



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR
AFRICA AND THE INDIAN OCEAN REGION (RASG-AFI/3)**

(Yamoussoukro, Cote d’Ivoire, 3-4 December 2015)

Agenda Item4: Reports on RASG-AFI Activities

Implementation of Runway Safety Project
(Presented by the Secretariat)

SUMMARY
This paper outlines the concept of the Runway Safety Go-Team Programme, designed to assist AFI States in the implementation of the Integrated Safety Management approach of the ICAO runway safety programme by the establishment of Runway Safety Teams at all international aerodromes. The paper provides the different phases of conducting a Go-Team mission from the initial visit to the continuous implementation monitoring through follow ups, where necessary and feasible.
REFERENCE(S): RASG-AFI/1 and 2 reports; RASC Meeting reports, 2014/2015 Programme of Runway Safety Activities
Strategic Objective(s): ‘A’, Safety

1. GENERAL

1.1 As part of the implementation of Regional safety targets, the establishment of Runway Safety Teams (RSTs) at international airports is considered as an indicator of effective measures to reduce runway related accidents and serious incidents. The ICAO RASG-AFI, through its Emerging Safety Issues -Safety Support Team, has established a Runway Safety (RS) Go-Team programme aimed at coordinating and focusing collaborative multidisciplinary assistance for the implementation of specific solutions to runway safety, as a matter of priority. The objective of a RS Go-Team is to assist and support States in the establishment and implementation of a RST at an international airport, through technical assistance, training, seminars, RS assessments and gap analysis, expert advice and provision of guidance material. Runway Safety is a global safety priority; the use of coordinated and regionally deployed RS Go-Teams allows the use of existing expertise to globally foster the establishment and operation of RSTs.

1.2 Indeed, runway safety related accidents remain preponderant; out of eight (8) and six (6) accidents in 2014 and 2015 six (6) and five (5) were related to runway safety, respectively.

2. DISCUSSION

Establishment of Runway Safety Go-Teams

2.1 The meeting would recall that Four (4) Safety Support Teams (SSTs) including one for Runway related Emerging Safety Issues, were established as subsidiary bodies of the RASG-AFI. The purpose of the SSTs is to respond to the immediate safety challenges facing the region by facilitating and providing support in the development, prioritization and implementation of RASG-AFI safety enhancement initiatives

2.2 The RASG-AFI/2 meeting approved the Terms of Reference (ToRs) of each of the Safety Support Teams and Conclusion 2/7 of the same meeting required a) States to establish Runway Safety Teams (RSTs) at all international aerodromes and b) States to participate in Seminars/Workshops and other training activities being conducted in the field of Runway Safety. The ToR can be accessed on the websites of the ESAF and WACAF ICAO Regional Offices at: www.icao.int/wacaf and www.icao.int/ESAF . The ICAO Runway Safety iKit contains Runway Safety references and tools available from the Runway Safety Programme partners: <http://www.icao.int/safety/RunwaySafety/Pages/default.aspx>

2.3 In addition to Champions identified for each SST by the RASG AFI/1 meeting, Secretaries were appointed in February 2014 followed by the establishment of two (2) Runway Safety Go-Teams, one French language team for the Dakar ICAO Regional Office composing ICAO, IFALPA and ASECNA; the second is an English language team for the Nairobi Regional Office with the participation of ICAO, IATA and ACI.

RS GO-TEAM MISSIONS

2.4 The RASG AFI Runway Safety go-team methodology established two phases of the Go-Team missions mainly an initial three (3) days on-site visit and a two (2) days follow up mission. The on-site visit starts with a two-day preparatory workshop on: RS Go-Team on-site coordination, training, detailed data collection, hazard identification and risk mitigation strategies, action plan, reporting, stakeholders, accountability, and roles and responsibilities. The third and last day is for RST framework and procedures: terms of reference, visit to the airport and relevant facilities, installations and equipment, briefing on airport operations and procedures, identification of hazards, and risk assessment. The closing sessions is a de-briefing, securing of commitment for the implementation of the RST, agreement on actions to be taken, responsibilities and proposals for the resolution of safety issues/deficiencies pending or identified during the visit.

2.5 A follow-up Go-Team mission is conduct 30 days after the initial visit or as may be agreed between the visited airport and corresponding ICAO Regional Office. Continuous monitoring of progress is done by the ICAO Regional Office within the RASG

framework, according to reports from the State in line with the action plan in place, and using baseline measurement e.g. comparison between pre- and post-implementation of safety improvements

2.6 Training material to be used during the first 2 days of the initial visit has been developed in English and French languages by the two Regional Go-teams.

2.7 The RS Go-Team programme is implemented on a cost recovery basis upon invitation of the airport wishing to receive the mission in coordination with the Civil Aviation Authority of the State. So far, initial Go-Team missions have established Runway Safety Teams at 14 international airports. The list including these airports is attached in Appendix A to this paper.

2.8 It is worth pointing out that the implementation of the RS Go-Team programme is very slow and that States need to expedite the establishment of Local Runway Safety Teams at airports as per the Abuja Safety targets. Needless to say, effective management by such Teams would prevent runway safety related accidents and reduce the aviation accident rate in Africa. The following Draft Conclusion has been formulated accordingly for the consideration of the meeting:

Draft Conclusion:

That

- a) **States, in particular those whose airport operators have not yet established RST, are urged to implement this requirement and involve the established Go-teams in order to benefit from the wide expertise offered by the programme at at least all international aerodromes by the Abuja safety target date; and**
- b) **States with established RSTs are encouraged to continuously monitor and report the progress/activities of the RSTs to ICAO Regional Offices, and where necessary/required, request for follow-up mission by the RS Go-Team**

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information provided in this paper, the progress made and challenges encountered in the implementation and resolution of issues relating to the Runway safety;
- b) Recommend to States to efficiently use the established RS Go-Teams; and
- c) Consider and approve the proposed draft Conclusion in this paper.

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STATUS OF IMPLEMENTATION OF THE RUNWAY SAFETY PROGRAMME

Planned activities	Status Initial	Status Follow-up	Comments
Dakar- Leopold Sedar Senghor International Airport	Conducted	November 2015	
Nairobi - Jomo Kenyatta International Airport	Conducted	2016	
Lomé - Gnassingbe Eyadema International Airport	Conducted	2016	
Lusaka – Lusaka International Airport	Conducted		
Banjul - Banjul Airport	Conducted	2016	
Luanda - 4 de Fevereiro international Airport	Conducted		
Kigali - Kigali International Airport	Conducted		
Maputo – Maputo international Airport	Conducted		
Accra – Kotoka International Airport	Conducted		
Livingston - Livingston International Airport	Postponed		
Windhoek – Kutako International Airport	Conducted	2016	
LRST Brazzaville	Postponed		Unavailability of ICAO RO
Entebbe – Entebbe international Airport	Postponed		No Feedback
Mahe – Seychelles International Airport	Postponed		No feedback