



| ICAO

International Civil Aviation Organization (ICAO)
ICAO South American Regional Office

SURVEY REPORT

IMPLEMENTATION OF

RUNWAY SAFETY (RST)

FOR THE SAM REGION

(Reference State Letter SA286 of September 15, 2020 to SAM States)

Version 1.1

Date: October 22, 2020



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Revisions

Version	Date	Reviewer	Comments
1.0	22/oct/20	Fabio Salvatierra/ICAO SAM	New document
1.1	26/oct/20	Fabio Salvatierra/ICAO SAM	Includes internal feedback

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Introduction

Purpose of the document

The purpose of this document is:

1. Summarize the results of the survey sent of the States of the ICAO South American Region through note SA286 (September 15, 2020) which seeks to provide a general overview of the implementation status of local *runway safety teams* at different international airports of the SAM Region and;
2. Provide conclusions from survey results, where applicable.

Structure of the document

The document is divided in two sections: one section for “Introduction” and the “Results”, where a summary of the analysis of the results will be provided.

Results

General description

The results can be summarized as follows:

- The survey was sent to 14 Member States of the ICAO South American Region, including French Guyana.
- 11 States /SAM Administrations (Argentina, Bolivia, Brasil, Colombia, Chile, Ecuador, Guyana, Panama, Paraguay, Peru, y Uruguay) answered the survey. (78.6% of the total)¹
- The implementation of the RSTs was part of the Declaration of Bogota and they are part of the GREPECAS F1 Project Strategy on Certification and Operational Safety of Aerodromes.
- The survey is part of the project activities, with a view to reviewing the baseline of the status of RST implementation in the region, using the following questions:
 1. Has RST implemented?: aims to identify whether or not the aerodrome has a formally implemented RST.
 2. Year in which it was implemented: the year of implementation would provide an idea of the maturity of the processes.
 3. Date of the last meeting: allows you to evaluate the frequency of the meetings and the State’s follow-up to them.

¹ SAM Office will continue collecting information

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¿Do you have RST implemented?

The results (see table 1) show that the number of RSTs implemented in the SAM Region totals 35, for a regional implementation percentage of 33.65%

It should be noted that these numbers differ from those registered in a survey carried out in 2016 (36), indicated a reduction of 1.

When analyzing the data, it was observed that some States added implemented RSTs, while others that had reported RST as initially implemented, now reported that they were not. The main reason was that the 2016 response was because the RSTs have never been formally created as recommended by some guides, such as the SRVSOP CA-AGA-153-010 advisory circular.

It was added that currently the SMS at aerodromes is those that carry out the function of identifying hazards and managing risk in a comprehensive manner and with the national regulations in support.

This brings important feedback to the Regional Office, since there is no clear measure for States to report, based on defined criteria, if the mechanisms carried out by aerodrome operators under their SMS are in fact considered RST.

If the State that removed the RSTs reported in 2016 had maintained them according to the previous results (7), the number of RSTs implemented would be 42, increasing the % of implementation to 40.4% (+6.75%).

In addition, the table shows that at least 5 States (36%) do not have any RST implemented, which denotes the opportunity to carry out efforts to promote the creation of these teams, or similar mechanisms that allow addressing security issues in track collaboratively with stakeholders.

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State	International Aerodromes SAM Region (ANP)	Have RST Implemented	% from State
Argentina	16	0	0%
Bolivia	3	3	100%
Brazil	29	16	55%
Chile	8	0	0%
Colombia	11	0	0%
Ecuador	4	1	25%
French Guiana	1	0*	0%
Guyana	2	2	100%
Panama	6	1	17%
Paraguay	2	2	100%
Peru	8	8	100%
Suriname	1	0*	0%
Uruguay	2	2	100%
Venezuela	11	0*	0%
Grand Total	104	35	33.65%

Table 1 – List of RST reported by the SAM States as of October 2020

**Even though the State did not answer, the value reported above is taken as reference.*

Year it was implemented

The results (see table 2) show that the implementation of RST increased in 2015, 2016 and then 18. Currently and despite the COVID-19 pandemic, 2 new implemented RSTs are reported.

Year	# RST implemented
2013	2
2014	4
2015	7
2016	7
2017	2
2018	7
2019	4
2020	2

Table 2: year that RST were implemented, SAM Region

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Dates of the last meetings

The results (table 3) show that most aerodromes (77%) have held their last RST meeting in 2020.

It is interpreted from these results that there are mechanisms to keep the group holding meetings with a frequency that allows close monitoring of the measures.

Year of the last RST Meeting	Quantity
2020	27
2019	7
2018	1

Table 3: Date of the last RST meeting of SAM Region

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Conclusions

The survey gives interesting results, since if we compare the % of implementation with the aerodrome certification figures (46.15% as of October 2020) we see lower figures of RST implementation, even though RST is usually one of the main activities of the SMS from an airport operator.

In addition to the above mentioned, the comparative results between previous data and those of this survey suggest that it is likely that many aerodrome operators already hazard assessment and risk mitigation mechanisms on the runway, but these have not been established in a way, formal as suggested by the RST implementation guides from both ICAO and SRVSOP.

Several States reported that aerodrome operators have “Operational Safety Committees” that deal with various safety issues, including some runway safety, but runway safety are not dealt with exclusively. Although the Regional Office has advised the States to implement formal RSTs at aerodromes, the Office has also suggested that, in the case of those aerodromes that already have established safety committees of other SMS mechanisms, that the State advise the operator to include specific agenda items on runway safety, invite the appropriate stakeholders, and document those agenda items as part of the measures for the specific benefit of runway safety. However, there is an opportunity to better advise States on how to guide operators that have this model in place.

The Regional Office has supported the efforts of the SRVSOP to generate guidance material to States in the form of an Advisory Circular on RST, so that aerodrome operators implement this equipment properly. However, even though several States (at least 3 of the respondents) have indicated that they use SRVSOP guidelines to achieve RST implementation, there is still an opportunity to further expand implementation efforts.

The results of the survey offer a baseline for monitoring the activities of the F1 Project approved by the States under the GREPECAS AGA program and offer some identified lines of action on which the project can focus:

- **Create a harmonized measure of implementation measurement:** there is an opportunity identified to work on mechanisms (checklist, surveys, guides) so that the States have the certainty that the efforts made by their operators consider the elements that an RST should have.
- **Encourage the implementation of local RSTs:** there are opportunities identified to work with States and certified aerodrome operators to include RST elements in their processes to ensure alignment between certified aerodromes and implemented RSTs.
- **State runway safety program and model regulations:** although it was not part of the survey, several States stated that they achieved an RST implementation thanks to provisions in their regulations. In addition, ICAO through the Global Action Plan on Runway Safety (<https://www.icao.int/safety/RunwaySafety/Pages/default.aspx>) recommends that regulators should establish requirements and activities aimed at improving runway safety through a state runway safety program. There is an opportunity



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to encourage in the States that have not established these programs, the implementation of this as a basis to support the implementation of local RSTs.

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APPENDIX 1 – RST implementation survey results (note SA286 of September 2020)

State	Cod. OACI	Date prior to survey (survey 2016 and SAM Office data)	Survey 2020	Year where it was implemented	Date of last RST meeting
Argentina	SABE	N	N		
Argentina	SAEZ	N	N		
Argentina	SACO	N	N		
Argentina	SAZS	N	N		
Argentina	SARI	N	N		
Argentina	SASA	N	N		
Argentina	SAZN	N	N		
Argentina	SAAR	N	N		
Argentina	SAWH	N	N		
Argentina	SAME	N	N		
Argentina	SAVC	N	N		
Argentina	SAZM	N	N		
Argentina	SASJ	N	N		
Argentina	SARE	N	N		
Argentina	SAWG	N	N		
Argentina	SADF	N	N		
Bolivia	SLVR	Y	Y	2016	20-Dec-19
Bolivia	SLLP	Y	Y	2015	2-Jul-20
Bolivia	SLCB	Y	Y	2013	20-Nov-19
Brazil	SBGR	Y	Y	2013	10-Jun-20
Brazil	SBBR	Y	Y	2016	11-Mar-20
Brazil	SBKP	Y	Y	2014	26-Jun-20

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State	Cod. OACI	Date prior to survey (survey 2016 and SAM Office data)	Survey 2020	Year where it was implemented	Date of last RST meeting
Brazil	SBCF	Y	Y	2016	12-Aug-20
Brazil	SBGL	Y	Y	2015	25-Mar-20
Brazil	SBRF	Y	N		
Brazil	SBPA	Y	Y	2019	22-Jul-20
Brazil	SBCT	Y	Y	2018	4-Aug-20
Brazil	SBSV	N	Y	2020	17-Dec-20
Brazil	SBFZ	Y	Y	2019	29-Jul-20
Brazil	SBFL	N	N		-
Brazil	SBBE	Y	Y	2018	30-Oct-20
Brazil	SBEG	Y	Y	2017	22-Oct-20
Brazil	SBFI	N	Y	2017	4-May-20
Brazil	SBMO	N	Y	2018	8-Jan-19
Brazil	SBSL	Y	Y	2018	28-Apr-20
Brazil	SBCG	Y	Y	2018	18-Jun-20
Brazil	SBCY	N	N		-
Brazil	SBSN	N	N		-
Brazil	SBMQ	N	N		-
Brazil	SBBV	N	N		-
Brazil	SBCZ	N	N		-
Brazil	SBTT	N	N		-
Brazil	SBUG	N	N		-
Brazil	SBCR	N	N		-
Brazil	SBPP	N	N		-
Brazil	SBPL	N	N		-
Brazil	SBCB	N	N		-

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State	Cod. OACI	Date prior to survey (survey 2016 and SAM Office data)	Survey 2020	Year where it was implemented	Date of last RST meeting
Brazil	SBSG	Y	Y	2019	30-Oct-20
Chile	SCFA	Y	N		
Chile	SCTE	Y	N		
Chile	SCDA	Y	N		
Chile	SCCI	N	N		
Chile	SCEL	Y	N		
Chile	SCAR	Y	N		
Chile	SCIE	Y	N		
Chile	SCIP	Y	N		
Colombia	SKCL	N	N		
Colombia	SKCG	N	N		
Colombia	SKBG	N	N		
Colombia	SKPE	N	N		
Colombia	SKCC	N	N		
Colombia	SKBO	Y	N		
Colombia	SKRG	N	N		
Colombia	SKBQ	N	N		
Colombia	SKSM	N	N		
Colombia	SKSP	N	N		
Colombia	SKLT	N	N		
Ecuador	SEQM	Y	Y	2016	1-Jul-19
Ecuador	SEGU	N	N		
Ecuador	SEMT	N	N		
Ecuador	SELT	N	N		
French Guiana	SOCA	N	Not responded		

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State	Cod. OACI	Date prior to survey (survey 2016 and SAM Office data)	Survey 2020	Year where it was implemented	Date of last RST meeting
Guyana	SYCJ	N	Y	2015	28-Jul-20
Guyana	SYEC	N	Y	2018	14-Feb-18
Panama	MPTO	N	Y	2018	16-Jun-19
Panama	MPMG	N	N		
Panama	MPDA	N	N		
Panama	MPBO	N	N		
Panama	MPPA	N	N		
Panama	MPSM	N	N		
Paraguay	SGAS	Y	Y	2015	20-Jul-20
Paraguay	SGES	Y	Y	2015	10-Mar-20
Peru	SPJC	Y	Y	2014	19-Feb-20
Peru	SPZO	Y	Y	2014	6-Jun-19
Peru	SPQU	Y	Y	2015	30-Jul-20
Peru	SPHI	Y	Y	2014	27-Aug-20
Peru	SPRU	Y	Y	2016	9-Sep-20
Peru	SPTN	Y	Y	2016	30-Jun-20
Peru	SPQT	Y	Y	2015	18-Aug-20
Peru	SPSO	Y	Y	2016	28-Jan-20
Suriname	SMJP	N	Not responded		
Uruguay	SUMU	N	Y	2019	10-Sep-19
Uruguay	SULS	N	Y	2020	30-Jul-20
Venezuela	SVMI	N	Not responded		
Venezuela	SVMG	N	Not responded		
Venezuela	SVVA	N	Not responded		
Venezuela	SVMC	N	Not responded		

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State	Cod. OACI	Date prior to survey (survey 2016 and SAM Office data)	Survey 2020	Year where it was implemented	Date of last RST meeting
Venezuela	SVPR	N	Not responded		
Venezuela	SVBC	N	Not responded		
Venezuela	SVSO	N	Not responded		
Venezuela	SVBM	N	Not responded		
Venezuela	SVCS	N	Not responded		
Venezuela	SVJC	N	Not responded		
Venezuela	SVSA	N	Not responded		
