

Runway Safety Teams (RST)

May 2023 ICAO NACC Workshop

Operator's challenges with
RST's implementation

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Runway Safety Teams (RST) Implementation challenges operators outline



Agenda

- Pan America Runway Safety statistic overview
 - Accident rates
 - Fatality risk rates
 - Threat & Error Management Analysis
- Runway Safety management data (GADM)
- RST effective implementation challenge
- Next Steps
- Guidance and resources to improve Runway Safety



IATA Annual Safety Report



Interactive report RWY excursion analysis



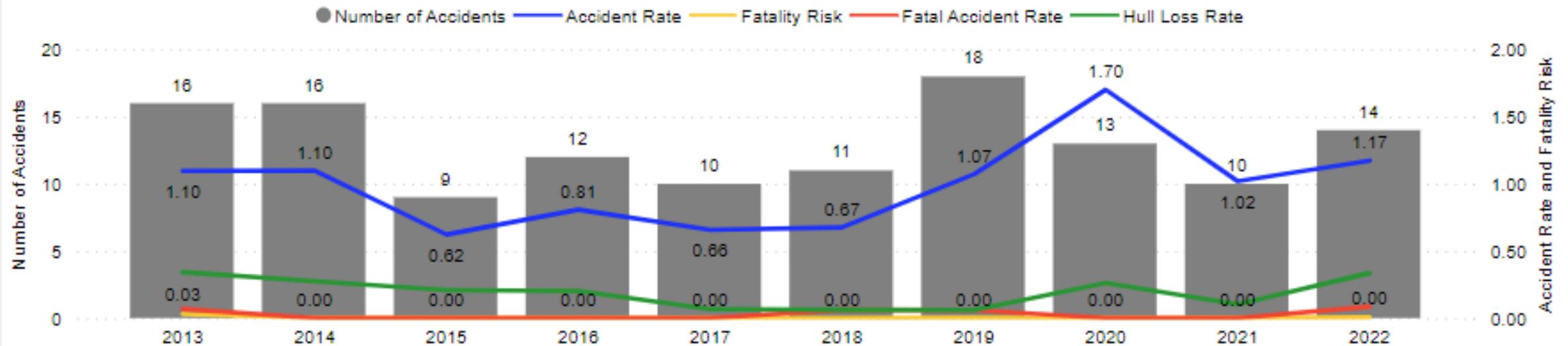
[Link: https://www.iata.org/en/publications/safety-report/interactive-safety-report/](https://www.iata.org/en/publications/safety-report/interactive-safety-report/)

Pan America Runway Safety Overview

Period: 2013 – 2022 by Operator Region

Accidents	Fatal Accidents	Fatalities	Jet	Turboprop	Passenger	Cargo	IATA	IOSA
129	4	11	73	56	102	27	32	58

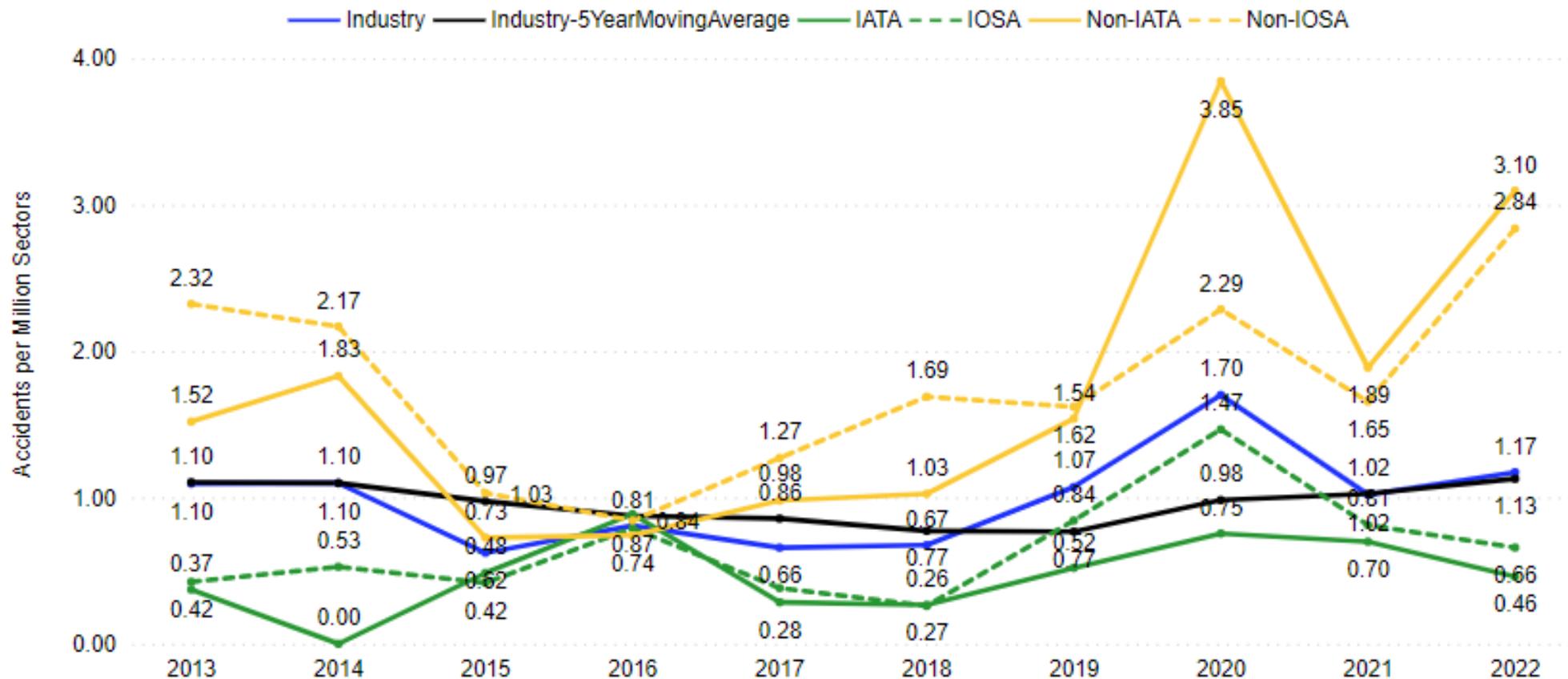
Accident Rate (per Million Sectors) and Fatality Risk (per Million Sectors) by Year * Data source IATA



Pan America Runway Safety Accident Overview

Period: 2013 – 2022 by Operator Region

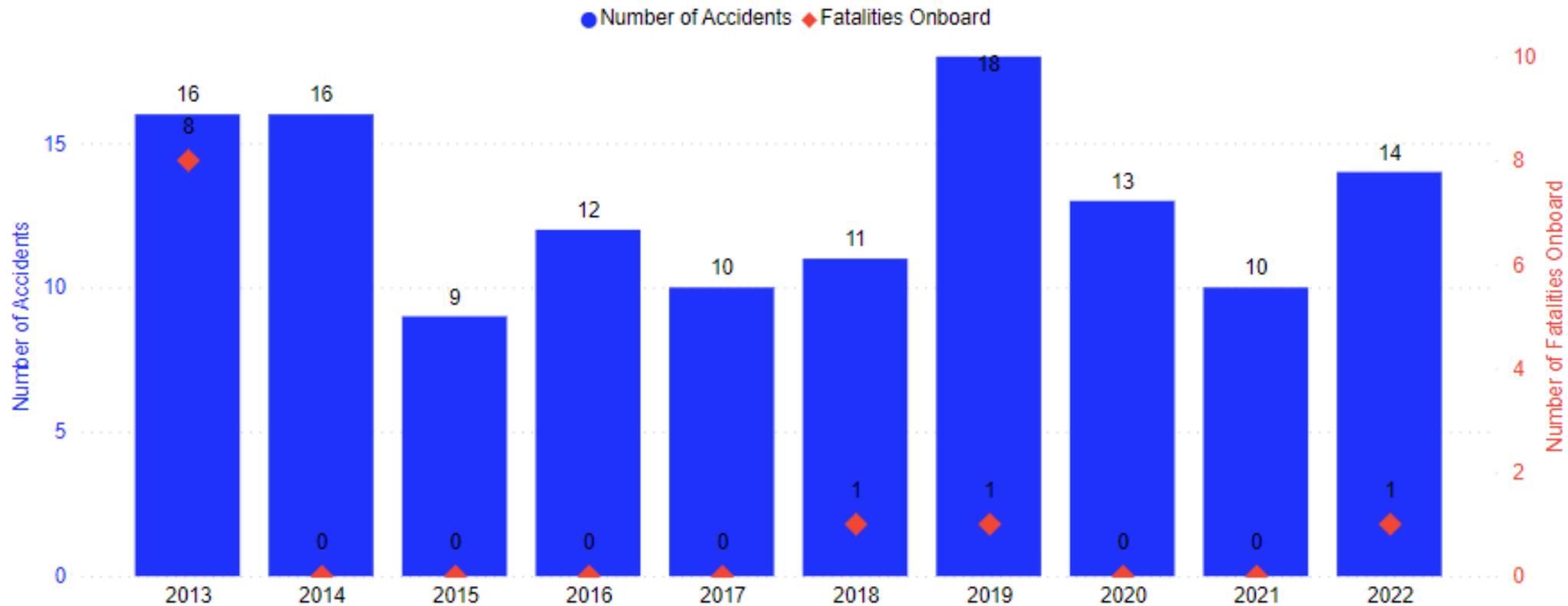
Accident Rate (per Million Sectors) by Year * Data source IATA



Pan America Runway Safety Accident Overview

Period: 2013 – 2022 by Operator Region

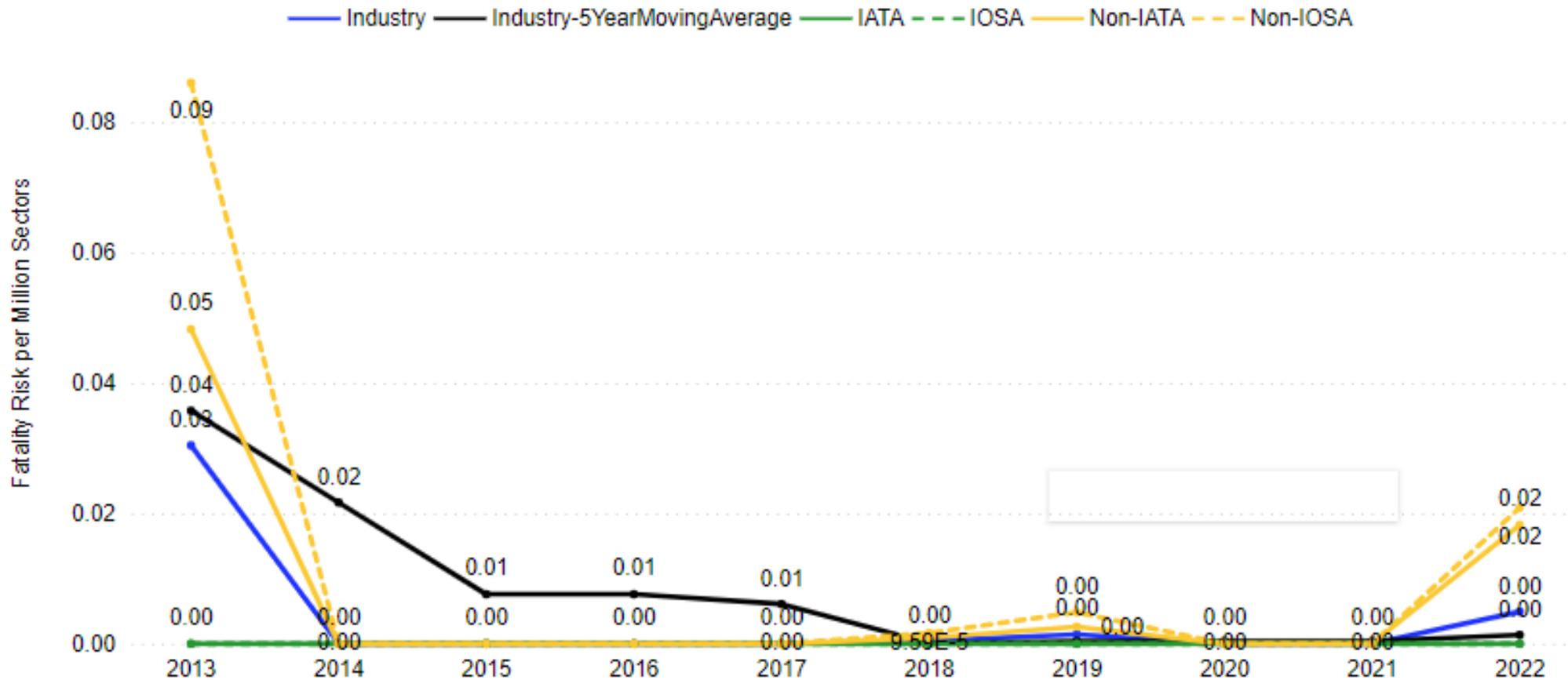
Accidents and Fatalities Onboard by Year * Data source IATA



Pan America Runway Safety Fatality Risk Overview

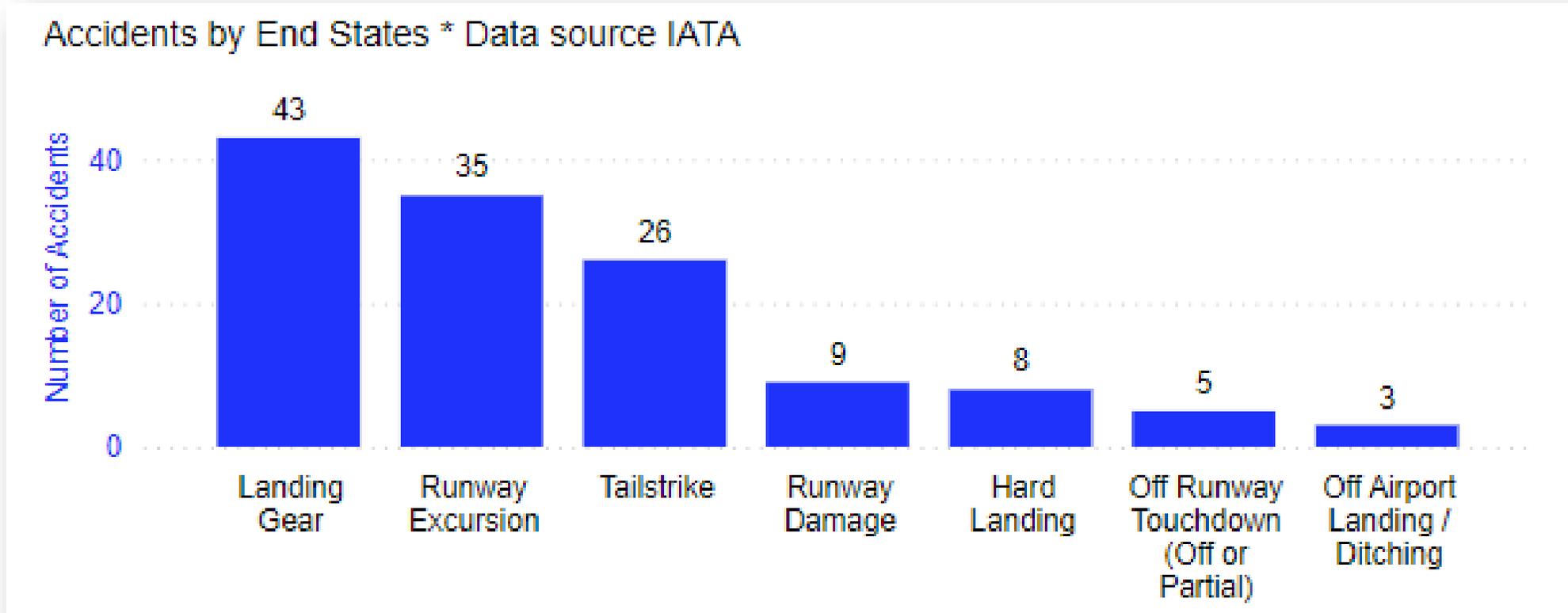
Period: 2013 – 2022 by Operator Region

Fatality Risk (per Million Sectors) by Year * Data source IATA



Pan-America Runway Safety Accident Overview

Period: 2013 – 2022 by Operator Region



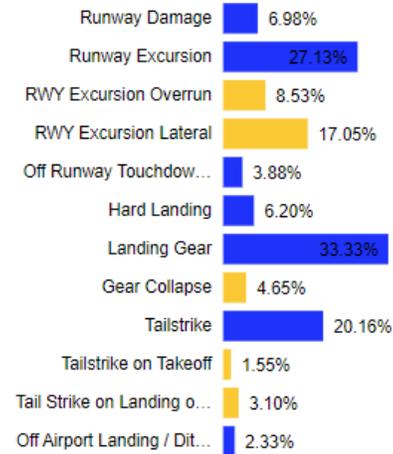
Pan-America Threat & Error Management Analysis

Period: 2013 – 2022

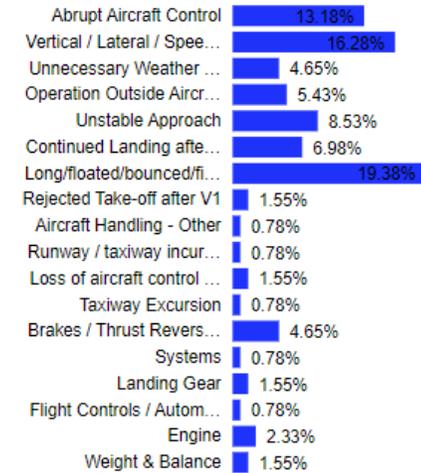
Latent Conditions

- Regulatory Oversight (20.93%)
- Safety Management (17.05%)
- Flight Operations (16.28%)
- Maintenance operations (14.73%)
- Selection Systems (7.75%)

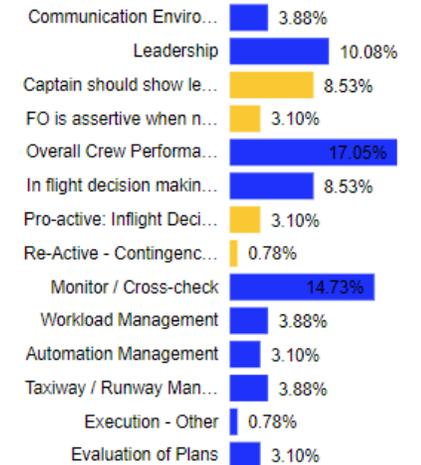
End States * Data source IATA



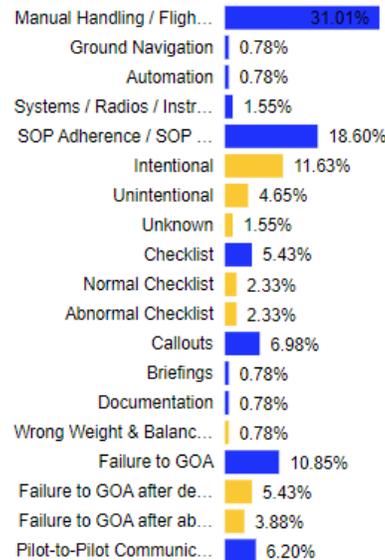
Undesired Aircraft States * Data source IATA



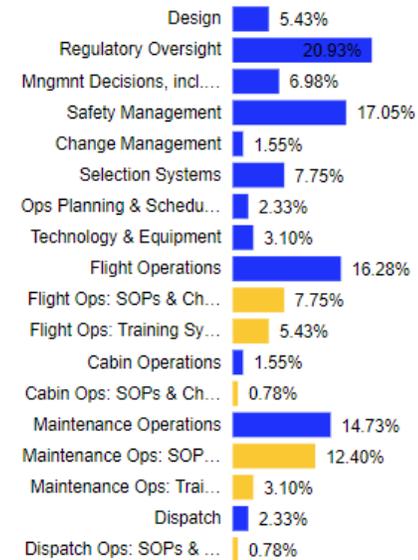
Countermeasures * Data source IATA



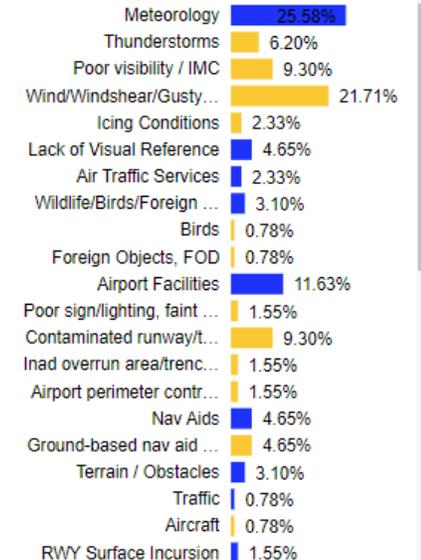
Errors * Data source IATA



Latent Conditions * Data source IATA



Threats * Data source IATA



Runway Safety management data

Global Aviation Data Management (GADM)

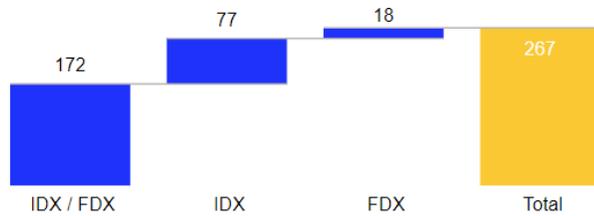


GADM Membership Overview

Last Update (UTC)
May 17, 2023 07:05:33 PM

267 GADM Members 249 IDX Participants 190 FDX Participants

Active Members per Program



AFI	CIS	LATAM/CAR	NAM
ASPAC	EUR	MENA	NASIA

GADM Participant

GADM Participant	Region	Country	GADM Programs	Member IATA
Tassili Airlines	Middle East & North Africa	Algeria	IDX	✓
Aerolineas Argentinas S.A.	Latin America & The Carribean	Argentina	IDX / FDX	✓
F.B. Lineas Aereas Sa	Latin America & The Carribean	Argentina	IDX / FDX	
Jetsmart Airlines S.A.	Latin America & The Carribean	Argentina	FDX	
Virgin Australia International	Asia Pacific	Australia	IDX	✓
Ewat Gmbh	Europe	Austria	IDX	
Bahamasair Holdings, Ltd	Latin America & The Carribean	Bahamas	FDX	✓
Gulf Air B.S.C. (C)	Middle East & North Africa	Bahrain	IDX / FDX	✓
Biman Bangladesh Airlines Limited	Asia Pacific	Bangladesh	FDX	✓
Novo Air	Asia Pacific	Bangladesh	IDX / FDX	
Boliviana De Aviacion (Boa)	Latin America & The Carribean	Bolivia, Plurinational State of	IDX / FDX	✓
Air Botswana	Africa	Botswana	IDX / FDX	✓
Absa - Aerolinhas Brasileiras S.A	Latin America & The Carribean	Brazil	IDX / FDX	✓
Azul Linhas Aereas Brasileiras	Latin America & The Carribean	Brazil	IDX / FDX	✓
Gol Linhas Aereas S.A.	Latin America & The Carribean	Brazil	IDX / FDX	✓
Modern Transporte Aereo De Carga Sa	Latin America & The Carribean	Brazil	IDX / FDX	
Tam Linhas Aereas S.A.	Latin America & The Carribean	Brazil	IDX / FDX	✓
Air Canada	North Atlantic & North America	Canada	IDX	✓
Air Transat	North Atlantic & North America	Canada	IDX / FDX	✓
Cargojet Airways Ltd.	North Atlantic & North America	Canada	IDX / FDX	✓



Summary of Pan America Runway Safety Performance

Flight Data eXchange (FDX)

Runway Safety Landing

- Runway Safety (RS) Landing identifies potential RS risk areas on landing.
- Regional trend information show specific areas of highest risk

Runway Safety Take Off

- Runway Safety (RS) Take-off identifies potential RS risk areas on takeoff and contains all events precursors of take-off.
- Regional trend information show specific areas of highest risk

RST effective implementation challenge

Lack of effective distribution channels for local plans

Action items are localized and often not achievable within local resources

Action items are often not specific or include a point of contact and an anticipated/estimated completion date

Frequencies of meeting interval and ability to ensure the right airline resource/representation can be present



Next Steps



RST development of effective plans that include all stakeholder participation and dissemination of information in a timely manner



Actively contribute and participation in safety information sharing networks such as the Collaborative Safety Teams (CST's)



Ensure local plans are achievable with resources and timeline established



Key stakeholders reach agreements to facilitate the sharing of safety information



Utilize guidance and resources already produced to improve Runway Safety

IATA Runway Safety Website

Unstable approach videos

Link: <https://www.iata.org/en/programs/safety/operational-safety/runway-safety/#tab-4>

Guidance and resources to improve Runway Safety



Runway Safety Action Plan

- Global Runway Safety Action Plan (GRSAP)
- Global Action Plan for the Prevention of Runway Excursions (GAPPRE)

Runway Safety Implementation Kit

- Runway Safety Implementation Kit

Runway Safety Accident Analysis Report

- Runway Safety Accident Analysis Report

Runway Excursion Detailed Implementation Plan (DIP)

- IATA Guidance on Unstable Approaches - 3rd Edition
- Unstable Approaches: Risk Mitigation Policies, Procedures and Best Practices
- Examining Unstable Approaches - Risk Mitigating Efforts

Recommendations

Active contribution and participation in safety information sharing programs, and regional and local safety groups is essential

- Regulations should be in place for the protection of safety information
- Regulations should encourage positive safety culture
- Ensure Terms of reference for data sharing programs are clearly focused on safety objectives, and the protection of safety information and its sources

Recommendations

Key stakeholders to reach agreements to facilitate the sharing of safety information

- Promote the use of proven technologies that can help reduce runway excursions and their consequences



IATA Runway Safety Link:

<https://www.iata.org/en/programs/safety/operational-safety/runway-safety/#tab-1>

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