



# ICAO

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

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WORKING PAPER

(NACC/WG/AGA/TF/3) — WP/03  
11/06/25

**Third North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/3)**  
Tulum, Mexico, 18 to 20 June 2025

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**Agenda Item 3: Projects, Initiatives and Challenges on Safety**

**REPORT ON THE STATUS OF RST IMPLEMENTATION PROJECTS**

(Presented by Secretariat)

**EXECUTIVE SUMMARY**

On May 2022, the RASG-PA ESC/37 adopted conclusion C3 to create the CAR and SAM RST Implementation 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 established a project for Runway Safety Teams (RST) Implementation for the Central American States funded by the United States Federal Aviation Administration (FAA), to take actions to promote the identification and mitigation of risks related to runway safety at selected international aerodromes in the Central American Region (Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua).

This working paper shows the progress of both projects.

<b>Action:</b>	See section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Procedures for Air Navigation Services – Aerodromes – Doc 9981</li><li>• Manual on the Prevention of Runway Incursions – Doc 9870</li><li>• Global Aviation Safety Plan (GASP) DOC 10004</li><li>• Global Runway Safety Action Plan (GRSAP), Second Edition, February 2024</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 the 11th edition of the Regional Aviation Safety Group – Pan America (RASG-PA) Annual Safety Report (ASR), contributing factors to Pan American runway excursions (RE) between 2017 and 2021 included safety management (34%), airport facilities (43%) and contaminated runway/taxiway-poor braking action (28%). These issues are typically addressed under the umbrella of local RST's.

1.3 ICAO Document 9870 (Manual on the Prevention of Runway Incursions), 1st edition (2007) states that “A runway incursion prevention programme should start with the **establishment of runway safety teams at individual aerodromes**” (paragraph 3.1.1) and recommends that “at each aerodrome, a **runway safety team should be established and maintained**” (paragraph 4.7.2) and that “The successful **introduction of local runway safety teams** can prove beneficial in the prevention of runway incursions” (Appendix E, paragraph 2.1).

1.4 More recently, RST was elevated to a level of Procedures for Air Navigation Services (PANS), and the 3<sup>rd</sup> Edition of PANS-Aerodromes (Doc 9981) introduced a whole new Chapter 8, which is dedicated to Runway Safety matters. This chapter states: “8.2.1 An aerodrome operator **shall establish a runway safety team** comprised of relevant organizations operating or providing services on the aerodrome”.

1.5 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 Safety Management System (SMS), the progress in the CAR Region has been relatively slow.

1.6 In addition, some States and aerodrome operators report having implemented RST but are unable to demonstrate that these teams are active, effective and adhere to ICAO and international recommendations, thereby lacking tangible results and outcomes in reducing runway safety risks.

1.7 The project's main objective is to **Establish and implement effective local RST at selected international aerodromes by 2025**. To achieve this, a series of specific objectives and actions were proposed by the Secretariat and approved by Thirty-Seventh RASG-PA Executive Steering Committee Meeting (ESC/37).

- a. Specific Objective 1: Support the implementation of RST on selected international aerodromes that haven't implemented RSTs by YE2025.

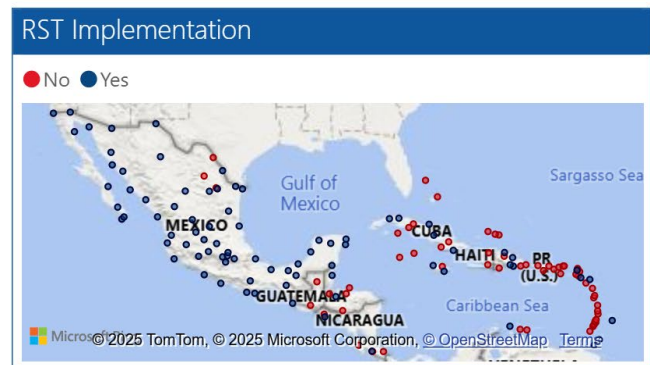
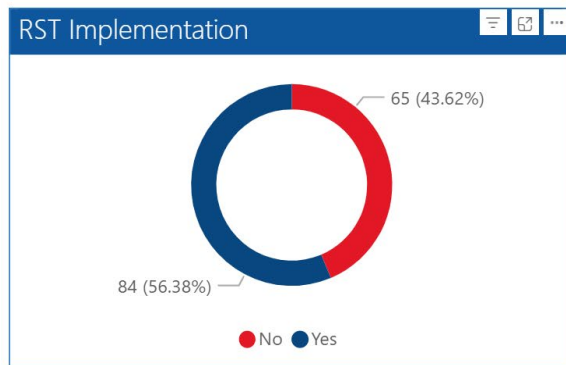
- b. Specific Objective 2: Establish a reporting mechanism and indicators to ensure that already implemented RSTs at selected international aerodromes are effective to mitigate runway safety risks by YE2025.

1.8 Additionally, there is the project focused on **RST Implementation for the Central American States** (Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua). The primary objective of this initiative is to establish and implement effective local RSTs at specific international aerodromes by 2025. This will involve:

- RSTs implemented at international aerodromes.
- RSTs implemented following ICAO guidance, including established Terms of Reference (ToRs) and Action Plans.
- State and Aerodrome Staff trained in runway safety.
- A collaborative mechanism in place to support other SMS processes among the involved parties (Aerodrome, Air Navigation Service Provider (ANSP), Air Operator).
- Establish a mechanism (RST role) to advise appropriate management on potential runway safety issues and recommend mitigating measures.

## 2. Current status

2.1 The baseline at the start of the project was 50% for CAR Region (73 out of 149). After following up with States and several virtual meetings on the topic, the current figure has improved to 56%.



[istars.icao.int/Sites/PBIEmbedApplication/PublicEmbedReport?appId=71](https://istars.icao.int/Sites/PBIEmbedApplication/PublicEmbedReport?appId=71)

2.2 Details on schedule of activities carried out and planned considering the two RST projects are included in **Appendix A and B** of this working paper.

**3. Analysis of the Effectiveness of RST**

3.1 In order to assess the effectiveness of the 84 RSTs implemented across the CAR Region, States are invited to request that their respective airport operators complete the questionnaire provided via the QR Code below by **31 August 2025**.



<https://forms.office.com/r/F3Ef5h8624>

**4. Suggested Actions**

4.1 The Meeting is invited to:

- a) Take note of the information presented on this working paper and its Appendix A and B;
- b) to take action to promote the implementation of local RSTs;
- c) invite States to request that their respective airport operators complete the questionnaire provided in this WP by 31 August 2025; and
- d) consider any other actions deemed necessary within the project's scope.

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## CAR AND SAM RST IMPLEMENTATION PROJECT

### Project Status Report #2

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

**Project Managers:** ICAO NACC AGA RO (Fernando Camargo), ICAO SAM AGA RO (Rodrigo Ribeiro)

**Date:** 09/May/25

### 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		<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 implementation of RST and its difficulties to implement.</li> <li>Monitoring of RST has been made through the NACC AGA Task Force. On June 18 to 20, the AGA/TF/3 Meeting will assess the status of RST in the region.</li> </ul> <p>SAM:</p> <ul style="list-style-type: none"> <li>9 teleconferences have been made, with milestones progress from 39.4% in April 2022 to 58% in September 2023.</li> <li>On RST implementation, progress have reached 62% approximately in December 2024.</li> </ul>
D2	RST Effectiveness mechanism	Virtual Meetings	0.00	0.00		<p>CAR and SAM:</p> <ul style="list-style-type: none"> <li>Task force (ARG, BRA, CHL, ABW) discussed several models, but most in favour of the Brazilian model.</li> <li>In September 2023 was presented a proposal for effectiveness evaluation tool (checklist)</li> </ul>
D3	Project repository/workplace	Webpage creation Document compilation	0.00	0.00		<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> <p>NACC</p> <ul style="list-style-type: none"> <li>Another website has been created under the NACC RO webpage with address: <a href="https://www.icao.int/NACC/Pages/RWST.aspx">https://www.icao.int/NACC/Pages/RWST.aspx</a></li> </ul>
D4	Runway Safety Go-Teams (reports)	Virtual RS Go-Teams	10,400.00	6,882.00		<p>Balance: USD 3,518.00</p> <p>CAR:</p>

<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
		Face to Face RS Go-Teams				<ul style="list-style-type: none"> <li>1 RST GoTeam is planned to be carried out in an airport of the OECS States in 2025. A second mission to another OECS airport is considered, depending on the approval of the draft conclusion proposing the reallocation of funds.</li> </ul> <p>SAM:</p> <ul style="list-style-type: none"> <li>RST Go-Teams were carried out in 2024 at Peru (Jorge Chavez, Lima) in August, Paraguay (Silvio Pettirossi, Asunción) in October, and Colombia (El Dorado, Bogotá) in November, with the support of funds from the project and experts from industry (Quito Airport/ACI), Chile (DGAC) and SRVSOP.</li> </ul>
D5	Specific training on Runway Safety Teams	Preparation of RST virtual, on-demand training. In English/Spanish	4,600.00	3,152.00		<p>Balance: USD 1,448.00</p> <p>CAR</p> <ul style="list-style-type: none"> <li>A workshop has been deployed by the NACC RO from May 23 to 26, 2023. More than 55 participants attended from CAR and SAM States.</li> <li>Funds used from other non-RASGPA sources, but in support of RASG-PA project.</li> <li>A request (draft conclusion) has been made in this paper to reallocate the remaining funds from training to GoTeam missions)</li> </ul> <p>SAM</p> <ul style="list-style-type: none"> <li>In 2023 ICAO SAM Office purchased a one-year software licence to put available to SRVSOP to develop specific training on RST on both Spanish and English. Purchase order (PO) for USD 970, and a renewal of the software licence for 3 years was approved on April/2024 (licence valid until 2027), to allow SRVSOP to finish course development and maintenance. PO for USD 2,182.00.</li> <li>RST Course has been developed with support of SRVSOP and will be available to Panamerican States and industry by July 2025.</li> </ul>

2.

#### Project risks and issues

- Low interest expressed by States and airport operators in hosting a Runway Safety Team (RST) implementation mission, whether face-to-face or virtual.
- Pending engagement with Industry interested stakeholders.

3.

#### Next period

- It is expected that all States and airport operators are engaged on the Runway Safety Team (RST) implementation missions.

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## APÉNDICE B

## Implementación de Equipos de seguridad operacional en Pista (RST) para los Estados de Centroamérica

Plan RST						Filters (0)			Conditional coloring	3 Group members	...
Grid											
Apr 27, 2022 - Aug 11, 2026											
Task Name	Duration	Start	Finish	Depends on	+	Add column					
1 <input type="radio"/> <b>Module - Capacity Building on RST</b>	634 days	5/23/2023	10/24/2025								
2 <input checked="" type="checkbox"/> RST Workshop NACC and SAM on Mexico City	4 days	5/23/2023	5/26/2023								
3 <input type="radio"/> <b>Specific training on Runway Safety Teams</b>	10 days	10/13/2025	10/24/2025								
4 <input type="radio"/> Train aerodrome and State staff on runway safety re...	10 days	10/13/2025	10/24/2025								
5 <input type="radio"/> <b>Module - Monitoring the RST of States and airports</b>	943 days	4/27/2022	12/5/2025								
6 <input type="radio"/> RST implementation plan per State	943 days	4/27/2022	12/5/2025								
7 <input checked="" type="checkbox"/> RST Effectiveness mechanism	356 days	4/27/2022	9/6/2023								
8 <input checked="" type="checkbox"/> Project repository/workplace	68 days	4/27/2022	7/29/2022								
9 <input type="radio"/> <b>Module - Runway Safety Go-Teams</b>	797 days	7/24/2023	8/11/2026								
10 <input type="radio"/> <b>Face to Face Runway Safety Go-Teams:</b>	797 days	7/24/2023	8/11/2026								
11 <input type="radio"/> <b>NACC Region:</b>	797 days	7/24/2023	8/11/2026								
12 <input checked="" type="checkbox"/> <b>Saint Kitts and Nevis</b>	5 days	7/24/2023	7/28/2023								
13 <input checked="" type="checkbox"/> FKPK airport	5 days	7/24/2023	7/28/2023								
14 <input checked="" type="checkbox"/> FKPN airport	5 days	7/24/2023	7/28/2023								
15 <input type="radio"/> <b>El Salvador</b>	525 days	5/13/2024	5/15/2026								
16 <input checked="" type="checkbox"/> MSTP airport	5 days	5/13/2024	5/17/2024								
17 <input type="radio"/> MSSS airport	5 days	5/11/2026	5/15/2026								
18 <input checked="" type="checkbox"/> <b>Costa Rica</b>	170 days	7/8/2024	2/28/2025								
19 <input checked="" type="checkbox"/> MRQC airport	5 days	7/8/2024	7/12/2024								
20 <input checked="" type="checkbox"/> MRLE airport	5 days	2/24/2025	2/28/2025								
21 <input checked="" type="checkbox"/> <b>Honduras</b>	35 days	7/22/2024	9/6/2024								
22 <input checked="" type="checkbox"/> MHPR airport	5 days	7/22/2024	7/26/2024								
23 <input checked="" type="checkbox"/> MHRO airport	5 days	7/29/2024	8/2/2024								
24 <input checked="" type="checkbox"/> MHLM airport	5 days	9/2/2024	9/6/2024								
25 <input type="radio"/> <b>Belize</b>	5 days	7/8/2026	7/14/2026								
26 <input type="radio"/> MZBZ airport	5 days	7/8/2026	7/14/2026								
27 <input type="radio"/> <b>Guatemala</b>	10 days	7/15/2026	7/28/2026								
28 <input type="radio"/> MGGT airport	5 days	7/15/2026	7/21/2026								
29 <input type="radio"/> MGMM airport	5 days	7/22/2026	7/28/2026								
30 <input type="radio"/> <b>Nicaragua</b>	5 days	8/5/2026	8/11/2026								
31 <input type="radio"/> MNMG airport	5 days	8/5/2026	8/11/2026								
32 <input type="radio"/> <b>Barbados</b>	5 days	3/10/2026	3/16/2026								



33	<input type="radio"/>	TBPB airport	5 days	3/10/2026	3/16/2026
34	<input type="radio"/>	▼ Eastern Caribbean (ECCAA)	5 days	4/27/2026	5/1/2026
35	<input type="radio"/>	Airports - TBD	5 days	4/27/2026	5/1/2026
36	<input checked="" type="radio"/>	▼ Mexico	5 days	5/19/2025	5/23/2025
37	<input checked="" type="radio"/>	<del>MMMX</del>	5 days	5/19/2025	5/23/2025