1. Local Runway Safety Team (L-RST) Frequently Asked Questions (FAQ)
2. Why establish an L-RST?

The L-RST constitutes a body of experienced Runway Safety professionals at the airport across all relevant aviation disciplines.

It promotes a collaborative approach by:

Exchanging information.

Jointly developing best practices to manage risks.

The L-RST improves runway safety outcomes at the airport.

### What does an L-RST do?

The L-RST assesses operational risks specific to the airport.

Proposes mitigations to prevent runway events (incursions, excursions, and others).

Measures and monitors the effectiveness of the mitigations.

Educates and promotes, raising awareness of operational risks among stakeholders.

The L-RST is not a decision-making body but provides recommendations to be implemented as appropriate by the participants.

### Who should participate in a L-RST?

At a minimum, the L-RST should include representatives from:

Airport Operator

Air Traffic Services (ATS) Provider

Aircraft Operators (airlines and general aviation)

Representatives of Associations (pilots, ATS)

It may also include:

The State regulatory authority

Military (if applicable)

Rescue and Fire Fighting Service

Other airfield services (de-icing, ground handling, wildfire control, etc.)

On invitation, it may second:

Subject matter experts

### Where should L-RST meetings be held?

Airport Operators generally host the meetings, at the airport.

### How should the L-RST be established? (Governance)

The L-RST should elect a chairman to coordinate meetings and other activities.

The chairman should not “belong” to any specific domain.

The L-RST should be chaired by the aerodrome operator.

### How often should the L-RST meet?

It should meet regularly to review recurring safety issues and mitigations put in place.

It may be called to address specific safety events or issues identified by L-RST participants.

The L-RST should meet if there are any plans to alter the layout of the manoeuvring area.

If construction works are planned on the manoeuvring area (e.g. runway resurfacing).