



International Civil Aviation Organization

Aerodrome Safety & Planning Implementation Group

First Meeting (ASPIG/1)
(Cairo, Egypt, 19-21 November 2019)

Agenda Item 5: Implementation of Aerodrome Safety priorities and objectives

PROGRESS ON RUNWAY SAFETY IMPLEMENTATION

(Presented by the Secretariat)

SUMMARY

This paper presents the need to update on the Runway Safety Teams Implementation at Airport in the MID Region

Action by the meeting is at paragraph 3.

REFERENCES

- Runway Safety Methodology
- ICAO Runway Safety Handbook
- Global Runway Safety Action Plan

1. INTRODUCTION

1.1 ICAO Assembly Resolution A37-6 on Runway Safety urged States to take measures to enhance Runway Safety including the establishment of Runway Safety Programmes using Multidisciplinary approach that include 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. DISCUSSION

2.1 Runway safety-related accidents continue to represent the most significant source of aviation accidents worldwide and remain aviation's number one safety risk category. Over the past eight years, about half of all aviation accidents reported to ICAO were runway safety related. Of those runway-related accidents, 35 percent were the result of a runway excursion, which occurs when an aircraft veers off or overruns the runway.

2.2 Landing and take-off are the most critical phases of flight. The Runway is the area where landing and departing aircrafts may be exposed to severe risks such as runway excursion or incursion with other taxing aircrafts, ground vehicles and personnel. With the speed of landing/departing aircraft and limited ability to manoeuvre to avoid potential safety hazard, runway excursions/incursions become a serious safety threat to aviation. Therefore, a sustainable strategy should be adopted to mitigate runway risks.

2.3 With regards to runway safety and in particular, runway excursions and incursions, the [Global Runway Safety Action Plan](#), which was recently launched at the [Second Global Runway Safety Symposium](#), provides recommended actions for all runway safety stakeholders, with the aim of reducing the global rate of runway excursions and runway incursions. The Global Runway Safety Action Plan (GRSAP) was developed in collaboration with the Runway Safety Programme Partners and is linked to the ICAO Global Aviation Safety Plan.

2.4 The GRSAP will guide the integrated activities of States, Airports, Airlines, Air Navigation Service Providers and Manufacturers to implement runway safety improvement and risk reduction measures, with an overall objective of reducing runway safety related fatalities and accidents globally.

2.5 The GRSAP targets and timelines have been developed to support the runway safety targets already established under ICAO's Global Aviation Safety Plan (GASP), which is looked to by aviation safety specialists all over the world as a high-level strategic tool to help align international actions and initiatives and avoid duplication of efforts.

2.6 With this regards, the meeting may wish to recognize the importance of establishing runway safety teams at airports to improve safety and urge States to establish runway safety teams and submit a Runway Safety Implementation Plan as at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States to refer to the GRASP to:
 - i. establish runway safety teams comprising all concerned stakeholders at their Aerodromes;
 - ii. establish a runway safety programme to address the issues related to Aerodrome and Air Traffic Management; and
 - iii. incorporate safety compliance with ICAO SARPs at the initial airport design stage; and
- b) review and agree to the following Draft Conclusion:

Why	to implement RST at aerodromes in support of Assembly Resolution A37-6
What	Submit to ICO MID Office an RST Implementation Plan
Who	States
When	January, 2020

DRAFT CONCLUSION I/XX: RUNWAY SAFETY TEAM IMPLEMENTATION PLAN

*That, a Runway Safety Team Implementation Plan, as presented at **Appendix A**, be submitted by the States to the ICAO MID Office.*



PART C									
State	Aerodrome Name included in AOP Table 1-1 of the MID ANP / ICAO Reference Code	Certified (Yes/NO)	Aerodrome Traffic Density (*)			GRF Deployed (Yes/NO)	RST Implemented (Date)	RST Registered on ICAO Data Base (**)	RST planned to be Implemented (Date)
			Light	Medium	Heavy				

Legend:

***: Aerodrome Traffic Density**

- a) *Light. The number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements.*
- b) *Medium. The number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements.*
- c) *Heavy. The number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements.*

Note 1. *The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.*

Note 2. *Either a take-off or a landing constitutes a movement.*

****:** *RST Registered on ICAO Data Base*

To register the Aerodrome RST, please fill the RST Survey at this [link](#).