





CAR/SAM Regional Planning and Implementation Group

New Projects on SAM AGA/AOP Programme

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Agenda Item 5.5 - P/04





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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



Compliance & El
Aerodrome
Certification

Runway Safety (RST)



Efficiency (ACDM)

Capacity (Airport Planning)

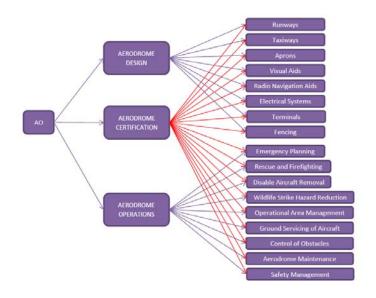


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Current situation

- ✓ 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





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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 being 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	
	VOI. II	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%	



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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.





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

Project Startup - selection • PM coordination (ICAO) • Airport expert selection ACI • State expert selection SRVSOP • CAA & Airport counterparts (on host State) Kickoff-evaluation mission (5d) • 3 day assessment • 2 day workshop • Action plan for the rest Virtual off-site assistance • ICAO will support with tools and organizing both Airport and State follow up • Support on aerodrome manual preparation and draft corrective action plans

On-site verification

- SRVSOP mission of experts (4) to support State on the ON-SITE verification of aerodrome
- Proposed Corrective Action Plan (CAP)
- CAP validation and agreement



Documentation evaluation

- Phase 4 Team supports document evaluation
- Preparation for on-site assessment



Formal request

- With pre-assessed aerodrome manual, formal submit to CAA
- SRVSOP supports CAA on review
- ACI supports AD operator on CAP







Outputs

GREPECAS mplementation Group

Direct assistance (Missions/Trials)

Guidance materials and models for CAA and AD Operator

Trainning/Knowledge transfer



Outcomes

At least 1 Certified aerodrome per State

Know-how to continue certification efforts

Oversight based on initial certification

SMS implementation and Action Plan



Benefits

More risk control (+ Safety +EI AGA)

Supports SSP

Oversight cost reduction

AD needed investments are identified

Prestige

Economies of Scale







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PROBLEM/OPPORTUNITY

Current situation on AGA/AOP Capacity & Efficiency







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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

ate, cooperation between aerodromes to satisfy the

- 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.

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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.

in the vicinity into consideration.

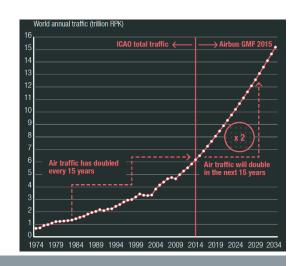




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The Problem

- ★ 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





AM Regional Planning and Implementation Group





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

"Tomorrow"



Collaborative Airport Planning in the SAM Region







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Stakeholders



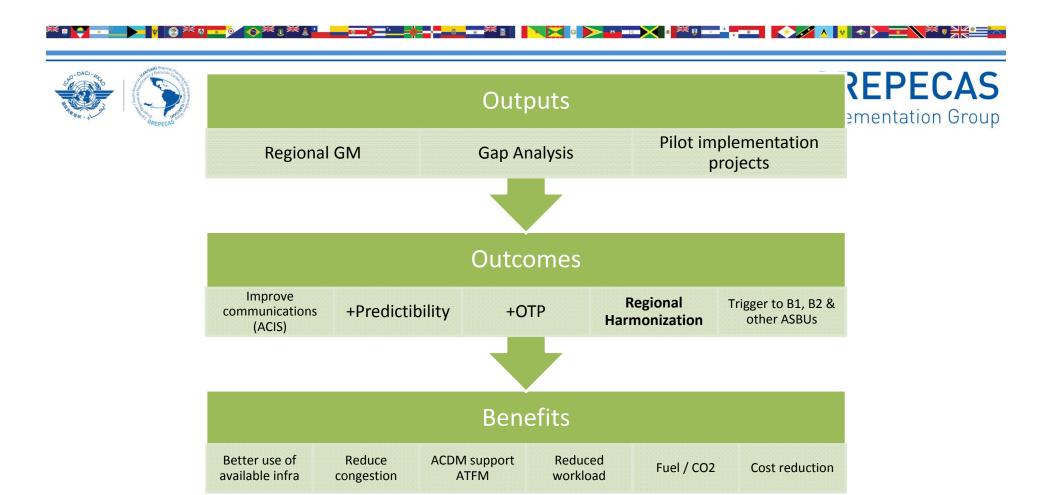




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A-CDM

- ✓ 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).









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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

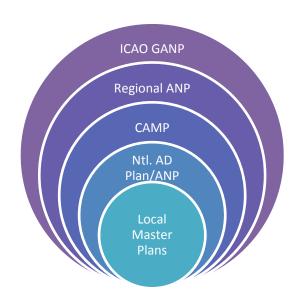




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AD PLAN

- ✓ 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











Gap Analysis

Roadmap

Guidance Material (model regulations)

Regional Policy (ANP)

Training

ementation Group



Outcomes

Implementation of Master Plans in selected aerodromes

Ntl Plans (CAMP) based on **ADPLAN**

CAA trained staff to support the project in coordination with ICAO RO



Benefits

Predict future restrictions

Space reserved Collaborative & efficiente planning

+ Capacity

Lower costs

Lower costs to users

Know how in CAA







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