



**Thirty First Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/31)**

Buenos Aires, Argentina 8 to 9 November 2018

Agenda Item 3: Safety management process within RASG-PA

b) Risk mitigation actions

First ICAO Runway Safety Go-Team on the SAM Region

(Presented by Secretariat)

EXECUTIVE SUMMARY

This working paper presents to the Thirty First Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/31), the results of the first ICAO Runway Safety Go-Team in the SAM Region, that was held at Tocumen International Airport in Panama City, Panama, with the support of SRVSOP, and Runway Safety Partners: FAA and ACI-LAC, and with a proposal to expand the reach of this activities under the umbrella of RASG-PA and following the Runway Safety Programme - Global Runway Safety Action Plan.

Action:	Suggested action presented in section 4
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • ICAO Assembly Resolution A37-6 • GASP • Global Runway Safety Symposiums (Montreal 2011, Lima 2017) • RSP Global Runway Safety Action Plan (GRSAP) • ICAO Runway Safety Team Handbook Second Edition 2015 • USOAP CMA Protocol Questions 7.189 (ANS) & 8.205 (AGA) • Proposed amendment to PANS Aerodromes (Doc 9981). State Letter AN 4/27-18/25 • RASG-EUR Safety Enhancement Initiative IE-REST/RSG/02

1. **Background**

1.1. ICAO and the international community has acknowledged Runway Safety as a top priority worldwide. Assembly resolution A37-6 urges States to take measures to enhance runway safety, including the establishment of runway safety programmes using a multidisciplinary approach. Following this mandate, since the first ICAO Global Runway Safety Symposium held in Montréal, Canada, in May 2011, ICAO and the Runway Safety Programme (RSP) Partners have been working together to minimize and mitigate the risks of runway incursions, runway excursions and other events linked to Runway Safety.

1.2 The Runway Safety Programme promotes the establishment of Runway Safety Teams (RSTs) at airports as an effective means to reduce runway related accidents and incidents. The requirement for airports to establish a RST was one of the main outcomes of the first ICAO Global Runway Safety Symposium held in Montréal, Canada, in May 2011. The establishment of effective RSTs has helped to significantly reduce the runway safety related risks globally since 2011, with over 200 international airports world-wide having registered a RST with ICAO.

1.3 As part of supporting the implementation of RST's, ICAO published an unedited version of their Runway Safety Handbook, which includes the methodology for a Runway Safety Go-Team support mission. A RS Go-Team is a voluntary multidisciplinary assistance visit to an airport by a group of ad-hoc experts from ICAO and RSP partner organizations

1.4 In January 2017, the RSP Partners established a Runway Safety Action Plan Working Group (RSAP-WG) with the aim of reviewing the RSP achievements, objectives and priorities, and to develop a global runway safety action plan that was unveiled at the Second Global Runway Safety Symposium in Lima, Peru, 20-22 November 2017.

1.5 The Global Runway Safety Action Plan provides recommended actions for runway stakeholders, including ICAO, the runway safety programme partners, State Civil Aviation Authorities, Regional Safety Oversight Organisations (RSOOs), Regional Aviation Safety Groups (RASGs), aircraft operators, aerodrome operators, air navigation service providers and Aerospace Industry. The actions detailed in this document are aimed at reducing the global rate of runway excursions and runway incursions.

2. **Runway Safety Go-Team at MPTO**

2.1. Thru letter AAC-NOTA-2018-100, the Civil Aviation Authority of Panama requested ICAO SAM Regional Office for support on implementing a Runway Safety Team at their main hub, Tocumen International Airport (ICAO: MPTO / IATA: PTY).

2.2 Following ICAO's Runway Safety Handbook methodology, the RS Go-Team was delivered with the participation of 2 Regional Officer from the ICAO SAM Regional Office, 2 SME's from the FAA and 1 SME from ACI-LAC.

2.3 The Go-Team focused on establishing an effective RST, ensuring that its members clearly understand what they should do and how to do it, based on their roles and responsibilities. The participants actively participated on the workshop activities and in an airside visit to identify new hazards in preparation of their RS action plan. A total of 25 participants from different stakeholders (airport

operator, CAA, aircraft operator, pilots, air navigation service provider, ground handling agents) were at the event.

2.4 On Friday, October 26th, Tocumen International Airport held their First Runway Safety Team meeting, in which the stakeholders agreed on an Administrative Structure and Terms of References to support their upcoming work.

2.5 As part of the RS Go Team methodology, the ICAO SAM Regional Office is following up the work of this RST.

3. **Lessons learned**

3.1. Some of the lessons learned on this mission were:

- a) there is an opportunity to have guidance material/templates on different terms of reference (in Spanish) that can be adjusted to each site, but following ICAO guidelines;
- b) there is an opportunity to propose mechanisms of protection of information and non-punitive environment inside the RST, especially at those States without regulations regarding the protection of safety information;
- c) there is an opportunity to link the work of RST (which area considered as a part of the Aerodrome Operator's SMS but integrates the SMS of all participants) to the States Safety Program and other RASGPA related initiatives; and
- d) there is an opportunity for RASGPA to participate more actively on the implementation of local RST's, as per other regions.

4. **Suggested Action**

4.1 RASG-PA ESC is requested to:

- a) take note of the information presented in this working paper;
- b) consider the RS Go-Teams as a multidisciplinary tool to better support States and Industry in order to engage them on the actions suggested at the GRSAP;
- c) discuss on the convenience of supporting these activities directly from RASG-PA; and
- d) any other action as deemed necessary.

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