

## AIRFIELD FOCAL POINT (AFP)/DEPUTY'S MAIN DUTIES

- Receive the DFS (Daily Flight Schedule), Passenger Flight Manifest and Cargo Flight Manifest a day before of the flight/s and inform immediately Local Authorities;
- UNHAS Radio Room (Skype, e-mail, phone or SMS), inform them about weather and security, be aware about the arrival time and take all necessary measures on the ground;
- Take appropriate measures before landing, during stop over till the aircraft takes off.
- Support the crew before landing till take off.

**Before landing:** arrive at the airport/airstrip at least 30-40 minutes before landing, check the airstrip, prevent runway incursions (people, vehicles, animals), be visible by (wearing a yellow jacket) crew members, avoid people coming close to aircraft (crowd control).

AFPs should ensure that all FODs (Foreign Object Debris) are cleared from airstrips, drop zones or the surrounding areas. NO FOD should be left on ground.

**During the stop over:** Prevent population from coming close to aircraft, protect the crew and aircraft, deal with passengers, cargo and Local Authorities' representatives.

**Before Take-off:** prevent persons and animals coming close to aircraft and prevent runway incursions.

AFPs should support crew members including passenger and cargo screening. If any disagreements/incidents appear between AFPs and crew members, AFPs should refrain from arguing with the crew. They should immediately call their Focal Points in Juba, inform about the situation and write immediately an incident report. To increase visibility and be recognized by crew/local population all AFPs/Deputies will wear reflective jackets.

**NO CONTACT ON THE GROUND = NO FLIGHT. NO PROPER AFP??????**

### **The most frequent AVSEC incidents due to Airfield Focal Points**

- Local Authorities not informed about flight/s;
- AFP do not communicate/do not communicate properly with UNHAS Radio Room;
- AFP arrives at airstrip after aircraft landed and no mitigating measures are taken;
- AFP present at airstrips but do not take appropriate mitigating measures;
- Runway incursions (people, vehicles, motorcycles, animals);
- Persons surround aircraft, even below moving blades, enter or try to enter aircraft;
- Crew harassed by local staff especially military;
- Airstrip conditions (potholes, excess/overgrown vegetation, sharp/big rocks on the runway, FODs
- AFP improper reports on helipads/runway conditions (especially dry and it is wet)
- AFP leave the airstrip immediately after picking up their passengers and/or cargo;
- AFP/s not enough and do not involve more persons from other agencies in performing their duties.