National Runway Safety Program

Global Runway Safety Symposium

November 2017

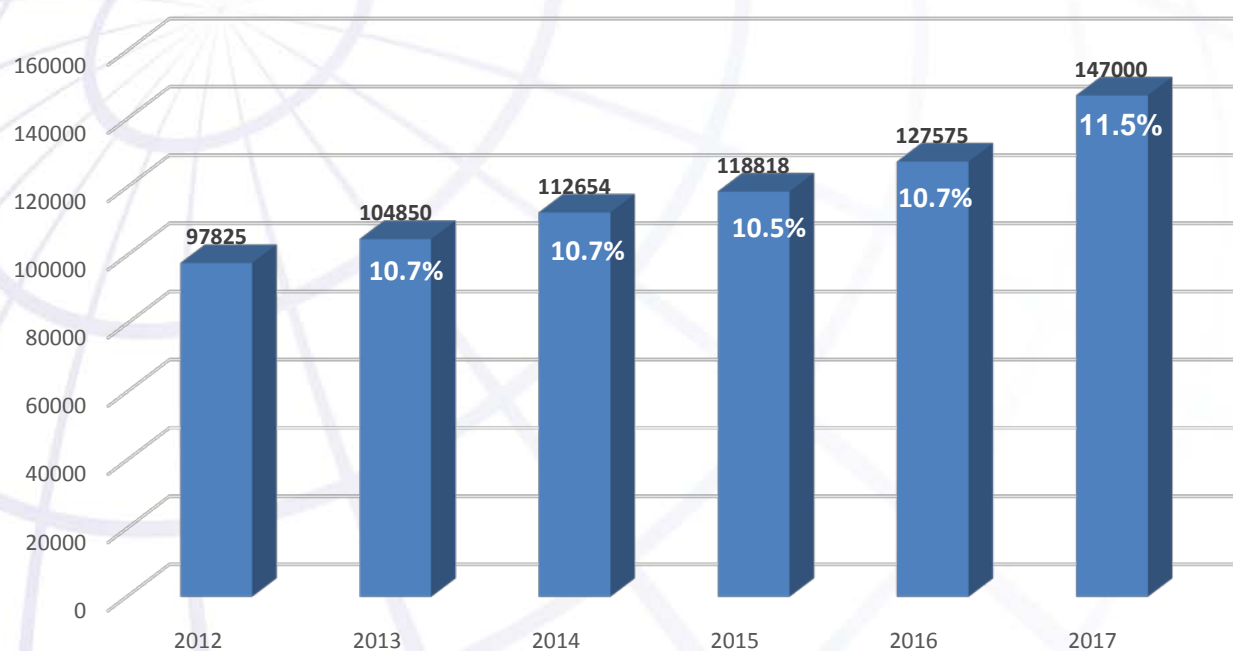**Ariel Weiss - CAAI**
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Milestones

ICAO USOAP ICVM

March 2014

DG's directive on establishing a national group

May 2016

Promulgation of SMS and RS regulations

Nov. 2017

2015

CAP addressing RS PQs

Nov. 2016

Runway Safety Go-Team Visit

Dec. 2017

Promulgation of National Program
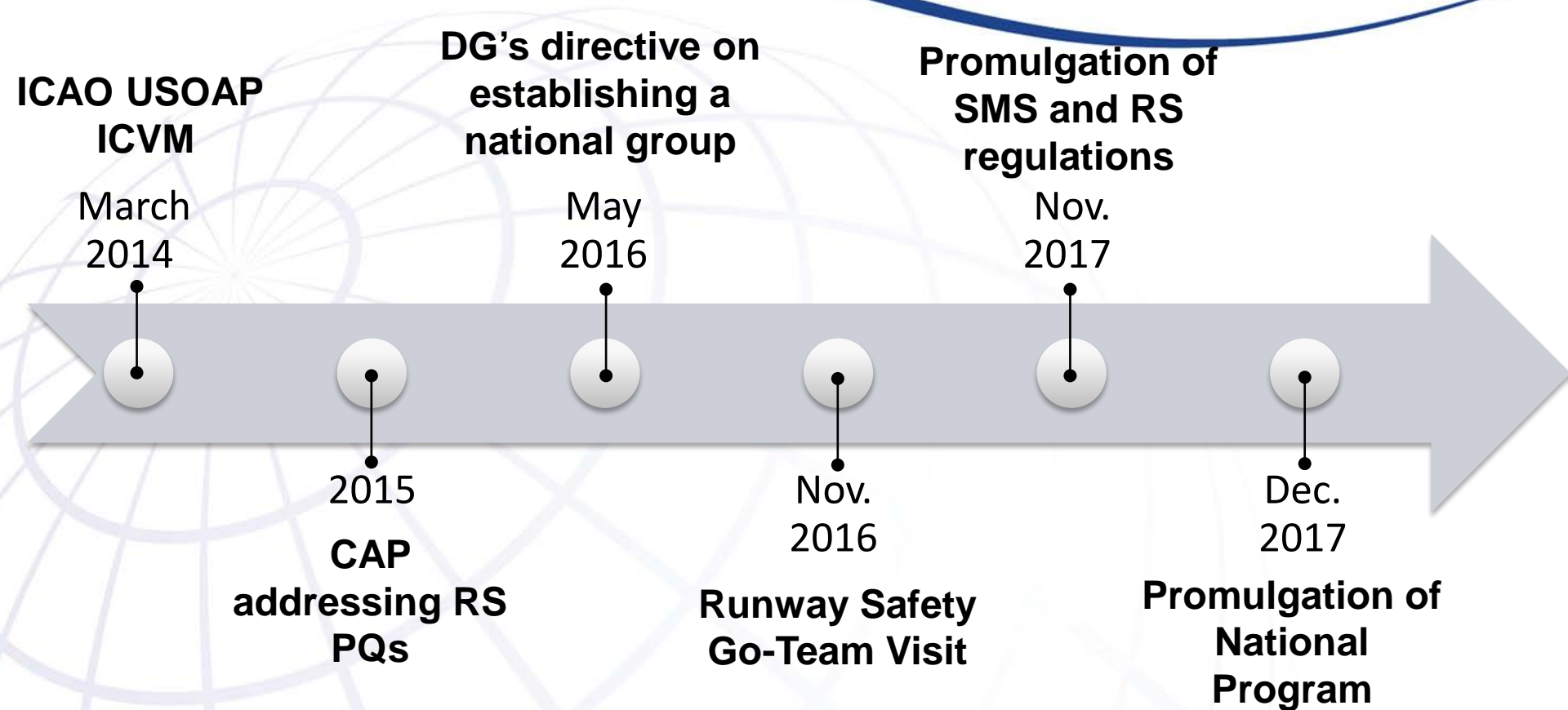
National Program main drivers (why to develop such program?)

- [GASP](#)

- [Volume of activity](#)

- [SSP/SMS](#)

- [USOAP ICVM](#)

Volume of Activity –
Ben Gurion (LLBG) 2012-2017

- **Israel demonstrates annual growth of more than 10% in traffic.**

Ben-Gurion airport - Traffic Growth Trend

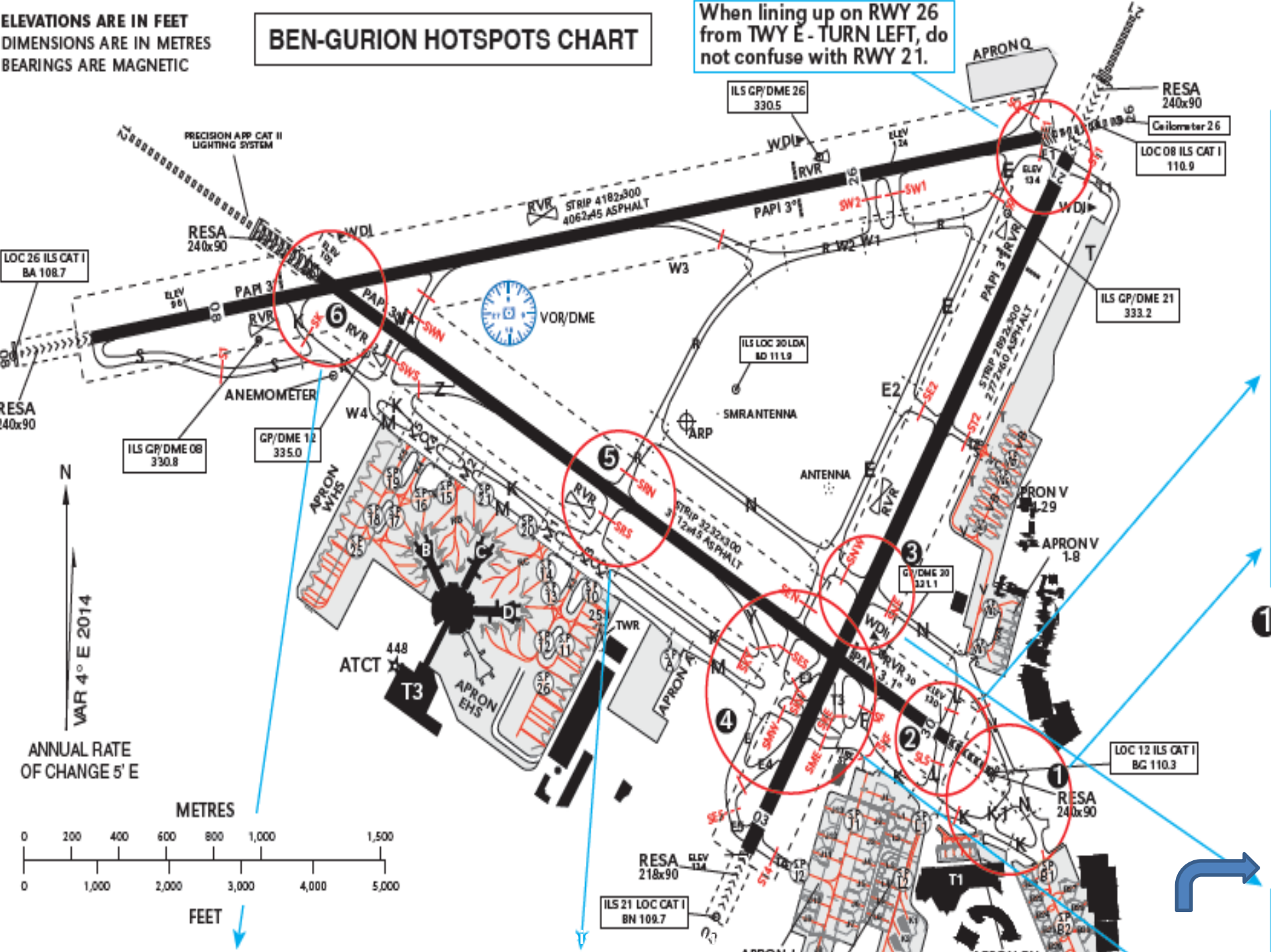| Year	Volume	Growth
2012	97825	
2013	104850	10.7%
2014	112654	10.7%
2015	118818	10.5%
2016	127575	10.7%
2017	147000	11.5%

Volume of Activity

- Open Skies agreement brought a large number of new foreign carriers to LLBG.

- Growth in activity + new foreign carriers = Safety risk potential increases.

- Complexity of LLBG layout (and environmental regulations)

BEN-GURION HOTSPOTS CHART

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

When lining up on RWY 26 from TWY E - TURN LEFT, do not confuse with RWY 21.

ILS GP/DME 26
330.5

RESA 240x90

Ceilometer 26

LOC 08 ILS CAT I
110.9

PRECISION APP CAT II LIGHTING SYSTEM

APRON Q

ELEV 124

WDI

RVR

STRIP 4182x300
4062x45 ASPHALT

SW2 SW1

PAPI 3°

RESA 240x90

PAPI 3°

ELEV 96

RVR

W3

R W2 W1

T

ILS GP/DME 21
333.2

LOC 26 ILS CAT I
BA 108.7

ELEV 96

VOR/DME

ANEMOMETER

ILS LOC 20 LDA
BD 111.9

E

ILS GP/DME 08
330.8

GP/DME 12
335.0

W4

SMRANTENNA

ARP

E2 SE2

APRON V
1-29

RESA 240x90

ANTENNA

E

APRON V
1-8

STRIP 2892x300
2772x60 ASPHALT

APRON WHS

STRIP 3232x300
3212x45 ASPHALT

RVR

SNN

SNS

GP/DME 20
321.1

SE1

RVR

PAPI 3.1°

SNW

SE

WDI

③

APRON EHS

B C

D

TWR

ATCT 448

T3

② SLS

ELEV 130

LOC 12 ILS CAT I
BG 110.3

RESA 240x90

④ SMW SME SS SF

RESA 218x90

ELEV 114

T1

ILS 21 LOC CAT I
BN 109.7

APRON J

APRON BN

N

VAR 4° E 2014

ANNUAL RATE OF CHANGE 5' E

METRES
0 200 400 600 800 1,000 1,500

0 1,000 2,000 3,000 4,000 5,000
FEET

About the National Program

- The program will entail all aspects regarding runway safety, such as:
  - State mechanism for effective oversight of LRSTs.
  - Aspects for LRSTs to address.
  - Verifying adherence to ICAO Runway Safety provisions.
  - Method of collecting and analyzing data.
  - Safety Performance Indicators.
  - Scope, purpose and goals of National Runway Safety Group (NRSG).

About the National Program

- The National Program is to be promulgated by the end of 2017, after DG's approval.

GASP

- Runway Safety as one of the main high-risk accident categories.

- Over half of the accidents worldwide involved runway safety events.

- In EUR-NAT region, runway safety events accounted for 57.62% of all accidents in the region.

- Taking advantage of 2 of ICAO's initiatives.

  – [Runway Safety Go-Team visit to CAAI and LLBG](#) in November 2016.

  – An invitation to take part as an observer in FAA's Runway Safety visit in April 2017.

USOAP ICVM

- Was conducted in March 2014.

- Runway Safety related PQs (7.189 / 8.205 / 8.221) were categorized as not satisfactory.

- CAAI's Corrective Action Plan addressed the mentioned PQs, and they were integrated into the work plan.

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SSP/SMS

- SSP
  - Working in progress, currently implementing phase 3.
- SMS
  - Establishment of SMS regulations in accordance with Annex 19 provisions.
  - Runway Safety Team specific regulations as inherent part of SMS regulations.
  - Effective as from December 1th 2017.

Insights

- We found it beneficial for CAA to establish a National Program, regardless the number of ANSPs or Aerodrome Operators in the state.

- Most crucial part in the process – formulating Runway Safety regulations.

- Communicate the program – have your stakeholders on board.

- Create a sense of urgency (Dr. Kotter's theory on leading a change).

Summary

- In the past, CAAI lacked an adequate mechanism that gives proper tools to properly manage RS in Israel.

- We believe RS regulations (as part of SMS regulations), and a national program, creates a legal framework that enables CAAI to perform its duties in this area, including safety oversights.

- In our eyes, having a national program is highly recommended, even if operating in a single ANSP / Aerodrome operator environment.

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Thank you and Safe Aviation to all

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