INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fourth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG4), Virtual Meeting, 16 to 18 August 2021

Agenda Item XX: Other Air Navigation Initiatives-Planning & Design of Aerodromes

ICAO HQ UPDATE ON AGA MATTERS
(Presented by Secretariat)

SUMMARY
This paper presents information related to aerodrome activities carried out recently in the Airport Operations and Infrastructure section, Air Navigation Bureau, ICAO Montreal.

REFRENCE(S):
- Doc 7300, Convention on International Civil Aviation, 1944
- Doc 9750, Global Air Navigation Plan
- Doc 7474, Air Navigation Plan — Africa-Indian Ocean Region
- Doc 10115, Report of the Thirteenth Air Navigation Conference (2018)
- APIRG Reports
- AAO/SG2 Report
- AAO/SG ToR

Related ICAO Strategic Objective(s):
A- Safety, B- Air Navigation and Capacity Efficiency

1.   INTRODUCTION

1.1   The Airport Operations and Infrastructure Section (AOI) delivers ICAO provisions on aerodrome matters to support States, air navigation service providers, aerodrome operators and air operators to achieve the relevant regulatory and operational improvements through its multi-disciplinary work programmes and technical expertise. The Section advises States, ICAO Council and Air Navigation Commission (ANC) on aerodrome matters with overall responsibility for Annex 14 — Aerodromes, Procedures for Air Navigation Services (PANS) - Aerodromes (Doc 9981) and related documents.

1.2   In order to achieve the above, various programmes and activities had been conducted with the assistance of the Aerodrome Design and Operations Panel (ADOP). The Panel continues the tasks of the former Aerodromes Panel with greater emphasis on efficiency and capacity issues through enhanced aerodrome operations. It also undertakes specific studies and subsequently develops provisions relating to aerodrome design and operations, as outlined in the Global Air Navigation Plan and Global Aviation Safety Plan

2.   DISCUSSION

2.1   The work of the ADOP is managed through a system of job-cards, approved by the ANC, in order to clearly define the work the Panel intends to undertake and to ensure that

there is sufficient information on context, justification, milestones and clear deliverables for all work items of the Panel in order to facilitate monitoring and reporting.

2.2   In the area of aerodromes, currently there is 18 job cards covering all aspects of aerodrome design and operations, including heliports.

2.3   In support of the ongoing process of continual updates to guidance materials, Secretariat has successfully updated, and/or developed new documents and the guidance materials as follows:

Aerodrome Design Manual (Doc 9157) series:

> Part I RUNWAYS: (new) 4th Edition, 2020 (available on ICAO-NET)
> Part 2 TAXIWAYS, APRONS & HOLDING BAYS: (new) 5th Edition, 2020 (available on ICAO-NET)
> Part 3 PAVEMENTS: (new) 3rd Edition, 2021 (final editing in progress)
> Part 4 VISUAL AIDS: (new) 5th Edition, 2020 (available on ICAO-NET)

Airport Services Manual (Doc 9137) series
> Part 3 WILDLIFE HAZARD MANAGEMENT: (new) 5th Edition, 2020

Other Manuals
> Manual on Ground Handling (Doc 10121): (new) 1st Edition, 2019
> Heliport Manual (Doc 9261), Part I (Offshore Manual) (new) 4th Edition, 2020
> Heliport Manual (Doc 9261), Part II (Onshore Manual) (new) 4th Edition, 2021 (final editing in process)
> Airport Planning Manual (Doc 9184), Part 1 — Master Planning (new) 3rd Edition, 2022 (in progress)
> Manual on Certification of Aerodromes (Doc 9774) (new) 2nd Edition, 2022
> (in progress)

3.   **CURRENT ISSUES**
         ICAO initiative for Aerodromes Restart – iPack

3.1   Resuming aerodrome operations after a partial or full aerodrome closure due to COVID-19 pandemic involves extensive preparatory checks to ensure safety and efficiency. To this end, a sample checklist had been developed to facilitate a quick recovery for aerodromes by checking key elements in areas such as aerodrome infrastructure, aerodrome operations, certification and compliance, coordination and collaboration, and human resource, competency and training. Further details are available on ICAO COVID-19 AGA webpage at: https://www.icao.int/safety/COVID☐19OPS/Pages/aga.aspx

3.2   AOI provided support to States and airports to cope with the challenges caused by the COVID-19 pandemic, through Implementation Packages (iPack). An iPack is a bundle of standardized guidance material, training, tools and expert support, which aim to facilitate and guide the implementation of Annex 14, Vol I provisions for State entities (e.g. Governments, Civil Aviation Authorities, National Air Transport Facilitation Committees...), aviation service

providers, supply chain stakeholders and their personnel.

3.3   An iPack on Aerodromes Restart has been developed to facilitate and guide Civil Aviation Authorities and/or aerodrome operators in applying Annex 14, Volume I and other relevant ICAO provisions, to ensure safety, regularity and efficiency of aerodrome operations after a partial or full aerodrome closure due to the COVID-19 pandemic.

3.4   The objective of this Aerodromes Restart iPack is that after having successfully implemented this iPack, CAAs and/or aerodrome operators will be better equipped to ensure a safe and seamless restart of aerodromes: (a) review the conditions of aerodrome infrastructure, and initiate actions, as necessary; (b) review the procedures relating to aerodrome operations and initiate actions, as necessary; (c) review the status of aerodrome certification and compliance and initiate actions, as necessary; (d) review the coordination and collaboration processes required at an aerodrome and initiate actions, as necessary; and (e) review aerodrome related human resources, competency and training requirements and initiate actions, as necessary.

3.5   To support the achievement of the above objectives, the Aerodromes Restart iPack includes relevant documentation, tools and an online course. A dedicated expert will work remotely with the CAA and/or aerodrome operator, providing guidance in their implementation efforts to achieve the objectives of the iPack.

3.6   To further support States in their restart activities, an Aerodrome Restart online course has been developed, through ICAO's Global Aviation Training Section. This course, of a 5 hour duration, aims to provide Civil Aviation Authorities and aerodrome operators with the knowledge and skills required in applying Annex 14, Volume I and other relevant ICAO provisions, to ensure safety, regularity and efficiency of aerodrome operations after a full or partial aerodrome closure due to the COVID-19 pandemic.

3.7   In addition to being integrated in the iPack referenced in para 2.13, this course can be procured independently through ICAO's training website. This website also provides descriptions of over 200 courses available in virtual, online and classroom formats, including newly developed courses related to COVID-19, and can be accessed through the following link: https://www.icao.int/training/Pages/Training-Catalogue.asp

3.8   Tasks arising from 40th session of ICAO Assembly

The 40th Session of the Assembly (A40) was held from 24 September to 4 October 2019 at ICAO Headquarters. The A40 resulted in the adoption of Assembly Resolutions and decisions, of which the implementation timeline was assessed against the impact of the COVID-19 pandemic.

A number of subjects had been raised in the Assembly related to aerodromes:

a) Global provisions for design, certification and operations of water aerodromes Review existing SARPs related to aerodromes and develop specific SARPs in the appropriate Annexes to the Convention in order to address the design, certification, management, safety and reporting requirements for water aerodromes operations.

 b). Small aerodromes in mountainous areas Review guidance contained in Stolport Manual (Doc 9150) with a view to updating the material.

c) Assistance to Victims of Air Disaster Refer to the appropriate expert groups issues raised

regarding appropriate plans on providing timely and effective assistance to aircraft accident victims and their families within emergency plans of airport operators.

d) Securing land reserves Raise awareness on the impact of illegal occupation of airports on the safe operation and expansion of airports (action taken via State letter AN 4/17 – 21/9 dated 10 February 2021)

e) Aerodrome certification Review aerodrome certification provisions to ensure certification coverage at aerodromes where operational responsibilities are shared between independent organizations with updated guidance in Doc 9774 complementing SARPs and PANS-Aerodromes.

During the mid-triennial review of the implementation of resolutions and decisions of A40, it was noted that several decisions of the Assembly require ICAO to identify resources for implementation. In light of this, further work on the items listed in paragraph 2.16 (except items d) and e)) will be progressed pending the identification of resources.

3.9   Implementation Programmes

3.9.1   Global Reporting Format

ICAO HQ has continued to work closely with the regional offices to encourage States and industry to prepare for the 4 November 2021 applicability date. Since the GRF Global Symposium of 2019, some 20 ICAO-sponsored regional seminars and workshops have taken place, initially as face□to-face, but more recently as virtual events. These have been reinforced by States and industry seminars and workshops. This programme of events is on-going and will continue until the applicability date. In parallel to awareness events a series of training courses has been developed, targeting airport operations staff, flight crew and air traffic services. These courses have been developed by ICAO/GAT in cooperation with ACI, IATA and CANSO, respectively. These courses are only available in the English language, but there is now a facility, through ACI, to arrange an on-line instructor-based course for airport operations staff in Spanish. Other languages may be including should a demand emerge. Although a complete set of ICAO SARPs and guidance has been published, additional clarifications and guidance in support of implementation are being developed when the need arises. Example topics are ATIS messages, use of the SNOWTAM, change management when implementation the GRF, runway assessment techniques and the upgrade/downgrade procedure. Finally, an implementation monitoring process based upon a set of implementation milestones and data provided through the regional offices is being developed. This process includes an implementation map that will eventually be posted on the ICAO GRF web page. Recent surveys by IATA and ACI indicate that their membership is increasingly aware of the need to implement the GRF there are still gaps. Therefore, ICAO's efforts in support of implementation need to continue.

3.10   Runway Safety

3.10.1   Half of all aviation accidents are related to runway safety, which remains a top priority for ICAO. The Runway Safety Programme (RSP), a collaborative effort between ICAO and its stakeholders aiming to reduce the number of runway safety related accidents, has stepped up its efforts over the last year. Starting with a global webinar highlighting the potential link between runway safety, confidence in aviation and the challenges faced during the crisis and recovery. Building upon this, a RSP meeting took place in early 2021, when it was agreed to launch an update 2017 Global Runway Safety Action Plan (GRSAP) for delivery by Q2 2022. The meeting also confirmed the importance of Runway Safety Teams (RST), but noted that they needed to be established at more airports.

To this end, there was agreement to arrange a second global runway safety webinar, using on RST, to take place during Q4 2021. In parallel, the ICAO runway safety Go-Team methodology has been updated to better facilitate the use of virtual means. A closer cooperation with ACI's APEX programme is also being explored. An effective cooperation between ICAO HQ and the Regional Offices is achieved through regular coordination meetings and collaboration on activities such as the aforementioned revision of the Go-Teams methodology. Regional Officers also participate in the RSP meeting.

3.11   OLS Global Symposium

3.11.1   The 12th Air Navigation Conference and the 38th ICAO Assembly called for a review of the Annex 14 Obstacle Limitation Surfaces (OLS). This task is allocated to the OLS Task Force (OLSTF) and included in job card ADOP003 (see Attachment). The results of this work will bring significant changes to management of obstacles, resulting in improvements to aircraft operations and civil planning with the provisions planned for an applicability year of 2026. To raise awareness and secure 'buy-in' early coordination with a wide range of stakeholders will take place, commencing with a global symposium. This global symposium will present the new OLS methodology and provide affected stakeholders the opportunity to discuss and provide feedback on the change. The event will be virtual, is being organized in cooperation with ACI and will take place during the week 6-10 December 2021.

4.   ACTION BY THE MEETING

4.1   The meeting is invited to:

   a) The meeting is invited to note the information contained in this information paper.