



ICAO

International Civil Aviation Organization
South American Regional Office
Second SAM Region AGA/AOP Focal Points Meeting
(SAMAGA/02)
Video Teleconference, 20, 21 & 22 June 2022

Agenda Item 02: Regional updates and reports

SAM REGION REGIONAL AERODROME INDICATORS AND GOALS

(Presented by Secretariat)

| EXECUTIVE SUMMARY | |
|--|--|
| Presents SAM Region's main safety indicators status and proposes goals updating for said indicators to the States. | |
| Action item: | See section 3. |
| <i>Strategic Objectives:</i> | <ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency |
| <i>References:</i> | <ul style="list-style-type: none">• Bogota Declaration (https://www.icao.int/SAM/Documents/RAAC13/RAAC13_BogotaDeclaracionPrensaAPN_v1.pdf) |

1. INTRODUCTION

1.1 The ICAO SAM regional office aerodrome program activities are based on the organization's strategic objectives and the Member State's needs. Currently, the SAM Region AGA/AOP program is based on 4 priorities, which respond to the main needs identified in the Region.

Priority 1: Aerodrome Certification

1.2 According to ICAO Annex 14, Volume I, section 1.4: *When an aerodrome is granted a certificate, for aircraft operators and other organizations operating in it, it means that, at the time of certification, it meets the specifications related to the facility and its operation and that it has, in agreement with the certification authority, the ability to continue to meet those specifications during the validity of the certificate. The certification process also sets the benchmark for the compliance with specifications continuous monitoring.*

1.3 For this reason, aerodrome certification is considered the most appropriate mechanism to guarantee, not only regulatory compliance and air navigation improvements construction for the basic building blocks implementation, but also that the aerodrome operator is in control of its risks and the State can, through an appropriate mechanism, ensure that it continues to operate safely.

Priority 2: Runway Safety

1.4 Runway safety remains one of the high-risk event categories that must be addressed to mitigate the fatalities risk in international civil aviation. The Global Aviation Safety Plan in its 2020-2022 edition (GASP Doc. 10004) recommends States, Regions and Industry actions to promote the State Runway Safety Programs and Safety Runway Operational local teams' establishment and implementation.

1.5 Due to the benefit of establishing this systemic approach to runway safety at international aerodromes, the Region has the opportunity to take more actions to promote local RST effective implementation at all international aerodromes.

Priority 3: Airport Planning

1.6 Based on the objectives set forth by both GANP and GASP to ensure that adequate infrastructure is available to support safe operations, in September 2018 the SAM Region held a Seminar and Workshop on Airport Planning for the SAM Region (code 18ADPLAN) at the ICAO SAM Regional Office. As a result of the event, the group agreed that the SAM Region should adopt a vision to address the airport infrastructure problems that were clearly identified at the event. This agreed vision was:

"To be a Region recognized worldwide for its airports collaborative planning, which guarantees the timely and balanced capacity to bring air transport benefits to the entire South America population."

1.7 To achieve this vision, a series of activities were indicated, including the SAM Region aerodrome capacity limitations main cause or causes analysis and identification and the corresponding action plans for States to address them.

Priority 4: A-CDM

1.8 In the SAM Region, it has been identified that there is a lack of airport infrastructure capacity in some important connection points (hubs), which has led to increased costs, saturation, delays, inefficiencies and lost opportunities due to the lack of operating space, thus acting against the long-term common national and regional interest of reaping increased air connectivity benefits.

1.9 Since infrastructure construction is a costly and time-consuming process, States and Airports must look for alternatives to unblock and maximize existing capacity use. A-CDM has been identified globally as a way to achieve these goals by increasing situational awareness of all involved stakeholders through information sharing leading to better collaborative decision-making, especially during recovery process of operations after adverse conditions or irregular operations.

2. ANALYSIS

2.1 The four priorities mentioned above are related to different initiatives and projects that seek to support effective implementation. A detailed analysis of each of these initiatives is shown in **Attachment A** to this working paper.

2.2 However, despite the fact that the initiatives have active implementation mechanisms, at the moment there are no regional or specific State goals to achieve said objectives. Given that the implementation of aerodrome certification and the implementation of RST are initiatives that have been monitored since at least 2013, it is considered appropriate to establish goals.

2.3 For this reason, the Secretariat proposes establishing certification objectives by State for the next three years (2022-2025). The proposal detail is included under **Attachment B** of this working paper.

3. SUGGESTED ACTION

3.1 SAMAGA meeting is invited to:

- a. Take note of the information provided in this working paper and its attachments;
- b. Analyze in detail the goals by State proposed in **Attachment B** and propose, if deemed necessary, different goals;
- c. Adopt the following conclusion:

| CONCLUSION/DECISION SAMAGA02 | | <i>SAM Region RST Certification and Implementation Goals</i> | |
|---------------------------------|--|--|--|
| What? | | Expected impact | |

| | |
|--|--|
| <ul style="list-style-type: none"> • That the SAM States accept the aerodrome certification and RST implementation goals presented as Attachment B to this Working Paper as minimum goals for the next triennium 2022-2025. • Entrust the Secretariat to monitor the implementation of said goals. | <input type="checkbox"/> Political/Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical |
| <p>Why? To guarantee an effective implementation of the current certification and RST initiatives, it is necessary to update the goals for the next triennium, so that the States can adjust their programs to achieve the national and regional objective. It is necessary for each State to have its own goals, so that they can contribute together to the regional goal.</p> | |
| <p>When? <i>End of 2025, with annual reviews at each SAMAGA Meeting</i></p> | <p>Status: <input checked="" type="checkbox"/> Valid <input type="checkbox"/> Superseded <input type="checkbox"/> Completed</p> |
| <p>Who? <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> Secretariat <input type="checkbox"/> Other (Specify):</p> | |

ATTACHMENT A – SAM Region main AGA/AOP projects status

| Initiative | Expected Goal | Status up to SAMAGA02 | Challenges/Opportunities |
|---|--|-----------------------|---|
| Aerodrome Certification (F1 GREPECAS Project) | <ul style="list-style-type: none"> States certify 100% of aerodromes with international operations. | 52% | <ul style="list-style-type: none"> There is no goal per state or per year. There are States that have not started In other States, progress has been suspended There are direct support alternatives through the SRVSOP |
| GRF Implementation (Regular Program Project & SRVSOP) | <ul style="list-style-type: none"> States with 100% preparation according to the regional plan agreed milestones. GRF implemented in all international aerodromes. | 66% | <ul style="list-style-type: none"> Project almost completed with the majority of States in the process of implementation Other States must start their implementation After the milestones, there is no mechanism to measure effectiveness by airport |
| RST Implementation (New RASG-PA project) | <ul style="list-style-type: none"> 100% of aerodromes with international operations with RST implemented and effective. | 34% | <ul style="list-style-type: none"> There is no goal per state or per year. It is a requirement of the PANS and the PQ USOAP Various States at 0% Newly approved RASG-PA project offers assistance In airports already implemented, effectiveness must be reviewed. |
| Airport Planning (F2 GREPECAS Project) | <ul style="list-style-type: none"> Main international aerodromes with an updated Master Plan accepted by the CAA. National plans for airports use | Metric to be define | <ul style="list-style-type: none"> Project in the process of establishing a baseline Only 30% of States have a national plan for airports use |

| Initiative | Expected Goal | Status up to SAMAGA02 | Challenges/Opportunities |
|--|---|-----------------------|--|
| A-CDM Implementation (F3 GREPECAS Project) | <ul style="list-style-type: none"> • Promote regional harmonized phraseology, procedures and milestone approach for A-CDM implementation in accordance with ICAO Doc 4444 and Doc 9971. • Promote implementation in the Region main axes. | Metric to be define | <ul style="list-style-type: none"> • There is an approved regional guide • Project under renovation process to facilitate its implementation • Some of the main HUBs are already implementing but in a non-harmonized way |

1.

ATTACHMENT B – Next triennium proposed goals for the - SAM Region

| State | No. of international aerodromes | Baseline 2022 | Baseline 2022 (%) | Certify in 2022 | 2022 (%) | Certify in 2023 | 2023 (%) | Certify in 2024 | 2024 (%) | Certify in 2025 | 2025 (%) |
|-----------------|---------------------------------|---------------|-------------------|-----------------|------------|-----------------|------------|-----------------|------------|-----------------|------------|
| REGIONAL | 104 | 53 | 51% | 7 | 58% | 12 | 69% | 9 | 78% | 8 | 86% |
| Argentina | 16 | 1 | 6.25% | 1 | 13% | 1 | 19% | 1 | 25% | 3 | 44% |
| Bolivia | 3 | 3 | 100.00% | 0 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Brazil | 29 | 22 | 75.86% | 1 | 79% | 4 | 93% | 2 | 100% | 0 | 100% |
| Chile | 8 | 5 | 62.50% | 1 | 75% | 1 | 88% | 1 | 100% | 0 | 100% |
| Colombia | 11 | 6 | 54.55% | 1 | 64% | 1 | 73% | 1 | 82% | 2 | 100% |
| Ecuador | 4 | 2 | 50.00% | 0 | 50% | 1 | 75% | 1 | 100% | 0 | 100% |
| French Guiana | 1 | 1 | 100.00% | 0 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Guyana | 2 | 2 | 100.00% | 0 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Panamá | 6 | 0 | 0.00% | 1 | 17% | 1 | 33% | 1 | 50% | 1 | 67% |
| Paraguay | 2 | 0 | 0.00% | 0 | 0% | 1 | 50% | 1 | 100% | 0 | 100% |
| Perú | 8 | 8 | 100.00% | 0 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Suriname | 1 | 0 | 0.00% | 0 | 0% | 1 | 100% | 0 | 100% | 0 | 100% |
| Uruguay | 2 | 1 | 50.00% | 1 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Venezuela | 11 | 2 | 18.18% | 1 | 27% | 1 | 36% | 1 | 45% | 2 | 64% |

RST Implementation

| State | No. of international aerodromes | Baseline 2022 | Baseline 2022 (%) | Add RST in 2022 | 2022 (%) | Add RST in 2023 | 2023 (%) | Add RST in 2024 | 2024 (%) | Add RST in 2025 | 2025 (%) |
|-----------------|---------------------------------|---------------|-------------------|-----------------|------------|-----------------|------------|-----------------|------------|-----------------|-------------|
| REGIONAL | 104 | 35 | 34% | 8 | 41% | 17 | 58% | 21 | 78% | 23 | 100% |
| Argentina | 16 | 0 | 0.00% | 2 | 13% | 4 | 38% | 5 | 69% | 5 | 100% |
| Bolivia | 3 | 3 | 100.00% | 0 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Brazil | 29 | 16 | 55.17% | 2 | 62% | 3 | 72% | 4 | 86% | 4 | 100% |
| Chile | 8 | 0 | 0.00% | 1 | 13% | 2 | 38% | 2 | 63% | 3 | 100% |
| Colombia | 11 | 0 | 0.00% | 1 | 9% | 3 | 36% | 3 | 64% | 4 | 100% |
| Ecuador | 4 | 1 | 25.00% | 0 | 25% | 1 | 50% | 1 | 75% | 1 | 100% |
| French Guiana | 1 | 0 | 0.00% | 0 | 0% | 0 | 0% | 1 | 100% | 0 | 100% |
| Guyana | 2 | 2 | 100.00% | 0 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Panamá | 6 | 1 | 16.67% | 1 | 33% | 1 | 50% | 1 | 67% | 2 | 100% |
| Paraguay | 2 | 2 | 100.00% | 0 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Perú | 8 | 8 | 100.00% | 0 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Suriname | 1 | 0 | 0.00% | 0 | 0% | 0 | 0% | 1 | 100% | 0 | 100% |
| Uruguay | 2 | 2 | 100.00% | 0 | 100% | 0 | 100% | 0 | 100% | 0 | 100% |
| Venezuela | 11 | 0 | 0.00% | 1 | 9% | 3 | 36% | 3 | 64% | 4 | 100% |

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