ASSEMBLY — 37TH SESSION

**REPORT OF THE TECHNICAL COMMISSION
ON
AGENDA ITEM 30**

(Presented by the Chairman of the Technical Commission)

The attached report on Agenda Item 30 has been approved by the Technical Commission. Resolution 30/1 is recommended for adoption by the Plenary.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.

(4 pages)

Agenda Item   30:   Runway safety

30.1   The Commission reviewed A37-WP/68, presented by Council, on the issue of runway safety. The paper provided statistics on runway safety-related events and highlighted that these consistently constituted the largest accident category reported to ICAO through the Accident and Incident Data Reporting (ADREP) system. The paper underscored that the trend data for both runway excursion and incursion incidents indicate that there has been no substantial global improvement in the past fourteen years and that runway safety remains a serious safety issue.

30.2   The paper outlined the ICAO Runway Safety Programme which offers a comprehensive, multidisciplinary and holistic approach in the prevention and mitigation of runway excursion, incursion and other occurrences related to runway safety. A global runway safety symposium is planned by ICAO, in collaboration with international partners and stakeholders, for 2011.

30.3   Information papers were provided by Canada (A37-WP/139, Revision No. 1) and the Airports Council International (ACI) (A37-WP/313).

30.4   In view of the discussion, the Commission submits, for adoption by the Plenary, the following resolution:

Resolution 30/1:   Runway safety

                 Whereas runway accidents constitute a large portion of all accidents and have resulted in a great number of fatalities;

                 Whereas runway excursions are the highest single occurrence category of all accidents over the last ten years for all commercial and general aviation operations of fixed-wing aircraft above 5 700 kg certified maximum take-off mass;

                 Whereas there are several areas of technological development underway in the aviation industry that show great promise in the prevention and mitigation of runway accidents and serious incidents;

                 The Assembly:

                 1.   *Urges* States to take measures to enhance runway safety, including the establishment of runway safety programmes using a multidisciplinary approach, that include at least regulators, aircraft operators, air navigation services providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions, runway incursions and other occurrences related to runway safety; and

                 2.   *Resolves* that ICAO shall actively pursue runway safety using a multidisciplinary approach.

                 3.   *Invites* States to monitor runway safety events and related precursors as part of the safety data collection and processing system established under their State Safety Programmes.

Associated Practices

1.   The runway safety programmes should be based on inter-organizational 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.

3.   States should be encouraged to participate in global and regional seminars and workshops to exchange safety information and best practices on runway safety.

30.5   The Commission reviewed A37-WP/82, presented by Belgium on behalf of the European Union and its Member States and by the other States Members of the European Civil Aviation Conference, and by EUROCONTROL, which emphasized the need for ICAO to lead an effective and global response to safety risks to civil aviation arising from runway incursion and excursion events. States should communicate to ICAO, for wide dissemination, all safety recommendations of global interest as a result of runway-related accidents and serious incidents, as part of their State Safety Programmes (SSP), as well as the USOAP continuous monitoring approach (CMA).

30.6   The paper warmly welcomed and supported the ICAO initiative to develop a *Procedures for Air Navigation Services (PANS) – Aerodromes* and requested ICAO to consider extending the scope of Appendix P to Resolution A36-13 to cover aerodrome operations, giving priority to runway safety issues. The paper also stressed the need for ICAO to ensure mutual consistency among the Annexes regarding runway safety matters, notably with regard to the semantics used for contaminated runways, and to ensure coordinated development of requirements, including from an inter-organizational perspective, for runway safety technologies in order to ensure a globally consistent service to aerodrome users, interoperability and to avoid duplication of effort.

30.7   The Commission noted that, stemming from the Accident Investigation and Prevention (AIG) Divisional Meeting in 2008 (AIG/08), ICAO had been working on a definition for "Safety Recommendations of Global Concern" that would eventually be made available to the public on the ICAO Flight Safety Information Exchange (FSIX) website.

30.8   With regard to the need to ensure a coordinated development of requirements for runway safety technologies, giving due regard for a globally consistent service to aerodrome users, interoperability and avoiding duplication of efforts, ICAO would be embarking on a new task on the reduction of runway incursions with technological solutions.

30.9   With regard to the proposal to extend the scope of Appendix P of Resolution A36-13, the Commission agreed to submit, for adoption by the Plenary and consolidation with other resolutions under Agenda Item 44, the amended Resolution A36-13, Appendix P, as presented in A37-WP/366.

30.10   A37-WP/191, presented by Belgium on behalf of the European Union and its Member States and by the other States Members of the European Civil Aviation Conference, and by EUROCONTROL, stressed the importance of recognizing foreign object debris (FOD) as a potential source of safety and economic risk in airport operations. The paper called for a globally agreed definition and taxonomy for FOD as the basis for improved safety management and its integration into airport safety management systems. In this regard, the paper called upon ICAO to take the lead, in concert with Member States and interested organizations, drawing on the work undertaken in Europe.

30.11   The Commission noted that ICAO was in the process of undertaking a task of developing guidance material for FOD detection systems. In this context, the Commission agreed that ICAO consider the additional request in A37-WP/191 as part of its ongoing work. If this involved financial implications, the Commission requested the Council to make a final decision as part of its regular review of the Business Plan.

30.12   The Commission noted the request in A37-WP/156, presented by the Republic of Korea, which encouraged ICAO to consider the inclusion of the "rapid exit taxiway indicator markings" to Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* for global implementation. The Commission agreed that this be referred to the Council for further study, taking into account the financial implications.

30.13   In A37-WP/162, presented by Colombia, the Commission noted the need for States to reduce the operational costs and improve the availability of rescue and fire fighting services at aerodromes, without endangering safety, by introducing effective fire-fighting technologies, adopting best practices and methodologies and applying technological developments in the rescue services sector. In order to assist States in this regard, A37-WP/162 called upon ICAO to update the guidance in *Airport Services Manual*, Part 1 — *Rescue and Fire Fighting* (Doc 9137). The Commission agreed that this be referred to the Council, taking into account the financial implications.

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