



Other Safety Initiatives – *RSP, GRF and APEX*

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Global Aviation Safety Plan

Doc 10004

Global Aviation Safety Plan

2020-2022



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INTERNATIONAL CIVIL AVIATION ORGANIZATION

High-risk categories of occurrences

Controlled flight into terrain (CFIT)

Loss of control in-flight (LOC-I)

Mid-air collision (MAC)

Runway excursion (RE)

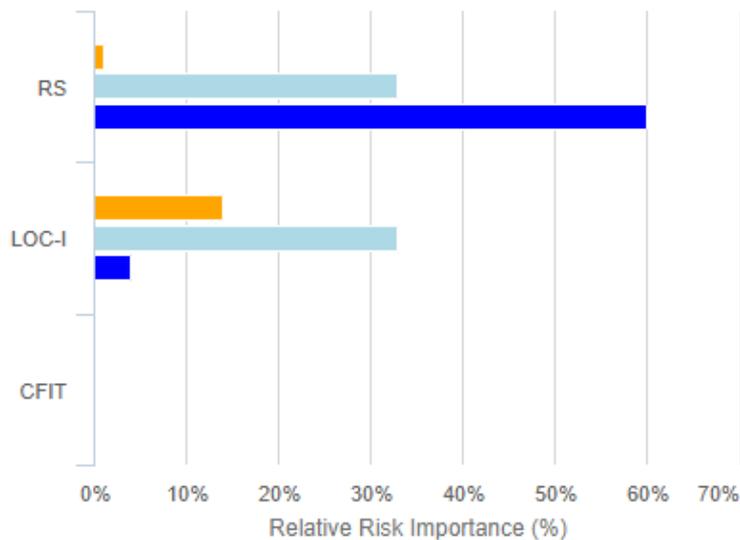
Runway incursion (RI)



Background - RASG-AFI

Risk Distribution

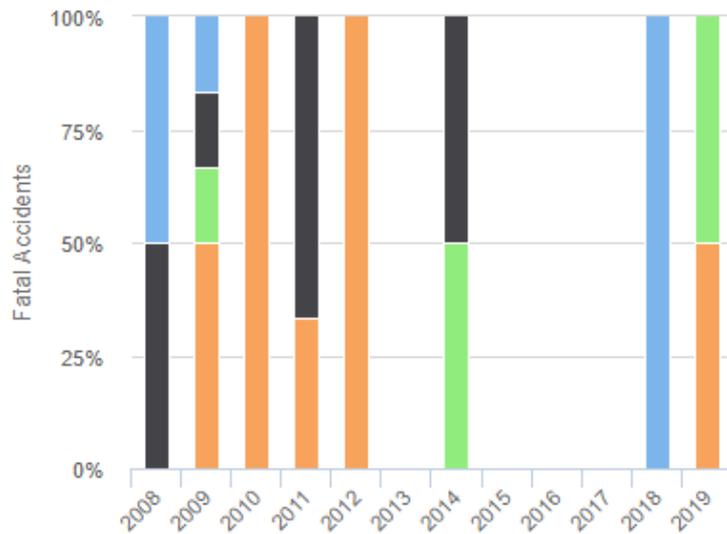
Scheduled Commercial flights on airplanes above 5.7t 2015-2019



Legend: Fatalities (orange), Fatal Accidents (light blue), Accidents (dark blue)

Share of Fatal Accidents by Risk Category

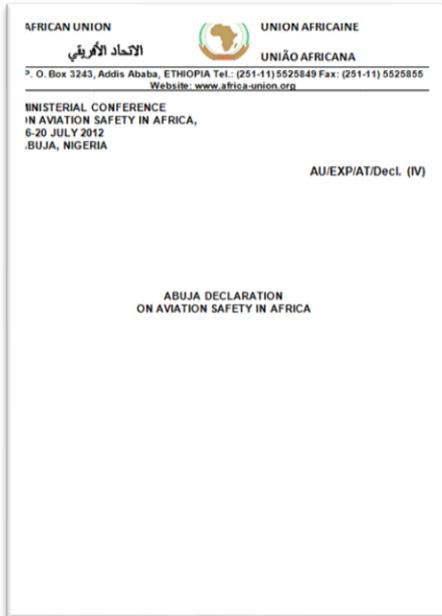
Scheduled Commercial flights on airplanes above 5.7t only



Legend: Runway Safety (light blue), CFIT (black), LOC-I (green), Other (orange)



Revised Abuja Safety Targets



- ➔ Reduce accident rate from 8,6 to 2,6 per million departures y end of 2022 with focus on **runway related accidents, ...**
- ➔ **Certify all international aerodromes by 2022**
- ➔ **Establish Runway Safety Teams at international aerodromes by 2020**

Runway Safety related Accidents

- Abnormal Runway Contact
- Wildlife hazard
- Ground Collision
- Ground Handling
- Runway Excursion



Runway Safety related Accidents

- Runway Incursion
- Loss of Control on Ground
- Collision with obstacle(s)
- Undershoot / Overshoot
- Aerodrome





The Runway Safety Programme (RSP)

- A collaborative effort of ICAO and safety partners
 - to reduce the number of runway-related accidents and incidents worldwide
 - to minimize and mitigate the risks of runway incursions, runway excursions and other events
 - to improve and support RS by integrating the safety systems of the participating organizations





RSP - *International Partners*





What is the GRF?

- Common language between all actors of the system that is based on the impact on aeroplane performance of the runway surface condition.
- The runway condition report (RCR) is based on
 - Airport assessment and reporting of runway surface conditions enabling a description of the runway surface conditions enabling;
 - Flight crew determination of performance
- Global and harmonized implementation required



The Benefits of the GRF

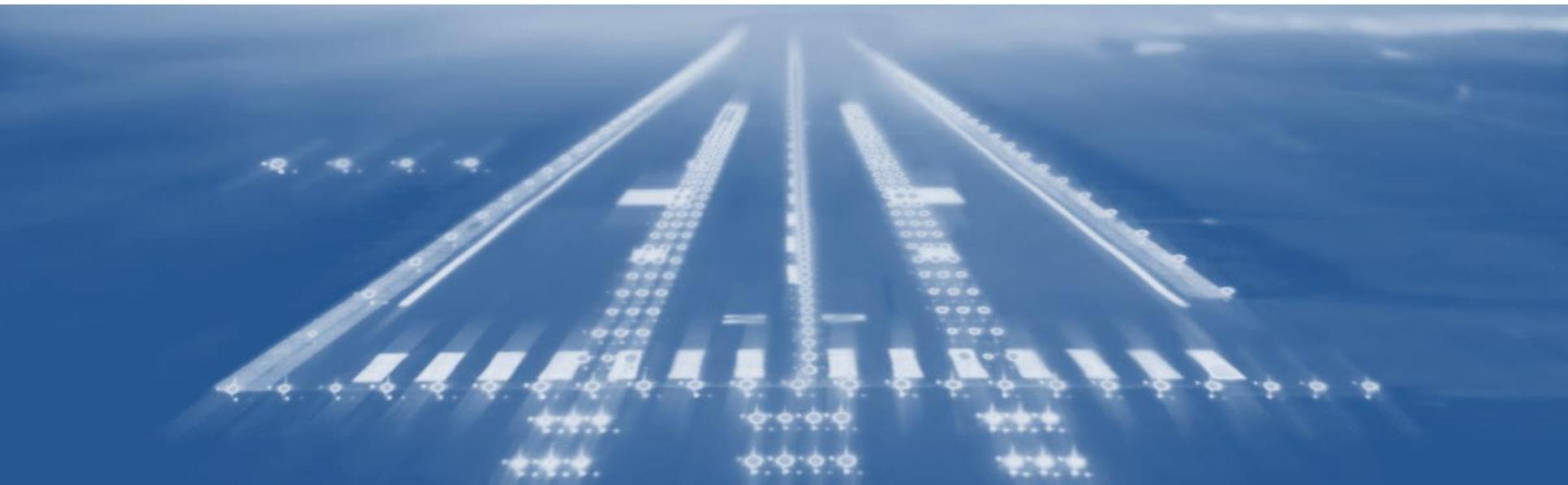
- Improved safety
 - Better understanding of runway conditions
 - Fewer runway excursions
- Improved efficiency
 - Better situational awareness
 - Better decision making
 - Fewer runway closures
- Reduced ENV impact
 - Fewer runway excursions
 - Better traffic management





APEX™ AIRPORT
EXCELLENCE
IN SAFETY

WORKING TOGETHER TO ENHANCE
AIRPORT OPERATIONAL SAFETY



Promoting Airport Excellence- APEX in Safety

ACI APEX in Safety Fundamentals:

- ❖ APEX was developed to support airports in identifying and mitigating safety vulnerabilities through peer reviews
- ❖ Provides guidance and facilitates improvements through mentoring, training and best practice exchanges to address identified gaps
- ❖ Based on ICAO Annex 14 Standards and Recommend Practices (SARPS) and ACI Best Practices

Scope

The APEX review was conducted over one week and addressed the following areas:

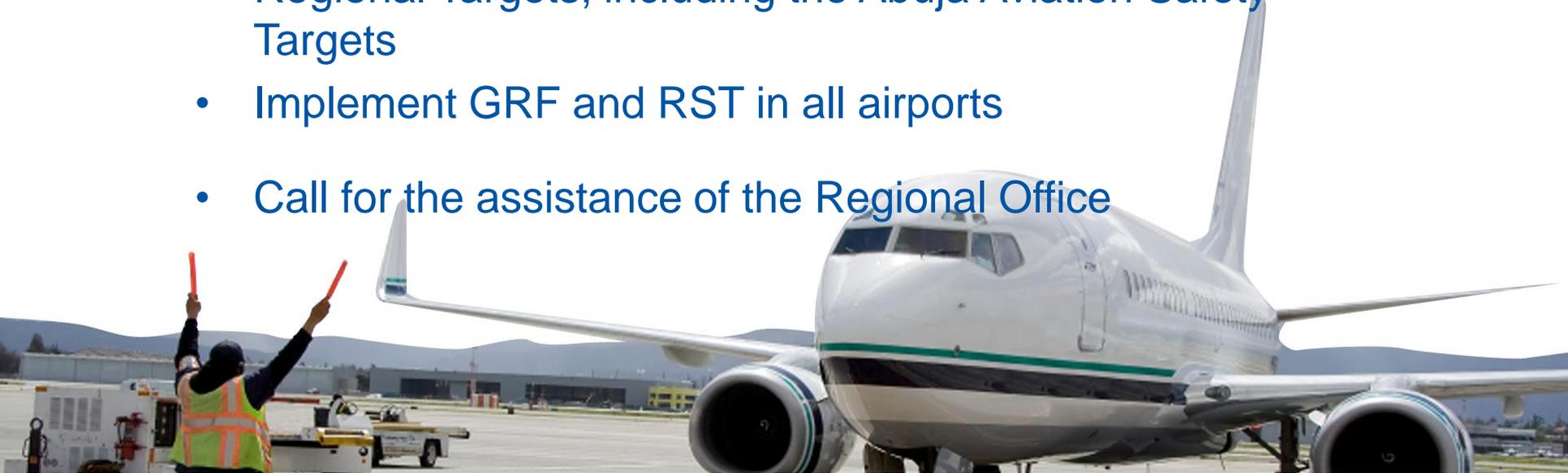
- Runway, Taxiways and Aprons
- Airport Rescue and Firefighting
- Apron Management / Airport Operations
- Pavement Management
- Training
- Safety Management Systems (SMS) & Aerodrome Manual
- Wildlife

A final report including deficiencies and recommendations is provided after the review



Way forward

- States and Stakeholders must collaborate to achieve Regional Targets, including the Abuja Aviation Safety Targets
- Implement GRF and RST in all airports
- Call for the assistance of the Regional Office





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(SAM) Office
Lima

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Central African
(WACAF) Office
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North Atlantic
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Paris

Middle East
(MID) Office
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Southern African
(ESAF) Office
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(APAC) Sub-office
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THANK YOU