



Agenda Item 4: Other Business

METHODOLOGY FOR IDENTIFICATION OF AIR NAVIGATION DEFICIENCIES

(Presented by Brazil)

SUMMARY

This Working Paper presents an adjustment proposal for the methodology used in the identification of air navigation deficiencies, aiming at avoiding the insertion of incorrect information in the data base.

References:

- GREPECAS Procedural Handbook – Section 1 / Part 2 / Appendix A-1

1. Introduction

1.1 Further to the inclusion of the “Uniform Methodology for Identification, Assessment and Notification of Air Navigation Deficiencies”, approved by the Council on 30 November 2001, in the GREPECAS Procedural Handbook, the communication channels, through which air navigation deficiencies are informed, became much better structured. Nevertheless, the referred document has not left an opportunity for the States to make an objection to the information received from users and Regional Offices. Consequently, inexistent deficiencies are being included in the GANDD (GREPECAS AIR NAVIGATION DEFICIENCIES DATABASE), getting the States to take on the burden of carrying on the necessary bureaucratic formalities to remove them.

2. Deficiencies not recognized

2.1 The establishment of an intermediate step to be taken before inserting the information in the GANDD will grant the endorsement of the States involved, avoiding mistakes as those related below:

2.1.1 AGA-481-S: Rio de Janeiro International Airport - Antônio Carlos Jobim – SBGL

Deficiency:	Lack of lighting for the stopway of runway 15.
Justification:	This requirement is not applicable for the taxi runway 15 of SBGL, considering that it only operates ILS Cat I. Lighting of stopways is required only for ILS Cat II/III.

2.1.2 AGA-471-S: Corumbá International Airport – SBCR

Deficiency:	There is no PAPI for runway 09 – To install PAPI for runway 09 (ICAO Regular Mission 01-03 AUG/06, Recommended Action AGA/01 of the Report).
Justification:	<p>The runway 09 of the SBCR operates only for visual approaches. Its circuit of visual traffic comprises the over flight of the Bolivian territory and, in the final approach; it has many natural obstacles that prevent the establishment of an adequate separation, in accordance with the glide provided in the equipment assisting the visual approach. Landings on runway 09, when under IFR conditions, happen after the aircraft circulating the aerodrome, with a reduced final approach, due to the information provided in the previous item, what does not oblige the installation of PAPI as a complement of an instrument approach.</p> <p>Besides that, the aerodrome of Corumbá is not used for international air traffic (commercial) and, consequently, it has a much reduced flow of aircraft and passengers.</p>

2.1.3 AGA-474-S: Pinto Martins International Airport –SBFZ

Deficiency:	There is no precision approach lightning for runway 13 – To install precision lightning for runway 13 (Regular Mission – Recommendation 05 of the Report).
Justification:	<p>An ALS has the main purpose of reducing the visibility minima for landing, so its installation is compulsory when operating ILS Cat II and III.</p> <p>The Airport of Fortaleza operates ILS Cat I, rarely presenting operation rates below the minima, so there is no need of reducing the visibility minima. Besides, there are many factors that would make it difficult to install such aid, because in the final approach, approximately 300m from the threshold 13, there is the VOR/DME equipment, in addition to a railroad and several obstacles, among which there is a bridge that links the airport to the city. As the Brazilian Administration has no planning for the installation of ALS in SBFZ, the item shall be excluded from the ANP.</p>

3. Action Suggested

3.1 To include the following item in the list of measures adopted by Regional Offices, which is presented in paragraph 2.1.1:

"f) to inform the incumbent State the deficiency found and wait for any objection to the presented data over a period of 07 working days, after which the deficiency shall be considered confirmed."

2.2 To change the designation of items f), g) and h), all from paragraph 2.2.1, to g), h), and i).

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