



# SAFETY IN AFRICAN AVIATION CONFERENCE KIGALI 19-20 NOVEMBER 2015

## ICAO Runway Safety PROGRAMME

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# PRESENTATION PLAN

- ❖ **Background**
- ❖ **RASG-AFI/1-Establishment of RAST**
- ❖ **RAST/ Safety Support Teams**
- ❖ **RSAG-AFI GO-Team ToR**
- ❖ **RASG-AFI Go-Team Methodology**



# Background

- ❑ ICAO A37-6 of the 37 session held in Montreal from 28 September to 8 October 2010
- ❑ States urged to take measures to enhance RS, including the establishment of RS programmes.
- ❑ States were encouraged to participate in global and regional seminars and workshops to exchange safety information and best practices on runway safety
- ❑ The RS programme to be based on inter-organizational safety management including the creation of Local Runway Safety Teams (LRST)



# Background

Global Runway Safety Symposium (GRSS) Montreal, Canada, from 24 to 26 May 2011

- ❑ Symposium - first step in coordinating a global effort for improving runway safety by identifying what a State can do to improve runway safety, including determining a common framework
- ❑ Solutions developed by ICAO needed to account for local conditions yet be **standardized** and **harmonized** to ensure **interoperability**.
- ❑ International organizations have committed to work together to compile and promote proven solutions and endorse best practices



# Background

## Regional Runway Safety Seminars (RRSS)

- ❑ The GRSS recommended the holding of Runway Safety Seminars (RRSS) at the regional levels
- ❑ RRSS were held in Cape Town/South Africa, Agadir/Morocco, Accra/Ghana, Livingston/Zambia, etc.
- ❑ General outcomes and recommendations the meetings directed to States to establish Runway Safety Teams (RSTs), .



# Background

- ❑ ICAO to follow-up on effective implementation of RSTs through the ROs
- ❑ ACI committed to support by providing free training related to SMS and basics of ICAO Annex 14
- ❑ CANSO committed to facilitate communication with ATC to obtain their commitment and to provide guidance material
- ❑ ICAO also committed to develop a Runway Safety Team Handbook.



# Establishment of RAST

**RSAG-AFI/1 CONCLUSION 1/2:** Establishment of the Regional Aviation Safety Teams (RASTs)

**That:**

- a) The RASG-AFI steering committee (RASC) should develop, as part of its work programme, a draft terms of reference for the required regional aviation safety teams (RASTs); and
- b) The ICAO regional offices facilitate the establishment of RASTs within the AFI region



# RAST/ Safety Support Teams

RASG-AFI/1 Decided that Regional Aviation Safety Teams (RASTs) as referred to in other Regional Aviation Groups (RASGs) shall be called Safety Support Teams in the RASG-AFI

RASG-AFI/1 Established four (4) Safety Support Teams:

- a) Significant Safety Concern (SSC)
- b) Fundamentals of Safety Oversight (FO)
- c) Accident Investigation (AI); and





# RAST/ Safety Support Teams

- d. Emerging Issues (EI)
  - ❑ Runway Safety
  - ❑ Loss of Control; and
  - ❑ Controlled Flight into Terrain



## RS Go-Teams

### ➤ RSAG-AFI/2

Approved the Terms of Reference of each of the Safety Support Teams.

ToR can be accessed on ICAO/WACAF website: [WWW.icao.int/wacaf](http://WWW.icao.int/wacaf)

➤ Secretaries of the Safety Support Teams were appointed in February 2014

➤ Two Runway Safety **Go-Teams** were formed in the AFI Region  
Dakar-French  
Nairobi-English



# RSTs

- Global and Regional safety targets consider 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 ICAO Runway Safety (RS) **Go-Team programme** is aimed to coordinate and focus on collaborative interdisciplinary assistance for the implementation of specific solutions to runway safety priorities through **RST**



## RSTs

The GO-TEAM uses existing material to foster the implementation of Runway Safety Team. These materials include:

- ❑ Runway Safety Team Handbook;
- ❑ Runway Safety Toolkit; and
- ❑ Other relevant Runway Safety Document

RASG-AFI Go-Teams Developed a training material to be used during the on-site Go-Team mission



# RASG-AFI Go-Team Methodology

## a) Initial RASG-AFI GO TEAM Visit (3days)

### Day 1

- ❑ Introduction of Runway safety with focus on Africa
- ❑ Introduction of the Runway Safety Toolkit
- ❑ Workshop (exercise from the Toolkit)



# RASG-AFI Go-Team Methodology

## Day 2

- ❑ Introduction of Runway safety Team Handbook
- ❑ Implementation of Runway safety Team Handbook
- ❑ Establishment of the local Runway safety Team

## Day 3

- ❑ First Meeting of the local Runway safety Team
- ❑ Identification of safety hazards at the local Airport
- ❑ Work program



# RASG-AFI Go-Team Methodology

## b) Monitoring RASG-AFI GO TEAM Visit (4 weeks later-2days)

### Day 1

- ❑ Review the activities of Runway Safety Team
- ❑ Mentorship and guidance
- ❑ Agreement on reporting by the local Runway Safety Team against the dashboard

### Day 2

- ❑ Debrief



# Go-Team on-site Activities 2014/2015

Dakar- Leopold Sedar Senghor International Airport

Nairobi - Jomo Kenyatta International Airport

Lomé - Gnassingbe Eyadema International Airport

Lusaka – Lusaka International Airport

Banjul - Banjul Airport

Luanda - 4 de Fevereiro international Airport

Kigali - Kigali International Airport

Maputo – Maputo international Airport

Accra – Kotoka International Airport

Livingston - Livingston International Airport

Windhoek – Kutako International Airport

LRST Brazzaville

Entebbe – Entebbe international Airport

Mahe – Seychelles International Airport





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# THANK YOU