



International Civil Aviation Organization
Western and Central African Office

**Eleventh Meeting of the Aerodrome Operations Planning Sub-Group (AOP/SG/11)
(Dakar, Senegal, 3 to 7 August 2015)**

Agenda Item 5: RASG/AFI-Runway Safety Programme

(Presented by the Secretariat)

SUMMARY

This paper provides an overview of the global runway safety program and provides information on progress made since the Montreal Symposium. It highlights the challenges faced by States in the AFI region in view of the safety targets set by the Ministerial Conference in Abuja. Finally, the note presents the RASG AFI initiatives to assist States in establishing runway safety teams at international aerodromes and proposes actions in order to give effect to outcome of the APIRG/EO.

Action by the meeting is at **paragraph 4**.

REFERENCES

- Runway Safety Team Handbook
- Report of the second meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI)

This Working Paper is related to Strategic Objectives: **A, B & E**

1. INTRODUCTION

1.1 The International Civil Aviation Organization (ICAO) conducted the Global Runway Safety Symposium in Montreal, from 24-26 May 2011. The symposium was an important first step in coordinating a global effort for improving runway safety by identifying what a State can do to improve runway safety outcomes, including determining a common framework for the enhancement of runway safety. One of the recommendations of the Symposium is to establish Runway Safety Teams (RST) locally at the airports. Since then, Runway Safety Partners have developed and promoted solutions through Regional Runway Safety Seminars worldwide and in particular within the AFI region.

1.2 ICAO published in 2015 the second edition of the *Runway Safety Team Handbook* which is the reference manual for establishing RSTs. This handbook which describes the components of an effective Runway Safety Team (RST), serves as a single reference for RST activities and promotes the sharing and exchange of safety information between stakeholders. To date, several guidance materials have been developed by various partners. All these tools and guidance materials are available on the ICAO public website (www.icao.int/safety/runwaysafety). Finally, several seminars were held worldwide, including four in the AFI region, three took place in Cape Town/South Africa, Accra/Ghana and Agadir/Morocco in 2012; the fourth was held in Livingstone/Zambia in 2014.

2. RUNWAY SAFETY IN THE AFI REGION

2.1 The Ministerial Conference on Aviation Safety in Africa held in Abuja (Nigeria) from 16 to 20 July 2012, whose decisions were endorsed by the twenty-second regular session of the Executive Council of the African Union held in Addis Ababa from 21 to 25 January 2013, has set targets for the AFI region including:

- reduce runway related accidents and serious incidents by 50% by the end of 2015.
- reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of Dec 2015.

2.2 The meeting should recall that, for 10 accidents recorded in Africa in 2013, 6 are related to runway safety. This proportion is more pronounced in 2014 when out of 9 recorded accidents in Africa, 7 were related to runway safety. This illustrates the importance of early operationalization of runway safety teams at airports to mitigate risks related to runway safety.

2.3 Runway safety was the subject of a Conclusion of the Second Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI) of the Organization of International Civil Aviation Organization (ICAO) held in Dakar, Senegal, from 1-2 November 2013, which is as follows:

CONCLUSION 2/7: REGIONAL RUNWAY SAFETY PROGRAMMES

That:

- a) States establish Runway Safety Teams (RSTs) at all international aerodromes; and**
- b) States are encouraged to participate in Seminars / Workshops and other training activities being conducted in the field of Runway Safety.”**

2.4 To assist States in their efforts to implement proposed solutions to improve runway safety, the AFI Regional Aviation Safety Group (RASG AFI) has established two Runway Safety Go-Teams for the WACAF and ESAF regions in accordance with the terms of reference. The Go-Teams are responsible for assisting airports in AFI States in establishing, training and monitoring activities of local Runway Safety Teams.

3. RUNWAY SAFETY GO-TEAM METHODOLOGY

3.1 Regional safety targets require the establishment of Runway Safety Teams (RSTs) at international airports as an indicator of effective measures to reduce runway related accidents and serious incidents. The aim of the RASG-AFI Go-Team programme is to coordinate and focus on collaborative international assistance for the implementation of specific solutions to safety priorities.

3.2 Runway Safety is a global safety priority. The use of coordinated and regionally deployed Go-Teams allows the use of existing expertise to globally foster the establishment and operation of RSTs. The objective of a Runway Safety Go-Team is to assist the State in establishing a RST at its international airports, by supporting the implementation stage through technical assistance, training, seminars, assessments and surveys, expert advice and guidance material.

3.3 The work of the RST, once established, will be continuously coordinated by the ICAO Regional Office and the Regional Aviation Safety Group (RASG), which are responsible for implementation efforts and associated achievements related to the regional targets and the ICAO Global Aviation Safety Plan.

3.4 In the AFI Region, the establishment and operationalization of runway safety teams are conducted in two phases:

- An initial visit of 3 days including the training of all stakeholders, the establishment of the team and their training on the identification and mitigation of risks
- A follow-up visit of 2 days which will be conducted three months after the initial visit. The aim is to review and monitor the team's activities and to agree on the reporting system on the basis of established indicators

3.5 To date, the Go-Teams of the RASG AFI installed Runway Safety Teams in Dakar (Senegal), Lome (Togo), Luanda (Angola) ... Before the end of this year 2015 RS Go-Team missions should be conducted in Banjul (The Gambia), Brazzaville and Pointe Noire (Congo), Kigali (Rwanda), Mahe (Seychelles) and Windhoek (Namibia) ... This activity is conducted on cost recovery basis, which takes into account the cost of participation of Experts. In this regard, operators may request for assistance in writing through the Civil Aviation Authority to the ICAO Regional Office.

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

- a) note the information in this working paper;
- b) recommend to States to use the framework established by the RASG-AFI for the establishment of Runway Safety Teams at international aerodromes
- c) encourage States and International Organizations to provide experts to participate in the Go-Team.
