



# ICAO

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

**WORKING PAPER**

E/CAR/CATG/2 — WP/10  
06/07/15

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

**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 REPORT OF THE AGA COMMITTEE**

(Presented by AGA Committee Rapporteur)

<b>EXECUTIVE SUMMARY</b>	
This working paper presents the status of the AGA committee with regard to conclusions/matters arising out of the E/CAR/CATG/1 Meeting.	
<b>Action:</b>	Suggested Actions are presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><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 <a href="http://www.icao.int/safety/RunwaySafety/Pages/default.aspx">http://www.icao.int/safety/RunwaySafety/Pages/default.aspx</a></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

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**

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

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

- a) Monitor and ensure promulgation of national standards for aerodromes, including the aerodrome certification requirement, in accordance with established criteria and certification process.
- b) 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.
- c) Provide training to personnel from the regulatory staff dealing with aerodrome certification and the aerodrome operator.
- d) 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.

### ***PORT OF SPAIN DECLARATION***

2.2 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.

### ***CAR - AERODROME CERTIFICATION IMPLEMENTATION PLAN (CRACIP)***

2.3 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

### ***TRAINING***

2.4 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. 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

### ***RUNWAY SAFETY TEAM***

2.5 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.

2.6 The Runway Safety Programme seeks the implementation of concrete measures to minimize the risk of runway incursions, runway excursions, and other events related to runway safety by establishing multidisciplinary RSTs at each international airport. RSTs have identified hot spots through SMS risk management measures.

2.7 In addition, RSTs have also helped to establish a coordination process through periodic meetings, as well as collaborative decision-making with airline and airport operators, pilots, controllers, and operational personnel at airports. 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:

- a) That E/CAR States and Territories continue the Aerodrome certification process with the goal of 100% certification by 2018;
- b) E/CAR States and Territories in collaboration with the ICAO NACC Regional office source and schedule the training needs identified; and
- c) E/CAR States and Territories establish Runway Safety Teams.

**4. Suggested Actions**

4.1 The Meeting is invited to:

- a) note the AGA Committee activities;
- b) review and agree on the activities to be carried out; and
- c) take any other action as deemed necessary.