



**Agenda Item 4: Aviation Safety Matters**  
**4.2 Safety Management and Runway Safety**

**ESTABLISHMENT OF RUNWAY SAFETY TEAMS (RST)**

(Presented by the Secretariat)

**SUMMARY**

Statistics show that the number of safety incidents on the runways continues and in some cases the trend is to increase. ICAO continues to promote the runway safety programme aimed at promoting, by States and stakeholders, the implementation of international standards and recommended practices in force and the implementation of Runway Safety Teams (RST).

The Regional Aviation Safety Group - Pan America (RASG-PA) has taken the lead, including in its work programme to promote the implementation of RSTs in the CAR/SAM Regions and to develop a tool to facilitate their implementation.

**References:**

- Global Runway Safety Symposium (GRSS 2011)
- ICAO/FAA/IFATCA Regional Runway Safety Seminar for the NAM/CAR/SAM Regions, Miami, United States, 12-14 October 2011  
(<http://www.mexico.icao.int/Meetings/RunwaySafetySeminar.html>)
- Doc 9870 - *Manual on the Prevention of Runway Incursions*
- *European Action Plan for the Prevention of Runway Incursions – Edition 2.0*  
(<http://www.eurocontrol.int/sites/default/files/content/documents/nm/airports/european-action-plan-prevention-runway-incursions2.0.pdf>)
- *European Action Plan for the Prevention of Runway Excursions – Edition 1.0*  
(<http://www.eurocontrol.int/sites/default/files/content/documents/official-documents/reports/2012-european-action-plan-prevention-runway-excursions.pdf>)
- *ICAO Runway Safety Site* ([www.icao.int/Safety/Runwaysafety/](http://www.icao.int/Safety/Runwaysafety/))
- *ICAO Safety Report 2013*  
([http://www.icao.int/safety/Documents/ICAO\\_2013-Safety-Report\\_FINAL.pdf](http://www.icao.int/safety/Documents/ICAO_2013-Safety-Report_FINAL.pdf))

**Strategic  
Objective**

*This working paper is related to Strategic Objectives:  
A. Safety – Enhance global civil aviation safety*

## 1. Introduction

1.1 Global as well as regional statistics show that the number of runway safety incidents continues and in some cases the trend is to increase, therefore, ICAO is concerned and continues to promote the runway safety programme in the world, aimed at encouraging States and stakeholders to implement the international standards and recommended practices in force and the implementation of runway safety teams (RST). (See **Appendix**)

1.2 For ICAO, events related to runway safety include the following categories of accidents: abnormal runway contact, bird strike, ground collision, ground handling, runway excursion, runway incursion, loss of control - ground, collision with obstacles, undershoot/overshoot, and aerodrome.

1.3 There are many factors such as aeronautical phraseology, aviation language proficiency, procedures for air traffic control, equipment standards and performance requirements, visual aids, aerodromes geometry, flight operations and situational awareness among others, which should be taken into consideration to improve runway safety and belong to the following functional areas:

- Air Traffic Control: responsible for the movement of aircraft in the air and on the ground.
- Flight Operations: responsible for the operation of aircraft in the air and on the ground.
- Aerodromes and Ground Aids: responsible for the infrastructure and operation of the aerodrome.
- Management responsibilities: those who are responsible for decision-making over the daily operational level of any organization in this environment.

1.4 The ICAO runway safety programme promotes the forum for regulators, aircraft operators, air traffic services providers, aerodrome operators, aircraft manufacturers and other interested stakeholders to deal with issues related to runway safety according to the respective operational specialties.

1.5 ICAO and its partners in the Runway Safety Programme are working together in the implementation of a number of specific measures to minimize the risk of runway incursions, runway excursions and other runway safety related events by implementing the multidisciplinary RSTs at each airport.

1.6 It should be noted that the Regional Aviation Safety Group - Pan America (RASG-PA) has taken the lead in this aspect, and considering the trend of increasing runway excursions in the region, has included in its work programme to promote the implementation of RSTs in the CAR/SAM Regions, including a pilot programme at the Mexico City International Airport (MMMX), Mexico.

1.7 Also, the GREPECAS Aerodromes Programme CAR Project F-3 - *Enhance runway safety*, which is focused on aerodrome infrastructure issues (Annex 14) and consists of three parts: mitigation/runway incursion, runway excursion, and levelled runway strip and runway end safety area (RESA), is complementary to the RASG-PA work programme, which is focused on the operational aspects.

## **2. Discussion**

2.1 Promotion of safety is an ongoing activity. Regarding the runway safety programme, ICAO and RASG-PA have conducted seminars/workshops/meetings in which the implementation of RSTs is fostered.

2.2 It should be noted that to date in the CAR Region, RSTs have been implemented at the Mexico City International Airport (MMMX) Mexico, supported by the DGCA of Mexico, the ICAO NACC Regional Office and national and international stakeholders; at the Juan Santamaría International Airport (MROC) Costa Rica, supported by the DGCA of Costa Rica and at the Montego Bay International Airport (MKJS) Jamaica, supported by the CAA of Jamaica and national and international stakeholders.

2.3 It is clear that each RST will have its own characteristics according to the needs, problems, dimensions and local resources. The level of implementation of the ICAO State Safety Programme (SSP), and Safety Management Systems (SMS) by the service providers, will be key for the optimal operation of the RST.

2.4 The RASG-PA is working on a tool to facilitate the implementation of the RST, which will be available to the public by mid-2013.

2.5 The RASG-PA Secretariat maintains coordination with GREPECAS through a collaborative approach for the successful implementation of the RST to enhance safety in the CAR/SAM Regions.

## **3. Conclusion**

3.1 The need to continue with the implementation of the RST at each airport is clear, considering the existing trend of increasing events related to runway safety.

3.2 The Central Caribbean area, due to the peculiarities of its airports, would benefit in many ways with the implementation of RSTs.

3.3 The ICAO NACC Regional Office is ready to assist States in the successful implementation of RSTs.

**4. Suggested Action**

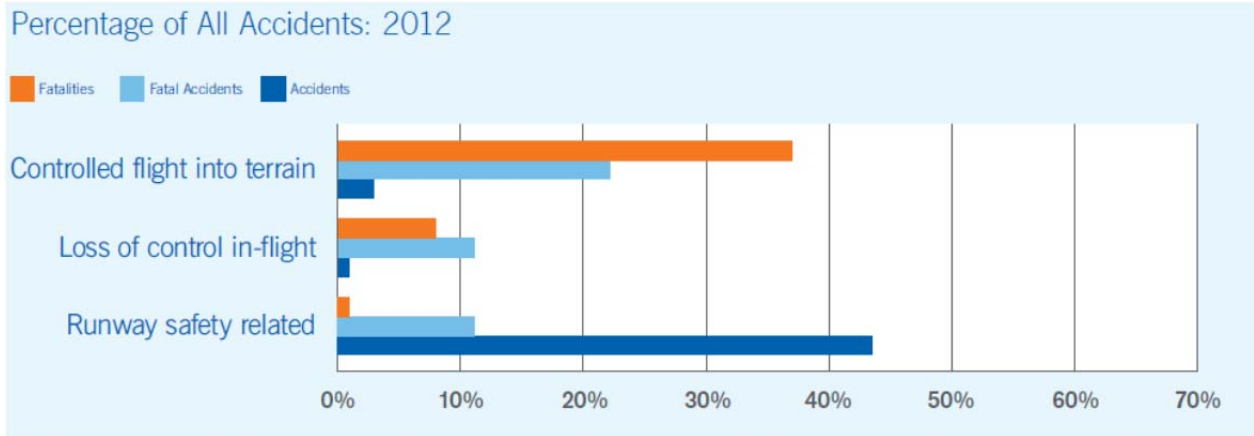
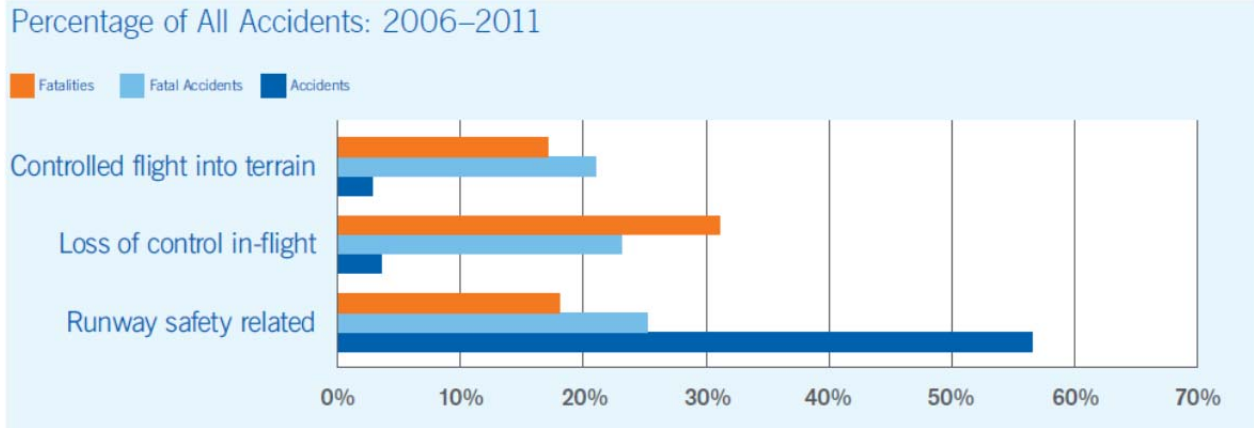
4.1 The Meeting is invited to:

- a) take note of the information provided;
- b) support implementation of the Runway Safety Teams (RST); and
- c) participate in the ICAO/IFALPA/FSF Regional Runway Safety Seminar/Workshop for the NAM/CAR Regions, to be held in St. John's, Antigua and Barbuda, from 27 to 29 May 2013. (<http://www.icao.int/Meetings/AntiguaRRSS/Pages/default.aspx>)

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**APPENDIX**

**Analysis of Accidents – Scheduled Commercial Air Transport (MTOW > 2250 kg)**



Note: The data used in the analyses are for aircraft providing scheduled commercial air transport having a maximum take-off weight exceeding 2250 kg.

Source: ICAO 2013 Safety Report.