International Civil Aviation Organization
North American, Central American and Caribbean Office

**ICAO**

**DISCUSSION PAPER**

**Second Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/2) Meeting**
Miami, United States, 15 to 17 July 2015

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**Agenda Item 4:**      **Air Navigation Matters**

**4.2**      **Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) and the *Port-of-Spain* Declaration Air Navigation Targets in the Eastern Caribbean:**

- **Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees**

**PROGRESS REPORT OF THE AGA COMMITTEE**

(Presented by AGA Committee Rapporteur)

| EXECUTIVE SUMMARY |
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| This working paper presents the status of the AGA committee with regard to conclusions/matters arising out of the E/CAR/CATG/1 Meeting. |

| *Strategic Objectives:* | <ul><li>Safety</li><li>Air Navigation Capacity and Efficiency</li><li>Environmental Protection</li></ul> |
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| *References:* | <ul><li>Report of the 1st Eastern Caribbean Civil Aviation Technical Group Meeting , Martinique,</li><li>French Antilles, France, 19 to 21 June 2013</li><li>Port of Spain Declaration, NACC/DCA/5</li><li>Report of the 25th  Meeting of the Directors of Civil Aviation of the Eastern Caribbean,</li><li>St. John's, Antigua and Barbuda, 3–5 December 2013</li><li>ICAO Runway Safety Site</li><li>http://www.icao.int/safety/RunwaySafety/Pages/default.aspx</li></ul> |

**1.        Introduction**

1.1.        The lack of a functioning AGA committee in the ECAR resulted in the lack of a previous work-plan or any continuity through which the new AGA committee could immediately function. During the first week in September 2013 the ICAO-RO/AGA/NACC was informed that the Rapporteur nominated at the ECAR/CATG/1 would be unable to continue as Rapporteur of the AGA committee. Trinidad and Tobago informed the ICAO-RO/AGA/NACC, on September 17, 2013 that Trinidad and Tobago through Kingsley Herreira would accept the responsibility of Rapporteur of the AGA committee. The ICAO-RO/AGA/NACC on September 25, 2013 accepted Kingsley Herreira as the new Rapporteur.

1.2           The ICAO-RO/AGA/NACC and the new Rapporteur met during the week of October 14 – 18, 2013 to formulate a work plan. That work plan considered:

- NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) in Eastern Caribbean
- Certification of Aerodromes in the Eastern Caribbean
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1.3           Subsequently the issue of Runway Safety Teams and the obligations under the Port of Spain Declaration were also added to the work plan.

## 2.           Discussion

### 2.1           *NAM/CAR REGIONAL PERFORMANCE BASED AIR NAVIGATION PLAN (RPBANIP) IN EASTERN CARIBBEAN*

2.1.1           NAM/CAR Regional Performance Objective 5: *enhance capacity and efficiency of aerodrome operations in the CAR region:*

- Monitor and ensure promulgation of national standards for aerodromes, including the aerodrome certification requirement, in accordance with established criteria and certification process.
- Monitor and ensure that the aerodrome certification process includes procedures for dealing with non-compliance with the established requirements, including aeronautical studies, a risk assessment mechanism, and notification procedure.
- Provide training to personnel from the regulatory staff dealing with aerodrome certification and the aerodrome operator.
- Monitor the development and implementation of an SMS with agreed performance objectives by States, and ensure clearly defined lines of safety accountability throughout a certified aerodrome.

### 2.2           *PORT OF SPAIN DECLARATION*:

2.2.1           The Port of Spain Declaration signed on April 29, 2014 in Trinidad and Tobago obligates all the signatory states of the NACC region to the Regional Safety Targets declared.

- Safety Target 3: Runway Excursions – reduce Runway Excursions by 20%, relative to the 2007 – 2012 regional average by December 2016.
- Safety Target 4: Aerodrome Certification: 48% of international aerodromes in the CAR region to be certified by December 2016.

### 2.3.           *CAR - AERODROME CERTIFICATION IMPLEMENTATION PLAN (CRACIP):*

2.3.1           In the ECAR region there are 34 international aerodromes of which 20 are certified or 59%. Although this is above the 48% requirement in Safety Target 4 of the POS Declaration, the obligation is on the CAR region as a whole and the number of aerodromes certified in the CAR region is 33%. The goal of the ECAR region should be for 100% certification. The following states still require aerodrome certification:

- Antigua and Barbuda - 1
- Dominica - 2
- Grenada - 2
- Saint Kitts and Nevis - 2

- St Lucia - 2
- St Vincent and the Grenadines – 5

2.3.2          States should ensure that the regulatory framework is established to allow the certification of aerodromes for international use in accordance with Annex 14. This is also a requirement of the ICAO ICAO Universal Safety Oversight Audit Programme (USOAP) for AGA.

**2.4          *TRAINING*:**

2.4.1          ICAO in collaboration with the FAA conducted an Aerodrome Inspectors Workshop in June 2014. This workshop was hosted by Trinidad and Tobago. This workshop was planned as part of the CAR Region GREPECAS Aerodromes Programme (GREPECAS Project F1) to address aerodrome certification process-related activities. The main objective of the workshop was to provide participants with aerodrome certification procedures. The workshop was coordinated by the ICAO-RO/AGA/NACC and the Rapporteur of the AGA committee.

2.4.2          Additional training identified and to be coordinated with the ICAO-RO/AGA/NACC are:

- Aeronautical Studies: This is essential for the certification process of existing aerodromes that cannot fully comply with the SARPs of Annex 14. This should also include training in the conduct of risk assessments.
- Training on the recently released PANS-AGA

**2.5          *RUNWAY SAFETY TEAM*:**

2.5.1          ICAO Assembly resolution A37-6 urged States to enhance runway safety. ICAO promotes and supports the establishment and enhancement of multi-disciplinary Runway Safety Teams at aerodromes. The ICAO Runway Safety Programme (RSP) promotes the establishment of Runway Safety Teams (RSTs) at airports as an effective means to reduce runway related accidents and serious incidents. The requirement for airports to establish a Runway Safety Team (RST) is one of the main outcomes of the ICAO Global Runway Safety Symposium held in Montreal, Canada, in May 2011.

2.5.2          RSTs have proven highly successful at mitigating the risks of runway incursions and excursions, providing a collaborative solution which regulators, air navigation service providers, airline and airport operators have all positively contributed to. The creation of Runway Safety Teams (RSTs) to prevent and mitigate the effects of runway occurrences is also addressed in ICAO Doc 9870 - *Manual on the Prevention of Runway Incursions*. The correct establishment of local RSTs at individual aerodromes is key to the development and implementation of an effective action plan for runway safety and recommends strategies for hazard removal and mitigation of residual risks.

2.5.3          At the 25th Meeting of the Directors of Civil Aviation of the Eastern Caribbean, St. John's, Antigua and Barbuda, 3–5 December 2013, the establishment of Runway Safety teams (RSTs) was discussed. Two of the critical safety issues remain Runway Excursions and Runway Incursions. Events related to runway safety include the following categories of accidents: abnormal runway contact, bird strikes, ground collisions, ground handling, runway excursions, runway incursions, loss of control - ground, collision with obstacles, and aerodrome undershoot/overshoot.

2.5.4          RSTs have identified hot spots through SMS risk management measures. In addition, RSTs have also helped to establish a coordination process through periodic meetings, as well as collaborative decision-making. Trinidad and Tobago has a functioning RST which meets monthly. All ECAR states are urged to establish RSTs.

**3.**          **Activities**

3.1          The following activities are being proposed:

*ACTION PLAN:*

| | TASK NAME | START | FINISH | DELIVERABLE | COMMENTS |
|---|---|---|---|---|---|
| **1** | **A) Aerodrome Certification** | **01/01/09** | **12/31/18** | Aerodromes are certified | |
| 1.1 | A1) Review GANDD deficiencies and develop remediation plan for each State | 06/21/10 | 07/31/16 | Recommended remedial actions | |
| 1.2 | A2) Conduct aeronautical surveys, as needed | 01/01/13 | 12/31/16 | Aeronautical survey data. Provide training to States in the conduct of aeronautical studies | Aeronautical studies may not be conducted in cases of deviations from standards, if not specifically recommended in Annex 14, Vol. I. |
| 1.3 | A3) Development of aerodrome Certification manuals | 01/01/13 | 07/31/16 | Guidelines on Aerodrome Certification Manuals | Reference: ICAO guidelines in Doc. 9774. |
| **2** | **B) Analyze new requirements for rapid exit taxiways for increasing runway capacity.** | 01/01/09 | 12/31/18 | | |
| 2.1 | B1) Develop / review aerodrome layout plans | 06/21/11 | 12/31/16 | Guidelines on Aerodrome layout plans | |
| **3** | **C) Implementation of action plans for runway incursion/excursion prevention.** | 05/01/13 | 12/31/15 | | |
| 3.1 | C1) Develop runway safety plans (as an element of the master aerodrome safety plan). | 05/01/13 | 12/31/15 | Guidelines on Master aerodrome safety plan containing a runway safety plan | |
| 3.2 | C2) Establish Runway Safety Teams | 05/01/13 | 12/31/15 | Runway Safety Teams | Reference ICAO Runway Safety Team Handbook (2nd Edition 2015) |

| 4 | **D) Implement the Airport Capacity analysis, Enhancement and Planning procedure (ACE)** | 01/01/09 | 12/31/16 | | |
|---|---|---|---|---|---|
| 4.1 | D1) Develop baseline aerodrome capacity levels (fair weather) | 06/21/11 | 12/31/15 | Baseline data | |
| 4.2 | D2) Assess aerodrome capacity in reduced weather conditions | 06/21/11 | 12/31/15 | Data as a function of weather conditions | |
| 4.3 | D3) Implement best management practices for operations in reduced weather conditions | 06/21/11 | 05/31/16 | Operational plan for irregular aerodrome operations | |
| 5 | **E) Minimizing the effects of adverse conditions on aerodrome operational capacity** | 06/21/11 | 05/31/16 | | |
| 5.1 | E1) Identify current and emerging technologies that support communications and coordination during contingency planning | 06/21/11 | 05/31/16 | Master list of practices | |
| 5.2 | E2) Development of contingency plans for procedures pertaining to irregular aerodrome operations | 06/21/11 | 12/31/16 | Operational plan for irregular aerodrome operations | |
| 6 | **F) Implement Airport Collaborative Decision Making (CDM): Unpredictable reduction of capacity; turnaround and variable taxi times; and apron congestion** | 01/01/10 | 12/31/16 | | |
| 6.1 | F1) Review and measure aerodrome taxi and apron operations | 01/02/12 | 12/31/16 | Data on aircraft taxi and apron operations | |
| 7 | **G) Implementation of Advanced Surface Movement Guidance and Control System (A-SMGCS)** | 09/01/15 | 012/31/18 | | |
| 7.1 | G1) Conduct study on A-SMGCS requirements | 09/01/15 | 05/31/16 | Study completed. | |

| 7.2 | G2) Review existing ICAO and International SMGCS documents | 09/01/15 | 05/31/16 | | Reference: ICAO Doc 9830: Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual), ICAO SMGCS Manual Doc. 9476-AN/927 |
|---|---|---|---|---|---|
| 7.3 | G3) Develop draft A-SMGCS plan for aerodromes in the Region | 09/01/15 | 12/31/16 | | |

**4.** **States recommended actions:**

- States should ensure that the regulatory framework is established to allow the certification of aerodromes for international use in accordance with Annex 14. This is also a requirement of the ICAO ICAO Universal Safety Oversight Audit Programme (USOAP) for AGA.
- States should nominate Points of Contact (PoC) for active participation in the AGA committee. These PoC shall be notified to the Chairperson ECAR/CATG by August 31, 2015.

**5.** **Suggested Actions**

5.1     The Meeting is invited to:

a)     take note of the AGA Committee activities;

b)     take note of the recommended actions;

c)     review and agree on the activities to be carried out; and

d)     take any other action as deemed necessary.

— END —