



**Thirty Second Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/32)**

Ottawa, Canada, 8 to 10 May 2018

Agenda Item 3: Updates in Aviation Safety Data

RUNWAY SAFETY TEAM IMPLEMENTATION IN AICM

(Presented by Mexico)

EXECUTIVE SUMMARY	
<p>Runway Safety Teams (RSTs) are one of ICAO main activities to improve Safety at the aerodromes, where the participation of all stakeholders, Civil Aviation Authority and industry is key for a successful implementation. The first RST implemented in the CAR region was in the Mexico City Airport. ICAO conducted recently a support to the RST AICM and the results of such follow-up are attached to this information paper.</p>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • GASP • RST Team concept • Assistance mission to RST AICM

**REPORT OF ATTENDANCE – RUNWAY SAFETY TEAM MEETING
AT BENITO JUAREZ INTERNATIONAL AIRPORT (MMMXX) – MEXICO CITY, MEXICO
(30 January and 2 February 2018)**

EXECUTIVE SUMMARY

The Directorate General of Civil Aviation (DGCA) of Mexico, through the *Comandancia*, Head Authority at Benito Juarez International Airport (MMMXX), leads the Runway Safety Team (RST) jointly with the MMMX Operations Management. The *Comandancia* invited the ICAO NACC Regional Office to participate in its first 2018 RST Meeting, on 30 January 2018, which was held at the airport. The meeting was led by the *Comandancia* and was attended by the main stakeholders [MMMXX Maintenance Magement, *Servicios a la Navegación en el Espacio Aéreo Mexicano* (SENEAM) (Mexico Air Navigation Service Provider), airlines representatives, ground support agencies representatives] involved in the operation of the airport.

During the meeting, the *Comandancia* delivered a presentation highlighting the issues that MMMX is currently facing with the identification of 6 hot spots (HS) which was discussed among its stakeholders. As a consequence of this meeting, the MMMX RST decided to invite the ICAO NACC Team, on 2 February 2018, for an on-site visit to address the six “hot spots (HS)” identified and published by the DGAC in the Aeronautical Information Publication (AIP) of Mexico and in addition a visit was made to the MMMX control tower.

During the on-site visit to address the six Hot Spots and then to the control tower of MMMX, the ICAO team made the following main recommendations to the RST:

- a) Reduce the number of ground vehicles crossing active runways
- b) Prohibit the crossing of active runways by push back equipment from Terminal 1 to Terminal 2
- c) The large number of taxiways is causing confusion to pilots, it was highly recommended to rename taxiways and to determine which taxiways are not commonly used and proceed to their closure.
- d) Relocate and repaint the markings in the taxiways (around HS 3)
- e) When maintenance works are in progress in the movement area, protective barriers need to be allocated in the working area, have lit the barriers during aircraft night operations and publish these details in the AIP.
- f) Improve publication of the HS graphs and texts in to the AIP/MEX for easier interpretation and understanding by the aviation community.
- g) Promote an urgent meeting to specifically deal with the heliport operations at MMMX taking into account that the heliport has been identified as a blind spot to the control tower.
- h) Review the obstacle limitation surfaces, as a construction company with a high crane was identified near the Terminal 2 of MMMX

These recommendations are already known by the participants to the on-site visit.

The ICAO Team recognizes the efforts being done by the *Comandancia*, Operations Management of MMXX, SENEAM and industry in establishing the RST; however, the implementation of mitigating measures in each of the 6 HS and how to manage the operations of the heliport will clearly demonstrate the effectiveness of the RST at MMMX.