

## **THE PROGRESS OF RUNWAY SAFETY PROGRAMME IMPLEMENTATION IN MALAYSIA**

First Runway Safety Team (RST) Development Team Meeting has been held Tuesday, 5 June 2012 at DCA Airport Standards Division office in Putrajaya. The meeting was chaired by Deputy Director (Safety), Airport Standards Division, DCA Malaysia and was attended by representatives from airlines, airline association as well as aerodrome operator.

The meeting has agreed to form local Runway Safety Team at individual aerodromes in Malaysia starting with KL International Airport. The target date will be 1<sup>st</sup> September 2012. Other international and main domestic aerodromes will undergo the same practice beginning 2013.

A directive (Airport Standards Directive) has been developed to give guidance on implementation of Runway Safety Programme in Malaysia (refer side attachment). This document has been disseminated to all relevant parties for their comment before it can be published. Comments are also welcomed from anybody who can download the draft of this document through DCA website.

Runway Safety Team which will be formed is expected to meet at least four times a year as recommended by ICAO. Among other things that will be discussed during the meeting are as following:

- a) determining the number, type and, if available, the severity of runway incursions / excursions;
- b) considering the outcome of investigation reports in order to establish local hot spots or problem areas at the aerodrome;
- c) working as a cohesive team to better understand the operating difficulties of personnel working in other areas and recommending areas for improvement;
- d) ensuring that the recommendations contained in the *Manual on the Prevention of Runway Incursions* (Doc 9870) are implemented;
- e) identifying any local problem areas and suggesting improvements;
- f) conducting a runway safety awareness campaign that focuses on local issues, for example, producing and distributing local hot spot maps or other guidance material as considered necessary; and
- g) regularly reviewing the airfield to ensure its adequacy and compliance with ICAO SARPs.

The local runway safety team will assist in enhancing runway safety by :

- a) Considering the outcome of investigation reports to establish local hot spot or problem areas at the aerodrome.
- b) Working as a combined team to better understand the operating difficulties of those working in other areas,

and suggest items for improvement.

- c) Co-ordinating with the organisations or teams they represent the implementation of the recommendations that have been assigned to the local teams in the Runway Safety Document.
- d) Identifying any local problem areas and making any suggestions for improvement that are considered necessary.
- e) Running a local Runway Safety Awareness Campaign, that focuses on local issues, for example by producing and distributing local hot spot maps or other guidance material as considered necessary.
- f) Confirming that communications between the ANSP and Aircrew/Drivers are satisfactory, or if any improvements could be suggested. For example, although standard ICAO phraseology may be utilised, some messages from ATC may be overlong or complex, which may have the potential to confuse drivers or aircrew.
- g) Driving on the airfield on a regular basis to ensure that all markings and signage are understandable by all parties, and that no possible ambiguity exists.

Second Runway Safety Team (RST) Development Team Meeting is scheduled to be on Friday, 22 June 2012 at DCA Airport Standards Division office in Putrajaya.

To ensure smooth success of Runway Safety Programme implementation in Malaysia, comments are always appreciated from any interested parties. This comments can be channeled to e-mail : [mahyuddin@dca.gov.my](mailto:mahyuddin@dca.gov.my).