

**06PRL011**

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# **IFALPA has warned of over-run dangers since 1983**

CHERTSEY 4 AUG The International Federation of Air Line Pilots' Associations (IFALPA) has been warning of the dangers of insufficient overrun areas for more than 20 years, arguing that runways at air transport category airports should have as a minimum a Runway End Safety Area (RESA) 300m long, and twice the width of the runway to allow for overruns and ease of access by fire and rescue equipment. Recognising the limitations of topography at a number of airports IFALPA has recommended that where a 300m safety area cannot be established an arrester bed should be installed. Arrester beds have demonstrated in a number of incidents that they provide an effective means of bringing an overrunning aircraft to a halt with minimal or no damage. Clearly this would significantly improve passenger and crew safety.

## **Pearson Airport deficient**

We would also like to take this opportunity to express our continued concern regarding the lack of a Runway End Safety Area (RESA) at the end of the accident runway, and other runways at Toronto Pearson airport. This ravine (the site of the Air France overrun) was the site of a similar overrun accident in 1978 when an Air Canada DC-9 overran 24R following a rejected take-off and came to a halt in the ravine. Unfortunately, in that accident, there were fatalities. Since the Etobicoke Creek ravine is just under 200m from the end of the paved surface of the departure end of Runway 24L, IFALPA argues that an arrester bed should have been fitted on this runway. Indeed, on runway 24L there is only a 60m runway strip available as an overrun. Clearly the airport is not in compliance with current ICAO recommendations, and this has been a point of contention between the airport and IFALPA for more than 25 years.

Additionally, the situation at the western end of Pearson's northern East/West runway is even more critical with a ravine just over 100m from the departure end of runway 23. IFALPA together with colleagues at ALPA Canada have cited runway 23 as deficient in IFALPA's Annex 19. In Annex 19 the Federation calls for either the declared take off distance available to be reduced to provide a sufficient stopway or that the ravine is filled in to provide a 1000m stopway. In addition, IFALPA recommends that a continuous programme be carried out to ensure that runway friction remains acceptable even in wet conditions.

Naturally IFALPA will not comment on an accident currently under investigation. As such, the Federation will not comment on the specifics of the AF358 crash other than to salute the professionalism and heroism of the aircraft's crew, especially the cabin crew, in effecting a rapid and orderly evacuation, and to salute the outstanding work of the Fire, Rescue and Paramedic crews at Toronto Pearson Airport.

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*Notes to Editors*

*The International Federation of Air Line Pilots' Associations represents in excess of 100,000 pilots in more than 95 countries world-wide. The mission of IFALPA is to be the global voice of airline pilots, promoting the highest level of aviation safety and security world-wide and providing services, support and representation to all of its Member Associations. See the Federation website [www.ifalpa.org](http://www.ifalpa.org)*

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