DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Third Meeting (DGCA-MID/3)
(Doha, Qatar, 27-29 April 2015)

Agenda Item 5:   **Aviation Safety**

RUNWAY SAFETY TEAM AND GO-TEAM

(Presented by the Secretariat)

SUMMARY
This paper highlights the RASG-MID/4 meeting outcome related to Runway Safety Team (RST). Action by the meeting is at paragraph 3.

1.   INTRODUCTION

1.1   Assembly resolution 37-6 on runway safety, urges States to take measures to enhance runway safety, including the establishment of runway safety programmes using multidisciplinary approach, that includes at least regulators, aircraft operators, air navigation service providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions, runway incursions and other occurrences related to runway safety.

1.2   ICAO's dedicated focus on runway safety efforts began in 2002 with an education and awareness campaign that consisted of a series of seminars in ICAO regions to disseminate information on the prevention of Runway Incursion (RI).   This was followed in 2005 with the ICAO Runway Safety Toolkit CD-ROM and in 2007 with the Manual on the Prevention of Runway Incursions (Doc 9870).

1.3   As the frequency and severity of runway excursion became more apparent it was considered appropriate to address all runway safety issues in a comprehensive manner. The ICAO Runway Safety Programme has evolved to include the prevention and mitigation of Runway Incursion (RI), Runway Excursion (RE) and other occurrences related to runway safety. Starting with the Global Runway Safety Symposium (GRSS) convened in May 2011, ICAO aims to raise awareness and share information as a means to generate effective solutions.

1.4   The Second MID Regional Runway Safety Seminar (MID-RRSS/2) was hosted by UAE and successfully held in Dubai, UAE, 2-4 June 2014. The first day of the MID-RRSS/2 focused on the need for collaborative approach, runway excursion and incursion hazards, and mitigation measures with an overview of the technology advances.   The second day was dedicated to a Workshop on Runway Safety Team (RST) and the third day was reserved to a Workshop on Aerodrome Certification.

2. DISCUSSION

2.1   The meeting may wish to recall that establishment of Runway Safety Team (RST) was one of the main recommendations of the GRSS (Montreal, Canada, 24-26 May 2011) and was supported by MID-RRSS/1. Accordingly, RASG-MID/2 (Abu Dhabi, UAE, 12 – 14 November 2012) agreed through Conclusion 2/4 that States be urged to establish Runway Safety Teams (RST) hosted by airports and including, as a minimum, representation from aerodromes, air operators and air traffic controllers.

2.2   The MID-RRSS/2 recommended fostering and expediting the implementation of the provision of the Assembly Resolution A37-6 (1/2) and the Recommendations of the GRSS and MID-RRSS/1, including those related to the establishment of Runway Safety Team (RST), which provides effective and inexpensive tools to enhance Runway Safety.

2.3   Based on RAG-MID/3 Conclusion 3/2, the MID RS Go-Team was launched as an outcome of the MID-RRSS/2 (Dubai, UAE, 2-4 June 2014) to expedite the implementation of RST in the MID Region aerodromes. ICAO MID Regional Office was mandated to lead the RS Go-Team visits with support from UAE, Egypt, ACI, FAA, and IATA.

2.4   The First Go-Team visit was conducted to Khartoum, Sudan (30 November – 4 December 2014). The RS Go-Team mission was well received and appreciated by the Sudanese Civil Aviation Authority and the Khartoum International Airport management. Other potential candidates for the RS Go-Team visit include Muscat, Jeddah, Cairo, Imam Khomeini, Amman and Kuwait international airports.

2.5   Based on the above, the RASG-MID/4 meeting agreed that establishment of RST in the MID international aerodromes should be one of the safety indicators of the MID Region Safety Strategy and agreed to the following Conclusion:

> *CONCLUSION 4/9:   RUNWAY SAFETY TEAM (RST) AND RUNWAY SAFETY GO-TEAM*
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> *That, MID States, that have not yet done so, be encouraged to:*
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> a) *foster the implementation of Runway Safety Teams (RST) at their international aerodromes and associated safety management systems, making use of the Runway Safety Implementation Kit (I-Kit) which includes the RST Handbook and Runway Safety Go-Team methodology;*
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> b) *consider supporting the regional Runway Safety Go-Team activities; and*
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> c) *encourage their aerodrome operators to request Runway Safety Go-Team visits, as required.*

3. ACTION BY THE MEETING

3.1   The meeting is invited to support the RASG-MID/4 Conclusion 4/9.

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