



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
NINETEENTH MEETING (APIRG/19)
Dakar, Senegal (28 – 31 October 2013)**

Agenda Item 1: Follow-up on the Outcome of APIRG/18 Meeting

RUNWAY SAFETY PROGRAMMES

(Presented by South Africa)

SUMMARY	
<p>This paper presents the runway safety programmes, particularly local runway safety teams that have been implemented in South Africa. The paper discusses safety enhancements implemented in South Africa as a result of recommendations of local runway safety teams. The paper finally summarises lessons learnt, which could be valuable to other States.</p>	
<p>REFERENCE(S): APIRG 18 - CONCLUSION 18/63 ICAO Document 9870– Manual on the Prevention of Runway Incursions ICAO Doc 9859 – Safety Management Manual for Runway Rehabilitation Programmes</p>	
<i>Strategic Objectives</i>	<p>This working paper relates to the Strategic Objective A.</p>

1. INTRODUCTION

1.1 ICAO’s focus on Runway Incursion prevention dates back to 2001, when the Air Navigation Commission (ANC) requested that the Secretariat launch a dedicated incursion education and awareness campaign.

1.2 This programme commenced in 2002 with a series of seminars coordinated with ICAO’s Regional Offices and was followed-up with the distribution of two new runway mitigation instruments: The ICAO Runway Safety Toolkit (2005, CD-ROM); and ICAO Doc 9870 – Manual on the Prevention of Runway Incursion (2007).

1.3 In October 2012, ICAO/CANSO/ACI held a Regional Runway Safety Seminar in South Africa. The seminar focused on runway incursions and excursions, hazards and the identification of strategies using a multidisciplinary approach. The seminar also included a workshop on the setting up of Local Runway Safety Teams (LRST) and some practical exercises to highlight their functions. The participants included airlines and air pilots associations who are critical to the success of an LRST. South Africa shared its experiences in this regard and also participated at a joint ICAO/ACI/CANSO workshop held in Agadir, Morocco, April 2013.

2. DISCUSSION

2.1 Runway incursions have sometimes led to serious accidents with significant loss of life. Although they are not a new problem, with increasing air traffic, runway incursions have been on the rise worldwide. Accidents continue to take place on and around runways.

2.2 In October 2010, Morocco become the first African State to implement the recommendations of ICAO Document 9870 and the State-owned Office National Des Aeroports (ONDA) established LRST at all of its major aerodromes.

2.3 In July 2011, Cape Town International Airport (FACT) in South Africa established a LRST. It is the first Sub-Saharan LRST. This is followed by O R Tambo International Airport (FAOR) in January 2012 and King Shaka International Airport (FALE) in October 2012 and Bram Fischer International Airport (FABL) in March 2013.

2.4 Safety enhancements implemented in South Africa, as a result of LRST recommendations include:

2.4.1 ICAO Hotspot Chart approved and incorporated into the AIP and in JEPPESEN;

2.4.2 All Uncontrolled Vehicle Taxiway Crossings clearly marked and signed to improve conspicuity;

2.4.3 All Taxiway/Roadway Intersections received clear signage informing vehicle drivers of instructions “To Proceed Only on Receipt of ATC Clearance” at these intersections;

2.4.4 STOP Bars incorporated at various intersections;

2.4.5 ICAO Mandatory Surface Markings demarcated at all Holding Points;

2.4.6 Hazard Identification and Risk Assessment (HIRA) completed in accordance with ICAO Doc 9859 Safety Management Manual for Runway Rehabilitation Programmes;

2.4.7 Regular Foreign Object Debris (FOD) inspections are been held, with all airside stakeholders taking part;

2.4.8 Specially designed Low Visibility trailers to be purchased to enhance Taxiway and Roadway Closures during Low Visibility Operations or during Construction Works in Progress;

2.4.9 Vehicle Transponder trial as part of the SMGCS Programme to reduce Vehicle Runway Incursions; and

2.4.10 Bird and Wildlife Management plans have been updated.

3 LESSONS LEARNT

3.1 The SUCCESS of a Local Runway Safety Team depends upon the ability of the aerodrome operator to coordinate and bring together various parties.

3.2 South African aerodrome operators have enjoyed considerable support from the relevant Air Traffic Service (ATS), pilots and airlines in ensuring that the LRST initiative is a success and has developed some expertise which could be valuable to other States.

4. ACTION BY THE MEETING

4.1 The meeting is invited to note the contents of this paper.

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