Global Runway Safety Symposium
ICAO's Harmonization Initiatives

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Air Navigation Bureau

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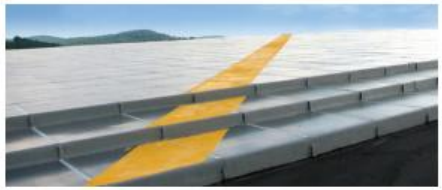
Promoting Standardization

FIGHTING RUNWAY EXCURSIONS:

RUNWAY END SAFETY AREAS AND ARRESTING SYSTEMS

Recent research programmes and evaluations of actual aircraft over-runs into arresting systems have demonstrated predictable and effective safety benefits. One good example is the Engineered Material Arresting System (EMAS), which has successfully arrested several aircraft overrunning runways in recent years.



Annex 14, Volume I—*Aerodrome Design and Operations to the Convention on International Civil Aviation*, contains international Standards and Recommended Practices (SARPs) requiring the provision of RESA to reduce the risk of damage to aircraft undershooting or overrunning a runway.

Recognizing the importance of the provision of RESA and the effectiveness of an arresting system, the ICAO Secretariat, with the assistance of the Aerodromes Panel, has made an amendment proposal to Annex 14, Volume I, to strengthen the requirement for RESA and to introduce arresting systems into the Annex.

According to the proposal, all types of runways are required to be provided with RESA, including non-instrument runways with code numbers 1 and 2. The introduction of arresting systems in relation to the provision of RESA offers additional mitigating measures to address aircraft overruns.

As proposed, the length of a RESA may be reduced where an arresting system is installed with demonstrated performance that provides a level of protection at least equivalent to the prescribed RESA.

On 3 May, 2011, the Air Navigation Commission (ANC) completed its preliminary review of the proposed amendments on RESA and arresting systems, authorizing their transmission to Member States and appropriate international organizations for comment.

Based on the comments received and further analysis by the ICAO Secretariat, the ANC will conduct its final review of the proposed amendment on RESA and arresting systems and will submit its recommendation to Council for adoption. It is envisaged that this amendment will become applicable toward November 2012.

Associate guidance material will be included in Doc 9157 —*Aerodrome Design Manual*, Part 1—*Runways*, after the proposed SARPS become applicable.

SAFETY

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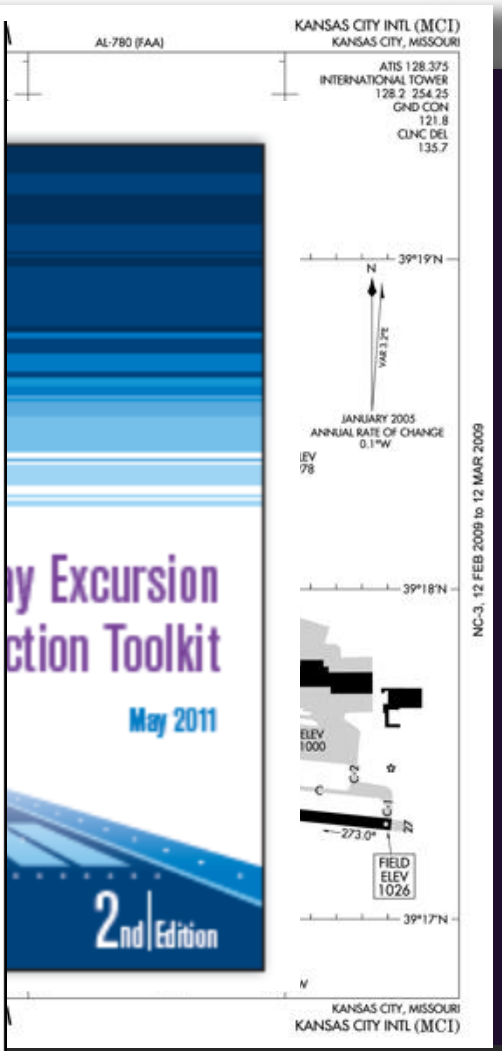
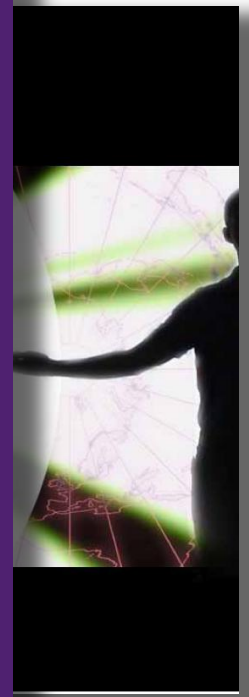
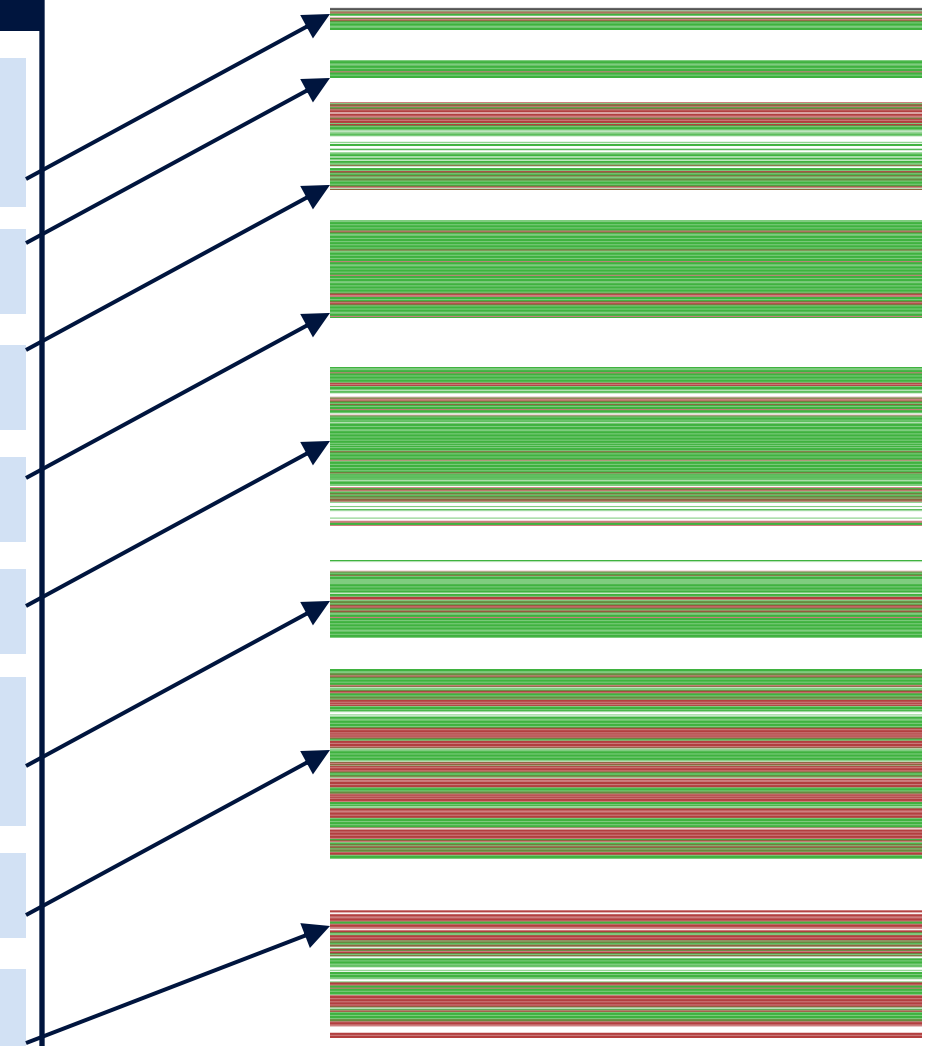




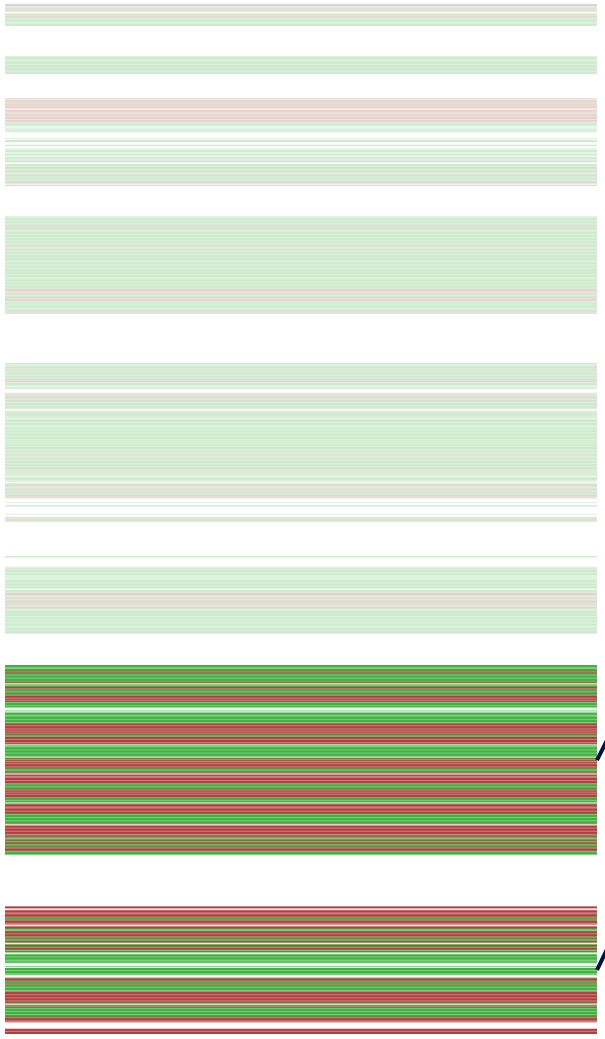
Monitoring Standardization

USOAP Audit Areas

- primary aviation legislation and civil aviation regulations
- civil aviation organization
- personnel licensing and training
- aircraft operations
- airworthiness of aircraft
- aircraft accident and incident investigation
- air navigation services
- aerodromes



Monitoring Standardization



Focus on specific areas related to Runway Safety

- Air navigation services
- Aerodromes

Worldwide deficiencies in implementation of ICAO Standards

Air navigation services

- ***Air traffic management***
  CAA oversight - Organization, staffing and training: 72%
- ***Air traffic management***
  Operational - Safety management: 60%

Aerodromes

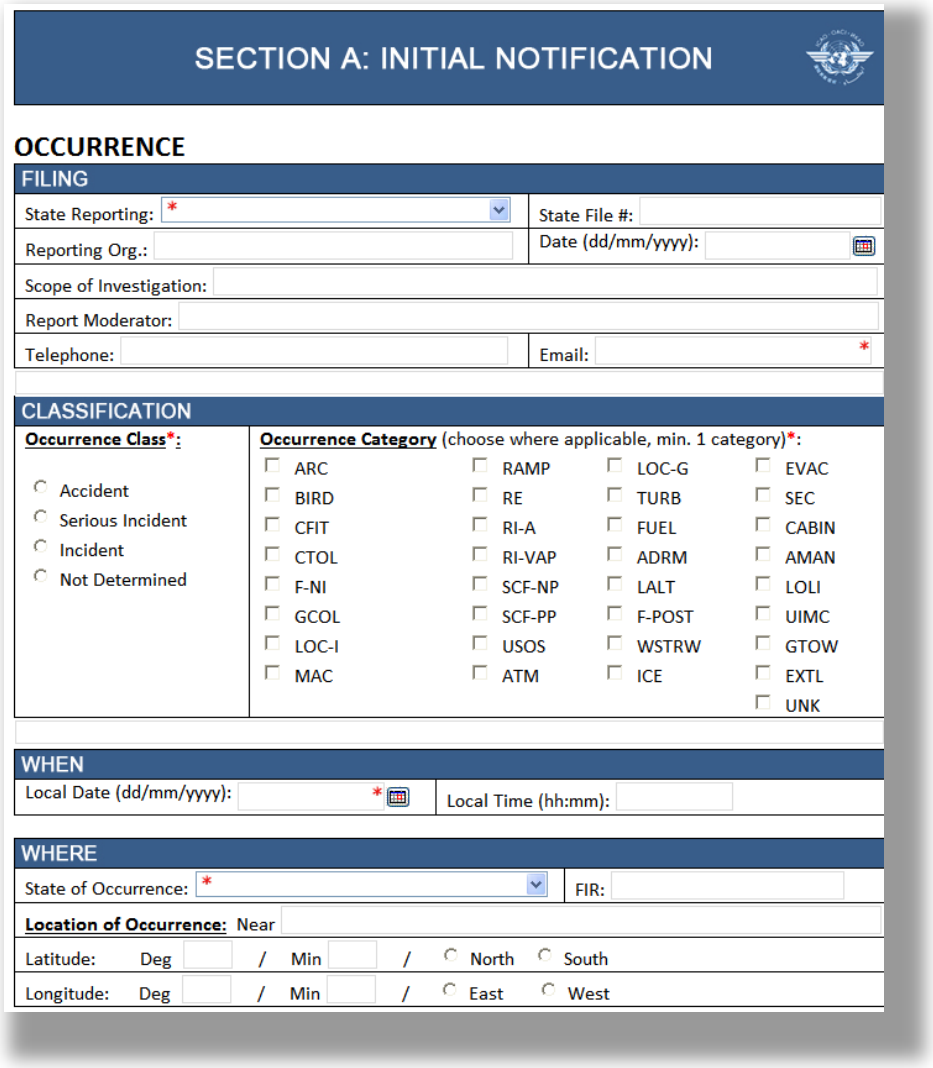
- ***Organization, staffing and training of the aerodrome regulatory authority: 69%***
- ***Technical and administrative guidance and equipment: 72%***
- ***Safety management systems: 76%***

Ensuring a Multidisciplinary Approach

Facilitating Information Exchange:

- **Code of Conduct**
  - High-level principles to ensure appropriate sharing and use of safety information
- **Safety Information Protection Task Force**
  - Recommendations for ICAO to ensure availability of safety information, consistent with legal / judicial requirements
  - Communication and outreach strategies being developed
  - Deliverables expected within 18 months
- **Technical Harmonization Study Group**
  - Development of common safety metrics and analysis methods
  - Requirements for interoperable tools and information systems
  - Work planned to begin early next year

Harmonizing & sharing information



SECTION A: INITIAL NOTIFICATION

OCCURRENCE

FILING

State Reporting: *
State File #:
Reporting Org.:
Date (dd/mm/yyyy):
Scope of Investigation:
Report Moderator:
Telephone:
Email: *

CLASSIFICATION

Occurrence Class*:

- Accident
- Serious Incident
- Incident
- Not Determined

Occurrence Category (choose where applicable, min. 1 category)*:

ARC	RAMP	LOC-G	EVAC
BIRD	RE	TURB	SEC
CFIT	RI-A	FUEL	CABIN
CTOL	RI-VAP	ADRM	AMAN
F-NI	SCF-NP	LALT	LOLI
GCOL	SCF-PP	F-POST	UIMC
LOC-I	USOS	WSTRW	GTOW
MAC	ATM	ICE	EXTL
			UNK

WHEN

Local Date (dd/mm/yyyy): *
Local Time (hh:mm):

WHERE

State of Occurrence: *
FIR:
Location of Occurrence: Near
Latitude: Deg / Min / North South
Longitude: Deg / Min / East West

Improving reporting and information sharing techniques

North American Central American and Caribbean (NACC) Office MexicoCity
South American (SAM) Office Lima
ICAO Headquarters Montreal
Western and Central African (WACAF) Office Dakar
European and North Atlantic (EUR/NAT) Office Paris
Middle East (MID) Office Cairo
Eastern and Southern African (ESAF) Office Nairobi
Asia and Pacific (APAC) Office Bangkok
Thank you