



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

Twenty-Eighth Eastern Caribbean Working Group Meeting (28 E/CAR WG)

Montserrat, 26 to 30 April 2004

28 E/CAR WG – WP/27

07/04/04

Agenda Item 3: Specific Air Navigation Activities and Developments
3.1 Aerodromes (AGA)

AERODROME ISSUES IN THE E/CAR AREA

(Presented by the Secretariat)

SUMMARY

This paper presents the latest information regarding Aerodromes issues in the E/CAR Area.

References:

- ICAO State Letter AN 4/5.7-03/80, 25 July 2003, ICAO Action Plan for introduction NLA
- ICAO State Letter AN 4/1.2.20-40/16, 26 March 2004, adoption of Amendment 6 to Annex 14, Vol. I
- ICAO State Letter AN 4/16.5-04/15, 26 March 2004, adoption of Amendment 3 to Annex 14, Vol. II
- ICAO State Letter AN 4/1.1.49-04/22, 26 March 2004, Proposal for upgrading selected Annex, Vol. I Recommended Practices to Standards

1. Introduction

1.1 Aside from the activities that are related to the Aerodrome Certification process in States and Territories, and the beginning of the expansion of the Universal ICAO Safety Oversight Audit Programme (USOAP) in 2005 to include Annexes 11, 14 and 15, the ICAO Action Plan for the introduction of new larger aeroplanes (NLA) in service of the international civil aviation must also be reviewed. The adoption of Amendments 6 and 3 of Annex 14 - Aerodromes Volumes I and II respectively, proposed to upgrade to a **Standard** level certain recommended practices of Annex 14 with 24 November 2005 as the date for its application. ICAO has invited States and Territories to second experts in order to be a part of the Audit Teams. This Working Paper also presents to the Meeting the progress of the CAR/SAM Regional Bird Hazard Prevention Committee and the Latin American and Caribbean Association of Airfield Pavements (ALACPA).

2. Discussion

2.1 *ICAO Action Plan for the introduction of new larger aeroplanes into international civil aviation service*

2.1.1 When the new larger aeroplanes (NLA) enter commercial service, the aerodromes will need to have evolved by making necessary modifications to comply with the applicable Annex 14, Volume I specifications. Wherever such modifications are considered not practicable, States, in order to ensure that required safety levels are met, should carry out appropriate aeronautical studies to evaluate the suitability of existing facilities and to determine the need for operational procedures, alternative measures and operating restrictions.

2.1.2 In view of the above, the Air Navigation Commission proposed an ICAO Action Plan for the introduction of new large aeroplanes into civil aviation service. As part of the Action Plan, it is intended to publish an ICAO Circular in 2004, which provides information about aerodrome facilities and services, air traffic management and flight operations, which should be considered for accommodating NLA operations at existing aerodromes. Likewise, the pertinent features of the only NLA that is expected to enter commercial service is the Airbus A-380 will be included. It will also contain information to assist in understanding the rationale behind the relevant Annex 14, Vol. I, code F provisions as well as those aspect related to flight operations and air traffic management.

2.2 *Adoption of Amendment 6 to Annex 14 – Aerodromes, Volume I – Aerodrome Design and Operations*

2.2.1 The ICAO Council in the sixth meeting of its 171st Session on 27 February 2004, adopted the amendment 6 to the International Standards and Recommended Practices, Aerodromes Design and Operations (Annex 14, Volume I to the Convention on International Civil Aviation). This amendment 6, to the extent it becomes effective, will be applicable on 25 November 2004. The proposed amendment would introduce new provisions concerning definition of runway turn pad, physical characteristics of runway turn pads, runway turn pad marking and lights and rapid exit taxiway indicator lights; and revised specifications on marking, stop bars, runway guard lights, intensity of the taxiway centreline lights on rapid exit taxiways, electrical power supply systems for air navigation facilities, monitoring of lighting systems and colours for aeronautical ground lights, markings, signs and panels. For more details, it is suggested to read State Letter AN 4/1.2.20-04/16 dated 26 March 2004 . These Standards and Recommended Practices must be considered and incorporated in the National Aerodrome Certification Procedures.

2.3 *Adoption of Amendment 3 to Annex 14 – Aerodromes, Volume II – Heliports*

2.3.1 The ICAO Council in the sixth meeting of its 171st Session on 27 February 2004, adopted Amendment 3 to the International Standards and Recommended Practices, Aerodromes – Heliports (Annex 14, Volume II to the Convention on International Civil Aviation). This amendment 3, to the extent it becomes effective, will be applicable on 25 November 2004. The proposed amendment would introduce new provisions concerning definition, common reference systems, and revised specifications on heliport dimensions and related information, and aeronautical data quality requirements. For more details, it is suggested to read State Letter AN 4/16.5-04/15 dated 26 March 2004. These Standards and Recommended Practices must be considered and incorporated in the National Aerodrome Certification Procedure, if applicable, and in the heliport procedures.

2.4 *Proposal for upgrading selected Annex 14, Volume I Recommended Practices to Standards*

2.4.1 During the final review, the Air Navigation Commission in its first meeting of 165th Session, held on 13 January 2004, considered the proposals from two States and an international organisation to upgrade to Standards the followings Recommended Practice in the interest of aviation safety and/or security.

- a) existing paragraph 1.3.5 regarding the submission of an aerodrome manual as a prerequisite for aerodrome certification;
- b) new paragraph 3.3.10 (to see paragraph 3.2A.9 of Attachment A to State letter AN 4.1.1.48-03/56 refers) on the condition of the surface of runway turn pads;
- c) existing paragraphs 3.8.1 to 3.8.3 concerning the provision of taxiways and their design;
- d) existing paragraphs 8.4.1 to 8.4.5 regarding the provision of security fencing around aerodromes;
- e) existing paragraphs 9.4.3 and 9.4.4 regarding the maintenance of pavements (runways, taxiways and aprons); and
- f) existing paragraphs 9.5.2 concerning the submission of reports to ICAO of birds strikes to aircraft.

2.4.2 In view of the above, each one of these proposals was informed through State Letter AN 4.1.1.49-04/22 dated 26 March 2004; the comments should be received no later than **30 June 2004**. The proposed upgrading of Recommended Practices to Standards in Annex 14, Volume I are envisaged for special applicability date of 24 November 2005.

2.5 *Universal Safety Oversight Audit Programme – Secondment of Experts to ICAO*

2.5.1 In State letter AN 19/9-04/26 dated 26 March 2004, ICAO informed about the progress of the Universal Safety Oversight Audit Programme. As of 29 February 2004, a total of 181 Contracting States and 5 Territories have been audited, 131 audit follow-ups have been conducted with positive results overall, reflecting the commitment and determination of States to implement their corrective action plans and resolve the deficiencies identified during the audits.

2.5.2 Likewise, WP/04 points out that a comprehensive system approach to the USOAP will be applied starting from the year 2005. Notwithstanding, in order for this new approval to be effective, it is required to have a sufficient number of qualified and experienced auditors in the various areas that will be covered by the audits. However, due to financial restrictions, ICAO cannot afford to fund the USOAP Programme. For this reason it is considered essential to have the active participation of the States in this Programme. This participation can be either by providing the Organisation with the secondment of long term officers to complement the auditing staff available at ICAO as of January 2005, for a three-year period. The States seconding experts to ICAO would be responsible for covering all costs related to their salary and associated employment benefits, including medical insurance. ICAO would be responsible for expenses related to the performance of their duties as auditors.

2.5.3 Due to the above-mentioned, ICAO invited States through State Letter AN 19/9-04/26, dated 26 March 2004, to nominate experts for their secondment to ICAO, for an agreed period; the nominations should reach Montreal as soon as possible and no later than **31 August 2004**.

2.6 *CAR/SAM Regional Bird Strike Hazard Prevention Committee*

2.6.1 This Committee was established as a result of GREPECAS Conclusion 11/6, and it was officially formed during its 1st. Meeting held in Chile in September 2003, 40 participants of 9 CAR/SAM States and Territories, ICAO Montreal, ACI/LAC and IFALPA attended. The Board of Directors for the Committee is formed as follows:

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| • | <i>Chairman</i> | Panama – Esteban Godínez |
| • | <i>Secretary</i> | Chile – Roberto Cardoza |
| • | <i>Coordinating Group Caribbean</i> | Trinidad and Tobago – Emeral Oree |
| • | <i>Coordinating Group Aerodromes</i> | ACI/LAC – Fabián Bustos |
| • | <i>Coordinating Group Statistics</i> | Cuba – Maritza Sierra |
| • | <i>Coordinating Group Analysis, Development and Investigation</i> | IFALPA – Heriberto Salazar |

2.6.2 Mission – To Coordinate and to integrate actions with the purpose of reducing to the minimum the accidents and aviation incidents, resulting from the impacts with birds or another species of wildlife.

2.6.3 Objectives – To motivate States and Territories to create their National Committees of Bird Strike Prevention; to increase the Number of Bird Strike Reports and Notifications from States and Territories in order exchange experiences and knowledge between specialists as well as the creation, maintenance and publication of Wildlife Administration and Technical Mechanisms within States and Territories.

2.6.4 Accomplished Goals (October 2003-March 2004) – Dissemination of the Committee's existence and their activities (www.geocities.com/peligroaviario2000/CARSAMPA1.html); preparation of the Committee Meetings.

2.7 *Latin American and Caribbean Association of Airfield Pavements (ALACPA)*

2.7.1 This Association was established as a result of GREPECAS Conclusion 11/5, and it was officially formed during its 1st. Meeting held in Peru in November 2003; when 128 participants of 22 CAR/SAM States and Territories and ACI/LAC attended. The Board of Directors is formed as follows:

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| • | <i>Chairman</i> | Argentina – José Cuadrado |
| • | <i>Technical Secretary</i> | United States – George Legarreta |
| • | <i>Assistant Secretary Caribbean</i> | Cuba – Norberto Cabrera |

2.7.2 Mission – to help to the States and Territories in the implementation of ICAO Standards and Recommended Practices (SARPs) and to contribute to the decrease or elimination of pavement deficiencies in the CAR/SAM Regions.

2.7.3 Objectives – To motivate the technological transfer and dissemination of experiences related to the design, construction and maintenance of aerodrome pavements of the States and Territories of the NAM/CAR/SAM Regions.

2.7.4 Accomplished Goals (November 2003 - March 2004) – ICAO-ACI/LAC Seminar on Pavement Management Systems (PMS) / Short Course on the PCI Method (Pavement Condition Index) for the CAR/SAM Regions. Currently, ICAO is preparing the Second Technical Meeting and is also translating the PCI Standard.

3. Action by the Meeting

3.1 The Meeting is invited to take note of the contents of this paper and to take any action it deems appropriate in order to encourage Regional cooperation. Also, The Meeting is requested to actively participate in the initiatives mentioned in paragraphs 2.6 and 2.7.