



INFORMATION PAPER

RASG-PA ESC/39 — IP/06
30/05/24

**Thirty Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(ESC/39)**

Mexico, Mexico, 29 to 30 May 2024

Agenda Item 4: Other Business

REPORT ON THE STATUS OF THE CAR SAM RST IMPLEMENTATION SUPPORT PROJECT

(Presented by 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 information 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"> • Procedures for Air Navigation Services – Aerodromes DOC 9981 • Manual on the Prevention of Runway Incursions DOC 9870 • Global Aviation Safety Plan (GASP) DOC 10004 • Global Runway Safety Action Plan (GRSAP), Second Edition, February 2024

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 Pan America Runway Excursion (RE) from 2017 to 2021 includes safety management (34%), airport facilities (43%) and contaminated runway/taxiway-poor braking action (28%), 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.

1.6. In addition, there is the project **Runway Safety Teams (RST) Implementation for the Central American States**, which the main objective of the project is to reach the goal of establishing and implementing effective local RST at specific international aerodromes by 2025:

- RST's implemented at international aerodromes.
- RST's implemented following ICAO guidance (including established ToRs and Action Plan).
- State and Aerodrome Staff trained on runway safety.
- Collaborative mechanism in place that will support other SMS processes within the involved parties (Aerodrome, ANSP, Air Operator).
- Establishment of a mechanism (RST role) to advise the appropriate management on potential runway safety issues, and to recommend mitigating measures.

2. **Current status** The baseline at the start of the project was 50% for CAR Region (73 out of 149) and 34% (35 out of 104) for the SAM Region. After following up with States and several virtual meetings on the topic, the current numbers are:

Region	% on ESC37 (2022)	% on ESC38 (2023)	% on ESC39 (2024)
CAR Region	50%	52%	55%
SAM Region	34%	47%	58%

2.2. Details on the current situation of the project are presented in **Appendix A** to this IP. The schedule of activities carried out and planned considering the two RST projects is included in **Appendix B** of this IP.

3. Suggested ActionsThe Meeting is invited to:

- a. Take note of the information presented on this IP and its Appendix A and B.
- b. States and Industry to take action to promote the implementation of local RST's.
- c. Other actions that the meeting considers necessary under the project scope.

APPENDIX A to IP/06

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 (vacancy)

Date: 04/May/24

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	CAR: <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. SAM: <ul style="list-style-type: none"> • 9 teleconferences have been made, with milestones progress from 39.4% in April 2022 to 58% in September 2023. • On RST implementation, progress have been from 34% to 52% approximately.
D2	RST Effectiveness mechanism	Virtual Meetings	0.00	0.00	Green	CAR and SAM: <ul style="list-style-type: none"> • Task force (ARG, BRA, CHL, ABW) discussed several models, but most in favour of the Brazilian model. • In September 2023 was presented a proposal for effectiveness evaluation tool (checklist)
D3	Project repository/workplace	Webpage creation Document compilation	0.00	0.00	Green	SAM: <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	10,400.00	0.00	Green	CAR: <p>There is a proposal to carry out RST Go-Teams in 2024 at Eastern Caribbean and Barbados airports with the support of funds from the project (still on planning phase).</p>

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
		Face to Face RS Go-Teams				SAM: <ul style="list-style-type: none"> There is a proposal to carry out RST Go-Teams in 2024 at Colombia (El Dorado, Bogotá) and Peru (Jorge Chavez, Lima) with the support of funds from the project (still on planning phase).
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 55 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"> In 2023 ICAO SAM Office purchased a one-year software licence to put available to SRVSOP to develop specific training on RST on both Spanish and English. Purchase order (PO) for USD 970. ICAO SAM Office has already approved (PO issued) the renewal of the software licence for 3 years, to allow SRVSOP to finish course development and maintenance. PO for USD 2,182.00. RST Course will be tested on a trial version by August 2024, and its first edition delivered by end of October 2024.

2. Project risks and issues

- Low interest expressed by States and airport operators in hosting a Runway Safety Team (RST) implementation mission, whether face-to-face or virtual.
- Pending engagement with Industry interested stakeholders.

3. Next period

- It is expected that all States and airport operators are engaged on the Runway Safety Team (RST) implementation missions.