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European Action Plan for the Prevention of Runway Excursions (EAPPRE) - Overview

Portugal Runway Excursion Workshop “*Building the Local Action Plan*”

Lisbon 4 December 2013

Richard “Sid” Lawrence

European Safety Programme for ATM (ESP+),
EUROCONTROL NMD Safety



Definition of Runway Excursion



An event in which an aircraft veers off or overruns the runway surface during either take-off or landing.



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EAPPRE History - 2010



+



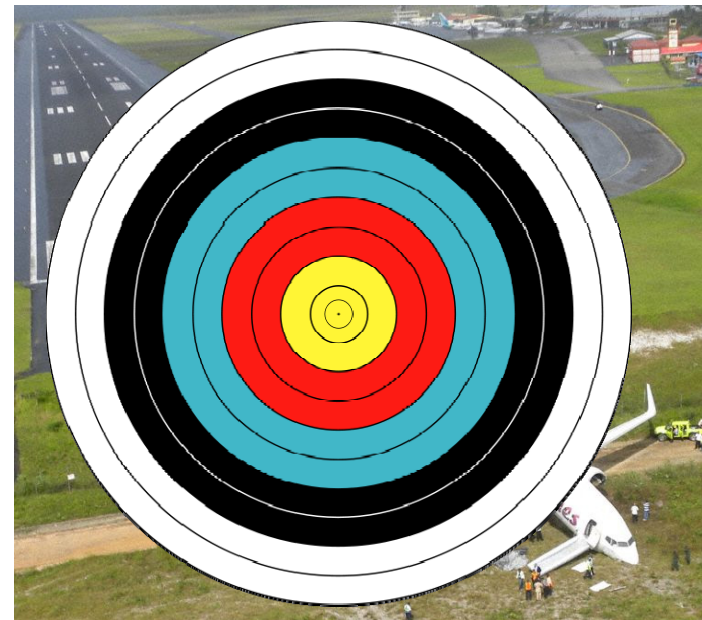
European Working Group for Runway Safety (EWGRS)





EAPPRE History (cont'd)

- EWGRS Chaired by EUROCONTROL
- EAPPRE developed in tradition of EAPPRI and previous European-level action plans: level bust, air-ground communication and airspace infringement
- European Aviation Safety plan (EASp) deliverable



**To help reduce the
risks of this!!**



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Read all about it...

European Action Plan for the Prevention of Runway Excursions Edition 1.0

Released and Published - January 2013

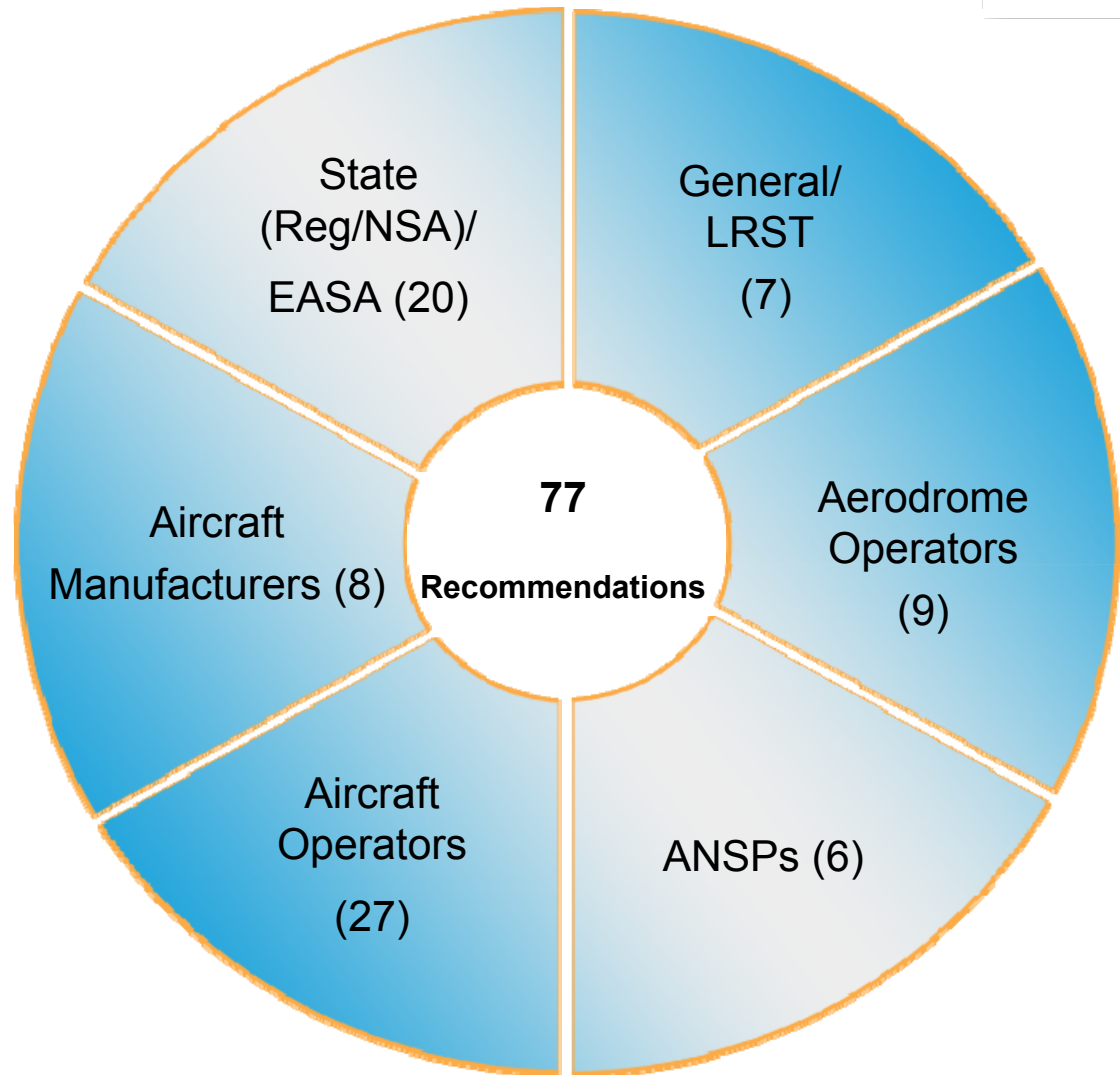
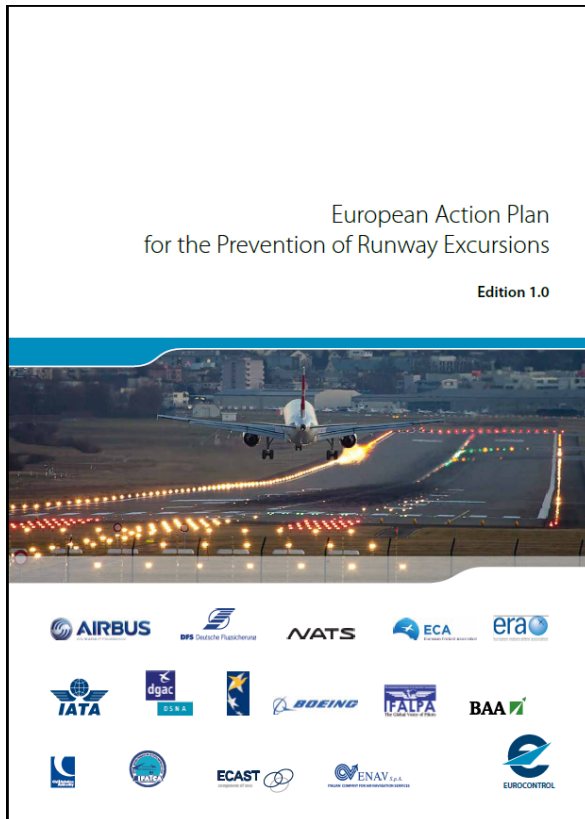




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EAPPRE Recommendations

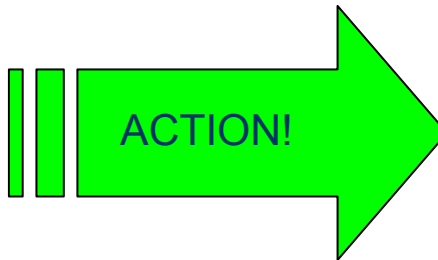
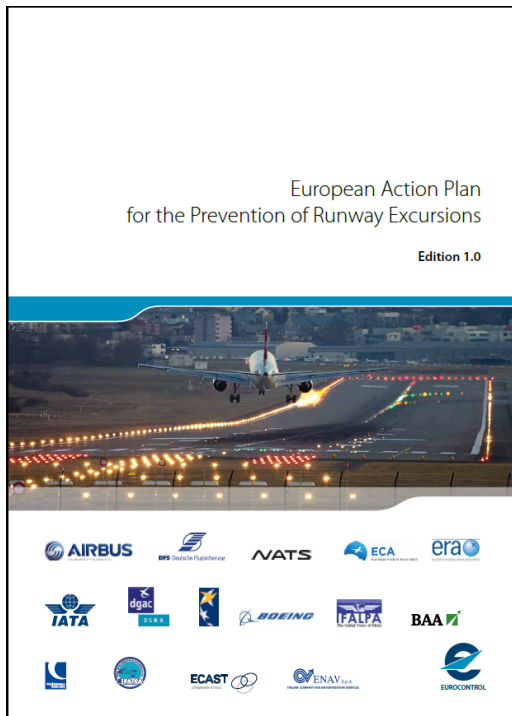




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Implementation Principles



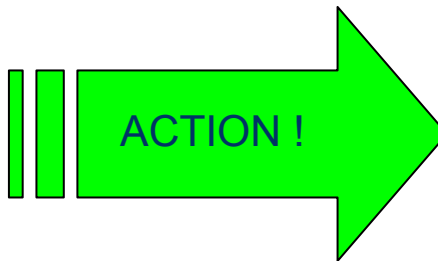
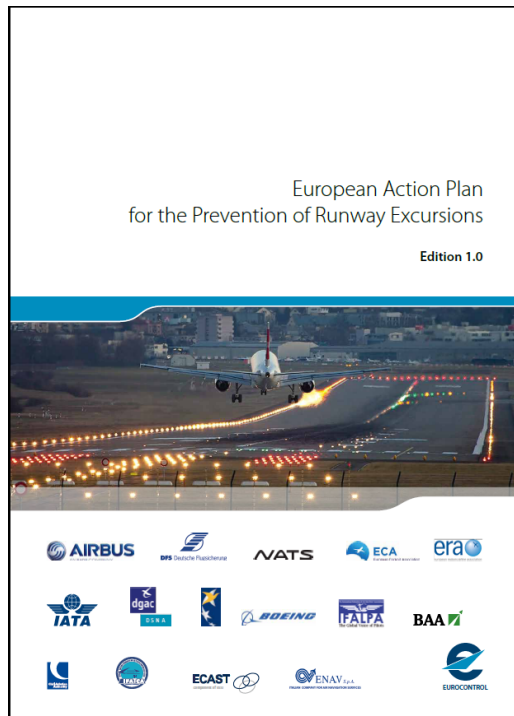
- Stakeholder relevance
(include in SMS)
- +
- State requirements



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Implementation Strategy



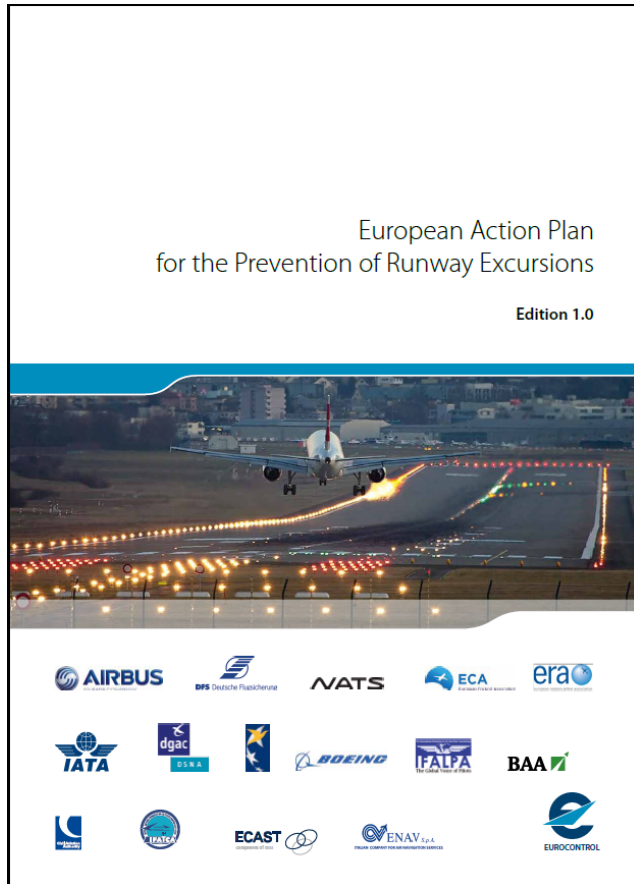
- State coordination (State Safety Programme - New EASp Action (AER 1.9))
- Local Runway Safety Teams



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Implementation activities – briefings ...





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Implementation Tools – Guidance materials

SKYbrary - Toolkit: Stabilised Approach Awareness Toolkit for ATC - Windows Internet Explorer

FLIGHT SAFETY FOUNDATION

canoso

Reducing the Risk of Excursions

Runway Excursions Risk Reduction Toolkit

What Role does Air Traffic Control play?

ATC can influence the safety and stability of an approach in two general areas. First, the instructions

What is a Runway Excursion?

The Civil Aviation Authority (CAA) defines a runway excursion as an aircraft which, at any time above or below these altitudes if deemed necessary. It is possible for a pilot to initiate a go-around even after touchdown on the runway, but not after the thrust reversers have been deployed.

For ATC purposes, in the most basic terms, if an arriving aircraft is too high or too fast, the approach will most likely be an unstable one.

Ensure the runway assignment is appropriate for the wind. Excessive tailwinds or crosswinds can lead to unstable approaches, and especially when the runway is wet or contaminated, are often associated with runway excursions.

Issue accurate and timely information related to weather conditions, wind and airport runway conditions. When conditions are rapidly changing, promptly inform the pilot of all significant changes. Keep the overlying control facility (approach control or en-route) advised of changing conditions as well.

Failure to recognize the need to conduct a go-around

Type of Operation

Nonscheduled/air taxi/freight

Training/observation

Flight Crew

Reduced state of alertness – fatigue

Single-pilot operation

Airport

No current/accurate weather information

Unfamiliar airport or unfamiliar

With the help of:

Issued: 26 June 21

Done, but with errors on page.

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Start

Microsoft Office Outlook

Microsoft PowerPoint

The Global Voice of ATC



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Implementation Tools - ERA Checklist

General Principles and Local Runway Safety Teams

Ref	Recommendations	Action	Status	Company document reference	Comments
3.1.1	At individual aerodromes, as designated by the Regulator, a Runway Safety Team should be established and maintained to lead action on local runway safety issues.	Aerodrome Operators, Air Navigation Service Provider, Aircraft operators Regulator.			
3.1.2	A local runway safety awareness campaign should be initiated at each aerodrome for Air Traffic Controllers, Pilots and Manoeuvring Area Vehicle Drivers and other personnel who operate on or near the runway. The awareness campaign should be periodically refreshed to maintain interest and operational awareness.	Local Runway Safety Team			
3.1.3	Confirm that all infrastructure, practices and procedures relating to runway operations are in compliance with ICAO provisions.	Aerodrome Operator (lead), Air Navigation Service Provider.			
3.1.4	Where practicable, ensure that specific joint training and familiarisation in the prevention of runway excursions, is provided to Pilots, Air Traffic Controllers and Aerodrome Operator staff. This may include visits to the manoeuvring area to increase awareness of markings, signage, and position of anemometers etc. where this is considered necessary.	Local Runway Safety Team, Air Navigation Service Provider, Regulator, Aerodrome Operator.			
3.1.5	Runway safety should be part of initial and recurrent training for operational staff e.g. Air Traffic Controllers, Pilots, Meteorology officers, NOTAM officers and all other personnel involved in manoeuvring area operations.	Aircraft Operator, Air Navigation Service Provider, Aerodrome Operator, Regulator, Flight Training School.			
3.1.6	All users of the aviation system should participate in safety information sharing networks and exchange relevant information on actual and potential safety deficiencies to ensure that runway safety risks are correctly identified and appropriately mitigated at each aerodrome.	Aircraft Operator, Air Navigation Service Provider, Aerodrome Operator, Local Runway Safety Team, EUROCONTROL.			

One sheet for all EAPPRE stakeholder groups



Implementation Monitoring (1)



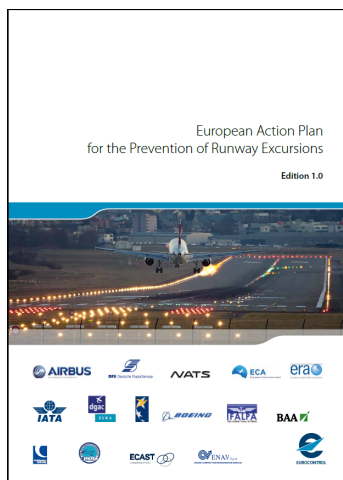
- EUROCONTROL European Single Sky Implementation (ESSIP) Objective SAF 11 – Autumn 2013.
 - ECAC wide
 - Remit agreed between EUROCONTROL and EASA.
 - One Stakeholder Line of Action (SLoA) “*Implement the applicable measures of the EAPPRE*” (and references the EAPPRE Recommendations per stakeholder group).
- EASp – Overall State implementation progress – thro’ SSP (New EASp Action (AER 1.9))
- Locally by aircraft operators, ANSPs, aerodrome operators (coordinated thro’ LRSTs)



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Download EAPPRE from SKYbrary



SKYbrary - European Action Plan for the Prevention of Runway Excursions (EAPPRE) - Windows Internet Explorer

http://www.skybrary.aero/index.php/European_Action_Plan_for_the_Prevention_of_Runway_Excursions_(EAPPRE)

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European Action Plan for the Prevention of Runway Excursions (EAPPRE)

Categories: Operational Issues | Runway Excursion

EAPPRE

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Background

The EUROCONTROL "Study of Runway Excursions from a European Perspective" showed that the causal and contributory factors leading to a runway excursion were the same in Europe as in other regions of the world. The study findings made extensive use of lessons from more than a thousand accident and incident reports. Those lessons have been used to craft the recommendations contained in the European Action Plan for the Prevention of Runway Excursions, Edition 1.0 of which was published in January 2013.

The European Action Plan for the Prevention of Runway Excursions (EAPPRE) contains practical recommendations with guidance materials to assist operational staff with their implementation. According to ICAO, runway excursions are a persistent problem and their numbers have not decreased in more than 20 years.

Article Information	
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[http://www.skybrary.aero/index.php/European_Action_Plan_for_the_Prevention_of_Runway_Excursions_\(EAPPRE\)](http://www.skybrary.aero/index.php/European_Action_Plan_for_the_Prevention_of_Runway_Excursions_(EAPPRE))



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Questions?

