



# DEBRIEFING

**Flight Safety is Everybody's Business**

## Runway Incursions: A Trend, A Problem

Reference: DFS e-mail, 8 November 2004

Recently DFS sent the following letter to the Flight Safety community to warn of a trend that had shown itself in the data collected in our Flight Safety Information System (FSIS).

*“DFS - Flight Safety Advisory - Increase in aviation safety occurrences involving runway incursions.*

*3-2-2 Statistics, Miss Gail Bull, has noted an increasing trend in runway incursion occurrences for the period of 2000 ending Oct 2004. (Excel document attached). After a quick review of the 114 valid runway incursion occurrence reports for this period, this trend is confirmed. Overall, these increasing numbers are of concern for DFS. Each organization is encouraged to examine the attached statistics and review, as required, their local procedures to reverse this trend. In order to assess the complete situation, an in-depth trend analysis will be done by DFS 3-4 Trend Analysis.*

*To be of value, this analysis must use a precise methodology. Therefore, it will have to adopt a definition for ‘runway incursion’ as currently no precise definition exists in the A-GA-135. The TC definition of runway incursion and incursion severity will most probably be adopted. A runway incursion classification category will also be proposed according to the*

*FAA/TC classification system model. Consultation will take place with 1 CAD FS and operational staff.*

*Once a methodology is adopted, a proper data validation will be done by DFS 3-4, Capt Vallée, and a detailed trend analysis report will be submitted with trend data, risk analysis, human factor analysis and provisions of recommendations as appropriate. The estimated completion time for this report is set to end Jan 05.”*

So now that we have identified the problem, what is the solution? - Communicate and educate – Those working on airfields must be told there is a problem and then they must be reminded of or taught the proper practices/ techniques. This can be done informally through e-mail but ultimately they must have a base of knowledge that comes through formal training such as a Ramp Defensive Driving Course (RDDC).

**SPREAD THE WORD  
AND  
BE CAREFUL OUT THERE!**

### AVIATION SAFETY OCCURRENCES involving runway incursions, Jan 2000 - Oct 2004

AIRPORT - ICAO	RUNWAY INCURSIONS OCCURRENCES					MOVEMENTS ANALYSIS				
	2000	2001	2002	2003	As of 31 Oct 2004	2000	2001	2002	2003	Forecast 2004
Bagotville - CYBG	3	1	1	11	3	48470	61159	46302	45284	44200
Borden - CYBN	1	0	0	0	0	6284	7758	6719	6620	6838
Cold Lake - CYOD	1	2	2	1	0	42066	54121	57576	51449	59204
Comox - CYQQ	1	1	3	4	11	84784	89223	79495	79053	76409
Gagetown - CYCX	0	0	0	1	0	11869	14293	16926	19369	21898
Goose Bay - CYYR	6	4	5	2	4	49129	51977	46302	43437	42024
Greenwood - CYZX	2	2	5	2	7	34383	32288	19369	25024	17517
Halifax Shearwater - CYAW	1	0	0	1	0	30200	30387	22286	18024	14067
Moose Jaw - CYMJ	1	1	1	0	2	66491	114045	112816	126807	149970
Trenton - CYTR	1	0	1	4	1	34169	36460	35593	25106	25818
Winnipeg - CYWG	1	0	0	0	0					
Debert - CCQ3	1	0	0	0	1					
Gimli Indus Park - CYGM	0	0	0	0	1					
Keflavik - BIKF	0	0	0	1	0					
Langley - CYNJ	0	1	0	0	0					
Mountain View - CPZ3	0	1	0	1	2					
Portage La Prairie - CYPG	0	0	1	0	1					
St-Jean - CYJN	0	0	0	0	1					
Yellowknife - CYZF	0	0	0	0	1					
<b>TOTAL</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>28</b>	<b>35</b>					

