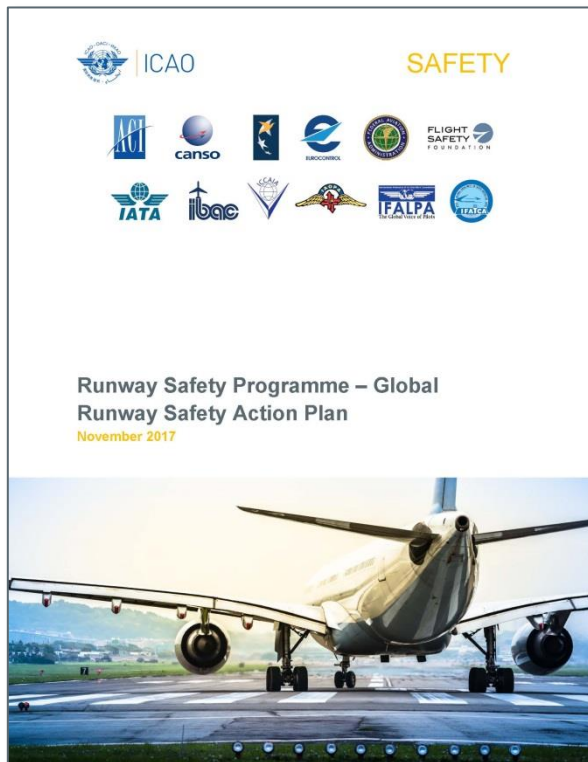
Yes

Runway Excursion

- Highest total risk weight
- Highest number of events
- Harmonized with international organizations (e.g IATA)

Runway Incursion

- High number of incidents
- 1 incident report per day
- High fatality risk



Global Runway Safety Action Plan

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Recommended Actions – State CAs and Industry

- **Collect** and **analyze data** and develop/implement **action plans**
- **Participate** in Aerodrome **RST activities**
- **Implement** Safety Management
- **Ensure** runway safety training is part of **initial and recurrent training** for relevant operational staff
- **The GRSAP Includes** recommendations for each stakeholder and each Runway Safety priority

Stakeholder	State Civil Aviation Authorities, Aircraft Operators, Air Navigation Service Providers, Aerodrome Operators, Aircraft Manufacturers	
Runway Safety Priority	Runway Excursions, Runway Incursions	
Actions	Action	Related Contributing Factor (if applicable)
	1. Ensure all infrastructure, radio telephony phraseology, practices and procedures relating to runway operations are in compliance with ICAO, Regional and State provisions.	Latent Conditions Regulatory Oversight
	2. Ensure that information is collected on all runway incidents/accidents and perform analysis and risk assessments to identify risks and contributing factors. These activities to be reviewed and conducted on a recurring basis to reassess risks.	
	3. Develop and implement action plans to mitigate identified risks and monitor the implementation/effectiveness of those action plans.	
	4. Actively participate in aerodrome local runway safety team (RST) activities. Note: Aerodrome Operators shall establish and lead RSTs. Not applicable to Aircraft Manufacturers.	
	5. Ensure that there is in place a mechanism of protection of information and non-punitive environment inside RSTs.	
	6. Implement the elements of Safety Management and ensure the implementation of Safety Management Systems is in accordance with the applicable ICAO provisions.	Latent Conditions Safety Management
	7. Make use of available resources such as the ICAO Safety Management Implementation Website and its safety management tools.	
	8. Ensure appropriate Safety Management training of staff and make use of available training such as the ICAO Safety Management Training Programme (SMTP).	
	9. Ensure runway safety training (e.g. runway excursion/incursion prevention) is part of initial and recurrent/refreshers training regimes for all relevant operational staff. Joint training sessions between different stakeholders groups (e.g. pilots and controllers) should be encouraged.	Latent Conditions Training
References	ICAO Annex 14 Vol I - Aerodromes ICAO Annex 19 – Safety Management ICAO PANS-Aerodromes (Doc 9981) ICAO Safety Management Manual (Doc 9859) ICAO Runway Safety Team Handbook Second Edition	

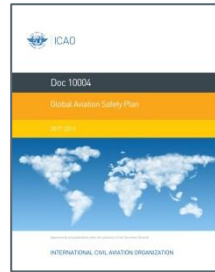
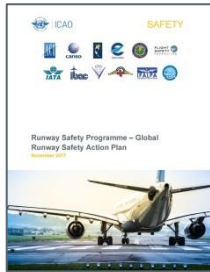
Recommended Actions – Runway Safety Programme Partners

- Continue to **collaborate** on the **monitoring** of runway safety related **data**, conduct **analysis** and **identify appropriate mitigations**
- Continue to **support** the establishment of **effective Airport RSTs** with RS Go-team missions
- Organize a **global** runway safety event at least every **six years**

Stakeholder	Runway Safety Programme Partners	
Runway Safety Priority	Runway Excursions, Runway Incursions	
Actions	Action	Related Contributing Factor (if applicable)
	<ol style="list-style-type: none"> Continue to convene Runway Safety Programme Partner meetings at least annually to coordinate and collaborate on global runway safety related activities. Continue to collaborate on the monitoring of runway safety related data, conduct analysis and identify appropriate mitigations. Promote runway safety best practices and conduct awareness campaigns as appropriate. Organize a global runway safety event at least every six years so long as runway safety continues to be identified as a global priority in the ICAO Global Aviation Safety Plan (GASP). Actively engage in RASG safety risk management activities related to runway safety. Continue to support the establishment of effective Airport Runway Safety Teams (RST) with RST Go-Team Missions. 	<p>General Actions</p> <p>Latent Conditions Regulatory Oversight</p>
References	ICAO PANS-Aerodromes (Doc 9981) ICAO Safety Management Manual (Doc 9859) ICAO Manual on the Prevention of Runway Incursions (Doc 9870) ICAO Runway Safety Team Handbook Second Edition Runway Safety IKit (www.icao.int/safety/RunwaySafety)	

What's Next?

- Promotion by the runway safety programme partners.
- RASGs to support regional implementation of the plan.
- The Runway Safety Programme to continue to monitor and analyze runway safety data which may result in enhancements and additional revisions.
- The recommendations will be reflected in the GASP 2020-2022 edition.



Proposed Action

Global Runway Safety Action Plan Implementation

That States and industry support the implementation at a regional and national level of the Global Runway Safety Action Plan in order to take measures to enhance runway safety using a multidisciplinary and collaborative approach; including the needed components and activities to reduce runway incursions and excursions, such as the implementation of RSTs.



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