



**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
SOUTH AMERICAN REGIONAL OFFICE**

**ICAO-ACI/LAC SEMINAR ON PAVEMENT MANAGEMENT  
SYSTEMS (PMS) AND SHORT COURSE ON THE PCI  
(PAVEMENT CONDITION INDEX) METHOD  
(CAR/SAM REGIONS)**

**SUMMARY REPORT**

**LIMA, PERU  
(19 TO 25 NOVEMBER 2003)**

**By:**

**Dr. S.H. Cardoso, Ph.D.  
AGA Officer**

**LIMA, PERU, 01 DECEMBER 2003**

**ICAO-ACI/LAC SEMINAR ON PAVEMENT MANAGEMENT SYSTEMS (PMS) AND  
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INDEX) METHOD - CAR/SAM REGIONS**

**TABLE OF CONTENT**

	<b>Page</b>
<b>EXECUTIVE SUMMARY</b>	<b>03</b>
<b>INTRODUCTION</b>	<b>05</b>
<b>OPENING AND CLOSING CEREMONY</b>	<b>05</b>
<b>PARTICIPATION IN THE SEMINAR/SHORT COURSE</b>	<b>05</b>
<b>ORGANIZATION AND RESULTS OF THE SEMINAR/SHORT COURSE</b>	<b>06</b>
<b>EVALUATION OF THE SEMINAR/SHORT COURSE</b>	<b>07</b>
<b>LESSONS LEARNT FROM THE SEMINAR/SHORT COURSE</b>	<b>07</b>
<b>PLAN FOR SEMINAR/SHORT COURSE FOLLOW-UP</b>	<b>08</b>
<b>CONCLUSIONS</b>	<b>08</b>
<b>ACKNOWLEDGEMENTS</b>	<b>09</b>
<b>FINAL REMARKS</b>	<b>09</b>
<b>Attachment A</b>	<b>10</b>
<b>Attachment B</b>	<b>11</b>
<b>Attachment C</b>	<b>31</b>
<b>Attachment D</b>	<b>32</b>
<b>Attachment E</b>	<b>34</b>
<b>Attachment F</b>	<b>35</b>
<b>Attachment G</b>	<b>36</b>
<b>Attachment H</b>	<b>37</b>

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SHORT COURSE ON THE PCI (PAVEMENT CONDITION  
INDEX) METHOD - CAR/SAM REGIONS**

*Dr. S.H. Cardoso, Ph.D.  
AGA Officer*

**EXECUTIVE SUMMARY**

The ICAO-ACI/LAC Seminar on Pavement Management Systems (PMS) and Short Course on the PCI Method (Pavement Condition Index) were held in Lima, Peru, from 19 to 25 November 2003. The planning process for these events was started in July 2002.

The main parts of the events were:

- Seminar on Pavement Management Systems from 19 to 22 November;
- Short Course on the PCI Method from 24 to 25 November;
- Three panels: “PMS Implementation”, “NDT Evaluation” and “Pavement Skid Resistance”; and,
- Practical class on the PCI Method (3 h) at Jorge Chávez International Airport, Lima, Peru.

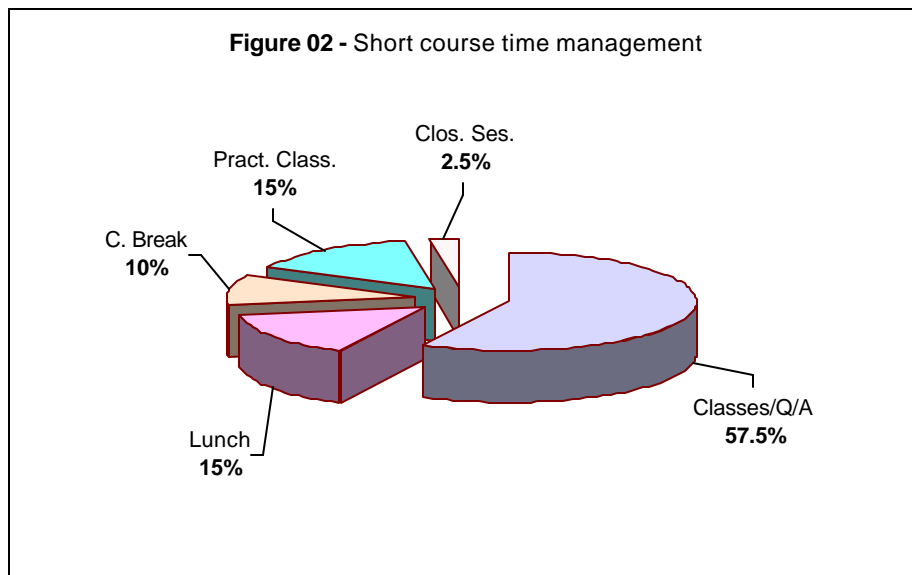
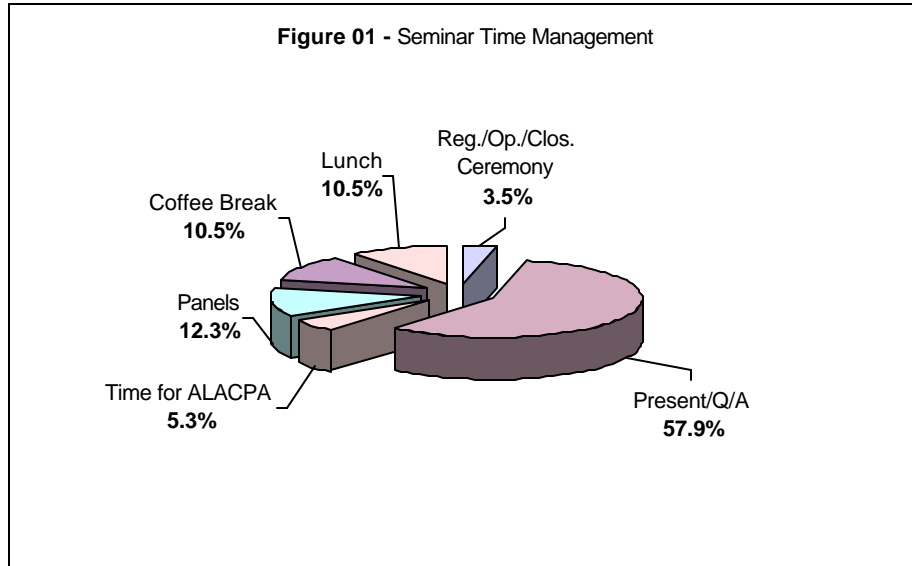
The main statistics of the seminar/short course is shown in Table 01. Please, observe in this table that there were 126 registrants from 22 States.

**Table 01** – Statistics of the seminar/short course

Activity	Discrimination	Number/Time
State participation	CAR Region	09
	SAM Region	11
	Europe	02
Registrants	SAM Region	100 <sup>(*)</sup>
	CAR Region	19
	Others (USA & Europe)	07
	ICAO	02
Oral presentation	45-minutes (key speakers)	15
	30-minutes (paper/case study)	07
	120-minutes panel	01
	45-minutes panel	02
Seminar time management (28.5 hours)	Registration/Opening/Closing session	60 min
	Presentations/Questions/Answers	990 min
	Time for ALACPA	90 min
	Panels	210 min
	Coffee break	180 min
	Lunch	180 min
Short course time management [2 days (20 hours)]	Classes + Questions/Answers	690 min
	Practical class	180 min
	Coffee break	120 min
	Lunch	180 min
Closing Session	Closing session	30 min

<sup>(\*)</sup> 62 out of 100 are from Peru.

Figures 01 and 02 present, respectively, the way the time was managed, in percentage, for the seminar and the short course.



During the Seminar, on 20 November 2003, ALACPA (Latin American and Caribbean Association of Airfield Pavements) had its first formal meeting. The participants of the events completed the election of the first ALACPA's Board of Directors as indicated in Attachment A – (It is recalled that the President and the Technical and Dissemination Secretary were elected during the AGA/AOP/SG/03, carried out in Monterrey, Mexico, from 29 September to 03 October 2003).

The Association will be a forum for engineers/technicians and private and governmental agencies as well as academia to discuss all the issues related to airfield pavements. The Association will also make available the newest technology on airfield pavements for its members.

The main objective of ALACPA “To help the States to comply with the ICAO SARPS and to contribute to the elimination/mitigation of the deficiencies in the AGA field in the CAR/SAM Regions” was, again, emphasized.

Three follow-ups are planned in order to evaluate the efficiency of the seminar/short course and they will be carried out in December 2003/January 2004, June/July 2004 and November/December 2004.

## **INTRODUCTION**

The ICAO-ACI/LAC Seminar on Pavement Management Systems and Short Course on the PCI Method for the CAR/SAM Regions were held in Lima, Peru, from 19 to 25 November 2003. Lima Airport Partners – LAP, enterprise that administrates Jorge Chávez Int'l Airport, in Lima, Peru, financed the events. ALACPA gave technical support for both events.

The aim of the Seminar/Short Course was to make the newest technology on PMS available to the participants of both Regions.

For accomplishing this goal, fifteen 45-minutes talks, seven 30-minutes papers/case study presentations, one 120-minute and two 45-minutes panels and one practical class at the Jorge Chávez International Airport, in Lima, Peru, were carried out from 19 to 25 November 2003.

## **OPENING AND CLOSING CEREMONY**

### **Opening Ceremony**

The opening ceremony was held on Wednesday, 19 November 2003, at 01:30 p.m. The authorities present to this session were Mr. José Miguel Ceppi, Director of ICAO South American Regional Office, Mr. Roberto Rodríguez Galloso, Air Navigation Director (CAA Peru) Mr. Ernesto Gutierrez, President of ACI/LAC, Mr. Michael Nicholaas, Central Operations Manager of Lima Airport Partners (LAP) and Mr. José Cuadrado, President of ALACPA.

### **Closing Ceremony**

The closing ceremony was held on Tuesday, 25 November 2003, at 6:00 p.m. During the closing session, the eligible participants received their certificates.

## **PARTICIPATION IN THE SEMINAR/SHORT COURSE**

The number of participants per respective State in the Seminar/Short Course is summarized in Table 02. A list of participants with respective addresses is presented in Attachment B.

**Table 02 – Number of Participants From the States/Organizations**

<b>REGION</b>	<b>STATE/ORGANIZATION</b>	<b>NUMBER OF PARTICIPANTS</b>
<b>SAM</b>	ARGENTINA	08
	BOLIVIA	06
	BRAZIL	04
	CHILE	03
	COLOMBIA	02
	ECUADOR	03
	GUYANA	01
	PANAMA	08
	PARAGUAY	01
	PERU	62
VENEZUELA	02	
<b>TOTAL SAM</b>		<b>100</b>
<b>CAR</b>	COSTA RICA	04
	CUBA	03
	EL SALVADOR	01
	GRENADE	01
	HAITI	02
	HONDURAS	01
	DOMINICAN REPUBLIC	05
	TRINIDAD & TOBAGO	02
<b>TOTAL CAR</b>		<b>19</b>
<b>OTHERS</b>	UNITED KINGDOM	01
	USA	05
	SWEDEN	01
	ICAO	02
<b>TOTAL OTHERS</b>		<b>09</b>
<b>TOTAL OF PARTICIPANTS</b>		<b>128</b>

### **ORGANIZATION AND RESULTS OF THE SEMINAR/SHORT COURSE**

Approximately one and a half year was dedicated to plan the Seminar/Short Course. The Seminar on PMS and the Short Course on the PCI Method were carried out, respectively, from 19 to 22 and 24/25 November 2003, according to the programs presented in Attachments C and D.

It has to be pointed out that one 120-minutes and two 45-minutes panels were conducted, respectively, on “PMS Implementation”, “NDT Evaluation” and “Pavement Skid Resistance”.

Finally, the participants were split in two groups for practical classes on the PCI Method for both, rigid and flexible pavements, at Jorge Chávez International Airport on 25 November 2003.

The participation and degree of involvement of the participants during the Seminar and Short Course activities were excellent. In general, due to the motivation of the attendees, time allocated for Questions/Answers became insufficient.

## EVALUATION OF THE SEMINAR/SHORT COURSE

Based on the experience gained with the Seminar on Airfield Pavement Maintenance and Short Course on the Aircraft/Pavement Interaction, held in Santa Cruz de la Sierra, Bolivia, from 22 to 27 July 2002, the evaluation of the Seminar/Short Course will be based on the results of application of the technologies learnt during these events. The three follow-ups indicated before will be the main tool to be used in order to accomplish this goal. In addition, the forms presented in Attachments E and F will also be submitted to the participants for their evaluation.

## LESSONS LEARNT FROM THE SEMINAR/SHORT COURSE

Several lessons were learnt from the Seminar/Short Course carried out in 2002. They were confirmed during this Seminar/Short Course (November 2003). The following aspects were raised last year and they are now updated:

- Events like these have to be planned in advance (*this event was planned almost 1.5 year in advance*);
- It is a very difficult task to have speakers financially supported by their own organizations/agencies (*it was confirmed*);
- It is very important to have the support/participation of other organizations that have interest on the subject. (*In this seminar, the support given by Lima Airport Partners and ACI/LAC was of paramount significance*);
- The constant communication between the State counterpart and ICAO is a key factor for the success of the event (*it was confirmed*);
- During the Seminar/Short Course, it was realized that the information about seminars, workshops, short courses, etc. does not reach all the different levels of technicians in their respective organizations. The same feeling was noticed regarding the access to technical information (*it was confirmed*);
- The idea to combine a seminar with a short course seems to give very good results, at least, due to the following reasons (*the three aspects were confirmed*):
  - The low increase in costs for the participants to spend 4 or 5 days (seminar **and** short course) instead of 2 or 3 days (seminar **or** short course);
  - The change in rhythm from a seminar to a course creates a positive environment resulting in motivation of the participants;
  - Savings in planning, divulgation and realization when two events are combined instead of doing one by one; and, etc.
- There is a tremendous need of **knowing how to do things**, instead of formal and long list of duties to be accomplished by the participants (States) (*it was confirmed*);
- The new scenario of airport privatization/concession provoked substantial **change in the profile of the participants** in this type of events. In general, they do not have solid background in airport infrastructure (*it was confirmed, including lack of knowledge of ICAOS's policies issues*);

- It was observed that **new generation of engineers/technicians** is replacing more experienced professionals. The lack of **knowing how to do things** is remarkable (*it was confirmed*);
- Some of the participants explicitly said that they were attending the seminar/short course in order to learn new technologies for solving old problems (*it was confirmed*).
- There is a lack of academic and formal teaching process in airport infrastructure (*it was confirmed*); and, etc.

## **PLAN FOR SEMINAR/SHORT COURSE FOLLOW-UP**

There is no sense to carry out any academic activity without having some feedback.

As said before, the main objective of this Seminar/Short Course was to make the newest technology on PMS available to the participants of both Regions.

It is also clear that the final goal of this type of events is to contribute to eliminate/mitigate the deficiencies in the AGA field. As being so, the best way to evaluate the efficiency of the Seminar/Short Course is to carry out follow-ups in order to get feedback from the participants.

Three surveys will be conducted with the seminar/short course participants according to the form presented in Attachment G. They will be carried out as follows:

First survey: December 2003/January 2004;

Second survey: June/July 2004; and

Third survey: November/December 2004.

## **CONCLUSIONS**

Some conclusions can be obtained from the Seminar/Short Course:

- The interest and the degree of involvement of all the participants were excellent;
- There is a remarkable lack of knowledge on those aspects related to Airfield Pavement Management systems and PCI Method;
- ALACPA (Latin American and Caribbean Association of Airfield Pavements), which main objective is “To help the States do comply with the ICAO SARPS and to contribute to the elimination/mitigation of the deficiencies in the AGA field in the CAR/SAM Regions”, will have, if well conducted, a tremendous impact on the airport infrastructure in our Regions;
- Technical information and general information about seminars, workshops, courses, etc, do not reach all of the different levels of technicians in their respective organizations. It is an aspect that needs to be addressed by the States and Organizations;
- The idea to combine a seminar with a short course, again, gave excellent results as one can see in the body of this report;

- Still, there is a tremendous need of **knowing how to do things** instead of formal and long list of duties to be accomplished by the participants (States);
- The profile of the participants in airport infrastructure events has changed due to two main causes: airport privatization/concession and replacement of experienced engineers by new generation of engineers. In both cases, there is a lack of background on the subject and knowledge of ICAO's policies and issues;
- The support given by Lima Airport Partners and ACI/LAC was of paramount significance with stresses the need to count on the involvement of other organizations that have interest on airfield pavements; and, etc.

### **ACKNOWLEDGEMENTS**

The financial and administrative support given by Lima Airport Partners is deeply appreciated. Finally, the participants and the speakers sent by the States, public and private organizations were one of the key ingredients for the success of these events. The ICAO South American Regional Office expresses its gratitude to them.

### **FINAL REMARK**

Taking advantage of the opportunity and the type of participants, a form is also submitted to them in order to plan a new Seminar on Airfield Pavement Design, as it is shown in Attachment H.



**ASOCIACION LATINOAMERICANA Y CARIBEÑA  
DE PAVIMENTOS AEROPORTUARIOS  
A.L.A.C.P.A  
LATIN AMERICAN AND CARIBBEAN ASSOCIATION  
OF AIRFIELD PAVEMENTS**

**BOARD OF DIRECTORS**

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**ICAO-ACI/LAC SEMINAR ON PAVEMENT MANAGEMENT SYSTEMS (PMS)  
AND SHORT COURSE ON THE PCI (PAVEMENT CONDITION INDEX) METHOD**

**(Lima, Peru, 19-25/11/2003)**

**LIST OF PARTICIPANTS**

**ARGENTINA**

**Adrián Leiton**

Gerente Adjunto a la Dirección de Mantenimiento  
Honduras 5663 Cap. Federal C.P. 1414, Buenos Aires  
Tel.: (5411) 4852-5998  
Fax: (5411) 4852-6274  
E-mail: [aleiton@aa2000.com.ar](mailto:aleiton@aa2000.com.ar)

**Carlos Alberto San Martino**

Aeropuerto Intl.de Ezeiza  
Gerente de Mantenimiento  
Tel.: (5411) 5480-2548  
Fax: (5411) 5480-2535  
E-mail: [csanmartino@aa2000.com](mailto:csanmartino@aa2000.com)

**Ernesto Gutiérrez**

Presidente Aeropuertos Argentina 2000  
Aeropuerto Internacional Ezeiza  
Tel.: (5411) 4852-5936  
Fax: (5411) 4852-5937  
E-mail: [egutierrez@aa2000.com.ar](mailto:egutierrez@aa2000.com.ar) / [mnigro@aa2000.com.ar](mailto:mnigro@aa2000.com.ar)

**Fabián Schvartzer**

Proyectos & Estudios Especiales S.A.  
Presidente  
Tel.: (5411) 4702-8351  
Fax: (5411) 4702-8351  
E-mail: [fabians@peesa.com.ar](mailto:fabians@peesa.com.ar)

**Fernando Peralta**

Gerente de Mantenimientos  
Aeropuerto Jorge Newbery – Ciudad de Buenos Aires  
Tel.: (5411) 4576-5300  
E-mail: [fperalta@aa2000.com.ar](mailto:fperalta@aa2000.com.ar)

**Gustavo Fernandez Favaron**

Aeropuertos Argentina 2000  
Gerente de Proyectos  
Honduras 5663 Cap. Federal C.P. 1414, Buenos Aires  
Telf.(5411) 4852-6673  
Fax: (5411) 4852-6676  
E-mail: [gfavaron@aa2000.com.ar](mailto:gfavaron@aa2000.com.ar)

**José Cuadrado**

Organismo Regulador del Sistema Nacional de Aeropuertos  
Presidente ALACPA  
French 2740, Piso 12 Dto. "D" Buenos Aires  
Tel.: (5411) 4327-3731  
Fax: (5411) 4326-3887  
[E-mail: jocuadrado@yahoo.com.ar](mailto:jocuadrado@yahoo.com.ar)

**Tito Oscar Graf**

Dirección de Infraestructura Fuerza Aérea – Comando de Regiones Aéreas  
Jefe de División Pistas  
Rosales 597, CP 1684, El Palomar Morán (Prov. De Buenos Aires)  
Tel.: Particular (5411) 4647-681958 - 4843-9261  
Fax: (5411) 4843-9262  
E-mail: titograf@uolsinectis.com.ar / titograf@fullzero.com.ar

**BOLIVIA**

**Edgar Delgado Ortega**

SABSA – Aeropuerto “Jorge Wilstermann”, Cochabamba  
Jefe de Mantenimiento  
Aeropuerto Jorge Wilsterman  
Tel.: (5914) 459-0106  
Fax: (5914) 459-0506  
E-mail: edelgado@sabsa.com

**Jaime E. Calderón Rojas**

Dirección General de Aeronáutica Civil  
Encargado Área AGA  
Palacio de Comunicaciones 4° Piso, La Paz  
Tel.: (5912) 211-4465  
Fax: (5912) 211-4465  
E-mail: dgacnav@caoba.entelnet.gov.bo

**Jaime Félix Zubieta Quintanilla**

Servicios de Aeropuertos Bolivianos S.A. (SABSA)  
Encargado de Mantenimiento  
Aeropuerto Intl. El Alto, La Paz  
Tel.: (5912) 281-0320  
Fax: (5912) 281-0320  
E-mail: jzubieta@sabsa.com

**Jorge Torrico de la Reza**

SABSA, Aeropuerto Intl. Viru Viru  
Jefatura de Mantenimiento  
Viru, International Airport, Santa Cruz  
Tel.: (591) 3385-2400 ext. 310  
Fax: (591) 3385-2430  
E-mail: jtorricor@sabsa.com

**Juan Carlos Quiroga**  
Jefe de Mantenimiento  
SABSA, Aeropuerto Intl.  
El Alto, La Paz, Bolivia  
Tel.: (5912) 281-0320  
Fax: (5912) 282-0320  
E-mail: jcquiroga@sabsa.com

**Luis Fernando Rada Buezo**  
Sectorialista Infraestructura Aeroportuaria  
Superintendencia de Transportes  
Calle 9 280 obrajes , La Paz, Bolivia  
Tel.: (5912) 278-5261  
Fax: (5912)278-5255  
E-mail: frada@suptrans.gov.bo

## **BRAZIL**

**Creso de Franco Peixoto**  
Universidade Estadual de Campinas  
Faculdade de Engenharia Civil  
Profesor Universitario  
Barao Geraldo, Campinas, Sao Paulo  
Tel.: (5519) 3788-2307  
E-mail: [cresopeixoto@terra.com.br](mailto:cresopeixoto@terra.com.br)

**Julio Ernesto Velasco Ardúz**  
INFRAERO – Empresa Brasileña de Infraestructura Aeroportuaria  
Ingeniero Civil – Coordinador Superintendencia de Ingeniería de Mantenimientos  
Sector Comercial Sul – Qd.04 – B1.A – Lt. 41 – 2º Andar Edif. Araguaia – CEP 70.304 – 902 –  
Brasilia, DF.  
Tel.: (5561) 312-3161  
Fax: (5561) 312-3113  
E-mail: jarduz.cnsp@infraero.gov.br

**Moacir Mesquita**  
Directoria de Ingenieria Aeronautica  
Director Av. Mal. Cámara, 233/5to. Andar  
Castelo - RJ- Río de Janeiro, 20020-080  
Tel.: (5521) 2262-6111  
Fax: (5521) 2240-3720  
E-mail: diretor.direng@maerj.gov.br

**Oswaldo Albuquerque Fonseca**  
DIRENG  
Brazilian Air Force  
Av. Mal. Camara 233, 4to. Andar (EP -30)  
Castelo - RJ- Río de Janeiro, 20020-080  
Tel.: (5521) 2240-3570  
Fax: (5521) 2576-6247  
E-mail: osvaldoafonseca@hotmail.com

## CHILE

### **Rodrigo Andres Silva**

DGAC Jefe de Departamento Certificación y Fiscalización de Aeródromos  
Av. San Pablo 8381, Pudahuel, Santiago  
Telf. (562) 290-4634  
Fax: (562) 290-4640  
[rsilva@dgac.chile.cl](mailto:rsilva@dgac.chile.cl)

### **Alejandro Kolbe**

Ministerio de Obras Públicas, Dirección Nacional de Aeropuertos  
Ingeniero Civil - Departamento de Construcción, Dirección de Aeropuertos  
Morandé 59 - Piso 11, Santiago, Chile  
Tel.: (562) 361-2022 / 361-2024  
Fax: (562) 696-1426  
E-mail: [alejandro.kolbe@moptt.gov.cl](mailto:alejandro.kolbe@moptt.gov.cl)

### **Mauricio Matamoros Leal**

Ministerio de Obras Públicas, Dirección Nacional de Aeropuertos  
Ingeniero Civil – Director Regional de Aeropuertos de Antofagasta  
21 de Mayo No. 470 – Piso 5º, Antofagasta, Chile  
Tel.: (565) 5455-297  
Fax: (565) 5455-290  
E-mail: [mauricio.matamoros@moptt.gov.cl](mailto:mauricio.matamoros@moptt.gov.cl)

## COLOMBIA

### **María Consuelo Durán Caro**

Aeropuerto Eldorado  
Jefe División Infraestructura  
Bogotá - Aerocivil  
Tel.: (571) 266-2229  
Fax: (571) 413-5368  
E-mail: [mduran@aerocivil.gov.co](mailto:mduran@aerocivil.gov.co)

### **Rodrigo Alberto Rendón Cortés**

AEROCIVIL  
Director de Infraestructura, Unidad Administrativa Especial de Aeronáutica Civil  
Aeropuerto Eldorado Costado Sur Parqueadero Funcionarios, Bogota  
Tel.: (571) 266-2223  
Fax: (571) 266-3890  
E-mail: [rendon@aerocivil.gov.co](mailto:rendon@aerocivil.gov.co)

## COSTA RICA

### **Franklin Orozco Molina**

Alterna Partners C.R. S.A. Costa Rica  
Gerente de Construcción  
Aeropuerto Intl. Juan Santamaría, 600 metros oeste de la terminal principal  
Tel.: (506) 437-2502 / 437-2400  
Fax: (506) 437-2424  
E-mail: [forozco@alterra.co.cr](mailto:forozco@alterra.co.cr)

**Gustavo Hernandez Vargas**  
Constructora Bechtel – EDICA S.R.L.  
Civil Field Engineer  
Aeropuerto Intl. Juan Santamaría, San José  
Tel.: (506) 442-7006 / 395-4365  
Fax: (506) 442-8697/ 442-1726  
E-mail: gahernan@bechtel.com/ [ghernandezv@cfia.or.cr](mailto:ghernandezv@cfia.or.cr)

**Jorge Mario Murillo Saborio**  
Dirección General de Aviación Civil  
Director de Proyecto  
San José  
Tel.: (506) 232-7361/ 822-5576  
Fax: (506) 232-7361  
E-mail: [jmurillos@cfia.or.cr](mailto:jmurillos@cfia.or.cr)

**Sidney Patricia Castellón Camacho**  
Dirección General de Aviación Civil  
Coordinadora de Infraestructura Aeronáutica, San José  
Tel.: (506) 232-7361  
Fax: (506) 232-7361  
E-mail: famcast @racsa.co.cr / [dgacinfraestructura@hotmail.com](mailto:dgacinfraestructura@hotmail.com)

## **CUBA**

**Allán Valdés Díaz**  
ECASA S.A. (Empresa Cubana de Aeropuertos y Servicios Aeronauticos)  
Especialista de Aeródromos, Dirección de Aeródromos  
Ave. 60 # 2112 entre 21 y 23 Apto. 1, Playa. C. La Habana  
Tel.: (537) 266-4724  
Fax: (537) 266-4727  
E-mail: [allan@ecasa.avianet.cu](mailto:allan@ecasa.avianet.cu)

**Daniel León Morales**  
Corporación de la Aviación Cubana  
Director de Inversiones  
Calle N 15810, Apartamento 403, Altahabana-Habana, Cuba  
Tel.: (537) 880-1992  
Fax: (537) 334-576  
E-mail: [daniel.leon@cacsav.avianet.cu](mailto:daniel.leon@cacsav.avianet.cu)

**Norberto Cabrera Alonso**  
Aeronáutica Civil de Cuba, Director  
Calle 23 No. 64 Vedado, Ciudad La Habana  
Tel.: (537) 551-113  
Fax: (537) 334-553  
E-mail: [norberto.cabrera@iacc.avianet.cu](mailto:norberto.cabrera@iacc.avianet.cu)

## **DOMINICAN REPUBLIC**

### **Carmen A. Guzmán Negrín**

Aeropuerto Dominicano Siglo XXI, Puerto Plata  
Encargada de Proyectos Aeropuerto Intl. Gregorio Luperon  
AIGL. Puerto Plata  
Tel.: (809) 586-0408 Ext. 2406 / Celular (809) 710-3925  
Fax: (809) 586-0387  
E-mail: [c.guzman@aerodom.com](mailto:c.guzman@aerodom.com)

### **Enrique Pacheco**

Aeropuertos Dominicanos Siglo XXI S.A.  
Gerente Corporativo de Mantenimiento  
Aeropuerto Intl. Las Américas Cabo Caucedo, Punta Caucedo, Santo Domingo  
Tel.: (809) 412-5888 Ext. 2406 / 753-5834  
Fax: (809) 947-2429  
E-mail: [e.pacheco@aerodom.com](mailto:e.pacheco@aerodom.com)

### **Juan Manuel Manriquez**

Aeropuertos Dominicanos Siglo XXI S.A.  
Supervisor de Operaciones AILA  
Aeropuerto Intl. Las Américas Cabo Caucedo, Punta Caucedo, Santo Domingo  
Tel.: (809) 412-5888 Ext. 2002 / Celular (809) 763-5928  
Fax: (809) 947-2425  
E-mail: [j.manriquez@aerodom.com](mailto:j.manriquez@aerodom.com)

### **Sandra Hernández**

Aeropuertos Dominicanos Siglo XXI, S.A.  
Gerente Corporativo Técnico  
Aeropuerto Intl. De las Américas, Cabo Caucedo, Punta Caucedo, Santo Domingo  
Tel.: (809) 412-588 Ext. 2215 / 330-4389  
Fax: (809) 549-1130  
E-mail: [s.hernandez@aerodom.com](mailto:s.hernandez@aerodom.com)

### **Pedro Hernández**

Presidente Indicomsa  
Cayetano Germosea Res. El Tunel, Edif. 12, Local 101, Santo Domingo  
Tel.: (809) 534-7730 / 534-7830  
Fax: (809) 534-8695  
E-mail: [indicomsa@codetel.net.do](mailto:indicomsa@codetel.net.do)

## **ECUADOR**

### **Javier Muñoz**

ADC & HAS Management / Quiport Corporation  
Coordinador General de Proyectos Mariscal Sucre Internacional Airport, Piso 3 Quito  
Tel.: (5932) 243-0586  
Fax: (5932) 243-0706  
Email: [javier.munoz@quiport.com](mailto:javier.munoz@quiport.com)

**Jorge Noboa**

ADC & HAS Management / Quiport Corporation  
Subgerente de Mantenimiento  
Mariscal Sucre Internacional Airport, Piso 3 Quito  
Tel.: (5932) 243-0586  
Fax: (5932) 243-0706  
E-mail: [jorge.noboa@quiport.com](mailto:jorge.noboa@quiport.com)

**Alex L. Seid**

ADC & HAS Management / Quiport Corporation  
Director Aeropuerto Intl. Mariscal Sucre  
Av. Amazonas y Av. De la Prensa 3er. Piso Hall Salida Internacional  
Tel.: (5932) 243-0706  
Fax: (5932) 243-0706  
E-mail: [alex.seid@quiport.com](mailto:alex.seid@quiport.com)

**EL SALVADOR**

**Wilfredo Monge Cubías**

OACI  
Inspector de Infraestructura Aeroportuaria  
Autoridad de Aviación Civil El Salvador  
Tel.: (503) 295-0434  
Fax: (503) 295-0443  
E-mail: [wmonge@aac.gov.sv](mailto:wmonge@aac.gov.sv) / [willmonge@hotmail.com](mailto:willmonge@hotmail.com)

**GRENADE**

**Cristina Joseph**

Grenada Airports Authority  
Marketing Properties Office  
Point Salines Int. Airport Georges Grenada  
Tel.: (473) 444-4838  
E-mail: [marketingaa@caribsur.com](mailto:marketingaa@caribsur.com)

**GUYANA**

**Omadat Durga Samaroo**

Cheddi Jagan International Airport Corporation  
Manager – Engineering and Maintenance  
Cheddi, Jagan International Airport  
Tel.: (592) 261-2244 / 261-2358  
Fax: (592) 361-2244 / 261-4348  
E-mail: [odsam2000@yahoo.com](mailto:odsam2000@yahoo.com)

## **HAITI**

### **Isaac Lionel**

Autorité Aéroportuaire Nationale  
Aéroport International Toussaint Louverture  
Engineer Consultant: Airport Planning / Pavement Condition Diagnostic / Construction  
Supervision  
Rue Toussaint Louverture, Por-au-Prince, P.B. 1792  
Tel.: (509) 250-0118 / 250-1157  
Fax: (509) 250-5866  
E-mail: [Isaac\\_lionel@hotmail.com](mailto:Isaac_lionel@hotmail.com)

### **Versandre Pericles**

Office National de l'Aviation Civile  
Airport Development Project Coordinator  
Ofnac B. P. 1346 Rte de L'Aéroport - Haiti  
Tel.: (509) 250-0052  
Fax: (509) 250-0998  
E-mail: [v\\_pericles@yahoo.com](mailto:v_pericles@yahoo.com)

## **HONDURAS**

### **Jorge Luis Gutiérrez Collart**

Interairports S.A. Ingeniero Supervisor de Proyectos Aeropuerto Toncontin, Oficinas Principales  
de Interairports, Tegucigalpa  
Tel.: (504) 233-3063 / 234-2402 / 970-9515  
Fax: (504) 234-2402  
E-mail: [jgutierrez@interairports.hn](mailto:jgutierrez@interairports.hn) / [jorgelg@yahoo.com.mx](mailto:jorgelg@yahoo.com.mx) / [jorgelg73@yahoo.com.mx](mailto:jorgelg73@yahoo.com.mx)

## **PANAMA**

### **Algis González Frías**

Autoridad Aeronáutica Civil  
Director de Infraestructura Aeroportuaria  
Ciudad de Panamá, Aeropuerto Marcos A. Gelabert  
Tel.: (507) 315-9228 / 670-0776  
Fax: (507) 315-9285  
E-mail: [arq\\_lm@hotmail.com](mailto:arq_lm@hotmail.com)

### **Cristóbal Madrid**

Derivados del Petróleo, S.A.  
Jefe de Laboratorio  
Apartado Postal 6772, Zona 5, Panamá  
Tel.: (507) 266-3402/0620  
Fax: (507) 220-3311  
E-mail: [derpet@cwpanama.net](mailto:derpet@cwpanama.net)

**Fidel Real**

Encargado de Proyectos  
Derivados del Petróleo, S.A.  
Apartado Postal 6772, Zona 5, Panamá  
Tel.: (507) 266-3402/0620  
Fax: (507) 220-3311  
E-mail: [derpet@cwpanama.net](mailto:derpet@cwpanama.net) / [fidelreal01@hotmail.com](mailto:fidelreal01@hotmail.com)

**Lisbeth Meléndez Delgado**

Sub-Directora de Infraestructura Aeroportuaria  
Autoridad Aeronáutica Civil  
Albrook-Hangar 442  
Tel.: (507) 315-9229 / 315-9285  
Fax: (507) 315-9285  
E-mail: [arq\\_lm@hotmail.com](mailto:arq_lm@hotmail.com)

**Liz Marie Dutari**

Técnico Ingeniería  
Autoridad Aeronáutica Civil  
Albrook Edificio 442  
Tel.: (507) 315-9225  
Fax: (507) 315-9288  
E-mail: [lmdutari@hotmail.com](mailto:lmdutari@hotmail.com)

**Ramón Antoni o Real Solis**

Mantenimiento de Infraestructura  
Aeropuerto Internacional de Tocumen  
Tel.: (507) 238-2838 / 238-2837  
Fax: (507) 238-2735  
E-mail: [5centavos4@hotmail.com](mailto:5centavos4@hotmail.com)

**Ramón Augusto Zambrano Sánchez**

Coordinador de Proyectos Aeropuerto Internacional de Tocumen  
Aeropuerto Internacional de Tocumen S.A.  
Tel.: (507) 238-2847/2788  
Fax: (507) 238-2734  
E-mail: [raauza60@yahoo.com](mailto:raauza60@yahoo.com) / [raauza60@hotmail.com](mailto:raauza60@hotmail.com)

**Sión Atencio**

Jefe del Departamento de Ensayo de Materiales  
Ministerio de Obras Públicas  
Apartado Postal 67252, Eldorado  
Tel.: (507) 232-6120  
Fax: (507) 232-5686  
E-mail: [atenapont@hotmail.com](mailto:atenapont@hotmail.com)

**PARAGUAY****Carlos Alberto Achucarro González**

Arquitecto, Gerente de Proyectos, Obras e Inversiones  
Dirección Nacional de Aeronáutica Civil – DINAC  
Av. Mcal. López y 22 de setiembre, Edif. M.D.N. 3° Piso, Asunción  
Tel.: (59521) 228-992 / 203-615  
Fax: (59521) 213-406 / 228-992  
E-mail: [sdpl@dinac.gov.py](mailto:sdpl@dinac.gov.py)

## **PERU**

### **Abel Ramos Cuya**

Director de la Oficina de Apoyo Tecnológico,  
Ministerio de Transportes y Comunicaciones  
Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 523  
E-mail: [aramos@mtc.gob.pe](mailto:aramos@mtc.gob.pe)

### **Alex Mauricio Yturry Garnica**

Jefe Unidad de Asfaltos y Mezclas Asfálticas  
Ministerio de Transportes y Comunicaciones  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 530 / 9791-9647  
Fax: (511) 481-0677  
E-mail: [ayturry@yahoo.com](mailto:ayturry@yahoo.com) / [ayturry@mtc.gob.pe](mailto:ayturry@mtc.gob.pe)

### **César Zevallos García**

Ministerio de Transportes y Comunicaciones  
Unidad de Pavimentos, Oficina de Apoyo Tecnológico,  
Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 538  
Fax: (511) 481-0677  
E-mail: [czevallosg@terra.com.pe](mailto:czevallosg@terra.com.pe)

### **Ezequiel Rivas Durán**

Jefe Departamento Laboratorio  
Ministerio de Transportes y Comunicaciones  
Oficina de Apoyo Tecnológico  
Tel.: (511) 481-3707 anexo 544  
Fax: (511) 481-4058  
E-mail: [erivan@mtc.gob.pe](mailto:erivan@mtc.gob.pe)

### **Gonzalo Brazzini Silva**

Asesor Técnico, Oficina de Apoyo Tecnológico,  
Ministerio de Transportes y Comunicaciones  
Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 523  
Fax: (511) 481-0677  
E-mail: [gbrazzini@mtc.gob.pe](mailto:gbrazzini@mtc.gob.pe)

### **Jorge Dante Moncada del Aguila**

Ministerio de Transportes y Comunicaciones  
Normatividad Vial, Dirección Gral. De Caminos y Ferrocarriles  
Av. 28 de Julio No. 800, Lima 01  
Tel.: (511) 433-7800 anexo 1257  
Fax: (511) 349-1080  
E-mail: [lidavila@mtc.gob.pe](mailto:lidavila@mtc.gob.pe) / [moncada@terra.com.pe](mailto:moncada@terra.com.pe)

**Carlos Carrera**

Ingeniero de Campo  
Lima Airport Partners - Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3586  
Fax: (511) 517-3581  
E-mail: [ccarrera@lap.com.pe](mailto:ccarrera@lap.com.pe)

**Stuart Rivera**

Técnico de Soporte  
Lima Airport Partners - Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3518  
Fax: (511) 517-3519  
E-mail: [rivera@lap.com.pe](mailto:rivera@lap.com.pe)

**Daniel Corzo**

Chief Duty Officer  
Lima Airport Partners – Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3468  
Fax: (511) 517-3468  
E-mail: [dcorzo@lap.com.pe](mailto:dcorzo@lap.com.pe)

**Edwin Rojas**

Supervisor de Mantenimiento en Campo  
Lima Airport Partners - Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3524 7 517-3527  
Fax: (511) 517-3519  
E-mail: [erojas@lap.com.pe](mailto:erojas@lap.com.pe)

**Elio Vergara**

Supervisor de Mantenimiento e Ingeniería  
Lima Airport Partners - Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3513  
Fax: (511) 517-3519  
E-mail: [evergara@lap.com.pe](mailto:evergara@lap.com.pe)

**Emerson Mejía**

Supervisor de Mantenimiento e Ingeniería  
Lima Airport Partners - Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3522  
Fax: (511) 517-3519  
E-mail: [emejia@lap.com.pe](mailto:emejia@lap.com.pe)

**Manuel Amaya**

Arquitecto, Lima Airport Partners  
Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3517  
Fax: (511) 517-3519  
E-mail: [mamaya@lap.com.pe](mailto:mamaya@lap.com.pe)

**Paola Loayza**

Supervisor de Programación y Control  
Lima Airport Partners - Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3521  
Fax: (511) 517-3519  
E-mail: [ploayza@lap.com.pe](mailto:ploayza@lap.com.pe)

**Patricia Martin**

Arquitecta, Lima Airport Partners  
Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3573  
Fax: (511) 517-3581  
E-mail: [pmartin@lap.com.pe](mailto:pmartin@lap.com.pe)

**Iván Torralba**

Supervisor de Mantenimiento e Ingeniería  
Lima Airport Partners - Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3524  
Fax: (511) 517-3519  
E-mail: [itorralba@lap.com.pe](mailto:itorralba@lap.com.pe)

**Javier Vidal Olcese**

Gerente de Mantenimiento e Ingeniería  
Lima Airport Partners – Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3510  
Fax: (511) 517-3519  
E-mail: [jvidal@lap.com.pe](mailto:jvidal@lap.com.pe)

**Tomás Salinas Aquino**

Ministerio de Transportes y Comunicaciones  
Normatividad Vial, Dirección Gral. De Caminos y Ferrocarriles  
Av. 28 de Julio No. 800, Lima 01  
Tel.: (511) 433-7800  
E-mail: [lidavila@mtc.gob.pe](mailto:lidavila@mtc.gob.pe)

**Germán Alvarado Caballero**

CORPAC S.A.  
Profesional 1 - Ingeniero Civil  
Aeropuerto Internacional Jorge Chávez  
Tel.: (511) 575-5319  
Fax: (511) 575-5319  
E-mail: [galvarado@corpac.gob.pe](mailto:galvarado@corpac.gob.pe)

**José Luis Aliaga Sandoval**

Especialista en Gestión de Carreteras  
Ministerio de Transportes y Comunicaciones  
Av. Bolivia 120, piso 7, Lima  
Tel.: (511) 433-5666 anexo 723  
Fax: (511) 433-5666 anexo 750  
E-mail: [jl\\_aliaga@proviasnac.gob.pe](mailto:jl_aliaga@proviasnac.gob.pe)

**Robert Emilio Martínez Dongo**

Jefe Unid. Pinturas y Señalización Vial, Oficina de Apoyo Tecnológico,  
Ministerio de Transportes y Comunicaciones  
Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 523  
Fax: (511) 481-0677  
E-mail: [lidavila@mtc.gob.pe](mailto:lidavila@mtc.gob.pe)

**Juan Sánchez Guando**

Jefe Unidad Ensayos Especiales – Departamento Laboratorio  
Ministerio de Transportes y Comunicaciones – Oficina de Apoyo Tecnológico  
Av. Tupac Amaru 1590 Lima 25  
Tel.: (511) 481-3707  
Fax: (511) 481-0677  
E-mail: [jsanchez@mtc.gob.pe](mailto:jsanchez@mtc.gob.pe)

**Julio César Manrique Pino**

Ministerio de Transportes y Comunicaciones  
Normatividad Vial, Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 547  
Fax: (511) 481-0677  
E-mail: [jmanriquepino@yahoo.es](mailto:jmanriquepino@yahoo.es)

**Leopoldo Pablo Anticona Bermúdez**

Jefe de la Unidad de Suelos, Oficina de Apoyo Tecnológico,  
Ministerio de Transportes y Comunicaciones  
Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 523  
Fax: (511) 481-0677  
E-mail: [panticona@mtc.gob.pe](mailto:panticona@mtc.gob.pe) / [pab\\_anti@yahoo.es](mailto:pab_anti@yahoo.es)

**María Maritza Guevara Fabián**

Ministerio de Transportes y Comunicaciones  
Unid. Investig. y Riesgos Tecnológicos, Oficina de Apoyo Tecnológico,  
Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 523  
Fax: (511) 481-0677  
E-mail: [lidavila@mtc.gob.pe](mailto:lidavila@mtc.gob.pe)

**Rubén Luis Huamani Merino**

Jefe de la Unidad de Evaluación de Expedientes Técnicos, Oficina de Apoyo Tecnológico,  
Ministerio de Transportes y Comunicaciones  
Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 523  
Fax: (511) 481-0677  
E-mail: [lidavila@mtc.gob.pe](mailto:lidavila@mtc.gob.pe)

**Mario Dimas Gamarra Rivera**

Jefe de la Unidad de Concreto, Oficina de Apoyo Tecnológico,  
Ministerio de Transportes y Comunicaciones  
Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 538  
Fax: (511) 481-0677  
E-mail: [magamarra@mtc.gob.pe](mailto:magamarra@mtc.gob.pe) / [mariogruch@yahoo.es](mailto:mariogruch@yahoo.es)

**Máximo Víctor Jáuregui Sotelo**

Sub-Director de Mecánica de Suelos MTC-DGCF-OAT  
Oficina de Apoyo Tecnológico, Ministerio de Transportes y Comunicaciones  
Tel.: (511) 494-1485  
Fax: (511) 481-3707 anexo 566  
E-mail: [vjauregui@mtc.gob.pe](mailto:vjauregui@mtc.gob.pe)

**Lito Manuel Dávila Toro**

Asesor de Gestión y Jefe de Capacitación, Oficina de Apoyo Tecnológico,  
Ministerio de Transportes y Comunicaciones  
Dirección Gral. De Caminos y Ferrocarriles  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 481-3707 anexo 547 / 9753-4018  
Fax: (511) 481-0677  
E-mail: [lidavila@mtc.gob.pe](mailto:lidavila@mtc.gob.pe) / [litomdt@yahoo.com](mailto:litomdt@yahoo.com)

**César Edison Guevara Malpartida**

Ingeniero Civil Especialista en Pavimentos  
Barriga Dall'Orto Ingenieros Consultores  
Las Garzas No. 404, San Isidro  
Tel.: (511) 441-2699  
E-mail: [gumace@mixmail.com](mailto:gumace@mixmail.com)

**Edgar Castillo Vega Centeno**

Profesor - Gerente de Transportes de la UPC  
Galvez Barrenechea 634 Corpac- San Isidro  
Tel.: (511) 475-4080  
Fax: (511) 476-7755  
E-mail: [ecastillo@cesel.com.pe](mailto:ecastillo@cesel.com.pe)

**Elizabeth María Medina Tello**

Jefe de Prácticas de la Universitario  
Universidad Nacional Federico Villareal  
Jr. Fitzcarral 1518, Covida Los Olivos  
Tel.: (511) 485-3326 / 9861-4488  
E-mail: [ingelizatello@hotmail.com.pe](mailto:ingelizatello@hotmail.com.pe)

**Estuardo Patricio Chávez Ruiz**

Jefe de la Unidad de Proyectos de Mantenimiento Vial  
Gerencia de Mantenimiento de la Red Vial. Proyecto de Infraestructura de Transporte Nacional –  
Provías Nacional, Ministerio de Transportes y Comunicaciones  
Av. Bolivia 120 – 2º Piso – Lima 01  
Tel.: (511) 433-5666 anexo 721  
Fax: (511) 433-5666 anexo 750  
E-mail: [ep-chavez@proviasnac.gob.pe](mailto:ep-chavez@proviasnac.gob.pe) / [echr@viabcp.com](mailto:echr@viabcp.com)

**Felipe Vallejo Leigh**

Jefe Aeropuerto Internacional del Cusco, CORPAC S.A. (forma particular)

Aeropuerto Intl. "A. Velasco Astete del Cusco"

Tel.: (084) 222-601

Fax: (084) 222-611

E-mail: [lvallejo@corpac.gob.pe](mailto:lvallejo@corpac.gob.pe)

**Roberto Tirado Ronceros**

Gerente de Infraestructura, CORPAC S.A.

Lima, Callao (Zona Norte)

Tel.: (511) 575-2125

Fax: (511) 575-2125

E-mail: [rtirado@corpac.gob.pe](mailto:rtirado@corpac.gob.pe)

**Jorge Luis Espinoza Nieri**

Jefe del Área de Proyectos y Obras Civiles, CORPAC S.A.

Av. Elmer Faucett s/n Callao

Tel.: (511) 626-1237

Fax: (511) 575-1633

E-mail: [jlespinoza@corpac.gob.pe](mailto:jlespinoza@corpac.gob.pe)

**Leonardo Orejuela Barreda**

Jefe Equipo Técnico – Gerencia Operaciones Provincias, CORPAC S.A. (forma particular)

Av. Elmer Faucett s/n Callao

Aeropuerto Intl. Jorge Chávez

Tel.: (511) 574-5528

Fax: (511) 574-5528

E-mail: [lorejuela@corpac.gob.pe](mailto:lorejuela@corpac.gob.pe)

**Magog Medina Barrios**

Profesional – 1, CORPAC S.A.

Av. Elmer Faucett s/n Callao

Fax: (511) 575-5319

E-mail: [mmedina@corpac.gob.pe](mailto:mmedina@corpac.gob.pe)

**Mónica Melgarejo Sánchez**

Profesional, CORPAC S.A.

Av. Elmer Faucett s/n Callao

Tel.: (511) 431-8438 / 365-4079

Fax: (511) 575-5319

E-mail: [mmelgarejos@speedy.com.pe](mailto:mmelgarejos@speedy.com.pe)

**Victor Bossio Martini**

Profesional – 1, CORPAC S.A.

Av. Elmer Faucett s/n Callao

Fax: (511) 575-5319

E-mail: [bocio@corpac.gob.pe](mailto:bocio@corpac.gob.pe)

**Pelayo Atalaya Chacón**

Jefe del Área de Mantenimiento de Infraestructura Civil, CORPAC S.A.

Av. Elmer Faucett s/n Callao

Fax: (511) 575-5319

E-mail: [patalaya@corpac.gob.pe](mailto:patalaya@corpac.gob.pe)

**José Moquillaza**

Director OSITRAN  
Calle Bolivia 120, piso 19, Lima  
Tel.: (511) 271-9925  
Fax: (511) 271-9925  
E-mail: [jose.moquillaza@mail.com](mailto:jose.moquillaza@mail.com)

**Manuel E. Huaco Lazarte**

Supervisor de Inversiones, OSITRAN  
Av. Bolivia 104, Piso 19, Lima  
Tel.: (511) 330-7575 anexo 240  
Fax: (511) 433-1944  
E-mail: [mhuaco@ositran.gob.pe](mailto:mhuaco@ositran.gob.pe) / [manuelhl@ec-red.com](mailto:manuelhl@ec-red.com)

**Juan Apaella**

Jefe Oficina de Investigación Tecnológica y Seguridad Vial  
Ministerio de Transportes y Comunicaciones  
Av. 28 de Julio s/n Jesús María, Lima  
Tel.: (511) 433-7800 - 117  
Fax: (511) 425-9199

**Fernando Tantalean G.**

Ingeniero de Aeropuertos  
Geoconsult S.A.  
Juan de la Fuente 783  
San Antonio, Miraflores  
Tel.: (511) 444-9873 / 447-2270  
Fax: (511) 242-5441  
E-mail: [geocons@amauta.rcp.net](mailto:geocons@amauta.rcp.net)

**Giuseppe Pace Ravines**

Gerente, G&G  
Ingeniería de Proyectos y Const. E.I.R.L  
Jr. Bolognesi No. 784, Of. 01, Trujillo  
Tel.: (044) 990-4125  
E-mail: [gpace01@yahoo.ca](mailto:gpace01@yahoo.ca)

**Gladys Wilma Ricalde Casaverde**

Ingeniería Dinámica S.A. Ingeniero Civil  
Crnel. Inclán 535 - Miraflores, Lima  
Tel.: (511) 445-5791  
Fax: (511) 528-1058  
E-mail: [gla\\_ric@hotmail.com](mailto:gla_ric@hotmail.com) - [ingedisa\\_consultoria@speedy.com](mailto:ingedisa_consultoria@speedy.com)

**Jorge José Sandoval Llerena**

Jefe del Departamento de Mantenimiento  
Fuerza Aérea del Perú  
Av. Virgen del Rosario No. 274, Urb. San Diego S.M.P. Lima Perú  
Tel.: (511) 540-3836 / 9731-5425  
Fax: (511) 247-8176  
E-mail: [cazasando@yahoo.com.pe](mailto:cazasando@yahoo.com.pe) / [cazasando@hotmail.com.pe](mailto:cazasando@hotmail.com.pe)

**Luis Alberto Cardenas Polar**  
Ingeniero Civil Aeroportuario  
Geoconsult S.A. Ingenieros Consultores  
Calle Juan de la Fuente No. 783, Miraflores, Lima  
Fax: (511) 475-7151

**Luis Melgarejo Mejía**  
Dirección General de Aeronáutica Civil  
Infraestructura Aeroportuaria  
Av. 28 de Julio No. 800, Lima 01  
Tel.: (511) 431-8438  
Fax: (511) 431-8438  
E-mail: [lmelgarejo@mtc.gob.pe](mailto:lmelgarejo@mtc.gob.pe)

**Miguel A. Gómez-Sánchez**  
Jefe de Obras - Supervisor AIJC  
Lahmeyer Internacional  
Av. Canaval y Moreyra No. 452, San Isidro, Lima 27  
Tel.: (511) 222-2286  
Fax: (511) 221-3078  
E-mail: [mgomez@liperu.com](mailto:mgomez@liperu.com)

**Pablo del Aguila Rodríguez**  
Consultor Especialista en Pavimentos  
Camineros S.A.C.  
Av. Prescott 256, Of. 101-IX San Isidro  
Tel.: (511) 421-5821  
Fax: (511) 421-5940  
E-mail: [asfalto@camineros.com](mailto:asfalto@camineros.com) / [asfalto@terra.com.pe](mailto:asfalto@terra.com.pe)

**Roberto Rodríguez G.**  
Director de Navegación Aérea  
Dirección General de Aeronáutica Civil  
Av. 28 de Julio No. 800, Lima 01  
Tel.: (511) 425-1780  
Fax: (511) 425-1780

**Samuel Artemio Mora Quiñónez**  
Profesor Principal de la FIC,  
Universidad Nacional de Ingeniería  
Av. Túpac Amaru No. 210 - Rímac  
Tel.: (511) 382-4309  
Fax: (511) 382-4309  
E-mail: [samq@viabcp.com](mailto:samq@viabcp.com)

**Walter Aguirre Gutiérrez**  
Ingeniero de Proyectos  
Barriga Dall'Orto Ingenieros Consultores  
Las Garzas No. 404, San Isidro  
Tel.: (511) 440-5570  
Fax: (511) 441-2699  
E-mail: [badallsa@infonegocio.net.pe](mailto:badallsa@infonegocio.net.pe) / [waguirreg@ciplima.org.pe](mailto:waguirreg@ciplima.org.pe)

**Wilder Grandez Ventura**  
Dirección General de Aeronáutica Civil  
Infraestructura Aeroportuaria  
Av. 28 de Julio 800 - 3er. Piso - Lima  
Tel.: (511) 431-8438  
E-mail: [wgrandez@mtc.gob.pe](mailto:wgrandez@mtc.gob.pe)

**Wilhelm Funcke**  
Ingeniero Civil  
Lima Airport Partners – Aeropuerto Intl. Jorge Chávez  
Av. Elmer Faucett s/n, Callao  
Tel.: (511) 517-3576  
Fax: (511) 517-3581  
E-mail: [wfuncke@lap.com.pe](mailto:wfuncke@lap.com.pe)

**William Silva Camargo**  
Dirección General de Aeronáutica Civil  
Infraestructura Aeroportuaria  
Av. 28 de Julio 800 Lima  
Tel.: (511) 431-8438  
Fax: (511) 431-8438  
E-mail: [wsilva@mtc.gob.pe](mailto:wsilva@mtc.gob.pe)

**Magali Nikaido Fukuyama**  
Ministerio de Transportes y Comunicaciones  
Ingeniero de Planta  
Av. Túpac Amaru 1590, Rímac, Lima 25  
Tel.: (511) 464-1061  
Fax: (511) 264-1052  
E-mail: ingeniería@cpaconsultores.com / [manifu@hotmail.com](mailto:manifu@hotmail.com)

**Judith Mendoza Rosas**  
Supervisor de Inversiones, OSITRAN  
Av. Bolivia 144 piso 19 Torre Centro Cívico- Oficina - OSITRAN  
Tel.: (511) 433-1944  
E-mail: [jmendoza@ositran.gob.pe](mailto:jmendoza@ositran.gob.pe)

**Carlos Vargas**  
Lima Airport Partners  
Jefe de Mantenimiento e Ingeniería Aeropuerto Intl. Jorge Chávez  
Tel.: (511) 517-3511  
Fax: (511) 517-3519  
E-mail: [cvargas@lap.com.pe](mailto:cvargas@lap.com.pe)

**Juana Elizabeth Romero Tuesta**  
Ingeniero Civil - Pavimentos  
Universidad Nacional Federico Villareal  
Av. Elmer Faucett s/n  
Tel.: (511) 536-5898  
E-mail: [elizabeth\\_jert@hotmail.com](mailto:elizabeth_jert@hotmail.com)

## SCOTLAND

### **Delia Harverson**

Pharos Enterprises Ltd  
Consultant – Upper East Lodge  
Newliston, Kirkliston, Edinburg Eh 299 EB UK  
Tel.: (44-131) 335-3052  
Fax: (44-131) 335-3052  
E-mail: [pharos@attglobal.net](mailto:pharos@attglobal.net)

## SWEDEN

### **Stig Svensson**

SARSYS AB  
23162 Trelleborg, Sweden  
E-mail: [stig@sarsys.sc](mailto:stig@sarsys.sc)

## TRINIDAD & TOBAGO

### **Linus Rogers**

Chairman, Airport Authority  
Piarco International Airport, Piarco, Trinidad, W.I.  
Tel.: (868) 669-2303  
Fax: (868) 669-2304  
E-mail: [Lrogers@tsst.net.tt](mailto:Lrogers@tsst.net.tt)

### **Louis Frederick**

Deputy GM Estate Planning Business Development  
Airport Authority  
Caroni North Bank Road, Piarco, Trinidad, W.I.  
Tel.: (868) 669-8196  
Fax: (868) 669-0379  
E-mail: [louis@tntairports.com](mailto:louis@tntairports.com)

## UNITED STATES

### **David Brill**

Research Project Manager, FAA  
William J. Hughes Technical Center, AAR-410  
Atlantic City, International Airport, New Jersey 08405. USA  
Tel.: (609) 485-5198  
Fax: (609) 485-4845  
E-mail: [David.Brill@faa.gov](mailto:David.Brill@faa.gov)

### **Demetrius Zuidema**

Director Business Development  
Preston Aviation Solutions  
703 Waterford Way, Suite 600 Miami, FL USA 33126  
Tel.: (+1 305) 264-0151 / +1 9546631705  
Fax: (+1 305) 266-7718  
E-mail: [demetrius.zuidema@preston-aviation.com](mailto:demetrius.zuidema@preston-aviation.com)

**Frank Holt**

Vice President, Dynatest Internacional A/S  
P. O. Box 337 Starke, FL USA  
Tel.: (+1904) 964-3777  
Fax: (+1904) 964-3749  
E-mail: [fholt@dynatest.com](mailto:fholt@dynatest.com)

**Don Simmons**

Director of Aviation Sales  
CeraTech. Inc. USA  
4800 Panola Ave. Ft. Worth, Tx. 76103  
Tel.: (817) 534-4445  
Fax: (817) 534-5164  
E-mail: [don.simmons@charter.net](mailto:don.simmons@charter.net)

**Orest Shepson**

Engineer, Boeing, USA  
P.O. BOX 3707 MC. 67 -KR SEATTLE WA 98124 -2207  
Tel.: (425) 237-0498  
Fax: (425) 237-0860  
E-mail: [orest.shepson@boeing.com](mailto:orest.shepson@boeing.com)

**VENEZUELA****Maribi Josefina Peña Sanabria**

Director de Ingeniería  
Instituto Autónomo de Aeropuertos del Estado Carabobo (I.A.A.E.C.)  
Aeropuerto Intl. Arturo Michelena de Valencia  
Tel.: (5841) 6648-6978 / 641-9667  
Fax: (5841) 834-8601 / 834-7830 / 825-4887  
E-mail: [Marpen\\_99@hotmail.com](mailto:Marpen_99@hotmail.com) / [Marpen\\_99@yahoo.com](mailto:Marpen_99@yahoo.com)

**Emperatriz Choque**

Seguridad Aeroportuaria  
Instituto Autónomo de Aeropuertos del Estado Carabobo (I.A.A.E.C.)  
Dirección de Seguridad Aeroportuaria, Edificio Sede, Maiquetía  
Tel.: (58) 303-1129  
E-mail: [soprecin@hotmail.com](mailto:soprecin@hotmail.com)

**SEMINAR ON PAVEMENT MANAGEMENT SYSTEMS (PMS)  
LIMA, PERU, 19 TO 22 NOVEMBER 2003**

**FINAL PROGRAM**

DAY	PERIOD	TIME	ACTIVITY/SUBJECT	SPEAKER
19 (Wednesday)	a.m.	08:30 – 13:30	Registration	Seminar Coordination
	p.m.	13:30 – 14:00	Opening Remarks – Director, ICAO South American Regional Office	Mr. José Miguel Ceppi, Lima, <b>PERU</b>
			Seminar Inauguration - Director, Civil Aviation Authority	Mr. Wilson Benzaquén, DGAC – <b>PERU</b>
		14:00 – 15:00	<b>Overview on PMS Basic Concepts</b>	Dr. S.H. Cardoso, Ph.D., ICAO, Lima, <b>PERU</b>
		15:00 – 16:00	<b>The Airport Infrastructure in Brazil</b>	Maj.-Brig.-Eng. M. Mesquita, DIRENG, <b>BRAZIL</b>
		<b>16:00 – 16:30</b>	Coffee Break/Announcements	Seminar Coordination
		16:30 – 17:30	<b>Managing the Argentinean 2000 Airport Network</b>	Mr. Ernesto Gutierrez, Argentina 2000, <b>ARGENTINA</b>
		17:30 – 18:00	<b>Benefits on Implementing PMS in a Multi-Airp. Agency, a 24-Year Case Study</b>	Dr. Osvaldo Fonseca, Ph.D., DIRENG, <b>BRAZIL</b>
	18:00 – 18:30	<b>State-of-the-art modeling and simulation in the new Millenium</b>	Mr. D. Zuidema, Dir., Preston Aviat. Solution, <b>EUA</b>	
20 (Thursday)	a.m.	08:30 – 09:30	<b>Boeing Current and Future Product Overview and Impact on Airports</b>	Eng. Orest Shepson, BOEING, <b>USA</b>
		09:30 – 10:00	<b>PMS in INFRAERO</b>	Eng. Julio Ernesto Velazco Arduz, <b>BRAZIL</b>
		<b>10:00 – 10:30</b>	Coffee Break/Announcements	Seminar Coordination
		10:30 – 11:30	<b>International Development in Runway Friction Testing</b>	Ms. Delia Harverson, Consultant, <b>SCOTLAND</b>
		11:30 – 12:00	<b>Integral Airfield Pavement Management System</b>	Engs. Fernández/Favarón/Baldoni, <b>ARGENTINA</b>
	p.m.	12:00 – 13:30	Lunch	
		13:30 – 14:30	<b>Proactive Airport Pavement Management: The Tools Are Available</b>	Eng. Frank Holt, P.E., Dynatest International, <b>USA</b>
		14:30 – 15:30	<b>Management of Rigid Pavements in El Alto Int'l Airport, La Paz, Bolivia</b>	Eng. Juan Carlos Quiroga, M.Sc., SABSA, <b>BOLIVIA</b>
		15:30 – 16:00	<b>Management of Ezeiza International Airport Pavements</b>	Eng. Fernández/Favarón, Grimaux/Schwartzter, <b>ARG.</b>
		<b>16:00 – 16:30</b>	Coffee Break/Announcements	Seminar Coordination
		16:30 – 17:00	<b>ALACPA, New Option for Latin America and Caribbean Airfield Pavements</b>	Arch. José Cuadrado, President, <b>ALACPA</b>
	17:00 – 18:00	<b>First ALACPA's Formal Meeting, Elections, Business</b>	ALACPA's President/Seminar Coordination	
	18:00 – 18:30	<b>Results of the Contest of Ideas for ALACPA's LOGO, Prizes</b>	ALACPA's President/Guests	
21 (Friday)	a.m.	08:30 – 09:30	<b>Airport Pavement Management: FAA Perspective</b>	Dr. David Brill, P.E., Ph.D., FAA, <b>USA</b>
		09:30 – 10:00	<b>Rwy Rubber Removal With Water Under Pressure at J. Chávez Int'l Airport</b>	Eng. Emerson Mejia, LAP, Lima, <b>PERU</b>
		<b>10:00 – 10:30</b>	Coffee Break/Announcements	Seminar Coordination
		10:30 – 11:30	<b>Airport Pavement Systems in Developing Countries – Implementation Issues</b>	Dr. Osvaldo Fonseca, Ph.D., DIRENG, <b>BRAZIL</b>
		11:30 – 12:00	<b>Jorge Chávez Int'l Airport Master Plan</b>	Arch. Patricia Martin, LAP, Lima, <b>PERU</b>
	p.m.	12:00 – 13:30	Lunch	
		13:30 – 14:30	<b>PMS Means Performance, Economy, Safety, Efficiency and Comfort</b>	Eng. V. Pericles, M.Sc., ICAO Consultant, <b>HAITI</b>
		14:30 – 15:30	<b>Advantages of a PMS Implementation – Chilean Experience</b>	Eng. Alejandro Kolbe, <b>CHILE</b>
15:30 – 16:00		<b>New Apron Pavements of Jorge Chávez Int'l Airport</b>	Eng. Wilhelm Funcke, LAP, Lima, <b>PERU</b>	
	<b>16:00 – 16:30</b>	Coffee Break/Announcements	Seminar Coordination	
	16:30 – 18:30	<b>Panel "PMS Implementation and Non-Destructive Evaluation of Pavements"</b>	Seminar Coordination	
22 (Saturday)	a.m.	08:30 – 09:00	<b>Airport Pavement Layout for PCI Inspections</b>	Eng. Frank Holt, P.E., Dynatest International, <b>USA</b>
		09:00 – 10:00	<b>Round Table on "Pavement Skid Resistance"</b>	D. Harverson, <b>SCOTLAND</b> , Dr. Brill/ Mr. Holtz, <b>USA</b>
		<b>10:00 – 10:30</b>	Coffee Break/Announcements	Seminar Coordination
		10:30 – 11:30	<b>Panel on "Pavement Functional Evaluation"</b>	F. Holt, <b>USA</b> & Dr. Brill, <b>USA</b> , J. Vidal, <b>Peru</b>
		11:30 – 12:00	Seminar Final Remarks	Seminar Coordination/Guests

**SHORT COURSE ON THE PCI METHOD  
LIMA, PERU, 24 TO 25 NOVEMBER 2003**

**FINAL PROGRAM**

DAY	PERIOD	TIME	ACTIVITY/SUBJECT	SPEAKER
24 (Monday)	a.m.	08:30 – 10:00	<b>Introduction to Pavements</b> <ul style="list-style-type: none"> <li>• Revision of basic concepts</li> <li>• Types of pavements</li> <li>• Airfield pavement characteristics</li> </ul> <u>Condition and Performance</u> <ul style="list-style-type: none"> <li>• Design and deterioration</li> <li>• Conditions that can cause rupture</li> <li>• Condition evaluation elements</li> </ul> <u>The Pavement Management</u> <ul style="list-style-type: none"> <li>• Objective and goals</li> <li>• Levels of operation (Network and Project)</li> <li>• The pavement management process</li> </ul>	Dr. Osvaldo Fonseca, Ph.D., DIRENG, <b>BRASIL</b>
		10:00 – 10:30	Coffee Break/Announcements	Seminar/Short Course Coordination
		10:30 – 12:00	<b>The PCI Method</b> <ul style="list-style-type: none"> <li>• Definition of the pavement network to be managed</li> <li>• Characteristics of the paved network</li> <li>• Division of the network in Branches, Sections and Sample Units</li> <li>• Determination of the Sample Units (SUs) to be evaluated</li> <li>• Pavement distress characteristics (type, severity and density)</li> </ul> <u>The PCI Estimate</u> <ul style="list-style-type: none"> <li>• Sample Unit PCI estimate = Flexible pavement = Rigid pavement</li> <li>• Estimate of the representative PCI of a pavement section</li> </ul>	Dr. Osvaldo Fonseca, Ph.D., DIRENG, <b>BRASIL</b> Mr. Frank Holtz, DYNATEST, <b>USA</b>
	p.m.	12:00 – 13:30	Lunch	
		13:30 – 16:00	<b>Evaluation of Flexible Pavements</b> <ul style="list-style-type: none"> <li>• Distress identification</li> <li>• Evaluation sheets</li> <li>• Procedures for distress registration</li> </ul>	Dr. Osvaldo Fonseca, Ph.D., DIRENG, <b>BRASIL</b>
		16:00 – 16:30	Coffee Break/Announcements	Seminar/Short Course Coordination
		16:30 – 18:00	<u>Evaluation of Rigid Pavements</u> <ul style="list-style-type: none"> <li>• Distress identification</li> <li>• Evaluation sheets</li> <li>• Procedures for distress registration</li> </ul>	Mr. Frank Holtz, <b>USA</b>
		18:00 – 18:30	<b>Pavement Material technology for the 21st Century</b>	Mr. Jon Hyman, Ch. Op. Offic., CeraTech, Inc., <b>USA</b>

**SHORT COURSE ON THE PCI METHOD  
LIMA, PERU, 24 TO 25 NOVEMBER 2003**

**FINAL PROGRAM**

<b>DAY</b>	<b>PERÍOD</b>	<b>TIME</b>	<b>ACTIVITY/SUBJECT</b>	<b>SPEAKER</b>
25 (Tuesday)	a.m.	08:30 – 12:00	<b>Pavement Evaluation – Field Practice – Jorge Chávez Int’l Airport</b> <ul style="list-style-type: none"> <li>• Flexible pavements</li> <li>• Rigid pavements</li> </ul>	Dr. Osvaldo Fonseca, Ph.D., DIRENG, <b>BRASIL</b> Mr. Frank Holtz, <b>USA</b>
	p.m.	12:00 – 13:30	Lunch	
		13:30 – 16:00	<b>PCI Estimate - Exercise</b>	Dr. Fonseca, <b>BRASIL</b> , Mr. Holtz, <b>USA</b>
		<b>16:00 – 16:30</b>	Coffee Break/Announcements	Seminar/Short Course Coordination
		16:30 – 18:00	<b>Short Course and Practical Application Summary</b>	Dr. Fonseca, <b>BRASIL</b> , Mr. Holtz, <b>USA</b>
		18:00 – 18:30	<b>Short Course Final Remarks</b>	Seminar/Short Course Coordination

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INTERNATIONAL CIVIL AVIATION ORGANIZATION  
ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL

OFICINA REGIONAL SUDAMERICANA  
APARTADO 4127, LIMA 100, PERÚ

Tel.: (511) 5751646  
(511) 5751476/77

Fax: (511) 5750974/5751479  
E-mail: mail@lima.icao.int  
Web page: www.lima.icao.int

**ICAO-ACI/LAC SEMINAR ON PAVEMENT MANAGEMENT SYSTEMS (PMS)  
AND SHORT COURSE ON THE PCI METHOD**

*Please, fill out/answer these forms in order to help us to organize future events. No identification is required.*

(5= Excellent; 4 = very good; 3 = good; 2 = fair; 1 = poor)

<b>SEMINAR ORGANIZATION</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
Have you received the Seminar information in an adequate time?					
Have you received clear information about the Seminar?					
Was the room size where occurred the Seminar adequate?					
Was the room illumination where occurred the Seminar adequate?					
Was the quality of the sound adequate?					
Were the visual aids adequate?					
Was the time designated to the speeches (45 min) adequate?					
Was the time designated to the papers (30 min) adequate?					
Was the time designated to questions/answers adequate?					
Would you recommend this type of Seminar to another person?					

<b>SHORT COURSE ORGANIZATION</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
Have you received the Short Course information in an adequate time?					
Have you received clear information about the Short Course?					
Was the room size where occurred the Short Course adequate?					
Was the room illumination where occurred the Short Course adequate?					
Was the quality of the sound adequate?					
Were the visual aids adequate?					
Was the time designated to the Short Course adequate?					
Was the time designated to questions/answers adequate?					
Would you recommend this type of Short Course to another person?					

<b>Please, also answer the following questions:</b>
How did you know about the Seminar/Short Course?
How would you like to receive information about future events?

EVALUATIONFORM02DEC03

**ICAO-ACI/LAC SEMINAR ON PAVEMENT MANAGEMENT SYSTEMS (PMS)  
AND SHORT COURSE ON THE PCI (PAVEMENT  
CONDITION INDEX) METHOD**

**EVALUATION OF THE SUBJECTS PRESENTED DURING THE SEMINAR**

Title of Speech or Paper	Set values from 1 to 5								
	A	B	C	D	E	F	G	H	I
Overview on PMS Basic Concepts									
The Airport Infrastructure in Brazil									
Managing the Argentinean 2000 Airport Network									
Benefits on Implementing PMS in a Multi-Airport Agency, a 24-Year Case Study									
State-of-the-Art Modeling and simulation in the New Millennium									
Boeing Current and Future Product Overview and Impact on Airports									
INFRAERO PMS Implementation									
International Development in Runway Friction Testing									
Integral Airfield Pavement Management System									
Proactive Airport Pavement Management: The Tools Are Available									
Management of Rigid Pavements in El Alto Int'l Airport, La Paz, Bolivia									
Management of Ezeiza International Airport Pavements									
ALACPA, New Option for Latin America and Caribbean Airfield Pavements									
Airport Pavement Management: FAA Perspective									
Runway Rubber Removal With Water Pressure at Jorge Chávez Int'l Airport									
Airport Pavement Systems in Developing Countries – Implementation Issues									
Jorge Chávez Int'l Airport Master Plan									
PMS Means Performance, Economy, Safety, Efficiency and comfort									
Advantages of a PMS Implementation – Chilean Experience									
New Apron Pavements of Jorge Chávez Int'l Airport									
Airport Pavement Layout for PCI Inspections									
Pavement Material Technology for the 21 <sup>st</sup> Century									

*EVALUATIONFORM02DEC03*

Please, set the values (5 = Excellent; 4 = Very Good; 3 = Good; 2 = Fair; 1 = Poor) for the following items (letters A to I) for each one of the speeches.

A = Importance of the subject for your day-to-day activities

B = Is it a practical subject?

C = Is it a new subject for you?

D = Have you learned any new method or procedure?

E = Is/Are the new method or procedure easy to be implemented in your State?

F = How do you classify the quality of the presentation?

G = Was the speaker able to answer the questions?

H = Would you recommend this topic for future event

I = Was the written information adequate?

INTERNATIONAL CIVIL AVIATION ORGANIZATION  
SOUTH AMERICAN REGIONAL OFFICE

ICAO-ACI/LAC SEMINAR ON PAVEMENT MANAGEMENT SYSTEMS (PMS)  
AND SHORT COURSE ON THE PCI (PAVEMENT  
CONDITION INDEX) METHOD

(Held in Lima, Peru, 19 to 25 November 2003)

**FOLLOW-UP FORM**

*In order to allow us to evaluate the seminar/short course efficiency, please, fill out this form. Your answer will help us to provide you better technology transfer in the future. Thank you.*

1 – Have you applied any technique learnt during the seminar/short course in your airport, agency or organization?

YES  NO

2 – If your answer for question 1 was yes, please, indicates the technique in a few words: -----

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3 – Were you able to solve any problem related to any deficiency in your airport/agency/organization?

*(According to Annex 14, “ A deficiency constitutes a situation in which a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with the corresponding ICAO Standards and Recommended Practices, and which has a negative impact on the safety, regularity and/or efficiency of international civil aviation.”)*

YES  NO

4 – If your answer for question 3 was yes, please, indicate the deficiency in a few words: -----

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5 – Have you transferred any technique that you learnt during the seminar/short course to another person?

YES  NO

6 – If your answer for question 5 was yes, please, indicates the technique in a few words: -----

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**FORM USED FOR THE SURVEY OF A FUTURE SEMINAR  
ON AIRFIELD PAVEMENT DESIGN**

**SEMINAR ON AIRFIELD PAVEMENT DESIGN**

Would you participate in Seminar on Airfield Pavement Design?

**YES**  **NO**

<b>PROBABILITY OF ASSISTANCE</b>			
100 %	70 %	50 %	0 %

Would you recommend the Seminar on Airfield Pavement Design to other people?

**YES**  **NO**

Would you like to make any comments or suggestions?

**YES**  **NO**