



International Civil Aviation Organization

**Aerodrome Operational Planning
Sub-Group (AOP SG)**

**Eighth Meeting
(Cairo, 13 - 15 February 2012)**

**Agenda Item 6: Enhancement of Runway Operation Safety and Efficiency at MID
Aerodromes**

**REVIEW AND UPDATE THE STATUS OF IMPLEMENTATION OF RUNWAY
OPERATION SAFETY AND EFFICIENCY REQUIREMENTS AT THE AERODROMES**

(Presented by the Secretariat)

SUMMARY

This working paper presents actions for development and/or follow-up the implementation of national runway safety programmes at MID States as part of State plans to enhance safety and efficiency of runway operations at aerodromes.

Action by the meeting is at paragraph 3.

REFERENCES

- Annex 14 – Volume I
- AOP SG/7 Report
- ICAO Manual Doc 9476- SMGCS
- ICAO Manual Doc 9774
- ICAO Manual Doc 9870 - Prevention of Runway Incursions
- MIDANPIRG/12 Report

1. INTRODUCTION

1.1 It is recognized that Runway Safety is a collective responsibility. This responsibility extends to Organizations (aerodrome operators, the air navigation' service provider, and the aircraft operator) as well as to individuals (e.g. controller, pilot, vehicle operator). While there are several incidents due to runway incursions and excursions that may have catastrophic consequences, these events continue to happen and airport authorities need to maintain their efforts to reduce the incidence. A wide range of factors contribute to runway incursions, including less-than-perfect aerodrome design, technology, procedures, training, regulations and human error.

1.2 According to the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444). Runway incursion is defined as: “Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.”

1.3 There are several types of runway incursions and these may include:

- Air Traffic Services Deviations: situation that occur where Air Traffic Services (ATS) are being provided, and where a preliminary investigation indicates that safety may have been jeopardized, less than minimum separation may have existed, or both.
- Pilot Deviations: situation that occur where the actions of a pilot result in noncompliance with an ATC Instruction/Clearance, or Violation of National or International Regulations.
- Vehicle or Pedestrian Deviations: situations that occur where a vehicle operator, a non-pilot operator of an aircraft, or pedestrian proceeds without authorization onto protected area of a surface designated for landing or taking off.

2. DISCUSSION

2.1 The meeting may wish to recall that MIDANPIRG/12 Meeting recognized that Annex 14 Volume I, contains requirements pertaining to runway safety and efficiency (minimum separation distances, visual aids, RESA, periodic measurements of the friction characteristics of a runway surface, establishment and implementation of a pavement and visual aids maintenance programme, etc..) and reiterated ICAO requirements for reporting accident/incidents with regard to aviation safety.

2.2 The meeting may wish also to recall that MIDANPIRG/12 ~~meeting~~ Meeting was apprised with ICAO Guidance material in “Manual for Preventing Runway Incursion” - Doc 9870 (First Edition – 2007) and “Runway Incursion Severity Classification (RISC) Calculator – ICAO version” and “ICAO Runway Safety Tool Kit” for Runway Incursion Prevention. Information on a “Runway Safety Toolkit” including runway incursion and excursion prevention that have been developed jointly by IATA and the Flight Safety Foundation (FSF), was also exchanged.

2.3 The meeting may wish to recall Conclusion 12/7 of MIDANPIRG/12 Meeting on the need for Runway Safety Seminar.

CONCLUSION 12/7: RUNWAY SAFETY

That,

- a) *ICAO to consider organizing a Seminar/Workshop on Runway Safety during the year 2011, with focus on runway excursion prevention measures; and*
- b) *MID States be encouraged to host the Seminar/Workshop.*

2.4 ICAO, in partnership with IATA, is organizing a Regional Runway Safety Seminar (RRSS) for the Middle East Region. The Seminar is scheduled to be held on 14-16 May 2012 in Amman, Jordan.

3. ACTION BY THE MEETING

3.1 The AOP SG/8 is invited to:

- a) note the information provided on this working paper;
- b) explore ways and means to enhance Runway Safety and Efficiency at MID Aerodromes; and
- c) urge States to attend and actively participate in the planned ICAO/IATA Regional Runway Safety Seminar (RRSS) on 14-16 May 2012 in Amman, Jordan.

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