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European Action Plan for the Prevention of Runway Excursions (EAPPRE)

Portugal Runway Excursion Workshop "*Building the Local Action Plan*"

Lisbon 4 December 2013

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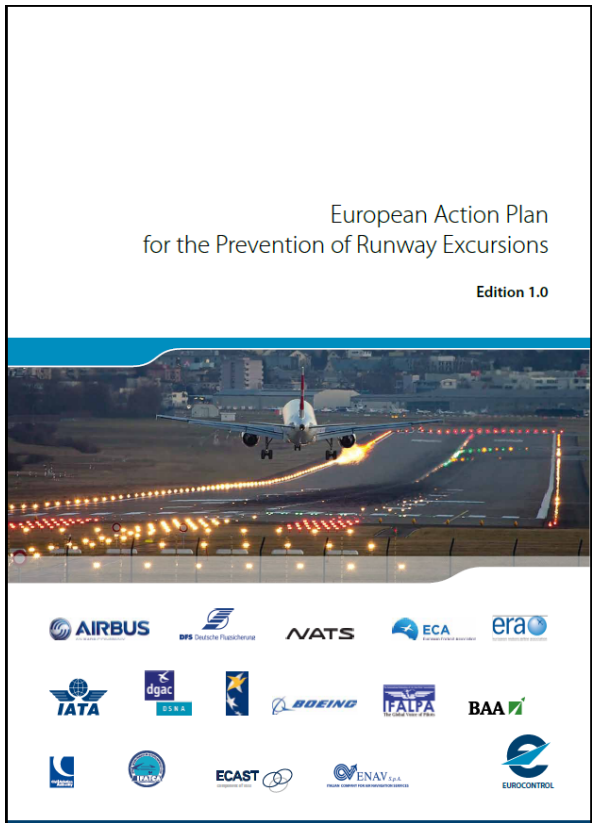
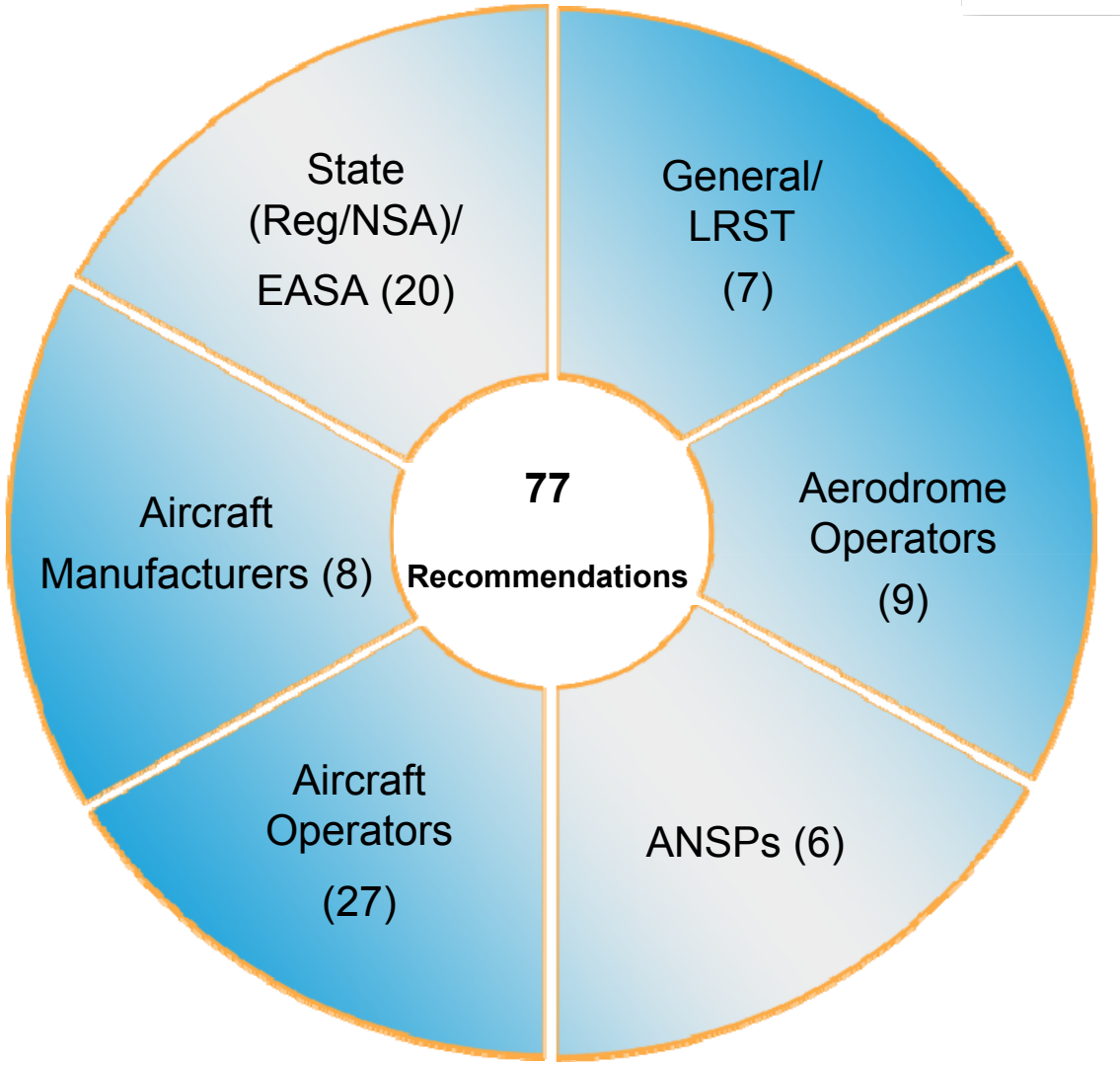
EAPPRE Recommendations





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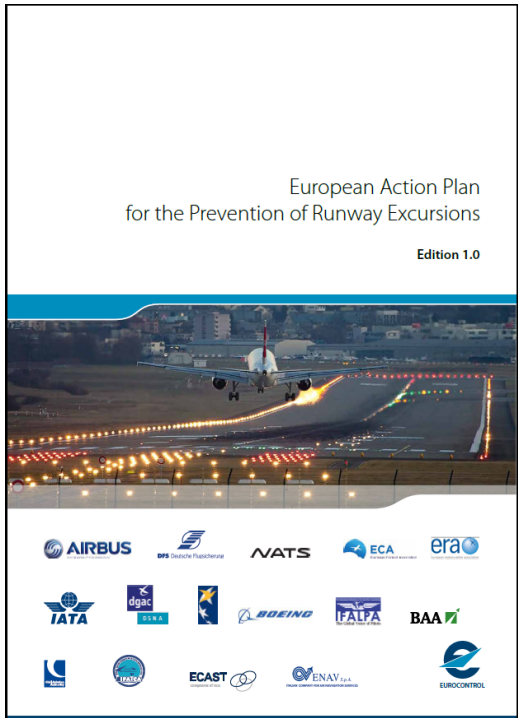
Key Points



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Safety Officer workload

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Integration of EAPPRE into SMS

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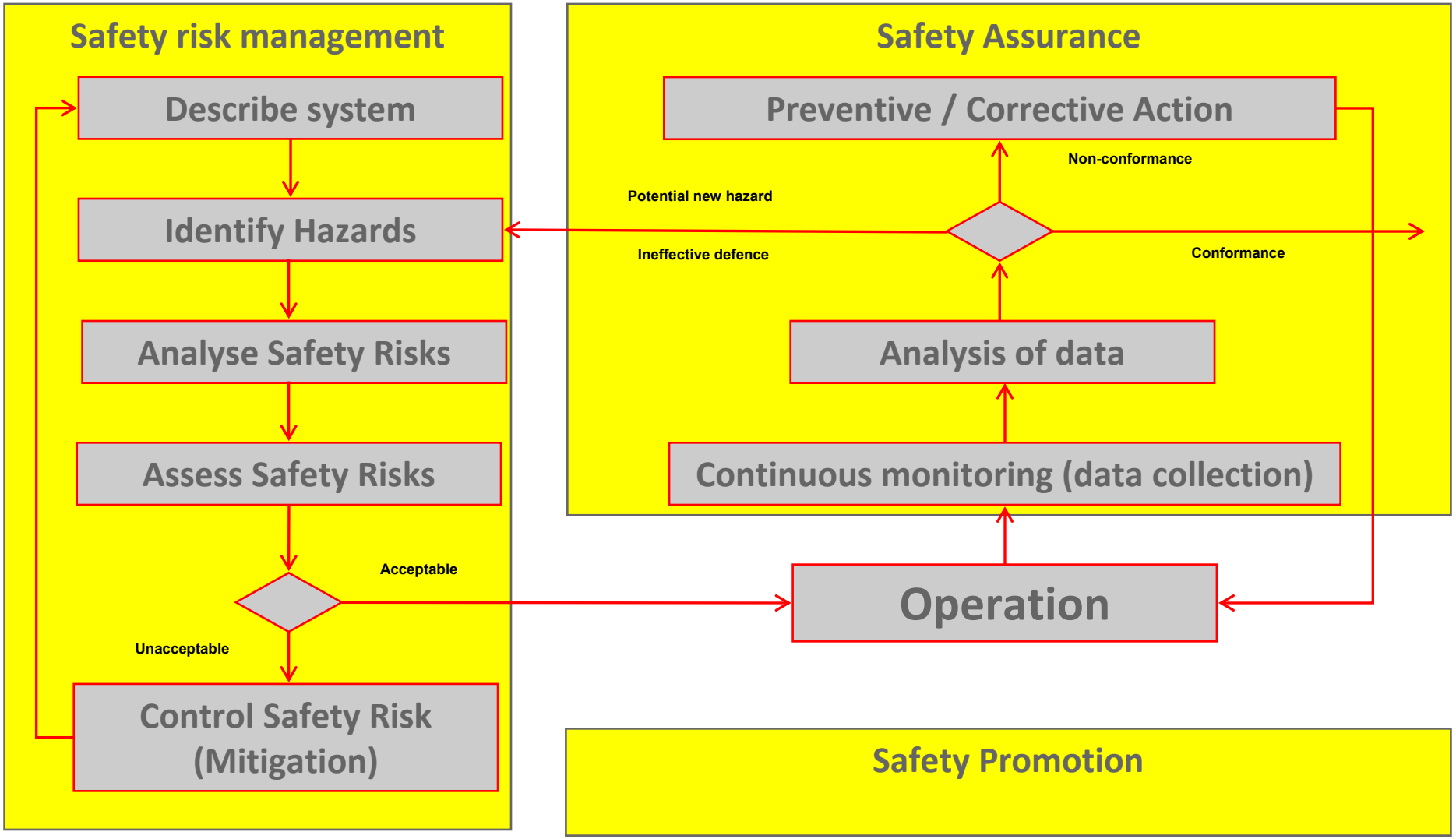

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Luxair

ERA support for EAPPRE Implementation

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Aircraft Operator

Ref	Flight Phase	Recommendations	Owner	Status	Company document reference	Comments
3.4.1	GENERAL	Aircraft operators are encouraged to participate in safety information sharing networks to facilitate the free exchange of relevant information on actual and potential safety deficiencies.	Aircraft Operator	Implemented	SMS manual Ch. 4.1.2 FP-P-04 SIE and monthly reports	
3.4.2	GENERAL	The aircraft operator should include and monitor aircraft parameters related to potential runway excursions in their Flight Data Monitoring (FDM) program.	Aircraft Operator	Implemented	SMS manual	All parameters related to unstabilized approa
3.4.3	GENERAL	The aircraft operator should include runway excursion prevention in their training program. This training should be done using realistic scenarios.	Aircraft Operator	Implemented	OM-D Training Manual 2.1.3.4 400 Year 3 covered in ALAR (approach and landing accident reduction) SMS manual 4.6 Dissemination of safety data and feedback SFRP courses FP-P-12 SFRP Events Printout	
3.4.4	GENERAL	The aircraft operator should consider equipping their aircraft fleet with technical solutions to prevent runway excursions.	Aircraft Operator	Partially implemented	OM-B	Use of HGS is highly recommended. LNAV/VNAV for non-precision approaches. RAAS (Boeing only)
3.4.5	GENERAL	The aircraft operator should consider equipping their aircraft fleet with data-link systems (e.g. ACARS) to allow flight crews to obtain the latest weather (D-ATIS) without one pilot leaving the active frequency.	Aircraft Operator	Partially implemented	OM-B	Only 737 is equipped
3.4.6	GENERAL	The aircraft operator should report to the ANSP if approach procedures or ATC practices at an airport prevent flight crew from complying with the published approach procedures and their stabilised approach criteria.	Aircraft Operator	Implemented	OM-A 11.3.4 SFRP training EVAIR	Meetings with ANA on request
3.4.7	GENERAL	The aircraft operator should ensure the importance of a stabilised approach and compliance with final approach procedures is included in briefing for flight crews. The commander should not accept requests from ATC to perform non-standard manoeuvres when they are conflicting with the safety of the flight.	Aircraft Operator	Implemented	OM-A 8.3.26 600 + 800 SFRP	
3.4.8	GENERAL	The Commander should not accept a late runway change unless for safety reasons. A briefing and if needed flight management	Aircraft Operator	Partially implemented	OM-A 8.4.15 200	swing over procedure. Recommendation states to refuse any RWY change below FL100.

Intro | Your organisation info | 3.1 | 3.2 | 3.3 | 3.4 | 3.5 | 3.6 | 3.7 | Lists

Advantage of Excel sheet

- Easy to use
- Structured
- Saves time
- Documented
- Allows review of EAPPRE implementation (for different stakeholders, for orgs like ERA)

But also for NAA?

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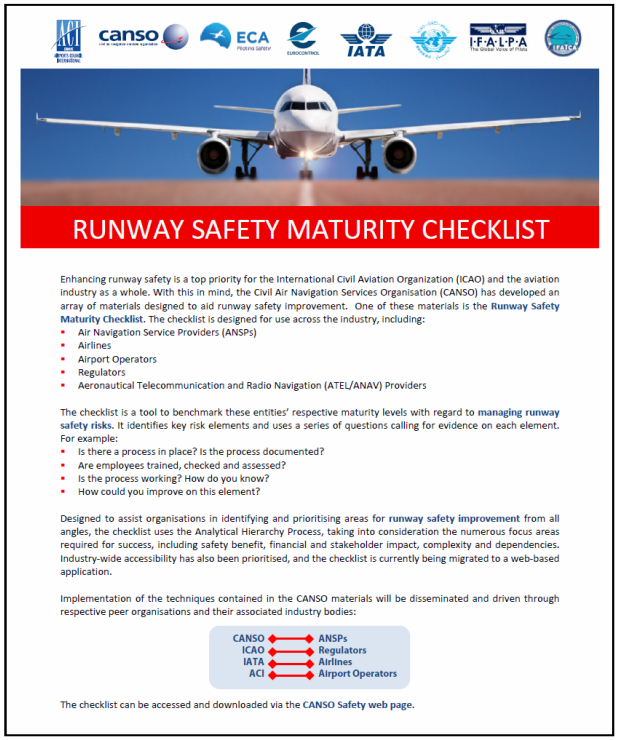
Implementation Tools - CANSO Runway Safety Maturity Checklist - Aerodrome



RUNWAY SAFETY MATURITY CHECKLIST

Enhancing runway safety is a top priority for the International Civil Aviation Organization (ICAO) and the aviation industry as a whole. With this in mind, the Civil Air Navigation Services Organisation (CANSO) has developed an array of materials designed to aid runway safety improvement. One of these materials is the **Runway Safety Maturity Checklist**. The checklist is designed for use across the industry, including:

- Air Navigation Service Providers (ANSPs)
- Airlines
- Airport Operators
- Regulators
- Aeronautical Telecommunication and Radio Navigation (ATEL/ANAV) Providers

The checklist is a tool to benchmark these entities' respective maturity levels with regard to **managing runway safety risks.** It identifies key risk elements and uses a series of questions calling for evidence on each element. For example:

- Is there a process in place? Is the process documented?
- Are employees trained, checked and assessed?
- Is the process working? How do you know?
- How could you improve on this element?

Designed to assist organisations in identifying and prioritising areas for **runway safety improvement** from all angles, the checklist uses the Analytical Hierarchy Process, taking into consideration the numerous focus areas required for success, including safety benefit, financial and stakeholder impact, complexity and dependencies. Industry-wide accessibility has also been prioritised, and the checklist is currently being migrated to a web-based application.

Implementation of the techniques contained in the CANSO materials will be disseminated and driven through respective peer organisations and their associated industry bodies:

CANSO	ANSPs
ICAO	Regulators
IATA	Airlines
ACI	Airport Operators

The checklist can be accessed and downloaded via the **CANSO Safety web page.**

Runway Safety Maturity Checklist

AERODROME	Element What are you looking for? For example, "Do you have….."	Objective Why are you looking for it?	Does the element exist? Is it written down (e.g. procedure)? Does it exist (e.g. equipment, signs, markings etc)? Details	Training Are people trained in the use of the element? Remedial and/or Refresher training? Details	Is it working? How do you know? (e.g. incident reports, analysis, corrective action, feedback) Details	Improvement What could you do to improve this element?	Index
Aerodrome	Provision of weather information systems (ATIS / AWIS / Windsock / Windshear alerting system/weather radar/runway visibility and range monitoring systems) to provide real-time meteorological information.						
Aerodrome	Provision of available, reliable and accurate precision approach aids a) Redundancy / diversity in system architecture						
Aerodrome	Aerodrome procedures for a) conduct of runway inspections including surface conditions and state b) reporting and repair (e.g. contamination, FOD, damage) c) periodic inspection, reporting and maintenance of lighting, signage markings and tax						
Aerodrome	Aerodrome proce runway visibility						
Aerodrome	Runway and taxi to optimise runw by a) being consistent with ICAO requirements b) include RESA and/or other arrestor systems c) appropriate position, length, width, gradient and surface characteristics, friction coatings, grooving, surface texturing and drainage optimised for prevailing conditions, including alternatively aligned runway d) provision of adequate runway (edge						
Aerodrome	Availability of ICAO compliant aviation rescue and fire fighting service						
Aerodrome	Emergency planning arrangements which include Airlines, ATC, Aerodrome and emergency services						
Aerodrome	Training, checking and assessment to verify use of ICAO compliant phraseology including readback/hearback procedures (airside vehicle operators)						
Aerodrome	Transponder equipage of vehicles required to operate airside where ground surveillance is available						

Similar to EAPPRI and EAPPRE Recommendations

Responses can also be 'weighted' to provide a maturity index and help with prioritisation

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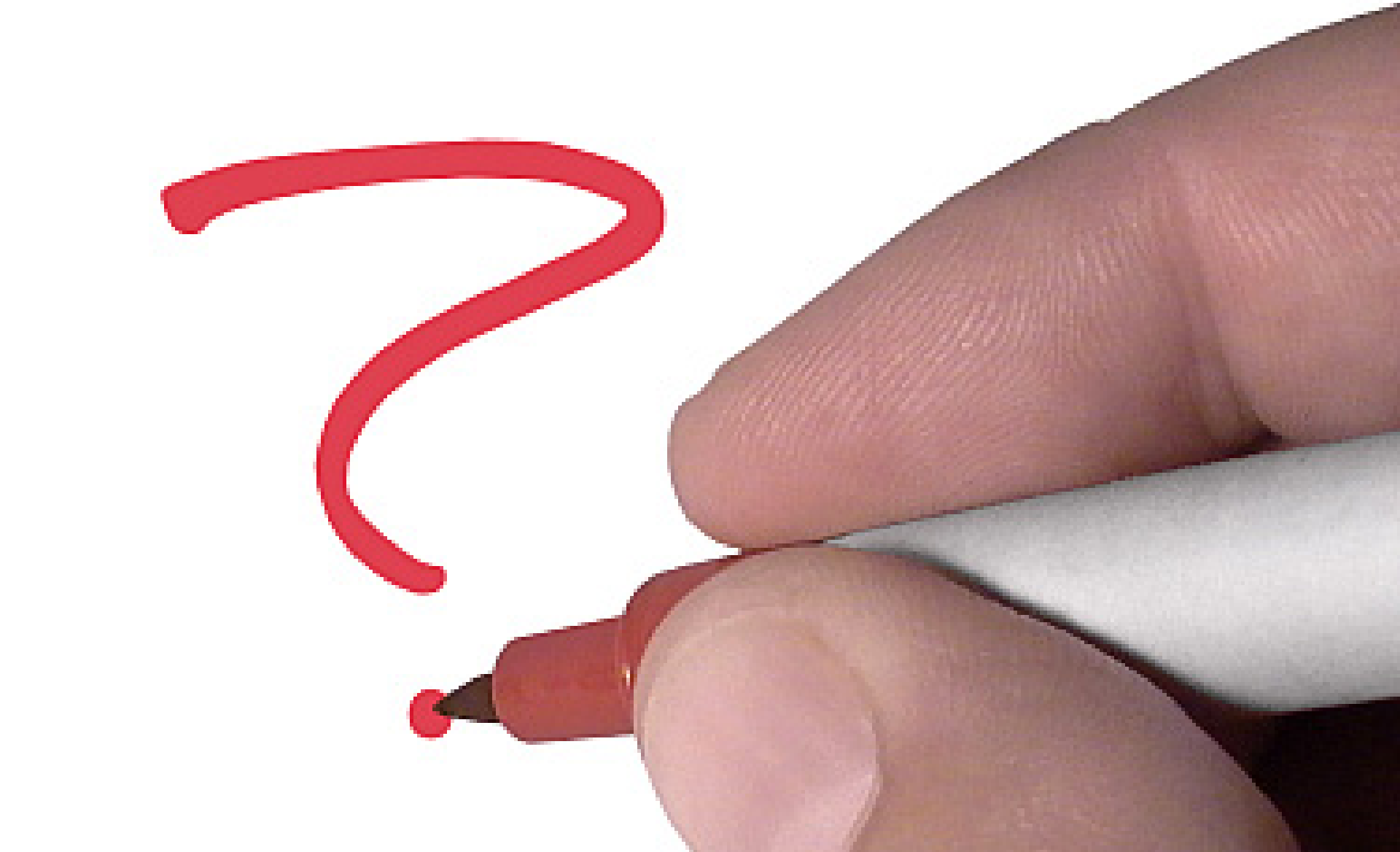
Questions?