

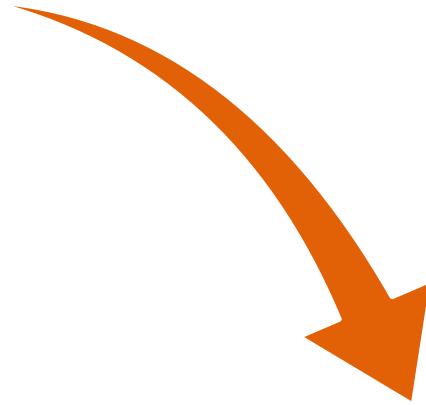
Safety II - from theory to practice

in a Runway Incursion Prevention Programme

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Safety II

Theory



Practice

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



Why a Runway Incursion Prevention Programme?



High risk
operation!

Airport

every

Aircraft/vehicle - Few effective warning systems



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



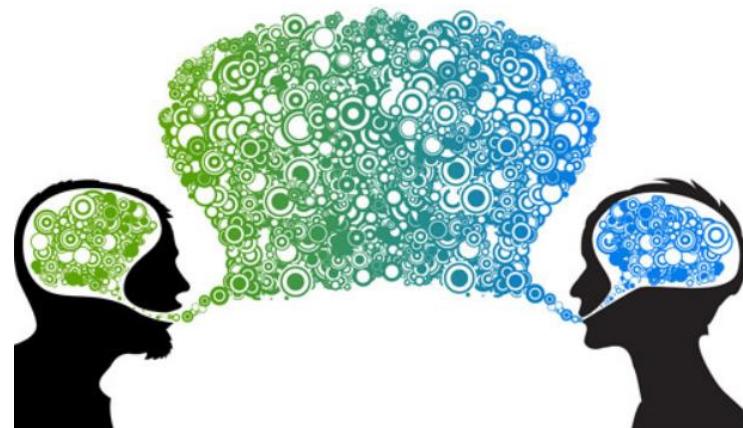
Airport design/infrastructure

- 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 ...

