



WORKING PAPER

RASG-PA/15 — WP/15
14/01/2026

Fifteenth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/15) and Fifth RASG-PA–GREPECAS Joint Meeting (RASG-PA–GREPECAS/5)
Mexico City, Mexico, 2 to 4 March 2026

Agenda Item 6: Status of RASG-PA Safety Improvement Projects and Initiatives

STATUS OF THE IMPLEMENTATION OF RUNWAY SAFETY TEAMS IN THE PAN-AMERICAN REGION

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper aims to report the status of implementation of local Runway Safety Teams in the Pan-American Region and recommend further actions by RASG-PA to promote its implementation.

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| Action: | Suggested actions on section #4 of this working paper |
| <i>Strategic Goals 2026-2050:</i> | <ul style="list-style-type: none"> • Every flight is safe and secure. • No country left behind |
| <i>References:</i> | <ul style="list-style-type: none"> • RASG-PA ESC/36 Report • ICAO Assembly Resolution A37-6 • Global Aviation Safety Action Plan 2026-2028 • ICAO Safety Report 2025 Edition • ICAO Doc 9981 PANS Aerodromes • ICAO USOAP CMA AGA Protocol Questions • ICAO Global Runway Safety Action Plan • ICAO Runway Safety Team Handbook • ICAO Runway Safety Go-Team Methodology |

1 Introduction

1.1 The Global Aviation Safety Plan (GASP) in its Doc 10004 2026-2028 edition , identified Runway Excursion (RE) and Runway Incursion (RI) as Global High-Risk categories of occurrences (G-HRCs).

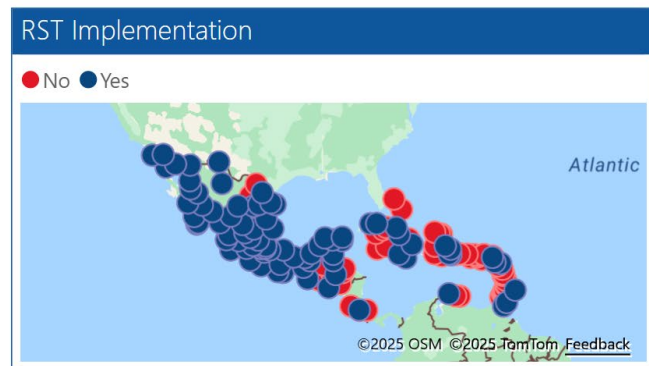
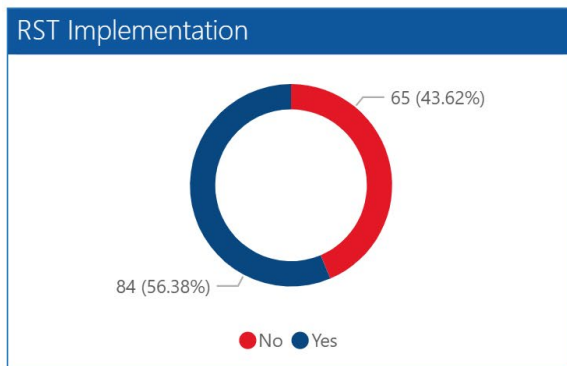
1.2 The Global Aviation Safety Roadmap (Doc 10161) recommends States, regions and industry actions to promote the establishment and implementation of State Runway Safety Programmes and local Runway Safety Teams {Safety Enhancement Initiative (SEI) 4, SEI 5, SEI 9, SEI 10, SEI 14, SEI 15}.

1.3 On May 2021, RASG-PA ESC/36 meeting endorsed a conclusion (ESC/36/C1) to support the implementation of Runway Safety Team (RST) in Pan America, by collecting data from States to prepare a regional implementation plan. In addition, in November 2021 RASG-PA Plenary endorsed a Conclusion (RASG-PA11/C5/2021) on identification of States/aerodromes where projects and activities to support the implementation and maintenance of RST may be carried out, with justification based on data in order to prioritize its implementation.

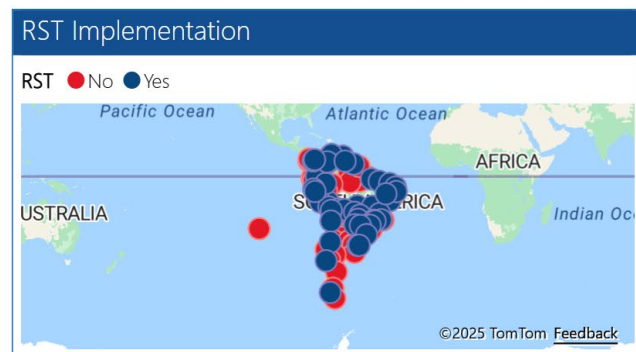
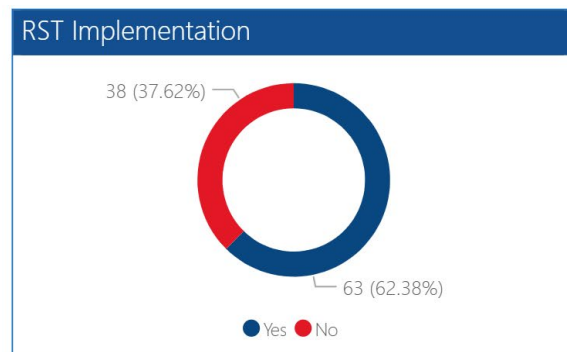
2. Analysis

2.1 Although the implementation of local RST is considered a low-cost action to mitigate the occurrence of runway incursions and excursions (and an integral part of the aerodrome’s operator’s Safety Management System (SMS)), in the CAR/SAM Regions, its implementation is moving at a relative low pace. Current implementation figures are the one shown below (taken from Integrated Safety Trend (Analysis) and Reporting System (iStars) portal):

CAR Region:



SAM Region:



2.2 Due to its impact to safety and relative low implementation costs, RASG-PA Secretariat believes that numbers should be increased.

3. Actions in 2025

CAR Region

3.1 During 2025, the NACC Regional Office conducted seven Runway Safety Go-Team missions to support the implementation and review of RST across Central America and the Caribbean Region. These RS GO-TEAM missions, planned for five days each, also addressed assistance for other relevant topics such as the new Global Report Format for Runway Surface Conditions (GRF) and aerodrome certification. The previous Regional Aerodrome and Ground Aids Specialist (AGA), assisted by a Subject Matter Expert (SME), carried out these missions.

3.2 The aerodromes and States supported during 2025 thru RST missions were:

- Philip S.W. Goldson International Airport (MZBZ), Belize
- International Airports (MROC and MRL), Costa Rica
- El Salvador International Airport (MSLP), El Salvador
- Benito Juárez Mexico City International Airport (MMMX), Mexico
- Palmerola International Airport (MHPR), Ramón Villeda Morales International Airport (MHLM) and Juan Manuel Gálvez International Airport (MHRO), Honduras
- Augusto C. Sandino International Airport, Nicaragua

3.3 For 2026, the plan is to continue with implementation of RST thru RS Go Teams missions, along with the implementation efforts that could rise from upcoming Runway Safety Partners Meeting to be held at ICAO Headquarters (HQs). In addition, the NACC Regional Office is re-engaging the conclusion under RASG-PA ESC/36 to increase the number of international aerodromes with RST implementation and measure the effectiveness of those efforts.

SAM Region

3.4 During 2025 the SAM Regional Office kept finishing the RST On-line Basic Course, to comply with one of the deliverables of RASG-PA RST Implementation Project.

3.5 Also, during 2025 the SAM Regional Office remotely assisted States on RST matters, but no RST Go-Teams were conducted, as the budget for RST Go-Teams had been used by the SAM Regional Office during 2024.

3.6 For 2026, the main goal is obtaining additional data regarding RSTs in aerodromes in which it is already implemented, to check for their effectiveness (using the tool developed in the framework of the RST implementation Project) and compare with aerodromes where RSTs are not implemented, to allow better planification of next steps.

3.7 In addition to aerodrome certification, the SAM Regional Office will keep working to expand the number of international aerodromes implementing RSTs, as ICAO Documents highlight their importance for runway safety.

4. Suggested Actions

4.1 The RASG-PA/15 Meeting is invited to:

- a) encourage Member States to support the implementation of effective RSTs at international aerodromes to reduce the risk related to runway activities;
- b) encourage international airport operators to implement and lead multidisciplinary and collaborative RSTs following ICAO guidance or request to State/ICAO support to implement those teams;
- c) encourage international airport operators where RSTs are already implemented to measure their effectiveness with the use of the tool developed by RASG-PA RST Project; and
- d) prioritize efforts on Member States Civil Aviation Authorities (CAAs) to gather evidence of implementation and report to the respective ICAO Regional Office.