



ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



# CAR/SAM Runway Safety Team Implementation Project

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# Presentation Overview

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# 01 Background



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## Background

- ICAO Assembly Resolution A37-6 on Runway Safety urged States to take measures to enhance Runway Safety including the establishment of Runway Safety Programmes using Multidisciplinary approach
- On May 2021, RASG-PA Executive Committee Meeting #36 (ESC/36) adopted Conclusion ESC/36/C1, that urged NACC and SAM Regional Offices distribute the RST Checklist to their States, to gather information in order for the Secretariat to propose a project that allows the implementation of RST in all international aerodromes by 2023.
- On November 2021, RASG-PA Plenary requested RASG-PA ESC to coordinate with the Secretariat for the development of activities and/or projects to strengthen the implementation of Runway Safety Teams (RST);
- On May 2022, RASG-PA ESC/37 adopted conclusion C3 to support CAR & SAM RST Implementation Support Project, in order to take actions to promote the identification and mitigation of risks related to runway safety at selected international CAR & SAM aerodromes



## Data Driven

As a condition in the Conclusion, RASG-PA Plenary requested that the identification of those States/Aerodromes where projects and activities to support the implementation and maintenance of RST will be carried out **must be justified based on data**, in such a way that those aerodromes are prioritized where it makes more sense to have these teams.



# 02 Reasons



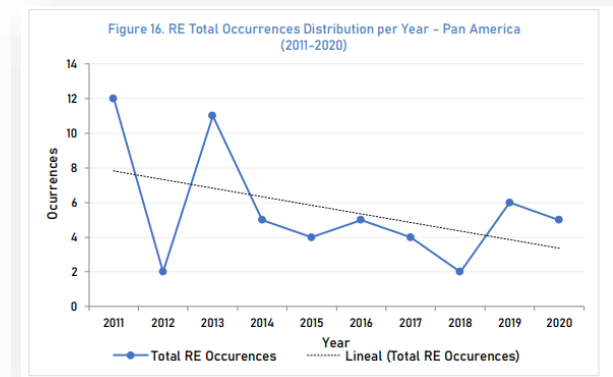


- Runway safety remains one of the high-risk incident categories that must be addressed to mitigate the risk of fatalities in international and Pan-American civil aviation.
- The RST implementation provides a systemic approach to runway safety and collision avoidance strategy.



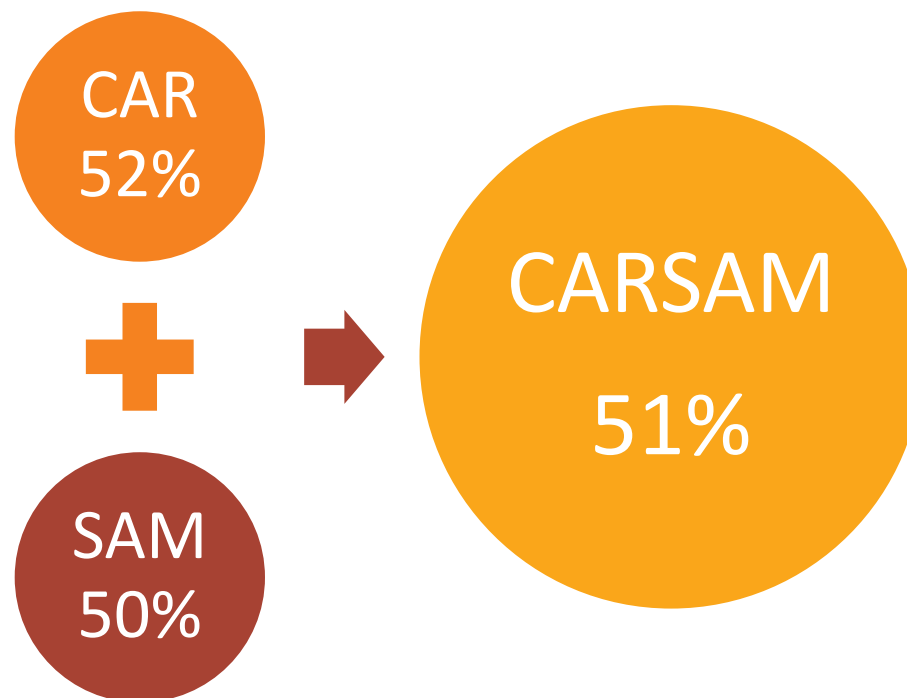
## Problem Statement

- Runway safety (runway excursions/incursions) are *still one of the main high-risk categories of occurrence*, being Runway Excursions one of the most significant in the PA-Region.
- According to RASG-PA ASR 11th edition, **contributing factors to RE** includes safety management (29%), airport facilities (33%) and contaminated runway/taxiway-poor braking action (29%), **which are usually addressed under the umbrella of local RST's**.
- Although the implementation of local RST is considered a cost-effective solution to mitigate the occurrence of runway incursions and excursions (and an integral part of the aerodrome's operator's SMS), in the CAR and SAM Regions its **implementation is moving at a relative slow pace**.
- **Ensure effectiveness on those implemented:** In addition, some States and aerodrome operators report the implementation of RST, but can't demonstrate that the RST is active and effective, or following ICAO and international recommendations, with tangible results and outcomes to reduce runway safety risks.



## Current Status

Implementation of RST at international aerodromes in the CAR and SAM Regions





## 1. Select State

All

## ICAO Code

All

## IATA Code

All

## Operator

All

## RST Status

All

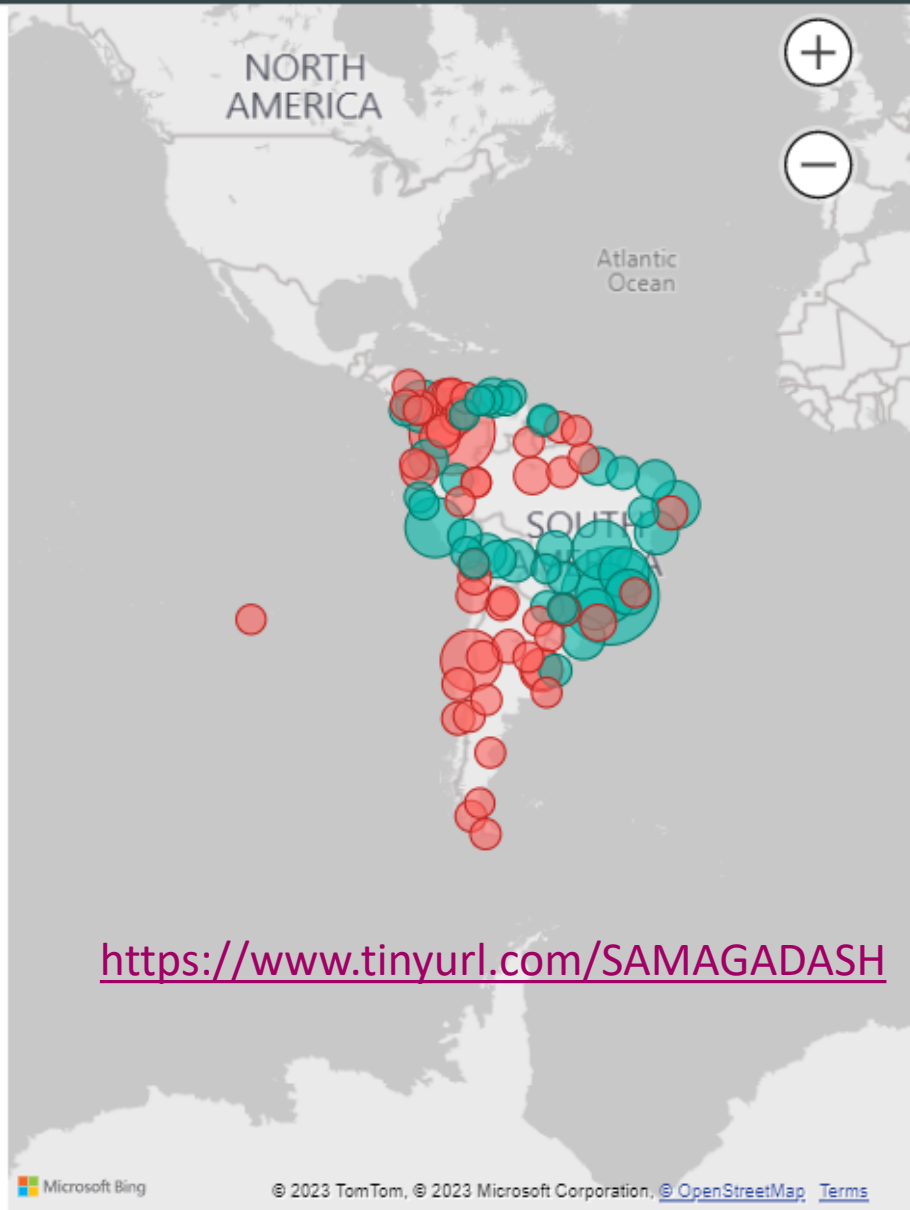
## Aerodrome list

State	ICAO	Name	RST
Argentina	SAAR	ROSARIO/Isias Malvinas	N
Argentina	SABE	BUENOS AIRES/Aeroparque J. Newbery	N
Argentina	SACO	CORDOBA/Ing. Aer. A.L.V. Taravella	N
Argentina	SADF	SAN FERNANDO	N
Argentina	SAEZ	EZEIZA/Ministro Pistarini	N
Argentina	SAME	MENDOZA/EI Plumerillo	N
Argentina	SARE	RESISTENCIA	N
Argentina	SARI	CATARATAS DEL IGUAZÚ / My. D. C. E. Krause	N
Argentina	SASA	SALTA/ General D. Martín Miguel de Güemes	N
Argentina	SASJ	JUJUY/Gobernador Guzmán	N
Argentina	SAVC	COMODORO RIVADAVIA/ Gral. E. Mosconi	N
Argentina	SAWG	RÍO GALLEGOS/Piloto Civil N. Fernández	N
Argentina	SAWH	USHUAIA/Malvinas Argentinas	N
Argentina	SAZM	MAR DEL PLATA/Astor Piazzolla	N
Argentina	SAZN	NEUQUÉN/Presidente Perón	N
Argentina	SAZS	SAN CARLOS DE BARILOCHE	N

## % per State



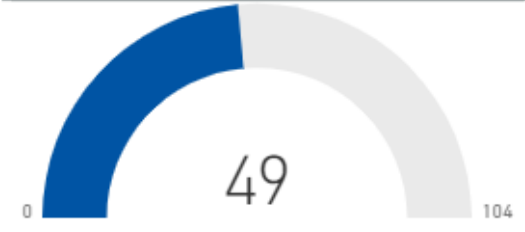
## RST Implementation/Traffic Status Map



**NOTE:**  
 This section is under construction, for specific data, please contact [icaosam@icao.int](mailto:icaosam@icao.int)

**NOTA:**  
 Esta sección está en construcción. Para datos específicos, favor contactar a [icaosam@icao.int](mailto:icaosam@icao.int)

## No. RST Implemented



<https://www.tinyurl.com/SAMAGADASH>

# 03

## Objectives & Deliverables



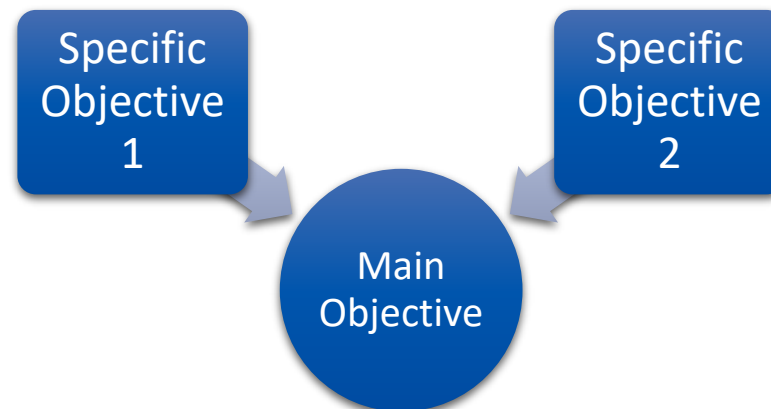
# Objectives

## Specific Objective 1

Support the implementation of RST on selected international aerodromes that haven't implemented RST's by YE2025.

## Specific Objective 2

Establish a reporting mechanism and indicators to ensure that already implemented RST's at selected international aerodromes are effective to mitigate runway safety risks by YE2025.



Main objective: ***“Establishing and implementing effective local RST at selected international aerodromes by 2025”:***

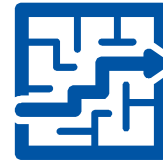
# Project Deliverables



Project Mgmt.



D1: RST  
Implementation  
Plan



D2:  
Effectiveness  
Mechanism



D3: Project  
Repository



D4: Go-Teams



D5: Training  
on RST



D6: Data-driven  
prioritization



Result:  
Effective RST's

# 04

## Expected Benefits



## Expected Benefits

BENEFITS



Reduced runway safety related events (incidents and accidents) by managing risks mechanisms



Promote safety related CAPEX at aerodromes



Increase in effective implementation of ICAO SARPs for Runway Safety



Lower costs of safety related incidents/accidents and potential reduction of insurance costs



# Acceptance criteria

(To be reviewed)



RST implementations measured via survey (score over 90) and CRACIP status



Tangible results of the implementation of RST's action plans



Identification, removal and promulgation of "Hot Spots" at selected aerodromes

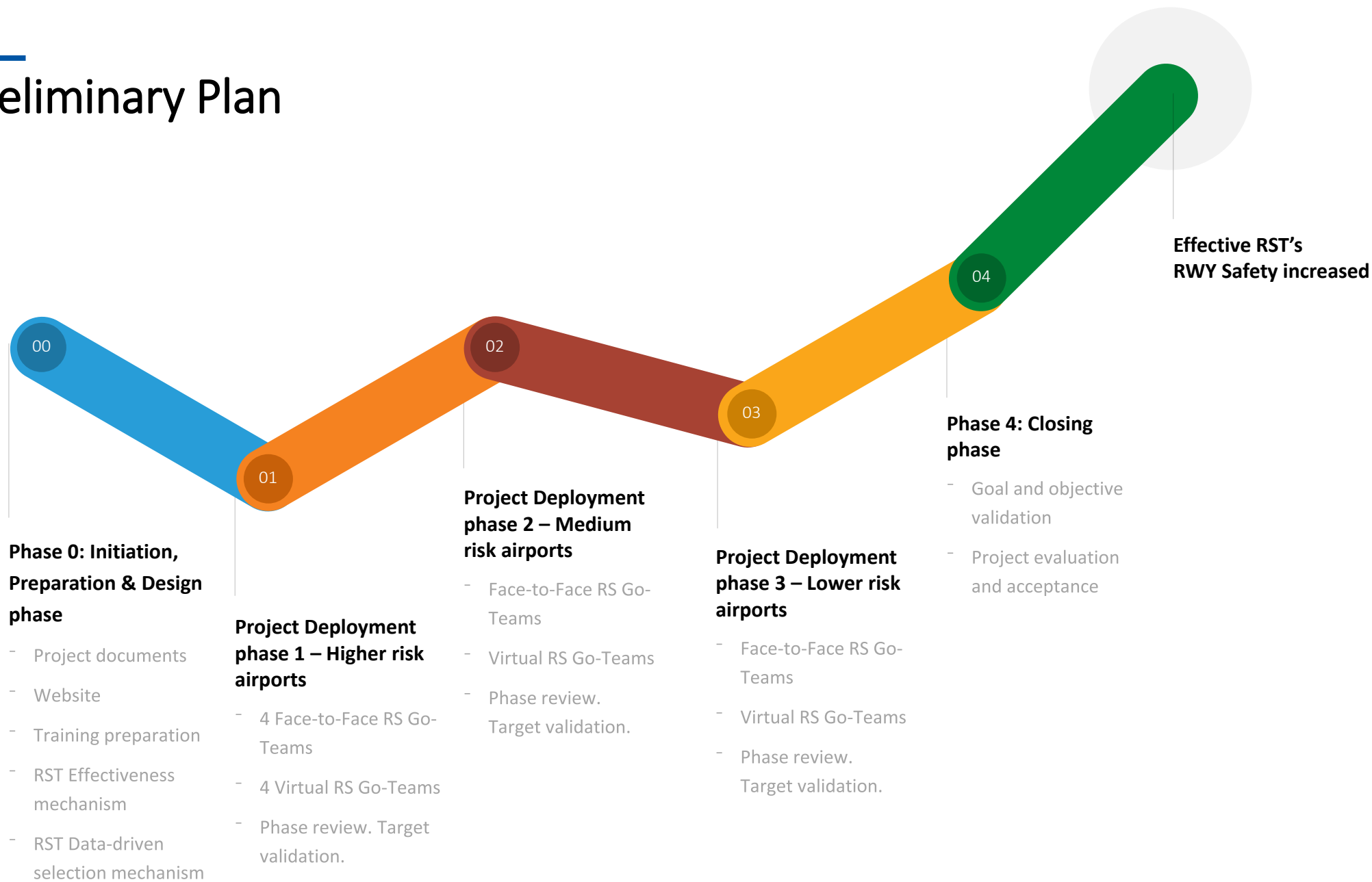


Reduction of runway safety related occurrences

# 05 Project Organization



# Preliminary Plan



## Project Team Organization

<b>Project Sponsor:</b>	<b>Responsible for:</b>
RASG-PA Plenary	<ul style="list-style-type: none"> <li>- Dictates the Project Mandate and assigns the Project Board.</li> <li>- Delegates authority to the Project Board on decisions of the Project</li> </ul>
<b>Project Board:</b>	<b>Responsible for:</b>
RASG-PA ESC	<ul style="list-style-type: none"> <li>- Accountable for the success or failure of the project.</li> <li>- Provide unified direction to the project and Project Manager.</li> <li>- Supports the provision of resources and authorize the use of funds for the project.</li> <li>- Provide visible and sustained support for the Project Manager.</li> <li>- Ensure effective communication within the project team and with external stakeholders.</li> </ul>
<b>Project Manager:</b>	<b>Responsible for:</b>
RASG-PA Secretariat <ul style="list-style-type: none"> <li>• NACC RO/AGA (CAR Region)</li> <li>• SAM RO/AGA (SAM Region)</li> </ul>	<ul style="list-style-type: none"> <li>- Responsible for the day to day management of the project in behalf of the Project Board</li> </ul>
<b>Team Member:</b>	<b>Responsible for:</b>
Team Leader	Report to PM and follow-up project activities under his/her area of responsibility
State Assigned PoC	Report to PM and follow-up project activities under his/her area of responsibility
Team Members: SME's for different work packages	Report to TL and follow-up project activities under his/her area of responsibility

# Project controls

*Anticipated processes for monitoring and ensuring work progress, including: Status reporting and frequency, Review meetings (including who and when), Tracking methods and tools*



Reports (frequency to be defined)  
and review meetings



WP on RASG-PA and ESC meetings



Website, dashboards, email  
exchange

# New website with resources for States

<https://www.icao.int/SAM/SAFETY/RST/Pages/default.aspx>

The screenshot shows the ICAO website interface for the SAM region. The header includes the ICAO logo, the text 'LA AVIACIÓN UNIDA' and 'ORGANISMO ESPECIALIZADO DE LAS NACIONES UNIDAS', and a search bar. A navigation menu contains links for 'Acercos de la OACI', 'Priondades mundiales', 'Eventos', 'Recursos de información', 'Carreras', 'La aviación unida', 'ICAO TV', and 'Suscribirse'. The main content area is titled 'Runway Safety Teams (RST) Implementation Project for the SAM Region'. Below the title, there is a section for 'Proyecto de Implementación de Equipos de Seguridad en la Pista (RST) para Región SAM'. The text describes the project's purpose, its approval by the RASG-PA, and provides background information under 'Antecedentes'. It mentions the GASP Doc. 10004 and the Resolution A37-6. The text concludes by stating that the project was approved by the RASG-PA in May 2021.

## Dashboard SAM AGA

### Documentos de proyecto

- Documento de Proyecto (Project Charter): [1.Project Charter\\_RS-RST-22-001\\_v1 \(es\).pdf](#)
- Descripción del Proyecto (Presentación): [RST Project Descripcion\\_2022.10.24\\_es.pdf](#)
- Notas presentadas para aprobación del Proyecto en RASG-PA: [ESC37 NE07\\_RST Propuesta Imp Proyecto.pdf](#) y [ESC37 NE07\\_RST Propuesta Imp Proyecto\\_Anexo1.pdf](#)
- Modelo de Plan de Implementación: [RST ImplementationActionPlanTemplateRev2\\_Spa.docx](#)
- Documento de Paquete de Trabajo (Work Package) - Mecanismo de Efectividad: [WorkPack01\\_Effectiveness Mech \(es\).docx](#)

### Mandato

- Informe Plenaria RASG-PA/11: [RASGPA11 Informe Final.pdf](#)
- Informe ESC36 (RASG-PA): [ESC36 Reporte Final.pdf](#)
- Informe ESC37 (RASG-PA): [ESC37 Informe ES Final.pdf](#)
- Carta a los Estados SA232: [SA232 SL-SAM Imp. RST\\_Spa.pdf](#)

### Recursos

- Sitio web de la sede de la OACI con recursos: [RunwaySafety](#)
- [Metodología de RS GO-Teams OACI](#)
- [EUROCONTROL RWY SAFETY MATURITY CHECKLIST.xls](#)
- [ICAO RST Handbook 2nd Edition Ver3.pdf](#)
- [Circular de asesoramiento SRVSOP sobre RST](#)
- [Capt. 8 PANS Aerodromos - RST.pdf](#)
- [Apn2 Capt2 PANS - indicadores.pdf](#)
- Ejemplo cuestionario de evaluación RST (Cortesía ANAC Brasil): [RST Cuestionario Auditoría \(ANAC\).xlsx](#)
- Ejemplo de TOR (Cortesía Qatar): [HIA-SAO-CMP-ToR-01-Runway Safety Team V.2.0 - 01.02.2022.docx](#)
- Ejemplo de mecanismo evaluación (Cortesía Qatar): [Effectiveness of Runway Safety Forum.docx](#)
- Propuesta de mecanismo de evaluación (Cortesía DGAC Chile): [Propuesta para medición eficacia del RST.docx](#)
- Ejemplo de Términos de referencia: [Modelo de TdR para RST\\_v1.docx](#)

### Resumen de teleconferencias mensuales de Proyecto

- [SAM RST Imp Telecon 00 \(KOF\).pdf](#)
- [SAM RST Imp Telecon 01.docx](#)

06  
RST State  
Preparedness





Measurement of 7 milestones is proposed, similar to the GRF project.

The measurement will be done by State and will be reported through the project's agreed mechanisms.





**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)**

**STATE NAME**

**Runway Safety Team (RST) Implementation plan / progress**

ID	ACTION	ENTITY RESPONSIBLE	TARGET DATE <sup>1</sup>	REMARKS
RST 1	Review current ICAO PANS Aerodromes Chapter 8 provisions to ensure its inclusion in national provisions/procedures	CAA <sup>2</sup>		
RST 2	Designate a focal point to coordinate implementation activities at the national level	CAA	01/Sep/21	
RST 3	Designate a focal point in each international aerodrome for local runway safety team implementation	CAA, Airports		
RST 4	Conduct a Gap analysis to identify needs and support for implementation (e.g. Runway Safety Go-Teams, assistance, guidance material, etc.)	CAA, Airport		
RST 5	Implementation at each international aerodrome	Airports (lead), ANSP <sup>3</sup> , Aircraft operators, CAA	01/Sep/23	Include tentative dates for each international aerodrome as reported in CARSAM Air Navigation Plan not exceeding 01-Sep-23

RST 6	Evidence of implementation (action plan, meeting minutes, Terms of references as per PANS ADR)	CAA		
RST 7	KPI reporting to RASGPA & ICAO	National Focal Point		

<sup>1</sup> Target dates are indicative only and should be replaced by realistic dates by each State

<sup>2</sup> Civil Aviation Authority

<sup>3</sup> Air navigation service provider



# Next steps?





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Thank You!