



WORKING PAPER

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

- Agenda Item 7: Operational safety risks**
7.1: Facilitation of data-driven decision-making in support of safety intelligence to support safety risk management

AERODROME SAFETY

(Presented by Airports Council International (ACI))

EXECUTIVE SUMMARY

This paper presents the views of Airports Council International (ACI) on working papers relating to managing operational safety risks, and safety intelligence in support of the Global Aviation Safety Plan (GASP). It discusses airport-specific initiatives and implementation of operational improvements based on ICAO's strategic objectives.

Action: The Conference is invited to:

- a) note ACI initiatives; and
- b) agree to the recommendations in section 3 of this paper.

1. INTRODUCTION

1.1 This paper comments on the Secretariat working paper and notes progress in the following fields:

1.1.1 **Runway safety:** Both the current and proposed new edition of the *Global Aviation Safety Plan* (Doc 10004, GASP) identify runway safety as a major global safety priority. Runway safety is also critical from a capacity and efficiency perspective, since any non-availability of runways due to an incident or accident can have a serious impact on business continuity for the entire aviation community.

1.1.2 **Airports Council International (ACI) safety data:** ACI believes in a data-driven decision-making process to identify and manage safety risks. Hence, it is planned to collect safety data from member airports with the objective of helping them in their decision-making processes.

¹ English, Arabic, Chinese, French, Russian and Spanish versions provided by ACI.

1.1.3 **SMS implementation:** Since 2006, Annex 14 — *Aerodromes* Standards and Recommended Practices (SARPs) have required States to mandate airports used for international operations to implement a safety management system (SMS). Recognizing the importance of SMS implementation for aviation safety, ACI is fully engaged with ICAO in developing guidance and fostering the quality and coverage of SMS implementation at airports.

1.1.4 **Aerodrome certification:** is an effective way to ensure safe and efficient aerodrome operations, by confirming compliance with SARPs. ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) results reveal that many States still face significant challenges in this area. ACI supports the certification process (as well as SMS implementation) through its Airport Excellence (APEX) in Safety and Global training programmes.

1.1.5 **Emerging safety issues:** ACI urges States to include airport operators in the planning and development of national regulations and standards on emerging safety issues, for example, on how drones and remotely piloted aircraft systems (RPAS) can be integrated into the aviation system without negatively impacting the safety, security and efficiency of airport operations.

2. DISCUSSION

2.1 Runway safety

2.1.1 ACI supports ICAO's Global Runway Safety Action Plan and encourages the establishment of local runway safety teams (LRST) to address runway safety matters in a collaborative manner. The ACI Runway Safety Handbook provides a wide range of guidance material pertaining to runway safety adapted from best practices found in ACI member airports' operational safety procedures and tailored for implementation by airport operators.

2.1.2 ACI fully supports the ICAO global reporting format (GRF) for runway surface condition assessment and reporting, since accuracy and timeliness of assessment and reporting runway surface conditions will enhance runway safety. Aerodrome operators play a key role in this endeavour, hence, ACI will co-host with ICAO a global symposium on GRF from 26 to 28 March 2019. An online training module on GRF will be launched by ACI together with ICAO to facilitate training of aerodrome staff.

2.1.3 Runway safety is an important element in ACI's APEX in Safety Programme (AN-Conf/13-WP/186). The programme includes all aspects of runway safety, from conducting a gap analysis on runway related ICAO SARPS to facilitating airports to set up an LRST. The efficacy of an existing LRST is also evaluated and necessary guidance and best practices provided for improvements during the APEX missions. States may use this industry programme to strengthen their runway safety initiatives.

2.1.4 In addition to APEX actions, ACI is also working together with the Civil Air Navigation Services Organisation (CANSO) on a joint initiative to assess the efficiency of runway safety teams through a survey of air navigation services providers (ANSPs) and airport operators. This tool will help to highlight areas of risks and opportunities for improvement.

2.2 ACI safety data

2.2.1 ACI will launch a safety data collection programme to compile safety statistics for the airport industry. Safety data and safety information allows individual airport operators to identify hazards and supports safety performance activities at the airport level. At a global level, reliable safety data is

fundamental to identify trends, evaluate safety performance and assess risks, and for airports to have benchmark comparators.

2.2.2 The safety data collection programme for airports will comply with Annex 19 — *Safety Management*, Chapter 5 on “Safety data and Safety information collection, analysis, protection, sharing and exchange”, and Appendix 3 on “Principles for the protection of safety data, safety information and related sources”. This endeavour, as it matures will support ICAO in compiling airport safety data such as runway safety occurrences, wildlife strikes, etc.

2.3 SMS implementation

2.3.1 ACI is actively contributing in the collection of practical examples for the ICAO Safety Management Implementation (SMI) website. Several examples from airports are already available in the website. ACI believes that these examples will enable airports and others stakeholders to see what is being done by other organizations and adapt these practices to their own system.

2.3.2 The ACI Safety Management Systems Handbook is an action-orientated guide on SMS for aerodrome operators that includes a wide range of best practices. It is a summary of actions for airports to implement SMS as per ICAO Standards.

2.4 Aerodrome certification

2.4.1 Many airports are not able to obtain certification, for reasons that may include:

- a) lack of national civil aviation regulations to support certification;
- b) shortage of qualified staff in the aerodrome sections of civil aviation authorities; and
- c) unsureness whether airports that do not fully comply with Annex 14 Standards can be certified.

2.4.2 ACI is trying to address these three issues through the joint ACI/ICAO aerodrome-certification training programme and a new ACI/ICAO course on “Implementing Annex 14: Advanced Aerodrome Design and Operations (AADO)”, facilitating regulators and airport professionals to understand the nuances of the certification process. ACI is also fully engaged in assisting airports to obtain certification through the APEX in Safety programme.

2.5 Emerging safety issues

2.5.1 The rapid growth of the drone industry has increased the risk to aviation, especially when drones operate near airports. At the same time a vast range of possible uses (including some for airport operations) is being generated by this new industry with large economic potential. In view of this, ACI has published a policy paper on drones to ensure that useful drone operations are facilitated, without negative impact to the safety, security, efficiency or capacity of airport operations. This will also involve ANSPs. ACI believes in a risk-based approach as per the type of drone operations at or in the vicinity of the airport.

2.5.2 State authorities should lead enforcement activities on “nuisance” drone operations near airports. ACI requests ANSPs and State authorities to consult with airport operators about enforcement procedures.

2.5.3 State authorities should also lead enforcement activities against lasers directed at aircraft that can affect pilot vision with potentially serious consequences. ACI wants to draw the attention of States to work on appropriate deterrent measures.

3. **CONCLUSION**

3.1 The Conference is invited to:

- a) note the information provided on the ACI initiatives in supporting aerodrome safety and the ICAO GASP.
- b) recommend States to encourage their airport operators to:
 - 1) approach ACI for assistance through the APEX in Safety programme and to avail themselves of ACI's aerodrome safety training programme; and
 - 2) support ACI's safety data collection.

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