



Second Middle East Regional Runway Safety Seminar (MID-RRSS/2)

Runway safety Go-Team Methodology

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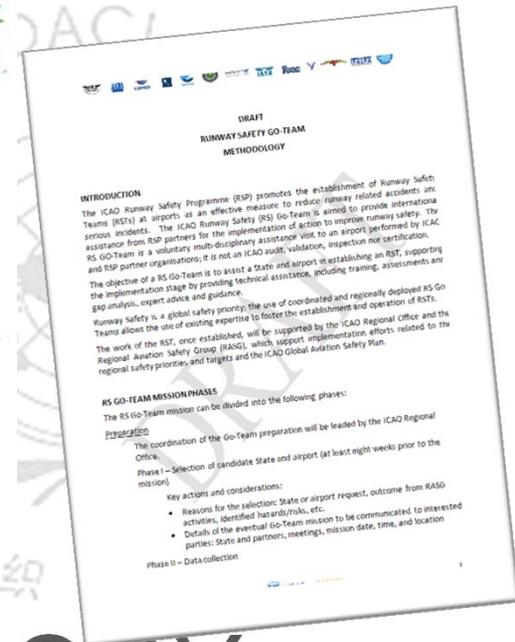
ICAO MID Regional Officer, Aerodromes

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CONCLUSION 3/2: ESTABLISHMENT OF RUNWAY SAFETY GO-TEAM

That, the mechanism of Runway Safety Go-Team be endorsed to expedite the establishment of RSTs and improve Runway Safety in the MID Region.



Runway Safety Programme

GO TEAM METHODOLOGY

RS GO Team

- International assistance from RSP partners
 - Similar to ICAO PBN GO Teams and ACI APEX Safety Review
 - Agreed airport selection criteria
 - Mission coordinated by the ICAO Regional Office
 - For the implementation of actions to improve runway safety
 - Voluntary multi-disciplinary assistance visit
 - Not an audit, validation, inspection or certification



Objective of the RS GO Team

- To assist a State and airport in establishing an effective RST
- To support the implementation stage
- Provide technical assistance: training, assessments and gap analysis, expert advice and guidance

RS GO Team Methodology

- Coordination of resources
 - Scheduling, coordination and deployment of GO Team mission
 - Use of existing expertise
 - Supported by RASG and RSP partner organizations
 - Direct technical assistance from ICAO and its Partners
 - Cost recovery for ICAO team members

RS GO Team

- Decisions on the implementation rests with the State, airports, air operators and service providers
 - Partners have no direct control over the implementation
- Alignment with ICAO Runway Safety Team Handbook



Runway Safety Team Handbook

First Edition, previous version — January 2014

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RS GO Team Mission Phases

- Preparation
 - Phase I – Selection criteria on candidate State and airport
 - Phase II – Data collection
 - Phase III – Coordination
- On-site activities
 - Phase IV – RS GO Team deployment (4 days)
 - Phase V – Report, Action Plan and Recommendations
- Implementation and Follow-up
 - Phase VI – Implementation
 - Phase VII – Follow-up



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