International Civil Aviation Organization
North American, Central American and Caribbean Office (NACC)
Twenty-fifth Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/25)
St. John's, Antigua and Barbuda, 3–5 December 2013

Agenda Item 4:   **Aviation Safety Matters**
                    4.4   Runway Safety

ESTABLISHMENT OF RUNWAY SAFETY TEAMS (RST)

(Presented by the Secretariat)

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In response to the number of runway safety incidents, ICAO promotes the Runway Safety Programme aimed at the establishment of Runway Safety Teams (RSTs) at individual international aerodromes.
The Regional Aviation Safety Group - Pan America (RASG-PA) has taken the lead, by including in its work programme, promoting implementation of RSTs in the CAR/SAM Regions in order to enhance regional safety.

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<tr><td align="center">References:</td></tr>
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- Global Runway Safety Symposium (GRSS 2011)
- ICAO/FAA/IFATCA Regional Runway Safety Seminar for the NAM/CAR Regions, Miami, United States, 12-14 October 2011
- ICAO//IFALPA/FSF Regional Runway Safety Seminar for the NAM/CAR Regions, Antigua and Barbuda, 27-29 May 2013
- ICAO Runway Safety Site http://www.icao.int/safety/RunwaySafety/Pages/default.aspx
- ICAO Safety Report 2013
- RASG-PA Annual Safety Report 2013, 4th Edition

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Strategic Objective	*This working paper is related to Strategic Objective: A. Safety – Enhance global civil aviation safety*

1.   Introduction

1.1   Global and regional statistics show that the number of runway related safety accidents and incidents continue an upward trend. As a result, ICAO is promoting a global runway safety programme aimed at encouraging States and other aviation stakeholders to implement RSTs.

1.2   The primary role of a RST should be to develop an action plan for runway safety, advise management as appropriate on potential runway incursion/excursion issues and recommend strategies for hazard removal and mitigation of the residual risk.

1.3   For ICAO, events related to runway safety include the following categories of accidents/incidents: abnormal runway contact, bird strikes, ground collisions, ground handling, runway excursions, runway incursions, loss of control - ground, collision with obstacles, undershoot and overshoot.

1.4   Suggested generic terms of reference for a RST include:

- Determining the number, type and, if available, severity of runway incursions/excursions
- Considering the outcome of investigation reports in order to establish local hot spots or problem areas at the aerodrome
- Working as a cohesive team to better understand the operating difficulties of personnel working in other aerodrome operational areas and recommending areas for improvement
- Identifying any local problem areas and suggesting improvements
- Conducting a runway safety awareness campaign that focuses on local issues (e.g., producing and distributing local hot spot maps or other guidance material as necessary)
- Regularly reviewing the airfield to ensure its adequacy and compliance with ICAO SARPs.

1.5   The ICAO Runway Safety Programme facilitates effective decision-making for regulators, aircraft operators, air traffic services providers, aerodrome operators, aircraft manufacturers and other interested stakeholders dealing with issues related to runway safety according to the respective operational specialties. In addition these organizations seeking to establish an RST should agree to a set of procedural rules governing the actions of their representatives. These rules are referred to as either the Terms of Reference (ToR) or Memorandum of Understanding (MoU).

1.6   ICAO and its partners in the Runway Safety Programme are working together to implement a number of specific measures to minimize the risk of runway incursions, runway excursions and other runway safety-related events by implementing these multidisciplinary RSTs at each international airport.

1.7   It should be noted that the Regional Aviation Safety Group - Pan America (RASG-PA) has taken the lead is this aspect, and considering the trend of increasing runway excursions in the region, has included implementation of RSTs in the CAR/SAM Regions in its work programme, including a pilot programme at the Mexico City International Airport (MMMX), Mexico.

1.8   The GREPECAS Aerodromes Programme CAR Project F-3 - *Enhance runway safety*, is focused on aerodrome infrastructure issues (Annex 14) and consists of three parts: mitigation/runway incursion, runway excursion, levelled runway strip, and Runway End Safety Areas (RESAs) and is complementary to the RASG-PA work programme, which is focused on operational aspects.

2.   Discussion

2.1   Promotion of safety is an on-going ICAO strategic objective. Through the Runway Safety Programme, ICAO and RASG-PA have conducted seminars/workshops/meetings to promote implementation of RSTs.

2.2   In the Caribbean (CAR) Region, RSTs have been implemented at: Mexico City International Airport (MMMX), supported by the DGAC of Mexico, the ICAO NACC Regional Office, national and international aviation stakeholders; Juan Santamaría International Airport (MROC), Costa Rica, supported by the DGAC of Costa Rica; and at the Montego Bay International Airport (MKJS), Jamaica, supported by the CAA of Jamaica and national and international stakeholders.

2.3   Each RST will have its own characteristics according to its particular needs, problems, dimensions and local resources. The level of implementation of the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS) by the State and service providers, respectively, will be key for the successful operation of any RST.

2.4   One way to assist Member States with implementation of RSTs is by means of the multidisciplinary and collaborative approach of the Runway Safety Team Go-Team. This is a RASG-PA initiative in the same fashion as the Performance-Based Navigation (PBN) Go-Team as approved in Conclusion RASG-PA/4/6 - *Regional Runway Safety Teams (RSTs), as follows:*

CONCLUSION RASG-PA/4/6 REGIONAL RUNWAY SAFETY TEAMS (RSTs)

That States, Territories, International Organizations and industry:

a)   support the creation of Runway Safety Teams (RSTs) in the NAM/CAR/SAM Regions as well as those already established;

b)   consider the creation of an RST Go Team under ICAO leadership with the participation of ICAO's Runway Safety Partners to assist States with the development of RSTs;

c)   support launching the RST pilot project at Aeropuerto Internacional de la Ciudad de Mexico (AICM), supported by the Mexican DGAC, local and international stakeholders;

d)   support, monitor, follow-up and report on the implementation status, and regional and local actions performed to reduce associated risks as required;

e)   task the RASG-PA Aviation Safety Training Team (ASTT) to include RST implementation plans and runway safety best practices in the 2012 RASG-PA Safety Workshops syllabi, and post the related training material on the RASG-PA website; and

f)   support the NAM/CAR Runway Safety Seminar/Workshop sponsored by the Mexico DGAC and ACI, and the SAM Runway Safety Seminar/Workshop to be held in 2012.

2.5   The RASG-PA Secretariat maintains coordination with GREPECAS Secretariat through a collaborative approach for the successful implementation of RSTs to enhance safety in the CAR and SAM Regions.

3.   Conclusion

3.1   The need for each international airport to include RST implementation in its work programme is clear considering the existing increasing trend of events related to runway safety.

3.2   Pan American States, due to the individualities of their airport operational environments, would benefit with the implementation of RSTs.

3.3   The ICAO NACC Regional Office and RASG-PA stakeholders are ready to assist Member States with successful implementation of RSTs.

3.4   On a cost recovery basis, a multidisciplinary Runway Safety Go-Team would be able to assist with on-site RST implementation.

4.   Suggested Action

4.1   The Meeting is invited to:

a)   take note of the information provided

b)   support implementation of Runway Safety Teams (RSTs); and

c)   request assistance, as required, from the ICAO NACC Regional Office to implement a RST.

— END —