

AGA AN DEFICIENCY SAMPLE 1

DEFICIENCY (HAZARD) IDENTIFICATION AND RISK ASSESSMENT REPORT	
1. Description of identified deficiency:	No runway end safety areas are provided on both runway ends as specified in Annex 14 Vol. I, Section 3.5.1
2. State/Territory/Organization: Name of Sate/Territory/Organization	
3. Report N°:	AGA XXX CAR
4. Date of identification:	20/06/2010
5. Report prepared by:	ICAO AGA Regional Officer
6. Air Navigation Area Facility/service involved:	Airport Operator
7. Specific requirement:	<p>Provide runway end safety areas by extending the platform or reducing the declared distances:</p> <p>A 14, 3.5.1 – 3.5.5 A runway end safety area should provide a cleared and graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane undershooting or overrunning the runway.</p> <p>A 14, 3.5.7 The RESA should be so prepared or constructed as to reduce the risk of damage to an aeroplane undershooting or overrunning the runway, enhance aeroplane deceleration and facilitate the movement for RFF vehicles.</p>
8. Potential consequences of the hazard caused by the deficiency:	<p>Runway excursions, damage to personnel, equipment and aircraft.</p> <p>In the last three years there were two runway excursions in the CAR Region with major injuries and damage to aircraft.</p>
9. Mitigation currently implemented (if known):	NIL
10. Remarks:	Significant amount of engineering studies and works have been completed. Implementation scheduled.
11. Report prepared by: (ICAO Officer)	ICAO AGA Officer

DEFICIENCY (HAZARD) IDENTIFICATION AND RISK ASSESSMENT REPORT (CONT.)

		RISK SEVERITY				
		Catastrophic A	Hazardous B	Major C	Minor D	Insignificant E
RISK LIKELIHOOD	Frequent 5	5A	5B	5C	5D	5E
	Occasional 4	4A	4B	4C	4D	4E
	Remote 3	3A	3B	3C	3D	3E
	Unlikely 2	2A	2B	2C	2D	2E
	Extremely Unlikely 1	1A	1B	1C	1D	1E

5A, 5B, 5C, 4A, 4B, 3A	Intolerable region (equivalent to U-priority deficiencies) Unacceptable under existing circumstances
5D, 4C, 4D, 3B, 3C, 2A, 2B, 5E, 2C, 4E, 3D	Tolerable region (equivalent to A-priority deficiencies) Acceptable, based on risk mitigation. Might require a managerial decision,
1A, 1B, 1C, 1D, 1E, 2E, 3E, 2D	Acceptable region (equivalent to B-priority deficiencies) Acceptable

Likelihood	Is defined as the likelihood of occurrence of an event or unsafe condition
Frequent:	•Likely to occur many times (has occurred frequently)
Occasional:	•Likely to occur some times (has occurred infrequently)
Remote:	•Unlikely, but might occur (occurs rarely)
Unlikely:	•Very unlikely to occur (no occurrence is known)
Extremely unlikely	•Almost unconceivable that the event may occur.

Severity:	Is defined as the possible consequence of an event or unsafe condition, based on the worst case scenario
Catastrophic	<ul style="list-style-type: none"> •Destroyed equipment •Multiple deaths
Hazardous	<ul style="list-style-type: none"> •An important reduction in safety margins, physical damage or a workload such that operator cannot perform their tasks in a precise and complete manner. •Serious injury •Major damage to equipment.
Major:	<ul style="list-style-type: none"> •A significant reduction in safety margins, a reduction in the ability of the operator to respond to adverse operating conditions as a result of an increased workload or as a result of conditions hindering its efficiency •Serious incident •Injury to individuals
Minor:	<ul style="list-style-type: none"> •Interference •Operational limitations •Use of emergency procedures •Minor incidents
Insignificant	<ul style="list-style-type: none"> •Slight consequences

RISK MITIGATION RECOMMENDATIONS REPORT				
1. Description of identified deficiency:	No runway end safety areas are provided on both runway ends as specified in Annex 14 Vol. I, Section 3.5.1			
2. State/Territory/Organization:	Name of State/Territory/Organization			
3. Report N°:	AGA XXX CAR			
4. Date of identification:	30/06/2010			
5. Level of risk before mitigation measures are adopted:	3A - Intolerable region (equivalent to U-priority deficiencies) Unacceptable under existing circumstances			
6. Solution # 1				
7. Description of the solution:	Extend the platform or reduce the declared distances.			
8. Estimated cost and time for implementation of this solution:	9. Revised risk assessment if <u>only</u> this solution is to be implemented:	10. Probability:	2	
<u>\$ 700,000</u> 4 months		11. Severity:	A	
		12. Level of risk:	2A	
13. Potential implementation problems:	High costs involved in extending the platform and availability of materials near the airport site.			
14. Solution # 2				
15. Description of the solution:	Reduce declared distances			
16. Estimated cost and time for implementation of this solution	17. Revised risk assessment if <u>only</u> this solution is to be implemented:	18. Probability:	2	
<u>\$ Third party (Airlines) costs involved</u> 10 days		19. Severity:	A	
		20. Level of risk:	2A	
21. Potential implementation problems:	None. Analyse the feasibility of reducing declared distances with the airport operator, airline and ATC based on the critical aircraft operating at the airport.			

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AGA AN DEFICIENCY SAMPLE 2

DEFICIENCY (HAZARD) IDENTIFICATION AND RISK ASSESSMENT	
1. Description of identified deficiency:	There are several mandatory instruction and information signs missing on the runway and taxiways and the markings are faded.
2. State/Territory/Organization: Name of State/Territory	
3. Report N°:	AGA XXX CAR
4. Date of identification:	12/03/2012
5. Report prepared by:	ICAO AGA REGIONAL OFFICER
7. Potential consequences caused by the deficiency: Runway incursions, excessive timing for taxiing, disorientation of the pilot.	
8. Specific requirement:	<p>A 14, 5.4.2 Provide mandatory instruction signs to identify a location beyond which an aircraft taxiing or vehicle shall not proceed unless authorized by the aerodrome control tower.</p> <p>A 14, 5.4.2.2 Mandatory instruction signs shall include runway designation signs, category I, II or III holding position signs, runway-holding position signs, road-holding position signs and NO ENTRY signs.</p> <p>A 14, 5.4.3.1 Provide information signs where there is an operational need to identify by a sign, a specific location, or routing (direction or destination) information.</p> <p>A 14, 5.4.3.2 Information signs shall include: direction signs, location signs, destination signs, runway exit signs, runway vacated signs and intersection take-off signs.</p> <p>- Repaint the markings on runway and taxiways.</p>
9. Mitigation currently implemented (if known):	None

10. Remarks:	The Administration and aerodrome operator shall take action to resolve this deficiency.
11. Report prepared by: (ICAO Officer)	ICAO AGA Regional Office

RISK MITIGATION RECOMMENDATIONS REPORT				
1. Description of identified deficiency:	There are several mandatory instruction and information signs missing on the runway and taxiways and the markings are faded.			
2. State/Territory/Organization:	Name of State/Territory			
3. Report N°:	AGA XXX CAR			
4. Date of identification:	12/03/2012			
5. Level of risk before mitigation measures are adopted:	4B			
6. Solution # 1				
7. Description of the solution:	<p>- Provide mandatory instruction signs including runway designation signs, CAT I; holding position signs; runway holding position signs; road-holding position signs and NO ENTRY signs located at TWY/RWY intersection. Provide information signs including direction signs, location signs, destination signs, runway exit signs, runway vacated signs and intersection take-off signs.</p> <p>- Repaint the markings on runway and taxiways.</p>			
8. Estimated cost of this solution:	9. Revised risk assessment if <u>only</u> this solution is to be implemented:	10. Likelihood:	3	Unlikely
<u>\$ 50,000</u>		11. Severity:	B	Major
		12. Level of risk:	3B	Acceptable.
13. Potential implementation problems:	None			