



# ICAO

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

WORKING PAPER

NACC/WG/AGA/TF/1 — WP/04  
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**First North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/1)**

Mexico City, Mexico, 3 to 7 July 2023

**Agenda Item 3: Runway Safety Team (RST) Implementation under the Regional Aviation Safety Group – Pan America (RASG-PA)**

**REPORT ON THE RST PROJECTS IMPLEMENTATION STATUS**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

On May 2022, RASG-PA ESC/37 meeting adopted *Conclusion/3* in order to create the CAR/SAM Runway Safety Team (RST) Implementation Support Project, to take actions to promote the identification and mitigation of risks related to runway safety at selected international CAR/SAM aerodromes.

On April 2022, the ICAO NACC Regional Office and the United States Federal Aviation Administration (FAA) signed a project for Runway Safety Teams (RST) Implementation for the Central American States to take actions to promote the identification and mitigation of risks related to runway safety at selected international aerodromes in the Central American Region (i.e. Belize, Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua). This working paper presents the progress of both projects.

<b>Action:</b>	Under Section 3
<b>Strategic Objectives:</b>	<ul style="list-style-type: none"><li>• Strategic Objective 1 – Safety</li></ul>
<b>References:</b>	<ul style="list-style-type: none"><li>• ICAO Assembly Resolution A37-6</li><li>• Global Aviation Safety Plan (GASP)</li><li>• RASG-PA ESC/36/C1</li><li>• RASG-PA/11/C5/2021</li><li>• Global Runway Safety Action Plan (GRSAP)</li><li>• RASG-PA ESC/37/C3</li></ul>

## 1. Introduction

1.1 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 Runway Safety Teams (RST) has demonstrated worldwide to provide a systemic approach to runway safety and collision avoidance strategy.

1.2 According to RASG-PA Annual Safety Report (ASR), 11th Edition, contributing factors to Runway Excursion (RE) 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.

1.3 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 Centro America and Caribbean Regions its implementation is moving at a relative slow pace.

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

1.5 Both of the projects have the same main objective, that is to ***Establish and implement effective local RST at selected international aerodromes by 2025.***

1.6 For the RASG-PA Project, a series of specific objectives and actions were proposed by the Secretariat and approved by ESC/37:

- a) Specific Objective 1: Support the implementation of RST on selected international aerodromes that haven't implemented RST's by YE2025; and
- b) Specific Objective 2: Establish a reporting mechanism and indicators to ensure that already implemented RST's at selected international aerodromes are effective to mitigate runway safety risks by YE2025.

1.7 For the FAA CAP Project, the specific objectives is to obtain the following results by 2025:

- RST's implemented at international aerodromes;
- RST's implemented following ICAO guidance (including established ToRs and Action Plan);
- State and Aerodrome Staff trained on runway safety;
- Collaborative mechanism in place that will support other SMS processes within the involved parties (Aerodrome, ANSP, Air Operator); and

- Establishment of a mechanism (RST role) to advise the appropriate management on potential runway safety issues, and to recommend mitigating measures.

**2. Current status**

2.1 Baseline at the start of the project was 50% for Centro America and Caribbean Regions (73 out of 146 selected). After following up with States and several meetings on the topic, the current numbers are:

Region	2022	2023
CAR Region	50%	54%

2.2 Details on the current situation of the projects are presented in Appendix to this WP.

**3. Suggested Action:**

3.1 The Meeting is invited to:

- Take note of the information presented on this WP and in its Appendix;
- States/Territories inform about the interest in implementing RST in their international aerodromes;
- Invite States of the NAM and CAR Region to nominate representatives to be part of the Task Force of the RASG-PA RST Group; and
- Other actions that the meeting considers necessary under the project scope.

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## Project Status Report #2

**Project Name:** RST Implementation Support Project for CAR and SAM Regions

**Project Managers:** ICAO NACC AGA RO (Fabiana Todesco), ICAO SAM AGA RO (Fabio Salvatierra)

**Date:** 04/May/23

### 1. Deliverables status

#	Deliverable name	Activity	Budget USD	Expenses USD	Status <sup>1</sup>	Comments
D1	RST implementation plan per State	Virtual Meetings	0.00	0.00	Yellow	<p>CAR:</p> <ul style="list-style-type: none"> <li>Questionnaire was forwarded in December 2022 for States and Airports to inform the status of RST implementation and its difficulties to be implemented. Expected to get responses by July 2023.</li> <li>10 teleconferences were held with focal points from 15 States to monitor the RST implementation process in their airports.</li> </ul> <p>SAM:</p> <ul style="list-style-type: none"> <li>6 teleconferences have been made, with milestones progress from 39.4% in April 2022 to 54% in April 2023.</li> </ul> <p>On RST implementation, progress have been from 34% to 47% approximately.</p>
D2	RST Effectiveness mechanism	Virtual Meetings	0.00	0.00	Green	<p>CAR and SAM:</p> <ul style="list-style-type: none"> <li>Task force (ARG, BRA, CHL) still discussing several models, but most in favour of the Brazilian model.</li> <li>Pending CAR representatives.</li> </ul>
D3	Project repository/workplace	Webpage creation Document compilation	0.00	0.00	Green	<p>SAM</p> <ul style="list-style-type: none"> <li>A website has been created under the SAM RO webpage with address: <a href="https://www.icao.int/SAM/SAFETY/RST/Pages/default.aspx">https://www.icao.int/SAM/SAFETY/RST/Pages/default.aspx</a></li> </ul>
D4	Runway Safety Go-Teams (reports)	Virtual RS Go-Teams Face to Face RS Go-Teams	10,400.00	0.00	Yellow	<p>CAR:</p> <ul style="list-style-type: none"> <li>Planned RST Go-Teams mission to Saint Kitts and Nevis from 24th to 28th July 2023).</li> </ul> <p>SAM:</p> <ul style="list-style-type: none"> <li>There is a proposal to carry out RST Go-Teams in Peru with the support of funds from the project (still on planning phase)</li> </ul>
D5	Specific training on Runway Safety Teams	Preparation of RST virtual, on-demand training. In English/Spanish	4,600.00	970.00	Green	<ul style="list-style-type: none"> <li>SRVSOP already purchased a software to develop specific training on RST on both Spanish and English. Purchase order for USD 900.</li> </ul>

<sup>1</sup> Grey- Task not started, Green - Activity in progress according to schedule, Yellow - Activity started with a certain delay but would be arriving on time in its implementation, Red - Activity has not been achieved within the estimated period of time, it is necessary to adopt mitigating measures

#	Deliverable name	Activity	Budget USD	Expenses USD	Status <sup>1</sup>	Comments
D6 (new)	Prioritization mechanism	Virtual Meetings	0.00	0.00		New deliverable proposed. Data-driven mechanism to prioritize, depending on risk exposure, assistance to States/airports.

## 2. Project risks and issues

- Some States are not participating on D1 tasks and/or haven't assigned a formal focal point.
- Pending engagement with Industry interested stakeholders.

## 3. Next period

- It is expected that all States are engaged on the implementation plan (D1) as soon as possible.
- Data driven mechanism is still pending and may need support from Industry.

**Project Status Report #1**

**Project Name:** Runway Safety Teams (RST) Implementation for the Central American States

**Project Sponsor:** FAA CAP Project

**Project Managers:** ICAO NACC AGA RO (Fabiana Todesco)

**Client:** Central American States- Airport operators and RASG-PA

**Date:** 24/Jun/23

#	Activity	Notes	Budget USD	Expenses USD	Status <sup>2</sup>	Comments
A1	Prepare a RST implementation roadmap including a plan (with target dates) for the Pan American Region	Prepared by NACC RO with the support of State’s focal points (virtually)	0.00	0.00		<ul style="list-style-type: none"> <li>States to inform about their interest in implementing RST in their airports contemplated by the project<sup>3</sup>.</li> <li>ICAO NACC will formally consult the contemplated States about the interest in implementing RST at their airports and for which period (2023 to 2025).</li> </ul>
A2	Create a monitoring mechanism by RASG-PA Secretariat (virtual meetings, dashboards, reports) using all existing platforms	Included in RASG-PA planning	0.00	0.00		<ul style="list-style-type: none"> <li>The mechanism is under development by RASG-PA Project</li> </ul>
A3	Compile and prepare best practices and guidance material to support RST implementation	Included in RASG-PA planning and potential use of ICAO Portal resources.	0.00	0.00		<ul style="list-style-type: none"> <li>There are several ICAO websites with information available on RST:  <a href="https://www.icao.int/safety/runwaysafety/Pages/default.aspx">https://www.icao.int/safety/runwaysafety/Pages/default.aspx</a>  <a href="https://www.icao.int/SAM/SAFETY/RST/Pages/default.aspx">https://www.icao.int/SAM/SAFETY/RST/Pages/default.aspx</a> </li> </ul>
A4	NACC RO Workshop on RST	Workshop at ICAO NACC RO (Mexico)  Cost includes DSA and airfare	30,000.00	24,910.00*		<ul style="list-style-type: none"> <li>The RST workshop was held at the ICAO NACC RO, Mexico City, Mexico, from 23 to 26 May 2023. More than 64 participants from 23 different States of the CAR/SAM region participated.  <a href="https://www.icao.int/NACC/Pages/meetings-2023-rst.aspx">https://www.icao.int/NACC/Pages/meetings-2023-rst.aspx</a> </li> </ul> <p>*Total amount will be available when all Travel Claim Expenses are paid.</p>

<sup>2</sup> Grey- Task not started, Black - Task completed, Green - Activity in progress according to schedule, Yellow - Activity started with a certain delay but would be arriving on time in its implementation, Red -Activity has not been achieved within the estimated period of time, it is necessary to adopt mitigating measures.

<sup>3</sup> Total eight selected airports: Goldson (Belize), La Aurora (Guatemala), Comalapa (El Salvador), Managua (Nicaragua), Juan Santamaria (Costa Rica), Roatan (Honduras), Palmerola (Honduras) y San Pedro Sula (Honduras).

#	Activity	Notes	Budget USD	Expenses USD	Status <sup>2</sup>	Comments
A5	Deploy ICAO Runway Safety Go-Teams when needed and creation of core team of SMEs-estimates: <ul style="list-style-type: none"> <li>• 5 onsite GO-Team by 2022 and 3 onsite follow-up Team by 2023, totaling 8 GO-Teams for Central American States*</li> <li>• 12 virtual RS Go-Team follow-up (2 per State) in the two-year term.</li> </ul>	Virtual RS Go-Team  On-site RS Go-Team will depend on State and location (using 4 SME’s, including tickets and DSA for 5 days). Other costs such as room rental, equipment, coffee breaks, etc., not included and supported by State/Airport Costs of interpretation are estimated and will vary in accordance with the composition of the Teams (i.e. Spanish speaking SMEs will avoid interpretation)	45,000.00	0.00		<ul style="list-style-type: none"> <li>• Need to update the project’s Terms of Reference to extend deadlines.</li> </ul>
A6	Provide training to States and aerodromes staff on runway safety related matters	RST Courses for at least 5 States To be determined by: <ul style="list-style-type: none"> <li>• Type of training</li> <li>• Number of staff</li> </ul>	4,000.00	0.00		New deliverable proposed. Data-driven mechanism to prioritize, depending on risk exposure, assistance to States/airports.

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