

# **PILOT PERSPECTIVE FOR IMPROVING RUNWAY SAFETY IN THE AFI REGION**

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# AREAS FOR IMPROVEMENT

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From the pilot perspective , 8 key areas require improvement to enhance runway safety in the AFI region:

1. Wildlife hazards
2. ATIS
3. Wind information
4. ATC
5. Facilities
6. Training
7. Flight time limitation and fatigue management
8. Feedback

# Wildlife hazards

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- Information not accurate
- Information not provide timely
- Information not standardized

## Recommendations:

- Give information via ATIS
- ATC Controller should give information when available even if not asked
- Standardised measures/assessment (like GRF but for wildlife risks)
- Set a limit acceptable / not acceptable

# ATIS

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- Not available in most of our airfields
- Taking weather on VHF is source of frequency congestion, misunderstanding, and limited availability

## Recommendations:

- Setup ATIS when there is traffic
- Use existing radio-navigational aids to broadcast ATIS to reduce costs
- Make sure the ATIS is properly updated

# Wind information

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- Only one point measure is transmitted.
- Threshold wind differs from wind on final approach
- Limited information about windshear is transmitted to pilots (lack of detection means except for pilots reports)

## Recommendations:

- Information on final approach wind maybe retrieved from landing pilots and used or to optimise active runway choice
- Controller should always transmit info about windshear when they have it
- Buildings in the vicinity of the airports must be avoided because of turbulences they may create on final approach

# ATC

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➤ Giving clearance after startup clearance increase the workload of pilot during taxi and before take off which is a critical phase

Recommendations:

○ Pre departure clearance has become the standard in other regions because it is processed before startup, with aircraft at the stand and a lower workload. Pilot are then more available during taxi to deal with any other events

# Aerodrome facilities

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- Taxiway do not always take aircraft to runway ends and then backtracking and 180 degrees turn are required. Difficult for big aircrafts with the consequence of increasing runway occupation time
- Bearing strength of pavement and runway surface maintenance is low with holes, bumps, stagnant water on the runway
- Best procedures are made for the most used runway which is usually not the most challenging (ILS available when the weather is nice, but not available on the opposite side when the weather is worse)

## Recommendations:

- Ensure adequate and well-maintained facilities are provided

# Training

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- Pilot have very scattered information about runway safety coming from their initial training.
- They are key actors of a system they barely understand.

## Recommendations:

- They should be more exposed to that specific subject to increase their awareness.
- Taking example of the security where there is an initial and recurrent training to maintain proficiency, something similar should be done specifically for runway safety.
- Publication, advertisement, awareness campaigns may help
- The introduction of a mandatory training that pilots will have to carry out could also be an option

# Flight time limitation and fatigue management

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- Flight time limitation regulation in the region is very old and doesn't take into account the latest conclusions of experts and feedback from incidents
- Fatigue management systems are included in ICAO documents, but not yet in national civil aviation authorities documentation and therefore not yet mandatory for aircraft operators in the AFI region
- The lead to crew (and even ground staff) that are not performing their duty at the best level of attention and focus which is the worse situation possible

## Recommendations:

- Most critical aspect to start with and ICAO should insist on that point. All the States in the region as well as industry is aware, however it appears that in some cases, national regulations allow to delay the implementation

# Feedback and reporting

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- Many events are unknown because not reported.
- Non punitive policy and positive safety culture must be properly established before pilots feel free and safe to report event or voice their concerns.
- The formal way to report is not very effective. A lot of what is reported stays in "the tube" and do not reach the relevant stakeholders

## Recommendations:

- Trying unformal ways to collect experiences may be a way forward.
- Establish efficient mechanisms for reporting
- Implement positive safety culture

THANK YOU

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Any questions?