



Agenda Item 4:

GASR Project Status

- GSI/12 – Use of Technology to Enhance Safety & GSI/2 – Consistent Regulatory Oversight - Status Project 3 – *Pilot Programme for the Development of Operational Oversight Using New Technologies*

(Presented by ACI-LAC)

TECHNOLOGY TO ENHANCE SAFETY/AIRPORT OPERATIONS/ SURVEY

SUMMARY

In order to obtain a real overview of Safety Oversight technologies application at Airports of Latin America and the Caribbean, the ACI-LAC Regional Secretariat carried out a brief survey among its members to determine the technology implemented in the Region and aspects related with the implementation priorities of new technologies as well as the entity responsible for its operation.

References:

- Appendix G-Use or Technology to enhance Safety - Airport Operations

1. Background

- 1.1 During the meeting of the RASG-PA Executive Committee carried out in Mexico City on 4 to 5 August 2008, it was agreed to initiate implementation of projects presented for the progress of Global Safety Initiative 12 - *Use of Technology to enhance Safety*.
- 1.2 The Global Aviation Safety Roadmap has a series of technological options to increase safety in areas of aircraft operation, air traffic services and aerodrome operations included in the appendices E, F, G.

2. Action

- 2.1 The ACI-LAC Regional Secretariat was requested to carry out an analysis in order to determine the level of implementation of several technological options for safety described in Appendix G.

3 Results

3.1 Results of technologies implemented in the region by the most important Airports/Operator are presented herein.

3.2 As shown in the replies available up to date, it can be concluded that the use of new technologies in aerodrome operations (air) is very limited in the region.

3.3 Likely, it could be observed that most of the operations of the new implemented technologies belong to the air traffic control systems.

	USA	BRAZIL	ARGENTINA	COSTA RICA	COLOMBIA
TECHNOLOGY	MIA	INFRAERO	AA200	ALTERRA	EL DORADO
APPROACH AND LANDING ACCIDENTS					
MINIMUM SAFE ALTITUDE WARNING (MSAW)		NO	NO	NO	AVAILABLE BUT HAS NOT BEEN IMPLEMENTED. PROVIDED BY ATS
DMW		NO	NO	NO	NO
VASI/PAPI	IMPLEMENTED	PAPI RWY 20L/ RWY 02R; APAPI RWY 20R/RWY 02L	IMPLEMENTED. OPERATED BY THE AIRPORT AUTHORITY	PAPI. OPERATED BY: MULTI ELECTRIC	IMPLEMENTED
RUNWAYS & APPROACH MARKING, LIGHTINGS & SIGNS (ACCORDING WITH ICAO)	NO	ONLY RUNWAYS LIGHTINGS AND SIGNS	IMPLEMENTED. OPERATED BY THE AIRPORT AUTHORITY	RUNWAY MARKINGS. SINGAGE IS AVAILABLE BUT DOES NOT COMPLY WITH ICAO	IMPLEMENTED ACCORDING ANEXX 1
ENGINEERED MATERIAL ARRESTING SYSTEM (EMAS)	NO	NO	NO	NO	NO
REJECTED TAKEOFF ACCIDENTS					
DISTANCE AVAILABLE SIGNS (ACCORDING WITH ICAO)		NO	NO	NO	NO
CENTERLINE/RUNWAY-EDGE LIGHTING WITH CHANGING PATTERNS SIGNS (ACCORDING WITH ICAO)		RUNWAY-EDGE LIGHTING WITH CHANGING PATTERNS SIGNS	IMPLEMENTED. OPERATED BY THE AIRPORT AUTHORITY	IMPLEMENTED	NO
ENGINEERED MATERIAL ARRESTING SYSTEM (EMAS)	NO	NO	NO	NO	NO

GROUND COLLISIONS					
TAXIWAY AND RUNWAY MARKINGS, LIGHTING & SIGNS (ACCORDING WITH ICAO)		IMPLEMENTED	IMPLEMENTED. OPERATED BY THE AIRPORT AUTHORITY	ONLY TAXYWAY AND RUNWAY	IMPLEMENTED
AIRPORT SURFACE DETECTION SYSTEM (ASDE 3X/AMASS)	IN PROCESS	NO	NO	NO	NO
ADVANCED SURFACE MOVEMENT GUIDANCE & CONTROL SYSTEMS (ASMGCS)	NO	NO	NO	NO	NO
MULTI-LATERATION SYSTEMS (BASED ON ACAS MDE S OR ADS-B)		NO	NO	NO	NO
TURBULENCE ENCOUNTERS/ WINDSHEAR ENCOUNTERS					
TERMINAL DOPPLER WEATHER RADAR (TDWR)	IMPLEMENTED	IMPLEMENTED	NO	NO	NO
FOREIGN OBJECT DEBROS INGESTION/DAMAGE					
RUNWAY FOREIGN OBJECT DEBRIS DETECTION RADARS	NO	NO	NO	NO	NO
BIRD- WILDLIFE STRIKE					
BIRD-WILDLIF PROGRAMM /TECHNIQUES/TRAINING	IMPLEMENTED	NO	IMPLEMENTED. OPERATED BY THE AIRPORT OPERATOR	WILD LIFE PREVENTION PROGRAM IN PLACE	NO