Advisory Circular

CAA-AC-ANS 010

KENYA CIVIL AVIATION AUTHORITY

May 2010

RUNWAY SAFETY PROGRAMME AND RUNWAY SAFETY TEAMS

1.0 PURPOSE

1.1 This Advisory Circular (AC) provides guidance to the Air Navigation Services Provider (ANSP) on the establishment of a runway safety programme and runway safety teams. The establishment of a safety programme and a safety team(s) shall ensure the safety of the runway(s) against foreign objects, debris and animals straying onto the runway and other logistical deficiencies. Among the factors that shall be considered while developing a runway safety programme are the safe operation of aircraft, air traffic management, vehicle movement on the manoeuvring area and aerodrome management.

2.0 REFERENCES

2.1. EAC Doc. 132/406/1 Model Runway Safety Guidance Material

2.2. ICAO Doc 4444 (PANS-ATM)

3.0 GUIDANCE MATERIAL

3.1. A runway safety programme shall start with the establishment of local runway safety teams at individual aerodromes. The primary role of a local runway safety team, which may be coordinated by a runway Safety Manager responsible for Safety Management System, is to develop an action plan for runway safety, advise the appropriate management on potential runway incursion issues and to recommend strategies for hazard removal and mitigation of the residual risk. The development of this action plan may be based on local occurrences or a combination of these occurrences and information collected from elsewhere.

3.2. The runway safety team shall be composed of representatives from aerodrome operations, air traffic service providers, airlines or aircraft operators, pilot and air traffic controller associations or any other groups with direct involvement in runway operations.

3.3. This team shall meet on a regular basis. The frequency of meetings shall be determined by individual teams.

3.4. At some aerodromes, other groups may exist that could carry out the functions of a runway safety team.

3.5. After determining the number, type and severity of runway incursions, the runway safety team shall establish goals that will improve safety of runway operations. Example of possible goals are:

a) improving runway safety data collection, analysis and dissemination;

b) ensuring that signage and markings are compliant with the Manual of Aerodrome Standards and are visible for pilots and drivers;

c) developing initiatives for improving the standard of communications;

d) identifying potential new technologies that may reduce the possibility of runway incursion;

e) ensuring that procedures are compliant with the Manual of Aerodrome Standards; and

f) initiating local awareness by developing and distributing runway safety education and training materials to controllers, pilots and personnel driving on the aerodromes.

3.6. Common recurring scenarios that lead to runway incursion include:

a) an aircraft or vehicle crossing in front of a landing aircraft;

b) an aircraft or vehicle crossing in front of an aircraft taking off;

c) an aircraft or vehicle crossing the runway holding position marking;

d) an aircraft or vehicle unsure of its position and inadvertently entering an active runway;

e) a breakdown of communication leading to a failure to follow an air traffic control instruction; and

f) an aircraft passing behind an aircraft or vehicle that has not vacated the runway

3.7. Much can be learned by analysing previous incidents and accidents in order to arrive at mitigating solutions. The use of a Runway Incursion Severity Classification (RISC) Model will enable a consistent assessment to be made of the severity of runway incursion events.

3.8 For more details refer to EAC Doc. 132/406/1 Model Runway Safety Guidance Material

Civil Aviation Authority