

Runway Safety Team (RST) Workshop

Runway Safety Team Operation and Effectiveness

RST Operation and Effectiveness Statistics



Airports with Runway Safety Team

Nº	ICAO	AD	CLASE	Nº	ICAO	AD	CLASE
1	SBAR	Aeroporto de Santa Maria - Aracaju (SE)	III	16	SBJP	Aeroporto de João Pessoa (PB)	II
2	SBBE	Aeroporto Internacional de Belém/Val de Cans (PA)	III	17	SBJV	Aeroporto de Joinville (SC)	III
3	SBBH	Aeroporto da Pampulha (MG)	I	18	SBKP	Aeroporto Internacional de Campinas/Viracopos (SP)	IV
4	SBBR	Aeroporto Internacional de Brasília/Juscelino Kubitscheck (DF)	IV	19	SBLO	Aeroporto de Londrina (PR)	II
5	SBCF	Aeroporto Internacional de Confins/Tancredo Neves (MG)	IV	20	SBPA	Aeroporto Internacional de Porto Alegre (RS)	IV
6	SBCG	Aeroporto de Campo Grande (MS)	III	21	SBPJ	Aeroporto de Palmas (TO)	II
7	SBCR	Aeroporto Internacional de Corumbá (MS)	II	22	SBPL	Aeroporto Internacional de Petrolina (PE)	II
8	SBCT	Aeroporto Internacional de Curitiba/Afonso Pena (PR)	IV	23	SBPP	Aeroporto Internacional de Ponta Porã (MS)	II
9	SBCY	Aeroporto Internacional de Cuiabá/Marechal Rondon (MT)	III	24	SBRF	Aeroporto Internacional de Recife/Guararapes (PE)	IV
10	SBFI	Aeroporto Internacional de Foz do Iguaçu/Cataratas (PR)	III	25	SBRJ	Aeroporto do Rio de Janeiro/Santos Dumont (RJ)	IV
11	SBFZ	Aeroporto Internacional de Fortaleza/Pinto Martins (CE)	IV	26	SBSL	Aeroporto Internacional de São Luís (MA)	III
12	SBGL	Aeroporto Internacional do Rio de Janeiro/Galeão (RJ)	IV	27	SBSP	Aeroporto de São Paulo/Congonhas (SP)	IV
13	SBGO	Aeroporto de Goiânia/Santa Genoveva (GO)	III	28	SBTE	Aeroporto de Teresina (PI)	II
14	SBGR	Aeroporto Internacional de São Paulo/Guarulhos (SP)	IV	29	SBSV	Aeroporto Internacional de Salvador (BA)	IV
15	SBIZ	Aeroporto de Imperatriz (MA)	II	30	SBUL	Aeroporto de Uberlândia (MG)	III

Airports in the RST Audit Survey

Nº	ICAO	AD	CLASE	Nº	ICAO	AD	CLASE
1	SBBE	Aeroporto Internacional de Belém/Val de Cans (PA)	III	13	SBKP	Aeroporto Internacional de Campinas/Viracopos (SP)	IV
2	SBBH	Aeroporto da Pampulha (MG)	I	14	SBLO	Aeroporto de Londrina (PR)	II
3	SBBR	Aeroporto Internacional de Brasília/Juscelino Kubitschek (DF)	IV	15	SBPA	Aeroporto Internacional de Porto Alegre (RS)	IV
4	SBCF	Aeroporto Internacional de Confins/Tancredo Neves (MG)	IV	16	SBPJ	Aeroporto de Palmas (TO)	II
5	SBCT	Aeroporto Internacional de Curitiba/Afonso Pena (PR)	IV	17	SBPL	Aeroporto Internacional de Petrolina (PE)	II
6	SBFI	Aeroporto Internacional de Foz do Iguaçu/Cataratas (PR)	III	18	SBRF	Aeroporto Internacional de Recife/Guararapes (PE)	IV
7	SBFZ	Aeroporto Internacional de Fortaleza/Pinto Martins (CE)	IV	19	SBRJ	Aeroporto do Rio de Janeiro/Santos Dumont (RJ)	IV
8	SBGL	Aeroporto Internacional do Rio de Janeiro/Galeão (RJ)	IV	20	SBSL	Aeroporto Internacional de São Luís (MA)	III
9	SBGO	Aeroporto de Goiânia/Santa Genoveva (GO)	III	21	SBSP	Aeroporto de São Paulo/Congonhas (SP)	IV
10	SBGR	Aeroporto Internacional de São Paulo/Guarulhos (SP)	IV	22	SBTE	Aeroporto de Teresina (PI)	II
11	SBIZ	Aeroporto de Imperatriz (MA)	II	23	SBSV	Aeroporto Internacional de Salvador (BA)	IV
12	SBJV	Aeroporto de Joinville (SC)	III	24	SBUL	Aeroporto de Uberlândia (MG)	III

The Questionnaire

Questions on Statutes

1. Statutes				
1.1	The RST has an internal regulation approved by the members?	24	100%	All airports reported that the RST have Internal Regulations approved by the committee.
1.2	Does the internal regulation define the scope of action of the RST?	24	100%	At all airports with RST, the Internal Regulation defines the committee's scope of action.
1.3	Does the internal regulation establish the attributions of the members?	24	100%	At all airports with RST, the Internal Regulation establishes the attributions of the members.
1.4	Do the internal regulations establish the procedure for handling information, data and reports received from organizations participating in the RST?	23	96%	At all airports with RST, the Internal Regulation establishes the procedure for processing information, data....
1.5	Does the internal regulation establish the RST decision-making procedure?	24	100%	At all airports with RST, the Internal Regulation establishes procedures for decision-making.
1.6	Does the internal regulation contain the nominal indication of the members of the RST?	20	83%	Few RST do not have nominal indication of members in the Internal Rules.
1.7	The members indicated in the regulations that they have representatives from at least the following areas: Operations Management; Safety Management (SGSO); Control Tower - TWR; Pilots operating at the airport; Airline companies; and General aviation, if the movement of this aviation is significant at the airport.	22	92%	Almost all RST have representatives from the areas recommended in the Internal Regulations.
TOTAL points/Percentage		161	89%	

The Questionnaire Meetings

2. Meetings				
2.1	Does the RST meet periodically?	23	96%	Almost all RST have periodic (ordinary) meetings.
2.2	Is the meeting agenda, along with supporting material, sent in advance to all members?	20	83%	About a fifth of the RST fail to send members the meeting's agenda with support material for decision-making.
2.3	Are the activities and deliberations made at the meeting documented in the minutes?	24	100%	All RST document the deliberations of the meetings in the minutes.
2.4	Do RST members regularly indicate subjects to be included in the agendas of RST meetings?	18	75%	In about a quarter of the RST, the members do not indicate subjects to be inserted in the agendas of the meetings.
2.5	Is part of one of the agendas of the meeting (at least annually) a visit to the airport's maneuvering area?	5	21%	This item is unsatisfactory: only one fifth of the RST carry out, at least annually, a visit to the airport's maneuvering area.
2.6	Is part of one of the RST meeting schedules measures to identify contributing factors of runway incursions at the airport?	23	96%	Almost all RST include in the agendas of the meetings, measures to identify contributing factors of runway incursion.
2.7	Is the RST consulted when there are scheduled changes to the maneuvering area, including planned works, to analyze the implications for runway incursion prevention?	16	67%	About two thirds of the RST are consulted, to analyze the implications in preventing runway incursions, when there are programmed changes in the maneuvering area.
TOTAL points/Percentage		129	77%	

Hazard Identification

3. Hazard Identification				
3.1	Does the RST have a formal collection of safety data from runway operations?	24	100%	All RSTs have formal safety data collection on the runway.
3.2	Does the RST have a procedure for documenting operational hazards associated with the runway?	22	92%	Almost all RST have procedures for documenting the hazards associated with the runway.
3.3	Do RST members contribute to formal safety data collection and hazard identification through sharing the airport's SMS Hazard Library and hazards identified by their organizations' SMS?	9	38%	Only one third of the RST members contribute to the collection of safety data for the identification of hazards.
3.4	Does the RST identify and document specific consequences of identified operational hazards?	22	92%	Identification and documentation of hazard consequences happens in almost every RST.
TOTAL points/Percentage		77	80%	

Risk Management

4. Risk Management				
4.1	Does the RST have a formal process for managing operations risk?	22	92%	Almost all airports have a formal risk management process for operations, as they have an SMS in place. The aerodrome that reported not having this procedure probably did not consider the SGSO work.
4.2	As part of risk management, are the consequences of operational hazards assessed in terms of probability and severity?	24	100%	All answered affirmatively to this question.
4.3	Is there a formalized process for determining the level of risk the RST is willing to accept?	18	75%	There are still RST that have not established the level of risk considered acceptable.
4.4	Does the RST develop risk mitigation strategies to control the level of risk within the maneuvering area?	22	92%	Almost all airports have developed measures to mitigate the risk.
4.5	Is there a procedure for the RST to make recommendations to everyone involved with runway operations?	20	83%	The majority of RST reported that they make operational safety recommendations to those involved in runway operations.
4.6	Is there a procedure for documenting the decisions made by the RST during the risk management process?	22	92%	Almost all RST reported that they have procedures in place to document the decisions taken to manage risk.
4.7	Are decisions made by the RST periodically reassessed to determine whether the desired effect has been achieved by mitigation measures or recommendations?	20	83%	The majority of RST reassess the effectiveness of the mitigating measures adopted.
TOTAL points/Percentage		148	88%	

Communication

5. Communication				
5.1	Does the RST have a formal process for communicating with organizations directly involved with runway operations?	24	100%	All RST met this item.
5.2	Does the RST periodically produce runway safety awareness or educational material for operational personnel involved with runway operations?	21	88%	The majority of RST reported that they develop educational or awareness material about OS.
5.3	Does RST participate by sharing information with RSTs at other airports?	5	21%	RSTs do not typically share information with other airport committees.
5.4	Does the RST have means of acquiring information related to track safety from the organizations participating in the RST?	21	88%	Only two of the twenty-three airports responded that they did not have means of acquiring SO information from organizations participating in the RST.
TOTAL points/Percentage		71	74%	

Action Plan

6. Action Plan				
6.1	Does the RST have an Action Plan to improve runway safety approved by members?	19	79%	Less than a fifth of the RST do not have an Action Plan.
6.2	Were the actions defined in the Action Plan prepared based on a runway safety diagnosis?	18	75%	About three quarters of the RST reported that the Action Plan was drawn up based on the runway safety diagnosis.
6.3	For each action in the Plan the following is defined: WHAT to do, HOW to do it, WHO is responsible, WHEN will be ready?	18	75%	About three-quarters of the RST reported that the Action Plan's actions are adequately detailed.
TOTAL points/Percentage		55	76%	

Efectividad

7. Efectividad				
7.1	Are the actions defined in the Action Plan being carried out according to the established schedule?	17	71%	About three-quarters of the RST reported that the actions are being carried out on schedule.
7.2	Does the RST have a procedure for monitoring the effects caused by the implementation of actions in the Action Plan?	18	75%	About three quarters of the RST reported that they have a procedure for monitoring the effects caused by the execution of actions in the Action Plan.
7.3	Has the RST already proposed a measure, other than those contained in the Action Plan, to improve the operational safety of the runway and that it has been implemented?	11	46%	Less than the half of the RST reported that the committee proposed measures to improve the OR, in addition to those contained in the Action Plan.
7.4	Was a positive impact (reduction) detected in the occurrences of runway incursion, runway excursion, collision with fauna and FOD after the implementation of the RST?	18	75%	Three-quarters of RST reported detecting a positive impact on runway-related incidents.
7.5	Is an opinion poll being carried out with airport users - pilots, airlines and ATS - to find out whether operational safety has improved after the implementation of the RST?	7	29%	Few are the RST that carry out research to verify if there was an improvement in safety at the airport after the implementation of the RST.
TOTAL points/Percentage		71	59%	

Continuous Improvement

8. Continuous Improvement				
8.1	Does the RST have a formal process to promote continuous improvement of its activities and products?	20	83%	The majority of the RST reported having a formal process for promoting continuous improvement.
8.2	Does the RST undertake formal and periodic reviews of its program of activities to ensure it is improving track safety?	20	83%	The majority of the RST reported committing to analysis of the program of activities to improve runway safety.
8.3	Are the results of continuous improvement processes documented?	17	71%	About three-quarters of the RST documented continuous improvement processes.
TOTAL points/Percentage		57	79%	

RST Audit Statistic Summary

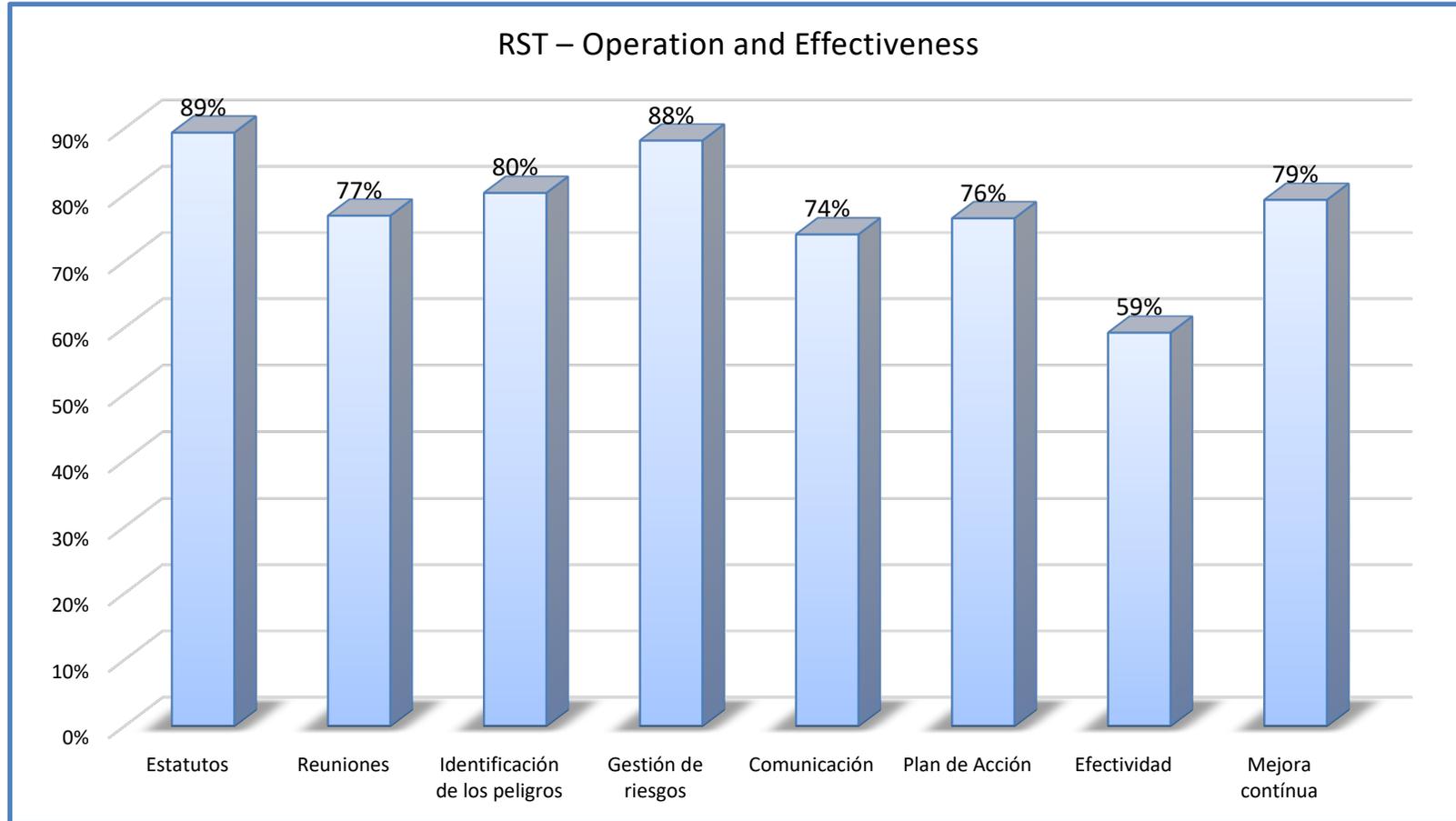
RUNWAY SAFETY TEAM - AUDIT

RESULTS

Regulations	89%
Meetings	77%
Hazard Identification	80%
Risk Management	88%
Commucation	74%
Action Plan	76%
Effectiveness	59%
Continuous Improvement	79%

Total Percentage	78%
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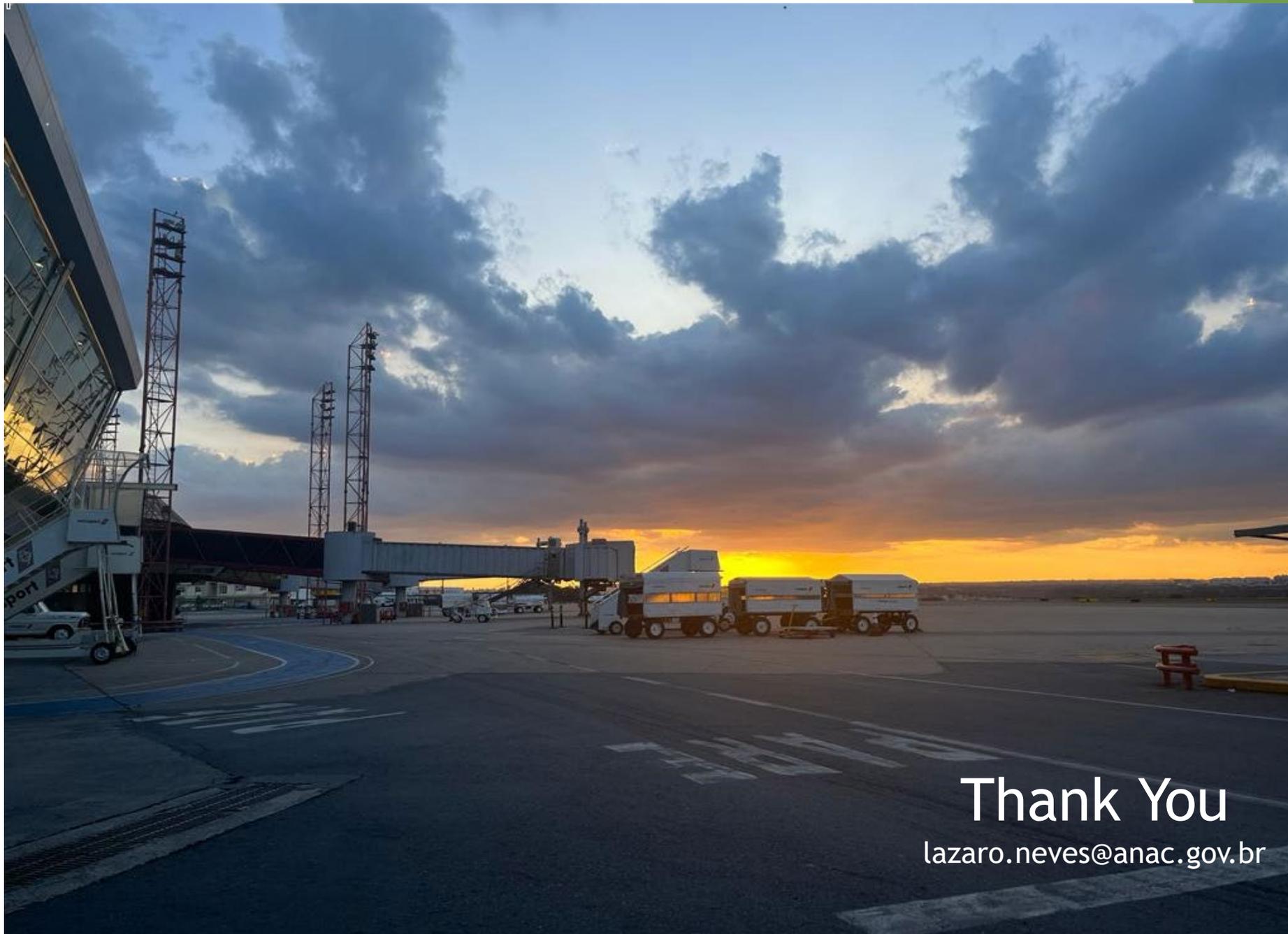
RST Audit Statistic Summary



RST SURVEY

Lessons Learned

1	A RST acts in a more effective way in certified airports having a deployed SMS
2	Before installing a RST it is recommended to make a runway safety diagnosis in the aerodrome (<i>Runway Safety Gap Analysis</i>)
3	This diagnosis will be the base for the Action Plan development to be approved and monitored by the RST
4	The development of an action plan has to count with the participation of the airport operator and with the CAA personnel support
5	The RST with a very well structured Action Plan and is supported by the airport operator, functions in a more effective way.
6	Having an internal regulation model provides uniformity in the RST operation
7	The RST performance effectiveness depends on the participation and orientation of the CAA personnel
8	The RST performance in <i>hazards identification</i> and <i>in risk management</i> is based in the support provided by the SMS



Thank You

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