Safety II - from theory to practice

in a Runway Incursion Prevention Programme

Maria Lundahl LFV/Operations
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Safety II

Runway Incursion Prevention Programme
Why a Runway Incursion Prevention Programme?

Airport - small margins

Aircraft - critical phase in flight
- limited time/space for recovery

Aircraft/vehicle - Few effective warning systems
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High risk operation!
How study *normal work*?

1. Observations
2. Interviews
3. Workshops
4. Observations
1. Observations

• Focus on *normal work*, not on adverse events
  ▪ Why no Runway Incursion?

• Observation by Expert observer
2. Interviews

• Focus on *normal work*
• Situations derived from the observations
3. Workshops

1. "Have you ever been in a situation ...?"
   The good example
2. Cases from reality, slightly adjusted ...
3. Changing roles, changing perspectives
4. Best practices
Lessons learned?

Best practices/Normal practices
• ATC
• Airport/Vehicles
• Aircraft

• Airport design/infrastructure
• Phraseology/Training
• Cooperation
• Technical solutions/aids
• Methods
Airport design/infrastructure

- International standards (design, naming)
- Alternative driving routes
- Taxi management
- RWY AHEAD warning
Phraseology/Training

• Driver training
Cooperation

• Study visits
• Seasonal activity meetings
Technical solutions/aids

• iPad in cockpit/vehicle
  ▪ Moving map
  ▪ Warnings
• Drivers monitor VHF
Methods

• Use of checklists
  ▪ hand over
• Avoiding long clearances
• Heads up during taxi
Current state

• Noticable decrease in the number of Runway incursions
• Organisational focus on Runway Incursion prevention
Final thoughts

• The aviation industry has long been at the forefront when it comes to learning from incidents and accidents

• Let’s lead the way forward in establishing practical methods for learning from normal work
Now back to you, Erik ...