



Network Manager
nominated by
the European Commission

EUROCONTROL Runway Incursion Data

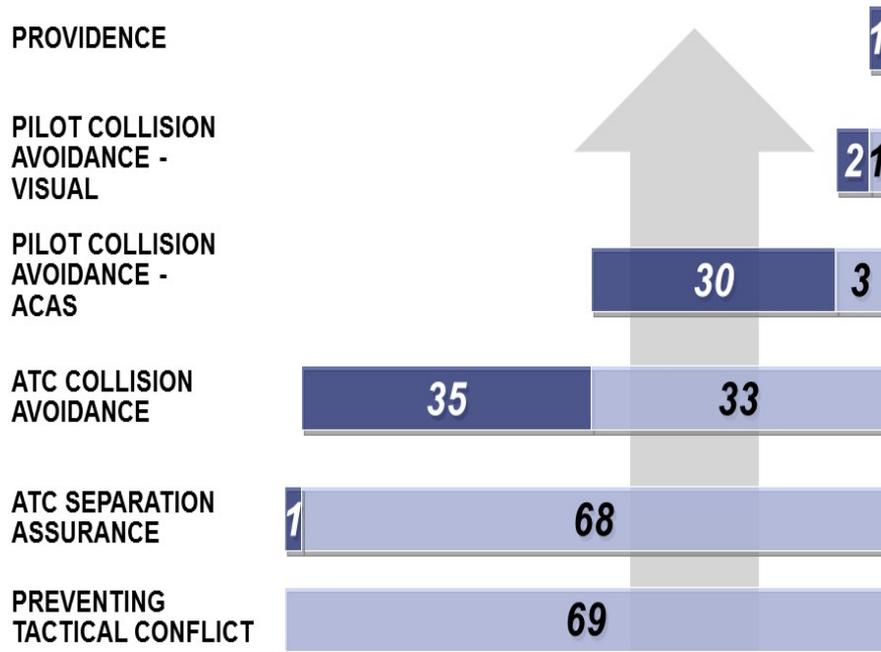
2017 ICAO GRSS, Lima, Peru

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Operational Safety Coordinator
November 2017

From 2017 Top 5 Prioritisation Study

Where do you think we are better protected – in the air or on the ground?

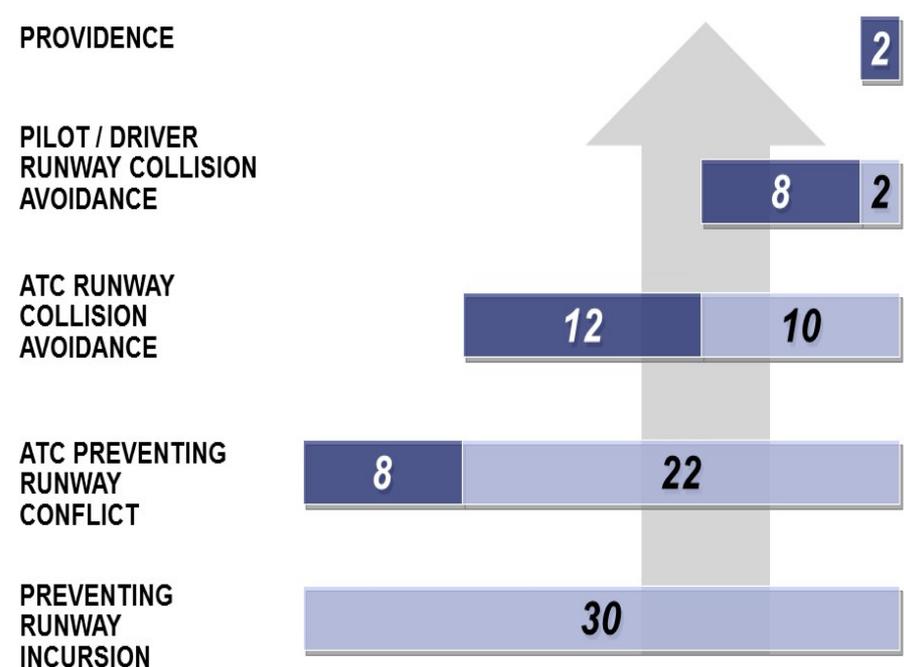
How many times a barrier failed and worked?
Separation minima infringement en-route



50% sample of all As and Bs

WORKED OR NOT NEEDED  FAILED 

How many times a barrier failed and worked?
Runway Incursion



30% sample of all As and Bs

WORKED OR NOT NEEDED  FAILED 

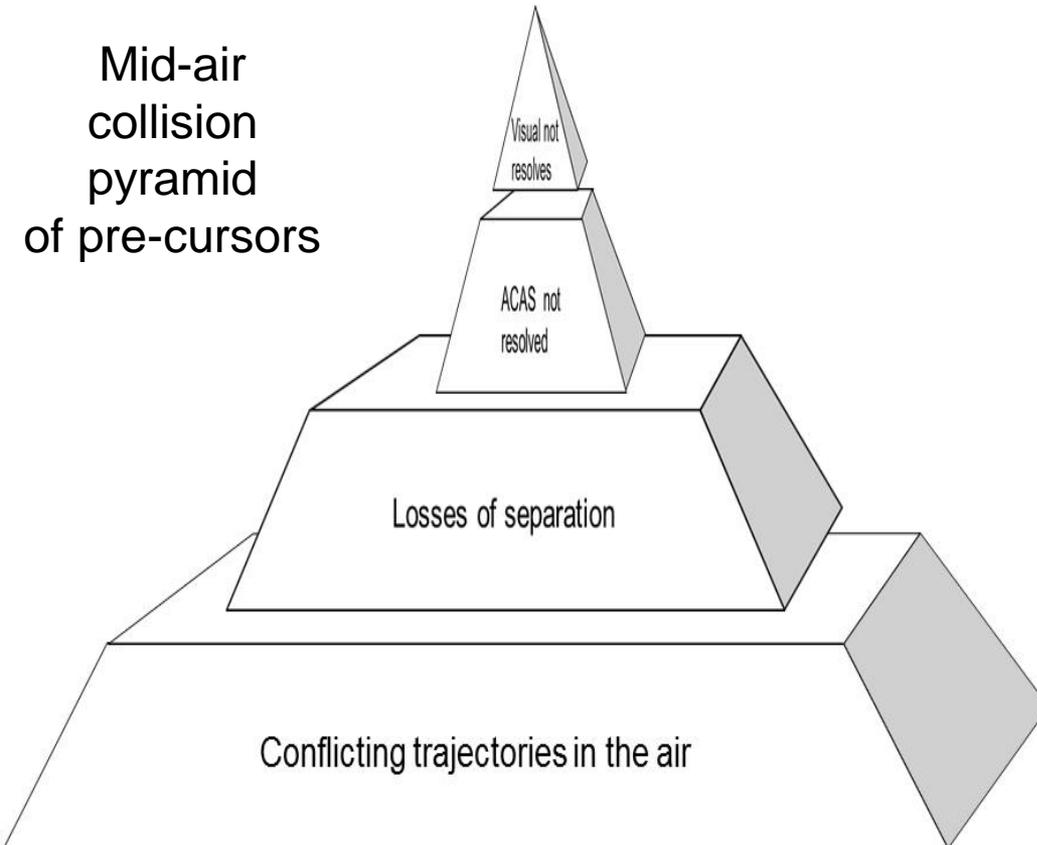
From 2017 Top 5 Prioritisation Study



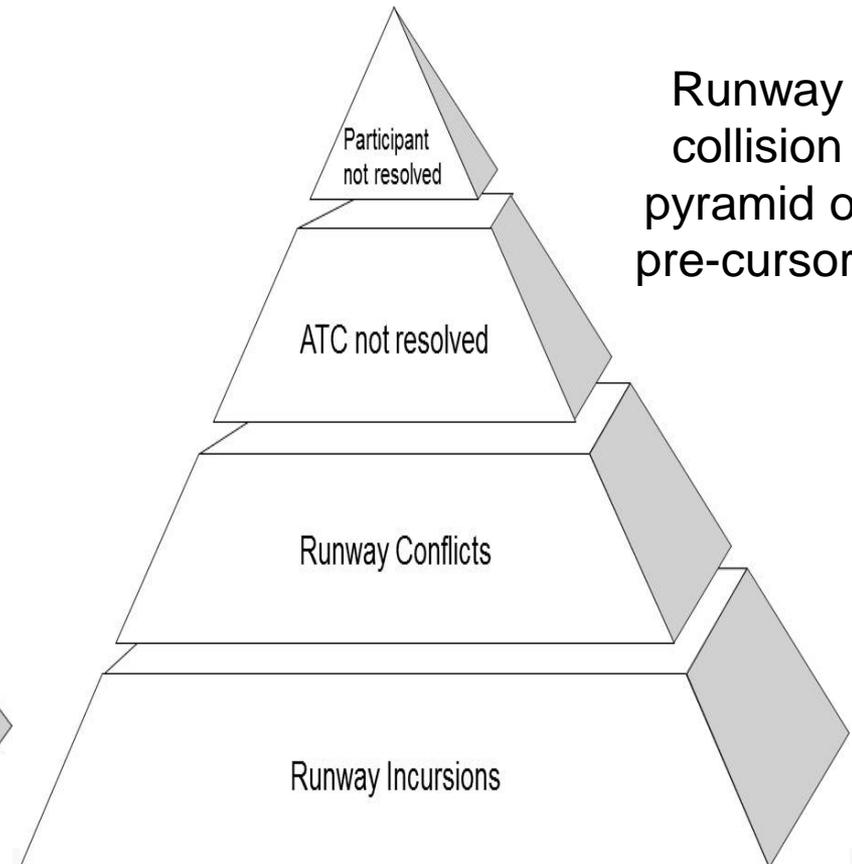
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Where do you think we are better protected – in the air or on the ground?

Mid-air
collision
pyramid
of pre-cursors



Runway
collision
pyramid of
pre-cursors



Two dedicated studies in 2017



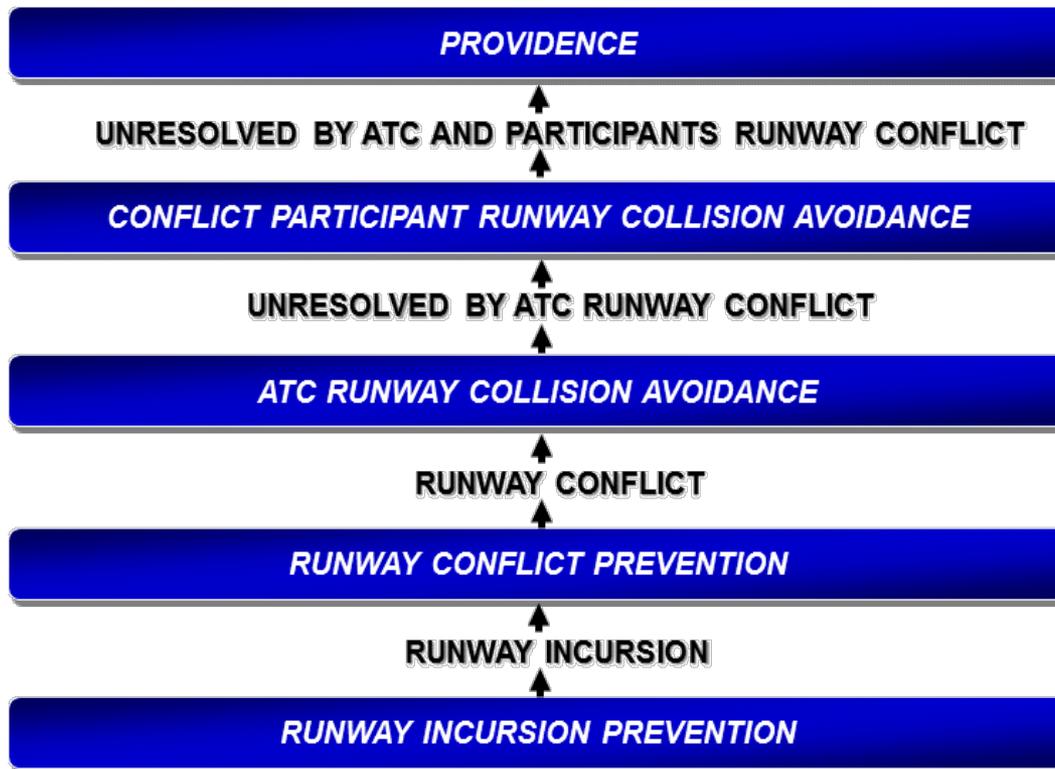
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As part of European Action Plan for The Prevention of Runway Incursion (EAPPRI) Review

- European incidents - 2013, 2014 and 2015
- Global events from 2006 to 2016

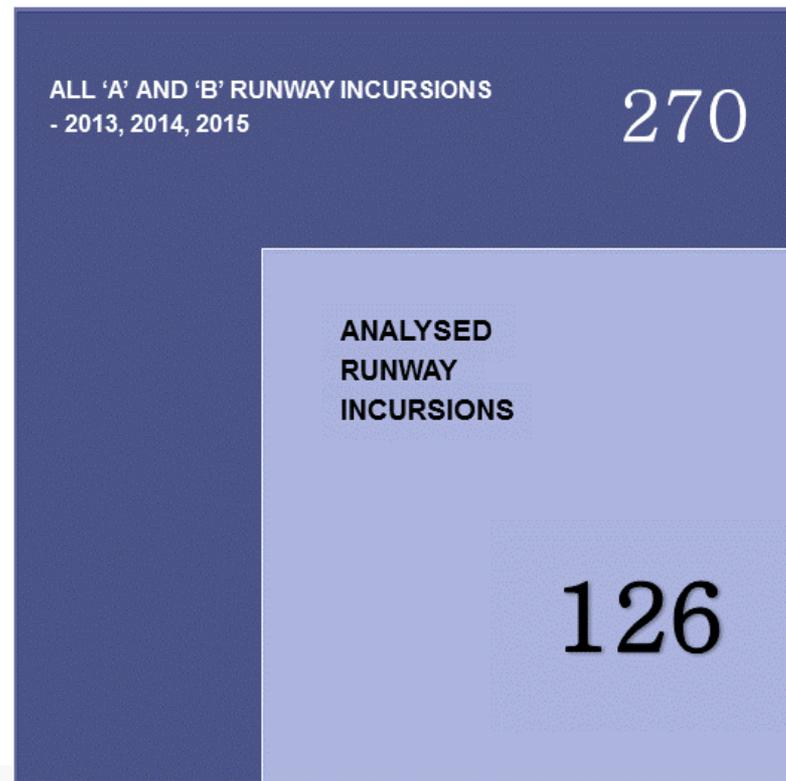
Safety Functions Map (SAFMAP) Process Network Manager nominated by the European Commission

Barrier model and analysis of what failed (Safety I) and the resilient barriers that stopped the event (Safety II). More than 100 barriers.



European Incidents Study

126 runway incursion incidents data sample for 2013, 2014 and 2015 - 47% from all 270 A and B severity runway incursion incidents that occurred in the period



European Incidents Study



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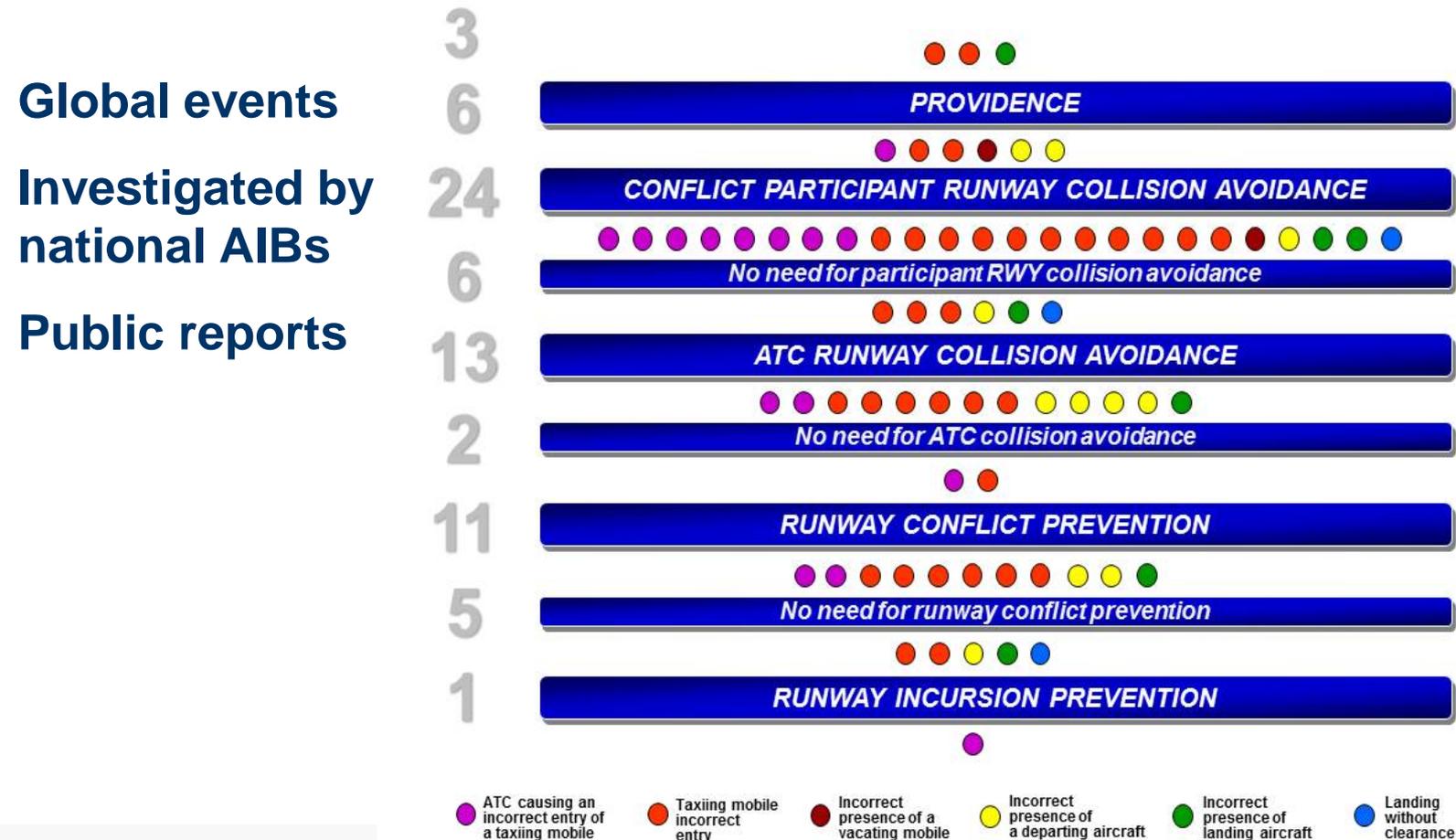
Two more key findings

- ❑ Out of 55 runway incursions there are 29 events where stop bars could have prevented the incidents
- ❑ The share of events involving use of conditional clearance is relatively low (8%) but the potential for a high severity outcome is considerable – 40% of the events were stopped by the last two barriers.

Global Events Study

71 accidents & serious incidents for 2006 - 2016

Barriers' resilience per initiator



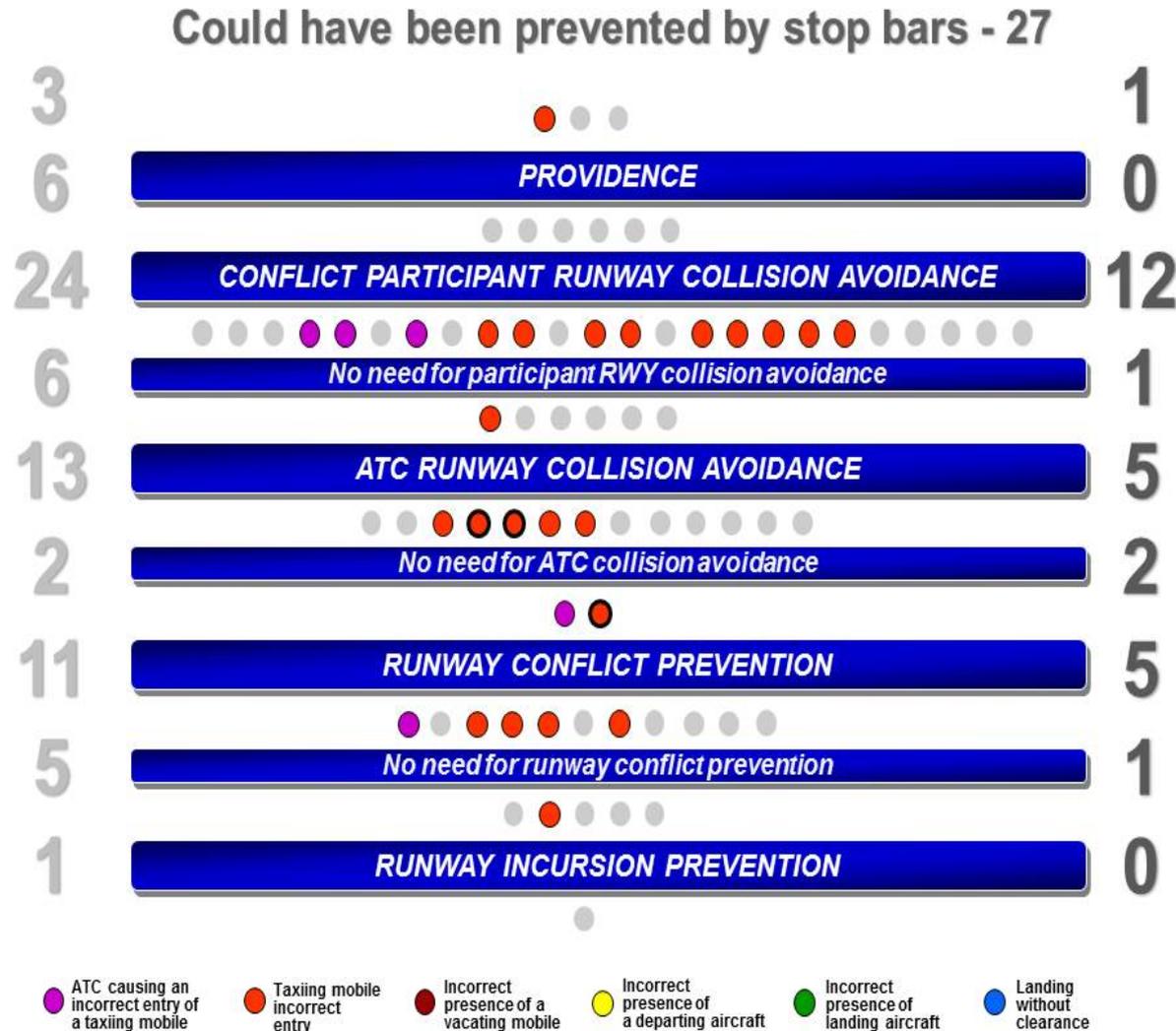
Global Events Study

- ❑ Confirmed the Study 1 finding for stop bars – 27 where stop bars could have prevented the incidents
- ❑ Two of Top 5 reconfirmed as a global concern:
 - ❑ “ATC not identifying occupied runway” – 28 events (39%) and two ‘saved’ by ‘Providence’.
 - ❑ “Sudden high- energy runway conflict” – 20 events (28%) and predominantly ‘saved’ by the last barriers.

Global Events Study



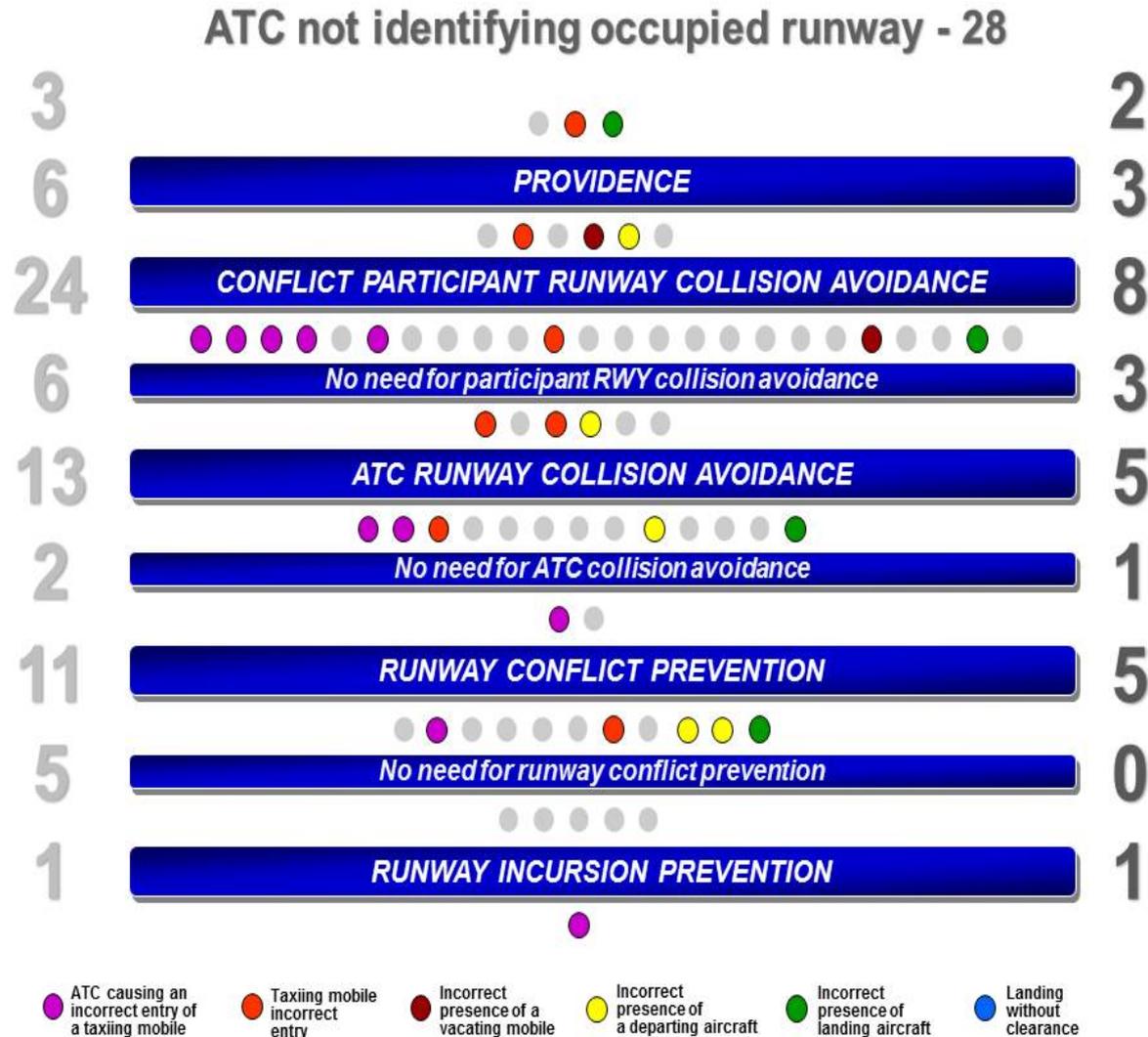
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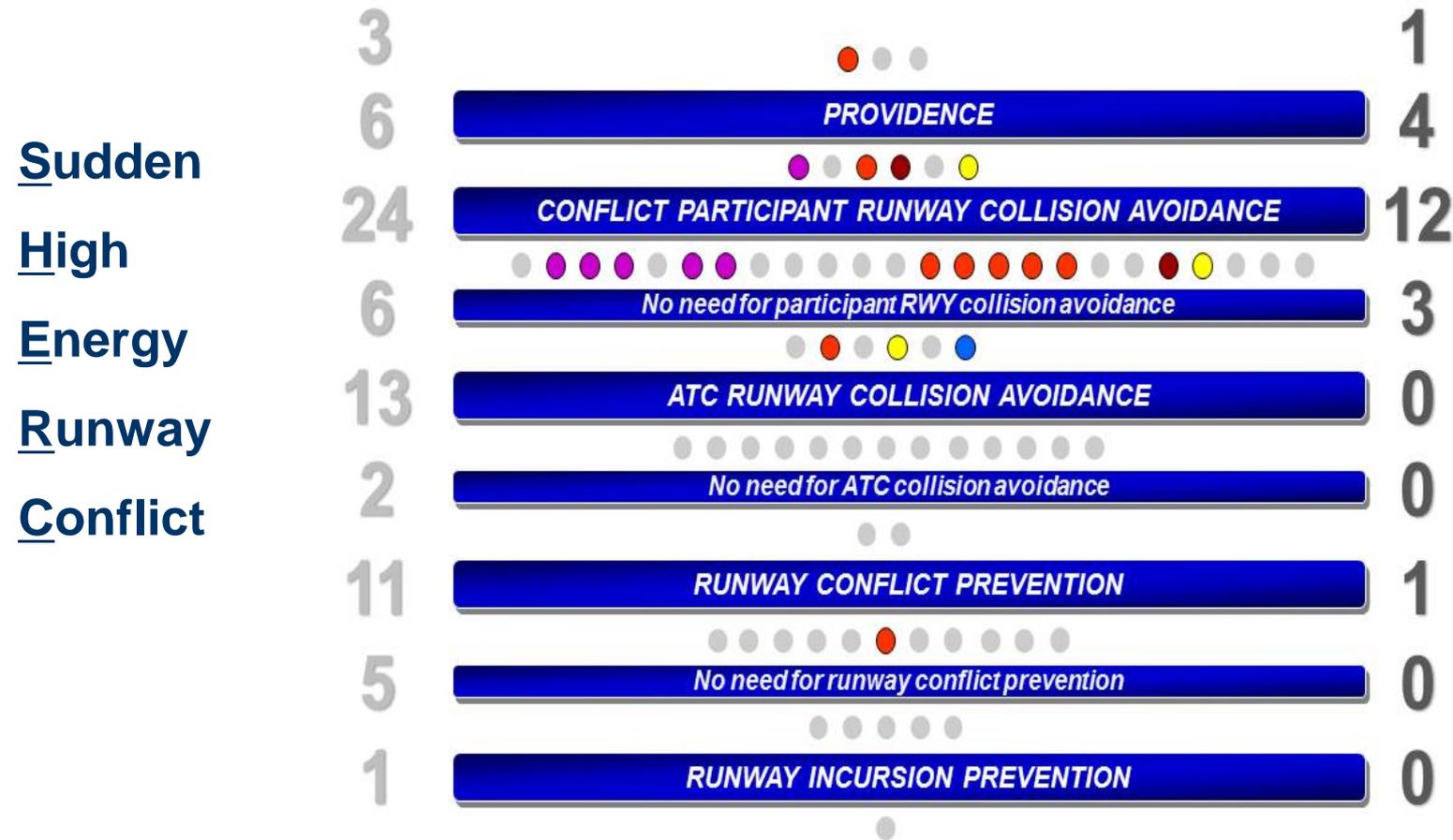


Global Events Study



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SHERC - 21



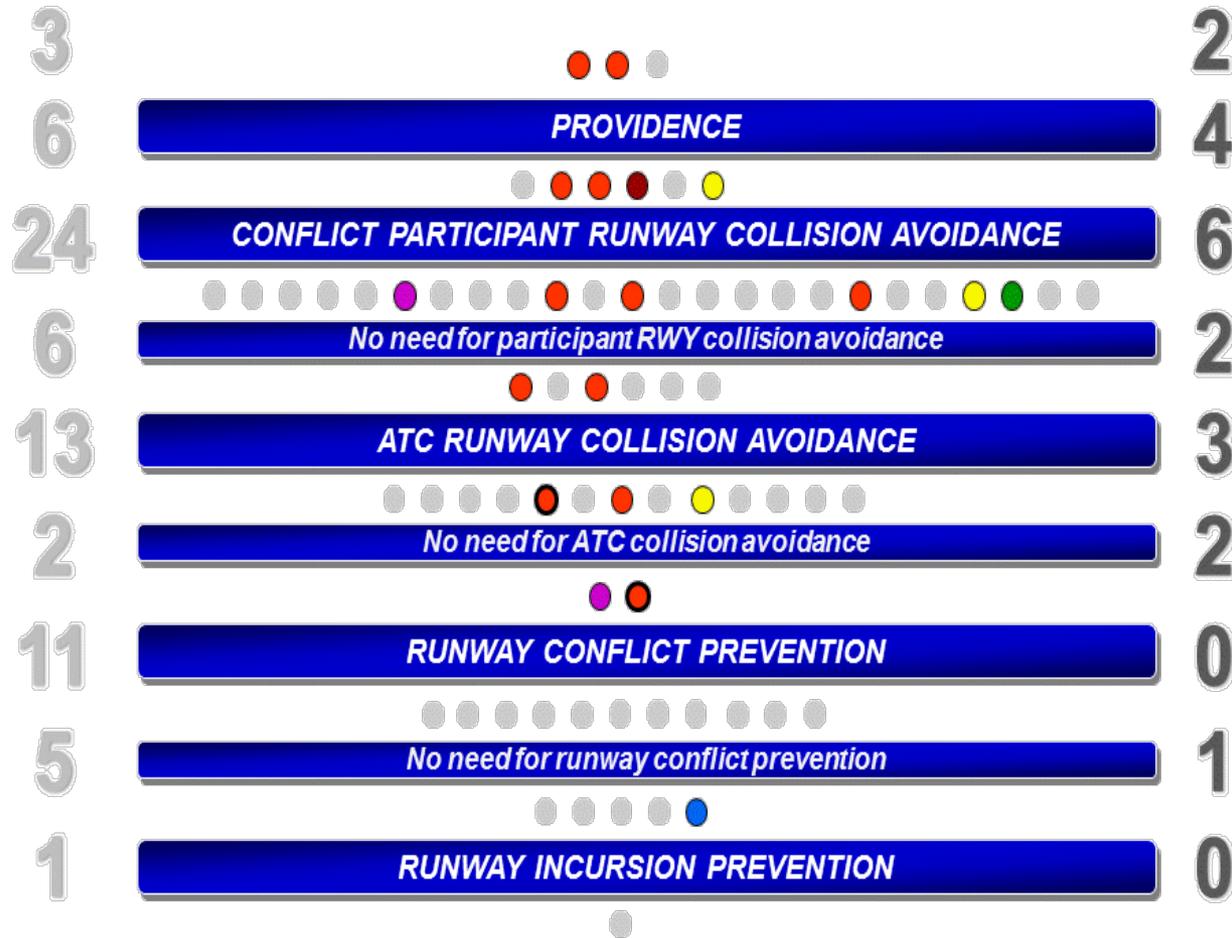
- ATC causing an incorrect entry of a taxiing mobile
- Taxiing mobile incorrect entry
- Incorrect presence of a vacating mobile
- Incorrect presence of a departing aircraft
- Incorrect presence of landing aircraft
- Landing without clearance

Global Events Study



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28% of the events during night time and 68% of them passed all barriers up to 'Conflict participant collision avoidance'



More safety knowledge?

The single point
of reference in the network of aviation safety knowledge

SKY
brary

www.skybrary.aero

The image shows a promotional banner for Skybrary. At the top, it says "The single point of reference in the network of aviation safety knowledge". Below this is the Skybrary logo, with "SKY" in large white letters and "brary" in smaller white letters. Underneath the logo is the website address "www.skybrary.aero". The background of the banner is dark blue with a grid of small, semi-transparent icons representing various aviation safety topics like cockpit, air traffic control, and aircraft. At the top of the banner, there is a navigation menu with links: "Operational Issues", "Enhancement", "Safety Information Portal", "Safety Alerts", and "Skybrary Solutions".