



# ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

## Workshop on Runway Safety Team (RST) Mexico City, Mexico, 23 to 26 May 2023

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### Summary of Discussions

**Participants** The Workshop was attended by 64 delegates from 26 States/Territories and International Organization from the NAM/CAR Regions. The list of participants is shown in the **Appendix**.

#### 1. References

- Annex 14, Aerodromes, Vol I;
- Doc 9981, PAN – Aerodromes;
- ICAO Assembly Resolution A37-6;
- Global Aviation Safety Plan (GASP);
- Global Runway Safety Action Plan (GRSAP); and
- RASG-PA ESC/36/C1, RASG-PA/11/C5/2021, RASG-PA ESC/37/C3 conclusions.

#### 2. Objectives

2.1 Promote the identification and mitigation of risks related to runway safety at international aerodromes, through training and guidance to States and aerodromes operators on the effective implementation of Runway Safety Teams (RST).

#### 3. Introduction

3.1 Runway safety is still one of the high-risk categories of occurrence that need to be addressed to mitigate the risk of fatalities in international civil aviation in the World and in the Pan American Region. The implementation of RSTs has demonstrated worldwide to provide a systemic approach to runway safety and collision avoidance strategy.

3.2 According to the Regional Aviation Safety Group (RASG-PA) Annual Safety Report (ASR), 11th Edition, contributing factors to Runway Excursions (REs) includes safety management (29%), airport facilities (33%) and contaminated runway/taxiway-poor braking action (29%), which are usually addressed under the umbrella of local RST's.

3.3 Although the implementation of local RST is considered a cost-effective solution to mitigate the occurrence of runway incursions and excursions and an integral part of the aerodrome's operator's Safety Management System (SMS), in the Central America and the Caribbean Regions, its implementation is moving at a relative slow pace.

3.4 In addition, some States and aerodrome operators reported the implementation of RST but cannot demonstrate that the RST is active and effective, or following ICAO and international recommendations, with tangible results and outcomes to reduce runway safety risks.

3.5 In this context, the RST Workshop focused on exchanging experiences on the RST implementation process from the point of view of the Civil Aviation Authority (CAA), aerodrome operators, air navigation providers, international airlines, with the presentation and sharing of guidance material to support States in the effective implementation of RST. Thus, the subject of the presentations were:

- ICAO work on RST and RASG-PA on RST;
- ICAO Standards and Recommended Practices (SARPs) (Annexes, Documents and Guidelines);
- Runway Safety Program of United States;
- Runway Safety Program of Brazil;
- RST Implementation Challenges – Airport Operators (ACI-LAC);
- Brazil Case Studies – Implementation of RST;
- United States Case Studies – Runway Incursion (RI/RE Mitigation Actions in United States);
- United States Case Studies – by Air Traffic Organization (ATO) in United States;
- RST Implementation Challenges – Air Operator (IATA);
- RST Implementation Challenges – CANSO; and
- Exercise and Forum on RST implementation challenges and opportunities.

#### **4. Workshop Schedule and Activities**

4.1 The workshop webpage is located at:  
<https://www.icao.int/NACC/Pages/meetings-2023-rst.aspx>

#### **5. Outcomes/Recommendations**

5.1 Considering that the level of RST implementation at international aerodromes in the CAR and SAM Regions is 51%, and those that have RST implemented cannot demonstrate that RST is active and effective; participants took note that for moving forward with the effective implementation of RST at international aerodromes the following issues are required to be addressed:

- Information disclosure and confidentiality;
- importance of carrying out awareness campaigns and training to share the benefits of RST implementation and active participation in the RST meetings;
- frequencies of meeting interval and ability to ensure the right airline resource and representation can be present on RST; and
- the implementation of RSTs is not mandatory.

5.2 Important areas involving RST with a high potential impact on airport safety were discussed, for State/Airport Operator consideration such as:

- Safety Culture
- Training
- Safety Report;
- ICAO standards and best practices
- RST Meeting
- Airport layout enhancement
- Coordination on Work Plans
- Improvement of airport equipment (lighting system and others).

5.3 The benefits and outcomes observed at the RST workshop were:

- simple and efficient models and templates for implementation by the CAA at their international aerodromes, through practical exercises in groups;
- awareness of the importance of carrying out training and applying tests to identify areas for improvements in the safety of runway operations (such as vehicle operators in a safe area);
- awareness of actively contribute and participation in safety information sharing networks;
- the importance of RST development of effective plans that include all stakeholders' participation;
- the importance of promoting and ensuring safety of aerodrome operations.

## **6. Accomplishments**

6.1 Enriched with practical experience, the Workshop provided guidance to support States and airport operator in the process of implementing RST at its international airports.

6.2 The Workshop also served to improve RST implementation mechanisms at international airports, presenting simple and efficient solutions and good practices (i.e.: draft Terms of Reference, hot spot identification, and others) for airport operators and civil aviation authorities of the States in the region.

6.3 Finally, there was greater engagement and commitment from States in the implementation of RST at international airports, such as the Eastern Caribbean Civil Aviation Authority – (ECCAA) request for a RST mission for Saint Kitts and Nevis’ airports.

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## APPENDIX / APÉNDICE

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