



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY-SECOND MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/22)**
Bangkok, Thailand, 5-9 September 2011
**Agenda Item 3: Performance Framework for Regional Air Navigation Planning
and Implementation
3.1-AOP**
UPDATE ON THE ICAO RUNWAY SAFETY PROGRAMME

(Presented by Secretariat)

SUMMARY

This paper provides information on the ICAO Runway Safety Programme. The 37th Assembly Resolution 37-6 urged States to take initiatives to enhance runway safety through the establishment of runway safety programmes, to prevent and mitigate runway accidents and serious incidents. ICAO and its Runway Safety Programme Partners [ACI, CANSO, EASA, Euro Control, FAA, Flight Safety Foundation, IATA, IBAC, ICCAIA, IAOPA, IFALPA and IFATCA] have agreed and are now working together on a series of concrete measures to minimize the risks of Runway Incursions, Runway Excursions and other events linked to runway safety by establishing, promoting and enhancing multi disciplinary runway safety teams at individual airports. ICAO has established an ICAO Runway Safety Site at: <http://www2.icao.int/en/RunwaySafety/default.aspx>.

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

Global Plan Initiatives:

GPI-13 Aerodrome design and management

GPI-14 Runway operations

Action by APANPIRG/22 is at Para 3

1. INTRODUCTION

1.1 Airport runways are from where virtually every airplane flight, be it the largest commercial jet or the smallest private aircraft, begin and end their journey. An analysis of the data collected over the past few years reveals they are also one of aviation's most risk intensive areas of

concern. ICAO's dedicated focus on runway safety efforts began in 2002 with an education and awareness campaign that consisted of a series of seminars in ICAO Regions to disseminate information on the prevention of runway incursion (RI). This was followed in 2005 with the *ICAO Runway Safety Toolkit CD-ROM* and in 2007 with the *Manual on the Prevention of Runway Incursions (Doc 9870)*. As the frequency and severity of runway excursion became more apparent it was considered appropriate to address all runway safety issues in a comprehensive manner. The ICAO Runway Safety Programme has evolved to include the prevention and mitigation of RI, RE and other occurrences related to runway safety.

1.2 The 37th Assembly Session adopted Resolution 37-6 urging States to take initiatives to enhance runway safety through the establishment of runway safety programmes, to prevent and mitigate runway accidents and serious incidents. The text of A37-6 is reproduced below:

The Assembly:

1. *Urges States to take measures to enhance runway safety, including the establishment of runway safety programmes using multidisciplinary approach, that includes at least regulators, aircraft operators, air navigation service providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions, runway incursions and other occurrences related to runway safety;*
2. *Resolves that ICAO shall actively pursue runway safety using a multidisciplinary approach; and*
3. *Invites states to monitor runway safety events and related precursors as part of the safety data collection and processing system established under their SSP.*

Associated Practices:

- 1) *The runway safety programmes should be based on inter –organisational safety management including the creation of local runway safety teams that address prevention and mitigation of runway excursions, runway incursions and other occurrences related to runway safety;*
- 2) *The Council should further develop provisions to assist States in establishing runway safety programmes; and*
- 3) *States should be encouraged to participate in global and regional seminars and workshops to exchange safety information and best practices on runway safety.*

1.3 As a result of the recently concluded Global Runway Safety Symposium (Montreal, 24 to 26 May 2011) ICAO and its Runway Safety Programme Partners [ACI, CANSO, EASA, Euro Control, FAA, Flight Safety Foundation, IATA, IBAC, ICCAIA, IAOPA, IFALPA and IFATCA] are now working together on a series of concrete measures to minimize the risks of Runway Incursions, Runway Excursions and other events linked to runway safety by establishing, promoting and enhancing multi disciplinary runway safety teams at individual airports. ICAO has established an ICAO Runway Safety Site at: <http://www2.icao.int/en/RunwaySafety/default.aspx>.

1.4 A summary of the outcomes of the Global Runway Safety Symposium is placed at Attachment A to this paper. At this Symposium International Organizations agreed to partner with ICAO to improve runway safety outcomes, through the delivery of a series of Regional Runway Safety Seminars (RRSS) to promote best practices including the establishment of Runway Safety Teams. The proposed schedule for the RRSSs is placed at Attachment B to this paper.

2. ACTION BY THE MEETING

2.1 The meeting is invited to:

- a) note the outcomes of the Global Runway Safety Symposium as in Attachment A;
- b) urge States, who has not yet done so, to establish runway safety programme to prevent and mitigate runway related accidents and serious incidents; and
- c) urge States to nominate participants and contribute for the Regional Runway Safety Seminars proposed to be held in the Region.

ATTACHMENT A

Outcomes of the Global Runway Safety Symposium 24 to 26 May 2011

- One size does not fit all
 - Solutions need to account for local conditions yet be standardized and harmonized to ensure interoperability
 - Runway incursions and excursions are the main issues but other aspects such as Bird Strike, FOD should not be overlooked
- Collaborating at multiple levels
 - International organizations have committed to work together to compile and promote proven solutions and endorse best practices
 - Runway Safety Teams – should be established locally and hosted by the airports
- Improve Standardization / Harmonization
 - Develop guidance to define and launch Runway Safety Teams
 - Harmonize “Runway Safety” definitions, taxonomies and reporting of runway conditions and other safety indicators
 - Standardize and improve communication procedures
 - ICAO to ensure that Standards and Guidance material are fit for purpose
 - Implementation of ICAO Standards monitored through the Continuous Monitoring Approach
- Promote and encourage implementation of solutions, such as:
 - Training & collaboration
 - Runway & taxiway markings & signage
 - Runway End Safety Areas
 - PBN approach implementation
 - Arresting Systems
 - EFBs, on-board awareness and alerting systems
 - All partners have committed to increasing the exchange of runway safety information
- ICAO Dedicated Runway Safety page
 - Library of downloadable toolkits and documents
 - Contributions from partner organizations
 - Links to Skybrary and other runway safety partner sites
- Regional Runway Safety Seminars
 - All Runway Safety Programme Partners have committed to deliver Regional Runway Safety Seminars
 - RRSS events will result in action plans to create runway safety teams and provide support to those already in place
 - Progress will be monitored with updates provided to all partners through RASGs and other appropriate means
 - Reduction of risks will be monitored on a regular basis, with follow-up actions taken as required
 - Communication and outreach plans are being established.

ATTACHMENT B

Proposed Schedule for RRSSs

Proposed Date	Location	State Co-host	International Organization Co-host
*2011: 24 - 25 Oct	Miami	FAA	IFATCA
*2011: 11 – 12 Dec	Delhi	CAA, India	IATA / FSF
*2012: 08 Mar	Amsterdam	Eurocontrol	ATC Global / CANSO
2012: Apr/May	Middle East		CANSO
2012: Jul	South America		CANSO
2012: Aug	Philippines		AAPA / IATA
*2012: Oct/Nov	Cape Town		CANSO
2013: Mar	Western Africa		ACI
2013: Jun	Europe	Euro control	
2013: Aug	Asia Pacific		AAPA / IATA
2013: Sep	Europe	Euro control	IATA
2013: Nov	Asia Pacific		FSF