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# Updates on Global Runway Safety Action Plan (GRASP) and global initiatives

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## Presentation overview

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ICAO Runway Safety Programme

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# 1 ICAO Runway Safety Programme

Global Aviation Safety Plan (GASP) 2026-2028 Edition

Of the five Global High-Risk Categories of Occurrences, two are runway safety related:

- Controlled flight into terrain
- Loss of control in-flight
- Mid-air collision
- **Runway excursion (RE)**
- **Runway incursion (RI)**

Of the three other global risk categories of occurrences, one is runway safety related:

- **Abnormal runway contact (ARC)**
- System/ component failure of malfunction (non-powerplant)
- Turbulence encounter



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# 1 ICAO Runway Safety Programme

Assembly Resolution A37-6 (2010)

Urges States to take measures to enhance runway safety

- Runway excursion
- Runway incursion
- Other occurrences related to runway safety

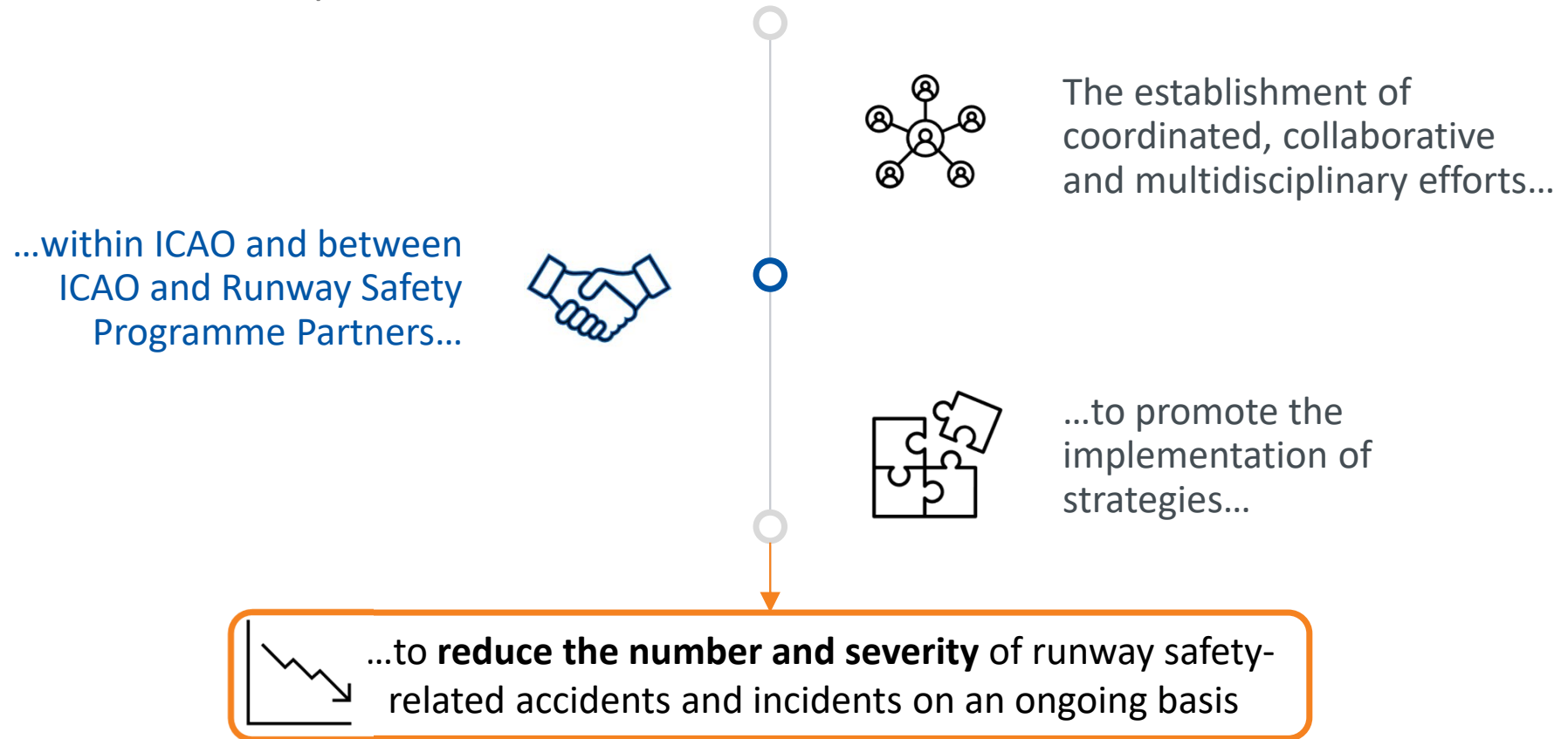
Establishment of runway safety programmes using a multidisciplinary approach

- Regulators
- Aircraft operators
- ANSP
- Aerodrome operators
- Aircraft manufacturers



# 1 ICAO Runway Safety Programme

Mandate and expected outcome



# 1 ICAO Runway Safety Programme



- ICAO manages the runway safety programme in collaboration with our runway safety partners and regional offices
- Website: <https://www.icao.int/global-runway-safety-action-plan>
- Contains the Global Runway Safety Action Plan and other guidance materials and information such as:
  - ICAO Runway Safety Team Handbook
  - Runway Safety Statistics
  - Runway Safety Events
  - Links to industry best practices

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# 1 ICAO Runway Safety Programme

Global Runway Safety Symposiums (GRSS)



- First GRSS held in May 2011, Montreal, Canada
  - Commitment by international organizations to work together to increase exchange of runway safety information, compile and promote proven solutions and endorse best practices
  - Encouraged the establishment of local runway safety teams with development of guidance (Runway Safety Team Handbook)
  - Urged the improvement of standardization and harmonization (e.g. communications, reporting of runway conditions)
  - Promoted the implementation of runway safety-related solutions
  - Commitment by RSP partners to deliver Regional Runway Safety Symposiums

# 1 ICAO Runway Safety Programme

## Global Runway Safety Symposiums (GRSS)



- Second GRSS held in Nov 2017, Lima, Peru
  - Provided a local 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 (GRSAP)
- There have also been ongoing efforts to hold various regional runway safety events in different ICAO regions



## 2 Global Runway Safety Action Plan

### Second Edition

- Reflecting new developments including GRF, dedicated chapter on runway safety in PANS-Aerodromes (Doc 9981), covering runway safety teams and runway safety action plans
- New recommended actions for various stakeholders
- Re-scoping runway safety-related events
  - Abnormal Runway Contact
  - Ground Collision
  - Runway Excursion
  - Runway Incursion
  - Loss of Control on the Ground
  - Collision with Obstacle(s)
  - Undershoot / Overshoot
- Data analysis identified RE and RI as global priorities for runway safety



Runway Safety Programme –  
Global Runway Safety Action Plan  
Second Edition, February 2024



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## 2 Global Runway Safety Action Plan

### Second Edition – Structure

- Top contributing factors for RE and RI
- Runway safety recommended actions and corresponding contributing factor (if applicable)
  - For ICAO, RSP partners, Regional Safety Oversight Organisations, Regional Aviation Safety Groups, State CAAs, Aircraft Operators, Air Navigation Service Providers, Aerodrome Operators, and Aerospace Industry



Runway Safety Programme –  
Global Runway Safety Action Plan  
Second Edition, February 2024



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## 2 Global Runway Safety Action Plan

Second Edition – Key Runway Safety Recommended Actions for State CAAs

- Overall
  - Ensure all infrastructure, radiotelephony phraseology, practices and procedures relating to runway operations are in compliance with ICAO, Regional and State provisions
  - Implement Safety Management principles in accordance with the applicable ICAO provisions
- Specific to Runway Incursions
  - Ensure that runway safety is included in regulatory safety oversight activities
  - Ensure the SSP includes concepts, actions and activities for the prevention of runway incursions
  - Seek support from RSOO or other competent organization, if needed

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## 2 Global Runway Safety Action Plan

Second Edition – Key Runway Safety Recommended Actions for State CAAs

- Specific to Runway Excursions
  - Ensure that runway safety is included in regulatory safety oversight activities
  - Ensure the SSP includes concepts, actions and activities for the prevention of runway excursions
  - Seek support from RSOO or other competent organization, if needed
  - Establish requirements for operators to define and apply:
    - Threat and Error Management (TEM) strategies for flight crew to prevent runway excursions, and SOPs, in accordance with regulations and manufacturers' guidance on take-off, landings and go-around, ensuring these incorporated into training
    - Policies and training that clearly define actions for Pilot Flying (PF) and Pilot Monitoring (PM), including interventions by PM
  - Ensure effective implementation of the ICAO GRF in accordance with ICAO Annex 14 Vol I

### 3 Runway safety at Assembly 42

#### Continued commitment to Runway Safety

- WP/17 on presented the Global Aviation Safety Plan (2026-2028 Edition) for endorsement
  - Runway excursions and incursions were identified as Global High-Risk Categories of Occurrences
  - Abnormal runway contact was identified as one of three other global risk categories of occurrences
- WP/23 by Council of ICAO highlighted, among others, runway safety as part of aviation safety and air navigation key initiatives and activities, and that ICAO will continue to work with runway safety partners on further initiatives in enhancing runway safety



### 3 Runway safety at Assembly 42

#### Continued commitment to Runway Safety

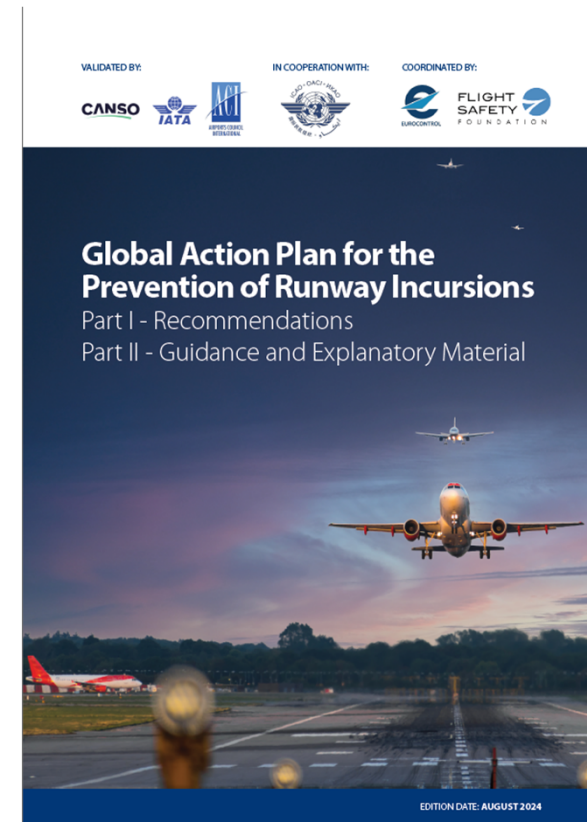
- Several WPs shared States' implementation of measures to improve runway safety:

WP	State	Title
WP/207 (IP)	India	Action for prevention of runway excursion: an identified global-high risk category of occurrences
WP/235 (IP)	Japan	Measures to prevent runway incursions in response to the accident at Haneda airport that occurred on 2 January 2024
WP/394 (IP)	Bolivia	Implementation of the regional guidance on the implementation of PBN procedures for visual runways



## 4 Other global initiatives

- Continued progress in improving runway safety, with the latest being amendments to ICAO Annex 14 Vol I addressing runway distance remaining signs (RDRS), applicable Nov 2025
- Industry-led development of best practices to complement the GRSAP, such as those contained in the Global Action Plan for the Prevention of Runway Incursions (GAPPRI)/ Excursions (GAPPRE) coordinated by the Flight Safety Foundation and EUROCONTROL. The documents provide agreed recommendations to aerodrome operators, ANSPs, aircraft operators, manufacturers, and regulators. The documents also contain guidance and explanatory material, and related best practices for the recommendations.



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## 5 What's next

- Runway Safety Programme Partners Planning and Coordination Meeting in Q1/2026
- Third Global Runway Safety Symposium tentatively scheduled for Q2/2027
  - Expected outcomes: This symposium will identify challenges for different stakeholders in addressing runway safety and promote the improved runway safety worldwide through the implementation of the Global Runway Safety Action Plan complemented by the Global Action Plan for the Prevention of Runway Incursions and the Global Action Plan for the Prevention of Runway Excursions, global collaboration and sharing of strategies and best practices



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## Takeaways

- Runway safety continues to be a challenge in aviation safety with RI and RE being identified as global high-risk categories of occurrences within the ICAO GASP
- ICAO manages a runway safety programme (RSP) in collaboration with our runway safety partners. The website (<https://www.icao.int/global-runway-safety-action-plan>) contains the Global Runway Safety Action Plan (2<sup>nd</sup> Edition) and other guidance materials such as the ICAO Runway Safety Team Handbook and links to industry best practices such as GAPPRI and GAPPRE.
- States and industry should refer to the recommended actions within these documents and implement them where possible
- Progress in this area is continuing, with the latest being amendments to Annex 14 Vol I addressing runway distance remaining signs (RDRS). There was also continued commitment to enhancing runway safety at Assembly 42.
- Further enhancements to the RSP are being planned. The partners meet in early 2026 and ICAO will hold the Third Global Runway Safety Symposium in Q2/2027.

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# Thank You

