



GREPECAS

CAR/SAM Regional Planning and Implementation Group

New Projects on SAM AGA/AOP Programme

Fabio Salvatierra De Luca

ICAO SAM AGA/AOP Regional Officer

**Fifth Meeting of the Programmes and Projects Review Committee
(PPRC/5)**

Mexico City, Mexico, 16 to 18 July 2019

Agenda Item 5.5 - P/04





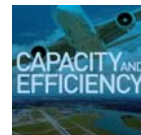
GREPECAS

CAR/SAM Regional Planning and Implementation Group

SAM Priorities in Aerodromes

✈ The SAM Regional office focuses its efforts on AGA/AOP in 4 pillars:

- ✈ Aerodrome Certification
- ✈ Runway Safety
- ✈ A-CDM
- ✈ Airport Planning and Capacity





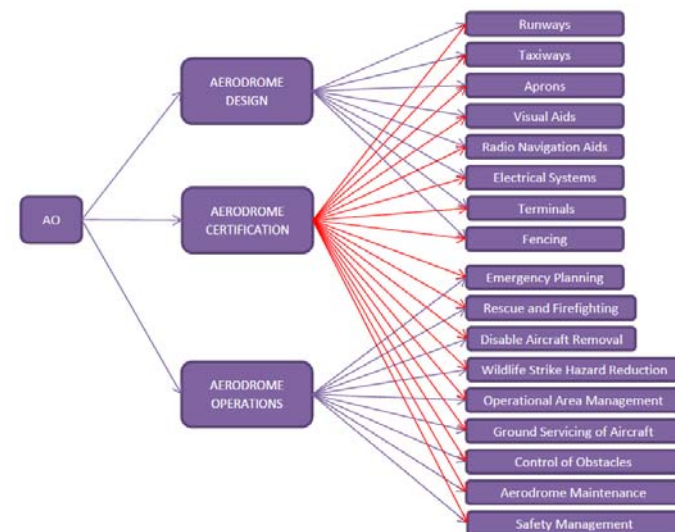
GREPECAS

CAR/SAM Regional Planning and Implementation Group

Current situation

- ✓ Only *Aerodrome Certification* currently has an approved GREPECAS Project (Project F1), which was revised and approved on GREPECAS/18 meeting.
- ✓ RWY Safety was merged into Project F1, but efforts to implement RST's are meant to be shared with RASGPA.
- ✓ ACDM (*Aerodrome Operations*) y Planning (*Aerodrome Design*) currently doesn't have an approved GREPECAS Project.

AO BASIC MODULES AND ELEMENTS





GREPECAS

CAR/SAM Regional Planning and Implementation Group

Current situation – Project F1

- Aerodrome certification has been identified as one of the Basic Building Blocks (BBB) in the GANP to allow air navigation improvements on the aerodrome area.
- Also, Aerodrome Certification has a strong SAFETY and COMPLIANCE part (it's a Standard for international aerodromes, recommendation for others open to public use), so in the SAM Region is also a basic component of the aerodrome strategy under the SRVSOP (SAM's RSOO).
- Project has been reviewed by GREPECAS and now the SAM office is focusing on a more “hand holding” approach to implementation, as it has been identified that some States and Aerodrome Operators aren't prepare to engage the process.

Current Situation – AD Certification in the SAM Region

| State | No. of Intl. aerodromes CAR/SAM ANP Vol. II | Certified aerodromes | % Certified in the State |
|---------------|--|----------------------|--------------------------|
| | | Jun-2019 | |
| Argentina | 16 | 0 | 0% |
| Bolivia | 3 | 3 | 100% |
| Brazil | 29 | 19 | 66% |
| Chile | 8 | 5 | 63% |
| Colombia | 11 | 3 | 27% |
| Ecuador | 4 | 2 | 50% |
| French Guiana | 1 | 1 | 100% |
| Guyana | 2 | 2 | 100% |
| Panamá | 6 | 0 | 0% |
| Paraguay | 2 | 0 | 0% |
| Perú | 8 | 1 | 13% |
| Suriname | 1 | 0 | 0% |
| Uruguay | 2 | 1 | 50% |
| Venezuela | 11 | 1 | 9% |
| Total | 104 | 38 | 36.54% |



GREPECAS

CAR/SAM Regional Planning and Implementation Group

ADCERT

- ✓ Offer direct technical assistance (through the use of member State, SRVSOP or industry experts) to States of the SAM Region to increase the number of certified international aerodromes and the establishment of runway safety related mechanisms (for example, RST).
- ✓ GO-TEAM concept.
- ✓ Focus will be based on States without certified aerodromes.

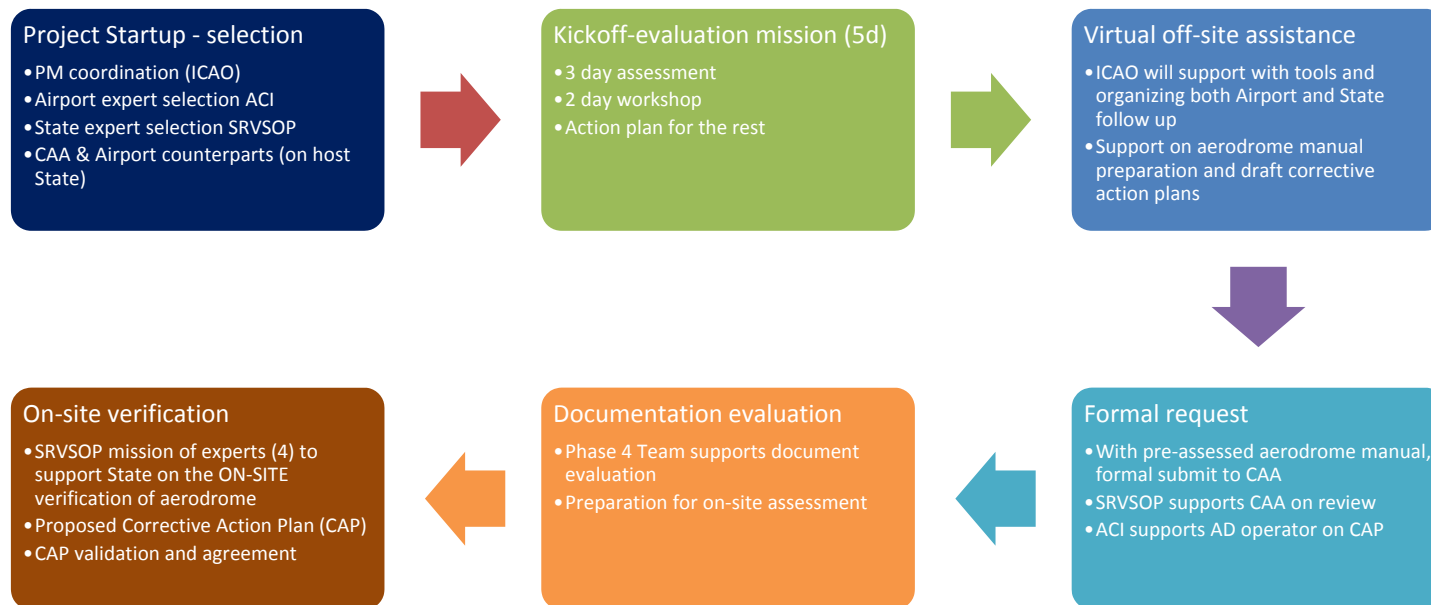




GREPECAS

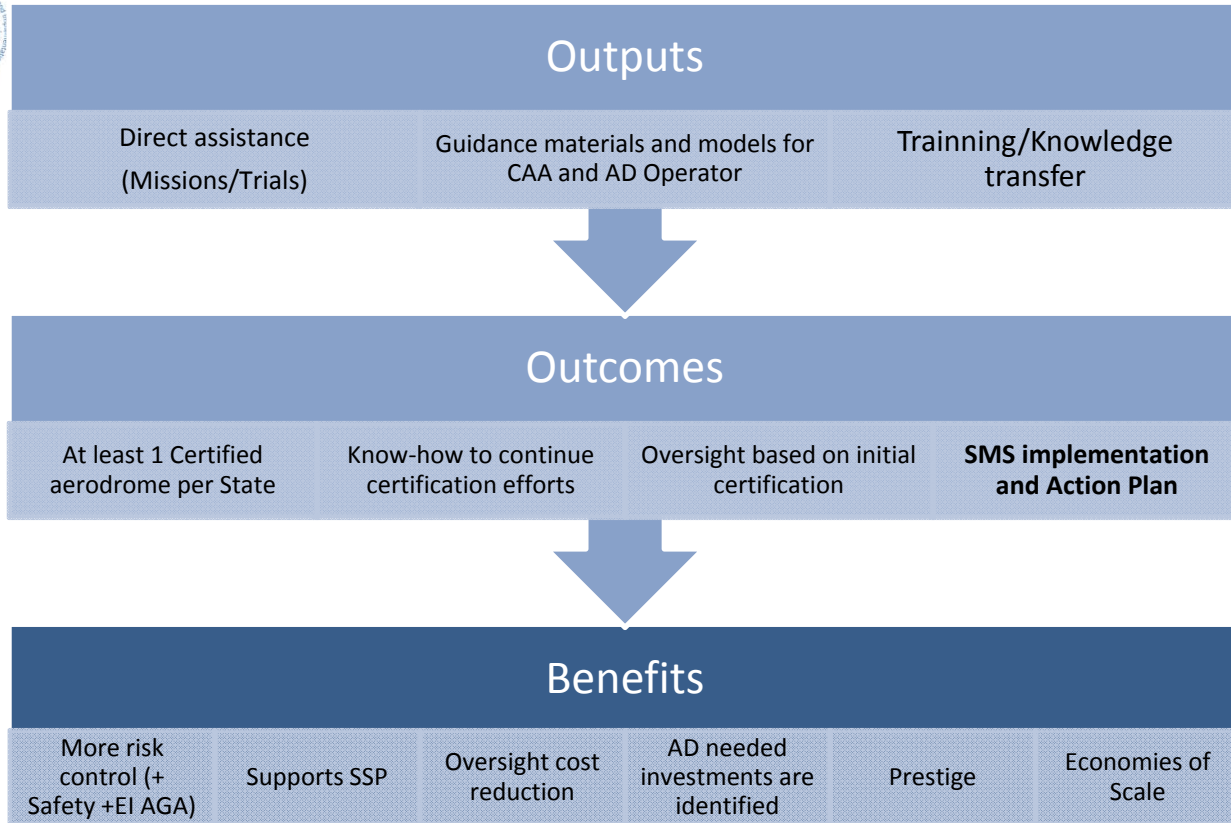
CAR/SAM Regional Planning and Implementation Group

Focus the JOINT WORK by areas in order to generate thrust and real feedback on issues
Aerodrome support: ACI | State support: SRVSOP & donor States





GREPECAS
Implementation Group






GREPECAS

CAR/SAM Regional Planning and Implementation Group

PROBLEM/OPPORTUNITY

Current situation on AGA/AOP Capacity & Efficiency





Air traffic is predicted to **double** in the next 15 years

How can we **ensure** the realization of this growth?



GREPECAS

CAR/SAM Regional Planning and Implementation Group

Current situation – CAP & EFF

- Currently there are no other initiatives formally agreed by the States to meet requirements identified in the regional ANP and that are related to the capacity and efficiency of aerodromes.





Aerodrome capacity assessment and requirement

2.14 The declared capacity/demand condition at aerodromes should be periodically reviewed in terms

2.17 Aerodrome capacity should be assessed by aerodrome authorities in consultation with the parties involved for each component (terminal/apron/aircraft operations) using agreed methods and criteria for level of delays.

2.17 Aerodrome capacity should be assessed by aerodrome authorities in consultation with the parties occupancy time to a minimum. The airport collaborative

inv
del

2.18
red
and
imp

2.19
cap
und

2.20

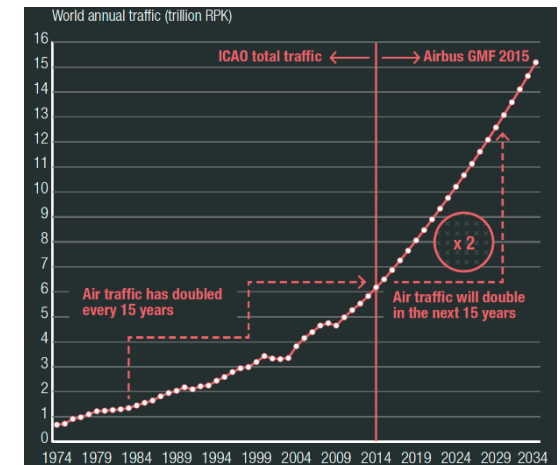
in the vicinity into consideration.

2.13 When international aerodromes are reaching designed operational capacity, a better and more efficient utilization of existing runways, taxiways and aprons is required. Runway selection procedures and standard taxi routes at aerodromes should ensure an optimum flow of air traffic with a minimum of delay and a maximum use of available capacity. They should also, if possible, take account of the need to keep taxiing times for arriving and departing aircraft as well as apron occupancy time to a minimum. The airport collaborative decision making (A-CDM) concept should be implemented to improve airport capacity as early as possible.



The Problem

- ✈ Demand grows faster than airport capacity. The lack of infrastructure has led to increased costs, saturation, delays, inefficiencies and loss of business opportunity and growth of regional air transport.
 - ✈ There is no regional mechanism, at the aerodrome level, to address the lack of capacity on time.
 - ✈ Lack of collaborative aerodrome planning mechanisms in some States.
 - ✈ Lack of regional specialists prepared in airport planning.
- ✈ Initiatives for a more efficient use of existing resources at aerodromes with capacity problems are carried out in an isolated and non-harmonized manner.
 - ✈ Lack of data and exchange of information between interested parties
 - ✈ Disconnection between airports and ANSPs





Proposal

GREPECAS

SAM Regional Planning and Implementation Group



The "now"



**A-CDM in the SAM Region
ACIS implementation (B0/1)**

"Tomorrow"



**Collaborative Airport Planning
in the SAM Region**

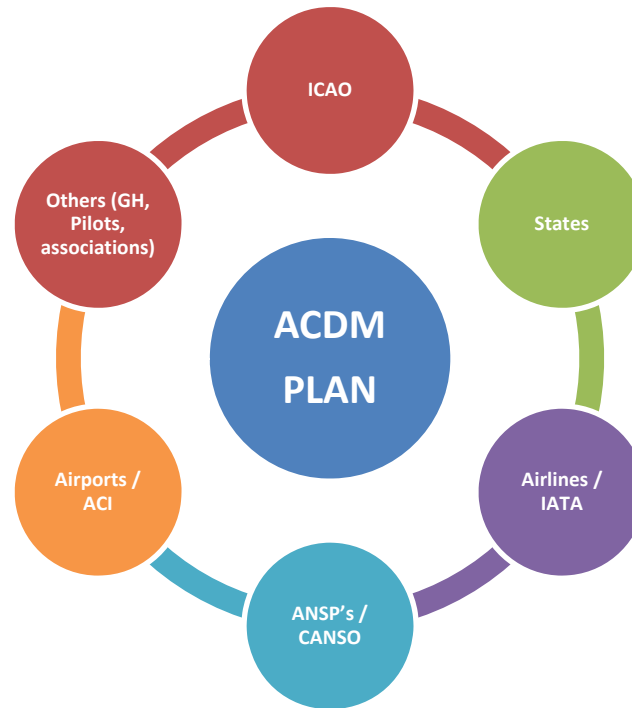




GREPECAS

CAR/SAM Regional Planning and Implementation Group

Stakeholders



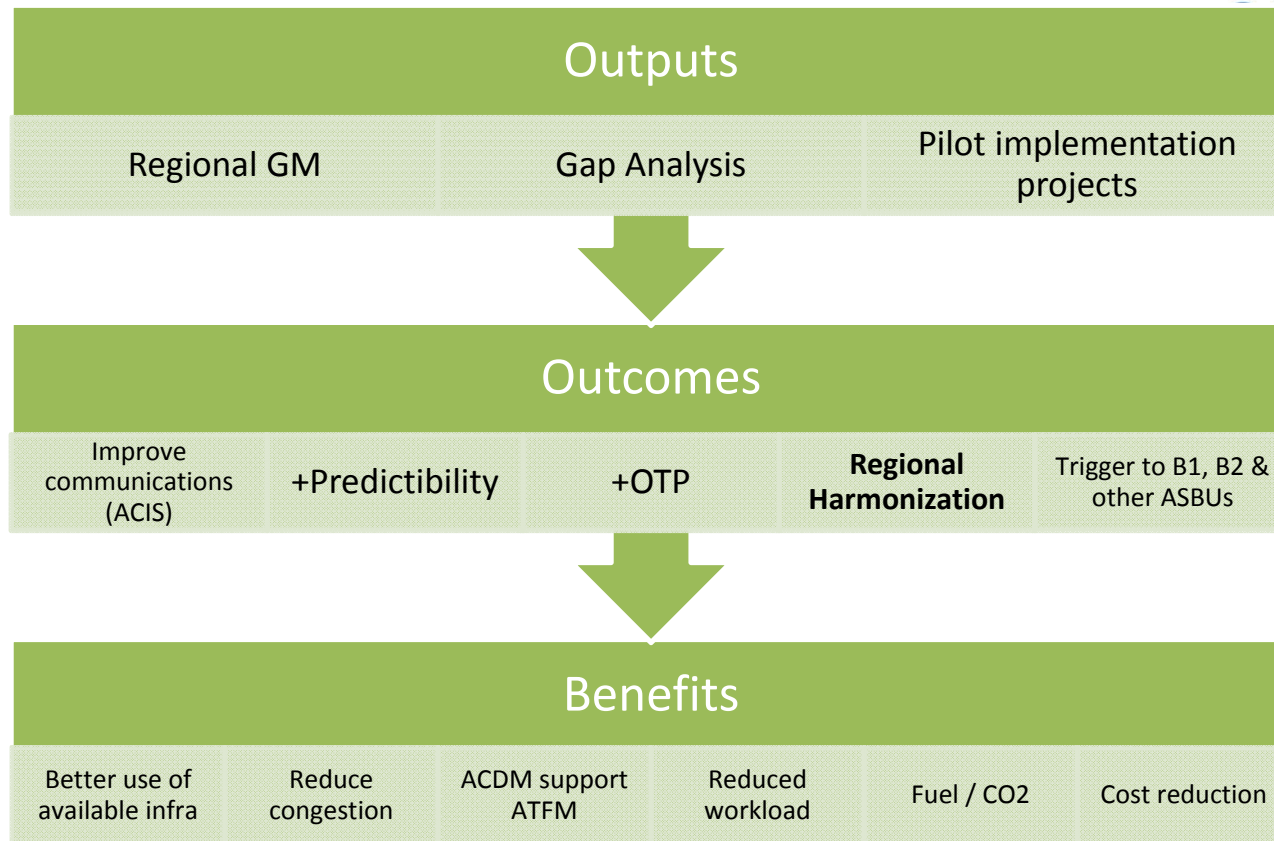


GREPECAS

CAR/SAM Regional Planning and Implementation Group

A-CDM

- ✓ Project proposes to increase capacity in congested aerodromes by establishing a plan to implement the B0 / 1-ACDM element "Airport Collaborative Information Sharing" or ACIS.
- ✓ The main objective of this element is to generate an increase in situational awareness, encouraging better decision making within aerodromes, by exchanging relevant data from surface operations between the interested parties participating in the aerodrome operations (Aerodrome , ATC, Airlines, Ground Handlers).





GREPECAS

CAR/SAM Regional Planning and Implementation Group

Scope: Top 5 SAM Aerodromes by traffic (2018)

| Rank | State | City | Airport Name | Airport code | 2018 Departures | 2018 Passengers |
|------|----------|-------------|----------------------------|--------------|-----------------|-----------------|
| 1 | Brazil | Sao Paulo | Guarulhos Intl. | SBGR | 135307 | 38M |
| 2 | Colombia | Bogota | El Dorado Intl | SKBO | 135018 | 30.9M |
| 3 | Peru | Lima-Callao | Jorge Chavez Intl | SPIM | 91697 | 20.6M |
| 4 | Chile | Santiago | Arturo Merino Benitez Intl | SCEL | 76773 | 21.4M |
| 5 | Panama | Panama City | Tocumen Intl | MPTO | 69600 | 15.6M |

Source: iStars & ACI

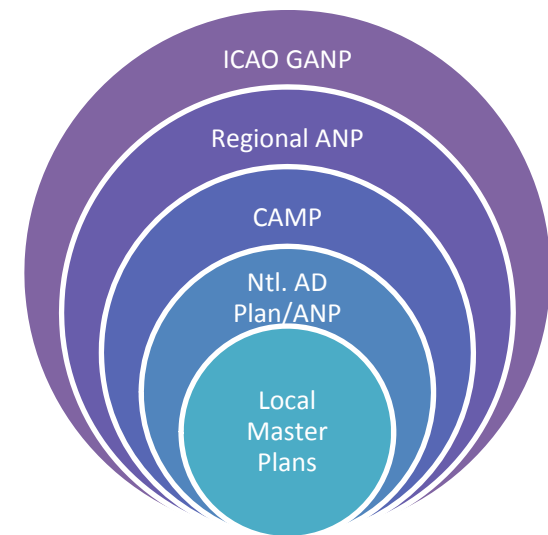


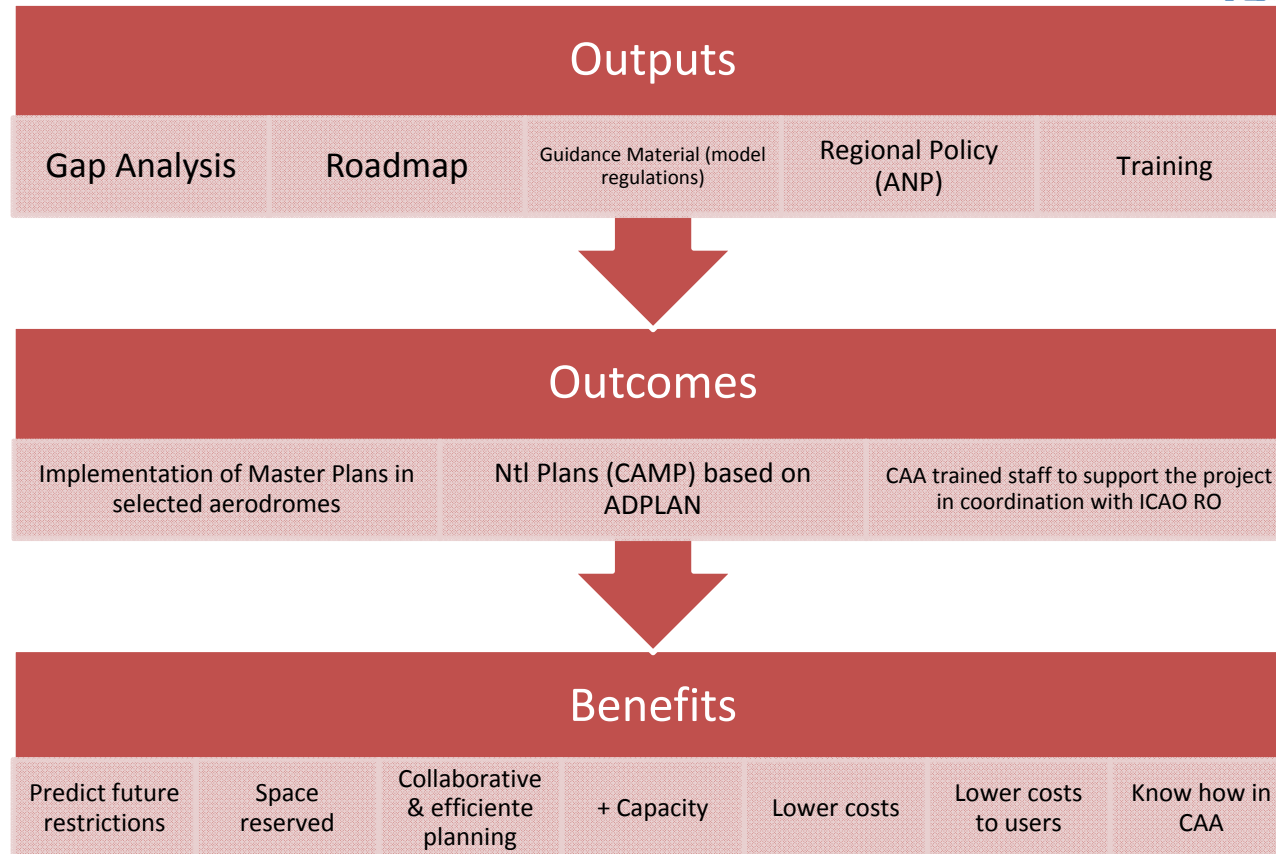
GREPECAS

CAR/SAM Regional Planning and Implementation Group

AD PLAN

- ✓ Based on the conclusions, analysis and action plans proposed by the experts in the Seminar-Workshop (18ADPLAN), this Project proposes :
 - ✓ Regional ANP alignment proposal - National ANP in relation to aerodrome planning
 - ✓ Guidance material on collaborative planning
 - ✓ Model regulation (LAR) including Master Plans
 - ✓ Staff training (1 per State) in Airport Planning







GREPECAS

CAR/SAM Regional Planning and Implementation Group

