

**Taller de seguimiento a la preparación del Vol. III del
Plan Regional de Navegación Aérea
(Lima-Perú, 12 al 15 de junio del 2023)**




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**Novedades relacionadas con el Plan Mundial de
Navegación Aérea (GANP) y el Plan Mundial de
Seguridad de la Aviación (GASP)**

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Resumen

 Se presentarán los últimos desarrollos relacionados con el GANP y el GASP, en particular la inclusión de una actualización de la KPA de Seguridad del marco de rendimiento GANP




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 Objetivos GASP y nuevos subobjetivos



 Se analizará la importancia de un sistema robusto Navegación Aérea para lograr los niveles esperados de Seguridad.

 Se efectuará un mapeo de los servicios esenciales descritos en el Marco Construcción Básico (BBB)

Antecedentes

Séptima Edición del GANP

Actualización del marco de rendimiento de GANP – Seguridad

Recomendación 4.3/1, Mejora el rendimiento del sistema de navegación aérea, para ello se constituyó el Grupo de Expertos en Rendimiento del GANP, para mantener y evolucionar el marco de rendimiento.



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Tareas:

- ❖ Ampliar el marco de rendimiento del GANP, cubrir los once KPA y en particular,
- ❖ Contribuir a la coherencia y consistencia relacionadas con los aspectos de gestión del rendimiento compartidos por el GANP, el Plan Mundial de Seguridad Aérea (GASP, Doc. 10004) y el Plan Mundial de Seguridad de la Aviación (GASeP) (Doc. 10118).

El marco de rendimiento en materia de seguridad propuesto identifica un interés común de alto nivel en esa materia, así como objetivos de rendimiento e indicadores clave de rendimiento (KPI) que abarcan todos los aspectos del sistema de aviación.



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- Permitiendo al GANP considerar la seguridad de manera integrada en sus otros 10 KPA.
- Al mismo tiempo, proporciona una terminología compartida relacionada con la seguridad para el GANP y el GASP, promoviendo la coherencia entre los dos planes globales.

Ambición de rendimiento en materia de seguridad operacional

Las ambiciones de rendimiento se describen en el Nivel Estratégico Global del GANP.



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- Son declaraciones cualitativas que establecen prioridades mundiales sobre la evolución del rendimiento del sistema mundial de navegación aérea.
- No deben verse como un objetivo para monitorear e informar continuamente sobre el desempeño, sino más bien como un catalizador para el cambio.

En este sentido, la comunidad aeronáutica se compromete no solo a eliminar por completo los accidentes relacionados con los servicios de navegación aérea, sino también, como parte de su firme compromiso con la seguridad, a reducir a la mitad el número de incidentes graves relacionados con los servicios de navegación aérea.



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Como parte de este compromiso, la estrategia de seguridad operacional establecida por la OACI en el GASP apoya la priorización y mejora continua de la seguridad operacional de la aviación. El propósito del GASP es reducir continuamente las muertes con el objetivo de seguridad aspiracional de cero muertes en operaciones comerciales para 2030 y más allá, y reducir el riesgo de muertes asociadas con accidentes.



Objetivos y subobjetivos de desempeño permiten el mapeo de las metas descritas en el GASP



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a) El objetivo 1 del GASP "*Lograr una reducción continua* de los riesgos de seguridad operacional" se asignó al subobjetivo de desempeño de seguridad "*Mantener o mejorar la seguridad de las operaciones de vuelo tradicionales*", ya que el alcance del objetivo 1 no se limitaba al conjunto de cinco categorías de alto riesgo (HRC) sino que abarcaba todas las categorías de riesgo (los HRC son un subconjunto del conjunto completo de categorías de riesgo);

Ejemplos de subobjetivos nuevos y se incluyen en la séptima edición del GANP

Reducir el riesgo de colisiones de aeronaves de calle de rodaje y plataformas/aeronaves

Reducir el riesgo de otras colisiones durante el uso de calles de rodaje y plataformas

Evitar colisiones con vehículos terrestres y equipos móviles en calles de rodaje y plataformas (*)

Evitar colisiones con animales o personas en calles de rodaje y delantales (*)

Evitar colisiones con obstáculos y edificios (*) Evite encuentros con FOD y/o parches de mal estado de la calle de rodaje o plataforma (*)

Reducir el riesgo de sucesos no relacionados con colisiones asociados con el uso incorrecto o inseguro de calles de rodaje y plataformas

Reducir el riesgo de colisiones de aeronaves en pista / aeronaves

Reducir el riesgo de otras colisiones durante el uso de la pista

Evite el impacto de aves mientras esté en la pista (*)

Objetivos del GASP

- b) El objetivo 2 del GASP "Fortalecer las capacidades de supervisión de la seguridad de los Estados" se relacionó con el subobjetivo "Fortalecer las capacidades de supervisión de la seguridad del Estado";
- c) El objetivo 3 del GASP "Aplicar programas estatales eficaces de seguridad" se relacionó con el subobjetivo "Aumentar la aplicación de los programas de seguridad de los Estados";



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- d) El objetivo 4 del GASP "Aumentar la colaboración a nivel regional" se asignó a dos subobjetivos "Aumentar las iniciativas de mejora de la seguridad" y "Mejorar la colaboración en materia de seguridad a nivel mundial, regional y nacional";
- e) El objetivo 5 del GASP "Ampliar el uso de los programas de la industria y las redes de intercambio de información de seguridad por parte de los proveedores de servicios" se asignó a dos subobjetivos: "Mejorar la implementación de sistemas de gestión de seguridad" de la industria y "Mejorar la colaboración en materia de seguridad a nivel mundial, regional y nacional"; y



Objetivos del GASP



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f) El objetivo 6 del GASP "Asegurar que la infraestructura adecuada esté disponible para apoyar operaciones seguras" se mapeó a los subobjetivos: "Fortalecer las capacidades de supervisión de la seguridad de los Estados", así como "Mejorar la implementación de los componentes básicos" y "Optimizar la implementación de mejoras de seguridad operacional dentro del marco de ASBU" bajo el subobjetivo "Mantener o mejorar la provisión de infraestructura y servicios de aviación".

Nuevos KPI del área Seguridad del GANP 7 edición

KPI 20



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KPI ID	KPI20
KPI Name	Number of aircraft accidents
Definition	'Accident' is defined in ICAO Annex 13, Chapter 1-Definitions ADREP: Accident Data Report
Measurement Units	Number of accidents / year
Operations measured	Aircraft accidents during all flight phases that occurred in a year within the State/Region of occurrence.
Variants	Variant 1 (GASP): Aircraft MTOW > 2 250 kg 1.1 National accident occurrence level 1.2 Regional accident occurrence level Variant 2: All aircraft 2.1 National accident occurrence level 2.2 Regional accident occurrence level
Object(s) characterized	The KPI is typically computed for individual State, or Region (selection/grouping based on geography)
Utility of the KPI	High-level measurement of safety performance of the aviation system as a whole.
Parameters	None
Data requirement	For each reported occurrence: Date of occurrence Occurrence Category State of occurrence

³ The list and details of the KPIs are available at <https://www4.icao.int/ganportal/ASBU/KPI>.

Nuevos KPI del área Seguridad del GANP 7 edición KPI 20,21



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KPI ID	KPI20
Data feed providers	ICAO ADREP database iSTARS Application "ADREP et al."
Formula/algorithm	Count accidents if: a) The local date of occurrence is in between 01 January and 31 December of the year in question; b) It is of the type that is notifiable to ICAO; c) The circumstances of the accidents match the definition of Annex 13 definition of 'Accident'; and d) If variant 1, the aircraft involved in the accident is of maximum take-off mass of over 2 250 kg.
References and examples of use	ADREP: Accident Data Report https://www.eurocontrol.int/archive_download/all/node/12148 https://www.eurocontrol.int/archive_download/all/node/9360#page45 https://www.easa.europa.eu/sites/default/files/dfu/easa_asr_2020.pdf https://www.gcaa.gov.ae/lavouts/download.aspx?SourceUrl=/EN/epublication/EPublications/Civil%20Aviation%20Regulations%20(CARs)/CAR%20X%20-%20SAFETY%20MANAGEMENT%20SYSTEM%20(SMS)%20REGULATIONS/CAR-SMS%20-%20SAFETY%20MANAGEMENT%20SYSTEM%20-%20ISSUE%2006%20(corrected).pdf

KPI ID	KPI21
KPI Name	Number of runway incursions
Definition	Number of occurrences at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft. (CICTT Taxonomy definition)
Measurement Units	Number of runway incursions / year
Operations measured	The actual number of runway incursions at an aerodrome
Variants	None
Object(s) characterized	The KPI is computed for individual aerodrome
Utility of the KPI	This KPI gives an indication of the incorrect or unsafe usage of the runways and of the safety performance improvement on the runway.
Parameters	None
Data requirement	For each reported occurrence: Date of occurrence Airport of occurrence
Data feed providers	Airports and airlines
Formula/algorithm	Count number of runway incursions: a) the local date of occurrence in between 01 January and 31 December of the year in question; and b) the circumstances of the occurrence match the definition of CICTF 'RI'; or the occurrence category has been determined to be runway incursion – vehicle, aircraft or person (RI-VAP).
References and examples of use	https://www.mot.gov.sg/docs/default-source/default-document-library/runway-incursion-by-vehicle-in-seletar-airport-7-apr-2018-final-reportcecc69af7fde4718ad39b5127822a05f.pdf https://www.eurocontrol.int/archive_download/all/node/12148 https://www.eurocontrol.int/archive_download/all/node/9360#page45 https://www.gcaa.gov.ae/lavouts/download.aspx?SourceUrl=/EN/epublication/EPublications/Civil%20Aviation%20Regulations%20(CARs)/CAR%20X%20-%20SAFETY%20MANAGEMENT%20SYSTEM%20(SMS)%20REGULATIONS/CAR-SMS%20-%20SAFETY%20MANAGEMENT%20SYSTEM%20-%20ISSUE%2006%20(corrected).pdf

Nuevos KPI del área Seguridad del GANP 7 edición

KPI 22 y 23



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KPI ID	KPI22
KPI Name	Number of runway excursions
Definition	Number of veer offs or overruns of the runway surface.
Measurement Units	Number of runway excursions / year
Operations measured	<ul style="list-style-type: none"> • Only applicable during either the takeoff or landing phase. • The excursion may be intentional or unintentional. For example, the deliberate veer off to avoid a collision, brought about by a Runway Incursion. In this case, code both categories. • Use RE in all cases where the aircraft left the runway/helipad/helideck regardless of whether the excursion was the consequence of another event.
Variants	None
Object(s) characterized	The KPI is computed for individual aerodrome
Utility of the KPI	This KPI gives an indication of the incorrect or unsafe usage of the runways and of the safety performance improvement on the runway.
Parameters	None
Data requirement	For each reported occurrence: Date of occurrence Airport of occurrence
Data feed providers	Airports and airlines
Formula/algorithm	Count number of runway excursions: a) the local date of occurrence in between 01 January and 31 December of the year in question; b) the circumstances of the occurrence match the definition of CICTT 'RE'; and c) the Occurrence Category has been determined to be runway excursion (RE).
References and examples of use	https://www.mot.gov.sg/docs/default-source/default-document-library/t-50-runway-excursion-in-changi-airport-6-feb-18-final-report.pdf https://www.eurocontrol.int/archive_download/all/node/12148 https://www.eurocontrol.int/archive_download/all/node/9360#page45 https://www.easa.europa.eu/sites/default/files/dfu/easa_asr_2020.pdf https://www.gcaa.gov.ae/_layouts/download.aspx?SourceUri=/EN/epublication/EPublications/Civil%20Aviation%20Regulations%20(CARs)/CAR%20X%20-%20SAFETY%20MANAGEMENT%20SYSTEM%20(SMS)%20REGULATIONS/CAR-SMS%20-%20SAFETY%20MANAGEMENT%20SYSTEM%20-%20ISSUE%2006%20(corrected).pdf

KPI ID	KPI23
KPI Name	Number of airprox/TCAS alert/loss of separation/near midair collisions/midair collisions (MAC)
Definition	Number of airproxes, TCAS alerts, loss of separation as well as near collisions or collisions between aircraft in flight.
Measurement Units	Number of airprox/TCAS alert/loss of separation/near midair collisions/midair collisions (MAC) / year
Operations measured	<ul style="list-style-type: none"> • Includes all collisions between aircraft while both aircraft are airborne. • Both air traffic control and cockpit crew separation-related occurrences are included. • Genuine TCAS alerts are included here.
Variants	Variant 1: Number of airproxes Variant 2: TCAS alerts Variant 3: loss of separation Variant 4: near midair collisions Variant 5: midair collisions (MAC)
Object(s) characterized	The KPI is computed for volumes of airspace as designated by the State.
Utility of the KPI	This KPI gives an indication of safety performance improvement in the air.
Parameters	None
Data requirement	For each reported occurrence: Date of occurrence

Deficiencias regionales de navegación aérea frente a implementación efectiva (IE)



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**Los bloques de construcción básicos (BBB)
y el Programa Universal de Auditoría de
Supervisión de la Seguridad (USOAP)**



BBB Area	BBBs	CE	PQ NUMBER	PQ
ATM	ATM-GENERIC	CE-6	7.075	Does the State ensure the establishment and provision of ATS in accordance with the provisions of Annex 11?
ATM	ATM-GENERIC	CE-6	7.085	Does the State ensure that the service provider responsible for the air traffic service (ATS) has developed and implemented policies and procedures to enable recruitment and retention of appropriately qualified and experienced ATS staff?
ATM	AIRSPACE MANAGEMENT; PROCEDURE DESIGN	CE-7	7.109	If the State has initiated the implementation of performance-based navigation (PBN), are the prescribed navigation specifications appropriate to the level of communications, navigation and air traffic services?
ATM	ROUTE STRUCTURE	CE-6	7.110	Does the State ensure that ATS routes and significant points are established and designated in accordance with the requirements of Annex 11?
ATM	ALL SEPARATION	CE-6	7.111	Does the State ensure that separation minima are applied in accordance with Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM) and Regional Supplementary Procedures (SUPPS)?
ATM	GROUND CONTROL	CE-6	7.121	Does the State ensure that procedures are established and implemented to control the movement of persons and vehicles on the manoeuvring area of the aerodrome
ATM	ALL COORDINATION	CE-6	7.131	Does the State ensure that policies and procedures are established and implemented for: a) coordination between air traffic service (ATS) and other entities*, and b) coordination of activities potentially hazardous to civil aircraft? *Entities refer to operators, military authorities and AIS.
ATM	ATS-GENERIC	CE-6	7.133	Does the State ensure compliance with communications requirements of Annex 11?
ATM	ATM-GENERIC	CE-6	7.153	Does the State ensure that contingency plans have been developed and implemented in the event of disruption or potential disruption of air traffic service (ATS) or related supporting services?
ATM	ALERT SERVICE	CE-6	7.151	Does the State ensure that procedures have been established and implemented to provide service to aircraft in the event of emergency?
ATM	ATS-GENERIC	CE-6	7.155	Does the State ensure that the ATS provider has established and implemented procedures to provide assistance in the event of in-flight contingencies?
ATM	ATS-GENERIC	CE-6	7.158	Does the State ensure that procedures are established and implemented for air-ground radio communications failure?
ATM	ATC-GENERIC	CE-6	7.159	Does the State ensure that Air Traffic Control (ATC) contingency procedures are established and implemented?
ATM	ATS-GENERIC	CE-6	7.162	If data link services are provided, does the State ensure that relevant procedures are established and implemented?
ATM	TWR-ATC	CE-6	7.189	Does the State ensure that a runway safety programme is established and implemented?
ATM	ATC-GENERIC	CE-7	7.081	Does the State ensure that the ATS provider assesses and declares the ATC capacity?
ATM	ATS-GENERIC	CE-7	7.087	Does the State ensure that the air traffic controllers and other ATS staff of the ATS provider are adequately trained?
ATM	ATS-GENERIC	CE-7	7.101	Does the State ensure that a system has been established and implemented for the recording and retention of the air traffic service (ATS) data?





ATM	ACC	CE-7	7.117	Does the State ensure that monitoring mechanisms for RVSM are established and implemented for the collection of large height deviations and coordination failures and subsequent reporting to the regional monitoring agency (RMA)?
ATM	ATS-GENERIC	CE-7	7.119	Does the State ensure that the ATS provider conducts regular and systematic reviews of: a) standard phraseology; and b) compliance with Annex 11 requirements for readback?
ATM	MET INFORMATION	CE-7	7.135	Does the State ensure that MET information is supplied promptly to flight information centres, area control centres, approach control units, aerodrome control towers, and communication stations?
ATM	OPERATIONAL INFORMATION	CE-7	7.137	Does the State ensure that information on aerodrome conditions and the operational status of associated facilities is provided to the aerodrome control tower and unit providing approach control services?
ATM	OPERATIONAL INFORMATION	CE-7	7.139	Does the State ensure that information on the operational status of navigation aids is promptly forwarded to appropriate air traffic service (ATS) units?
ATM	ATM-GENERIC	CE-7	7.177	Does the State ensure that the service provider carries out safety risk assessments, with respect to safety-related changes to the ATS system?
ATM	ATM-GENERIC	CE-7	7.183	Does the State ensure that safety reviews are conducted on a regular and systematic basis by the ATS service provider?
ATM	ATM-GENERIC	CE-7	7.185	Does the State ensure that the ATS provider has appropriately qualified personnel to conduct safety reviews?
ATM	ATS-GENERIC	CE-7	7.187	Does the State ensure that the ATS provider systematically reviews safety-related reports (including air traffic incident reports)?
ATM	ATS-GENERIC	CE-7	7.195	Does the State ensure that the air traffic control service provider complies with the Fatigue Management Regulations
ATM	ATM-PROCEDURE DESIGN	CE-6	7.229	Does the State ensure that appropriate minimum qualification requirements for flight procedures designers are met?
ATM	ATM-PROCEDURE DESIGN	CE-6	7.253	Does the State ensure that flight procedures are in accordance with the criteria promulgated by the State?
ATM	ATM-PROCEDURE DESIGN	CE-6	7.247	Does the State ensure that all instrument flight procedures (IFPs) comply with measures that control the quality of the process (including obstacles check)?
ATM	ATM-PROCEDURE DESIGN	CE-6	7.249	Does the State ensure that the IFPDS provider publishes obstacle clearance altitude/height (OCA/H)?
ATM	ATM-PROCEDURE DESIGN	CE-7	7.234	Does the State ensure that instrument flight procedures are reviewed periodically (including validation) to ensure that they continue to comply with changing criteria and meet user requirements?
ATM	ATM-PROCEDURE DESIGN	CE-7	7.243	Does the State ensure that the flight procedure designers of the service providers are properly trained for their assigned functions and tasks?
ATM	ATM-PROCEDURE DESIGN	CE-7	7.255	Does the State ensure that instrument flight procedure design service (IFPDS) providers retain all procedure design documentation, so as to allow any data anomalies or errors found during the production, maintenance or operational use of the procedure to be corrected?
AIS	AIS GENERIC	CE-6	7.288	Has the State arranged for the establishment and provision of AIS in accordance with Annex 15 provisions?
AIS	AERONAUTICAL CHARTING SERVICE	CE-6	7.321	Does the State ensure the availability of charts either by producing the charts itself or by arranging for its production by another Contracting State or by an agency?





AIS	AIS GENERIC	CE-6	7.291	Does the State ensure that formal arrangements are established between the originators of aeronautical data and information and the AIS on the timely and complete provision of aeronautical data and information?
AIS	AIS GENERIC	CE-7	7.303	Does the State ensure that the technical staff of AIS and cartographic service providers' personnel possess the competencies required to perform the assigned functions and tasks?
AIS	AIS GENERIC	CE-7	7.267	Does the State ensure that the AIS has implemented and maintained a quality management system (QMS)?
AIS	AIS GENERIC	CE-7	7.311	Does the State ensure that aeronautical data and information are provided in accordance with the data quality specifications?
AIS	AERONAUTICAL INFORMATION PUBLICATION SERVICE	CE-7	7.309	Does the State ensure that the Aeronautical Information Regulation and Control (AIRAC) system is used to notify the establishment, withdrawal and premeditated significant changes of circumstances?
AIS	AERONAUTICAL CHARTING SERVICE	CE-7	7.363	Does the State ensure that the charts, which are applicable in the State, are available and went through a validation and verification process?
AIS	AIS GENERIC	CE-7	7.361	Has the State taken reasonable measures to ensure that the information that it provides and the aeronautical charts made available are comprehensive and accurate and that they are maintained up to date by a revision service?
CNS	ALL BBBs	CE-6	7.392	Has the State established systems and facilities to operate and maintain aeronautical CNS services in accordance with the Standards in Annex 10? Does the State ensure that the maintenance and operation of CNS systems and facilities comply with Annex 10 provisions?
CNS	CNS GENERIC	CE-7	7.403	Does the State ensure that the technical staff of the entity operating CNS systems are properly trained for their assigned functions and tasks?
CNS	AO-RADIO NAVIGATION AIDS	CE-7	7.393	Does the State ensure that requirements for flight inspection are established and periodical flight inspections are provided for radio navigation aids?
MET	MET GENERIC	CE-6	7.412	Has the State designated a meteorological authority to provide or made arrangements for the provision of MET services in accordance with Annex 3?
MET	MET AMO MWO	CE-6	7.415	Does the State ensure that an agreement has been established between ATS and MET services providers?
MET	MET OBSERVATIONS AND REPORTS	CE-6	7.459	Does the State ensure that the wind sensors for local routine reports are appropriately sited to give the best practicable indication of conditions along the runway/touchdown zone?
MET	MET OBSERVATIONS AND REPORTS	CE-6	7.467	Does the State ensure that the MET service provider has established criteria for special observations and reports?
MET	AERODROME METEOROLOGICAL WARNINGS	CE-7	7.465	Does the State ensure that MET offices issue wind shear warnings for aerodromes where wind shear is considered as a safety factor?
MET	MET GENERIC	CE-7	7.451	Does the State ensure that the entity providing the MET service has established a properly organized quality system?
MET	SIGMET	CE-7	7.461	Does the State ensure that SIGMETs are issued in accordance with Annex 3 provisions?
MET	AIREP	CE-7	7.463	Does the State ensure that provisions related to special air-reports, including those for volcanic ash, are followed with respect to their relay to the relevant MET offices?
MET	MET OBSERVATIONS AND REPORTS; METAR/SPECI; TAF; SIGMET; AIRMET; AERO. MET. WARNINGS	CE-7	7.475	Does the State ensure that meteorological reports are issued in accordance with the related technical specifications outlined in Annex 3?
MET	MET GENERIC	CE-7	7.476	Does the State ensure that the meteorological personnel providing service for international air navigation comply with the requirements of the World Meteorological Organization (WMO) in respect of qualifications, competencies and education?





MET	MET AMO WMO	CE-7	7.477	Does the State ensure that the aeronautical meteorological stations are inspected at sufficiently frequent intervals?
SAR	SAR GENERIC	CE-6	7.481	Has the State arranged for the establishment and provision of SAR services within its territory and the areas where the State has accepted responsibility to provide SAR on a 24-hour basis in accordance with Annex 12 provisions?
SAR	SAR GENERIC	CE-6	7.513	Has the State established an RCC or, as applicable, an RSC in each search and rescue region (SRR)?
SAR	SAR GENERIC	CE-6	7.517	Does the State ensure that its SAR organization coordinates with those of neighbouring States?
SAR	SAR GENERIC	CE-6	7.525	Does the State ensure that an H24 (continuing day and night service) designation of a SAR point of contact for the receipt of COSPAS-SARSAT distress data
SAR	SAR GENERIC	CE-7	7.537	Does the State ensure that the rescue coordination centre (RCC) and, as appropriate, rescue sub-centre (RSC), is staffed 24 hours a day by trained and qualified personnel proficient in the use of the English language?
SAR	SAR GENERIC	CE-7	7.529	Has the State ensured that each rescue coordination centre (RCC) and rescue sub-centre (RSC) employ sufficient workforce skilled in coordination and operational functions?
SAR	DESIGN SAR PLAN	CE-7	7.543	Does the State ensure that each rescue coordination centre (RCC) has prepared detailed plans of operation for the conduct of SAR operations?
SAR	SAR GENERIC	CE-7	7.545	Does the State ensure that SAR personnel are regularly trained and that appropriate SAR exercises are arranged?
AO	AERODROME CERTIFICATION	CE-6	8.085	Does the aerodrome regulatory authority require that a prospective aerodrome operator complete and submit a formal application form for obtaining an aerodrome certificate?
AO	AERODROME OPERATIONS	CE-6	8.087	Does the aerodrome regulatory authority review the organizational competence and level of resources of prospective aerodrome operators or certificate holders and ensure that they employ competent personnel to perform all critical activities for aerodrome operations and maintenance?
AO	AERODROME CERTIFICATION	CE-6	8.091	Does aerodrome certification staff track compliance with the initial certification requirements using appropriate checklists?
AO	AERODROME CERTIFICATION	CE-6	8.093	Does the scope of the certification process explicitly include referral to competent State entities and coordination with elements of air traffic service (ATS) for the local airspace of an aerodrome?
AO	AERODROME CERTIFICATION; AERODROME OPERATIONS	CE-6	8.111	Does the State ensure that aerodrome operators develop and submit an aerodrome manual to the appropriate State authority for approval/acceptance prior to certification?
AO	AERODROME CERTIFICATION; AERODROME OPERATIONS	CE-7	8.113	As part of the certification process, does the State assess both initial and continuing organizational competence to ensure that the aerodrome operator's staff has the necessary competence and experience to operate and maintain the aerodrome properly?
AO	AERODROME OPERATIONS	CE-7	8.115	Does the State ensure that: a) aerodrome manuals are reviewed periodically; b) the information contained in the manual remain correct; and c) up-to-date copies of approved aerodrome manuals are kept by the aerodrome regulatory authority?
AO	AERODROME OPERATIONS	CE-6	8.133	Has the State established coordination between aerodromes/heliports and AIS to ensure up-to-date information of aerodrome safety-related conditions?
AO	AERODROME DESIGN (RWYS, TAXIWAYS, APRONS)	CE-6	8.137	Does the State ensure that aerodrome operators comply with the requirements for the determination and reporting of pavement bearing strengths?
AO	AERODROME MAINTENANCE; OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	CE-7	8.143	Does the State ensure that aerodrome operators inspect the movement areas at the appropriate frequency, and monitor and report the condition of the movement areas and operational status of related facilities?





AO	OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	CE-6	8.144	Does the State ensure that personnel assessing and reporting runway surface conditions are trained and competent to perform their duties?
AO	OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	CE-6	8.145	Does the State ensure that aerodrome operators establish and implement procedures to assess and report runway surface condition through a runway condition code (RWYCC) and a description using the appropriate terms?
AO	OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	CE-7	8.147	Does the State ensure that aerodrome operators have a process for determining and providing relevant information that a runway, or part of, may be slippery wet, and when the friction level of a paved runway or portion thereof is less than the minimum friction level specified by the State?
AO	DISABLE AIRCRAFT REMOVAL	CE-6	8.151	Does the State ensure that aerodrome operators provide contact information and aerodrome's capability for the removal of disabled aircraft?
AO	RESCUE AND FIREFIGHTING; SAFETY MANAGEMENT	CE-6	8.153	Does the State ensure that aerodrome operators provide information concerning the level of protection available at an aerodrome for aircraft rescue and fire fighting (RFF) purposes?
AO	RESCUE AND FIREFIGHTING; SAFETY MANAGEMENT	CE-7	8.155	Does the State ensure that aerodrome operators notify changes in the level of aircraft rescue and fire fighting (RFF) protection normally available at an aerodrome to air traffic service (ATS) and AIS?
AO	OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	CE-6	8.157	Does the State ensure that aerodrome operators make available information about visual approach slope indicator system installations?
AO	RUNWAYS; SAFETY MANAGEMENT	CE-6	8.163	Does the State require and ensure the provision of runway end safety areas (RESA) at aerodromes?
AO	SAFETY MANAGEMENT	CE-7	8.171	Whenever a change to the aerodrome physical characteristics, facilities or equipment is proposed, does the aerodrome regulatory authority ensure that the aerodrome operator has a procedure for evaluating the impact of this change on the safety of the existing operation?
AO	ELECTRICAL SYSTEMS; AERODROME MAINTENANCE	CE-6	8.173	Does the State ensure that aerodrome operators comply with regulations for the provision of primary and secondary power supplies?
AO	ELECTRICAL SYSTEMS; AERODROME MAINTENANCE	CE-6	8.175	If the aerodrome operators use runways when runway visual ranges are less than 550 m, does the State ensure that the electrical systems are designed so that an equipment failure will not leave the pilot with inadequate visual guidance?
AO	ELECTRICAL SYSTEMS	CE-6	8.177	Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, does the State ensure that aerodrome electrical systems are interlocked to preclude the possibility of simultaneous operation of both forms of lighting?
AO	VISUAL AIDS; ELECTRICAL SYSTEMS; OPERATIONAL AREA MANAGEMENT	CE-6	8.179	Does the State ensure that aerodrome operators have a method to monitor lighting system reliability and indicate any fault, appropriate to the type and level of operations?
AO	FENCING	CE-6	8.183	Does the State ensure that aerodrome operators comply with regulations for providing a fence or suitable barriers to aerodromes and off-aerodrome ground installations and facilities, including sewers, ducts and tunnels as well as the requirements for the lighting of security fences and barriers?
AO	RUNWAYS; VISUAL AIDS; CONTROL OF OBSTACLES	CE-6	8.191	Does the State ensure that aerodrome operators comply with the frangibility and height restriction requirements for equipment or installations located near or on a runway, on the non-graded portion of a runway strip, on precision approach runways, or for obstacles of operational significance?
AO	VISUAL AIDS; ELECTRICAL SYSTEMS	CE-6	8.201	Does the aerodrome certification process include an assessment of the aerodrome visual aids (e.g. lights, markings, markers and signs) and electrical systems?
AO	SAFETY MANAGEMENT	CE-6	8.204	Does the State ensure that aerodrome operators comply with regulations related to runway safety, including the establishment of a runway safety team?





AO	OPERATIONAL AREA MANAGEMENT	CE-6	8.209	Does the State ensure that aerodrome operators comply with the regulations for the provision of a surface movement guidance and control system (SMGCS) and that signs shall be provided to convey a mandatory instruction, information on a specific location or destination on a movement area?
AO	VISUAL AIDS	CE-6	8.211	Does the State ensure that stop bars are installed in accordance with the requirements and controlled by ATS?
AO	VISUAL AIDS	CE-6	8.215	At aerodromes where selective switching of stop bars and taxiway centre line lights is used for surface movement guidance and control system (SMGCS), does the State ensure the implementation of the requirements in accordance with ICAO Standards?
AO	OPERATIONAL AREA MANAGEMENT	CE-6	8.221	Does the State ensure that an aerodrome's surface movement guidance and control system (SMGCS) is designed to assist in the prevention of inadvertent incursions of aircraft and vehicles onto an active runway or taxiway, and collisions on any part of the movement area?
AO	CONTROL OF OBSTACLES; SAFETY MANAGEMENT	CE-7	8.223	Does the State ensure that aerodrome operators/competent State authority comply with regulations relating to marking and lighting obstacles, both on the aerodrome and in the vicinity of aerodromes, which could otherwise present a hazard to aircraft?
AO	OPERATIONAL AREA MANAGEMENT; SAFETY MANAGEMENT	CE-6	8.225	Does the State ensure that aerodrome operators develop and implement procedures to mark permanent and temporary movement area closures and meet location and characteristic specifications?
AO	RUNWAYS; TAXIWAYS; APRONS	CE-6	8.227	Does the State ensure that aerodrome operators use taxi side stripe markings on taxiways, runway turn pads, holding bays and aprons in order to distinguish non-load-bearing surfaces and unserviceable areas from load-bearing areas?
AO	SAFETY MANAGEMENT	CE-7	8.233	Does the State ensure that aerodrome operators/competent State authority comply with regulations on the requirement to extinguish, screen or otherwise modify non-aeronautical lights which could present a hazard to aircraft safety?
AO	VISUAL AIDS; ELECTRICAL SYSTEMS	CE-6	8.235	Does the State ensure that aerodrome operators comply with regulations related to the control of lighting intensity?
AO	VISUAL AIDS; ELECTRICAL SYSTEMS; OPERATIONAL AREA MANAGEMENT	CE-6	8.239	If the aerodrome uses the 30 m spacing option for the provision of runway centre line lights, does the State ensure the implementation of requirements which specify related maintenance objectives and which call for a demonstration of conformance with them?
AO	VISUAL AIDS	CE-6	8.245	Does the State ensure the implementation of requirements for the provision of visual docking guidance systems, in accordance with Annex 14, Vol I specifications, including evaluation, location, characteristic specifications, and azimuth and stopping guidance?
AO	AERODROME MAINTENANCE	CE-6	8.251	Does the State ensure that aerodrome operators develop and implement aerodrome maintenance programmes at all aerodromes in the interests of safety, efficiency and regularity of aircraft operations?
AO	AERODROME MAINTENANCE	CE-6	8.253	Does the State ensure that the aerodrome operators' maintenance programme include precautions for runway, taxiway and apron pavements and taxiway shoulders in relation to surface debris and regularity?
AO	AERODROME MAINTENANCE	CE-7	8.257	Has the State established and implemented a mechanism to ensure that aerodrome operators maintain good friction characteristics and low rolling resistance on runways?
AO	AERODROME MAINTENANCE; VISUAL AIDS	CE-6	8.259	Does the State ensure that aerodrome operators: a) define maintenance performance level objectives for visual aids as part of their preventive maintenance programme, and b) restrict construction or maintenance activities in the proximity of aerodrome electrical systems during low visibility operations?
AO	CONTROL OF OBSTACLES	CE-7	8.273	Does the State ensure that aerodrome operators implement the requirements that runway strips are free of objects unless they are needed for air navigation purposes and meet frangibility requirements?





AO	CONTROL OF OBSTACLES	CE-7	8.277	Does the State ensure the implementation of requirements relating to the group of obstacle limitation surfaces (OLS) at and around aerodromes?
AO	CONTROL OF OBSTACLES; VISUAL AIDS	CE-7	8.279	Has the State established and implemented a process to ensure that the siting or performance of visual and non-visual aids to navigation is not adversely affected by objects under the approach surface?
AO	OPERATIONAL AREA MANAGEMENT	CE-6	8.287	Does the State ensure that aerodrome operators control the use of vehicles on aerodromes, including the restriction on the use of airside roads?
AO	EMERGENCY PLANNING	CE-6	8.291	Does the State ensure that aerodrome operators/competent State authority develop emergency plans, including appropriate cooperation and coordination with other entities involved in the provision of emergency services and the development of the plans?
AO	EMERGENCY PLANNING	CE-7	8.293	Does the State ensure compliance with requirements for the periodic testing and review of aerodrome emergency plans?
AO	EMERGENCY PLANNING; RESCUE AND FIREFIGHTING	CE-6	8.297	Does the State ensure the implementation of requirements for the availability and coordination of specialist rescue services to be included in the emergency plans of aerodromes close to water, swampy areas or difficult terrain?
AO	EMERGENCY PLANNING	CE-6	8.299	Does the State ensure the implementation of requirements for the establishment and manning of emergency operations centres and mobile command posts, and for communication between them?
AO	RESCUE AND FIREFIGHTING	CE-7	8.301	Does the State ensure the implementation of requirements for the provision of rescue and fire fighting (RFF) services at all aerodromes, which takes into account the aerodrome location and the surrounding terrain?
AO	RESCUE AND FIREFIGHTING	CE-7	8.305	Has the State established and ensured implementation of rescue and fire fighting (RFF) extinguishing agent specifications, including quantities and discharge rates?
AO	RESCUE AND FIREFIGHTING	CE-7	8.307	Has the State promulgated and ensured implementation of regulations prescribing the minimum number of rescue and fire fighting (RFF) vehicles, together with the associated building facilities and their location?
AO	RESCUE AND FIREFIGHTING	CE-6	8.309	Does the State ensure that aerodrome operators provide a discrete communication system and an alerting system among vehicles, fire stations and aerodrome control towers?
AO	RESCUE AND FIREFIGHTING	CE-7	8.311	Has the State established and implemented a mechanism to ensure the implementation of requirements for minimum response times by the rescue and fire fighting (RFF) services?
AO	EMERGENCY PLANNING	CE-6	8.313	Does the State ensure that emergency access roads are provided at aerodromes?
AO	RESCUE AND FIREFIGHTING	CE-7	8.315	Does the State ensure that aerodrome operators provide training for fire fighting personnel, including live fire drills?
AO	RESCUE AND FIREFIGHTING	CE-7	8.317	Does the State ensure that all responding fire fighting personnel are equipped with the necessary protective clothing and respiratory equipment?
AO	RESCUE AND FIREFIGHTING	CE-7	8.319	Does the State ensure that there are sufficient trained personnel to operate all the necessary RFF equipment at maximum capacity, meet the minimum response times and maintain continuous agent application at the appropriate rate?
AO	DISABLE AIRCRAFT REMOVAL	CE-6	8.321	Does the State ensure that the aerodrome has plans for the removal of disabled aircraft, including arrangements for designation of coordinators, the rapid availability and deployment of salvage and removal equipment between aerodromes, and the protection of evidence, custody and the removal of aircraft in accordance with Annex 13?
AO	AERODROME MAINTENANCE	CE-6	8.323	Does the State ensure that aerodrome operators establish and implement procedures for the timely removal of contaminants?
AO	WILDLIFE STRIKE HAZARD REDUCTION	CE-6	8.331	Does the State ensure that aerodrome operators take appropriate action to decrease the hazard of wildlife strikes?





AO	OPERATIONAL AREA MANAGEMENT	CE-7	8.341	If an apron management service is not provided, does the State ensure the safety of aircraft operations on apron areas, considering the movement of vehicles?
AO	OPERATIONAL AREA MANAGEMENT	CE-6	8.345	Does the State ensure that aerodrome operators restrict the operation of personnel and vehicles on an apron during low visibility operations?
AO	OPERATIONAL AREA MANAGEMENT	CE-6	8.347	Does the State ensure that aerodrome operators provide for visual monitoring of aircraft stand clearances and the control of vehicle movement on aprons?
AO	GROUND SERVICING OF AIRCRAFT	CE-7	8.349	Has the State established and implemented a mechanism to ensure the availability of fire extinguishing equipment and trained personnel during ground servicing of aircraft?
AO	SAFETY MANAGEMENT	CE-6	8.365	Has the State promulgated and ensured implementation of a regulation to require aerodrome operators to ensure that organizations performing activities at the aerodrome comply with the aerodrome safety requirements?
AO	SAFETY MANAGEMENT	CE-7	8.375	Has the State established and implemented a mechanism to assess the outcomes of the conduct of risk assessments or aeronautical studies?
AO	SAFETY MANAGEMENT; CONTROL OF OBSTACLES	CE-7	8.385	Does the State ensure the implementation of requirements for safety areas surrounding final approach and take-off areas (FATOs) for helicopters?
AO	CONTROL OF OBSTACLES	CE-7	8.387	Does the State ensure the implementation of requirements relating to the obstacle limitation surfaces (OLS) and sectors?
AO	VISUAL AIDS	CE-7	8.389	Does the State ensure the implementation of requirements for wind direction indicators and approach lighting at heliports, including characteristics and location?
AO	VISUAL AIDS	CE-7	8.393	Does the State ensure the implementation of requirements for touchdown and lift-off area lighting systems at heliports, including characteristics and location?
AO	VISUAL AIDS	CE-7	8.395	Does the State ensure the implementation of requirements for visual approach slope indicators at heliports?





ICAO



- ¿Preguntas por favor (no muchas porque yo tengo más)?
- Gracias