



International Civil Aviation Organization

North American, Central American and Caribbean Office

**Twenty First Meeting of Directors of Civil Aviation of the Eastern Caribbean
(21st E/CAR DCA)**

Tortola, British Virgin Islands, 11 to 14 February 2008

E/CAR DCA/21 - WP/05

11/01/08

Agenda Item 3: Air Navigation Issues
3.6 Other Air Navigation Issues

FOLLOW-UP OF AERODROMES FIELD ACTIVITIES

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This working paper presents an analysis of follow-up activities in the aerodromes field, which focuses on the safe, uniform and cost effective development of the airport operational system.</p>
<p style="text-align: center;">Strategic Objectives:</p> <p style="text-align: center;">This working paper relates to strategic objectives A and D.</p>
<p style="text-align: center;">References:</p> <ul style="list-style-type: none">● ICAO – GREPECAS/14 Report, 16-20 April 2007, San José, Costa Rica.● ICAO – CAR/SAM Regional Air Navigation Plan – Doc. 8733● ICAO – NACC, GREPECAS Data base deficiencies - Air Navigation (GANDD)● ICAO – Annex 14, Aerodromes, Vol. I

1. Introduction

1.1 The ICAO NACC Regional Office, together with States and Territories of the Region, is developing a series of initiatives aligned with the ICAO strategic objectives, namely:

- A: Safety – Enhance global civil aviation safety.
- B: Security – Enhance global civil aviation security.
- C: Environmental Protection – Minimize the adverse effect of global civil aviation on the environment.
- D: Efficiency – Enhance the efficiency of aviation operations.
- E: Continuity – Maintain the continuity of aviation operations.
- F: Rule of Law – Strengthen law governing international civil aviation.

1.2 Follow-up of the above-mentioned objectives endeavors, in the short term, to consolidate and operate an optimum scenario for the development of aviation operations, that integrates into the Global Air Navigation Plan (Doc. 9750 AN/963). Consequently, a brief summary of follow-up activities related to the Aerodrome and Ground Aids (AGA) field in the CAR Region is presented below.

2. Discussion

Fifth Meeting of the GREPECAS Aerodromes and Ground Aids / Aerodrome Operational Planning Subgroup (AGA/AOP/SG/5)

2.1 The Meeting was held in Montevideo, Uruguay, from 20 to 24 November 2006. It was attended by 46 participants representing 16 States, 3 International Organizations, members of the Subgroup and participants from 2 States of the CAR/SAM Regions. The detailed information on this Meeting can be found on the GREPECAS website.

2.2 The sixth Meeting of the GREPECAS Aerodromes and Ground Aids / Aerodrome Operational Planning Subgroup (AGA/AOP/SG/6) will be held in San Jose, Costa Rica, from 23 to 27 June 2008, continuing with the conformed activities of the Subgroup and the Task Forces.

Review of AGA Deficiencies

2.2 During the AGA/AOP/SG/5 Meeting, IATA suggested that States and Territories establish the exchange of their database information with the correspondent ICAO NACC and SAM Regional Offices. In this regard, it is necessary that civil aviation authorities of the States/Territories access the GREPECAS Air Navigation Deficiencies Database (GANDD) to update their corresponding State's information, mainly the action plan for each deficiency, specifying corrective actions, the completion date and resource allocation. The GANDD came into effect on October 2004. As of today, few States/Territories/International Organizations have accessed the GANDD in order to update relevant information.

2.3 CAR Region deficiencies total 467, of which 256 (55%) belong to AGA; 48% are urgent "U". These numbers demonstrate the priority for civil aviation authorities to require airport administrations to initiate and execute corrective and specific actions to resolve deficiencies in the short term.

Translation of the ICAO Regional Manual on Airport Maintenance

2.4 The "Latin American and Caribbean Association of Airfield Pavement" (ALACPA), provided GREPECAS with the English and Spanish versions of the *ICAO Regional Manual on Airport Maintenance* as requested. This document will be available for States and Territories soon.

Aerodromes Emergency Plans (AEP) and Emergency Operational Centres (EOC)

2.5 The survey results from States/Territories of the CAR Region on Emergency Plans and Emergency Operations Centres show that a significant number of States did not respond. Regardless of the above, it is reported that of a total of 134 international airports in the CAR Region (ANP CAR/SAM-Tables AOP), only 60% have updated their emergency plans, their emergency operational centres or have carried out at least one general exercise of the plan as required every 2 years.

Airport Certification and Operational Safety Management System (SMS)

2.6 Based on the survey by the Air Navigation Aerodromes Section, ICAO Montreal, 5 States out of 29 have certified their international airports (ANP CAR/SAM – AOP Tables); 3 are in progress and 21 are finalizing their basic documentation. Regarding SMS implementation, no States have put SMS into practice based on the terms of reference established in the ICAO SARPs. As mentioned in par. 2.3, only 14 States responded to the survey requested by the AGA Section. As such, the true situation of States is unknown. Most importantly, it is unclear where to focus necessary efforts to assist States and Territories in the process.

Annex 14 and Universal Safety Oversight Audit Programme (USOAP)

2.7 The USOAP Programme has been conducted in the following NACC Region States: Canada (2005); Costa Rica and El Salvador (2006); Trinidad and Tobago (2007); Jamaica and United States (October 2007); Antigua and Barbuda, Grenada, Guatemala, Mexico, St. Kitts & Nevis, St. Lucia, and St. Vincent & the Grenadines, (November 2007); in the coming next months: Cuba (February 2008), Dominican Republic (March 2008), Nicaragua and Honduras (September 2008).

2.8 The most recurring observations found during the USOAP audits are: basic aviation legislation does not include aerodrome certification and the civil aviation authorities (CAA) are not clearly authorized to carry out the certification process. Regulations for design and operation of aerodromes are not developed by the CAA; uniformity of standards for aerodrome operational safety do not exist; personnel that should carry out aerodrome certification do not have the necessary training to verify all the aspects that aerodrome certification requires. Personnel in charge of aerodrome certification do not have the proper training to permit efficient execution of this process. The number of personnel is insufficient and not qualified to perform such functions; personnel are not familiar with equipment, databases, and necessary elements to effectively manage the aerodrome certification process and SMS implementation.

Progress in the Activities of the CAR/SAM Regional Bird Wildlife Hazard Prevention (CARSAMPAF) Committee

2.9 The Committee organized the Fifth International Conference on Bird/Wildlife Hazard Prevention, (Guayaquil, Ecuador, 1 to 5 October 2007). The Committee will work jointly with the European, Canadian and United States International Committees accepting their invitation. According to the ICAO NACC Regional Programme, the Sixth Conference of the Committee will be held in Brazil during the last week of November 2008.

Progress on the Activities of the Latin American and Caribbean Association of Airfield Pavement (ALACPA)

2.10 The last event of the Association was held in Lima, Peru, from 12 to 17 November 2007. The issues dealt with were of a high academic level, contributing to enhanced knowledge among the professionals involved in the supervision and implementation activities of pavement evaluation, rehabilitation and overlay design. A workshop followed on new methods for overlay design by FAA.

Review of the Materials Related to the Air Navigation Plan

2.11 In this regard, it is necessary to point out two aspects. First, to inform on the activities of the CAR/SAM Traffic Forecasting Group, which assists States and Territories of the Region to achieve regional and local visions based on an accurate forecast and properly balance the demand and capacity of the aeronautical system. The second aspect relates to the untimely communication received from States and Territories regarding updates to AOP Tables of the CAR/SAM ANP – Vol. II when important changes are clearly known and are already implemented by the States and Territories with respect to horizontal infrastructure and service levels of the airports listed in the mentioned document.

Airport Environmental Management Systems

2.12 The ICAO NACC Regional Office considers it very important that the CAA, together with the airports administrations of States and Territories, carry out implementation programmes for environmental management systems, which include inventory management of emissions and aircraft noise, the use of terrain in neighboring areas adjacent to airports and, among other aspects, environmental impacts. This process should also include the participation of local and national environmental authorities.

State Responses to the Proposal for Amendment, Annex 14

2.13 According to follow-up of State responses to the proposal for amendments to the Annexes, particularly to Annex 14, from a total of 190 States, 23 responded and only few of those provided comments. The conclusion is that States are not considering the submission of a detailed analysis of utmost importance to optimize and efficiently implement each proposal.

3. Suggested Action

3.1 The meeting is invited to:

- a) consider and comment on this working paper;
- b) pay special attention to the need to actively participate in updating the GANDD aerodromes sections and the Air Navigation Plan;
- c) agree on actions for the continuance of aerodrome development and solving problems which limit development;
- d) take note of the convenience of notifying ICAO of the need for major assistance in the aerodrome field, aimed at optimizing available resources and efforts; and
- e) consider and agree to other pertinent actions.