



**Thirty Sixth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(ESC/36)**

19 to 20 May 2021

Agenda Item 4: Other business

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.	
Action:	Suggested actions on section #4 of this working paper
<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 • Global Aviation Safety Action Plan 2020-2022 • ICAO Safety Report 2020 Edition • ICAO Doc 9981 PANS Aerodromes • ICAO USOAP CMA AGA Protocol Questions • ICAO Global Runway Safety Action Plan • ICAO SAM 2020 RST Survey results report • ICAO Runway Safety Team Handbook • ICAO Runway Safety Go-Team Methodology

1 Introduction

1.1 The Global Aviation Safety Plan in its 2020-2022 edition (GASP Doc 10004) recommends States, Regions and Industry actions to promote the establishment and implementation of State Runway Safety Programmes and **local Runway Safety Teams**.

1.2 According to the 2020 edition of the ICAO Safety Report, Runway Safety (including runway excursion and incursions) is still one of the high-risk categories of occurrence that need to be addressed to mitigate the risk of fatalities in international civil aviation.

1.3 ICAO Assembly Resolution A37-6 on Runway Safety urged States to take measures to enhance Runway Safety including the establishment of **Runway Safety Programmes** using Multidisciplinary approach that include at least Regulators, Aircraft Operators, Air Navigation Service Providers, Aerodrome Operators and Aircraft Manufacturers to prevent and mitigate the effects of runway excursions, runway incursions and other occurrences related to runway safety.

1.4 In order to support the implementation of Runway Safety Teams, ICAO PANS Aerodromes (document 9981) in its latest amendment included a completely new chapter on Runway Safety. The chapter deals with the prevention of runway incursions, excursions and potential confusion by pilots or vehicle drivers through different strategies. These include procedures for the 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.

1.5 In addition, the new version of the USOAP CMA AGA Protocol Questions (2020) to be applicable on the second half of 2021 includes PQ 8.204, requesting the auditor to review evidence of a systemic approach to runway safety and collision avoidance strategy, e.g. establishment of runway safety teams. This PQ refers to the new chapter on Runway Safety included in Document 9981 PANS Aerodromes.

1.6 Due to the benefit of the establishment of this systemic approach to runway safety at international aerodromes, there is an opportunity by the Region to take more actions to promote the implementation of Local RST at all international aerodromes.

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 SMS), in the SAM Region its implementation is moving at a relative low pace. In 2020, a survey to SAM States concluded that only 35 out of 104 international aerodromes have a RST in place, that's about 34%. The complete survey report can be accessed at <https://www.icao.int/SAM/Pages/eDocuments-v18.aspx?area=AGA&cat=RST> . For the CAR Region, 73 out of 146 international aerodromes had established local Runway Safety Teams, about 62%. Due to its impact to safety and relative low implementation costs, RASG-PA Secretariat believes numbers should be increased.

2.2 Despite the efforts made by ICAO and International Organizations (such as LACAC, FAA, IATA, ACI, CANSO, IFALPA among others) in developing guidance material and conducting Go Teams, organizing seminars/workshops and virtual meetings, there are some States that have not ensured the implementation of any RST at their international aerodromes. In addition, some States do not have a requirement for operators to implement such mechanism, as part of a State Runway Safety Programme and pursuant to the implementation of ICAO procedures (as per PANS Aerodromes, Chapter 8).

2.3 Furthermore, most States that have not implemented RST's on their international aerodromes have not published significant differences in the AIP either as per ICAO Annex 15 provisions. In addition, some States and aerodrome operators report the implementation of RST, but can't demonstrate that the RST is active and effective, with tangible results and outcomes.

2.4 Considering that, a RST is intrinsically a collaborative process and in order to increase the implementation of local Runway Safety Teams, there is a need of more action and commitment by States and Industry in the implementation of this mechanism. RASG-PA and International Organizations could leverage these efforts, as part of their commitment towards runway safety.

2.5 This working paper recommends to the Meeting its agreement and endorsement for initiating the implementation of a “**Runway Safety Team Implementation Plan**” to be monitored by RASG-PA Secretariat. The idea is that this new project establishes aggressive deadlines in order to promote the implementation of a relative low-cost mechanism. To make this happen, the Meeting is invited to initially urge States to provide information on the dates to implement such teams, to advise RASG-PA Secretariat on the need of further assistance for its implementation and other information using the template included on **Appendix A** of this working paper.

3 Suggested Actions

3.1 After reviewing the status of current RST implementation in the PA Region, the Meeting is invited to:

- a. Take note of the contents of this working paper
- b. Discuss the feasibility of the implementation of a *RST Implementation Plan* under RASG-PA leadership
- c. adopt the following Conclusion:

CONCLUSION		ENDORSEMENT OF A RUNWAY SAFETY TEAM IMPLEMENTATION PLAN	
RASG-PA ESC/36/CX			
What: Urge States to provide RASG-PA Secretariat information related to Runway Safety Team implementation at international aerodromes using the template provided in Appendix B of WP06 in order to initiate a new project to support its implementation and; Commit to actively participate on the efforts by RASG-PA for the implementation of RST at every international aerodrome of the Pan-American Region by 2023 .		Expected impact: <input type="checkbox"/> Political/ Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Tech.	
Why: Runway safety is still one of the high-risk categories of occurrence that need to be address to mitigate the risk of fatalities in international civil aviation. The implementation of RST provides a systemic approach to runway safety and collision avoidance strategy			
When: States to provide feedback by September 01, 2021		Status: Valid	
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Others: International Organizations that are part of RSP			

Appendix A – RST Implementation plan / progress

ID	ACTION	ENTITY RESPONSIBLE	TARGET DATE¹	REMARKS
RST 1	Review current ICAO PANS Aerodromes Chapter 8 provisions to verify if they are included in national provisions/procedures	CAA		
RST 2	Designate a focal point to coordinate implementation activities at the national level	CAA	01/Sep/21	
RST 3	Identify concerned focal points in each international aerodrome for the implementation of local runway safety team	CAA, Airports		
RST 4	Gap analysis on the need for support on implementation (e.g. Runway Safety Go-Teams, assistance, guidance material, etc.)	CAA, Airport		
RST 5	Implementation at each international aerodrome	Airports (lead), ANSP, Aircraft operators, CAA	01/Sep/23	Include tentative dates for each international aerodrome as reported in CARSAM ANP not exceeding 01-Sep-23
RST 6	Evidence of implementation (action plan, meeting minutes, Terms of references as per PANS ADR)	CAA		
RST 7	KPI reporting to RASGPA & ICAO	National Focal Point		

¹ Target dates are indicative only and should be replaced by realistic dates by each State