

Irish Aviation Authority The Times Building 11–12 D’Olier Street Dublin 2, Ireland www.iaa.ie	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire	AERONAUTICAL NOTICE No. S.08 ISSUE 3 DATE 29.01.19	
Safety Regulation Division	Rannán na Rialachán Sábháilteachta		

Runway Incursions (ICAO Definition)

1. Purpose

This Notice to Air Navigation Service Providers is to inform staff members entrusted with responsibilities related to air navigation services or as a flight information service officer, of their obligation to be aware of the ICAO definition of a runway incursion.

Such staff members shall also be aware of their legal requirements for reporting Runway Incursions through their Organisation’s mandatory occurrence reporting systems in accordance with EU regulation.

2. Runway Incursion Definition

ICAO defines a runway incursion as:

“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 aircraft¹.”

This definition refers to ‘incorrect presence’ rather than ‘unauthorised or unplanned presence’. Therefore, an incident resulting from an ATC error, such as when a pilot correctly follows an erroneous clearance, or a clearance issued erroneously may be recorded as a runway incursion.

The primary benefit of having one standardised definition, applicable globally is the possibility to enable meaningful comparisons in their analysis such as determining common factors that contribute to runway incursions. As those common contributory factors are revealed, the hazards that led to them can be identified, mitigated and, where possible, eliminated.

Note: This definition of a Runway Incursion is also contained within EU regulatory framework and is presented in the guidance material to Commission Regulation (EU) 139/2014, the Aerodromes regulation.

3. Interpreting Events

The European Action Plan for the Prevention of Runway Incursions (EAPPRI) is published by Eurocontrol and v3.0 was released in November 2017. This document

¹ The ‘protected area of a surface designated for the landing and take-off of aircraft’ is to be interpreted as the physical surface of a runway, from the centreline to the holding point appropriate to the type of runway. Where operations are being conducted during low visibility operations this should be the holding point appropriate to the procedures in force. The ‘protected surface’ includes the ILS glide-path and localiser critical areas at all times, and the ILS sensitive areas during low visibility procedures.

provides extensive guidance to organisations in their runway incursion prevention activities.

It also provides an appendix and table dedicated to interpreting runway occurrences.

EAPPRI V3.0 is published on the Eurocontrol website as per link below:

<https://www.eurocontrol.int/publications/european-action-plan-prevention-runway-incursions-eappri-v30>

4. Reporting a Runway Incursion

All persons who perform ‘a function which requires him or her to be authorised by a Member State as a staff member of an air traffic service provider entrusted with responsibilities related to air navigation services or as a flight information service officer’ are required to report a runway incursion through their organisation’s mandatory occurrence reporting system, e.g. an Air Traffic Controller who holds a valid licence as per Commission Regulation (EU) 2015/340. In situations where an occurrence involves more than one person within the same organisation, it is understood that the most appropriate person should raise the report.

Mandatory occurrence reporting systems within each Organisation shall detail further reporting responsibilities in accordance with Regulation (EU) 376/2014.

5. Further Information

Requests for further information on the contents of this notice should be addressed to:
ansdinfo@iaa.ie

**Chief Executive
Irish Aviation Authority**