



**Agenda Item 5                      Other RASG-PA Activities**  
**5.2                      Runway Safety Teams (RSTs)**

**RUNWAY SAFETY TEAM (RST)**

(Presented by the Secretariat)

**SUMMARY**

Runway safety is a collective responsibility encompassing different organizations (aerodrome operator, air navigation service providers, air operators, etc.) as well as individuals (air traffic controllers, pilots, vehicle operators, etc.).

ICAO supports the creation of local Runway Safety Teams (RSTs) to address the prevention of runway excursions, runway incursions and other occurrences related to runway safety. The role of RASG-PA will be key for the implementation of RSTs to enhance runway safety throughout the Pan American Region.

**References:**

- ICAO High Level Safety Conference (HLSC 2010)
- ICAO Global Runway Safety Symposium (GRSS 2011)
- ICAO/FAA/IFATCA Regional Runway Safety Seminar for the NAM/CAR/SAM Regions (Miami, United States, 12-14 October 2011) ([www.mexico.icao.int/Meetings/Meetings.html](http://www.mexico.icao.int/Meetings/Meetings.html))
- ICAO Doc 9870 – *Manual on the Prevention of Runway Incursion*
- EUROCONTROL – *Airport Safety, preventing runway incursions European Action Plan for the prevention of runway incursions*
- State Letter EMX0375-Rev, dated 5 July 2012

**Strategic Objective(s)**

*This working paper is related to Strategic Objective A – Safety*

**1. Introduction**

1.1                      A wide-range of factors contribute to runway incursions (RIs) and runway excursions (REs), including less than perfect aerodrome design, technology, procedures, training, regulations and human error. While these incidents continue to occur with possible catastrophic consequences, all stakeholders need to direct their efforts towards the reduction of these occurrences.

1.2 The ICAO Runway Safety Programme provides a forum for regulators, aircraft operators, air navigation services providers, aerodrome operators and aircraft manufacturers to address runway safety issues across operational specialties.

1.3 ICAO and its Runway Safety Programme partners are working together on a series of concrete measures to minimize the risks of runway incursions, runway excursions and other events linked to runway safety by establishing, promoting and enhancing multi-disciplinary RSTs at individual airports.

1.4 Considering that the Regional Aviation Safety Group – Pan America (RASG-PA) includes RE as part of its runway safety work programme through Safety Enhancement Initiatives (SEIs), the implementation of local RSTs in Pan America logically falls under the RASG-PA umbrella. However, it should be noted that GREPECAS aerodromes Project F-3 – Enhance Runway Safety, as described below, provides a complementary approach to the RASG-PA work programme.

1.5 The GREPECAS regional project, “Enhance Runway Safety,” which falls under the GREPECAS aerodromes programme, is focused on aerodrome infrastructure issues (Annex 14) and not on air traffic control or pilot factors. It has three parts: Runway Incursion/mitigation; Runway Excursion and the graded runway strip; and runway end safety area (RESA). The three aspects are interrelated as follows: before entering a runway, landing on a runway, and exiting a runway.

## 2. Discussion

2.1 As a result of the safety promotion of the RSTs by means of the various ICAO Regional Runway Safety Seminars and the RASG-PA Aviation Safety Workshops conducted in the CAR/SAM Regions since 2012, the following represent success stories regarding the implementation of local RSTs:

- RASG-PA and the ICAO NACC Regional Office launched the pilot project for the creation of RST at *Aeropuerto Internacional de la Ciudad de Mexico* (MMMX), which is supported by the Mexico DGAC and local and international stakeholders.
- ICAO SAM Regional Office supported the implementation of the RST at *Aeropuerto Internacional de Quito* (SEQU) in coordination with the Ecuador DGAC and local and international stakeholders.
- ICAO SAM Regional Office has supported the RST implementation at the Lima International Airport.
- Jamaica DGAC supported the implementation of the RST at Montego Bay International Airport (MKJS) with local and international stakeholders.

2.2 The RASG-PA Secretary maintains close coordination with the GREPECAS Secretary and ICAO Headquarters using a collaborative approach for the successful implementation of RSTs to enhance runway safety in the CAR/SAM Regions.

### **3. Conclusion**

3.1 There is an urgent need to continue with implementation of local RSTs throughout the CAR/SAM Regions, considering that runway excursions show an increasing trend as identified in the RASG-PA Annual Safety Report 3<sup>rd</sup> Edition for the Pan American Region.

### **4. Recommendations**

4.1 The Meeting is invited to:

- a) note the information provided;
- b) urge States and the industry to support the implementation of local Runway Safety Teams (RSTs) in the CAR/SAM Regions;
- c) continue the RST training in the 2013 RASG-PA Aviation Safety Workshop programme;
- d) request that the NACC and SAM Regional Offices to continue organizing events that support the creation of RSTs; and
- e) support the convening of the ICAO/Flight Safety Foundation Follow-up Regional Runway Safety Seminar for the NAM/CAR Regions being coordinated by ICAO Headquarters and the Mexico Regional Office, which will be held in an OECS State/Territory under the auspices of the Eastern Caribbean Civil Aviation Authority (ECCAA) from 6 to 8 March 2013.