
IRELAND

AERONAUTICAL INFORMATION SERVICES
IRISH AVIATION AUTHORITY
CONTROL TOWER
SHANNON AIRPORT
CO. CLARE

Tel +353 61 703750 Fax +353 61 471965 AFTN EINNYNYX

AIC

Nr 01/05 4 Aug

1 European Action Plan for the Prevention of Runway Incursions

This Aeronautical Information Circular (AIC) is issued to provide awareness for Pilots and Airside Vehicle Drivers of the European Action Plan for the Prevention of Runway Incursions.

1.1 There is probably one runway incursion every day in the European region. Runway incursions can and do happen at all aerodromes during all weather conditions.

1.2 Urgent and immediate action is required by the National Aviation Safety Authorities, Airline operators, Aerodrome operators, Air Navigation Service Providers and the individual pilots, air traffic controllers and vehicle drivers if this serious safety hazard is to be reduced or eliminated altogether.

1.3 There have been a number of accidents on the runway in recent years. Examples are the Tenerife accident in 1977 involving two B747 aircraft with loss of 583 lives, the Paris/Charles De Gaulle accident in 2000 between a departing MD83 and Shorts 330, and the Milan / Linate accident in 2001 involving a MD87 and a Cessna Citation. These accidents tragically demonstrate the serious consequences of runway incursions.

1.4 NEW GLOBAL DEFINITION (ICAO) Applicable 25 November 2004

Runway Incursion:

Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft

1.5 Four subjects have been extracted from the European Action Plan for the Prevention of Runway Incursions for your urgent attention. Further AICs may be issued on subjects related to the Prevention of Runway Incursions.

- (i) Lost or uncertain of position on the Aerodrome Manoeuvring Area – New Procedure
- (ii) Local Runway Safety Teams
- (iii) Use of Standard Phraseologies
- (iv) Incident Reporting

2 A New Procedure to mitigate the hazard of Aircraft or Vehicles that are Lost, or Uncertain of their Position, on the Aerodrome Manoeuvring Area

2.1 Pilots and Airside Vehicle Drivers who are uncertain of their position on the manoeuvring area are one of the contributing factors to runway incursions.

2.2 A loss of accurate positional awareness can occur at any point on the manoeuvring area. It is most critical when it occurs close to, or on the runway.

2.3 With the aim of reducing the number of runway incursions, it has been identified that an explicit procedure is needed for Pilots and Airside Vehicle Drivers to report to Air Traffic Control immediately

they are lost or uncertain of their position on the manoeuvring area. Until this procedure is published by ICAO it is imperative that all Pilots or Vehicle Drivers who are lost or uncertain of their position on the Aerodrome Manoeuvring area, **report immediately** to Air Traffic Control and await instructions to eliminate or mitigate any other potential hazards arising from an Aircraft or Vehicle being in the wrong position.

3 Local Runway Safety Teams

3.1 Local Runway Safety Teams are now widely implemented across the European Region. Their role is to provide operational expertise to identify the safety issues on and around the runway for their own aerodrome. Participation is sought from across the aerodrome community to successfully carry out safety enhancements e.g.

- Identifying the need to enhance local procedures and practices;
- Ensuring that Hotspots maps are published and show areas where Aircraft or Vehicles are commonly involved in incursions;

3.2 Local Runway Safety Teams have been established at the following airports in Ireland: Dublin Airport, Shannon Airport, Cork Airport, Knock International Airport, Kerry Airport, Galway Airport, Sligo Airport, Waterford Airport, and Donegal Airport.

3.3 For information about the Local Runway Safety Team at your airport contact the Aerodrome Manager.

4 Use of Standard Phraseologies

4.1 To ensure the correct execution of ATC instructions, the use of standard ICAO phraseologies in all RTF communications is essential. Standard Phraseologies must also be used during Read Back.

4.2 The Benefits

4.2.1 The benefits of using standard phraseologies include:

- Reduced misunderstandings
- Use of full call signs
- Use of aviation English
- Improved use of RT communication channels

5 Incident Reporting

5.1 Incident reporting is essential to learn more about common causal factors of runway incursions. Runway incursions or events that could have led to a runway incursion should be reported through the Mandatory Occurrence Reporting scheme (MORS).

6 Conclusion

6.1 All participants in manoeuvring area operations are vulnerable to runway incursions. The best way to minimise your chances of being involved in a runway incursion is to be informed, be alert and be prepared. Please read the available information, gather all available knowledge, understand the issues and know how best to mitigate the potential hazards of a runway incursion. A positive approach will produce positive results.

7 Further Information

7.1 Readers of this Circular are strongly encouraged to download the European Action Plan, read it and review your own operation in light of the recommendations and guidance material provided. Runway Safety awareness material and information about the European Action Plan for the Prevention of Runway Incursions can be found on the following website:

<http://www.eurocontrol.int/runwayincursions>

7.2 Information and guidance can also be obtained from the Irish Aviation Authority Air Navigation Standards Department Tel: 01 6031528

8 References

8.1 The European Action Plan and supporting materials are produced by a joint working group comprising:

- the EUROCONTROL Agency
- EUROCONTROL Safety Regulation Commission
- Joint Airworthiness Authorities
- Group of Aerodrome Safety Regulators (GASR)
- Airlines
- Air Navigation Service Providers
- IATA
- IFATCA
- IFALPA
- IAOPA
- ICAO

8.2 Documents

- ICAO: Annex 2, Rules of the Air,
- ICAO: Annex 11, Air Traffic Services
- ICAO: Annex 14, Aerodromes
- ICAO: Doc. 4444 – “Procedures for Air Navigation Services – Air Traffic Management”.
- EUROCONTROL: “European Action Plan for the Prevention of Runway Incursions”.

9 Do not hesitate to contact the Runway Safety Office at Eurocontrol if you have any questions.

EUROCONTROL HQ,
Rue de la Fusée 96
B-1130 Brussels
Belgium
Telephone: +32 2 729 3789
e-mail: runway.safety@eurocontrol.int

-000-