



# CANSO GLOBAL SAFETY CONFERENCE 2025

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HOSTED BY **AIRWAYS**



# GAPPRI: GLOBAL ACTION PLAN FOR THE PREVENTION OF RUNWAY INCURSIONS



# SPEAKER



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VALIDATED BY:

CANSO



IN COOPERATION WITH:



COORDINATED BY:



# Global Action Plan for the Prevention of Runway Incursions

Part I - Recommendations

Part II - Guidance and Explanatory Material



EDITION DATE: AUGUST 2024

# GLOBAL ACTION PLAN FOR THE PREVENTION OF RUNWAY INCURSIONS (GAPPRI)

## Today's presentation

- Background of development of GAPPRI
- Overview of recommendations applicable to ANSPs
- Making use of GAPPRI
- Questions



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# GAPPRI BACKGROUND

Multifaceted group of stakeholders and subject matter experts





# GAPPRI BACKGROUND

127 Recommendations across six groups  
33 focused on ANSPs



# GAPPRI BACKGROUND

## GAPPRI Volume I

- Published in December 2023.
- A set of **synchronised, consensus-based** recommendations.
- Best practices and interventions **beyond simple regulatory compliance**.
- **Addressing both the risk and the resilience.**
- A robust roadmap **for different time horizons**.
- It drew on existing recommendations and best practices
- Utilised both regional and global datasets

## GAPPRI Volume II

- Published in August 2024
- Guidance and Explanatory Materials (GEMs)
- Gives **practical information** on how to implement best practices and interventions
- **Provides resources and additional information.**





# GAPPRI ANSP RECOMMENDATIONS

## ANSP Categories

[ANSP 1-9] - Safety management and support for runway safety teams

[ANSP 10-16] - Safe runway operations communications

[ANSP 17] - Aeronautical information

[ANSP 18-26] - Supporting pilot workload and pressures management

[ANSP 27-31] - Enhanced procedures for safe runway operations

[ANSP 32-33] - Enhanced technology for safe runway operations



# EXAMPLE RECOMMENDATIONS

## ANSP 4

Ensure that information is provided to, and requested from, all participating parties in an incident, so that a complete picture of causal and contributory factors can be built, lessons learned and actions taken.

## ANSP 5

Share at local, national and international level the lessons learned and salient safety information from occurrence investigation reports and runway safety analyses.

## ANSP 7

Periodically (initially and upon change) review runway capacity-enhancing procedures when used either individually or in combination (intersection departures, multiple line-ups, conditional clearances etc.) to identify any potential hazards and, if necessary, develop appropriate mitigation strategies.

# EXAMPLE RECOMMENDATIONS

## ANSP 11

Periodically evaluate radio telephony practices, assessing elements such as frequency loading and use of ICAO-compliant phraseology. Promote wherever practical ATC teamwork in crosschecking communication messages and read backs.

## Aircraft Operator (AO) 6

Aircraft operators should, through their initial and recurrent training programmes, ensure pilots use standard RT phraseology, in the English language, and are aware of the runway incursion risks of non-standard RT procedures.

Flight crews should be trained to recognise and increase own vigilance when local ATC procedures are non-standard, when ATCOs speak too quickly or when frequencies are congested.

# HOW TO MAKE USE OF GAPPRI

## Perform a Gap Analysis

- With the release of GAPPRI volumes I & II now is the perfect time to conduct a Gap Analysis of the recommendations to your operations.
- First engage with the other relevant stakeholders at your airports. **Don't try to do things alone!**
- Encourage each organisation to conduct their own gap analysis
- Then re-group to discuss findings.
- If your airport has a runway safety team then this forum could be suitable to discuss the outputs.



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## CANSO/ACI RUNWAY SAFETY CHECKLIST

### Making use of the RSC

- The CANSO runway safety checklist (RSC) was created to be a tool for ANSPs and airports to review their runway safety.
- It covers wider aspects in runway safety than just runway incursions
- The format is a set of questions that can ideally be used as part of collaborative engagement between stakeholders at a specific airport (e.g. Local Runway Safety Team).



# ACKNOWLEDGEMENTS & QUESTIONS



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# THANK YOU