



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING IMPLEMENTATION GROUP (GREPECAS)

**Fifth Meeting of the GREPECAS Aerodromes and Ground Aids /
Aerodrome Operational Planning Subgroup (AGA/AOP/SG/5)**

Montevideo, Uruguay, 20 to 24 November 2006

AGA/AOP/SG/5-WP/22

18/10/06

Agenda Item 6: Review of other Technical Matters

**6.3 Progress of the AGA/AOP Subgroup on the RAN CAR/SAM/RAN/3
Meeting Conclusions and Other Important Issues for the CAR/SAM
Regions**

**PROPOSAL OF A COOPERATION PROJECT TO BE PRESENTED BY THE CAR/SAM
REGIONAL BIRD STRIKE AND WILDLIFE HAZARD PREVENTION COMMITTEE
(CARSAMPAF) AND THE REGIONAL SAFETY OVERSIGHT SYSTEM (SRVSOP)**

(Presented by CARSAMPAF)

SUMMARY

This working paper submits to the consideration of the GREPECAS Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup (AGA/AOP/SG) a proposal to expand the assistance and support to CAR/SAM States/Territories through the inclusion of the wildlife hazard problem in the SRVSOP, with the financial sponsorship of Project RLA/99/901 or other that the Subgroup may propose for that purpose.

References:

- Report of the first meeting of the GREPECAS AGA/AOP/SG, Freeport, Grand Bahamas, 12 to 15 June 2001
- Report of the second meeting of the GREPECAS AGA/AOP/SG, Lima, Peru, 26 to 29 August 2002
- Report of the third meeting of the GREPECAS AGA/AOP/SG, Monterrey, Nueva León, Mexico, 29 September to 3 October 2003
- Report of the fourth meeting of the GREPECAS AGA/AOP/SG, Mexico City, Mexico, 15 to 19 November 2004
- ICAO/Chilean CAA, First meeting of the CAR/SAM Regional Bird Strike Prevention Committee, Santiago, Chile, 22 to 24 October 2003
- ICAO/Lima Airport Partners, Second meeting of the CAR/SAM Regional Bird Strike Prevention Committee, Lima, Peru, 1 to 3 December 2004
- ICAO/CCPAB, Third International Conference on Bird Strike and Fauna Hazard Prevention, Rio de Janeiro, Brazil, 29 November to 2 December 2005

1. Introduction

1.1 Background

1.1.1 As a result of the GREPECAS/10 (Canary Islands - Spain) and GREPECAS/11 (Manaus – Brazil) meetings, the **GREPECAS Aerodrome and Ground Aids / Aerodrome Operational Planning Subgroup (AGA/AOP/SG)** held successive meetings in Freeport (Grand Bahamas) and Lima (Peru) in 2001 and 2002 respectively. These meetings approved conclusions concerning the need to create a Regional Committee to deal with matters related to the behaviour of birds and wildlife, basically their impact on airport safety. They laid the foundations for the creation and operation of the aforementioned CAR/SAM regional cooperation mechanism for bird strike prevention. Consequently, the so-called “**CAR/SAM Regional Bird Strike Prevention Committee (CARSAMPA)**” was approved, and subsequently expanded to include the term wildlife (**CARSAMPAF**).

1.1.2 To this end, the second meeting of the **Subgroup** (Lima – Peru, 2002) agreed to hold the first meeting for the establishment and operation of the Regional Committee in the city of Santiago, Chile, in 2003. This meeting also approved the Regulations for the organisation and operation of the Committee and its Board.

1.1.3 Currently, the **CARSAMPAF**, with the support of the ICAO South American Regional Office and the sponsorship of airport operators, airlines and SAM authorities, has had three (3) meetings of its Board, with their respective international conferences.

1.1.4 Currently, the **SRVSOP** covers the technical aspects related to airworthiness (AIR), personnel licensing (PEL), and aeronautical operations (OPS).

1.2 Objectives

1.2.1 The main objective of the proposed *Cooperation Project* between **CARSAMPAF** and **SRVSOP (Appendix A)** is to include the issue of wildlife hazard at aerodromes to ensure a better and greater integration of technical areas, a greater international acknowledgment of the Groups, and a higher level of safety of the operational system in the region.

1.2.2 Also, to expand and make sure that the activities scheduled by **CARSAMPAF** are carried out applying a cost-effective and stable system, under the budgeted sponsorship of an existing Regional Project (RLA/99/901) or other that the Subgroup may suggest for this purpose.

2. Conclusions derived from CARSAMPAF results

2.1 Harmonisation of CARSAMPAF Board activities

2.1.1 The Coordinators of the Committee sub-regions have not been able to fulfil their true role of promoting, encouraging, raising awareness, and advising on the creation of Bird Strike Committees in the CAR/SAM Regions. The establishment of the existing Committees has been the result of the efforts made by local experts who have received very little support by telephone, e-mail or through their brief participation at international conferences.

2.1.2 There have been no advisory visits by CARSAMPAF Coordinators to the States/Territories due to lack of budget to support this type of activity directly related to safety.

2.1.3 The communication and internal work among the Coordinators have been poor and barely limited to e-mails to coordinate their participation at conferences. There has been no proper flow of information among them to maintain an open technical forum and a duly updated web site.

2.1.4 The existence of an autonomous web site could improve many technical and communication aspects, but this has not been achieved due to lack of financial resources and/or lack of support from international institutions and States/Territories.

2.2 Meetings and training

2.2.1 Due to lack of time and resources, Board meetings are limited to general administrative aspects of commitments and previously made decisions. Because of these limitations, it is not possible for the group of experts to thoroughly analyse and discuss technical aspects of key and focal issues.

2.2.2 International Bird Strike Prevention Conferences, thanks to external auspices, have provided the greatest exchange of technical experiences on the subject. Nevertheless, there is still an absence of States from the NACC Region (Antigua and Barbuda, Bahamas, Barbados, Belize, Canada, Dominican Republic, El Salvador, Grenada, Haiti, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines) and from the SAM Region (Guyana and Suriname). Important Territories of the Region, as well as important aeronautical institutions such as AITAL, COCESNA, IFATCA, are also absent.

2.2.3 It has not been possible to conduct courses or hold training seminars within the framework of meetings or conferences due to resource limitations for this purpose.

3. Suggested action

3.1 The Subgroup is invited to:

- a) take note of and comment on the information contained in this working paper;
- b) support the launching of the Cooperation Project to support the development process of the CARSAMPAF;
- c) request the Subgroup Secretariat to submit the proposed Project to the consideration of the SAM and NACC Regional Offices.

APPENDIX A

COOPERATION PROJECT

CAR/SAM REGIONAL BIRD STRIKE AND WILDLIFE HAZARD PREVENTION COMMITTEE (CARSAMPAF) AND REGIONAL SAFETY OVERSIGHT SYSTEM (SRVSOP)

1. Background

- 1.1 At its first meeting, the GREPECAS AGA/AOP/SG (Freeport, Grand Bahamas, 12 to 15 June 2001) approved the creation of the Regional CARSAMPAF Committee and its development independently from the GREPECAS Subgroup.
- 1.2 Since the official creation of the CARSAMPAF, the activities to be undertaken by the States/Territories of the Regions within this Committee were taken on by Coordinators and/or Representatives that make up the Board, who provide their services to aeronautical authorities and institutions from Argentina, Brazil, Chile, Colombia, Cuba, Mexico, Panama and Trinidad and Tobago. Experts from aeronautical institutions based in the regions, such as ICAO (SAM and NACC), ACI, IFALPA and recently IATA, form part, and support the activities, of this Committee.
- 1.3 To date, there is no funding project, agreement or letter of intent that officially and legally covers the financial expenses incurred during the development of the technical activities of the Coordinators and/or Representatives of the CARSAMPAF Board.
- 1.4 The financial expenditures of the Coordinators and/or Representatives of the CARSAMPAF Board, including its Executive Secretary, have been assumed by the institutions where they work, which, to a certain extent, has hindered the proper fulfilment of the tasks scheduled by the Committee and has resulted in deviation of resources (salaries, *per diems*, transportation, communications, etc.) to activities not envisaged in the plans and terms of reference of the experts and/or officials of their respective institutions.
- 1.5 This Cooperation Project has been proposed based on the knowledge that Project RLA/99/901 sponsors the Regional Safety Oversight Programme (**SRVSOP**), which provides assistance to Latin American States for the improvement of regulatory and administrative systems related to the continued airworthiness and safety of aircraft, and also based on the goals, guidelines and purposes of CARSAMPAF.

2. Objectives

- 2.1 Include the issue of bird strike and wildlife hazard at aerodromes in the technical areas sponsored by Project RLA/99/901 or other ICAO project that the Subgroup may propose.
- 2.2 Expand the Technical Committee of the **SRVSOP** by including a new member or representative of CARSAMPAF, who would examine the technical aspects of bird strike and wildlife hazard in CAR/SAM States/Territories.

2.3 Incorporate the main expenditures resulting from the activities programmed by CARSAMPAF into the sponsorship provided by an existing (RLA/99/901) or other project that will ensure the fulfilment of the main activities to be carried out in the CAR/SAM Regions.

3. **Justification**

3.1 The activities foreseen by the CARSAMPAF Committee are consistent with the strategies, goals and objectives defined for safety management systems (SMS).

3.2 The inclusion of the issue of wildlife hazard at the aerodromes ensures a greater integration of the current technical areas of the **SRVSOP**, provides greater systemic functionality to its Technical Committee, enhances its international recognition, and improves the level of safety at the aerodromes in the region.

3.3 It ensures fulfilment of the activities envisaged by the **CARSAMPAF** in its *Programmes*, through a cost-effective and stable system sponsored by a budgeted Regional Project.

3.4 The resources used by **CARSAMPAF** Coordinators may be managed in a more appropriate and rational manner by the Authorities and Institutions where they render professional services.

3.5 It permits the expansion or inclusion of new activities that were not initially envisaged by **CARSAMPAF** in its *Annual Programmes*.

4. **Budgeted activities**

Fundamental activities are proposed for the 2007-2011 period, without changing the functional objectives that were initially discussed and approved (Santiago de Chile, 22-24 October 2003) as the goals of the CARSAMPAF Board.

Functional objective	Activities	States/Territories	Coordinator in charge
<p>Promote the creation of National and aerodrome Bird Strike and Wildlife Hazard Committees in the States/Territories of the Region.</p>	<p>Short technical missions to have a technical exchange with experts, officials and national coordinators/representatives of bird strike and wildlife hazard prevention designated by the aeronautical authorities of the various States/Territories and aerodrome operators of the sub-regions, in order to achieve the functional objective.</p>	<p>NACC:</p> <p>Antigua and Barbuda, Bahamas, Barbados, Belize, Dominican Republic, El Salvador, Grenada, Haiti, Honduras, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent, the Grenadines, French Antilles, Netherlands Antilles, English Antilles, Puerto Rico and the Virgin Islands.</p> <p>SAM:</p> <p>Bolivia, Chile, Ecuador, Guyana, Paraguay, Peru, Suriname, French Guiana and the Falkland Islands.</p>	<p><u>Coordinators of the Sub-Regions:</u></p> <p>Central America:</p> <p>Mexico / Ms. Magdalena Colunga.</p> <p>Caribbean:</p> <p>Trinidad & Tobago/Mr. Emerald Oree.</p> <p>South America :</p> <p>Brazil/Mr. Flavio Antonio Coimbra.</p>

Functional objective	Activities	States/Territories	Coordinator in charge
Increase the number of records and reports of strikes between aircraft and wildlife in all the States/Territories of the Region	Short technical missions to give lectures and make presentations to encourage States/Territories of the Region and aerodrome operators to submit bird strike reporting forms of the proper quality to ICAO.	<u>That do not comply with IBIS</u>	<u>Coordinator of the Statistics Group:</u> Cuba / Mrs. Maritza Sierra.
	Short technical missions to exchange database information with IBIS specialists from ICAO Headquarters.	Canada Cuba	Cuba / Mrs. Maritza Sierra Panama / Mr. Esteban Godinez

Functional objective	Activities	States/Territories	Coordinator in charge
Create and manage the web site of the Regional Bird Strike and Wildlife Hazard Committee (CARSAMPAF)	Coordinate with an IT company to cover the cost of hosting, maintaining and updating an independent web site to be used as a means of communication and interaction (chat) among Board Coordinators and regional experts	Argentina	<u>Coordinator of the Aerodrome Group</u> ACI-LAC / Mr. Fabián Bustos
	Include the full-time salary of an expert to act as Webmaster, to ensure a permanent flow of information to update the web site.	Colombia	<u>Web site Coordinator</u> Colombia / Mrs. Ángela Páez.

Functional objective	Activities	States/Territories	Coordinator in charge
Consolidate the functionality of the Official Bulletin of the CARSAMPAF Regional Committee.	Coordinate with an advertising company the payment for the drafting and editing of a bulletin in the web site of the Regional Committee, as a means of disseminating information on relevant news about the activities carried out by the Board and the CAR/SAM National Bird Strike Committees.	Colombia	Web site Coordinator Colombia / Mrs. Ángela Páez

Functional objective	Activities	States/Territories	Coordinator in charge
<p>Strengthen the exchange of experiences and knowledge among experts, technicians, pilots and/or professionals working in the prevention of bird strike and wildlife hazard</p>	<p>Coordinate administrative matters with the Regional Project and ICAO Regional Offices so as to cover the cost of the activities required for holding international bird strike and wildlife hazard conferences in the CAR/SAM Regions, in keeping with ICAO requirements.</p>	<p>Argentina Chile Panama Peru Mexico</p>	<p><u>Chairmanship</u> Panama / Mr. Esteban Godinez.</p> <p><u>Secretariat Coordinator</u> Chile / Mr. Roberto Cardoza</p> <p><u>Executive Secretary</u> Chile / Mr. Carlos Aliaga</p>
	<p>Coordinate the possibility of holding meetings of CARSAMPAF and SRVSOP experts on the topics of safety and bird and fauna hazard.</p>		<p><u>Coordinator of the Aerodrome Group</u> (ACI-LAC) Mr. Fabián Bustos</p>

Functional objective	Activities	States/Territories	Coordinator in charge
Strengthen the exchange of experiences and knowledge among experts, technicians, pilots and/or professionals working in the prevention of bird and wildlife hazard	Coordinate with the Regional Offices of ICAO, ACI, IFALPA and IATA the inclusion of the bird and wildlife hazard topic in the safety training courses scheduled by those international institutions.		<p style="text-align: center;"><u>Vice Chairmanship</u></p> <p style="text-align: center;">Argentina / Mr. Gentile</p> <p style="text-align: center;">IATA / Mr. Mauricio Morán</p>