



Second North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/2)



Aerodrome Safety Evaluation
CA-AGA-139-001

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Aerodrome Safety Evaluation: A Comprehensive Guide for Airport Operators

Comprehensive overview of the safety evaluation process
and guidelines for airport operators.



Regulatory Framework

1

[LAR 139 and LAR 153](#)

Requirements for
aerodrome safety
evaluation

2

[CA-AGA-139-001](#)

Guidance material to airport
operators on safety
evaluation

3

Airport Operator's Role

Identify hazards, implement
corrective measures,
monitor safety

4

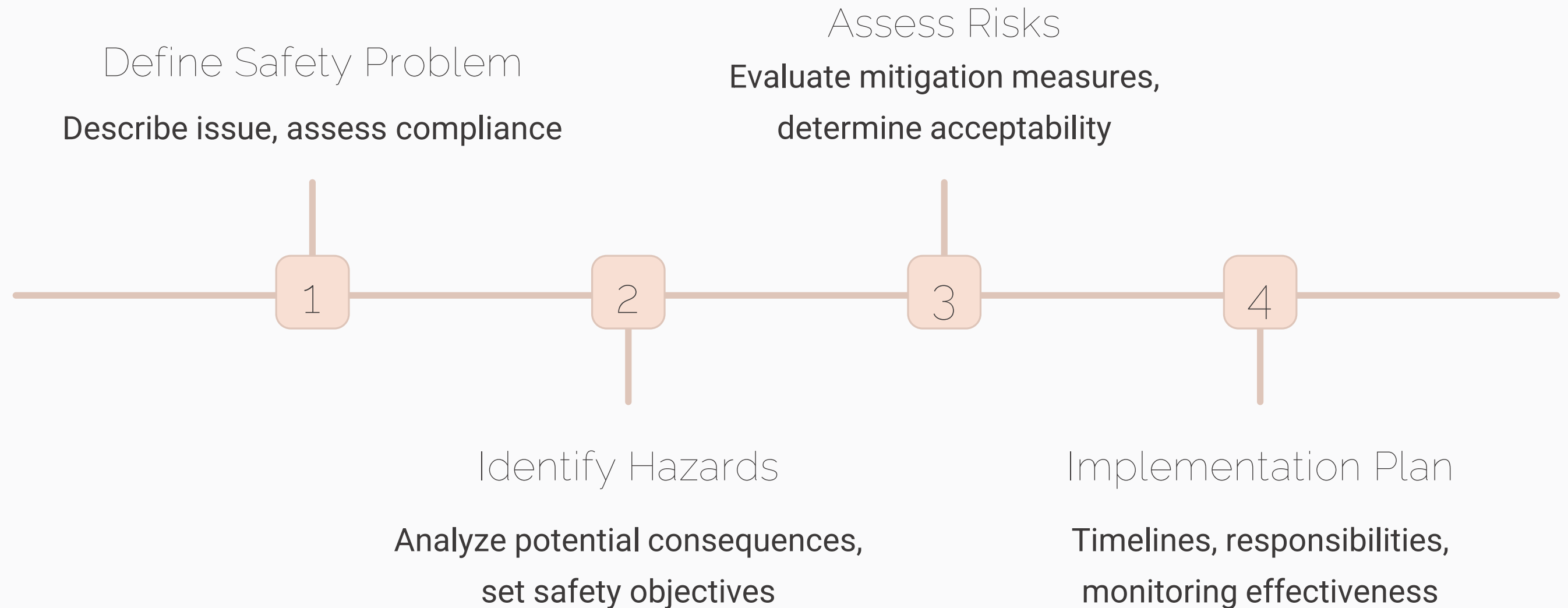
Civil Aviation
Authority's Role

Validate and approve safety
evaluations



Safety Evaluation Process

MAC: 139.405(c) del LAR 139 y 153.905 del LAR 153



Safety Evaluation Content

Attachment 1

1. Executive Summary & 2. Introduction

Concise overview of key findings; Objectives, General Information, Methodology

3. Safety Issue & 4. Hazard Analysis

Identification, consequences, and safety objectives

5. Risk Assessment

Mitigation measures and new hazard identification

6. Implementation Plan

Timelines, responsibilities, communication of safety info

7. Conclusions and recommendations & 8. Glossary

9. Reference Documents & 10. Attachments

ELOS and ALOS Concepts

Attachment 2

Equivalent Level of Safety (ELOS)
[NESO]

Compensatory factors to achieve same safety level without strict compliance

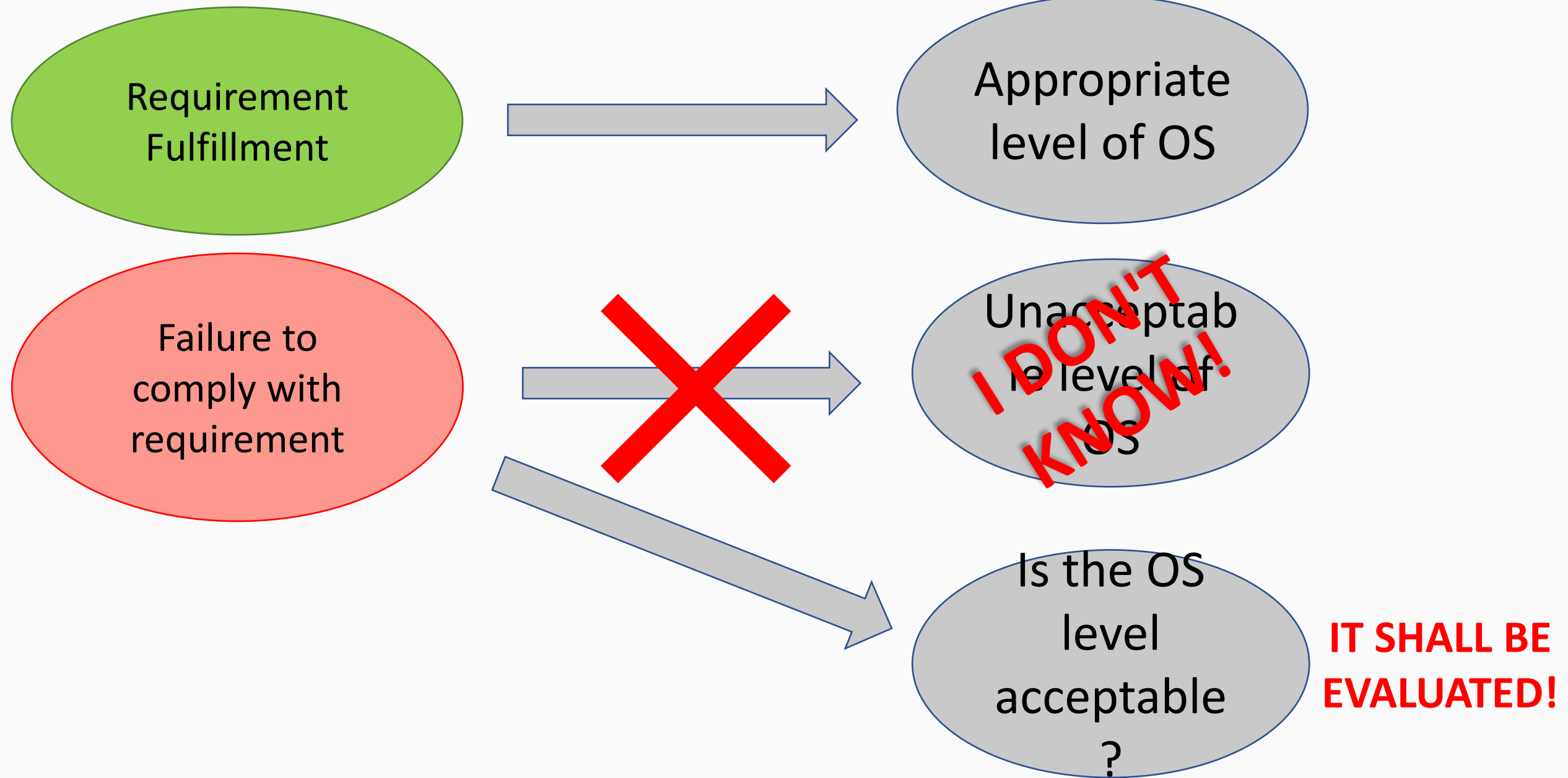
Acceptable Level of Safety (ALOS)
[NASO]

It is the minimum degree of operational safety that has to be guaranteed by a system in actual practice (LAR 153).

Minimum safety degree established by the State within the SSP (Annex 19)

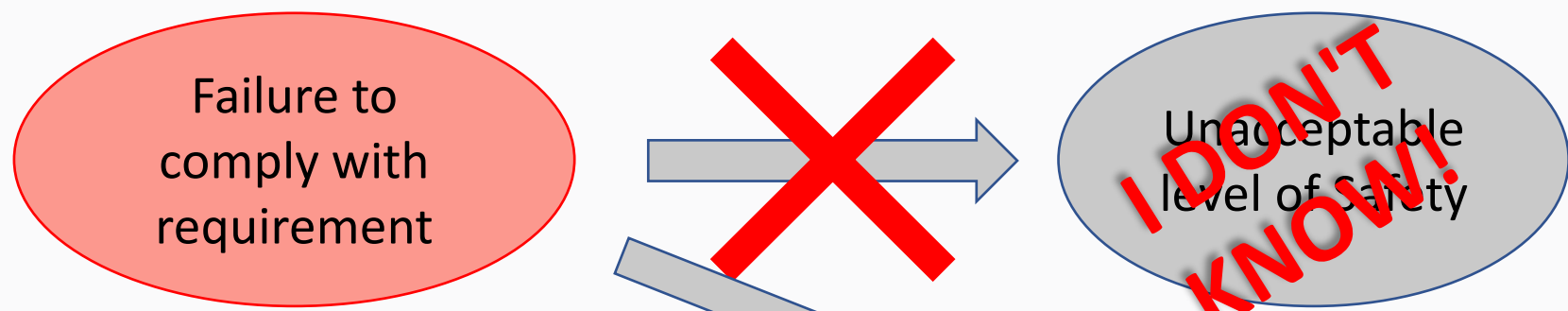
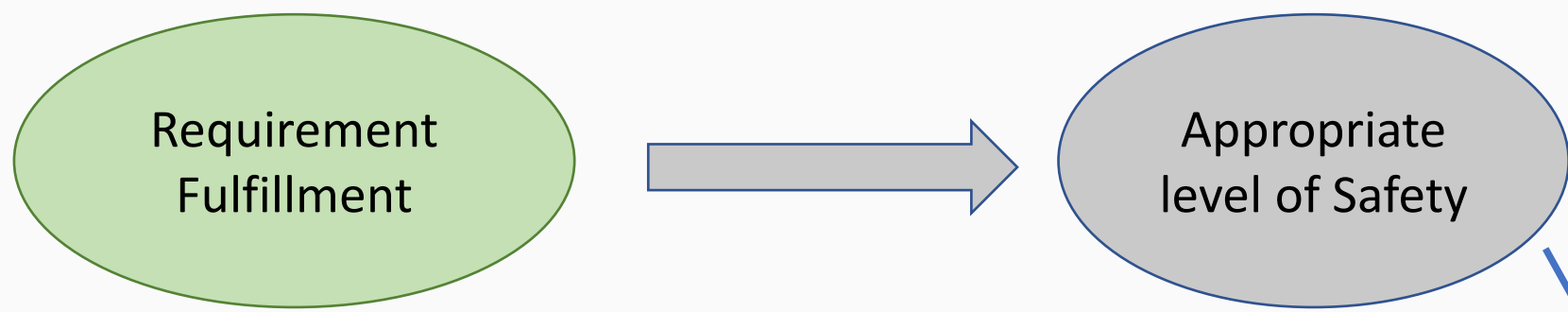
ELOS and ALOS Concepts

Attachment 2

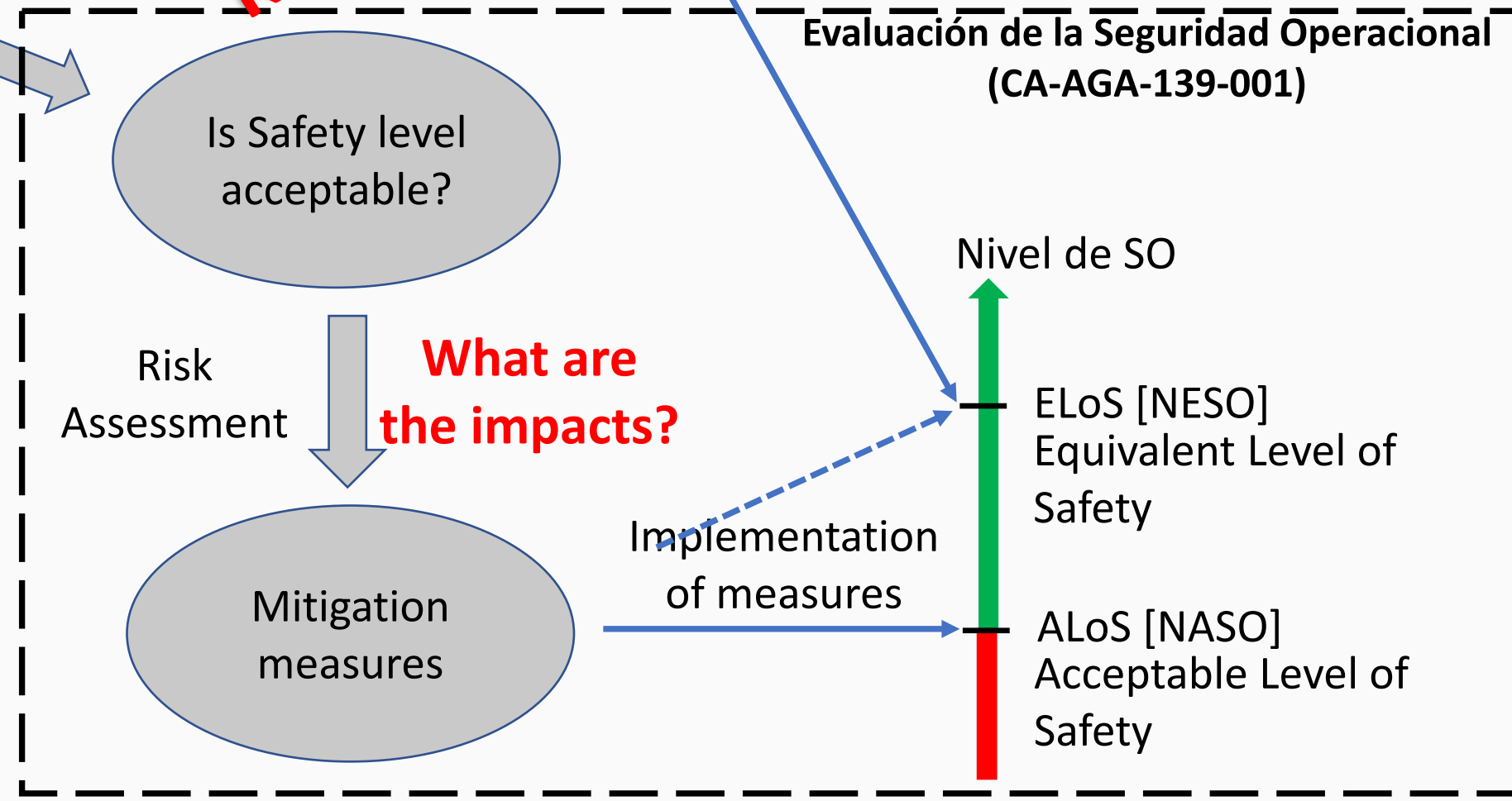


ELOS and ALOS Concepts

Attachment 2



**Waiver/Exemptions
(139.140(c), 139.401,
139.405)**



ANAC-Brazil Methodology for Non-Compliance

Attachment 3

1 Rejection Tests

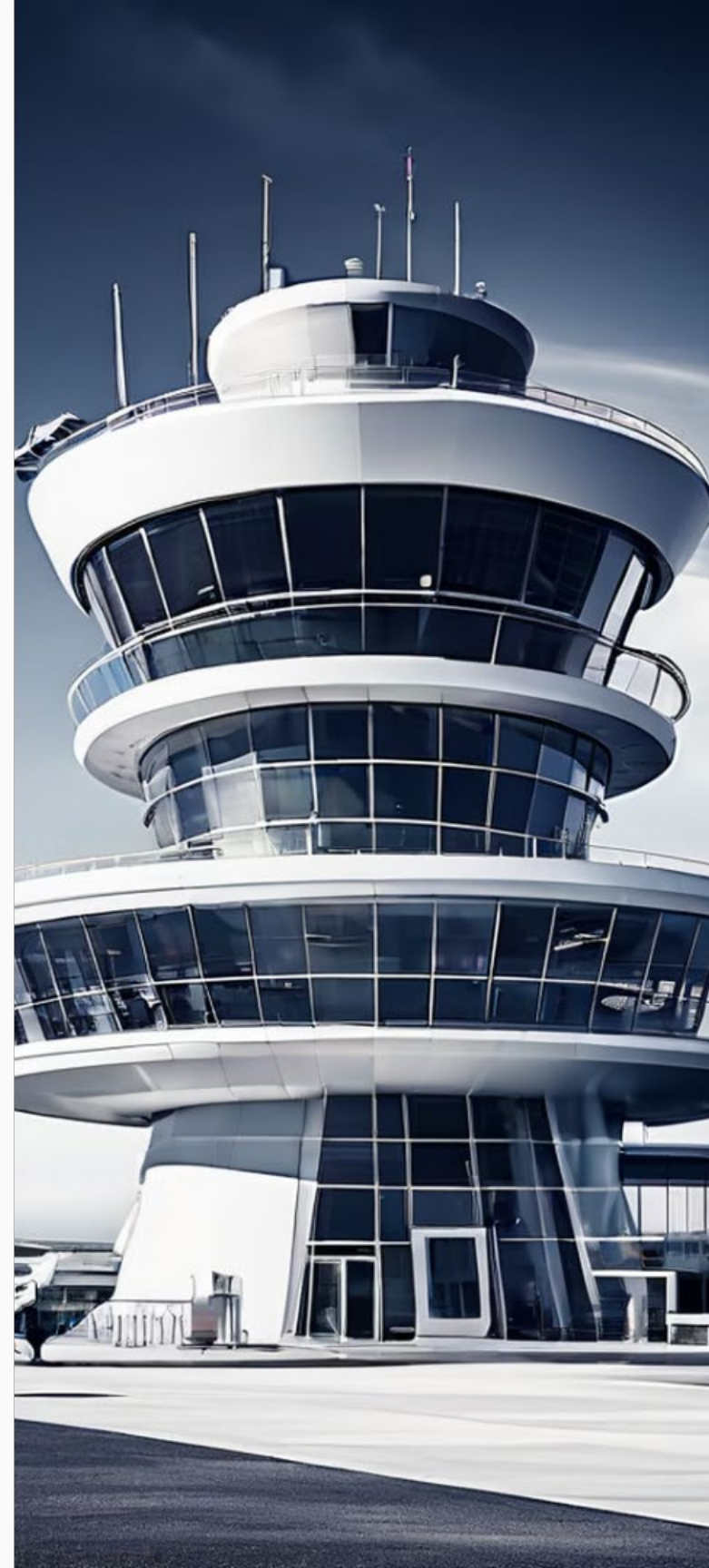
**Criteria for analyzing risk
assessment**

2 Acceptance Tests

**Using LRSARA tool for
runway and taxiway non-
compliances**

3 RESA Mitigation

Reduction of declared distances, threshold displacement



Conclusions and Recommendations



Regular Evaluations

Monitor and reassess risks



Stakeholder Engagement

Ensure effective communication



Proactive Approach

**Strive for continuous improvement
in safety performance**

Q&A



Thank You

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