

**18<sup>th</sup> COSCAP-SA STEERING COMMITTEE MEETING**

**RESULTS OF THE SECOND GLOBAL RUNWAY SAFETY SYMPOSIUM**

**Discussion Paper 10**

(Presented by the ICAO Secretariat)

**SUMMARY**

This paper presents the results of the Second Global Runway Safety Symposium (GRSS), held in Lima, Peru, from 20 to 22 November 2017.

With a participation of more than 150 delegates, representing 27 States and multiple international organisations, regional civil aviation agencies and the industry, this Symposium’s main purpose was to provide participants a global forum to exchange information on best practices in improving runway safety through the use of effective and innovative strategies, tools, technology and practices.

The event also served to release several important documents, such as the Runway Safety Programme - *Global Runway Safety Action Plan*, which provides recommended actions for runway stakeholders, aimed at reducing the global rate of runway excursions and incursions.

**REFERENCES**

- ICAO Runway Safety Website (<https://www.icao.int/safety/RunwaySafety/>)
- ICAO GRSS Website (<https://www.icao.int/Meetings/GRSS-2/>)

**ICAO Strategic Objectives:**

*A: Safety*

**1. Background**

1.1 Assembly Resolution 37-6 on Runway Safety, urges States to take measures to enhance runway safety, including the establishment of Runway Safety Programmes using a multidisciplinary approach, that includes at least civil aviation regulators, aircraft operators, air navigation service providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions, runway incursions and other occurrences related to runway safety.

1.2 The First Global Runway Safety Symposium (GRSS/1) was held in ICAO Headquarters, in May 2011, with the purpose of bringing together experts from diverse professional domains to determine a multidisciplinary approach to improving runway safety outcomes. The sectors included civil aviation regulators, aircraft operators, air navigation services providers, aerodrome operators, and aircraft manufacturers. One of the main outcomes of GRSS/1 was the requirement for airports to establish collaborative runway safety teams and the establishment of the ICAO led collaborative Runway Safety Programme.

1.3 The Second Global Runway Safety Symposium (GRSS/2) was held in Lima, Peru in November 2017. The objectives set for the GRSS/2 were the following:

- Review global achievements in improving runway safety since GRSS in 2011.
- Improve runway safety worldwide through global collaboration and an exchange of strategies and best practices.
- Review root causes of runway accidents and incidents.
- Obtain endorsement of the Runway Safety Programme action plan for supporting and strengthening runway safety initiatives.
- Promote the participation of stakeholders in regional initiatives related to runway safety.
- Increase the number and improve the effectiveness of airport Runway Safety Teams (RSTs) under a risk based approach and understand the relationship with the airport SMS.

## 2. Discussion

2.1 Runway accident related fatalities have declined significantly in recent years through the work of ICAO's collaborative Runway Safety Programme and stakeholders' efforts such as the establishment of Runway Safety Teams at airports. Nevertheless, runway accidents remain aviation's highest safety risk category.

2.2 The Second Global Runway Safety Symposium served as a forum to review the way forward for addressing Runway safety as the continued global aviation safety priority for the foreseeable future in order to continue the downward trend in number of accidents and fatalities to be prepared for the doubling of air traffic in the next 15 years. It also provided a global forum to exchange information on best practices in improving runway safety through the implementation of effective and innovative strategies, tools, and technologies, and promoted improved runway safety worldwide through global, regional, national and local airport collaboration.

2.3 In this regard, one of the most important outcomes of the GRSS/2 was the release of the ICAO-led collaborative **Runway Safety Programme – Global Runway Safety Action Plan (GRSAP)** for the future with recommendations for implementation of runway safety improvement initiatives and its links to the ICAO Global Aviation Safety Plan (GASP). The new GRSAP can be downloaded at the following website: <https://www.icao.int/safety/RunwaySafety/Pages/Documents%20and%20Toolkits.aspx>

2.4 An additional and related development announced at the Symposium was EUROCONTROL's launch of its revised European Action Plan for the Prevention of Runway Incursions, which can be downloaded at <https://www.skybrary.aero/bookshelf/books/4093.pdf> .

2.5 The new GRSAP supported at the Symposium will serve to guide the integrated activities of States, airports, airlines, ANSPs and manufacturers to implement runway safety improvement and risk reduction measures, with an overall objective of reducing runway safety related accident fatalities and costs.

2.6 The GRSAP targets and timelines have been developed to support the runway safety targets already established under ICAO's Global Aviation Safety Plan, which is the high-level strategic tool to help align international actions and initiatives for improving aviation safety.

2.7 One of the main focuses of the GRSAP is the continuation of the implementation of airport Runway Safety Teams (RST) and for the Runway Safety Programme to continue to support the establishment of effective RSTs with Runway Safety (RS) Go-Team missions. RSTs have proven highly successful at mitigating the risks of runway incursions and excursions, providing a collaborative solution which regulators, air navigation service providers, airline and airport operators have all positively contributed to. The objective of a RS Go-Team is to provide international technical assistance from ICAO and Runway Safety Programme partner organizations to assist a State in implementing a Runway Safety Programme and an airport in establishing a RST, supporting the implementation stage by providing technical assistance, including training, assessments and gap analysis, expert advice and guidance, based on best practices.

2.8 The work of the RST, once established, will be supported by the ICAO Regional Office, Regional Aviation Safety Group (RASG), and COSCAP, which support implementation efforts related to the regional safety priorities and targets and the ICAO Global Aviation Safety Plan.

### **3. Suggested action for the Meeting**

3.1 The Meeting is invited to approve the following draft Conclusion:

That States and industry support the implementation at a regional and national level of the Global Runway Safety Action Plan in order to take measures to enhance runway safety using a multidisciplinary and collaborative approach; including the needed components and activities to reduce runway incursions and excursions, such as the implementation of RSTs.

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