



Thirty First Pan America — Regional Aviation Safety Team Meeting (PA-RAST/31) of the Regional Aviation Safety Group — Pan America (RASG-PA)
South Florida, United States, 20 to 22 February 2018

Agenda Item 10: Other business

RESULTS OF THE SECOND GLOBAL RUNWAY SAFETY SYMPOSIUM

(Presented by Secretariat)

EXECUTIVE SUMMARY

This working paper presents the results of the Second Global Runway Safety Symposium, held in Lima, Peru, from 20 to 22 November 2017.

With a participation of more than 152 delegates, representing 27 States and multiple international organisations, regional civil aviation agencies and the industry, this Symposium main purpose was to provide participants a global forum to exchange information on best practices in improving runway safety through the use of effective and innovative strategies, tools, technology and practices.

The event also served to release several important documents, such as **Global Runway Safety Action Plan**, which provides recommended actions for runway safety stakeholders, including RASG-PA, aimed at reducing the global rate of runway incursions and excursions.

Action:	Foster the implementation at a regional level of the Global Runway Safety Action Plan thru RASG-PA initiatives, in order to take measures to enhance runway safety using a multidisciplinary and collaborative approach.
<i>Strategic Objectives:</i>	Safety
<i>References:</i>	<ul style="list-style-type: none"> ICAO Runway Safety Website (https://www.icao.int/safety/RunwaySafety/) ICAO GRSS/2 Website (https://www.icao.int/Meetings/GRSS-2/)

1. Background

1.1 Assembly Resolution 37-6 on Runway Safety, urges States to take measures to enhance runway safety, including the establishment of Runway Safety Programmes using a multidisciplinary approach, that includes at least regulators, aircraft operators, air navigation service providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions, runway incursions and other occurrences related to runway safety.

1.2 The First Global Runway Safety Symposium (GRSS) was held in ICAO Headquarters, on May 2011, with the purpose of bringing together experts from diverse professional domains to determine a multidisciplinary approach to improving runway safety outcomes. The sectors included regulators, aircraft operators, air navigation services providers, aerodrome operators, and aircraft manufacturers.

1.3 The requirement for airports to establish a Runway Safety Team (RST) is one of the main outcomes of the ICAO Global Runway Safety Symposium held in Montreal, Canada, in May 2011.

1.4 The Second Global Runway Safety Symposium (GRSS/2) was held at the Swissôtel in Lima, Peru on November 2017 as a continuation of GRSS/1.

1.5 The objectives set for this Symposium were the following:

- Review global achievements in improving runway safety since GRSS in 2011.
- Improve runway safety worldwide through global collaboration and exchange of strategies and best practices.
- Review root causes of runway accidents and incidents.
- Obtain endorsement of the Runway Safety Programme action plan for supporting and strengthening runway safety initiatives.
- Promote the participation of stakeholders in regional initiatives related to runway safety
- Increase the number and improve the effectiveness of airport Runway Safety Teams (RSTs) under a risk based approach and understand the relationship with the airport SMS

2. Discussion

2.1 Runway accident related fatalities have declined significantly in recent years through the work of ICAO's collaborative Runway Safety Programme and stakeholders' efforts such as the establishment of Runway Safety Teams at airports. Nevertheless, runway accidents remain aviation's number one safety risk category.

2.2 The Second Global Runway Global Symposium served as a forum to review the way forward for addressing Runway safety as the continued global aviation safety priority for the foreseeable future to continue the downward trend in number of accidents and fatalities to be prepared for the doubling of traffic in the next 15 years. It also provided a global forum to exchange information on best practices in improving runway safety through the implementation of effective and innovative strategies, tools, and technology, and promoted improved runway safety worldwide through global, regional, national and airport local collaboration.

2.3 In this regard, one of the most important outcomes of the GRSS/2 was the release of the ICAO-led collaborative **Runway Safety Programme – Global Runway Safety Action Plan (GRSAP)** for the future with recommendations for implementation of runway safety improvement initiatives and its links to the ICAO Global Aviation Safety Plan (GASP). The plan can be downloaded at the following website: <https://www.icao.int/safety/RunwaySafety/Pages/Documents%20and%20Toolkits.aspx>

2.4 The new GRSAP agreed at the Symposium will serve to guide the integrated activities of States, airports, airlines, ANSPs and manufacturers to implement runway safety improvement and risk reduction measures, with an overall objective of reducing runway safety related accident fatalities and costs.

2.5 The GRSAP targets and timelines have been developed to support the runway safety targets already established under ICAO's Global Aviation Safety Plan, which is looked to by aviation safety specialists all over the world as a high-level strategic tool to help align international actions and initiatives and avoid duplication of efforts.

2.6 One of the main focuses of the GRSAP is the continuation of the implementation of Runway Safety Teams (RST). RSTs have proven highly successful at mitigating the risks of runway incursions and excursions, providing a collaborative solution which regulators, air navigation service providers, airline and airport operators have all positively contributed to.

2.7 Although the SAM Region have good results on EI of PQs 7.189 and 8.205 regarding Runway Safety measures; the SAM Regional Office has data from States that only 27% of all international aerodromes had established a formal and working RST. Also, SAM is one of the regions with less Runway Safety Go-Teams missions delivered that support the implementation of such RSTs.

2.8 The objective of a RS Go-Team is to assist a State and airport in establishing an RST, supporting the implementation stage by providing technical assistance, including training, assessments and gap analysis, expert advice and guidance based on best practices.

2.9 The work of the RST, once established, may be supported by the ICAO Regional Office and the associated Regional Aviation Safety Group (RASG), which support implementation efforts related to the regional safety priorities and targets and the ICAO Global Aviation Safety Plan.

2.10 An additional and related development announced at the Lima Symposium included EUROCONTROL's launch of its revised European Action Plan for the Prevention of Runway Incursions, which can be downloaded at <https://www.skybrary.aero/bookshelf/books/4093.pdf>.

3. Suggested actions

3.1 The meeting is invited to:

- a) Take note of the information presented;
- b) examine the aspects outlined in section 2 of this working paper;
- b) foster the implementation at a regional level of the Global Runway Safety Action Plan thru RASG-PA initiatives, in order to take measures to enhance runway safety using a multidisciplinary and collaborative approach.

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