



ICAO

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

WORKING PAPER

NACC/WG/7 — WP/16

22/08/22

Seventh North American, Central American and Caribbean Working Group Meeting (NACC/WG/7)

ICAO NACC Regional Office, Mexico City, 30 August - 1 September 2022

- Agenda Item 3: Follow-up of the Activities of the NACC/WG Task Forces**
3.2 Progress of Aerodromes and Ground Aids (AGA), Meteorology (MET) and other regional implementation groups

STATUS OF ACTIVITIES IN AERODROMES AND GROUND AIDS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the progress of the aerodrome programme's activities and its projects.	
Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Doc 8733• Annex 14, Volume I• Airport Collaborative Decision Making (A-CDM) Implementation Guide for the CAR/SAM Regions

1. Introduction

1.1 In the Aerodrome Program F of the CAR/SAM Planning and Implementation Regional Group (GREPECAS), the following projects are being carried out:

- a. **Project F1: Certification and Aerodromes Operational Safety** focused mainly on the certification of international aerodromes.
- b. **Project F2: Aerodrome planning** with the objective of supporting States in the establishment of master plans and procedures that guarantee adequate infrastructures for the development of the regional air navigation plan.
- c. **Project F3: Implementation of A-CDM** with the objective of supporting the harmonized and scalable implementation of A-CDM (part of ASBU) in support of the Air Traffic Management (ATM) operational concept and the regional air navigation plan.

1.2 In the Project under RASG-PA, the following projects are being carry out “**CAR & SAM RST Implementation Project**”, which has as focus the implementation of effective Runway Safety Teams (RST) at selected international aerodromes in the CAR and SAM Regions.

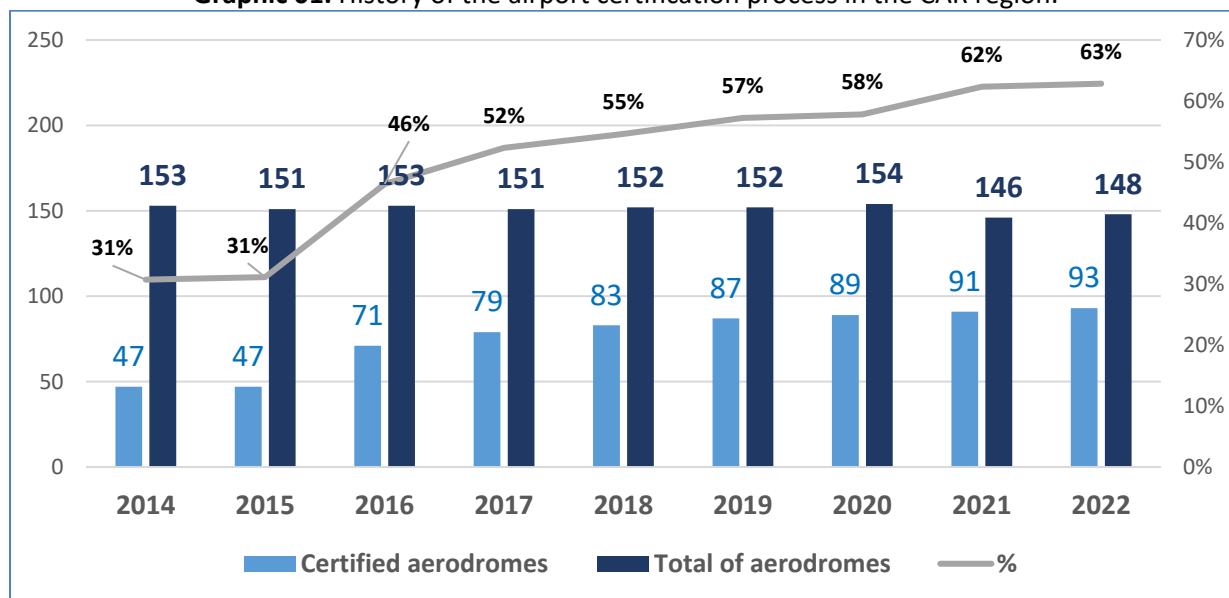
2. Status of the Projects

A. GREPECAS Program F Projects for the CAR Region

Project F1: Certification and Aerodromes Operational Safety

2.1 The status of aerodromes certification in the CAR Region in 2022 shows a slight increase in the number of certified aerodromes. To date, with the approval of the amendment proposal, there are 93 certified aerodromes in the CAR region, which represents 63%.

Graphic 01. History of the airport certification process in the CAR region.



Source: Aerodrome Certification Implementation Plan - CAR Region (Doc. 8733, Vol. II, FASID, Table AOP 1), January 2022.

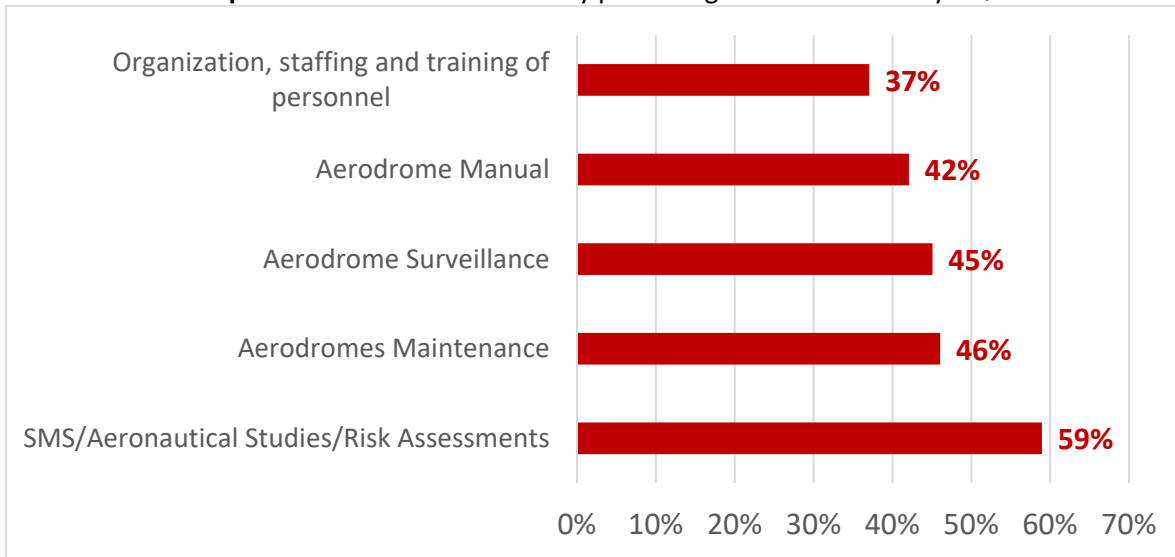
2.2 Based on information of the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework (OLF) for the States and Territories of the CAR Region, it is possible to observe the most critical Aerodromes and Ground Aids (AGA) sub-areas and the Protocol Questions (PQs) with greater implementation difficulties, this is also helpful to understand the main difficulties in the development of the “*Project F1: Certification and Aerodromes Operational Safety*” in the CAR region.

2.3 According to the results extracted from the OLF, the most critical sub-areas are "SMS/Aeronautical Studies/Risk Assessments", "Aerodromes Maintenance", "Aerodrome Surveillance", "Aerodrome Manual" and "Organization, staffing and training of personnel" (see Graphic 02).

2.4 Regarding the PQs, it is possible to observe that the PQs with the most difficulty in compliance by States and Territories in the CAR Region are related to “SMS/Aeronautical Studies/Risk Assessments”, according to Table 01.

2.5 In the AGA area, the Critical Elements (CE) with the lowest percentage of compliance are “CE-4 Qualified technical personnel”, “CE-8 Resolution of safety issues” and “CE-7 Surveillance obligations”.

Graphic 02. The AGA sub-areas by percentage of no satisfactory PQs.



Source: Online Framework (OLF), August 2022.

Table 01. The Protocol Questions issues with the greatest compliance difficulties.

PQs No.	Protocol Question	CE	Sub-Area AGA	% NO SAT
8.375	Has the State established and implemented a mechanism to assess the outcomes of the conduct of risk assessments or aeronautical studies?	CE-7	SMS/Aeronautical Studies/Risk Assessments	84%
8.147	Does the State ensure that aerodrome operators have a process for determining and providing relevant information that a runway, or part of, may be slippery wet, and when the friction level of a paved runway or portion thereof is less than the minimum friction level specified by the State?	CE-7	Aerodrome Surveillance	79%
8.369	Has the State developed and issued guidance on the use and evaluation of aeronautical studies/risk assessments and their review to justify an application for an exemption?	CE-5	SMS/Aeronautical Studies/Risk Assessments	79%

Source: Online Framework (OLF), August 2022.

2.6 In addition to assistance to the States and Territories of the CAR region, through the Systemic Assistance Programme (SAP), other actions can also be prioritized in these AGA sub-areas and Protocol Questions with the lowest rates of compliance by working together with States and Territories to develop and provide guidance and training material on issues.

Project F2: Aerodrome Planning

2.7 The provisions related to the airport master plan that includes the new Amendment 15 to Annex 14, Volume I, will become effective on 3 November 2022. For this Project F2, the ICAO NACC Regional Office proposes to collect information from the States for analysis of the situation, with the objective of defining the next actions together.

2.8 In this case, the ICAO NACC Regional Office is preparing a form with the main information, with questions related with the number of international airports with a Master Plan and the national airport regulations that comply with this amendment 15 to Annex 14, Volume I, to the States and Territories.

Project F3: Implementation of A-CDM

2.9 The A-CDM Implementation Guide¹ allows aviation authorities, together with their international aerodrome operators, to identify those aerodromes that will benefit from its use, whether in new implementations or in ongoing implementations.

2.10 In attention to Item 1.2.5 of the A-CDM Implementation Guide, the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Member States must define a criterion for airports to implement A-CDM. Nowadays, there is no regional agreement on a “number” to decide the need to implement A-CDM (the number of passengers per year, operations or departures, for example), nor the number of delays and high taxi times. Thus, the ICAO NACC Regional Office is preparing a survey to request information from the States and Territories on the criteria defined for the airports to implement A-CDM.

2.11 Considering the aforementioned, the following Conclusions and Decisions are proposed:

DECISION	
NACC/WG/7/XX	SMS/AERONAUTICAL STUDIES/RISK ASSESSMENTS AGA AD HOC GROUP
What: Create an Adhoc group under AGA to discuss and develop material and guidance in sub-areas “SMS/Aeronautical Studies/Risk Assessments”- volunteers are required and led by ICAO NACC;	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: Considering the implementation difficulties in some AGA sub-areas and PQs in ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) by CAR Region.	
When: Immediate and report progress by NACC/WG/8	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	Responsible: ICAO Secretariat

¹ “Collaborative Decision Making Implementation Guide at Airport Level (A-CDM) for the CARSAM Regions”, available at: <https://bit.ly/3R2BLze>

Draft CONCLUSION		AGA CONTACT INFORMATION	
NACC/WG/7/XX			
What: States and Territories send the complete contact information (name, position, E-mail, telephone) of the State/Territory AGA focal points to the ICAO NACC Regional Office (NACC-AGA@icao.int).		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To collect the information for the form about: a) Amendment 15 to Annex 14, Volume I, for the Airport Operators / CAA timely response; b) Criteria defined by States and Territories for the airports to implement A-CDM and c) Other AGA implementation matters.			
When: 30 September 2022	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed		
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	<i>Responsible: ICAO Secretariat</i>		

B. Projects under RASG-PA*CAR & SAM RST Implementation Project*

2.12 RASG-PA ESC/37 meeting endorsed Conclusion RASG-PA/ESC/37/C3, which approves a new project to support the implementation of effective runway safety teams at selected international aerodromes in the CAR and SAM Regions. The ICAO NACC and SAM AGA Regional Officers will work together as Project Managers for this project in each Region.

2.13 The project is in its initial phase, with the determination of a mechanism to prioritize the aerodromes (based on data) and to measure the effectiveness of the RST implementation.

2.14 More information on the project, including a Project Charter can be found at <https://www.icao.int/RASGPA/Pages/MeetingsDocumentation.aspx?m=2022-ESC37>.

3. Suggested actions

3.1. The Meeting is invited to:

- a) take note of the information provided in this working paper;
- b) agree and follow up on the actions suggested in the Conclusion and draft Decision of this Working Paper.