

Improving Aviation Safety through the Reduction of Runway Excursions

On 27 November 2023, NBAA issued a press release containing the following Article - [Reducing Runway Excursions in Business Aviation](#). Within the article, the NBAA shared a new guide titled - [Reducing Runway Excursions in Business Aviation](#). We are pleased to share this guide with CBAA readers.

CBAA readers are invited to familiarize themselves with the new [NBAA guide](#) to assess how the information provided can be considered within their safety management system, and the identification and assessment of hazards and their mitigation.

Background

In its 2022 Safety Report, the Flight Safety Foundation stated, "Runway excursions were, by far, the most common accident type in corporate jet operations in 2022 and throughout the period under review." According to their statistics, in a review of accident types between 2017 and 2022, there were 79 runway excursions worldwide, which accounted for more than the next two accident types combined and nearly 41% of all accidents during that period. Of those 79 accidents, six were fatal, resulting in 18 total deaths.

From a Canadian context, we know from our recently published Hazards and Trends report that according to the data we get from NavCanada, during the period from Aug 2017 to Jul 2023 there were 48 runway excursions involving BA aircraft. Given that we do not have the full details for this Canadian statistic we cannot make a direct comparison with the information provided by Flight Safety Foundation. However, we can acknowledge that the reduction of runway excursions is an important factor to improving aviation safety.

As well, from a Canadian context, runway excursions or overruns, as defined by the Transportation Safety Board (TSB), is identified as a [watchlist](#) item. Accordingly, the TSB has published number of recommendations to Transport Canada which are in various stages of development.