



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

E/CAR/CATG/3 — WP/08  
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**Third Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/3)**  
Basseterre, Saint Kitts and Nevis, 19 to 21 October 2016

**Agenda Item 3: Air Navigation Matters**

**3.2 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:**

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

**PROGRESS REPORT OF THE AGA COMMITTEE**

(Presented by the AGA Committee Rapporteur)

**EXECUTIVE SUMMARY**

This working paper presents the status of the AGA committee with regard to conclusions/matters arising out of the E/CAR/CATG/2, E/CAR/DCA/26 Meetings.

<b>Action:</b>	The suggested action is presented in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Report of the 2nd Eastern Caribbean Civil Aviation Technical Group Meeting , Miami, Florida, United States of America, 15 to 17 July 2015</li><li>• Port of Spain Declaration, NACC/DCA/5</li><li>• Report of the 26th Meeting of the Directors of Civil Aviation of the Eastern Caribbean,</li><li>• New Orleans, USA, 1–3 December 2015</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 work plan of the AGA committee considered:

- NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) in Eastern Caribbean
- Certification of Aerodromes in the Eastern Caribbean
- Establishment of Runway Safety Teams in the Eastern Caribbean
- Obligations under the Port of Spain Declaration

## **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:

- 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; and
- 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.

### **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.

2.3.2 States shall 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 Universal Safety Oversight Audit Programme (USOAP) for AGA. The Eastern Caribbean Civil Aviation Authority (ECCAA) has initiated the process; the relevant regulations have been drafted and undergoing the legal consultation process. Barbados and Trinidad and Tobago have certified the aerodromes for international use.

## **2.4 Training**

2.4.1 ICAO in collaboration with the FAA and to be hosted by Trinidad and Tobago had scheduled a workshop: Best Practices for the Development of Aerodrome Manuals and the Use of Procedures for Air Navigation Services Aerodromes (PANS-AGA). This workshop unfortunately was postponed. Trinidad and Tobago will coordinate with the ICAO-RO/AGA/NACC to reschedule the workshop in 2017. 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
- SMS implementation at Aerodromes

## **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 are 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 recommend 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 every two months. Barbados and the ECCAA has expressed an interest in establishing RSTs. All ECAR states are urged to establish RSTs.

## 2.6 Follow - Up of E/CAR/CATG 2 and E-CAR/DCA/26, Conclusions

2.6.1 The E-CAR/CATG/ 2 meeting adopted 2 conclusions:

### **CONCLUSION E/CAR/CATG/2/5 REGULATORY FRAMEWORK ON OECS STATES FOR AERODROME CERTIFICATION**

*That, in order to support the achievement of the POS target on Aerodrome certification, the OECS States publish by 30 December 2015 the regulatory framework to allow the certification of international aerodromes in accordance with Annex 14 requirements and the ICAO Universal Safety Oversight Audit Programme (USOAP). STATUS: Valid*

### **CONCLUSION E/CAR/CATG/2/6 AGA COMMITTEE POCS**

*That, in order to reactivate and continue the work of the AGA Committee, the E/CAR States/Territories nominate Points of Contact (POCs) (Authority and Airport Service Providers) to the AGA Committee, reporting to ICAO, the ECAR/CATG Chairperson and the AGA Committee Rapporteur by 31 August 2015. STATUS: Partially closed. ECCAA and Barbados have nominated the POCs to the Rapporteur. The United States subsequent to the E-CAR/DCA/26 meeting also nominated a POC.*

2.6.2 The E-CAR/DCA/26 meeting adopted the following conclusion:

### **CONCLUSION E/CAR/DCA/26/06 CONSOLIDATION OF EFFORTS TO SUPPORT RUNWAY SAFETY IMPLEMENTATION**

That, considering the existence of various organizations supporting runway safety implementation, such as ACI, RASG-PA and United States, and in order to consolidate these efforts in the E/CAR States, the ICAO NACC Regional Office:

- a) Coordinate a teleconference with ACI, RASG-PA, United States, the E/CAR/CATG AGA Committee Rapporteur and the E/CAR States before end of January 2016; and b) inform the E/CAR States on the results of this task and the subsequent assistance actions taken to the E/CAR/DCA/27 Meeting. **STATUS: Valid**

### 3. Activities

3.1 The following activities are being proposed:

#### ACTION PLAN

No.	TASK NAME	START	FINISH	DELIVERABLE	COMMENTS
<b>1</b>	<b>A) Aerodrome Certification</b>	<b>01/01/09</b>	<b>12/31/18</b>	Aerodromes are certified	Valid
1.1	A1) Review GANDD deficiencies and develop remediation plan for each State	06/21/10	07/31/17	Recommended remedial actions	Valid
1.2	A2) Conduct aeronautical surveys, as needed	01/01/13	03/31/17	Aeronautical survey data. Provide training to States in the conduct of aeronautical studies	Valid. 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	01/01/09	07/31/17	Aerodrome Certification Manuals	Valid. Workshop in 2017. Reference: ICAO guidelines in Doc. 9774.
<b>2</b>	<b>B) Analyze new requirements for rapid exit taxiways for increasing runway capacity.</b>	01/01/09	12/31/18		Valid
2.1	B1) Develop / review aerodrome layout plans	06/21/11	12/31/18	Aerodrome layout plans	Valid
<b>3</b>	<b>C) ) Establish Runway Safety Teams</b>	05/01/13	07/31/17	Runway Safety Teams	Valid. Reference ICAO Runway Safety Team Handbook (2 <sup>nd</sup> Edition 2015)
3.1	C1) Develop runway safety plans (as an element of the master aerodrome safety plan).	05/01/13	07/31/17	Master aerodrome safety plan containing a runway safety plan	Valid
3.2	C2 Implementation of action plans for runway incursion/excursion prevention.	05/01/13	07/31/17		Valid. RST
<b>4</b>	<b>D) Implement the</b>	01/01/09	12/31/17		Valid. In accordance

No.	TASK NAME	START	FINISH	DELIVERABLE	COMMENTS
	<b>Airport Capacity analysis, Enhancement and Planning procedure (ACE)</b>				with the ATFM plan
4.1	D1) Develop baseline aerodrome capacity levels (fair weather)	06/21/11	12/31/17	Baseline data	Valid. In accordance with the ATFM plan
4.2	D2) Assess aerodrome capacity in reduced weather conditions	06/21/11	12/31/17	Data as a function of weather conditions	Valid. In accordance with the ATFM plan
4.3	D3) Implement best management practices for operations in reduced weather conditions	06/21/11	12/31/17	Operational plan for irregular aerodrome operations	Valid. In collaboration with the ATFM plan
<b>5</b>	<b>E) Minimizing the effects of adverse conditions on aerodrome operational capacity</b>	06/21/11	12/31/17		Valid. In accordance with the National Aviation Contingency plan
5.1	E1) Identify current and emerging technologies that support communications and coordination during contingency planning	06/21/11	12/31/18	Master list of practices	Valid. In accordance with the National Aviation Contingency plan
5.2	E2) Development of contingency procedures pertaining to abnormal aerodrome operations	06/21/11	12/31/18	Operational plan for abnormal aerodrome operations	Valid. In accordance with the National Aviation Contingency plan
<b>6</b>	<b>F) Implement Airport Collaborative Decision Making (CDM): Unpredictable reduction of capacity; turnaround and variable taxi times; and apron congestion</b>	01/01/10	12/31/18		Valid. In accordance with the ATFM plan
6.1	F1) Review and measure aerodrome taxi and apron operations	01/02/12	12/31/18	Data on aircraft taxi and apron operations	Valid. In accordance with the ATFM plan
<b>7</b>	<b>G) Implementation of Advanced Surface Movement Guidance and Control System (A-</b>	09/01/15	012/31/18		Valid.

No.	TASK NAME	START	FINISH	DELIVERABLE	COMMENTS
	<b>SMGCS)</b>				
7.1	G1) Conduct study on A-SMGCS requirements	09/01/15	12/31/18	Study completed.	Valid
7.2	G2) Review existing ICAO and International SMGCS documents	09/01/15	12/31/18		Valid. 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	12/31/18		Valid.

**4. Recommended action:**

- That, considering the existence of various organizations supporting runway safety implementation, such as ACI, RASG-PA and United States, and in order to consolidate these efforts in the E/CAR States, the ICAO NACC Regional Office:
  - a) Coordinate a teleconference with ACI, RASG-PA, United States, the E/CAR/CATG AGA Committee Rapporteur and the E/CAR States.

**5. Suggested Actions**

5.1 The Meeting is invited to:

- a) Take note of the AGA Committee activities;
- b) Take note of the recommended action;
- c) Review and agree on the activities to be carried out; and
- d) Take any other action as deemed necessary.