



International Civil Aviation Organization

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

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

Agenda Item 4: Review Tables AOP of MID Basic ANP and FASID

DRAFT BASIC ANP AND FASID TABLES AOP

(Presented by the Secretariat)

SUMMARY

This paper presents the draft basic ANP and FASID Tables AOP for review by the meeting.

1. INTRODUCTION

1.1 The basic ANP would contain stable plan material and that the FASID would set forth the dynamic material from the plan constituted by the facilities and services required for international air navigation within the specified area. The FASID would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the basic ANP

1.2 Since MID/3 RAN (1984), the Table AOP had not gone through a comprehensive review, but for some amendments suggested by States concerned. The MIDANPIRG/4 established an AOP Sub-Group and the MIDANPIRG/5 formulated its TOR and assigned certain tasks. Unfortunately, due to non-availability of an AGA Officer in the Regional Office the AOP Sub-Group could not yet meet. It is planned to convene the First Meeting of the AOP Sub-Group early November 2000.

1.3 With the joining of a Temporary AGA Officer in the middle of August 2000, the AOP Table in Doc 9708, MID ANP has been reviewed based on information available in the AIPs . The Draft Tables AOP for inclusion in the MID Basic ANP and FASID have been prepared and are attached as **Appendices A** and **B** to this paper for further action by the Meeting.

1.4 These Tables were presented to MIDANPIRG/6. The meeting noted that the Draft AOP parts of the Basic ANP and FASID had not yet been coordinated with the States and agreed that the tables be reviewed by the AOP Sub-Group at its first meeting and that the results of this review should be provided to the planned meeting of the ANP/FASID Task Force meeting. These Tables were earlier circulated to States for their review and comments. Based on some responses, the revised tables are attached to this paper.

2. DISCUSSION

2.1 It should be noted that the Air Navigation Plan (ANP) which will now contain in two parts, namely, Basic ANP and FASID is a planning document and need not necessarily reflect the existing facilities and services. The facilities and services shown in the documents represent those, which will be needed for a reasonable period in future, say, approximately 5 years. Therefore these documents are not to be used for operational purposes. The existing facilities and services should be shown in the AIPs published by States, which should be used for operational purposes.

2.2 The Basic ANP Table AOP gives the list of Aerodromes as agreed and published by the States for International Scheduled Air Transport, Regular Use (RS), International Non-scheduled Air Transport, Regular Use (RNS), International Scheduled Air Transport, Alternate Use (AS) and International Non-schedule Air Transport , Alternate Use (ANS).

2.3 The FASID Table AOP gives the Facilities and Services to be provided at these aerodromes. The Physical Characteristics of the Runway, Taxiway and Apron are decided based on the Traffic Forecasts and the largest aeroplanes normally expected to use the aerodrome, and Facilities and Services should conform to the BORPC and the ICAO SARPs included in the Annexes supported by other related documents such as ICAO Manuals etc. In this regard particular attention of the Meeting is drawn to the following relevant paragraphs of BORPC and Annex 14 Volume I, Third Edition, July 1999:

BORPC:

“4.3.3 Approach control service should be provided at all aerodromes used for international aircraft operations and equipped with navigation aids for instrument approach and landing, except where the type and density of traffic clearly do not justify the provision of such service. Controlled airspace, in the form of terminal control areas and control zones, should be recommended to encompass at least the climb to cruising level of departing aircraft and the descent from cruising level of arriving aircraft.

4.3.4 Aerodrome control service should be provided at all regular and alternate aerodromes to be used for international commercial air transport operations. Aerodrome control service should also be provided at those additional aerodromes used by international general aviation aircraft, where the type and density of traffic warrant it. At aerodromes used by international general aviation aircraft, where the type and density of traffic clearly do not justify the provision of aerodrome control service, the provision of aerodrome flight information service by a unit located at the aerodrome should be recommended.”

Annex 14 Volume I

“9.2.3. Recommendation – From 1 January 2005, the level of protection provided at an aerodrome for rescue and fire fighting should be equal to the aerodrome category for the longest aeroplanes normally using the aerodrome and their fuselage width.”

2.4 It should also be noted that these drafts do not contain the charts which will appear in the final document. These will be produced by the ICAO AIS/MAP section in Montreal on the basis of the information in the corresponding tables.

2.5 The Draft AOP parts of the Basic ANP/FASID attached as **Appendices A** and **B** have now been co-ordinated with the States. The meeting is invited to review the Attachments and suggest any modifications before incorporation of the AOP parts in the MID Basic ANP and FASID.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review the AOP Tables and, suggest any necessary amendments if required.
