



Agenda Item 8: Other business

Safety Bulletins

(Presented by IATA)

Summary	
This working paper presents proposal for a recommendation to the SAM States that regular aeronautical information (NOTAM, AIP Supplements and Amendments to AIP) is not replaced by unstandardized publications, known in some states as "Safety Bulletins"	
References:	
<ul style="list-style-type: none"> • Annex 15 – Aeronautical Information Services 	
ICAO Strategic Objectives:	<i>A - Safety</i>

1. Introduction

1.1 At least in one SAM State, there is a practice of applying publications called "Safety Bulletin" by the airports, replacing the regular aeronautical publications;

1.2 In addition to be a violation of the Standards and Recommended Practices (SARPs) of Annex 15, the following problems can be identified in the application of Safety Bulletins:

- a) There is no standard distribution and there is no guarantee that all stakeholders involved actually receive the information.
- b) There is no a standardized format of Safety Bulletins application making interpretation difficult to the users.
- c) Safety Bulletins does not go through a quality assurance process and may constitute a threat to safety.

2. Analysis

2.1 **The** main aspects that lead to the use of bulletins safety are related to the delay for sending the necessary information for the development of the regular aeronautical publication regularly by the airport, as well as a delay in the development, publication and entry into effect of AIP Supplements, AIP Amendments and Aeronautical Charts related to Airports (PDC, ADC, etc.). The main factors affecting the timely aeronautical publications are:

- a) Lack of proper and timely planning by the airport authorities;
- b) Bureaucracy and delays in processing information by the Airport Regulator;
- c) Lack of prioritization of the most important airports in relation to the analysis of aeronautical information publication processes in the Regular and Air Navigation Service Provider;
- d) The need for rationalization the process of publication of AIP Supplements publications and aeronautical charts; and
- e) The use of aeronautical publications on paper.

2.2 An example of safety bulletin published for Brasilia Airport is attached as an appendix to this working paper.

2.3 Whereas the standard and regular information provided for in Annex 15 and Doc. 8126 is essential for safety, IATA requests to the meeting to recommend to the SAM States do not apply no regular publications as a way to mitigate problems and delays in the design, publication and entry into force of the AIP Supplement, amendments to AIP and aeronautical charts related to airport operations.

3. **Suggested Actions:**

3.1 The meeting is invited to:

- a) Take note of the information contained in this working paper;
- b) Request the SAM Regional Office to follow up on the implementation of Safety Bulletins replacing regular aeronautical publications;
- c) Recommend that SAM States do not apply Safety Bulletins to replace regular aeronautical publications;



See NOTAM and official charts ADC / PDC1 / PDC 2 www.aisweb.aer.mil.br

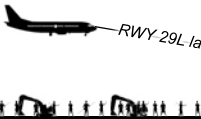
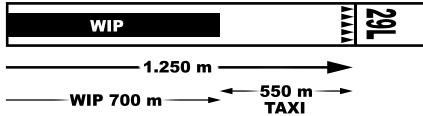
Repavimentação da Pista 11R-29L Pavement rehabilitation of Runway 11R-29L

Fase 2 Phase 2 **THR29L**

Em vigor desde 23 SET 2016 Valid since 23 sep 2016

Cabeceira deslocada temporariamente
Temporary displaced threshold

1.250 m



RWY 29L landing available under request

RWY 29L
GS / ALS / PAPI
Out of service

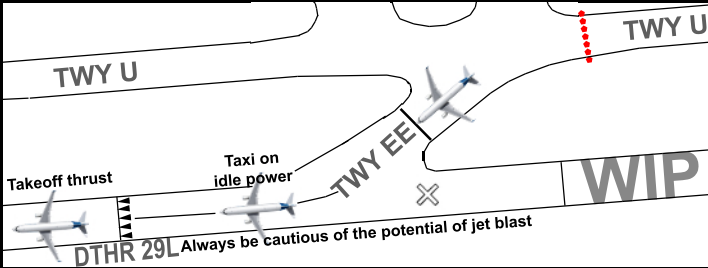
700 m WIP

DTHR 29L

threshold displacement 1.250 m

Distâncias declaradas Declared distances

RWY 11R - TORA 2050 | TODA 2050 | ASDA 2050 | LDA 2050
RWY 29L - TORA 2050 | TODA 2050 | ASDA 2050 | LDA 2050



Cabeceira Deslocada 29L

Displaced Runway Threshold 29L

SINCE 10:01 Z / UNTIL 02:59 Z
23 SEP 2016 / 01 OCT 2016