



## APPENDIX G OVERSIGHT ACTIVITIES FOR REGULATORS

Effective oversight of runway, aerodrome and flight operations forms an important part of the safety management system (SMS) of the aerodrome operator, air navigation service provider, aircraft operator, and other stakeholders and of the State Safety Program activities.

ICAO obligations place responsibilities on States to ensure safety, regularity and efficiency of aircraft operations, air navigation services and operations at aerodromes under their jurisdiction. Therefore, it is essential that the State retains its overseeing responsibility and ensures that the aircraft operator, air navigation service provider and aerodrome operator, whether or not the aerodrome operator is state owned or private, complies with the relevant ICAO SARPs and/or applicable national regulations.

The Regulator in co-operation with the Competent Authorities for oversight and/or Military Authorities should conduct safety regulatory audits and inspection on aircraft operations, aerodromes operations and air navigation services in order to monitor the safe provision of these operations to assess the level of safety achieved and to verify that the applicable safety regulatory requirements and their implementing arrangements are met.

The regulatory oversight of aircraft operator, air navigation service provider aerodrome operators by their Regulator may include, but is not limited to:

- Ensuring that an aircraft operator, air navigation service provider and aerodrome operator has an effective runway excursion prevention programme that meets ICAO or national requirements;
- Joint/ coordinated audits and inspections to examine the interfaces between the aerodrome agencies involved in runway excursion prevention; e.g. communication of safety significant information regarding changing surface conditions in real time to the appropriate air traffic services ;
- Reviewing the training program for Pilots, Air Traffic Controllers and Aerodrome personnel on runway excursion prevention measures;
- Reviewing incident prevention programs, including occurrence reporting relating to runway excursions, and for aircraft operators, includes monitoring aircraft parameters related to potential runway excursions from their flight monitoring data program;
- Reviewing runway maintenance program, including removal of contaminants, refurbishing program, assessment of runway contamination and friction levels, etc.

In addition to the regulatory oversight described above, it may benefit a regulator to keep a high level, national focus on the risk of runway excursions. This can be achieved by establishing a national runway excursion prevention (sub) group as part of a national Runway Safety Steering Group. Membership of the group could include representatives from industry such as aerodromes, aircraft operator flight operations, air traffic services, industry safety groups, runway safety committee members and appropriate representatives from the regulatory authority.

Terms of reference for such a group might be to:

- Address specific, hazards identified nationally, coordinating this through sub-groups or external agencies as required;
- Promote good practice, information sharing and raise awareness through publicity and educate industry;
- Actively enhance work continuing in industry;
- Act as a coordination point for industry;
- Identify and investigate which technologies are available that may reduce runway excursion risks;
- Review current aerodrome, ATC and aircraft operational policies and if necessary make recommendations on future policy to reduce the risk of runway excursions;
- Make recommendations for guidance and advisory material for industry on aerodrome, aircraft and ATC operational issues to reduce the risk of runway excursions;
- Oversee and promote the reporting of runway excursion incidents;
- Thorough analysis of data to identify and examine specific areas of concern.

Regulators should actively support and promote the European Action Plan for the Prevention of Runway Excursions as part of the State Safety Program activities. Although the action plan is guidance material and contains recommendations only, regulators should ensure that it is given a continuous priority in its oversight activities wherever possible by:

- Promoting awareness of the European Action Plan for the Prevention of Runway Excursions guidance material;
- Conducting a gap analysis to ensure that all recommendations are implemented where possible;
- Ensuring that runway safety and the prevention of runway excursions are addressed in regular audit inspections;
- Ensuring that the recommendations arising from audits are implemented wherever possible.