

Second Global Runway Safety Symposium

Preventing Runway Excursions

The IFATCA logo is centered within a white circular background. It features the acronym "IFATCA" in a bold, dark blue, sans-serif font. Above the letters "A" and "T" are two horizontal arrows pointing in opposite directions, one to the left and one to the right.

IFATCA



Contributing Factors to Runway Excursions

- Flying an unstabilized approach
 - Not conducting a missed approach
 - Landing too fast, too far down the runway
- Meteorology conditions
 - Thunderstorms, Low Visibility, Wind Shear
- Runway Contaminated
 - Water, Ice, Snow, Slush

Manage Risk

Risk is Managed By:

- Collaboratively work with industry partners to develop and deploy runway safety solutions.
- Promote Stabilized approaches
- Initial Training / Recurrent Training

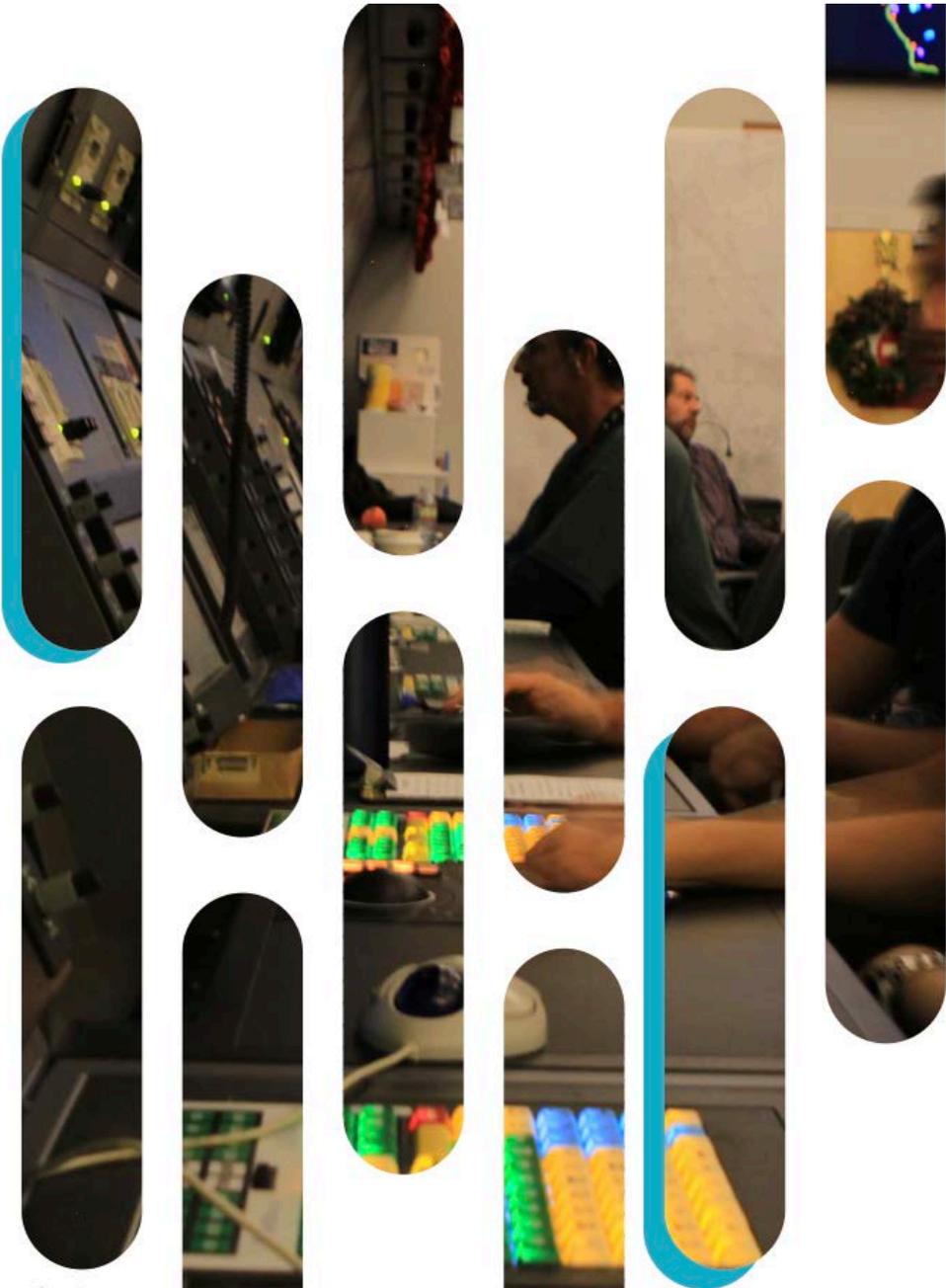




Manage Risk Cont.

The Risk is Managed By:

- Proactive SMS process to collect data, assess the data, develop mitigations and then measure the effectiveness.
- Standard Operating Procedures for ATC and Pilots
- Encourage Joint Training sessions between different stakeholder groups (pilots and controllers)



How Can ATC Help You Obtain a Clearer Weather Picture



Extra Set of Eyes

ATC Can Obtain Real Time Pilot Reports (PIREPS) From Pilots in the Area.

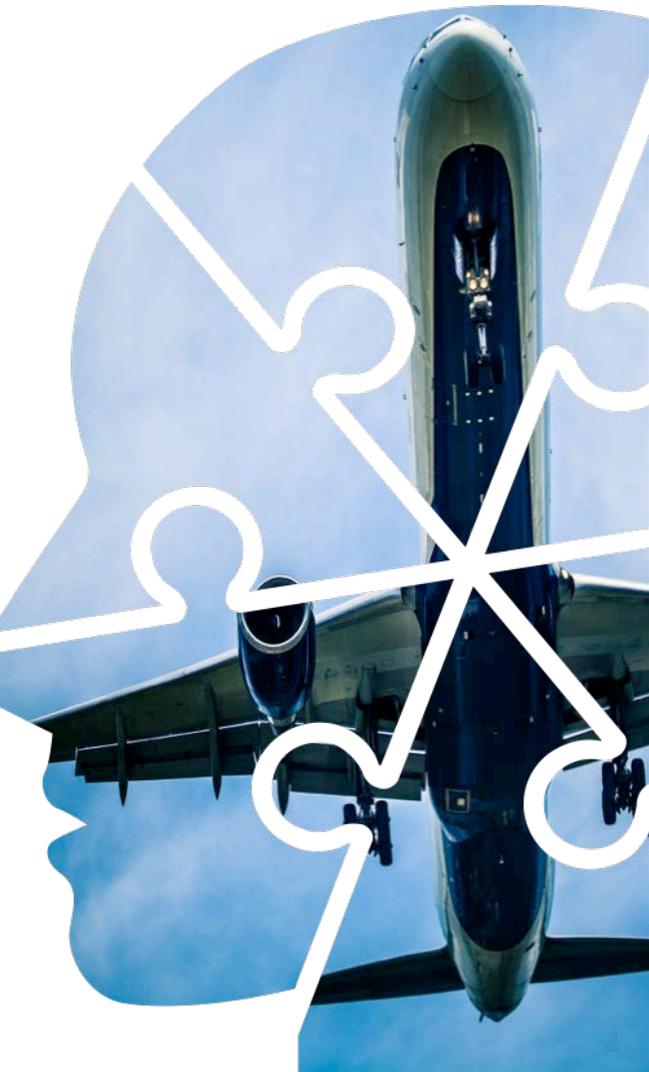


Hazardous Weather Advisories



Big Picture

These PIREPS, Along with ATC Weather Information, Provide Pilots with All the Available Information.



Controller Assumes

Controller Cognitive Bias

Pilot is Experienced and
Proficient



Pilot Understands the Layout
of the Airport



Communication





Safety Works When People Work Together

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