



---

**Agenda Item 4: Priorities for the implementation of air navigation and safety improvements**

**c) Priorities for the implementation of safety improvements**

**Runway Safety**

(Presented by CANSO)

SUMMARY	
Non-stabilised approaches are key factors that contribute to runway excursions, which are considered to be substantial safety risks worldwide.	
Accordingly, on 16 June 2013, at the 17 <sup>th</sup> General Assembly and Global ATM Conference, and after a year of work, CANSO announced the runway safety initiative.	
<b>ICAO Strategic Objectives:</b>	<i>A – Safety</i>

**1. Introduction**

1.1 A stabilised approach is vital for safe completion of the flight phase. If an aircraft does not meet the criterion for a stabilised approach (*e.g.*, not at the optimum altitude, speed, or angle), it is safer to have a non-stabilised approach.

1.2 According to IATA data, 17% of non-stabilised approaches contributed to accidents between 2008 and 2012.

1.3 In this regard, CANSO has joined efforts with air navigation service providers (CANSO associate members), regulators, airports, airlines, and international organisations, for the development of tools to mitigate such events.

1.4 Headed by the CANSO Safety Standing Committee (SSC), these tools were designed jointly with the FAA and Eurocontrol, in collaboration and coordination with the industry, including ICAO, IATA, ACI, IFATCA, IFLAPA.

**2. Discussion**

2.1 The CANSO runway safety initiative includes tools based on risk models that identify areas of greater interest where a runway excursion might occur.

2.2 The models were designed by air traffic controllers, pilots, and airport operators, as well as regulators and safety specialists worldwide.

2.3 The purpose of the initiative is to promote a knowledge environment in the areas of risk involved in a non-stabilised approach, encourage professionals within our environment to work together, and avoid non-stabilised approaches.

2.4 The initiative includes a runway safety maturity checklist to be used by air navigation service providers (ANSPs), airlines, airport operators, regulators, and telecommunication and radionavigation providers (ATEL/ANAV).

2.5 The checklist is a tool for determining the level of maturity and performance assessment of runway safety risk management. It identifies key elements of risk control and uses a series of questions to assess the maturity of an organisation with respect to each element.

2.6 Based on concepts such as safety benefits, financial impact, impact on third parties, complexity, and dependence, the checklist also serves as a guide to prioritise actions for improvement.

2.7 Furthermore, CANSO worked together with the FAA to develop an internet application that could be consulted worldwide. The application is available on [www.cansosafety.com](http://www.cansosafety.com) (between 16 June and 24 July of this year, the application has had approximately 800 hits from 79 countries).

2.8 In addition to the checklist, the application has a series of operational recommendations and videos for pilots and controllers, as well as the following reminders: keep a mental image of the required descent profile, knowledge of airspace procedures and constraints affecting approach, allow procedures to be used as published, and make sure that the runway assigned is appropriate, based on wind, just to mention a few.

2.9 The tools, videos and recommendations are being used by several associate members of CANSO, as examples to be followed and documentation to be included in their training. We play a very important role in eliminating potential risks that might cause an incident/accident.

### 3. **Suggested action**

3.1 The Meeting is invited to:

- a) Take note of the information contained in this working paper;
- b) Consider using the runway safety tool and/or assess its use as performance control system;
- c) Promote the use of the internet application; and
- d) Consider its use for initial and/or recurrent training.