



Agenda Item 3 Assessment of development of regional air navigation and security infrastructure

3.4 Report of the AGA/AOP/SG/5 Meeting

(Presented by the Secretariat)

SUMMARY

This working paper presents to the Meeting the results of the Fifth Meeting of the Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup for approval.

References:

- Air Navigation Plan for the CAR/SAM Regions, Doc 8733;
- Final Report of the Fifth Meeting of the GREPECAS Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup, Montevideo, Uruguay, November 2006

1. Introduction

1.1 The Fifth Meeting of the Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup (AGA/AOP/SG/5) was held in Montevideo, Uruguay, from 20 to 24 November 2006. The 46 delegates, who participated in the Meeting, represented 16 States, 3 International Organizations and 2 States located or which count on Territories in the CAR/SAM Regions.

1.2 This working paper presents a summary of the Meeting discussions and the draft conclusions and decisions adopted by the Meeting, which are presented in **Appendix A** to this paper, for the approval of the GREPECAS/14.

2. Discussion

2.1 Agenda Item on the Review of the GREPECAS/13 Conclusions and Decisions

2.1.1 The Meeting reviewed the GREPECAS/13 Meeting Conclusions and Decisions, which are relevant to the AGA/AOP/SG and considered those with pending actions in its deliberations throughout the Meeting duration. The status of the conclusions and decisions at the end of the Meeting is presented in the **Appendix B** to this Working Paper.

3. **Agenda Item on the Review of AGA Deficiencies**

3.1 **AGA Area Deficiencies Database**

3.1.1 The Meeting, upon examining the current version of the AGA/AOP data base of the reporting forms of aerodrome deficiencies in the CAR/SAM Regions, took note of the offer made by IATA in order to exchange its data base with that of the ICAO NACC and SAM Regional Offices, with the aim of obtaining an improvement of the same.

3.2 **AGA Deficiencies and Action Plans**

3.2.1 The Meeting agreed that the States/Territories should be urged to send the action plan for each deficiency, specifying the corrective actions, the finalization date and the assignment of the respective necessary resources. It was agreed that the CAR/SAM States/Territories would send said information to the Regional Offices as soon as possible.

3.2.2 The Meeting discussed the possibility to convene a Workshop on runway end safety area (RESA) and runway strips, for CAR/SAM States/Territories to have a forum to inform or present the problems encountered and solutions given to achieve regional consensus and, if it were the case, present to ICAO Headquarters. In addition, the Meeting indicated its concern with the so-called aeronautical studies on the sense of how to apply them in the subjects discussed in the aforementioned paragraph.

3.3 **Airfield Maintenance/Translation of the ICAO Regional Manual on Airports Maintenance**

3.3.1 In compliance with the proposal of the AGA/AOP/SG/3 Meeting, ALACPA handled to the Subgroup the revised English and Spanish versions of the *ICAO Regional Manual on Airport Maintenance*, which were forwarded to the GREPECAS Secretariat.

3.4 **Emergency Plans and Emergency Operations Centres (EOC)**

3.4.1 When examining the Tables which are presented in **Appendix C**, on the results of the surveys to CAR/SAM States/Territories on emergency plans and EOC, note was taken that a great number of the States/Territories had not replied. In addition, the Meeting took knowledge of an increment of around 12% and 24%, respectively, in the implementation of emergency plans and emergency operations centres in the CAR Region, while in the SAM Region, these increments were of 15% and 11%.

3.4.2 The Meeting was informed of the CAR/SAM Workshop on Emergency Plans and Emergency Operations Centres held in Santiago, Chile, from 13 to 17 November 2006, which was attended by 88 participants from 13 CAR/SAM States, and one international organization. After discussions, the Meeting agreed that there is still a need for another Workshop for the English speaking States/Territories and formulated the **DRAFT CONCLUSION 05/01-ENGLISH SPEAKING WORKSHOP ON EMERGENCY PLANS AND EMERGENCY OPERATIONS CENTRES (EOC)**.

3.4.3 The Meeting discussed on possible data conflicts between CAR/SAM ANP FASID, Table AOP-1, columns 3 and 9 and formulated the **DRAFT CONCLUSION 05/02-PROPOSAL TO IDENTIFY POSSIBLE DIFFERENCES BETWEEN LEVEL OF PROTECTION FOR THE RESCUE AND FIRE FIGHTING SERVICE (TABLE AOP-1)**.

3.5 **Aerodrome Certification/Safety Management Systems (SMS)**

3.5.1 The Meeting took note of the status of implementation of the aerodromes certification and implementation of the Safety Management Systems (SMS), which is presented in **Appendices D and E**, respectively, to this part of the report. In addition, some inconsistencies were observed with regard to the aerodrome certification implementation tables in the CAR/SAM States/Territories, some which are possible due to communications, reception and/or remittance problems, etc. Therefore, the Meeting formulated the **DRAFT CONCLUSION 05/03 - AERODROME CERTIFICATION/SAFETY MANAGEMENT SYSTEMS (SMS)**.

3.6 **Annex 14 and the audits of the ICAO Universal Safety Oversight Audit (USOAP) Programme**

3.6.1 Once again, the Meeting was informed on the Assembly Resolution A35-6, which establishes the development of a global transition to a comprehensive systems approach for audits in the ICAO Universal Safety Oversight Audit Programme (USOAP).

3.6.2 Based on the method presented by Brazil and discussed by the Meeting to solve non compliance of Annex 14, Volume I, Chapter 4, regarding obstacles based on aeronautical studies and on what was presented in Paragraph 3.2.2 of this Report, it was formulated the **DECISION 05/04-TASK FORCE ON AERONAUTICAL STUDIES IN THE AGA AREA** and the **DRAFT CONCLUSION 05/05-SEMINAR/WORKSHOP ON AERONAUTICAL STUDIES FOR RESAs, RUNWAY STRIPS AND OBSTACLES**.

3.7 **Information of Latin American and Caribbean Association of Airfield Pavement (ALACPA) Activities**

3.7.1 ALACPA presented a summary of activities during the period 2005-2006.

3.7.2 The Meeting was informed that regrettably ALACPA had not kept close coordination with the Secretariat, even though this Association had been established by the AGA/AOP Subgroup. In this sense, it was formulated the **DECISION 05/06-ACTIVITIES OF ALACPA**.

3.8 **Information of the CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF)**

3.8.1 CARSAMPAF informed to the Meeting the main activities developed by the Committee between December 2004 and June 2006. It has emphasized the success of the International Conferences on Bird/Wildlife Hazard and the coordination for the organization of the next Fourth Int'l Conference to be held in Panama, from 4-7 December 2006.

4. **Agenda Item on Review of Air Navigation Plan Matters**

4.1 **Airport Traffic Forecasts**

4.1.1 The Meeting was informed that ICAO, through the CAR/SAM Traffic Forecasting Group, is supporting States and Territories of the Regions, be it in having a regional or national view, on the basis of an appropriate forecasting permitting an adequate balance of the demand and capacity of the aeronautical systems.

4.2 CAR/SAM Regional Air Navigation Plans Amendments

4.2.1 The Secretariat informed to the Meeting on the amendments made to the CAR/SAM Regional Air Navigation Plan in its Volumes I – ANP Basic and II – FASID between 2005 and 2006.

4.2.2 In addition, the Delegation of Brazil presented 4 working papers requesting amendments to the CAR/SAM Air Navigation Plan. In this respect, the Subgroup formulated the **DRAFT CONCLUSION 05/07-AMENDMENTS TO THE CAR/SAM AIR NAVIGATION PLAN.**

5. Agenda Item on Review of Task Forces Activities

5.1 Runway Strips & Runway End Safety Areas Task Force Report

5.1.1 The Rapporteur of the Runway RESA Task Force presented a summary with important statistical data on deficiencies regarding runway strips and RESAs in the CAR/SAM States/Territories.

5.1.2 The Meeting also analyzed how the reporting scheme used by ICAO to document deficiencies in GANND can be used to categorize the various deficiencies. The grouping of similar deficiencies into separate categories would allow a prioritization of the categories according to the complexity of the remedial actions needed to achieve compliance. Collectively, the end result of prioritization would be a written Comprehensive Strategic Action Plan for the Member State/Territories to follow.

5.2 Runway Incursion Prevention Task Force Report

5.2.1 The Rapporteur of this Task Force informed the Meeting on the experience of the members of the Runway Incursion Prevention Task Force and on the need to develop a guide to be used by CAR/SAM States/Territories. The Group presented a Draft Guide and the Meeting agreed that the actions to be taken should be of a more general nature to contribute to solve regional problems and formulated the **DECISION 05/08-GUIDE FOR THE PREVENTION OF RUNWAY INCURSION AND BIRD/WILDLIFE HAZARD.**

5.3 Demand/Capacity Task Force Report

5.3.1 The Rapporteur of the Task Force informed on the implementation of some measures to improve capacity management, both in the area of air navigation and in airport infrastructure and on the need to carry out a study of the impact of the forthcoming start-up of operations of NLA in CAR/SAM airports. The Task Force deemed it convenient to elaborate a survey permitting States and Territories to establish in what condition are their airports to be able to receive NLA aircraft. These questionnaires would allow the elaboration of an action plan to address the problem.

5.3.2 The Rapporteur reminded on the need to continue with the activities of the Task Force for a further period of time, with the aim to circulate CAR/SAM States/Territories with a form of demand and capacity, in addition to any other actions the Group might have planned.

5.3.3 Based on the information of the AGA Regional Officer of the NACC Office (Mexico) that a Workshop/Seminar on Balance Demand and Capacity, together with the ATM area, which will be held in Mexico, as per its meeting programme for the next year it was formulated the **DECISION 05/9-ACTIVITIES OF THE DEMAND AND CAPACITY TASK FORCE.**

5.4 **Emergency Plans/Emergency Operations Centres (EOC) Task Force Report**

5.4.1 The Meeting was informed that the Rapporteur of Emergency Plans/Emergency Operations Centres did not present the working paper corresponding to this Task Force. For that reason that WP was cancelled.

6. **Agenda Item on the Review of other Technical Matters**

6.1 **The ICAO Global Air Navigation Plan (Global Plan)**

6.1.1 The Secretariat informed the Meeting on the global ATM made it aware of the draft Regional CNS/ATM implementation plan.

6.2 **Application of Amendments 7, 8 and 9 to Annex 14**

6.2.1 The Meeting was informed on the contents of ICAO Annex 14, Volume I, Amendments 7, 8 and 9.

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

6.3.1 The Secretariat provided to the Meeting an updated summary on the current compliance of the AGA/AOP Subgroup Conclusions of the RAN CAR/SAM/3 Meeting (Buenos Aires, 1999), as indicated in **Appendix F**.

6.3.2 The Subgroup considered of high importance the optimization of the tasks and preventive actions of the Task Forces and formulated the **DRAFT CONCLUSION 05/10 MEETINGS OF THE TASK FORCE**.

6.3.3 The CARSAMPAF presented to the Meeting a proposal to expand the assistance and support to CAR/SAM States/Territories through the inclusion of the wildlife hazard problem in the SRVSOP so as to include the issue of wildlife hazard at aerodromes to ensure a better and greater integration of technical areas, a greater international acknowledgment, and a higher level of safety of the operational system in the Region. The Meeting decided to promulgate the **DRAFT CONCLUSION 05/11-CREATION OF A FUND FOR BIRD/WILDLIFE PREVENTION (CARSAMPAF TECHNICAL MISSIONS PROPOSAL ATTACHED)**. The technical missions proposal is presented as **Appendix G** to this working paper.

6.4 **Airport Environmental Management System**

6.4.1 The Meeting was informed by the Secretariat on the need to implement an environmental management system and it was emphasized the vital importance of a combined, coordinated and effective work among national, municipal, civil aviation and airport environmental authorities.

6.5 Relevant Aspects of Annex 14

6.5.1 The Meeting discussed the recommendations of ICAO Annex 14, Volume I, Chapter 3, paragraph 3.4.15, that clearly indicates the maximum allowable up slope in the area beyond the leveled portion of runway strips, but provides no limit for the down slope in this part of the strip. The Meeting deemed it convenient to establish a maximum down slope limit in a section of the runway strip located beyond the portion that has to be leveled and formulated **DRAFT CONCLUSION 05/12-DOWN SLOPE OF THE RUNWAY STRIP LOCATED BEYOND THE LEVELLED PORTION.**

6.5.2 Likewise, the Meeting discussed the difficulty found in the placement of the aiming point marking on runways less than 30 m wide, due to the fact that if the standard contained in ICAO Annex 14, Table 5-1, on placement and size of the aiming point marking were followed, when leaving the internal lateral spacing between strips and assigning them the recommended width, there would be an overlap between this marking and the runway side stripe marking. In this sense, the Meeting formulated the **DRAFT CONCLUSION 05/13-AIMING POINT MARKING STRIPS WIDTH FOR RUNWAYS LESS THAN 30 M WIDE.**

7. Agenda Item on Administrative Matters

7.1 AGA/AOP/SG Terms of Reference, Work Programme and Composition

7.1.1 The Meeting reviewed and updated the Terms of Reference, Work Programme and Composition of the Subgroup. The Secretariat informed to the Meeting that, according to the GREPECAS Conclusion 11/67, States members which miss two consecutive meetings cannot continue as members. The States that are in this situation are: El Salvador and Panama. In addition, Dominican Republic expressed its intention to be member of the Subgroup. The respective Civil Aviation Authority should send a letter in this regard. Furthermore, the Meeting formulated the **DRAFT DECISION 05/14-TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE AGA/AOP SUBGROUP**, the **DECISIONS 05/15 TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE TASK FORCES OF THE AGA/AOP SUBGROUP** and **05/16-EMERGENCY PLANS/EMERGENCY OPERATIONS CENTRE NEW RAPPORTEUR.**

7.2 ICAO Global and Regional AGA Activities

7.2.1 The Secretariat informed to the Meeting on the Resolutions adopted at the 35th Session of the Assembly in 2004 for 2006-2009, having as the ultimate objective compliance with the Global Air Navigation Plan, taking as basis the ICAO Strategic Objectives. In addition, the main activities in the AGA field to take place during the abovementioned years at Headquarters, as well as at regional level (NACC/SAM) were presented.

7.3 Next Meeting site, date and duration

7.3.1 The Secretariat presented to the Meeting the tentative meeting schedule for GREPECAS and its contributory bodies for 2007, to be taken into consideration in establishing the proposed dates for the 6th Meeting of the AGA/AOP/SG meeting to be held in the CAR Region in 2008. The Meeting agreed that the AGA/AOP/SG/6 be convened in June/July 2008, possibly in Cuba or Trinidad & Tobago.

7.3.2 Cuba reiterated the Meeting its intention to host the next AGA/AOP/SG/6 in 2008, subject to approval from its authorities. In addition, Trinidad & Tobago expressed the possibility, depending on consultation to higher authorities, to be an alternative site in the event Cuba cannot carry out the Meeting.

7.3.3 In addition, Argentina and Costa Rica indicated their intentions to be hosting States for the AGA/AOP/SG/7 Meeting.

8. **Agenda Item on Any other business**

8.1 **Election of Chairman and Vice-Chairman of the AGA/AOP/SG**

8.1.1 The Secretariat informed the Meeting that the Chairmanship and Vice-Chairmanship of the Subgroup had been carried out by Messrs. Gilberto Vásquez Alanís, from México and Richard Saurina, from Uruguay, since the AGA/AOP/SG/1 Meeting. In addition, that due to personal issues, Mr. Richard Saurina vacated the Vice-Chairman in 2004, since being no longer member of the Subgroup.

8.1.2 In view that the GREPECAS Procedural Manual establishes that the Chairman and Vice-Chairman of a contributory body should act for a three-year period, the Meeting elected Mr. Norberto Cabrera, from Cuba as Chairman, and Mr. Alberto Palermo, from Argentina, as Vice-Chairman, during 2007-2009.

9. **Action by GREPECAS**

9.1 The Meeting is invited to:

- a) Take note of the provided information in this Working Paper; and,
- b) Consider the Draft Conclusions and Draft Decisions of the **Appendix A** to this Working Paper.

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>DRAFT CONCLUSION 05/01 - ENGLISH SPEAKING WORKSHOP ON EMERGENCY PLANS AND EMERGENCY OPERATIONS CENTRES (EOC)</p> <p>That ICAO,</p> <ul style="list-style-type: none"> a) coordinate the convening of an English Speaking Workshop on Emergency Plans and Emergency Operations Centre (EOC), in accordance with GREPECAS Conclusion 13/33, and to be conducted by the NACC Office, in view that most of their States are English Speaking. b) urge States/Territories to reply to the survey on emergency plan and emergency operation centres, and that they send said information to the ICAO NACC and SAM Regional Offices as soon as possible; and c) urge States/Territories to participate in events of this type in a more active manner. 				
<p>DRAFT CONCLUSION 05/02 - PROPOSAL TO IDENTIFY POSSIBLE DIFFERENCES BETWEEN LEVEL OF PROTECTION FOR THE RESCUE AND FIRE FIGHTING SERVICE (TABLE AOP-1)</p> <p>That:</p> <ul style="list-style-type: none"> a) ICAO study the possibility to modify and incorporate data for column 3 in the <i>ICAO Air Navigation Plan, Doc 8733, Volume II - FASID, Part III – AOP</i>, by including new text that the aircraft type with its respective model, be used to determine the RFF CAT to be included as an additional data entry. That is, column 3 will consider two data entries (RFF category and aircraft type/model), not one; and b) States/Territories review current data in column 3 on rescue and fire fighting category, taking into account the type and model of the aircraft. 				
<p>DRAFT CONCLUSION 05/03 - AERODROME CERTIFICATION/SAFETY MANAGEMENT SYSTEMS (SMS)</p> <p>That:</p> <ul style="list-style-type: none"> a) ICAO re circulate the surveys on Aerodrome Certification/Safety Management Systems (SMS) among the States/Territories during the first semester of 2007. b) the States/Territories duly complete and send the surveys on Aerodrome Certification/Safety Management Systems (SMS), as soon as possible, and no later than two months after the circulation date. 				

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>DRAFT CONCLUSION 05/05 - SEMINAR/WORKSHOP ON AERONAUTICAL STUDIES FOR RESAs, RUNWAY STRIPS AND OBSTACLES</p> <p>That ICAO:</p> <ul style="list-style-type: none"> a) encourage CAR/SAM States/Territories to attend the Seminar/Workshop on Aeronautical Studies, being programmed by the ICAO NACC Regional Office, to serve as a forum to discuss aeronautical studies in the AGA area, mainly regarding RESAs, runway strips and obstacles. b) study the possibility to consider the first two days of the Seminar/Workshop to study the specific problems regarding RESAs and runway strips, where specifically permitted by Annex 14. 				
<p>DRAFT CONCLUSION 05/07 -AMENDMENTS TO THE CAR/SAM AIR NAVIGATION PLAN</p> <p>That:</p> <ul style="list-style-type: none"> a) AGA/AOP/SG send the amendments requested by Brazil to be made to the CAR/SAM Air Navigation Plan to the ICAO South American Regional Office, with the aim to follow due process for the preparation of the corresponding proposals of amendment; and b) Brazil re-send its request to the ICAO South American Office, with the necessary complementary data, in accordance with CAR/SAM Air Navigation Plan, Volume II – FASID, Table AOP-1 requirements. 				
<p>DRAFT CONCLUSION 05/10 - MEETINGS OF THE TASK FORCE</p> <p>That:</p> <ul style="list-style-type: none"> a) ICAO urge the States/Territories to support the Task Force to meet at least once a year in the ICAO NACC or SAM Regional Offices; b) the Task Force present to the members of the Subgroup and respective States/Territories, a definite agenda with the items to be discussed; and c) the Task Force make all necessary previous coordination with the members, Secretariat and/or AGA Regional Officers. 				

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>DRAFT CONCLUSION 05/11 - CREATION OF A FUND FOR BIRD/WILDLIFE PREVENTION (CARSAMPAF TECHNICAL MISSIONS PROPOSAL ATTACHED)</p> <p>That:</p> <ul style="list-style-type: none"> a) GREPECAS study the possibility of consulting IATA, and the airlines, regarding the feasibility to create a fund for bird/wildlife prevention, as regards support to CARSAMPAF, to develop specific missions to States/Territories, in accordance with the proposal of issues and activities elaborated by CARSAMPAF according to Appendix to this part of the Report; b) if IATA obtains the funds for this project, the handling of money would be administrated by IATA or whoever it designates; c) under no circumstances whatsoever will the funds be administrated by CARSAMPAF; d) for each of the missions proposed by CARSAMPAF, according to the Appendix mentioned in a) to this part of the Report, there will be a previously elaborated project and a preliminary allotment; and e) in the event the actions described in a) above are impossible, GREPECAS study the possibility of registering CARSAMPAF under the Regional Safety Oversight System (SRVSOP) project, to incorporate the aerodrome bird/wildlife hazard issue and guarantee a better and greater integration in the technical areas, systemic approach, achieve international recognition from the groups and improve the Region's operational safety level. 				
<p>DRAFT CONCLUSION 05/12 - DOWN SLOPE OF THE RUNWAY STRIP LOCATED BEYOND THE LEVELED PORTION</p> <p>That ICAO study, if thought timely, the indication of the maximum up and down slope further to the segment to be leveled in the runway strips, measured in the sense of runway distancing, contained in Annex 14, Volume I, Chapter 3.</p>				
<p>DRAFT CONCLUSION 05/13 - AIMING POINT MARKING STRIPS WIDTH FOR RUNWAYS LESS THAN 30 M WIDE</p> <p>That ICAO study, if considered timely, the standard regarding aiming point marking strips width that overlap with the runway lateral strip when these are less than 30 m wide.</p>				

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>DRAFT DECISION 05/14 -TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE AGA/AOP SUBGROUP</p> <p>That the Terms of Reference, Work Programme and Composition of the AGA/AOP Subgroup be adopted as presented in Appendices A and B to this part of the report.</p>				

- END -

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 13/32 INFORMATION ON CERTIFIED AERODROMES IN AIP</p> <p>That ICAO consider taking the necessary actions to create a section within the AIP in order to include the information regarding certified aerodromes, all in accordance with paragraph 4.6 of Doc 9774 AN/969 <i>Manual on Certification of Aerodromes</i>, First Edition, 2001, “Promulgation in the AIP of the Certified Status and details of the aerodrome.”</p>	ICAO	Under study at ICAO Headquarters	Underway	Take note
<p>CONCLUSION 13/33 EMERGENCY PLANS AND EMERGENCY OPERATIONS CENTRES (EOC) WORKSHOPS</p> <p>That ICAO,</p> <p>a) consider coordinating the development of workshops in English and Spanish, related to the minimum requirements of emergency plans and emergency operations centres (EOC) and the corresponding implementation at airports within the NAM/CAR/SAM Regions;</p> <p>b) hold a Spanish language workshop in Santiago, Chile, in 2006, in accordance with the offer made by the Chilean Delegation; and</p> <p>c) urge States/Territories and International Organizations to send participants to the workshop.</p>	CAR Region for Workshop in English	CAR/SAM Workshop on Emergency Plans and Emergency Operational Plans	Underway	Take note
<p>DECISION 13/34 CONTINUATION OF ATS PROCEDURES AND GROUND OPERATION ANALYSIS IN THE WILDLIFE MANAGEMENT</p> <p>That the Secretaries of the AGA/AOP Subgroup and ATM Committee of the ATM/CNS Subgroup continue monitoring the status of progress of the recommendations on ATS procedures and ground operation for the bird hazard prevention.</p>	AGA/AOP/SG Subgroup and ATM Committee of the ATM/CNS Subgroup	The co ordinations are being carried out	Underway	Take note

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>DECISION 13/35 TRAINING AND TERMS OF REFERENCE OF PERSON RESPONSIBLE FOR WILDLIFE MANAGEMENT</p> <p>That the Subgroup, in coordination with the CAR/SAM Regional Bird Hazard Prevention Committee, fosters the professional level training of the persons in charge of wildlife management at the aerodromes of the CAR/SAM States and Territories, whose current terms of reference regarding bird hazard prevention should gradually incorporate measures for the prevention and mitigation of the different wildlife species existing within the airports and their vicinity.</p>	CARSAMPAF	Activities underway	Underway	Take note
<p>CONCLUSION 13/36 CLARIFICATION ON THE APPLICATION OF THE EXPRESSION “WHEREVER PRACTICABLE” IN ANNEX 14, VOLUME I</p> <p>That,</p> <p>a) ICAO clarifies the application of the expression “wherever practicable” mentioned in standards; and</p> <p>b) if possible, indicate some cases where this expression could be applied and/or if this expression is only referred to physical and topographical limitations.</p>	ICAO	Under study at ICAO Headquarters	Underway	Take note
<p>CONCLUSION 13/37 EVENTS ON AIRFIELD PAVEMENTS</p> <p>That ICAO</p> <p>a) urge the States/Territories and International Organizations to send their technicians to the events on pavements and their maintenance, as the subjects are very complex and with little or no specific training offered on them in the NAM/CAR/SAM Regions; and</p> <p>b) study a mechanism for the evaluation of the efficiency and effectiveness of the events provided to the States/Territories so that the knowledge transfer methodologies may be adopted to each specific situation needed in the Regions, mainly those related with the deficiencies, their corrections and their correlation with the air navigation field and safety.</p>	ICAO	---	Underway	Take note

RESULTS OF THE EMERGENCY PLAN AND EMERGENCY OPERATION CENTRES (EOC) SURVEY TO STATES/TERRITORIES

AERODROMES INCLUDED IN THE AIR NAVIGATION REGIONAL PLAN (ANP)

Table 01 – Survey Results CAR Region

STATE/ TERRITORY	NO. OF AERODROMES	EMERGENCY PLANS				EOC		
		How many		Updated exercises		How many	Updated (1)	Planned
		Have	Updated (1)	Full (2)	Partials (3)			
Anguila	1	1	1	1	1	1		
Antigua y Barbuda	1							
Aruba	1							
Bahamas	11							
Barbados	1	1	1	1	1	1		
Belize	1	1	1	1	1	1		
Bermuda	3							
British Virgen Islands	2	2	2	2	2	2		
Cayman Islands	2							
Costa Rica	4	4	4	4	4	4		
Cuba	7	7	7	7	7	7		
Domican Republic	7							
El Salvador	2							
French Antilles	4	4	4			4	4	
Grenada	2							
Guatemala	4							
Haiti	2							
Honduras	4	4	4	4	4	4		
Jamaica	2	2	2	2	2	2		
Mexico	42	33	33	33	33	33		
Montserrat	1	1	1	1	1	1		
Netherlands Antilles	5	3	3	3	3	3		
Nicaragua	2							

STATE/ TERRITORY	NO. OF AERODROMES	EMERGENCY PLANS				EOC		
		How many		Updated exercises		How many	Updated (1)	Planned
		Have	Updated (1)	Full (2)	Partials (3)			
Saint Kitts and Nevis	2	2	2			2	2	
Saint Lucia	2	1	1			1	1	
Saint Vicent and Grenadines	5							
Trinidad and Tobago	2	2	2			2	2	
Turks and Caicos Islands	3	3	3			3	3	
United States	7	7	7	7	7	7	7	
Dominica	2	1	1			1	1	
TOTAL	134	80	80	66	66	80	80	0
TOTAL (2004)	134	70	65	66	66	61	61	3
Increase (%) respect to 2004	---	12.5	18.8	---	---	23.8	23.8	0

(1) Have not been updated for more than 5 years (before 2001)

(2) Every two years

(3) In the year subsequent to the complete exercise (confusion on behalf of States and Territories)

Table 02 – Results of the inquiry (SAM Region)

STATE/ TERRITORY	NO. OF AERODROMES	EMERGENCY PLANS				EOC		
		How many		Updated exercises		How many	Updated (1)	Planned
		Have	Updated (1)	Full (2)	Partials (3)			
Argentina	16	16	16	16	16	16	---	
Bolivia	05	03	03	03	02	03	---	
Brazil	26	26	26	26	21	21	---	
Chile	08	08	08	08	08	08	---	
Colombia	08	08	05	05	05	06	---	
Ecuador	04	04	03	03	03	02	---	
Guyana	01							
French Guyana	01							
Panama	05							
Paraguay	02	01	01	00	01	01	---	
Peru	08	08	08	08	00	08	---	
Surinam	03							
Uruguay	06	06	06	02	04	01	---	
Venezuela	07							
TOTAL (2006)	100*	85	77	73	64	73	---	
TOTAL (2004)	105	70	65	66	53	60	3	
Increase (%)	0	14.29	16.92	7.58	13.21	11.48	---	

(1) Not updated in the last 5 years (before 2001)

(2) Every 2 years

(3) In the year immediately the year of the full exercise (confusion on behalf of States/Territories)

- END -

IMPLEMENTATION OF AERODROME CERTIFICATION IN THE STATES/TERRITORIES OF THE CAR REGION

AERODROMES INCLUDED IN THE REGIONAL AIR NAVIGATION PLAN (ANP)

Table 01 – Progress of the basic documentation for aerodrome certification (CAR Region)

STATE/TERRITORY	N° OF AERODROMES	BASIC DOCUMENTATION FOR CERTIFICATION					
		Responsible body	Finalized	On-going		Planned	
			Published in:	Started in:	Publication foreseen for:	Started in:	Finalization:
Anguilla	1	CAA	---				
Antigua and Barbuda	1	OECS/CAD	---				
Aruba	1	DCA	1998				
Bahamas	11	DCA	---				
Barbados	1	TDA	2004				
Belize	1	CAD	---				
Bermuda	3	CAA	---				
British Virgin Islands	2	CAA	---				
Cayman Islands	2	CAD	---				
Costa Rica	4	DGAC	2004				
Cuba	7	IACC	2003				
Dominican Republic	7	DGAC	2004				
El Salvador	2	AAC	2005				
French Antilles	4	DRAC	2002				
Grenada	2	OECS/CAD	---				
Guatemala	4	DGAC	---				
Haiti	2	OFNAC	---				
Honduras	4	DGAC	2004				
Jamaica	2	JCAA	2003				
Mexico	42	DGAC	2005				
Montserrat	1	CAA	---				
Netherlands Antilles	5	CANA	1998				
Nicaragua	2	DGAC	2005				
Saint Kitts and Nevis	2	OECS/CAD	---				
Saint Lucia	2	OECS/CAD	---				
Saint Vincent and the Grenadines	5	OECS/CAD	---				

STATE/TERRITORY	N° OF AERODROMES	BASIC DOCUMENTATION FOR CERTIFICATION					
		Responsible body	Finalized	On-going		Planned	
			Published in:	Started in:	Publication foreseen for:	Started in:	Finalization:
Trinidad and Tobago	2	TTCAA	2005				
Turks and Caicos Islands	3	CAA	---				
United States	7	FAA	1972				
Dominica	2	OECS/CAD	---				
TOTAL	134						

Table 02 – Progress on certification of aerodromes included in Doc 8733/FASID (CAR Region)

STATE/TERRITORY	N° OF AERODROMES	RESPONSIBLE BODY	NUMBER OF CERTIFIED AERODROMES /ON-GOING/PLANNED		
			Certified	On-going	Planned
Anguilla	1	CAA	---	---	---
Antigua and Barbuda	1	OECS/CAD	---	---	---
Aruba	1	DCA	1	---	---
Bahamas	11	DCA	---	---	---
Barbados	1	TDA	---	1	---
Belize	1	CAD	---	---	---
Bermuda	3	CAA	---	---	---
British Virgin Islands	2	CAA	---	---	---
Cayman Islands	2	CAD	---	---	---
Costa Rica	4	DGAC	---	1	---
Cuba	7	IACC	2	---	---
Dominican Republic	7	DGAC	---	6	---
El Salvador	2	AAC	---	---	---
French Antilles	7	DRAC	7	---	---
Grenada	2	OECS/CAD	---	---	---
Guatemala	4	DGAC	---	---	---
Haiti	2	OFNAC	---	---	---
Honduras	4	DGAC	---	---	---
Jamaica	2	JCAA	---	---	---
Mexico	42	DGAC	---	---	---
Montserrat	1	CAA	---	---	---
Netherlands Antilles	5	CANA	5	---	---

STATE/ TERRITORY	N° OF AERODROMES	RESPONSIBLE BODY	NUMBER OF CERTIFIED AERODROMES /ON-GOING/PLANNED		
			Certified	On-going	Planned
Nicaragua	2	DGAC	---	---	---
Saint Kitts and Nevis	2	OECS/CAD	---	---	---
Saint Lucia	2	OECS/CAD	---	---	---
Saint Vincent and the Grenadines	5	OECS/CAD	---	---	---
Trinidad and Tobago	2	TTCAA	---	---	---
Turks and Caicos Islands	3	CAA	---	---	---
United States	7	FAA	7	---	---
Dominica	2	OECS/CAD	---	---	---
TOTAL	134		22	8	0

IMPLEMENTATION OF AERODROME CERTIFICATION IN THE STATES/TERRITORIES OF THE SAM REGION

AERODROMES INCLUDED IN THE REGIONAL AIR NAVIGATION PLAN (ANP)

Table 03 – Progress of the basic documentation for aerodrome certification (SAM Region)

STATE/ TERRITORY	N° OF AERODROME S	BASIC DOCUMENTATION FOR CERTIFICATION					
		Responsible Body	Finalized	On-going		Planned	
			Published in	Started in	Publication scheduled for:	Start in:	End
Argentina	16	FAA	September 2004	---	---	---	---
Bolivia	05	DGAC	October 2004	---	---	---	---
Brazil	26	DAC	---	---	---	---	---
Chile	08	DGAC	April 2003	---	---	---	---
Colombia	08	AEROCIVIL	---	---	---	---	---
Ecuador	04	DGAC	February 2005	---	---	---	---
Guyana	01	CAA	June 2004	---	---	---	---
French Guyana	01	CAA	---	---	---	---	---
Panama	05	DGAC	---	---	---	---	---
Paraguay	02	DINAC	October 2002	---	---	---	---
Peru	08	DGAC	February 2005	---	---	---	---
Suriname	03	CAA	---	---	---	---	---
Uruguay	06	DINACIA	---	---	---	---	---
Venezuela	07	DGAC	---	---	---	---	---
TOTAL	100	---	---	---	---	---	---

Table 04 – Progress on certification of aerodromes included in Doc 8733/FASID (SAM Region)

STATE/ TERRITORY	N° OF AERODROME S	RESPONSIBLE BODY	NUMBER OF CERTIFIED AERODROMES/IN PROCESS/PLANNED				
			Certified	On-going		Planned	
				Started in:	Publication scheduled for:	Start in:	End
Argentina	16	FAA	01	---	---	15 in 2006	*ND
Bolivia	05	DGAC	03	---	---	---	---
Brazil	26	DAC	---	---	---		
Chile	08 ⁽¹⁾	DGAC	---	---	---	1 in 2006, 2 en 2007, 2 in 2008, 2 in 2009	1 in 2006
Colombia	08	AEROCIVIL	---	---	---		
Ecuador	04	DGAC	01	---	---	1 in 2005, 2 in 2006	2 in 2006, 1 in 2007
Guyana	01	CAA	01	---	---		
French Guyana	01	CAA	---	---	---		
Panamá	05	DGAC	---	---	---		
Paraguay	02	DINAC	---	02	---		
Peru	08	DGAC	08	---	---		
Suriname	03	CAA	---	---	---		
Uruguay	06	DINACIA	---	---	---		
Venezuela	07	DGAC	---	---	---		
TOTAL	100	---	14	02	---	25 (2005-2009)	04 (2006-2007)

*ND – Not defined

⁽¹⁾ All the airports were submitted to a pre-certification in 2003, except TEMUCO/Manquehue because the construction of a new airport is being planned for TEMUCO

RESULTS OF THE INQUIRY CARRIED OUT IN THOSE AERODROMES USED FOR INTERNATIONAL OPERATIONS ON SAFETY MANAGEMENT SYSTEM (SMS) IN THE CAR REGION

AERODROMES INCLUDED IN THE REGIONAL AIR NAVIGATION PLAN (ANP)

Table 01 – Progress of the basic documentation for SMS implementation (CAR Region)

STATE/TERRITORY	N° OF AERODROMES	BASIC DOCUMENTATION FOR SMS					
		Responsible body	Finalized Published in:	On-going		Planned	
				Started in:	Publication foreseen for:	Started in:	Finalization:
Anguilla	1	CAA	---	---	---	---	---
Antigua and Barbuda	1	OECS/CAD	---	---	---	---	---
Aruba	1	DCA	---	---	---	---	---
Bahamas	11	DCA	---	---	---	---	---
Barbados	1	TDA	2005	2006	---	---	---
Belize	1	CAD	---	---	---	---	---
Bermuda	3	CAA	---	---	---	---	---
British Virgin Islands	2	CAA	---	---	---	---	---
Cayman Islands	2	CAD	---	---	---	---	---
Costa Rica	4	DGAC	2005	2006	---	---	---
Cuba	7	IACC	2004	2006	---	---	---
Dominican Republic	7	DGAC	---	---	---	---	---
El Salvador	2	AAC	2005	2006	---	---	---
French Antilles	4	DRAC	---	---	---	---	---
Grenada	2	OECS/CAD	---	---	---	---	---
Guatemala	4	DGAC	---	---	---	---	---
Haiti	2	OFNAC	---	---	---	---	---
Honduras	4	DGAC	---	---	---	---	---
Jamaica	2	JCAA	---	---	---	---	---
Mexico	42	DGAC	2005	---	---	---	---
Montserrat	1	CAA	---	---	---	---	---
Netherlands Antilles	5	CANA	---	---	---	---	---
Nicaragua	2	DGAC	---	---	---	---	---
Saint Kitts and Nevis	2	OECS/CAD	---	---	---	---	---
Saint Lucia	2	OECS/CAD	---	---	---	---	---
Saint Vincent and the	5	OECS/CAD	---	---	---	---	---

STATE/TERRITORY	N° OF AERODROMES	BASIC DOCUMENTATION FOR SMS					
		Responsible body	Finalized Published in:	On-going		Planned	
				Started in:	Publication foreseen for:	Started in:	Finalization:
Grenadines							
Trinidad and Tobago	2	TTCAA	---	---	---	---	---
Turks and Caicos Islands	3	CAA	---	---	---	---	---
United States	7	FAA	2006	2007	---	---	---
Dominica	2	OECS/CAD	---	---	---	---	---
TOTAL	134						

Table 02 – Progress of the basic documentation for SMS implementation in the aerodromes included in Doc 8733/FASID (CAR Region)

STATE/TERRITORY	N° OF AERODROMES	BASIC DOCUMENTATION FOR SMS					
		Responsible body	With SMS	On-going		Planned	
				Started in:	Publication foreseen for:	Started in:	Finalization:
Anguilla	1	CAA	---	---	---	---	---
Antigua and Barbuda	1	OECS/CAD	---	---	---	---	---
Aruba	1	DCA	---	---	---	---	---
Bahamas	11	DCA	---	---	---	---	---
Barbados	1	TDA	---	---	---	2006	---
Belize	1	CAD	---	---	---	---	---
Bermuda	3	CAA	---	---	---	---	---
British Virgin Islands	2	CAA	---	---	---	---	---
Cayman Islands	2	CAD	---	---	---	---	---
Costa Rica	4	DGAC	---	---	---	2006	---
Cuba	7	IACC	---	---	---	2006	---
Dominican Republic	7	DGAC	---	---	---	---	---
El Salvador	2	AAC	---	---	---	2006	---
French Antilles	4	DRAC	---	---	---	---	---
Grenada	2	OECS/CAD	---	---	---	---	---
Guatemala	4	DGAC	---	---	---	---	---
Haiti	2	OFNAC	---	---	---	---	---
Honduras	4	DGAC	---	---	---	---	---
Jamaica	2	JCAA	---	---	---	---	---

STATE/TERRITORY	N° OF AERODROMES	BASIC DOCUMENTATION FOR SMS					
		Responsible body	With SMS	On-going		Planned	
				Started in:	Publication foreseen for:	Started in:	Finalization:
Mexico	42	DGAC	1 (TLC)	---	---	---	---
Montserrat	1	CAA	---	---	---	---	---
Netherlands Antilles	5	CANA	---	---	---	---	---
Nicaragua	2	DGAC	---	---	---	---	---
Saint Kitts and Nevis	2	OECS/CAD	---	---	---	---	---
Saint Lucia	2	OECS/CAD	---	---	---	---	---
Saint Vincent and the Grenadines	5	OECS/CAD	---	---	---	---	---
Trinidad and Tobago	2	TTCAA	---	---	---	---	---
Turks and Caicos Islands	3	CAA	---	---	---	---	---
United States	7	FAA	---	---	---	2007	---
Dominica	2	OECS/CAD	---	---	---	---	---
TOTAL	134						

**RESULTS OF THE INQUIRY CARRIED OUT WITH THE STATES ON SAFETY MANAGEMENT SYSTEMS (SMS)
IMPLEMENTATION IN THE SAM REGION**

AERODROMES OF THE REGIONAL AIR NAVIGATION PLAN (ANP)

Table 03 – Progress of the basic documentation for SMS implementation (SAM Region)

STATE	N° OF AERODROMES	BASIC DOCUMENTATION FOR SMS					
		Responsible Body	Finalized	On-going		Planned	
			Published in:	Started in:	Publication scheduled for:	Start in:	End in:
Argentina	16	FAA	September 2004	---	---	---	---
Bolivia	05	DGAC	---	---	---	NOV 2006	FEB2007
Brazil	26	DAC	---	---	---	---	---
Chile	08	DGAC	---	---	DEC 2006	---	---
Colombia	08	AEROCIVIL	---	---	---	---	---
Ecuador	04	DGAC	February 2005	---	---	---	---
Guyana	01	CAA	---	---	---	---	---
French Guyana	01	CAA	---	---	---	---	---
Panama	05	DGAC	---	---	---	---	---
Paraguay	02	DINAC	---	---	---	---	---
Peru	08	DGAC	---	---	---	---	---
Suriname	03	CAA	---	---	---	---	---
Uruguay	06	DINACIA	---	---	---	---	---
Venezuela	07	DGAC	---	---	---	AUG 2006	DEC 2006
TOTAL	100	---	2	---	1	2	2

Table 04 – Progress of the SMS implementation in the aerodromes included in Doc 8733/FASID (SAM Region)

STATE	N° OF AERODROMES	RESPONSIBLE BODY	NUMBER OF AERODROMES WITH SMS/IN PROCESS/PLANNED				
			With SMS	In process		Planned	
				Started in:	End	Start in:	End
Argentina	16	FAA	---	---	---	3 in 2007	*ND
Bolivia	05	DGAC	03	---	---	---	---
Brazil	26	DAC	---	---	---		
Chile	08 ⁽¹⁾	DGAC	---	---	---	3 in 2007, 4 in 2008	3 in 2007, 4 in 2008
Colombia	08	AEROCIVIL	---	---	---		
Ecuador	04	DGAC	01	---	---	---	---
Guyana	01	CAA	---	---	---		
French Guyana	01	CAA	---	---	---		
Panamá	05	DGAC	---	---	---		
Paraguay	02	DINAC	---	---	---		
Peru	08	DGAC	---	---	---		
Surinam	03	CAA	---	---	---		
Uruguay	06	DINACIA	---	---	---		
Venezuela	07	DGAC	---	---	---	1 in 2006, 4 in 2007, 2 in 2008	5 in 2007, 2 in 2008
TOTAL	100	---	04	---	---	17 (2006-2008)	14 (2007-2008)

*ND – No defined

⁽¹⁾ Regarding TEMUCO/Manquehue, it is planned the construction of a new aerodrome

- END -

APPENDIX F

**PROGRESS OF THE AGA/AOP SUBGROUP ON THE CAR/SAM/3 RAN MEETING
CONCLUSIONS AND OTHER IMPORTANT ISSUES FOR THE CAR/SAM REGIONS**

(progress obtained in 2005 and 2006 are shaded in this Appendix)

CAR/SAM/3 RAN	Results obtained by the AGA/AOP/SG	Obtained PRODUCTS	Used Methods
2/1 Planning for en-route alternate aerodromes	---	List of en-route alternate aerodromes	Preliminary list prepared by IATA, circulated twice to States/Territories and reviewed by ICAO
3/2 Amendment of the Table AOP 1	Preparation of proposal for amendment for Bolivia, Brazil, Chile, Peru, Suriname and Uruguay	Up to now 4 Amendments were originated by the SAM Region	Letters with the Proposals were circulated to the States and Territories
3/4 Aerodromes in the vicinity of international boundaries	Draft Conclusion of the Subgroup to have States preparing bilateral agreements	Waiting information from States and Territories	Waiting information from States and Territories
3/5 Retention of visual and non-visual aids in excess of those tabulated in Table AOP 1	Conclusion of the Subgroup provides that States that provide visual and non visual aids consider their preservation for safety purposes	Waiting information from States and Territories	Waiting information from States and Territories
4/3 Resources for implementation of aerodrome facilities and services	Conclusion of the Subgroup provides that States adopt measures to have airport revenues allotted to facilities and services	Waiting information from States and Territories	Waiting information from States and Territories
4/4 Aerodrome equipment, installations and services	no	---	---
4/7 Updating of disabled aircraft removal plan	Conclusion of the Subgroup for States to update in consultation with aircraft operators and manufacturers the plans for disabled aircraft removal	Actions are being carried out by the States/Territories	Contacts with specialized enterprises and agreements with local companies

CAR/SAM/3 RAN	Results obtained by the AGA/AOP/SG	Obtained PRODUCTS	Used Methods
4/8 Rescue and fire fighting services	Has just started (Emergency Plans/EOC)	Specific training to States/Territories/Airport Operators	Workshop on Emergency Plan/ Emergency Operations Centres (EOC), held in Santiago, Chile, 13-17 NOV 2006
4/9 Implementation of aerodrome emergency plans	Proposal to create an Emergency Plan / Emergency Operation Centre (EOC) Task Force –AGA/AOP/SG/04 Meeting	Waiting information from States and Territories	Waiting information from States and Territories Workshop on Emergency Planning and Emergency Operations Centres (EOC) , held in Santiago, Chile, 13-17 NOV 2006
4/10 Bird hazard control and reduction	---	Creation of the CAR/SAM Regional Bird Hazard Prevention Committee Reactivation of two National Committees (Argentina and Uruguay) Creation of 3 National Committees (Colombia, Cuba and Mexico) There was one in Brazil and Panama Creation of 66 Airport Coordinating Committees (there were none) + 3 Committees in Venezuela and reactivation of the Nicaragua Committee	Task Force Technical Meeting (Seminar) for the Creation of the Regional Committee Convening of 3 International Conferences and the fourth one planned to be held in, Panama, from 4 to 8 December 2006
4/11 Power supply at aerodromes	no	---	----
4/12 Aerodrome fencing	Conclusion of the Subgroup provides that States urgently install and maintain fences at aerodromes in order to prevent the entrance of persons and animals Proposal to GREPECAS for ICAO to study the implementation of fences at aerodromes in compliance with Annex 17 (At ICAO Headquarters for the proper consideration)	Some States have corrected these deficiencies in their international airports, however, more information is needed Waiting information from States and Territories	Regular missions of AGA Regional Officer – Regional Offices

CAR/SAM/3 RAN	Results obtained by the AGA/AOP/SG	Obtained PRODUCTS	Used Methods
<p>4/13 Establishment of preventive maintenance programmes</p>	<p>Conclusion for States to take measures for airport operators to implement and keep aerodrome maintenance programmes that are intended to eliminate and prevent deficiencies that have a direct impact on safety</p>	<p>Foundation of ALACPA – Latin American and Caribbean Airport Pavement Association (July 2002)</p> <p>Translation of the Handbook of Airport Infrastructure Maintenance Management (Review Phase)</p> <p>Preparation of a Guidance Manual for Aerodrome Inspection in the CAR/SAM Regions in accordance with Annex 14</p> <p>Specific training</p>	<p>Seminar on Pavement Maintenance and Short Course on the aircraft/pavement interaction, Santa Cruz de la Sierra, Bolivia, 22-27 July 2002 (62 participants)</p> <p>Coordination with the ICAO Technical Cooperation Bureau</p> <p>ICAO Workshop on Aerodrome Certification for the NAM/CAR/SAM Regions, Spanish Santiago, Chile, 24 to 27 September 2002 (88 participants)</p> <p>ICAO.ACI/LAC Seminar on Pavement Management Systems (PMS) Short Course on the PCI Method (Pavement Condition Index) for the CAR/SAM Regions, Lima, Peru, from 19 to 25 November 2003 (128 participants)</p> <p>ICAO Workshop for Aerodromes Inspectors for the NAM/CAR/SAM Regions, Argentina, Buenos Aires, 2004 (129 participants)</p> <p>ICAO/ALACPA/FAA/ACI-LAC Seminar on Airfield Pavement Design. New FAA Design Software, and Short Course on Annex 14 and Related Documents for the NAM/CAR/SAM Region (Americas) Bogota, Colombia, 11-16 September 2005 (196 participants)</p> <p>Workshop on Emergency Plans/Emergency Operations Centres (EOC), Santiago, Chile, 13-17 November 2006</p>

CAR/SAM/3 RAN	Results obtained by the AGA/AOP/SG	Obtained PRODUCTS	Used Methods
4/14 Land use at airports and adjacent areas	That States review and adopt regulations that regulate land use in the adjacent areas of an airport That ICAO studies the inclusion in Annex 14 of the specifications related to noise and hazard of constructions in order to minimize the severity of damages in case an accident occurs during landing or take-off (Being considered by the ICAO AGA Section)	Waiting information from States and Territories	Matter submitted to ICAO Headquarters through the GREPECAS

OTHER ISSUES DEALT BY THE SUBGROUP

CAR/SAM/3 RAN	Results obtained by the AGA/AOP/SG	Obtained PRODUCTS	Used Methods
Airport Demand and Capacity (Terms of Reference of the Subgroup)	On-going	Waiting information from States and Territories	Task Force Creation
Acoustic, pollution and treatment of residues Conditions (Terms of Reference of the Subgroup)	---	Translation of the Environment Manual Document distributed by the Regional Offices to States/Territories	Coordination with the ICAO Technical Cooperation Bureau
Runway Incursions (Terms of Reference of the Subgroup)	Update of the “Runway Incursion” definition by ICAO Proposal to have all activities related to WILDLIFE be treated by the Bird Hazard Committee in order to coordinate actions in aspects related to runway incursions (On-going)	Guide for Prevention Runway Incursion, prepared by the Task Force	Task Force Work
Runway Strips and Runway End Safety Areas (RESA)	Conclusion of the Subgroup to have States evaluate the provision of RESA and to publish the reduction of dimensions in the AIP Presentation and review of the information from the deficiencies database That IATA supports the Task Force to evaluate the impact of reduced declared distances for aircraft operations Relevance of the situation of the CAR/SAM Regions for the corrections to keep in mind for the solution of problems	Preparation of Pavements Maintenance Guidance Guide Preparation on construction modality and maintenance RESAS (EMAS) Statistical indications that differentiate the RESA problems (CAR Region, lack of RESA). SAM Region (Problems in RESAs such as obstacles and unevenness). This allows the indication of different regional strategies for the elimination/control of deficiencies for each Region	Task Force Creation Seminar on Pavement Maintenance and Short Course on the aircraft/pavement interaction, Santa Cruz de la Sierra, Bolivia, 22-27 July 2002 (62 participants)

APPENDIX G

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 style="text-align: center;">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 style="text-align: center;">SAM:</p> <p>Bolivia, Chile, Ecuador, Guyana, Paraguay, Peru, Suriname, French Guiana and the Falkland Islands.</p>	<p style="text-align: center;"><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>