The Global Voice of Pilots

IFALPA

POSITION PAPER

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Runway Overrun Awareness and Alerting Systems (ROAAS)

NOTE

This paper supersedes 16POS05, of the same name.

INTRODUCTION

IFALPA supports the development and installation of a Runway Overrun Awareness and Alerting System (ROAAS) in all commercial transport aircraft as a means to reduce the number of longitudinal runway excursions on landing.

CONSIDERATIONS

- While airborne, the system should timely alert the pilots with an appropriate warning if the system-calculated required landing distance (based on aircraft energy, planned landing configuration and runway condition) exceeds the landing distance available.
- After touch-down, the system should timely alert the pilots with an appropriate warning if the measured deceleration is not sufficient to bring the aircraft to a safe stop before the end of the runway.
- Warnings issued by ROAAS should be clear and unambiguous. They should be descriptive (in case of a calculated possible overrun) or prescriptive (in case of a calculated overrun).
- Aural and visual warnings should be standardized.
- The system should be integrated with other warning systems to ensure prioritization.
- The pilots should be able to manually inhibit the (aural part of the) alerts to avoid or stop nuisance alerts (in case of known database faults, incomplete database, MEL-items, NOTAMs)
- Data input by the pilots, if required, should be made via the Multifunction Control Display Unit (MCDU) or via an easily accessible dedicated ROAAS panel.
- The use of the ROAAS (when installed) should be part of both the initial and the recurrent training.
- A ROOAS should be considered as a safety net, and not as a substitute for pilot assessment of landing distance calculations nor actual braking performance monitoring.