



- Agenda Item 2: Review of air navigation matters**
2.3 Air navigation specific activities:
2.3.3 Aerodromes and Ground Aids (AGA)

**SURVEY ON AIRPORT DEMAND/CAPACITY APPROACH AND
APRON MANAGEMENT SERVICE**

(Presented by the Secretariat)

SUMMARY	
This working paper addresses the importance of conducting a survey on airport demand/capacity and apron management service for civil aviation authorities and State’s airport operators in support to the GREPECAS AGA/AOP/SG Task Force on Airport Demand/Capacity.	
References:	
<ul style="list-style-type: none">• Annex 14, Volume I – Aerodromes design and operations.• Manual of surface movement guidance and control systems (SMGCS) (Doc 9476-AN/927)• Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual (Doc 9830 AN/452)	
Strategic Objectives	<i>This working paper is related to Strategic Objectives A8 and D1.</i>

1. Introduction

1.1 It is generally recognized that at many airports, airside ground operations are dependent on air traffic controllers, pilots and vehicle drivers using visual observations to estimate the respective relative positions of aircraft and vehicles. Pilots and vehicle drivers rely on visual aids; this is lighting, markings and signage, to guide them along their assigned routes and to identify intersections and holding positions.

1.2 During periods of low visibility, controllers must rely on pilot's reports and surface movement radar to monitor spacing and to identify potential conflicts. Under these conditions, pilots and vehicle drivers find that their ability to operate "see and be seen" is severely impaired, as there are no prescribed separation minima. Controllers, pilots and vehicle drivers share the responsibility that operations will not create a collision hazard.

1.3 All aerodromes have some form of Surface Movement Guidance and Control Systems. Commonly used systems that have been installed in the past are described in the *Manual of Surface Movement Guidance and Control Systems* (SMGCS) (Doc 9476). In their simplest form, SMGCS consist of markings, lights and signs, while in their most advanced and complex form, they employ switched taxiway centre lines and stop bars. These systems provide guidance to aircraft from the landing runway to the parking position on the apron and back to the runway used for take-off, as well as for other movements on the aerodrome surface such as from a maintenance area to an apron, or from an apron to an apron. In addition, SMGCS provide some guidance to vehicles.

1.4 Normally, control of the activities and the movement of aircraft and vehicles rest with air traffic control (ATC) with respect to the manoeuvring area. In the case of aprons, such responsibility sometimes rests with the apron management.

1.5 Lastly, SMGCS may also provide guidance to, and control or regulation of, personnel authorized to be on the movement area of an aerodrome.

2. Discussion

2.1 In order to support the GREPECAS AGA/AOP Subgroup Task Force on Airport Demand/Capacity, the ICAO NACC Regional Office circulated the *Survey on Airport Demand/Capacity for Civil Aviation Authorities and State's Airport Operators in Support to the GREPECAS AGA/AOP Subgroup Task Force on Airport Demand/Capacity – Airport Demand/Capacity Approach and Apron Management Service*, which is contained in the **Appendix** to this working paper, through State Letters Ref. N 1/15.3 – EMX0012 dated 12 February 2009, and N 1/15.3 – EMX0462 dated 11 May 2009. This questionnaire should have been completed and returned by 30 March 2009.

2.2 The objective of the survey is to consult States/Territories regarding the level of compliance of ICAO SARPs by airport operators as well as regulations coming up from the relevant aeronautical authority regarding apron congestion, implementation of SMS, apron accidents/incidents statistics and so forth. The results of the questionnaire will permit the Task Force to analyse problems that are facing States/Territories and will generate contributions to improve apron management.

2.3 To this date, only Barbados, Costa Rica, Cuba, Dominican Republic, Nicaragua and the United States have completed the questionnaire from the CAR Region. Considering these responses and taking into consideration that the AGA/AOP/SG Meeting has been postponed to the last quarter of 2009, CAR Region States/Territories are encouraged to review the questionnaire attached to this working paper, complete and submit to the ICAO NACC Regional Office by **24 July 2009**.

3. Recommended Action

3.1 The Meeting is invited to:

- a) take note of this working paper, review and complete the questionnaire attached in the Appendix; and
- b) submit the questionnaire to the ICAO NACC Regional Office by **24 July 2009**.

APPENDIX**SURVEY ON AIRPORT DEMAND/CAPACITY FOR CIVIL AVIATION AUTHORITIES AND STATE'S AIRPORT OPERATORS IN SUPPORT TO THE GREPECAS AGA/AOP SUBGROUP TASK FORCE ON AIRPORT DEMAND/CAPACITY****AIRPORT DEMAND/CAPACITY APPROACH AND APRON MANAGEMENT SERVICE****STATE:** _____

1. Does your airport(s) comply with ICAO standards specified in Doc 9830-AN/452 – “*Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual (Doc 9830)*” or any other ICAO document?

Yes **No**

2. Does your airport(s) comply with regulations issued by the civil aviation authority for apron management service or by regulations coming up from the airport authority?

3. Do you keep apron accident/incident statistics?

Yes **No**

4. Does your airport(s) comply with procedures recommended by ACI or ACI-LAC for apron management service?

Yes **No**

5. Who operates the apron management service at your airport(s) ?

6. a) Does your airport(s) account for SMS?
b) Does the SMS take into consideration these aspects?

	Yes	No
a)	<input type="checkbox"/>	<input type="checkbox"/>
b)	<input type="checkbox"/>	<input type="checkbox"/>

7. Do airlines comply with the regulations issued by the civil aviation authority, or by the airport authority?

8. Do airlines hire third party services for apron management service under the supervision of the airport authority, in compliance with its regulations or through airlines own regulations?

9. Are the results of accident/incident investigation occurring at aprons known by all parties involved with apron management services? Is full information provided to the airport administration or just only part of it?

10. Which parameters do you use to verify apron management service performance? Is there an SMS implemented taking this into consideration?

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11. Who is responsible for aircraft movements at aprons? The airport administration, the aerodrome control or the pilots itself?
12. Who is responsible for ground vehicle movements at aprons? The airport administration, the aerodrome control, or any other organization(s)?
13. Who is responsible for aircraft stand allocation? The airport administration or another organization?
14. Who is responsible for aircraft arrival/departure times at aprons? The airport administration, the aerodrome control, or any other organization?
15. How does the airport administration communicate with the aerodrome control?
16. At your airport(s), which are the factors that influence apron capacity? Is the apron area sufficiently large, complex or busy most of the time? Is there any problem regarding dissemination of information to operators? Please indicate other measures implemented at your airport.

17. Does your airport experience congestions or problems related to demand/capacity at aprons? And what about other airport movement areas?

18. How would you consider the safety level at the apron(s) in your airport(s)? High, Medium or Low.

19. Do you consider feasible for GREPECAS AGA/AOP/SG Task Force on Airport Demand/Capacity to take into consideration these aspects related to demand/capacity and safety aspects at airports?

20. Do you have any other contribution on the subject of demand/capacity at airports, particularly in respect of the responsibilities of different parties involved on apron management service?. (Regulations from the authority, airport administration, control tower, airlines, others, etc.)?
