

**ICAO**

The Fifth Meeting of the Aerodromes Operations and
Planning Sub-Group (AOP/SG/5)

Video Teleconference, 29 June to 2 July 2021

Agenda Item 4: Provision of AOP in the Asia/Pacific Region

RUNWAY SAFETY TEAM (RST) AND RUNWAY SAFETY GO-TEAM

(Presented by the Secretariat)

SUMMARY

This paper presents the ICAO requirements on RST and relevant guidance for its establishment at aerodromes. The paper also highlights the benefits in availing ICAO Runway Safety Go-Team assistance by States and airports in the area of runway safety.

1. INTRODUCTION

1.1 ICAO is coordinating a global effort to improve runway safety. The ICAO runway safety programme involves substantial collaboration with partner organizations including: ACI, CANSO, EASA, EUROCONTROL, Federal Aviation Administration (FAA), Flight Safety Foundation (FSF), IATA, IBAC, International Coordinating Council of Aerospace Industries Associations (ICCAIA), the International Council of Aircraft Owner and Pilot Associations (IAOPA), the International Federation of Airline Pilots' Associations (IFALPA), and the International Federation of Air Traffic Controllers' Associations (IFATCA).

1.2 The ICAO-led runway safety programme supports the establishment of State runway safety programmes and multidisciplinary runway safety teams at aerodromes which require collaboration among regulatory authorities, stakeholders in the areas of air traffic management and aerodrome operations, aircraft operators, and design and manufacturing organizations. The programme incorporates innovative approaches developed by aviation safety experts to continuously reduce risks encountered in the take-off and landing phases as well as during movement on the surface.

1.3 Regional implementation is being progressed through RASGs and coordinated by the ICAO Regional Offices with the participation of all partner organizations, and aligned with the GASP and regional goals and targets. Global guidance and support are provided by ICAO Headquarters in coordination with its partners. Additional information, including the global runway safety action plan, can be found on the ICAO website at www.icao.int/safety/runwaysafety.

2. DISCUSSION

Runway Safety

2.1 Procedures for Air Navigations (PANS) – Aerodromes (Doc 9981) in its 3rd Edition, July 2020 incorporated a new chapter (Chapter 8) in Part II which contains provisions pertaining to runway safety. The chapter deals with the prevention of runway incursions, excursions and confusion through different strategies. These include effective identification of hazards related to runway safety, risk mitigation, coordination and cooperation between different stakeholders, establishment of runway safety action plans and runway safety teams (RSTs), and the collection, sharing and exchange of safety information.

Runway Safety Team (RST)

2.2 An aerodrome operator shall establish a Runway Safety Team (RST) comprised of relevant organizations operating or providing services on the aerodrome in accordance with 8.2.1 of PANS-Aerodromes (Doc 9981).

2.3 The terms of reference and composition of the RST should be established and included in the aerodrome manual. Activities to be included in the terms of reference as well as the proposed composition of an RST are included in the Appendix to the Chapter 8 of Part II of PANS-Aerodromes (Doc 9981).

2.4 The primary role of the RST should be to develop a runway safety action plan. This action plan should, as a minimum, facilitate the identification of runway safety hazards and the conduct of runway safety risk assessments and recommend measures for hazard removal and mitigation of the residual risk.

2.5 Detailed information on the establishment of a RST is available in the ICAO RST Handbook which can be downloaded from:

<https://www.icao.int/safety/RunwaySafety/Pages/Documents%20and%20Toolkits.aspx>.

2.6 During COVID-19 pandemic, aerodromes face substantially different operational environment due to the sharp drop in the amount of air traffic movement. Runway safety may be impacted by a different operational environment, e.g. aircraft parked on runways and taxiways, increased wildlife presence, increase in towing activities associated with parked aircraft, and reduced headcount of operational personnel. An active and effective RST will be able to perform hazard identifications and safety risk assessments, so that runway safety risks may be mitigated in a timely manner.

2.7 ICAO has been maintaining a RST Survey to keep track of the establishment of RSTs at aerodromes used for international operations. The survey results and questionnaire are available at the following URL:

<https://www.icao.int/safety/RunwaySafety/Pages/Runway%20Safety%20Team%20Register.aspx>

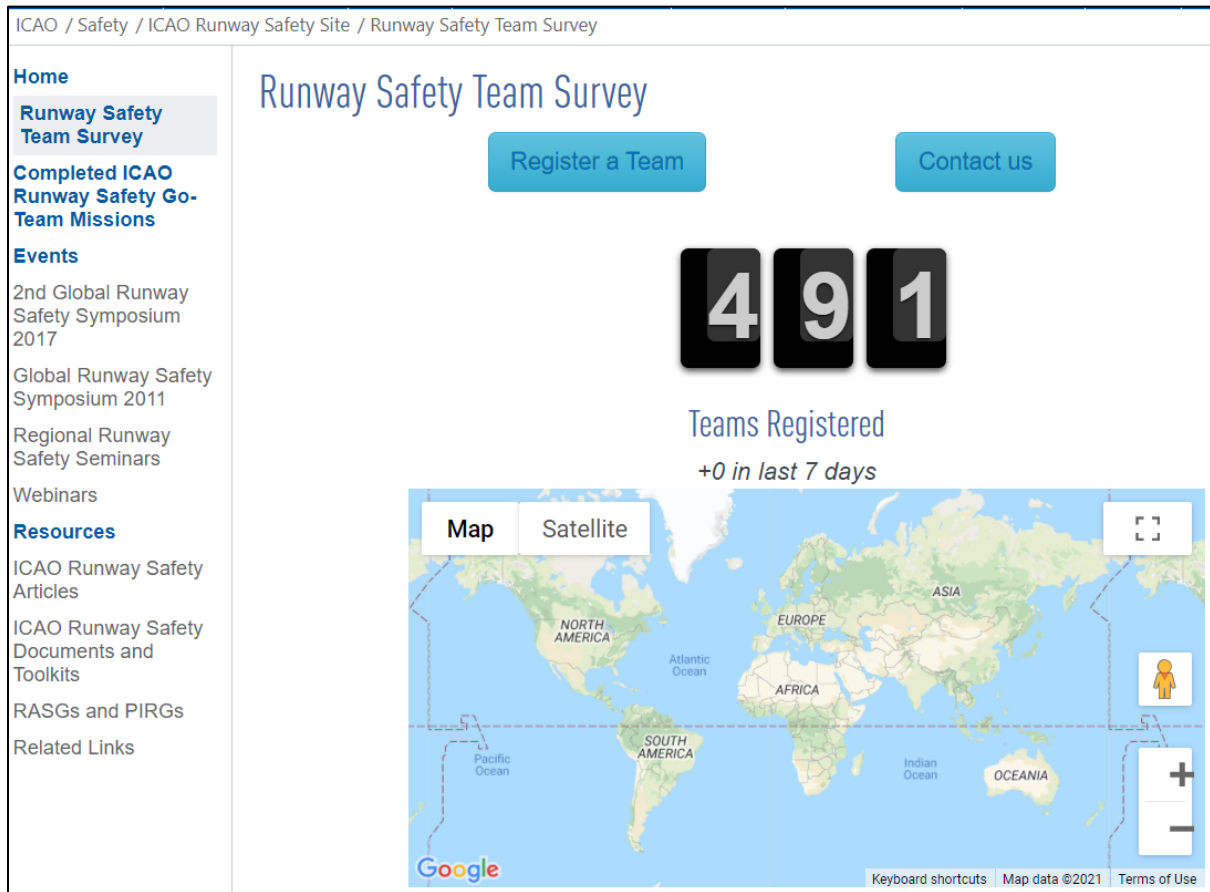


Figure 1: ICAO RST Survey Website

2.8 As of 18 June 2021, out of 342 aerodromes used for international operations in Asia Pacific Regions, only **95 aerodromes** have participated in ICAO RST Survey. The details are provided in **Attachment A**.

2.9 APANPIRG/31 adopted the following Conclusion:

Conclusion APANPIRG/31/6 (AOP/SG/4–11): Runway Safety Team

That, States/Administrations to urge operators of aerodromes used for international operations to:

- a) establish runway safety teams (RSTs) in accordance with PANS-Aerodromes (Doc 9981) and ICAO RST Handbook; and
- b) participate in the ICAO RST Survey to register their RSTs.

2.10 As indicated in the GRF Implementation Action Plan Template (**WP/12** refers), RST is a major player in the implementation of GRF, providing feedback to the CAA in such matters as development of national procedures and guidance material, provision of on-the-job training, arrangement of trials prior to implementation, as well as the implementation plan. As such, the establishment and effective running of RSTs will be crucial for States to fine-tune and carry out their GRF implementation action plan.

ICAO Runway Safety Go-Team

2.11 The ICAO Runway Safety (RS) Go-Team is a collaborative effort with the objective to provide assistance from ICAO, RSP partner organisations and other safety related organizations (including existing RST's, RSOO's, etc.) to a State and airport when establishing an RST. It may also review an RST performance if already established. The RS Go-Team achieves its objective by providing technical assistance, including expert advice and guidance based on ICAO documents (e.g. Doc. 9981 PANS Aerodromes), State and Industry best practices and recommendations.

2.12 The RS Go-Team is a voluntary, multi-disciplinary form of assistance provided by an ad-hoc group of experts; it is not an ICAO audit, validation, inspection or certification action; however, it could help to prepare for such in the future.

2.13 RS Go-Team will be formed in response to recommendation from the RASG, a proposal by ICAO, or a request received from a State, airport or international organisation to corresponding ICAO Regional Office. RSP partner organisations will be informed and invited to participate.

2.14 The duration of on-site activities is usually three days, which may include a runway safety workshop for runway safety stakeholders, airport visits, attendance in RST meeting and debriefing.

2.15 The detailed information on RS Go-Team is available in *ICAO RS Go-Team Methodology* posted on ICAO Website at the following URL:
<https://www.icao.int/safety/RunwaySafety/Pages/Documents%20and%20Toolkits.aspx>

2.16 Recognising the benefits the RS Go-Team brings to States and runway safety stakeholders, the RASG-APAC at its 5th Meeting had taken a Decision, which is reproduced below:

Decision RASG-APAC 5/6 (2015)

That, ICAO APAC RO, with assistance from the COSCAP Chief Technical Advisors, coordinate the implementation of ICAO Runway Safety Go-Teams in the APAC region, and share relevant information on implementation with States/Administrations and industry.

2.17 Two RS Go-Team missions in the APAC Region were conducted in March 2020 – to Manila, Philippines and Makassar, Indonesia. Recommendations were provided to the States and airports for enhancing runway safety. The two missions utilized the funding available under COSCAP-SEA and was therefore available free-of-charge to the two States.

2.18 With the upcoming applicability of GRF-related SARPs and PANS, the scope of RS Go-Teams may be extended to assist States and airports in the implementation of GRF. In such cases, the duration of RS Go-Team on-site activities may be slightly extended to incorporate additional activities.

Consideration of RS-Go Team "LITE" Version

2.19 To date, RS-Go Teams have been delivered using a 3 to 5 days on-site format, preceded by a virtual preparation phase. Due to COVID-19 travel restrictions, ICAO is considering a "LITE" version of the RS Go-Team (i.e. Go-Team LITE), facilitating a flexible approach, whilst ensuring that the important function performed by Go-Teams can continue. A virtual Go-Team would be less comprehensive, would not include a site visit and would result in a set of recommendations that will focus upon facilitating the establishment of an RST, or improving performance of an existing

RST, rather than the comprehensive set of runway safety-related agreed actions and timelines of a full Go-Team.

2.20 Characteristics of the Go-Team LITE will be:

- it is entirely on-line;
- may be followed by a “FULL” Go-Team mission in the future, including more activities at site visit and the more comprehensive set of action and timelines;
- However, a Go-Team LITE would fulfil the objectives of preparing for the implementation of an RST or improving the performance of an existing RST;
- The benefits of a Go-Team LITE are ease of organisation and execution, reduced cost and effort.

2.21 The proposed Go-Team LITE will be coordinated with RSP partner organisations and their effectiveness assessed through one or more test cases.

2020 Edition of USOAP CMA Protocol Questions

2.22 As announced in Electronic Bulletin 2021/3, the 2020 Edition of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Protocol Questions (PQs) is now posted on the USOAP CMA online framework, under the heading “CMA Library”.

2.23 In association with Chapter 8 of Part II of PANS-Aerodromes and relevant guidance materials, there is a new PQ on whether a State ensures “that aerodrome operators comply with requirements related to runway safety, including the establishment of a runway safety team”. The new PQ is extracted as follows.

8.204	Does the State ensure that aerodrome operators comply with requirements related to runway safety, including the establishment of a runway safety team?	1) Evaluate mechanism to ensure effective implementation. 2) Review evidence of a systematic approach to runway safety and collision avoidance strategy, e.g. establishment of runway safety teams.	PANS Doc 9981 (AGA) Part II, C8 GM A14 Vol. I, Att. A, Section 21.3 Doc 9870 C3	Yes	CE-6
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USOAP CMA PQ – AGA 8.204

2.24 States in need of assistance in the areas of runway safety may wish to request for RS GT Assistance Missions through ICAO APAC Office and/or its corresponding COSCAP and PASO Office.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States to take actions on RST establishment and participation in ICAO RST Survey (**Conclusion APANPIRG/31/6** refers);
- b) urge States in need of assistance in the areas of runway safety to request for RS Go-Team Missions through ICAO APAC Office and/or its corresponding COSCAP and PASO Office; and
- c) note the USOAP CMA PQ related to runway safety and RST.

Directory of Aerodromes in the Asia/Pacific Regions

Version 2.10 (18 June 2021)

Summary on RST Establishment**Status of RST Establishment by Sub-regions**

	<u>Established</u>	<u>% Established</u>	No info or <u>Not Established</u>	<u>Total</u>
NA	4	2.99%	130	134
SEA	60	61.22%	38	98
SA	26	50.00%	26	52
PAC	5	8.62%	53	58
APAC Total	95	27.78%	247	342

Status of RST Establishment by States / Administrations

	<u>Established</u>	<u>% Established</u>	No info or <u>Not Established</u>	<u>Total</u>
Afghanistan	0	0%	4	4
American Samoa	0	0%	1	1
Australia	4	22%	14	18
Bangladesh	0	0%	3	3
Bhutan	1	100%	0	1
Brunei	0	0%	1	1
Cambodia	0	0%	3	3
China	1	1%	86	87
Cook Islands	0	0%	2	2
DPR Korea	0	0%	2	2
Fiji	1	50%	1	2
French Polynesia	0	0%	1	1
Guam	0	0%	1	1
Hong Kong, China	1	100%	0	1
India	20	74%	7	27
Indonesia	24	71%	10	34
Japan	0	0%	33	33
Kiribati	0	0%	2	2
Lao PDR	0	0%	4	4
Macao, China	1	100%	0	1
Malaysia	18	95%	1	19
Maldives	1	33%	2	3
Marshall Islands	0	0%	1	1
Micronesia	0	0%	4	4
Mongolia	1	50%	1	2
Myanmar	3	100%	0	3
Nauru	0	0%	1	1
Nepal	1	100%	0	1
New Caledonia	0	0%	1	1
New Zealand	0	0%	9	9

Niue	0	0%	1	1
N. Mariana Is.	0	0%	3	3
Pakistan	2	20%	8	10
Palau	0	0%	1	1
Papua New Guinea	0	0%	1	1
Philippines	7	78%	2	9
Rep. of Korea	0	0%	8	8
Samoa	0	0%	1	1
Singapore	2	100%	0	2
Solomon Islands	0	0%	2	2
Sri Lanka	1	33%	2	3
Thailand	5	45%	6	11
Timor Leste	0	0%	2	2
Tonga	0	0%	2	2
Tuvalu	0	0%	1	1
Vanuatu	0	0%	2	2
Viet Nam	1	10%	9	10
Wallis et Futuma	0	0%	1	1
Total	95	27.78%	247	342