# RUNWAY INCURSION PREVENTION IN SUDAN

## INTRODUCTION

- Runway Incursion occurrence at any airport with any category from D to A (mild to

severe) consider weakness in applying the safety measures.

- ICAO and other aviation organizations have set rules and regulation to as guidance to make the airports safer for all users.

- Even aircraft manufacturers are now testing new equipment to be mounted onto aircrafts to alert the pilot with any incursion, and to respond automatically if the pilot perception was weak

# Objectives

Runway Safety considers three
- Runway incursions
- Runway excursions
- Runway confusion

There are many organizations who are directly and indirectly involved in the maintenance of runway safety across the globe. In addition to specific actions on individuals and organizations, runway safety relies on all parties to work together:

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- at specific geographical locations (eg. airports); and

- within/across organizations

o at the tactical level (eg. Pilot, Air Traffic Controller, Airport Operations); and

o at the strategic level (eg. Airlines, ANSP, Airport).

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- Allow them to assess their level of runway safety,
- Ask how they can improve runway safety, and
- Increase their knowledge on factors which are important to runway safety.
- Allow runway safety to be considered from a strategic or organizational perspective.
- Enable the user to answer specific questions relating to how their particular functions contribute to runway safety.

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- Review the other sections to gain a better understanding of other functions and/or to informally consider whether any opportunities for improvement exist for the other areas.

# PREVENTION IN SUDAN

- There are many ways to prevent and minimize the runway incursion .

- The most effective ones are to eliminate the cause of occurrences.

-  The Sudan Civil Aviation Authority has adopted two policies and applied them all

  over the Sudanese airports:

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- By forming Runway Safety Teams from all concerns people in the airport: operators,

ground handling companies, airline representatives, security teams, metrological personnel, and others

by using The ICAO Runway Safety Toolkit is an excellent portal to the range of information and training products available on runway safety. The toolkit enables the user to access specific runway safety material which has been developed by the following organizations:

- Airports Council International (ACI)

- Civil Air Navigation Services Organization (CANSO)
- Euro control
- Federal Aviation Administration (FAA)
- Flight Safety Foundation (FSF)
- International Air Transport Association (IATA)
- International Business Aviation Council (IBAC)
- International Civil Aviation Organization (ICAO)
- International Coordinating Council of Aerospace Industries Associations (ICCAIA)

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- International Council of Aircraft Owner and Pilots Association (IAOPA)

- International Federation of Airline Pilots' Associations (IFALPA)

- International Federation of Air Traffic Controllers Associations (IFATCA)

- In June 2012. An Advisory Circular about runway incursion was issued to give the precautions guide lines for all airport participants.

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- The authority has been spreading the safety culture and increasing awareness of the

- risk of runway incursion among the all airport participants through:

  - a) Lectures for Senior Airport Staff (by Authority)

  - b) Short Courses for intermediate officers (by Authority & Operator)

  - c) Presentations for the low level workers (by the Operator)

# The Role of the Regulator

- Standardization

- **The Regulator should:**
- •Establish and improve requirements for specific operating procedures related to runway safety (e.g. signage, markings, communications and low visibility procedures).

- •Ensure that the authorization of ANSPs, certification of air operators and airports is in compliance with national regulations and ICAO Standards.

- •Establish training and checking requirements for pilots, air traffic controllers and airport personnel.

- •Ensure necessary standardization of operating procedures for military operations at joint-use airports

# Cont.

- RST Support
- **The Regulator should:**
- •Participate in RST meetings to provide information on regulatory matters, as necessary.
- •Facilitate the exchange of safety information from the CAA or other relevant agencies that could be of use to the RST.
- •Intervene, where appropriate, to coordinate with other governmental agencies or external stakeholders to resolve issues that affect runway safety (noise abatement rules, obstructions on the approach path, etc).
- •Coordinate RST "buddy systems" that support the establishment and mentoring of newly created RSTs

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- Runway Safety Promotion
- **The Regulator should:**
- •Identify and raise awareness of contributory and causal factors for runway safety issues that could be used as safety performance indicators.
- •Ensure that lessons learned are disseminated widely to increase understanding of causal and contributory factors and effectively implement runway excursion and incursion prevention measures.
- •Promote the use of incident reporting systems
- •Refer any relevant reports submitted through a national incident reporting system to the respective RSTs
- •Provide timely feedback to operational personnel on information gleaned through analysis of incident reports and any related mitigations

# Cont.

- Resourcing
- **The Regulator should:**
- •Educate its staff on the regulator's role to support RSTs.
- •Ensure that adequate staff are available to promote runway safety efforts and provide appropriate oversight of air operators, airport operators and ANSPs.
- •Monitor where RSTs are established and allocate resources appropriately
- •Provide CAA staff with adequate analysis tools to leverage the benefits of RST activities and other sources of safety information