

**55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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AGENDA ITEM 3: AVIATION SAFETY

**REPORT ON PROGRESS OF CONSTITUTION OF RUNWAY
SAFETY TEAM AND ITS FUNCTIONING AT ALL
INTERNATIONAL AIRPORTS IN VIET NAM**

Presented by Viet Nam

INFORMATION PAPER

SUMMARY

This paper provides a brief report on the progress of constitution of RST and its functioning at all their International airports in Viet Nam as required by Action Item 54/23 (Issue No.2) of the 54th Conference of DGCA.

REPORT ON PROGRESS OF CONSTITUTION OF RUNWAY SAFETY TEAM AND ITS FUNCTIONING AT ALL INTERNATIONAL AIRPORTS IN VIET NAM

1. INTRODUCTION

1.1 The Action Item 54/23 - Issue No.2: Runway Safety – Meeting the Challenges of Increasing Runway Excursions has recognized runway safety occurrences were the most frequent accident category in the APAC and noting that in the 2016 APAC Annual Safety Report, Runway Safety Category (RS), specifically, Runway Excursion (RE), was identified as one of the top accident categories from 2006 - 2016.

1.2 The DGCA 54 Conference urged States/Administrations to report the progress of constitution of RST and its functioning at all their International airports to the 55th DGCA Conference.

1.3 According to the ICAO Runway Safety Programme (RSP), runway safety team (RST) is one main element of this programme in Viet Nam. Civil Aviation Authority of Viet Nam (CAAV) has set up 21 RST at 21 airports since 2013. These RSTs have played important roles in ensuring runway safety.

2. DISCUSSION

2.1 In Viet Nam, RSP is consisting of the following activities:

- Promulgation, distribution to all related organization, persons on importance of, contents and requirements for ensuring runway safety provision;
- Developing regulation, guidance, instructions, manual for implementing this RSP;
- Setting up and maintaining activities of runway safety teams (RST) at each airport;
- Organizing enhance of runway safety conditions at airport in all respect of infrastructure; lightings, markings, visual aids, other equipment; ground movement procedures, ATC procedures, operational practice;
- Monitoring, checking, surveillance; license/certificates/ratings for drivers, ATC controllers;
- Safety provisions and safety oversights including systems, tool for monitoring and alerting, managing;
- Educating, training for aviation staff and other related persons; other activities.

2.2 Each RST is consisting of the following members:

- Head of airport authority;
- Director of airport operator; head of air field centre, ANS units, security units, ground services units of airport operator;
- Representatives of air navigation services providers/head of ATC Tower;
- Representatives of relevant airlines;
- Head of aviation services providers at airports;
- Head of air force units at airports;
- Representative of police, military and local authorities;
- Representative of other related organizations at airport area.

2.3 Its main functions are as follows:

- Coordinating to ensure runway safety amongst all parties concerned at airport area;
- Organizing analysis, assessment of safe operation information/data on runway/movement area of each airport;
- Analyzing, assessing implementation status of runway safety provision of each organizations/agencies at the airport;
- Identifying shortcomings, deficiencies as well as solutions, measures to overcome shortcomings, deficiencies and enhance quality of runway safety provision;
- Reporting safety matters on routine/non-routine basis, etc

2.4 RST is carrying-out its activities in compliance with RSP, Guidance of CAAV, its regulation on organization and operation, ICAO manuals, guidance, etc. The safety division of each airport is steering body of RST. Each RST convenes routine meeting on quarter basis and ad-hoc meeting when necessary, and then reports its results to airport services operators and CAAV. RST will conduct corrective actions/activities and tasks required by CAAV.

2.5 Comments or Feedbacks from air operators is one important channel for RST activities. A participation of air operators is contributing an effectiveness of RST operation.

2.6 Air Navigation Department of CAAV would coordinate with the safety division/department of airport operator, ANSP, airlines and other organizations to analyze, assess the problems/issues or incidents; inform to all stakeholders about safety matters, its analysis/assessment and recommendations as well as deploy relevant solutions and measures to the parties concerned to prevent such issues.

2.7 Annual working meeting will be convened by CAAV with participation of significant members of each RST; air navigation, airport officers; representatives of related operators, providers and organizations to review current operations; identify operational issues, solutions/measures and actions to be taken to enhance runway safety.

3. ACTION BY THE CONFERENCE

- a) The Conference is invited to note the information contained in this Paper.