



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Sixteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/16)

Punta Cana, Dominican Republic, 28 March – 1 April 2011

GREPECAS/16 – WP/09

01/03/11

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- Agenda Item 3: Performance framework for Regional Air Navigation Planning and Implementation**
3.3 AGA/AOP/SG/7 meeting report

REPORT OF THE AGA/AOP/SG/7 MEETING

(Presented by the Secretariat)

SUMMARY

This working paper presents to the Meeting the results of the Seventh Meeting of the Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup and the conclusions approved by the GREPECAS fast track method.

References:

- Air Navigation Plan for CAR/SAM Regions Doc 8733
- Final Report of the Seventh Meeting of the GREPECAS Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup (Buenos Aires, Argentina, from 9 to 13 November 2009)

1. Introduction

1.1 The Seventh Meeting of the Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup was attended by 40 participants from 13 States and 3 International Organizations, members of the AGA/AOP Subgroup and 1 Contracting State located or having territories in the CAR/SAM Regions. The Meeting formulated several draft conclusions, which are presented in **Appendix A** to this paper and were approved by the GREPECAS fast track method.

2. Review of GREPECAS/15 Conclusions and Decisions

2.1 Under agenda item 2, the Meeting reviewed pending GREPECAS/15 Conclusions and Decisions relevant to AGA/AOP/SG and updated the status of said conclusions and decisions (Conclusions 15/19 to 15/25).

3. Review of Deficiencies and Air Navigation subjects in the AGA Field

3.1 AGA Field Deficiency Database

3.1.1 The Meeting reviewed the current deficiencies in the AGA field contained in the GREPECAS Air Navigation Deficiencies Database (GANDD) of the CAR/SAM Regions. The Secretary stressed that an alternative method to update corrections to the GANDD is for States to send the information directly to the respective ICAO AGA Officers in case the focal point has difficulty accessing the database; however, States need to report all corrections made to reported deficiencies, and every deficiency should have a corrective action plan, including the estimated date for correction.

3.2 Certification of Aerodromes/Safety Management Systems

3.2.1 The Secretary emphasized the importance of ICAO requirements for aerodromes certification used for aerodromes conducting international operations to conform to Annex 14 SARPs and other pertinent specifications, as well as the implementation of the safety management system (SMS) in aerodromes.

3.2.2. The Meeting agreed upon the need for ICAO Regional Offices to have updated information regarding current aerodrome certification status and SMS implementation. Discussions lead to the following draft conclusion: **7/1 UPDATE STATUS ON AERODROME CERTIFICATION** (see **Appendix A**).

3.3. State Safety Programme/Safety Management Systems (SSP/SMS)

3.3.1 The Secretary presented the evolved process for the operational safety concept and the subsequent implementation of the Safety Management System (SMS) and State Operational Safety Programme (SSP).

3.3.2 In this respect, the Meeting was invited to express their needs to ICAO Regional Offices to organize courses for SSP implementation. Different representatives indicated their interest in participating in available courses. Subsequently, the Meeting agreed on the following draft conclusion: **7/2 WORKSHOPS ON SSP AND SMS** (see **Appendix A**).

3.4 Runway Safety

3.4.1 Regarding runway operational safety, the Secretary expressed that States need to orient their efforts to rectify the causes contributing to runway incursions and excursions. It was recommended that States develop runway incursion prevention programmes as well as the formation of runway safety teams.

3.4.2 The Meeting was invited to inform Regional Offices about best practices implemented at their airports in terms of runway incursions and excursions and agreed to draft conclusion: **7/3 BEST PRACTICES TO PREVENT RUNWAY INCURSIONS/EXCURSIONS** (see **Appendix A**).

3.4.3 One important related factor from the point of view of the air carrier and cargo operators is the lack of harmonization of taxiway designation found in different States. The Meeting agreed to draft conclusion: **7/4 HARMONIZATION OF TAXIWAY DESIGNATION** (see **Appendix A**).

3.5 AGA related performance objectives contained in the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan

3.5.1 The Secretary emphasized that the key aspects of the performance-based approach to air navigation planning is (1) the development of performance objectives and (2) related measurable

indicators and metrics. In this regard, the Secretary mentioned that an initial set of key performance areas and associated metrics have been proposed.

3.5.2 The ad-hoc group, created by the Secretary, reviewed the proposal and mentioned that metrics should be established by States in order to achieve a future harmonization within the Regions. The subject areas for establishment of metrics related to key performance areas include access, capacity, cost effectiveness, efficiency, environment, flexibility, predictability, and safety.

4. Review of Task Forces Activities, CAR/SAM/PAF and ALACPA

4.1 Report of the Runway Strips and Runway End Safety Areas (RESA) Task Force

4.1.1 The Rapporteur of the Task Force made reference to the Seventh Meeting of the Aerodrome Design Working Group (ADWG) under the Aerodromes Panel (AP), which took place in Montreal, Canada, from 14 to 16 July 2009. The Meeting was also informed on the establishment of the PANS – Aerodromes Study Group (PASG) to support the AGA/AOP Subgroup Secretary in developing a document on *Procedures for Air Navigation Services and Aerodromes* [PAS-AGA] that takes into consideration aerodrome operational management.

4.2 Report of the Airport Demand/Capacity Task Force

4.2.1 The Rapporteur pointed out that the sixth Meeting of the GREPECAS AGA/AOP Subgroup agreed that this Task Force evaluate the results of the survey on *Airport Demand/Capacity Approach, Apron Management Service* and, subsequently, propose further actions to increase apron capacity and safety. However, CAR/SAM States or Territories still have not submitted any case studies to the Task Force for analysis. This lack of action suggests that States are not confronting capacity/demand problems at their airports.

4.3 Report of the AGA Aeronautical Studies Task Force

4.3.1 The representative of Brazil informed the Meeting with regard to experience with aeronautical studies carried out for specific situations in the analysis of obstacles near aerodromes using Annex 14 and Doc 8168 (PANS OPS) as well as the guidelines for aeronautical studies presented at the ICAO CAR/SAM Seminar/Workshop on Aerodrome Certification and Aeronautical Studies (Gros Islet, Saint Lucia, 9 to 12 June 2009).

4.4 Report of the Airport Infrastructure Adequacy Task Force

4.4.1 The report of the Task Force focused on minimizing runway incursions by avoiding taxiway entrance designs that might confuse pilots and using rapid exit taxiways only as runway exits.

4.4.2 International Federation of Air Line Pilots Association (IFALPA) recommended that aircraft and vehicle operators use common frequencies and languages during operations as well as specific signs and markings on taxiways. One State provided several specific taxiway designs that had a high percentage of runway incursions based on the USFAA Runway Safety Report: *Runway Incursions Diagrams at 75 Airports in U.S.A., 1997-2000*.

4.4.3 The Meeting was informed by IFALPA that several airports in our regions are not reporting the location of “*hot spots*.” Aiming at minimizing runway incursions/excursions, the Meeting recommended that these “hot spots” be published in the aeronautical information services (AIP) respectively.

4.5 Progress in the activities of the CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF)

4.5.1 The Meeting was informed of two major conferences: The Sixth International Conference on Bird Strike and Wildlife prevention held in Brasilia, Brazil, from 24 to 28 November 2008, with joint participation of the European and US International Bird Strike Committee (IBSC); and CARSAMPAF and the Seventh International Conference on Bird/Wildlife Hazard held in Grenada, Eastern Caribbean, between 24 and 27 November 2009.

4.5.2 The Meeting recommended that when developing an aerodrome SMS programme all States/Territories should consider including a dedicated section addressing bird and wildlife strike problems.

4.6 Progress in the activities of the Latin American and Caribbean Association of Airfield Pavements (ALACPA).

4.6.1 ALACPA currently has more than 250 associates from 20 States in the NAM/CAR/SAM Regions and other ICAO Regions. One of the main objectives of ALACPA is eliminating CAR/SAM reported deficiencies by achieving better quality standards for airport pavement in the Regions by dealing with areas related to planning, design, construction and maintenance management in order to provide a safe and efficient pavement surface for air operations. ALACPA has formed itself in the Region as the only technical forum related to airport pavements.

5. Review of Other Technical Matters

5.1 Amendments 10 and 4 to Annex 14, Volumes I and II, respectively

5.1.1 The Secretary presented amendment 10 to Annex 14, Volume I to the Meeting pointing out the new definitions and requirements included in the fifth edition such as: certification of aerodromes; mandatory instruction markings and signs, advanced visual docking guidance system at gates; rescue and fire fighting, wildlife strike hazard reduction; and pavement monitoring and maintenance.

5.2 E-TOD Aerodrome mapping

5.2.1 The Secretary referred to the Annex 14 requirement regarding determination of geographical coordinates of obstacles and terrain, as well as their notification in the aeronautical information services (AIP).

5.2.2 The Secretary emphasized that in order to satisfy the necessary user requirements on electronic data of terrain and obstacles, considering cost-benefit, purchasing methods and available information, this information should be provided according to the four basic coverage areas discussed at the Meeting.

5.3 Regional and Global ICAO activities in the AGA field

5.3.1 The Secretary presented the current work programme of the Aerodromes, Air Routes and Ground Aids Section (AGA) in ICAO Headquarters to the Meeting. The Meeting was also informed of Annex 14 amendments and of Technical Work Groups in the field of Aerodromes, as well as AGA related documents.

5.3.2 PANS-Aerodromes (PANS-AGA) work will be oriented towards the publication of its first edition, programmed for 2013, to be approved by the Council. The issuance of a circular has been programmed for orientation along with guidelines on the conditions of pavement surfaces; estimated availability in 2010.

6. Administrative matters

6.1 AGA/AOP/SG Terms of Reference, Work Programme and Composition with a performance based approach

6.1.1 The Secretariat presented a preliminary version of the Terms of Reference, Work Programme and Composition of the AGA/AOP Subgroup for review and comment by the Meeting in order to be oriented to the performance-based approach of the NAM/CAR Air Navigation Regional Implementation Plan.

6.1.2 Upon examination, the Meeting agreed to newer Terms of Reference, Work Programme, Composition, Description of the Task Forces and the Work Schedule of the AGA/AOP Subgroup, which are provided in the **Appendixes A, B and C of the Final Report of AGA/AOP/SG/7.**

6.2 Next Meeting Site and Dates

6.2.1 According to proposals of the different participants, Colombia expressed its interest in hosting the next Meeting in December 2010. Also, the representatives of Haiti and Costa Rica expressed their interest in being the host State of the Meeting.

6.2.2 Subsequent to the AGA/AOP/SG/7 Meeting, during GREPECAS ACG eighth Meeting, the programme for future Meetings of Subgroups was considered and will be discussed further at the GREPECAS/16 Meeting.

7. Action by GREPECAS

7.1 The Meeting is invited to:

- a) Note the information contained in this working paper; and
- b) note the conclusions approved by GREPECAS fast track method.

APPENDIX A

CONCLUSIONS APPROVED BY GREPECAS FAST TRACK METHOD

A-1. Conclusion: 7/1 UPDATED STATUS ON AERODROME CERTIFICATION

That States submit to their respective ICAO NACC and SAM Regional Offices a report on the implementation status of airport certification no later than 28 February 2010.

A-2. Conclusion: 7/2 WORKSHOPS ON STATE SAFETY PROGRAMME AND SAFETY MANAGEMENT SYSTEM (SSP AND SMS) COURSES

That the ICAO NACC and SAM Regional Offices organize workshops on the implementation of the SSP by States and SMS for aerodrome operators during 2010.

A-3. Conclusion: 7/3 BEST PRACTICES TO PREVENT RUNWAY INCURSIONS AND RUNWAY EXCURSIONS

That States submit to NACC and SAM Regional Offices:

- a) A report on best practices used to prevent runway incursions/excursions at airports;
- b) That this report be submitted no later than 30 March 2010.

A-4. Conclusion: 7/4 HARMONIZATION OF TAXIWAY DESIGNATION

That ICAO Headquarters consider the development and provision of guidelines on the harmonization of taxiway designation in order to reduce operator confusion and to minimize runway incursions.

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