



**Agenda Item 2: Optimisation of SAM airspace**

**a) Progress made in regional PBN implementation**

**ADDRESSING OUTDATED AIP OBSTACLE CHARTS AS A POTENTIAL SAFETY HAZARD**

(Presented by Secretariat on behalf of the PA-RAST)

**SUMMARY**

Aeronautical Information Publication (AIP) in the region have been found to have outdated or incomplete airport obstacle chart publication. The updating of outdated obstacle chart information has been noted by the ICAO 32<sup>nd</sup> Pan – American Regional Aviation Safety Team (PA-RAST) as a priority in addressing regional safety taking into account the accuracy of the information.

Since last year it was established a strategy to improve the coordination between RASG-PA and GREPECAS, following the mandate of the ICAO council for PIRGs and RASGs to coordinate the work to avoid duplication of efforts and to be more efficient, in those matters of interest for both groups.

During 2018 RASG-PA developed the Communication Plan, whose primary objective is to improve the communication with all interested parties. In the stakeholder matrix of the plan, the regional implementation groups are critical actors with whom RASG PA must maintain a fluid and constant communication.

This working paper is in response the mandate of the ICAO Council.

**References:**

- ICAO Annex 4.
- ICAO Annex 6.
- ICAO Annex 19.

**ICAO Strategic Objectives:**

- A – Safety*
- B – Air Navigation Efficiency and Capacity*

## 1. Introduction

1.1 The IATA Regional Coordination Group (RCG) performed a review of existing airport Aeronautical Information Publications (AIP) in the region, which are the primary source for obstacle chart information. During the revision, the RCG realized that there are several airports where the AIP information is outdated and/or insufficient in relation to type A charts, as prescribed by ICAO Annex 4.

1.2 In determining the potential hazard this possess to the system, the ICAO Pan – American Regional Aviation Safety Team (PA-RAST) was provided with the review of the international civil aviation airports which were found to be deficient in their AIP publication, considering relevant elements of obstacle charts information.

1.3 The PA-RAST/32 determined that the outdated obstacle chart information warranted further action/coordination in the region as this presented a safety hazard for operators.

1.4 ICAO Annex 6 addresses the requirement for States to provide obstacle data that enables operators to develop procedures to clear all obstacles along the flight path by an adequate vertical or horizontal distance.

1.5 This working paper provides detailed information as it relates to outdated Aerodrome Obstacle Charts (ICAO Type A) airports in the region, which are not published in the State AIP's.

## 2. Discussion

2.1 In the South American region, eighteen (18) airports where reviewed in the following countries, Argentina, Brazil, Colombia, Chile, Ecuador, and Venezuela.

2.2 The following are the results from the assessment, which are presented in **Appendix A** of this working paper.

- a. Twelve (12) do not present the required accuracy level on their AIP's
- b. Four (4) of the airports where noted as having insufficient information,
- c. One (1) airport has no obstacle elevation information in the AIP.
- d. Ten (10) of the airports either had no update or last update of more than five (5) years.

2.3 It is important to emphasize that ICAO Annex 4 requires the publication of obstacles information, and where no obstacles exist, a chart noting such is required. Lack of accurate and adequate information on airport obstacle charts inhibit aircraft performance calculations.

2.4 ICAO Annex 19, as part of the State Safety Program (SSP) requires States to develop a process to identify actual and potential safety hazards and assess their associated risks. It further expands that the State shall develop and maintain a process that ensures analysis, assessment and control of the safety risks associated with identified hazards. As part of this hazard identification, States should consider the lack of information/update of obstacle data, which present a risk to the system, as a priority.

2.5 Considering all the information contained in this working paper, it is paramount that States update the airport obstacle chart and terrain information in their AIP's. This effort will contribute to mitigate the safety hazards associated with the lack of situational awareness due to inaccurate aerodrome obstacle information.

3. **Suggested action**

3.1 The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) request SAM States to update obstacle chart and terrain information, in accordance with existing ICAO provisions;
- c) establish a timeline for States to update their obstacle charts in the AIP's; and
- d) establish a process to monitor and address future AIP's updates in the SAM Region.

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## APPENDIX A

## SAM States/Airports with Outdated Obstacle Information (ICAO Type A)

ICAO Code	IATA Code	AIP AD2.10	RWY	Obstacle DATE	Remarks
SBGR	GRU	YES (01.03.2018)	09L	6/22/2017	RWY Heading missing / no accuracy level shown
SAEZ	EZE	YES (30.04.2015)	17/35	4/30/2015	o.k. / no accuracy level shown
SKBO	BOG	YES (01.03.2018)	13L/31R	3/1/2018	o.k. / no accuracy level shown
SBGL	GIG	YES (01.03.2018)	15/33	6/22/2017	o.k. / no accuracy level shown
SCEL	SCL	YES (08.12.2016)	17L/35R	12/12/2013	o.k. / no accuracy / layout could be improved
SEQM	UIO	YES (20.03.2013)	18/36	2/20/2013	o.k. / no accuracy level shown
SBKP	VCP	YES (01.03.2018)	15/33	6/22/2017	o.k. / no accuracy level shown
SEGU	GYE	YES (eAIP)	02/21	7/22/2007	o.k. / no accuracy level shown
SVMI	CCS	YES (27.04.2017)	09/27		
SKCL	CLO	YES (01.03.2018)	02/20	NO	Insufficient / ONLY PAC 19 (22.12.2005)
SKRG	MDE	YES (28.04.2016)	18/36	12/22/2005	Insufficient
SKCG	CTG	YES (22.06.2017)	01/19	5/31/2012	o.k. / a-typical chart layout
SBBR	BSB	YES (01.03.2018)	11R	6/22/2017	o.k. / no accuracy level shown
SACO	COR	YES (13.10.2016)	18/36	NOV 2010	o.k. / no accuracy level shown
SBSV	SSA	YES (01.03.2018)	10/28	6/22/2017	o.k. / no accuracy level shown
SBRF	REC	YES (01.03.2018)	18/36	6/22/2017	NO OBST ELV SHOWN / no accuracy level shown
SBFZ	FOR	YES (01.03.2018)	13/31	6/22/2017	o.k. / no accuracy level shown
SKMD	EOH	YES (21.07.2016)	02/20	NO	Insufficient
MDLR	LRM	YES (17.01.2008)	11/29	NO	Insufficient
MDPP	POP	YES (17.01.2008)	08/26	4/30/2015	o.k. / accuracy level shown