International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

WORKING PAPER

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Nineteenth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA) Executive Steering Committee (RASG-PA ESC/19)
Lima, Peru, 8 to 9 April 2014

Agenda Item 4: **RASG-PA Project Reports**
4.5 Runway Safety Team (RST) – Go-Team: Update

ESTABLISHMENT OF RUNWAY SAFETY TEAMS (RSTs)

(Presented by the Secretariat)

EXECUTIVE SUMMARY

In response to the number of runway safety incidents, the ICAO Runway Safety Programme promotes the establishment of Runway Safety Teams (RSTs) at each international aerodrome.

The Regional Aviation Safety Group - Pan America (RASG-PA) has taken the lead to promote implementation of RSTs in the CAR/SAM Regions in order to enhance regional safety.

Recently, the ICAO NACC Regional Office led a Runway Safety Go-Team assistance visit to Tegucigalpa International Airport (MHTG), Honduras regarding implementation of a RST. The Runway Safety Go-Team is a RASG-PA initiative that has been adopted as a global pilot programme under the ICAO Runway Safety Programme.

Action:	The suggested action is presented Section 4.
Strategic Objective:	• Safety
References:	• 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 • ICAO Runway Safety Handbook

1. Introduction

1.1 Global and regional statistics show that the number of runway related safety accidents and incidents continue to experience 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 is 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 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 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.

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

2. Runway Safety Regional Activities

2.1 It should be noted that the Regional Aviation Safety Group - Pan America (RASG-PA) has taken the lead in this effort, and considering the increasing trend of runway excursions in the regions, has included RST implementation in its work programme for the CAR/SAM Regions.

2.2 In the Caribbean (CAR) Region, RSTs have been implemented at: Mexico City International Airport (MMMX), supported by the ICAO NACC Regional Office as a RASG-PA pilot programme; Juan Santamaria International Airport (MROC), San Jose, Costa Rica; Montego Bay International Airport (MKJS), Montego Bay, Jamaica, and several airports in Cuba. In South America, Quito International Airport (SEQU), Quito, Ecuador and Lima International Airport (SPIM), Lima, Peru.

2.3 The GREPECAS Aerodromes Programme CAR Project F-3 - *Improvements to runway safety in the CAR Region* 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.

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

2.5 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.

2.6 One way to assist Member States with implementation of RSTs is by means of the multidisciplinary and collaborative approach of a Runway Safety Go-Team. This is a RASG-PA initiative that has been adopted by the ICAO Runway Safety Programme.

2.7 The ICAO NACC Regional Office led the Runway Safety Go-Team assistance visit to Tegucigalpa International Airport (MHTG), Honduras, from 10 to 14 March 2014. Participants of the Go-Team included Honduras DGAC, Avianca, COCESNA/ACSA, Copa Airlines, Flight Safety Foundation, and other stakeholders..

3. Conclusion

3.1 The need for each international airport to include RST implementation in its work programme is clear considering the increasing trend of runway safety events. CAR and SAM States, due to the individual characteristics of airport operational environments, would benefit from the RST implementation.

3.2 ICAO and RASG-PA stakeholders are ready to assist Member States with successful RST implementation.

3.3 On a cost-recovery basis, a multidisciplinary Runway Safety Go-Team can assist with on-site RST implementation.

4. Suggested Action

4.1 The Meeting is invited to:

a) note the information provided in this Working paper;

b) support the implementation of RSTs; and

c) participate in the deployment of RST Go-Teams in the Pan American Region in those airports identified by RASG-PA.

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