# APRAST 7

# Runway and Ground Safety Sub Group Status Report

**Seventh Meeting of the Asia Pacific Regional Aviation Safety Team**

→ Review status of each SEI under the approved RASG-APRAST Yearly Work Programme

**CFIT**
- CFIT 3 (Priority 1) – Precision-Like Approach Standard Operating Procedures
- CFIT 4 (Priority 2) – Flight Data Analysis
- CFIT 7 (Priority 3) – ALAR – Policies for ALAR
- CFIT 8 (Priority 3) – Minimum Safe Altitude Warning (MSAW)

**LOC**
- LOC 1 (Priority 1) – Use of Standard Operating Procedures
- LOC 2 (Priority 1) – Hazard Identification and Risk Management
- LOC 4 (Priority 1) – Flight Crew Proficiency
- LOC 5 (Priority 1) – Human Factors and Automation
- LOC 6 (Priority 2) – Upset Prevention and Recovery Training

**RS**
- RE 6 (Priority 1) – Timely and Accurate Notification about Runway Conditions by AIS and ATS
- RE 7 (Priority 2) – Providing guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective
- RS 1 (Priority 1) – Runway Safety Checklist

# ✈ Review status of each SEI under the approved RASG-APRAST Yearly Work Programme

**RE7** – Guidance material and training program for runway pavement, maint and operations from aerodrome operator's perspective
Completed by ACI
Recommend: Close and remove from work program


**RS1** – Runway Safety Checklist (CANSO)
Complete.
Recommend close and remove from work program

# ✈ Review status of each SEI under the approved RASG-APRAST Yearly Work Programme

**RE6** – Timely and accurate notification about runway conditions by AIS and ATS
Completed by AAI.
Remove from Yearly Work Programme

**However**
Changes to ICAO documents already means book is not current any more
**Recommend**
- Book removed from circulation
- SEI-WG develop process to ensure currency of products is maintained.

→ Review master registry of SEIs and follow-up the priority SEIs not under the approved RASG-APRAST Yearly Work Programme

| |
|---|
| **CFIT** |
| • CFIT 2 (Priority 1) – Standing Operating Procedures (combined with LOC 1) |
| **LOC** |
| NIL |
| **RS** |
| • RI 3 (Priority 1) – Enhanced Surface Marking and Lighting |

RI 3
Discussed later

# RGS-SG SEI

| RE1 | Causal factors associated with pilot decision to not go-around | FSF/IFALPA | FSF to provide results of survey at APRAST/8 |
|---|---|---|---|
| RE3 | Guidance materials and training materials for RST | ACI | Incorporated in RE 7 Complete |
| RE5 | Monitor implementation of RESA. Publish guidance to air operators on non RESA equipped airports and guidance on risk assessment on the airfield environment | Champion IATA/IFALPA | On Registry of Emerging Issues. IFALPA suggest scope change to include RESA/Arrestor systems. IFALPA to Discuss at APRAST/8 |
| RI 1 | Runway Incursion Training for ATC | | Combined with RI6 |
| RI2 | RI SOP and Pilot Training | Bangladesh | MAC, DIP and W/P Presented to APRAST/7 for progression to RASG |

# RGS-SG SEI

| RI3 | Enhanced Surface Marking and Lighting | APAC Office | Follow up by ACI/CANSO Discussed at APRAST/7. Propose close |
|-----|----------------------------------------|-------------|-----------------------------------------------------------|
| RI5 | Scenario based training for pilots (Wrong Runways) | | Emerging issues register Request FAA present on CAST Runway Safety SE at APRAST/8, including wrong runway. RGS-SG to then determine future for RI5 and RI6 |
| RI6 | Scenario based training for ATC) (including RI1) | | |

**Actions from APRAST/6**

**Decision APRAST 6/18- (RI2)** The DIP and MAC on RI prevention and pilot training be submitted to APRAST/7 for review with the aim of seeking approval at RASG-APAC/5

# APRAST 5/17 - SEI RI/2 (Runway Incursion Prevention and Pilot Training).

- Background

  - Bangladesh Champion in absence of COSCAP CTA.

  - Action was to develop the DIP, but we have also developed Draft Model AC

  - General comments

    - Provide **general** guidance to States/organisations

    - **Highlight** areas of guidance/training/tools already available.

- Already endorsed by RGS-SG at APRAST/6 and 7

## Actions from APRAST/6

## Decision APRAST 6/20- Enhanced Surface Marking and Lighting.

Background
**RI 3**: Enhanced Surface Marking and Lighting (**ICAO RO / IATA / IFALPA / ACI**)

Lack of runway markings could represent major runway incursion risk factors. The APRAST WG will conduct a survey to identify airports that do not meet current ICAO requirements and monitor implementation status of markings and signs.
Risk assessment will be undertaken to determine priority locations and a weighting will be applied to determine improvements based on cost benefit.
Airlines will be surveyed to determine those locations of most concern with regard to signage and markings.

ICAO Survey completed (APRAST2)
        Only 12 States responded

## Actions from APRAST/6

**Decision APRAST 6/20-** Enhanced Surface Marking and Lighting.  The following actions are being planned:

- *Monitoring*
  - *Onsite checking with APEX*.   ACI will do the relevant checking during APEX missions. All but one* of the relevant SARPs on enhanced surface marking and lighting are already in the ACI APEX checklist.
  - *Survey*.  ACI will consider conducting a survey amongst its members to monitor the implementation of these SARPs.
- *Promotion*
  - Newsletter.  ACI will use its quarterly membership newsletter to promote these SARPs to the some 400 airports in Asia-Pacific.
  - Workshops.  ICAO workshop on markings and lighting (BKK 6 to 8 July 15). ACI suggested participants reminded of the relevant SARPs at seminar.  ACI promoted the workshop with its biweekly newsletter.

# Runway and Ground Safety Sub Group

**RI 3**

The monitoring of implementation of ICAO Standards is a compliance issue and should be handled under existing regulator/ICAO audit functions.

APRAST has assisted in promotion of the requirements but the SEI is not in purview of APRAST

**Recommend**

That APRAST close SEI RI3

**RI 5**: Scenario based training for pilots (Emerging Issues Register)

This safety enhancement will reduce Wrong Runway Departures by substantially reducing or eliminating the risk of wrong runway operations through the incorporation of wrong runway operations training into flight crew qualification, approved training, and other pilot training programs.  This training will increase the pilot's ability to recognize and avoid situations leading to wrong runway departures.

**Recommendation**
- Leave on Emerging Issues Register
- Request FAA present at APRAST/8 on all Runway Safety SE, including any relating to wrong runway operations
- RGS-SG to determine proposed next steps after FAA presentation

**RI 6**: Scenario based training for ATC (Emerging Issues Register)

This safety enhancement will reduce Wrong Runway Departures by providing scenario-based training for controllers highlighting the contributing factors that have led to wrong runway departures. The training would focus on operations in complex airports, airport geometry, communications, taxi/ departure clearances, understanding and managing fatigue and time pressures. Nb. This SEI includes SEI RI1 - RI training for ATC

**Recommendation**
- Leave on Emerging Issues Register
- Request FAA present at APRAST/8 on all Runway Safety SE, including any relating to wrong runway operations
- RGS-SG to determine proposed next steps after FAA presentation

**RE 1**:

Identify the probable causal factors associated with pilot decisions not to go around when a go around is appropriate.

This will inform the next body of work to determine actions to address the causes.

**Update**
FSF survey complete.
Report being analysed by FSF and developed into appropriate document for use by 'aviation people'
**Action**
IFALPA/FSF provide update at APRAST/8

# RS-SG – Other SEI to Update

**RE 2:** Training for Pilots and ATC to avoid unstable approaches (**CANSO**)
**RE 3**: On Guidance and training for RST (**ACI**)

Action

      RE 2: Completed (to be closed)
      RE 3: Previously incorporated in RE7 (around APRAST/2)
      RE7 closed. Included RST guidance
      Therefore RE3 closed

Recommendation: That APRAST close RE/2 and RE/3

**RE 5**: Monitor implementation of RESA (Emerging Issues Register. Champions are **IATA / IFALPA**)

Discussion:
ICAO regional office will carry out a survey to collect data on implementation status by APAC states and ii) Airport as part of their safety enhancement program implement the runway end safety area. IFALPA recommend that the scope be increased to 'RESA/Arrestor systems'.

Recommendation:
That the scope of RE5 be amended to include arrestor systems
That RE5 remains on the Emerging Issues Register
That IFALPA provide an update at APRAST/8 to enable discussion on next steps

**Regional Priorities and targets**
**Workshops and seminar to promote runway safety at least yearly**

- ICAO Visual Aids Workshop (BKK July 15) is related to runway safety
- Consider including runway safety workshop as part of APRAST 8 or 9
    - Implementing a RST (as part of Go-Team implementation)
    - Focus on specific element of RS (eg. Excursions)
    - Wildlife management workshop would also be relevant

**Propose items to be included in the 2015/2016 RASG-APAC Work Programmes**

Nil specific at this time

Pending presentations from FAA (CAST SE), FSF survey results, SRP data on runway occurrences, or IFALPA feedback on RESA/Arrestor systems several SEI could be progressed.

# Other topics

- **Identify items (SEIs) to be submitted to RASG-APAC/5 (Oct 2015) for approval**

- RI2

- **Develop working papers for RASG-APAC/5 for approval of the SEIs and other initiatives**

- Nil

# Other topics

➤ Any other topics or discussion

    ➤ Use of runway lights during daytime to assist ground movements identify active runway (leader CAAB)

    ➤ Use of aerodrome by aircraft of higher category than permissible in ICAO categories but IAW FAA guidelines. Includes differences in ICAO and FAA category requirements (leader CAAP)

        ➤ Eg. A380 distance requirement from rwy to taxiway

➤ Both topics to be discussed out of session by RGS-SG via email to determine whether or not SEI is required (at APRAST/8)

➤ ???ICAO – is there an ICAO Runway Excursion manual being developed?

# Thank you.

# Questions?