



**Thirty Eighth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(ESC/38)**

Lima, Peru, 24 to 25 May 2023

Agenda Item 2: Safety management process within RASG-PA

REPORT ON THE STATUS OF THE CARSAM RST IMPLEMENTATION SUPPORT PROJECT

(Presented by the Secretariat)

EXECUTIVE SUMMARY

On May 2022, RASG-PA ESC/37 adopted conclusion C3 to create the CAR & SAM RST Implementation Support Project, to take actions to promote the identification and mitigation of risks related to runway safety at selected international CAR & SAM aerodromes.

This working paper shows the progress of the project.

Action:	See section 3
<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 Plan (GASP) • RASG-PA ESC/36/C1 • RASG-PA11/C5/2021 • Global Runway Safety Action Plan (GRSAP) • RASG-PA ESC/37/C3

1. Introduction

1.1. Runway safety 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 in the World and in the Pan American Region. The implementation of Runway Safety Teams (RST) has demonstrated worldwide to provide a systemic approach to runway safety and collision avoidance strategy.

1.2. According to RASG-PA ASR 11th edition, contributing factors to Runway Excursion (RE) includes safety management (29%), airport facilities (33%) and contaminated runway/taxiway-poor braking action (29%), which are usually addressed under the umbrella of local RST's.

1.3. Although the implementation of local RST is considered a cost-effective solution to mitigate the occurrence of runway incursions and excursions (and an integral part of the aerodrome's operator's SMS), in the CAR and SAM Regions its implementation is moving at a relative slow pace.

1.4. In addition, some States and aerodrome operators report the implementation of RST but can't demonstrate that the RST is active and effective, or following ICAO and international recommendations, with tangible results and outcomes to reduce runway safety risks.

1.5. The project main objective is to ***Establish and implement effective local RST at selected international aerodromes by 2025***. To do this, a series of specific objectives and actions were proposed by the Secretariat and approved by ESC/37.

- a. Specific Objective 1: Support the implementation of RST on selected international aerodromes that haven't implemented RST's by YE2025
- b. Specific Objective 2: Establish a reporting mechanism and indicators to ensure that already implemented RST's at selected international aerodromes are effective to mitigate runway safety risks by YE2025.

2. Current status

2.1. The baseline at the start of the project was 50% for CAR Region (73 out of 146 selected) and 34% (35 out of 104) for the SAM Region. After following up with States and several meetings on the topic, the current numbers are:

Region	% on ESC37	% on ESC38
CAR Region	50%	52%
SAM Region	34%	47%

2.2. Details on the current situation of the project are presented in **Appendix A** to this WP.

3. Suggested Actions

3.1. The Meeting is invited to:

- a) Take note of the information presented on this WP and its Appendix A;
- b) request to States that haven't assigned focal points to assign them before June 30, 2023;
- c) states and Industry to take action to promote the implementation of local RST's and provide the Project Managers with data that may serve to determine the need for the implementation of RST's; and
- d) Other actions that the meeting considers necessary under the project scope.

APPENDIX A

Project Status Report #2**Project Name:** RST Implementation Support Project for CAR and SAM Regions**Project Managers:** ICAO NACC AGA RO (Fabiana Todesco), ICAO SAM AGA RO (Fabio Salvatierra)**Date:** 04/May/23

1. Deliverables status

#	Deliverable name	Activity	Budget USD	Expenses USD	Status ¹	Comments
D1	RST implementation plan per State	Virtual Meetings	0.00	0.00	Yellow	<p>CAR:</p> <ul style="list-style-type: none"> Questionnaire was forwarded in December 2022 for States and Airports to inform the status of implementation of RST and its difficulties to implement. Expected to get responses by June 2023. • 10 teleconferences were held with focal points from 15 States to monitor the implementation process of RST in their airports. <p>SAM:</p> <ul style="list-style-type: none"> 6 teleconferences have been made, with milestones progress from 39.4% in April 2022 to 54% in April 2023. • On RST implementation, progress have been from 34% to 47% approximately.
D2	RST Effectiveness mechanism	Virtual Meetings	0.00	0.00	Green	<p>CAR and SAM:</p> <ul style="list-style-type: none"> Task force (ARG, BRA, CHL) still discussing several models, but most in favour of the Brazilian model. • Pending CAR representatives
D3	Project repository/workplace	Webpage creation Document compilation	0.00	0.00	Green	<p>SAM:</p> <ul style="list-style-type: none"> A website has been created under the SAM RO webpage with address: https://www.icao.int/SAM/SAFETY/RST/Pages/default.aspx
D4	Runway Safety Go-Teams (reports)	Virtual RS Go-Teams Face to Face RS Go-Teams	10,400.00	0.00	Yellow	<p>CAR:</p> <ul style="list-style-type: none"> There is a proposal to carry out RST Go-Teams in Saint Kitts and Nevis with the support of MCAAP fund in July 24 – 28, 2023 (still on planning phase). <p>SAM:</p> <ul style="list-style-type: none"> There is a proposal to carry out RST Go-Teams in Peru with the support of funds from the project (still on planning phase)

¹ Grey- Task not started, Green - Activity in progress according to schedule, Yellow - Activity started with a certain delay but would be arriving on time in its implementation, Red -Activity has not been achieved within the estimated period of time, it is necessary to adopt mitigating measures

#	Deliverable name	Activity	Budget USD	Expenses USD	Status ¹	Comments
D5	Specific training on Runway Safety Teams	Preparation of RST virtual, on-demand training. In English/Spanish	4,600.00	970.00		CAR <ul style="list-style-type: none"> • A workshop has been planned by the NACC RO to be delivered on May 23 to 26. More than 30 participants already registered from CAR and SAM States. • Funds used from other non-RASGPA sources, but in support of RASG-PA project. SAM <ul style="list-style-type: none"> • SRVSOP already purchased a software to develop specific training on RST on both Spanish and English. Purchase order for USD 900.
D6 (new)	Prioritization mechanism	Virtual Meetings	0.00	0.00		New deliverable proposed. Data-driven mechanism to prioritize, depending on risk exposure, assistance to airports/States.

2. Project risks and issues

- Some States are not participating on D1 tasks and/or haven't assigned a formal focal point.
- Pending engagement with Industry interested stakeholders.

3. Next period

- It is expected that all States are engaged on the implementation plan (D1) as soon as possible.
- Data driven mechanism is still pending and may need support from Industry.