



INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE

First Meeting of Directors General of Civil Aviation

(Abuja, 19 - 21 March 2002)

Agenda Item 1: Strategies for the elimination of deficiencies in the AFI Region

Aerodromes and Ground Aids Field

(Presented by the Secretariat)

Summary	
This paper deals with the deficiencies identified in the AGA field and suggests possible solutions for their elimination.	
RÉFÉRENCES	
Annex 14 — <i>Aerodrome Design and Operations</i>	Doc 9137, <i>Airport Services Manual</i> , Doc 9157, <i>Aerodrome Design Manual</i> , Doc 9184, <i>Airport Planning Manual</i> , Doc 9332, <i>Manual on ICAO Bird Strike Information System (IBIS)</i> Doc 9476, <i>Manual on Surface Movement Guidance and Control Systems (SMGCS)</i> , <i>Doc. 9774, Manual on Certification of Aerodromes</i> , Doc 9702, <i>AFI/7 RAN Meeting Report</i> .
Annexes	

1. Introduction

The specifications concerning aerodromes are primarily contained in Annex 14 to the Chicago Convention, supplemented by the Airport Service Manual, the Aerodrome Design Manual, the Airport Planning Manual, the Manual on ICAO Bird Strike Information System (IBIS) and the Manual on Surface Movement Guidance and Control Systems (SMGCS).

2. Deficiencies in the field of Aerodromes and Ground Aids

2.1 On the basis of various reports received from users and reports of missions and meetings conducted in the region, the main problems identified in our region are as follows:

- Lack of adequate aerodrome fencing and/or perimeter roads for patrols with its corollary, i.e. the impossible control of the movements of persons and vehicles

and the straying of animals on the movement areas, the invasion of airport platforms by populations leaving around the airport;

- Lack of height zoning regulations opposable to a third party and presence of many objects or constructions penetrating airports obstacle limitation surfaces;
- Lack of bird hazard reduction and control programmes as shown by the outbreak of incidents due to bird strikes at several airports in the region;
- Insufficiency and/or unavailability rescue and fire fighting means and in particular with regard to the training of personnel as well as the performance of vehicles (acceleration, discharge rate, etc.)
- Inadequate maintenance of the movement area pavement resulting in deformations causing uncomfortable vibrations during rolling phases or slipperiness in rainy weather;
- Lack of emergency plans and associated means (Emergency Operations Center, isolated aircraft parking position, special rescue equipment for aerodromes located in the vicinity of sea or swampy areas, etc), as well as plans for removal of disabled aircraft;
- Instability of the primary power supply sources and unreliable secondary power supply with its harmful effects on the availability of electric and radio aids for navigation and landing.

3. Suggested actions:

3.1 If some of the deficiencies come directly under the responsibility of airports operations departments like the supply and availability of fire fighting means, reliable secondary power supply and adequate visual aids, whereas, other deficiencies like those concerning bird hazard reduction and emergency planning are generally under States' responsibility and exceed the limits of airport to involve services not necessarily based at airports.

3.2 With regard to the deficiencies under the responsibility of airports operators, significant progress has been noticed in particular with the establishment of more and more financially autonomous entities which, if well dimensioned and managed can guarantee an effective use of the resources derived from aeronautical charges. However, the Civil Aviation Authority, in its supervisory role of the aviation sector, should make sure that these services do comply with the Standards and Recommended Practices by setting up a system of supervision or inspection. ICAO has just published the Manual on certification of aerodromes, which contains guidance material for developing a national regulation framework and conducting inspections aiming at making sure that the Chicago Convention to which the State is the only signatory, is complied with whatever the status of the airport operator may be.

3.3 As regards bird hazard and emergency planning which were identified among the most alarming deficiencies in the region, and which, by their nature and their consequences

generally exceed the framework of the airport, the CAA should initiate the establishment of ad hoc committees for the development and follow-up of related programmes and support the use of all available national competencies. In addition to regional workshops that ICAO has been organizing like the Ouagadougou workshop in October 2000 on bird hazard and the Kampala one in September 2000 on emergency planning and of which only the few delegates nominated by their States took advantage, CAA should organize local workshops to increase awareness at national level as in the case of those successfully organized by certain countries with the ICAO Regional Office assistance.

3.4 With respect to bird hazard causes as well as consequences of which generally are beyond the national borders and which requires ornithological and environmental studies which might be very expensive, it could be considered, within the framework of regional co-operation and, as it was suggested by the Ouagadougou workshop, the establishment of a regional committee or observatory comprising States, airlines, UEMOA, CEMAC, ICAO, AFCAC, etc. which could task AFCAC to seek necessary funds for studies as well as training and awareness increase campaigns.

4. Actions required:

4.1 The meeting is invited:

- a) to note the information provided in this paper;
- b) to urge States to establish more financially autonomous civil aviation entities;
- c) to recommend that a regional approach be adopted to address the problems posed by bird hazard.
