



**Fifty-Four Pan America — Regional Aviation Safety Team Meeting
(PA-RAST/54)**

Miami, United States, 15 to 17 February 2022

Agenda Item *: High Risk Categories (HRCs) information

Addressing outdated AIP obstacle charts as precursors to Control Flight Into Terrain (CFIT)

(Presented by IATA)

EXECUTIVE SUMMARY

Aeronautical Information Publication (AIP) in the region have been found to have outdated or insufficient airport obstacle charts information. States and regulators should update obstacle chart information and ensure navigational references are updated in accordance with the World Geodetic System 1984 (WGS-84).

Mitigating the risk presented by obstacles in the Obstacle Free Zone (OFZ) should be considered as a continued process in monitoring outdated obstacles charts in the region by all relevant groups. States should establish adequate frequencies in which the aerodrome survey are performed and updated in accordance with ICAO guidelines.

The Regional Aviation Safety Group – Pan Americas approach in considering the safety risk associated with outdated obstacles information as part of the Controlled Flight Into-Terrain (CFIT) strategy should continue to emphasize and bring awareness of the need for accurate, updated information to be published in each State’s applicable Aerodrome section of the AIP. A continued improvement process implemented by the group to monitor progress and address outdated obstacle charts.

Action:	<ul style="list-style-type: none"> a) States urge to update obstacle chart and terrain information, in accordance with existing ICAO provisions. b) States to update and publish type A obstacle charts in the AIP’s. c) Establish a process to monitor and address future AIP’s updates in the Pan America region.
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Strategic Objectives:	<ul style="list-style-type: none"> • Safety • Air Navigation Efficiency and Capacity
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References:	<ul style="list-style-type: none"> • ICAO Annex 4; • ICAO Annex 6; • ICAO Annex 15;
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	<ul style="list-style-type: none"> • ICAO Annex 19; • ICAO Document 9137 Part 6
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1. Introduction

- 1.1 During the 32nd Pan – American Regional Aviation Safety Team (PA-RAST), the group was informed of the issues discovered in the region by the Latin America and Caribbean (LATAM/CAR) Regional Coordinating Group (RCG) related to out of date or missing obstacle chart information.
- 1.2 The IATA RCG review of some of the airports Aeronautical Information Publications (AIP) in the region, which are the primary source for obstacle chart information, revealed that several airports had outdated and/or insufficient in relation to type A charts, as prescribed by ICAO Annex 4.
- 1.3 The PA-RAST noted the risk associated with out of date or missing obstacle chart information to regions safety which served as precursor one of the elements to Control Flight Into Terrain (CFIT) which is one of the top risk area for the region.
- 1.4 As part of the plan of action by the group to address risk associated with obstacle chart information being out of date or missing information, the group noted that collaboration with the NAM/CAR Air Navigation Implementation (ANI) Working Group and the SAM Implementation Group (SAM/IG) would be pivotal to mitigate the risk. Working papers were developed and presented to the working groups.
- 1.5 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.
- 1.6 This working paper is aimed at providing an update to the group and to encourage States to review their AIP's pages, perform the applicable aerodrome survey while the RASG-PA established a process to monitor updated AIP's.

2. Discussion

- 2.1 The control of obstacles at an airport are addressed in ICAO document 9137 – Control of Obstacle Airport Services Manual amongst other ICAO standards and recommended guidelines which some states in the region have shown progress in updating some of the AIPs in recent years, yet other States are still lacking in ensuring type A charts, outdated or missing information is addressed adequately.
- 2.2 Performing further review of the airports in the region it's been noted that there are airports missing Type A charts in region with some airports not having updated their Aerodrome publication of the airport obstacle data for more than 5 years.

- 2.3 It is important to note that type A information from ICAO Annex 4, requires the publication of accuracy information even where a chart is not required because no obstacles exist in the take-off flight path area. Additionally, the lack of adequate information on the obstacle charts of the airfield inhibits adequate aircraft performance calculations.
- 2.4 ICAO Annex 19 requires that a process to identify actual and potential safety hazards is established to assess the associated risk as part of the State Safety Program (SSP). It further expands that provider shall develop and maintain a process that ensures analysis, assessment and control of the safety risks associated with identified hazards. The foundation of this proactive safety strategy is based on the implementation of a State Safety Programme (SSP) that systematically addresses safety risks.
- 2.5 Collaborative measure to address the risk associated with the lack of situational awareness which is a precursor for CFIT taking into account the updating of outdated obstacle charts as an element that can enhance crew situation awareness and ensure accurate terrain display information is presented at all times is vital to continually address CFIT in the region.

3. **Suggested Actions**

3.1 The PA-RAST ins invited to:

- a. Take note of the information provided in the working paper.
- b. Encourage State publication of Type A charts and updating of the obstacle chart information.
- c. Ensure Type A charts published more than 5years are updated with current airport obstacle data.
- d. Establish a process to monitor and address future AIP's updates in the Pan America region.
- e. Consider addressing this topic at the next RASG-PA plenary meeting.

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