



Agenda Item 7: Analysis on the agreements reached with international organizations

ACTIVITIES OF ALACPA

(Presented by the Secretariat)

| SUMMARY | |
|--|---|
| The purpose of this working paper is to inform the participants of the RAAC/12 meeting about the formalities that have taken place and the letter of agreement between the Latin American and Caribbean Airport Pavement Association (ALACPA) and the International Civil Aviation Organization. | |
| References: <ul style="list-style-type: none">- Report of the 6th ALACPA Seminar on Airport Pavement, Fourth FAA Workshop and Second Business Encounter, Sao Paulo, Brazil, 26-30 October 2009;- Letter of the President of ALACPA dated 26 July 2010; and- Letter of the Director of the ICAO South American Regional Office, LE 4/28 – SA509 of 27 July 2010. | |
| ICAO strategic objectives: | <i>A – Safety C – Environmental protection and sustainable development of air transport</i> |

1. Introduction

1.1 The Latin American and Caribbean Airport Pavements Association (ALACPA) was created in 2003 in response to GREPECAS Conclusion 11/5. It officially started its activities at its first meeting held in Lima, Peru, in November 2003.

1.2 According to its by-laws, the mission of ALACPA is to assist States and territories in the implementation of ICAO standards and recommended practices (SARPs) and to contribute to the reduction or resolution of deficiencies in pavements in the CAR and SAM Regions. Its objective is to encourage the exchange of technology and the dissemination of experiences related to the design, construction and maintenance airport pavements in NAM/CAR/SAM States and territories.

1.3 Following the VI ALACPA Seminar on Airport Pavements, IV FAA Workshop and II Business Encounter held in San Pablo, Brazil, on 26-30 October 2009, with more than 150 participants of 14 countries, including administrators, professionals, consultants, aircraft manufacturers and, mainly, government officials of Latin America and the Caribbean, construction companies and service providers, the board of directors of ALACPA expressed its interest in formalising the cooperation relationship that ALACPA and ICAO had been sharing since 2003.

1.4 In this sense, the President of ALACPA visited the ICAO Regional Office for North America, Central America and the Caribbean (NACC) on 21 July 2010, to discuss the bases for understanding for the work between ICAO and ALACPA.

1.5 Subsequently, on 26 July 2010, ALACPA approached the ICAO South American (SAM) Regional Office as the representative of ICAO-ALACPA relations. On 27 July 2010, the ICAO Regional Director for South America responded to the letter of ALACPA, indicating the terms under which ICAO would work with that institution. This exchange of letters set the foundation for the joint work between ICAO and ALACPA.

2. Discussion

2.1 Training of experts in airport pavement is not included in the educational programmes of CAR/SAM States, and thus experts must receive on-the-job training.

2.2 ALACPA is the regional forum that provides assistance to the States of the Region for complying with ICAO standards and recommendations regarding the planning, design, construction and maintenance of aerodrome pavements. As such, it conducts annual seminars and participates with other international organisations such as ICAO, Airports Council International (ACI), the Federal Aviation Administration (FAA), the International Federation of Air Line Pilots Associations (IFALPA) and others to present the results of aerodrome pavement studies and research, with a view to exchanging experiences and knowledge.

2.3 ALACPA is the regional organisation that fills the training gap in the Region, and is the international forum on airport pavements. Within its training programme, it has obtained the on-going support of the United States Federal Aviation Administration (FAA) at annual seminars through workshops on the design and maintenance tools being developed by the FAA, which are offered for free to the participants at ALACPA seminars.

2.4 With more than 250 members, the last seminar of ALACPA, in its eighth version, and the sixth FAA workshop were carried out in Buenos Aires, Argentina, on 30 August to 2 September 2011, with 146 participants of 20 NAM/CAR/SAM States, ACI-LAC and, for the first time, one representative of the ESAF Region (Mozambique).

2.5 The success of ALACPA has been due to its purely technical nature, supported by State civil aviation authorities, concessionaires and the industry. However, without the support of ICAO, organisations like this one would not be able to make any progress; thus the importance of the letter of understanding signed between ICAO and ALACPA, which sets the foundation for their cooperation:

- a) ALACPA can only use ICAO's logo for promoting events conducted jointly and with the approval of ICAO for each event;
- b) ICAO will issue certificates to the participants of joint events when the contribution of ICAO is significant;
- c) ICAO will promote ALACPA events amongst the States, provided State participants are exempt from registration or membership fees for their participation in the event;
- d) ALACPA will have no access to the confidential data that ICAO may have on the States; and
- e) ALACPA will not be able to use the information obtained from ICAO for any commercial activity of its own or of its members.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) Take note of, review and comment on this working paper; and
- b) Support the participation of airport pavement officials from civil aviation authorities at the technical events organised by ALACPA.

- END -