International Civil Aviation Organization
Sixth Annual Plenary Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/6)
San Jose, Costa Rica, 27 – 28 June 2013

Agenda Item 5   **Other RASG-PA Activities Reports**
                      5.2   Runway Safety Teams (RSTs) Report

ESTABLISHMENT OF RUNWAY SAFETY TEAMS (RST)

(Presented by the Secretariat)

SUMMARY
Statistics show that the number of safety incidents on runways continues and, in some cases, the trend is increasing. ICAO is promoting the Runway Safety Programme aimed at promoting, implementation of international Standards and Recommended Practices (SARPs) in force and the implementation of Runway Safety Teams (RSTs) by States and stakeholders. The Regional Aviation Safety Group - Pan America (RASG-PA) has taken the lead to promote the implementation of RSTs in the CAR/SAM Regions in its work programme and to develop a tool to facilitate implementation.

References:

- Global Runway Safety Symposium (GRSS 2011)
- ICAO/FAA/IFATCA Regional Runway Safety Seminar for the NAM/CAR/SAM Regions, Miami, United States, 12-14 October 2011
  (http://www.mexico.icao.int/Meetings/RunwaySafetySeminar.html)
- Doc 9870 - *Manual on the Prevention of Runway Incursions*
- *European Action Plan for the Prevention of Runway Incursions – Edition 2.0 (*http://www.eurocontrol.int/sites/default/files/content/documents/nm/airports/european-action-plan-prevention-runway-incursions2.0.pdf)
- *European Action Plan for the Prevention of Runway Excursions – Edition 1.0* (http://www.eurocontrol.int/sites/default/files/content/documents/official-documents/reports/2012-european-action-plan-prevention-runway-excursions.pdf)
- *ICAO Runway Safety Site (www.icao.int/Safety/Runwaysafety/)*
- *ICAO Safety Report 2013* (http://www.icao.int/safety/Documents/ICAO_2013-Safety-Report_FINAL.pdf)

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 numbers of runway safety accidents/incidents continue and in some cases the trend is increasing, therefore, ICAO is promoting the Runway Safety Programme world-wide, which is aimed at encouraging States and stakeholders to implement the SARPs in force and the implementation of Runway Safety Teams (RST). (See **Appendix**)

1.2   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 and undershoot/overshoot.

1.3   There are many factors such as aeronautical phraseology, aviation language proficiency, procedures for air traffic control, equipment standards and performance requirements, visual aids, aerodrome geometry, flight operations, and situational awareness, among others, which should be taken into consideration to improve runway safety and belong to the following functional areas:

- Air Traffic Control: responsible for the movement of aircraft in the air and on the ground
- Flight Operations: responsible for the operation of aircraft in the air and on the ground
- Aerodromes and Ground Aids: responsible for the infrastructure and operation of the aerodrome
- Management responsibilities: those who are responsible for decision-making over the daily operational level of any organization in this environment

1.4   The ICAO Runway Safety Programme promotes the forum for regulators, aircraft operators, air traffic services providers, aerodrome operators, aircraft manufacturers and other interested stakeholders to deal with issues related to runway safety according to the respective operational specialties.

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

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

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

2.   Discussion

2.1   Promotion of safety is an ongoing activity. In relation to the Runway Safety Programme, ICAO and RASG-PA have conducted seminars/workshops/meetings in which the implementation of RSTs is promoted.

2.2   It should be noted that to date in the CAR Region RSTs have been implemented at the Mexico City International Airport (MMMX) Mexico, supported by the DGCA of Mexico, the ICAO NACC Regional Office and national and international stakeholders; at the Juan Santamaría International Airport (MROC) Costa Rica, supported by the DGCA 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   It is clear that each RST will have its own characteristics according to the needs, problems, dimensions and local resources. The level of implementation of the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS) by the service providers will be key for optimal operation of the RST.

2.4   RASG-PA is working on a toolkit to facilitate implementation of the RST, which will be available to the public by mid-2013.

2.5   The RASG-PA Secretariat coordinates with GREPECAS through a collaborative approach for the successful implementation of the RST to enhance safety in the CAR/SAM Regions.

3.   Conclusion

3.1   The need to continue with the implementation of the RST at each airport is clear, considering the existing trend of increasing events related to runway safety.

3.2   Pan American States, due to the varying characteristics of its airports, would greatly benefit from implementation of RSTs.

3.3   The ICAO Regional Offices are ready to assist States with the successful implementation of RSTs.
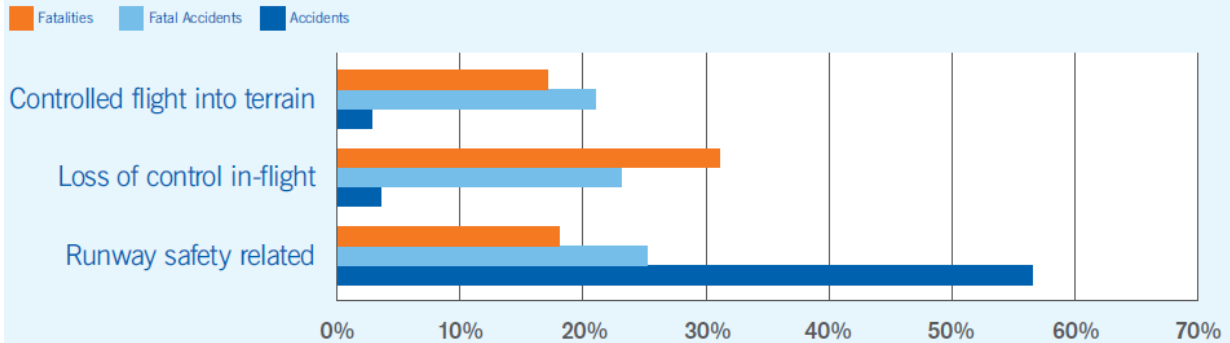
4. **Suggested Action**

4.1   The Meeting is invited to:

a)   take note of the information provided;
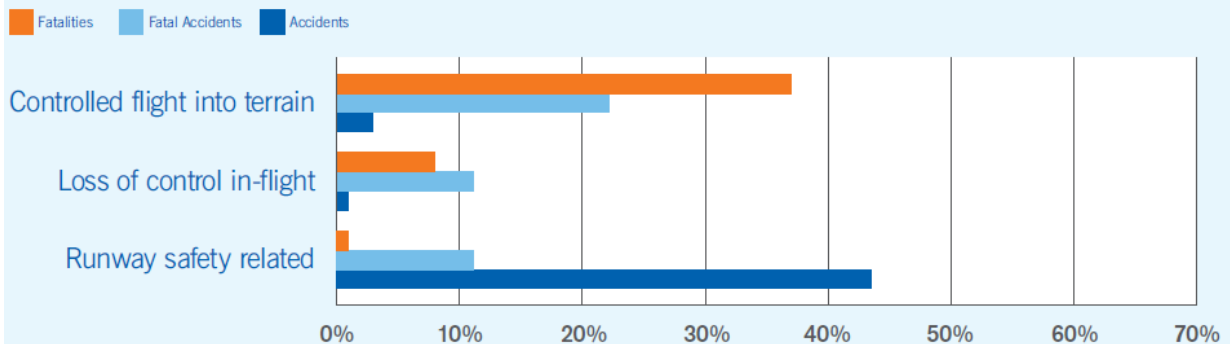
b)   support and implement Runway Safety Teams (RST).

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APPENDIX

Analysis of Accidents – Scheduled Commercial Air Transport (MTOW > 2250 kg)

Percentage of All Accidents: 2006–2011

Legend: ■ Fatalities   ■ Fatal Accidents   ■ Accidents

- Controlled flight into terrain
- Loss of control in-flight
- Runway safety related

(Axis: 0% 10% 20% 30% 40% 50% 60% 70%)

Percentage of All Accidents: 2012

Legend: ■ Fatalities   ■ Fatal Accidents   ■ Accidents

- Controlled flight into terrain
- Loss of control in-flight
- Runway safety related

(Axis: 0% 10% 20% 30% 40% 50% 60% 70%)

Note: The data used in the analyses are for aircraft providing scheduled commercial air transport having a maximum take-off weight exceeding 2250 kg.

Source: ICAO 2013 Safety Report.

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