



Agenda Item 3: Review of GREPECAS Programmes and Projects
3.6 AGA Programme Projects

**IMPLEMENTATION STATUS OF
THE RUNWAY SAFETY TEAM (RST) PILOT PROGRAMME
IN THE CAR REGION**

(Presented by Secretariat)

SUMMARY

One of the outcomes of the ICAO/FAA/IFATCA Regional Runway Safety Seminar for the NAM/CAR/SAM Regions held in October 2011 was to support the establishment of local Runway Safety Teams (RSTs) to address the prevention and mitigation of runway excursions, runway incursions and other occurrences related to runway safety.

The RASG-PA/4 Meeting supported this initiative, and the Mexico DGCA is leading the pilot programme for the implementation of the RST at Mexico City International Airport (MMMX) with the support of the ICAO NACC Regional Office and other stakeholders.

This RASG-PA activity must be coordinated with GREPECAS to eliminate the duplication of efforts and resources and to coordinate future activities.

References:

- Annex 6 — *Operation of Aircraft*
- Annex 11 — *Air Traffic Services*
- Annex 13 — *Aircraft Accident and Incident Investigation*
- Annex 14 — *Aerodromes*
- ICAO Doc 9870 – *Manual for prevention of runway incursions*
- RASG-PA/04 Meeting Report

**Strategic
Objective(s)**

*This information paper is related to Strategic
Objective(s) A – Safety*

1. Introduction

1.1 Aviation data indicates that runway excursions (RE) and runway incursions (RI) accidents are still a safety risk factor. The ICAO Runway Safety Programme has evolved to include the

prevention and mitigation of RE, RI and other occurrences related to runway safety. This Programme is envisioned to provide a forum for regulators, aircraft operators, air navigation services providers, aerodrome operators and aircraft manufacturers to address runway safety issues across operational fields.

1.2 RASG-PA addresses REs in its work programme by means of related Safety Enhancement Initiatives (SEIs) and consequently with the associated Detailed Implementation Plans (DIPs).

2. Discussion

2.1 ICAO organized the first Regional Runway Safety Seminar (RRSS) in the world for the NAM/CAR/SAM Regions, in Miami, United States, from 12 to 14 October 2011, sponsored by the United States FAA and IFATCA, and supported by the Miami International Airport, ACI, and IATA.

2.2 The outcomes from the ICAO/FAA/IFATCA RRSS were presented and approved by RASG-PA/04 meeting as Conclusion RASG-PA/4/6 - Regional Runway Safety Teams (RSTs).

2.3 The Conclusion states in part, that RASG-PA supports launching the RST pilot project at MMMX, supported by the Mexican DGCA, local and international stakeholders.

2.4 The ICAO NACC Regional Office has coordinated RST implementation activities with the Mexico DGCA, Aeropuerto Internacional de la Ciudad de México (AICM) and main stakeholders, beginning in January 2012.

2.5 As a result of this coordination, three meetings have been held at AICM in 2012, in order to first define the focal points, the terms of reference, and the methodology to be followed for developing a runway safety action plan at this airport. The work is on-going and the outcome of the pilot programme will be presented in the RASG-PA/ESC/13 Meeting to be held on 19 June 2012 in Bogotá, Colombia.

2.6 As an additional mandate in Conclusion RASG-PA/4/6, the RASG-PA Aviation Safety Training Team (ASTT) included an overview of the RST implementation plans and runway safety best practices in the RASG-PA Aviation Safety Workshops to be conducted in 2012.

2.7 The RASG-PA/ESC/12 did not consider the allocation of funding for RST Go Teams under the ICAO leadership and the participation of ICAO's Runway Safety Partners to assist States with the establishment of RSTs as endorsed in Conclusion RASG-PA/4/6 - Regional Runway Safety Teams (RSTs) due to the lack of resources.

3. Suggested Action

3.1 The Committee is invited to consider the coordination of the RASG-PA activities regarding the RSTs with GREPECAS, in order to eliminate the duplication of efforts and resources and to coordinate future activities in the CAR/SAM Regions.

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