



International Civil Aviation Organization

# Runway Safety Team (RST)

## 3<sup>rd</sup> RASG-PA Aviation Safety Workshop

*Mexico City, Mexico, 30 -31 January 2012*

by

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# Agenda

1. Regional Runway Safety Seminar (RRSS)  
Outcome
2. Runway Safety Team (RST)
3. RASG-PA Role on RST
4. Regional plan for developing RSTs
5. National plan for developing RSTs

# 1. RSSS Outcome



# Global Runway Safety Symposium

*“ The multidisciplinary approach we undertook at GRSS 2011 is the only option for coming to grips with the complex set of operational and human factors issues associated with this safety domain.”*

Nancy Graham

Director, ICAO Air Navigation Bureau

# RRSS Outcome

- RRSS events will result in action plans to:
  - Create Runway Safety Teams - RSTs
  - Provide support to those already in place

# Follow Up Activities

- Progress will be monitored with updates provided to all partners through RASGs and other appropriate means
- Reduction of risks will be monitored on a regular basis, with follow-up actions taken as required
- Communication and outreach plans are being established

## 2. Runway Safety Team (RST)

# Runway Safety Team Role

- Develop an action plan for runway safety
- Advise management on potential runway safety issues
- Recommend strategies for hazard removal
- Mitigation of the residual risk

# RST Composition

- Representatives from:
  - Aerodrome operations
  - Air traffic service providers
  - Airlines or aircraft operators
  - Pilot and air traffic controller associations
  - Any groups with a direct involvement in runway operations

# RST Meetings

- The team should meet on a regular basis
- Frequency of meetings should be determined by the individual groups
- Adequate to the dimension of the system

# Terms of Reference

- Assist in enhancing runway safety by:
  - Determining the number of occurrences
  - Considering the outcome of investigation reports in order to establish local hot spots or problem areas at the aerodrome
  - Working as a cohesive team to better understand the operating difficulties of personnel working in other areas and recommending areas for improvement

# Terms of Reference cont.

- Assist in enhancing runway safety by:
  - Conducting a runway safety awareness campaign that focuses on local issues
  - Regularly reviewing the airfield to ensure its adequacy and compliance with ICAO SARPs

# Action Items

- Specific runway safety concern, issue or problem at that aerodrome
- Including changes to:
  - Physical features of, or facilities at, the aerodrome
  - Air traffic control procedures
  - Airfield access requirements
  - Pilot and vehicle operator awareness
  - Production of hot spot maps

# Champions

- Each action item should have a designated organization responsible for completing the tasks
- If more than one organization may be affected by an action item; one organization should take the lead
- Set a realistic time frame to accomplish the work

# Effectiveness

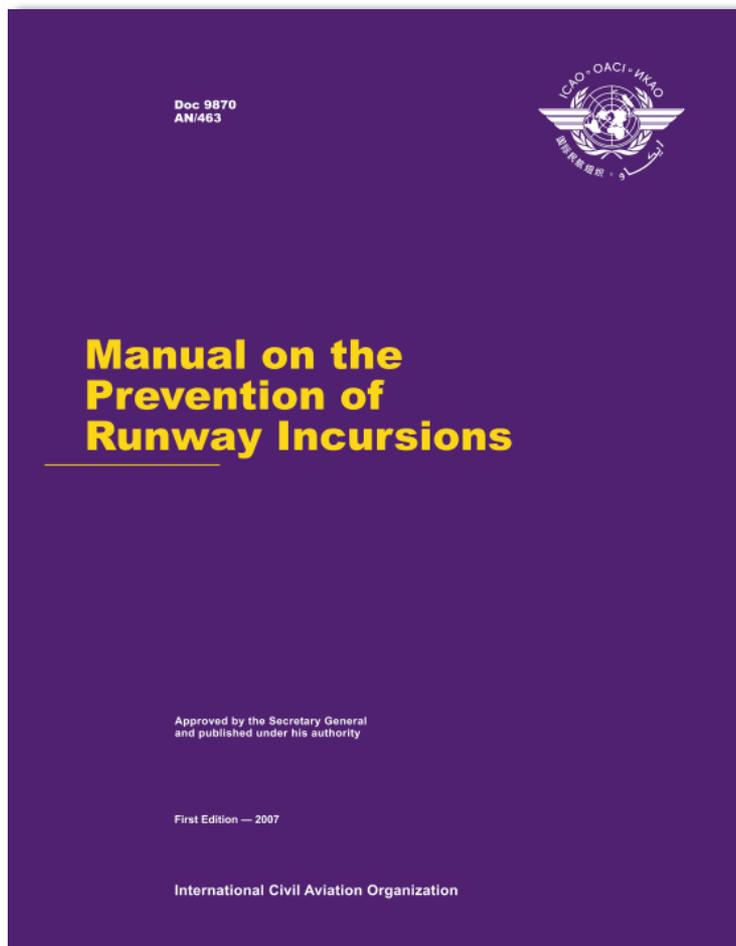
- Completed action items should be assessed by comparing the results of the initial analysis and the current status
- If it shows little or no improvement in the number of occurrences the implementation of that action item should re-evaluated

# Education and Awareness

- There are many sources of information from the ICAO's Runway Safety Programme Partners
- Visit: ICAO Runway Safety Site:

<http://www2.icao.int/en/RunwaySafety/default.aspx>

# ICAO Reference Documentation



# 3. RASG-PA Role

# RASG-PA Role

- Support the creation of RSTs
- Support RSTs in place
- Include the implementation of RSTs in the RASG-PA Aviation Safety Workshops
- Monitor the progress of the implementation of RSTs
- Review and collect information
- Report to ICAO
- RST Go Team

# 4. Regional plan for developing RSTs

# Regional Plan for Creation of RSTs

- Commitment to develop RSTs by Regional States and stakeholders
- Identify RST mentors
- Identify champions
- Select pilots airports
- Set the timeframe
- Monitor progress

# 5. National plan for developing RSTs

# National Plan for Creation of RSTs

- Commitment to develop by State and stakeholders
- Set the timeframe
- Goal to establish a RST at the busiest airport
- Establish RST in other airports

# Potential Blockers

- Lack of resources to establish RSTs
- Differences between CAAs and airport operators
- Airport operators may not recognize safety enhancement benefits
- Data sharing
- Lack of resources to implement mitigations

# RRSS 2012 Follow Up - Pilot Airport

Location: Aeropuerto Internacional de Ciudad de México (AICM), Mexico

- Meeting Date: February 2012
- Sponsorship:
  - Mexico DGAC
  - ACI-LAC
  - AICM
  - Aeromexico
  - SENEAM
  - MasAir
  - Volaris
  - RASG-PA
  - ICAO
  - Other ICAO's Runway Safety Partners

# Other proposals

- Locations:
  - Aruba
  - Bahamas
  - Costa Rica
  - Dominican Republic
  - Jamaica
  - Etc.

Support the RST initiative

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*Thank You!*