



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/AGA/TF/2 — WP/03

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Second North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/2)

Mexico City, Mexico, 15 to 17 May 2024

Agenda Item 3: Runway Safety Team (RST) Implementation under the Regional Aviation Safety Group – Pan America (RASG-PA)

REPORT ON THE STATUS OF RUNWAY SAFETY TEAM (RST) IMPLEMENTATION PROJECTS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

On May 2022, RASG-PA ESC/37 adopted conclusion C3 to create the CAR & SAM RST Implementation Support Project, to take actions to promote the identification and mitigation of risks related to runway safety at selected international CAR & SAM aerodromes.

On April 2022, the NACC ICAO and FAA signed a project for Runway Safety Teams (RST) Implementation for the Central American States, to take actions to promote the identification and mitigation of risks related to runway safety at selected international aerodromes in the Central American Region (Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua).

This working paper shows the progress of both projects.

Action:	See section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• Doc 9981 – Aerodromes• Doc 9870 – Manual on the Prevention of Runway Incursions• Doc 10004 – ICAO Global Aviation Safety Plan (GASP)• Global Runway Safety Action Plan (GRSAP), Second Edition, February 2024

1. Introduction

1.1. Runway safety is still one of the high-risk categories of occurrence that needs to be addressed to mitigate the risk of fatalities in international civil aviation in the world and in the Pan American Region. The implementation of Runway Safety Teams (RST) has demonstrated worldwide to provide a systemic approach to runway safety and collision avoidance strategy.

1.2. According to RASG-PA Air Safety Report (ASR), 11th edition, contributing factors to Pan America Runway Excursion (RE) from 2017 to 2021 include safety management (34%), airport facilities (43%) and contaminated runway/taxiway-poor braking action (28%), which are usually addressed under the umbrella of local RSTs.

1.3. 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 operator SMS), its implementation is moving at a relative slow pace in the CAR Region.

1.4. In addition, some States and aerodrome operators report the implementation of RST but cannot demonstrate that the RST is active and effective, or following ICAO and international recommendations, with tangible results and outcomes to reduce runway safety risks.

1.5. The project main objective is to ***establish and implement effective local RST at selected international aerodromes by 2025***. To do this, a series of specific objectives and actions were proposed by the Secretariat and approved by the Thirty-Seven Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (ESC/37).

- a. Specific Objective 1: Support the implementation of RST on selected international aerodromes that have not implemented RSTs by 2025.
- b. Specific Objective 2: Establish a reporting mechanism and indicators to ensure that already implemented RSTs at selected international aerodromes are effective to mitigate runway safety risks by 2025.

1.6. In addition, there is the project **Runway Safety Teams (RST) Implementation for the Central American States** (Belize, Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua), which main objective is to reach the goal of establishing and implementing effective local RST at specific international aerodromes by 2025:

- RST implemented at international aerodromes.
- RST implemented following ICAO guidance (including the established Terms of Reference (ToRs) and the Action Plan).
- State and Aerodrome Staff trained on runway safety.
- Collaborative mechanism in place that will support other Safety Management System (SMS) processes within the involved parties (Aerodrome, Air Navigation Services Provider (ANSP), Air Operator).
- Establishment of a mechanism (RST role) to advise the appropriate management on potential runway safety issues, and to recommend mitigating measures.

2. Current Status

2.1. The baseline at the start of the project was 50% for the CAR Region (73 out of 149). After following up with States and several virtual meetings on the topic, the current numbers are:

Region	2022	2023	2024
CAR Region	50%	52%	56%

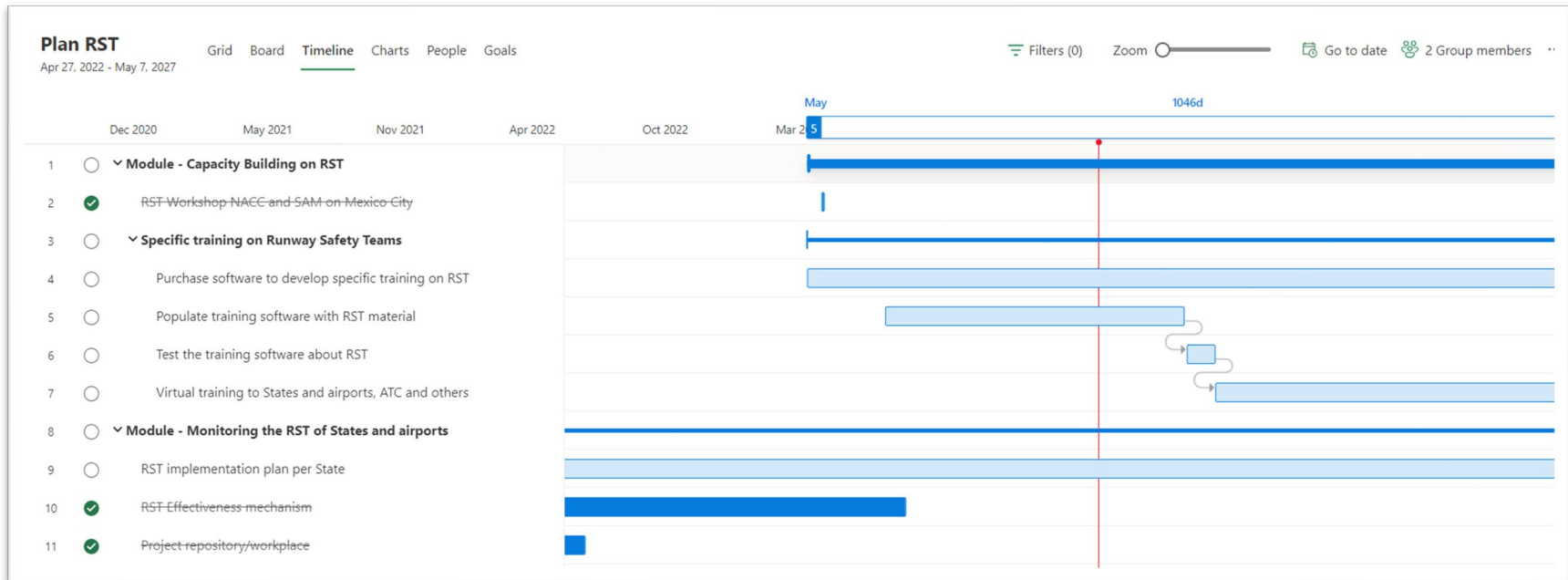
2.2. Details on the schedule of activities carried out and planned considering the two RST projects are included in the **Appendix** to this Working Paper.

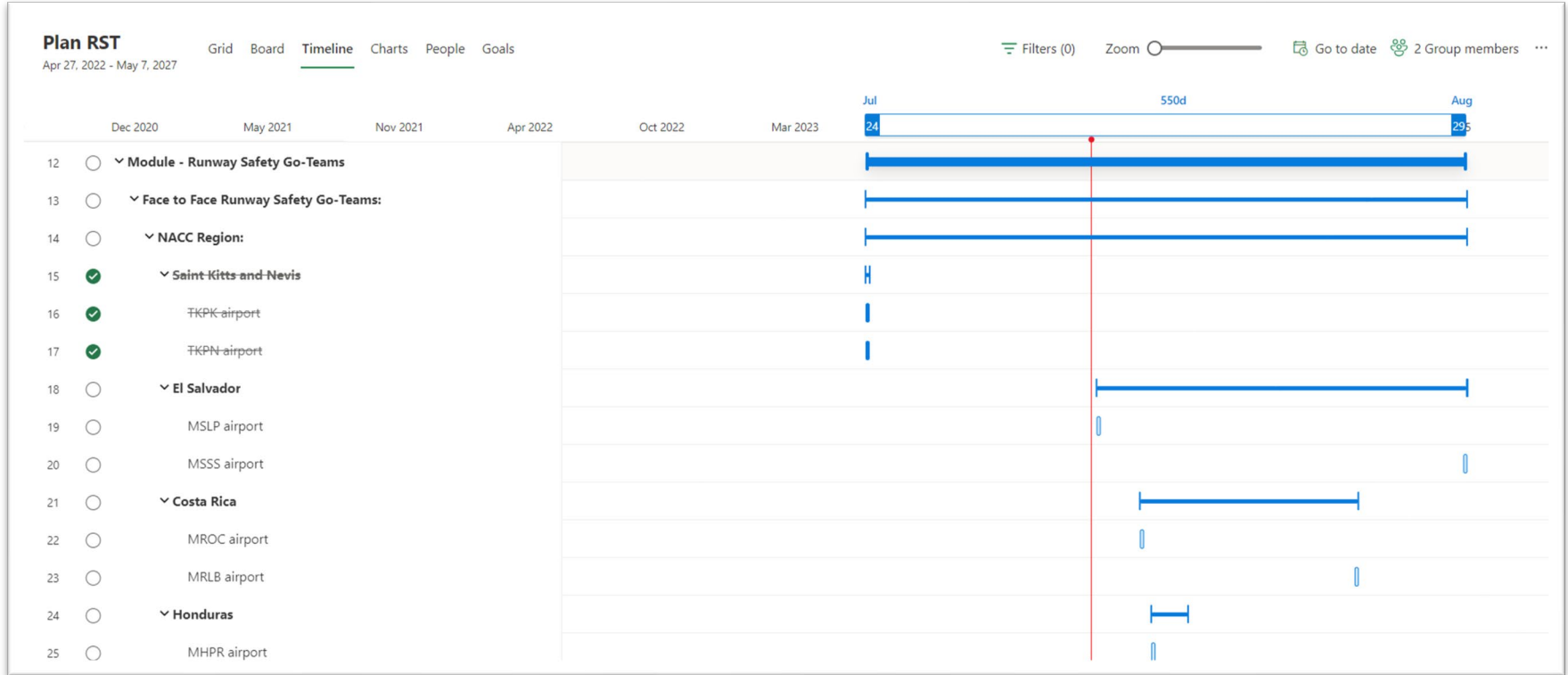
3. Suggested Actions

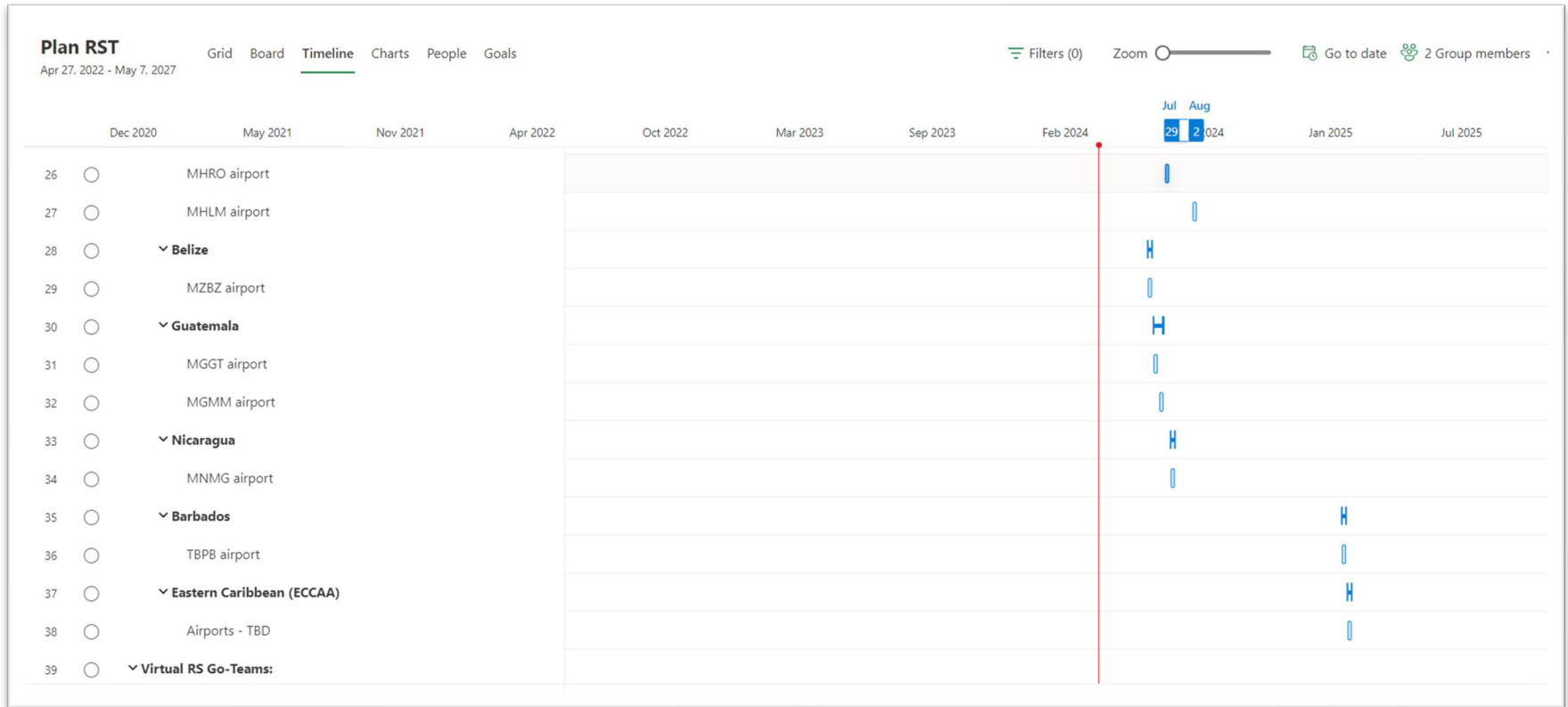
3.1 The Meeting is invited to:

- a) take note of the information presented on this WP and its Appendix;
- b) the AGA/TF to take action to promote the implementation of local RSTs; and
- c) other actions that the meeting considers necessary, under the project scope.

APPENDIX RST GANTT PROJECT







*Observation: For States of Belize, Guatemala, Nicaragua, Barbados and Eastern Caribbean, the dates of the missions still need to be confirmed.