

Air Navigation Services

Safety BITes

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Air Traffic Inspectorate Division
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(For circulation within ANS Providers ONLY)

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IDENTIFYING, REPORTING AND PREVENTION OF RUNWAY INCURSIONS

20 MAY 2016

A recent spate of Runway Incursion (RINC) events was recorded for the months of April & May 2016. From the monthly *Acceptable Level of Safety* (ALoS) reports, it indicated that there is still a lack of awareness in identifying and reporting occurrences related to RINC.

Our initial investigations suggest that several reported go-around occurrences are well within the definition of RINC and should be categorised as such.

ICAO Doc 4444 defines RINC as '*any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft*'.

A RINC event may include:

- any intrusion onto a runway regardless of whether or not the intrusion presents a potential conflict with an aircraft;
- any runway related incident characterised by ample time and/or distance to avoid a collision;
- any runway related incident in which separation decreases and there is significant potential for collision, which may result in a time-critical corrective/evasive response to avoid a collision; and
- any runway related serious incident in which a collision is narrowly avoided.

ICAO Doc 9870 *Manual on the prevention of RINC* provides guidance on its prevention. It is imperative to note that the most common controller-related actions which may cause a RINC are:

- momentarily forgetting about an aircraft, the closure of a runway, a vehicle on the runway or a clearance that had been issued;
- failure to anticipate the required separation, or miscalculation of the impending separation;
- inadequate coordination between controllers;
- a crossing clearance issued by a ground controller instead of an aerodrome controller;
- misidentification of an aircraft or its location;
- failure of the controller to provide a correct read-back of another controller's instruction;
- failure of the controller to ensure that the read-back by the pilot or the vehicle driver
- conforms with the clearance issued;
- communication errors;
- overlong or complex instructions;
- use of non-standard phraseologies; and
- reduced reaction time due to on-the-job training.

Other common contributing factors include distraction, workload, experience level, inadequate training, lack of a clear line of sight from the control tower, human-machine interface, and incorrect or inadequate handover between controllers.

It is paramount that all cases of RINC shall be reported and investigated to identify the facts and causal factors to develop effective counter-measures to those factors that result in an RINC event.



All RINC events shall be reported in accordance with the established procedures, and forwarded to the BIT immediately.

Further information : In case of any query, please contact the Air Traffic Inspectorate Division: safetybites@dca.gov.my