



International Civil Aviation Organization

**Aerodrome Operational Planning
Sub-Group (AOP SG)**

**First Meeting
(Cairo, 13-16 November 2000)**

Agenda Item 2: Review TOR and work program of the Sub-Group

TOR and work program of the Sub-Group

(Presented by the Secretariat)

SUMMARY

This paper invites the meeting to review its preliminary TOR and work program developed by the MIDANPIRG/5 meeting and suggest any modifications if required.

1. INTRODUCTION

1.1 This AOP SG was established by the MIDANPIRG/4 Decision 4/61. Pursuant to this Decision and based on comments received in reply to a regional consultation MIDANPIRG/5 defined the Preliminary Terms of Reference of the Sub-Group (Decision 5/31).

2. DISCUSSION

2.1 The Preliminary Terms of Reference and the work program of the Sub-Group developed by the MIDANPIRG/5 meeting is at **Appendix A** to this paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review the preliminary TOR and work program in **Appendix A** and suggest modifications if required.

APPENDIX A

EXTRACTS FROM MIDANPIRG/5 REPORT

REPORT ON AGENDA ITEM 6 - SUBSIDIARY BODIES OF MIDANPIRG

6.1 - Work Programme of the AOP Sub-Group

Establishment of the AOP Sub-Group

Background

6.1.1 The Meeting recalled that the MIDANPIRG/4 (Cairo, December 1997), when recognising the need to address the problems of safety of aircraft operations on the movement areas of aerodromes including protection of the movement areas, as well as the establishment of aerodrome emergency plan for each aerodrome in particular, agreed to establish an Aerodrome Operational Planning (AOP) Sub-Group (Decision 4/61 refers).

6.1.2 Pursuant to this Decision, and based on comments received in reply to a regional consultation on the matter (State letter ME 3/56.4-263 of 8 July 1998 refers), the Group embarked in defining the Preliminary Terms of Reference, Work Programme and Composition of the AOP Sub-Group, as discussed below.

Preliminary Terms of Reference of the AOP Sub-Group

6.1.3 Although it was appreciated that two specific issues had motivated the creation of the AOP Sub-Group, the Meeting agreed that the remit of work of this sub-group should permit it to address any subject relevant to aerodrome planning and implementation which would call for action at the regional level.

6.1.4 To that effect, it was agreed that the Preliminary Terms of Reference of the AOP Sub-Group should define the objectives along which that sub-group shall address any subject allocated to it and defined in appropriate details in its work programme.

Preliminary Work Programme of the AOP Sub-Group

6.1.5 Along the Terms of Reference agreed and reproduced under **Appendix 6A** to the Report on Agenda Item 6, the Meeting identified the following subjects as requiring particular attention and action within the Region.

Planning and Implementation of required facilities and services at international aerodromes

6.1.6 The Meeting recalled that the MID ANP (Doc 8700) set forth in detail the facilities, services and procedures required at international aerodromes, which each Contracting State was responsible for the provision in its territory under Article 28 of the Convention. It was also emphasized that the provision of facilities and services furnished in accordance with the Plan will form an integrated system within the Region, adequate for the foreseeable future.

6.1.7 However, it was noted that the MID ANP should be revised when it becomes apparent that it is no longer consistent with current and foreseen requirements of international civil aviation. Considering the forthcoming implementation of the CNS/ATM concept, the meeting underlined the need to keep the Plan under regular review.

6.1.8 In the field of aerodrome operations, this became particularly evident for the type of facilities required to support instrument approach, landing and departures operations. To that effect, it was agreed that the Table AOP-1 and the associated Tables COM-2 and COM-3 should be the subject of regular regional reviews. During the next such regional review, the Group recommended that attention should be given to the identification of the type of instrument approach procedures required for each runway at international aerodromes (Column 6 of Table AOP-1 refers) and simultaneously to the consequential changes to the requirements for radio navigation aids (Table COM-3 refers), in particular.

6.1.9 On the other hand, the Meeting also emphasized the importance of a proper implementation of both the ICAO provisions (eg. SARPs, SUPPs) and the "Basic requirements for facilities and services" defined in the Plan, for the coherent and safe development of air transport throughout the region. However, it was appreciated that the **planning** of facilities and services at international aerodromes was closely linked to the assessment of their **implementation**, in order to achieve that goal.

6.1.10 In that vein, the Group considered it necessary to engage without delay the appropriate consultation for the identification, assessment and reporting of air navigation deficiencies and shortcomings in the field of aerodrome operations. This regional activity should be based on the use of the Uniform Methodology approved by the Council.

6.1.11 Therefore, it was decided that the planning of required facilities and services at international aerodromes together with the identification, assessment and reporting of associated shortcomings and deficiencies should be the subject of a regional consultation conducted on a regular basis. The Meeting agreed that the management of this "iterative planning process" should be the responsibility of the AOP Sub-Group, on behalf of the MIDANPIRG.

Specific Priority Tasks for consideration by the AOP Sub-Group

6.1.12 As already identified at MIDANPIRG/4, the meeting confirmed that the AOP Sub-Group should embark, as a matter of priority, on the analysis of the implementation of aerodrome emergency plans within the Region.

6.1.13 The Group underlined the responsibilities of the States' aerodrome in implementing such plans at international aerodromes, in accordance with the relevant Standards and recommended Practices contained in Paragraph 9.1 of Annex 14, Volume I. In addition, it was appreciated that this issue should be the subject of priority by the AOP Sub-Group when identifying deficiencies at international aerodromes.

6.1.14 Even the time left ahead was short before 31 December 1999, it was considered a priority task for the AOP Sub-Group to contribute to the effort engaged within the Y2K Task Force, particularly on those aspects which may affect aerodrome operations.

Low Priority Items

6.1.15 Although it was recognized that the short term activities of the AOP Sub-Group should primarily concentrate on the above priority issues, the Meeting identified other items for which the AOP Sub-Group should present MIDANPIRG/6 with proposed future work in light of progress achieved on above items, together with appropriate action plans. Those low priority items are reflected in **Appendix 6A** to the Report on Agenda Item 6.

Composition and first Meeting of the AOP Sub-Group

6.1.16 It was recalled that, as for other Sub-Group of MIDANPIRG, all provider States may participate to the activities of the AOP Sub-Group. The International Organizations concerned were also invited to nominate members.

6.1.17 It was then agreed that the Secretariat of ICAO, in co-ordination with the Chairman (Iran), should tentatively convene a first meeting of the AOP Sub-Group by the third quarter of 1999.

6.1.18 In concluding to discussion on the subject, the Meeting approved the following Decision:

DECISION 5/31 - PRELIMINARY TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE AOP SUB-GROUP

That the AOP Sub-Group conduct its work in accordance with the Preliminary Terms of Reference, Work Programme and Composition defined in **Appendix 6A** to the Report on Agenda Item 6.

**PRELIMINARY
TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF
THE AOP SUB-GROUP**

TERMS OF REFERENCE

Paying particular attention to the safety and efficiency of aerodrome operations, the AOP Sub-Group shall be responsible for MIDANPIRG to:

- a) monitor developments in the field of Aerodrome Operations in the MID Region, including the implementation of ICAO world-wide and regional provisions, changes to aircraft operations, new operational requirements and/or technological development, and make proposals to meet the operational requirements of the MIDRegion related to these developments;
- b) identify current and anticipated capacity and implementation short-falls at international aerodromes in the MID Region and their causes through the continuous review of "Basic requirements for facilities and services at international aerodromes" (i.e Tables AOP-1, COM 2 and COM 3 of Doc 8700) and of associated shortcomings and Deficiencies; and
- c) from a) and b) above, identify and refer to the MIDANPIRG items related to aerodrome operational, requiring further consideration

WORK PROGRAMME

Priority Tasks

A. Planning and implementation of required facilities and services at international aerodrome:

Deliverables: Conduct of regular Regional Consultation for :

- i) The review of the basic requirements for facilities and services at international aerodromes (Tables AOP1, COM 2 and COM 3 of Doc 8700 refers); and
- ii) The identification of deficiencies and shortcomings relevant to required facilities and services at international aerodromes *Note: In context of ii), the AOP Sub-Group should propose any changes felt necessary to the format of the Uniform Methodology.*

Target Date: MIDANPIRG/6

B. Aerodrome emergency plan

Deliverables: Analysis of implementation of relevant ICAO provisions in the region, and proposal of local and/or regional remedial action.

Target date: MIDANPIRG/6

C. Year 2000 Problem

Deliverables: Identify issues specific to aerodrome operations and report directly to the Y2K Task Force

Target date: As soon as possible

Low Priority Tasks

- Obstacles around aerodromes (Survey and Publication)
- Pavement Surface Conditions
- Aerodrome maintenance, including removal of disabled aircraft
- Bird Hazard Reduction and Control
- Safety of aircraft operation on the movement area (including operations of Code E aircraft in particular and Runway incursion)
- ATIS
- Secondary Power Supply
- Rescue and Fire Fighting Services
- Alternate aerodromes (in particular for En-route)
- Pre-flight information

Deliverables: Based on the outcome of priority tasks A., identify from the above list those items which would merit further consideration within the Region and propose action plan, including deliverables and target dates.

Target date: MIDANPIRG/6

COMPOSITION

Iran (Chairman), Provider States and International Organizations concerned.

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