



**Twenty - Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/29)**

ICAO NACC Regional Office, Mexico City, Mexico, 29 - 30 November 2017

Agenda Item 3: Items/Briefings of Interest to the RASG-PA ESC

IMPLEMENTATION OF RUNWAY SAFETY TEAMS IN THE CAR REGION

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The NACC Runway Safety Team (RST) mission was launched for the NAM/CAR Regions and included an initial workshop on the prevention and mitigation of runway safety-related events through the establishment of a RST in the Territories of the Kingdom of the Netherlands.

The objective of the seminar/workshop was to promote the establishment and enhancement of airport-specific, multidisciplinary RSTs in an effort to improve runway safety outcomes.

The workshop addressed the benefits of establishing RSTs in the CAR Regions, the mission in Aruba focused on the implementation of a RST at Reina Beatrix International Airport (TNCA), as a pilot project for the Territories of the Kingdom of the Netherlands using the updated *ICAO RST Handbook*.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • ICAO Runway Safety Programme website — https://www.icao.int/safety/RunwaySafety/Pages/default.aspx • ICAO Runway Safety Team Handbook • ICAO Annex 14 — <i>Aerodrome Design and Operations, Volume I</i> • Runway Safety iKit — http://cfapp.icao.int/tools/RSP_ikit/story_flash.html

1. Introduction

1.1 As part of the ICAO Runway Safety World Programme and following the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Programme, the Programmes and Projects Review Committee (PPRC) conclusions, and the Regional Aviation Safety Group — Panamerica (RASG-PA) Safety Enhancement Initiatives (SEIs), which focused on improving the aerodrome certification and runway safety in the region, the ICAO NACC Regional Office, organized a mission to Aruba along with the Federal Aviation Administration (FAA) and the International Air Transport Association (IATA), as part of the joint efforts project and conducted a workshop on the implementation of a Runway Safety Team (RST), taking as pilot the Reina Beatrix International Airport (TNCA) for the Territories of the Kingdom of the Netherlands, from 14 to 16 June 2017, leading the following activities:

- Review the aerodrome compliance with ICAO Standards and Recommended Practices (SARPs) in Annex 14, Vol. I
- Monitoring runway incidents by type, severity, and frequency of occurrence
- Identify risk factors and local conditions
- Identify specific locations where risks are present ("hot spots")
- Identify problems in day-to-day operations
- Begin a campaign of situational awareness about safety to ensure that personnel involved in the operation of the airport know the problems of safety and lessons learned from other incidents

1.2 The topics of the mission/workshop were Runway Incursions (RI), Runway Excursions (RE), confusion in general, damage caused by Foreign Objects Damage (FOD), and wildlife management that has gained great importance for runway safety operational aspects. It was recommended to provide training to Air Traffic Controllers (ATC) in “Energy Management related to precursors and possible consequences and how pilots and controllers are responsible to manage it correctly”, this training has been developed by RASG-PA and also the Civil Air Navigation Services Organization (CANSO) has developed tools for ATC in their role dealing with unstable approaches.

1.3 The objective of the RST mission/workshop was to provide the TNCA Aerodrome Operation Team the necessary assistance and tools to establish and activate a RST to mitigate runway safety related events including: RE, RI, and other factors related to runway safety.

2. Observations

2.1 As part of the workshop, participants made a short visit to the airport movement area. Due to the large number of participants, the group was split into 4 subgroups and visited different areas, such as Runway 11/29, Runway End Safety Areas (RESAS), main taxiways serving the runway, general aviation apron, and Air Traffic Control Tower (ATCT).

3. Recommendations

3.1 The RST mission provided the following Recommendations to Department of Civil Aviation (DCA) and TNCA management:

1. Create and enhance a safety culture in aviation and encourage a reporting system (mandatory and voluntary).
2. Provide basic and recurrent training to DCA and the aerodrome operation staff on Safety Management System (SMS), State Safety Programme (SSP), risk management, and ground safety.
3. Ensure effectiveness and integration of SMS for all parties at TNCA airport, such as: Air Navigation Services (ANS), aerodrome operator, airlines operation, and maintenance organizations.
4. The RST should have access to information and global tools, such as: ICAO iStars and, upon request, receive airport analysis and special reports from the International Air Transport Association (IATA).
5. Implement IATA’s training for ATC and CANSO tools for ATC dealing with unstable approaches.

6. Use of collaborative process and data sharing between the TNCA aerodrome operator and other stakeholders
7. Use a proactive rather than a reactive approach when dealing with runway-related safety risks by using and sharing safety data.
8. Develop a national Wildlife Management Plan.
9. Ensure involvement and participation of airlines representatives (Aruba Airlines, American Airlines, etc.) in the RST.
10. Enhance collaboration and effective communication between all stakeholders to ensure that the RST operates in a productive manner.
11. Encourage reporting through mandatory and voluntary reporting systems.
17. Mandatory signs should be provided at both sides including: runway designation, location, and Instrument Landing System (ILS) category signs in conjunction with ground markings.
18. Taxiway enhanced marking and road holding position warning light should be provided.
19. Provide necessary training on aerodrome operations (for regulators and aerodrome operators).

3.2 Ensure that the RST recommendations are properly addressed and implemented by airport stakeholders.

4. Main Outputs

4.1 The participants were introduced to the ICAO Runway Safety Programme website and the Runway Safety iKit and its use.

4.2 A presentation of the RASG-PA programme and activities related to Runway Safety was provided, specifically in relation to Aruba Safety Intelligence from the ALTA IATA Trend Sharing Programme (AITSP). In addition, the RST provided support and useful materials on RST establishment, aerodrome certification, and aerodrome safeguarding that included:

- a) ICAO Runway Safety Programme;
- b) establishment of a RST;
- c) RASG-PA activities related to runway safety;
- d) safety measures for aerodrome construction works;
- e) aerodrome safeguarding;
- f) aerodrome and runway inspections; as established in the Procedures for Air Navigation Services – Aerodromes and Ground Aids (PANS-AGA) document; and
- g) provide training to ATC, as recommended by IATA and use CANSO tools.

4.3 The FAA delivered presentations to the workshop on the United States experience in the creation of runway safety local teams, the Regulatory Framework Supporting Establishment of Runway Safety Teams and best practices on runway incursion prevention activities.

4.4 Support the RST in TNCA with clear Terms of References (TORs), functions, and work programme in line with the ICAO Runway Safety Team Handbook. Participants engaged in a step-by-step drafting of ToRs for TNCA Airport Runway Safety Team.

4.5 The main stakeholders at TNCA agreed to activate the RST with clear TORs, functions, and work programme in line with the ICAO RST Handbook, during its second meeting to be convened before the end of August 2017. TNCA will inform the ICAO NACC RO of this RST activation.

4.6 The ICAO NACC Regional Office appreciated the above initiatives and will follow-up the successful operation of the TNCA RST based on the action Plan established.

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