



ICAO

International Civil Aviation Organization

Eighth Meeting of the Aerodromes Operations and Planning Sub-Group (AOP/SG/8)

Bangkok, Thailand, 15 to 19 July 2024

Agenda Item 4: Provision of AOP in the Asia/Pacific Region

– Planning & Design of Aerodromes

ICAO HQ UPDATE ON AGA MATTERS

(Presented by the 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.

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, Volume I & II - *Aerodromes and Heliports, Procedures for Air Navigation Services (PANS) - Aerodromes* (Doc 9981) and related guidance materials.

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 carries out its tasks with greater emphasis on safety, efficiency and capacity issues through its various working groups, task forces and expert groups. It also undertakes specific studies and subsequently develops provisions relating to aerodrome design and operations, as outlined in the Global Air Navigation Plan ([ICAO GANP Portal](#)) and Global Aviation Safety Plan ([Doc 10004](#)).

2. DISCUSSION

UPDATES TO GUIDANCE MATERIALS

2.1 As part of the ongoing process of continual updates to guidance materials, ICAO has successfully updated, and/or developed new guidance materials, as shown below:

- Manual on the ICAO Bird Strike Information System (IBIS) (Doc 9332), 2nd Edition (in progress)

To update guidance for ICAO Bird strike Information system and data management. Definitions, general overview of current reporting system, table of contents, data quality and analysis, Bird Strike Reporting Form are being reviewed.

- Heliport Manual Doc 9261(in progress)

This amendment provides States and regions with guidance on the heliport design, operations, certification, and SMS for heliports. The existing manual will be divided into three parts – Part I onshore heliports, part II offshore heliports and Part III certification and SMS for heliports.

- Circular on water aerodromes (in progress)

Building on the document Asia Pacific Regional Guidance on Requirements for the Design and Operations of Water Aerodromes for Seaplane Operations (developed by the ICAO Asia and Pacific (APAC) Office), and after analysing draft and current national water aerodrome regulations, the Water Aerodrome Working Group undertook a gap analysis of the guidance material and identified changes and/or additional considerations that could be incorporated into an ICAO Circular, which contains useful guidance to all members States. This Circular represents the first step in developing new Standards and Recommended Practices (SARPs) on water aerodromes.

- Global runway Safety action plan, version 2 (2024)

The Global Runway Safety Action Plan, which was launched at the Second Global Runway Safety Symposium, provides recommended actions for all runway safety stakeholders, with the aim of reducing the global rate of runway excursions and runway incursions. This update action plan provides recommended actions for runway safety stakeholders to include State Civil Aviation Authorities, Regional Safety Oversight Organisations, Regional Aviation Safety Groups, aircraft operators, air navigation service providers and aerospace industry. The actions are aimed at reducing the global rate of runway excursions and runway incursions. The plan also encourages States, regions and industry to conduct their own regular risk analyses to identify their own operational safety risks and appropriate mitigations.

ADOP/5 MEETING

2.2 The fifth meeting of the Aerodrome Design and Operations Panel (ADOP/5) was convened in Montreal from 26 February to 01 March 2024 and attended by 65 participants nominated by 21 Contracting States and eight international organizations. ADOP/5 developed 8 recommendations related to amendment proposals in *Annex 14, Volumes I & II*, Annex 6 Part I, II & III, Annex 8, Annex 9 and *PANS-Aerodromes* (Doc 9981) and 2 recommendations related to job cards.

2.3 Relevant details of the proposed amendments to *Annex 14, Volume I and PANS-Aerodromes* are as follows:

- Ground handling:

These are the phase II amendment proposals following the phase I proposals which are expected to be adopted by the Council in Q1 2025. Amendment proposals include Annex 6 part I, II & III, Annex 8, Annex 9, and Annex 14, Volume I, pertaining to ground handling. A new chapter in PANS-Aerodromes to support the Annex 14, Volume I amendment proposals on ground handling was also agreed by the panel.

- Rescue and fire-fighting:

- *A new Recommendation 9.1.5 which aims to ensure that the aerodrome emergency plan will also cater to the needs of and provide assistance to aircraft accident victims and their families, in coordination with the aircraft operator; and*
- *A new Note 2 in the Table 9-2 has been included for better understanding. A discrepancy in that Table, where it does not clearly mention the quantity of foam that is required has been identified, requiring a new note to alleviate this confusion. It would require the aerodrome operator to calculate the quantity based on the strength of foam concentrate they use (e.g. 3% / 6%).*

- Runway Friction

- *The introduction of the concept of runway surface friction characteristic monitoring through aeroplane braking performance (Aeroplane Braking Action Report; ABAR) through a new recommendation in Chapter 10 of Annex 14, Volume I;*
- *editorial changes to PANS-Aerodromes (Doc 9981) with respect to information on the Global Reporting Format to include corrections properly reflecting contaminant depth reporting; corrections to the Runway Condition Code (RWYCC) in several examples; corrections to properly reflect RWYCC reporting of contaminant coverage where the percent coverage is greater than 10 but not more than 25; and clarified language respecting the downgrading of a RWYCC, and the importance of considering all available information (such as local knowledge and inspector judgement); and*
- *changes to PANS-AIM (Doc 10066) to provide greater clarity on the winter service available at aerodromes, including surface condition assessment methods used, and the types of movement area surface treatment materials used (e.g. liquid de-icing chemical, solid de-icing chemical, sand, etc.).*

- Integrating RPAS at aerodromes

- *The RPASP/ADOP JTF developed a CONOPS document describing how RPAS would operate at aerodromes. This document served as a basis for the RPASP/ADOP JTF to do a gap analysis of Annex 14 Vol. I and Vol. II as well as PANS-Aerodromes (Doc 9981). Four sub-groups of the JTF, each led by a representative of the four ADOP WGs, and composed of experts from both the RPASP and the ADOP, developed the high-level proposals in Annex 14, Volume I, Volume II and PANS-Aerodromes (Doc 9981) pertaining to the development of future provisions to accommodate RPAS operations at aerodromes.*

- Disabled aircraft removal
 - *Amendments to chapter 2 and 9 related to disabled aircraft are being proposed. Ensuring that the relevant information on the aerodrome's disabled aircraft removal plan is made available to aerodrome users, including aircraft operators, is critical to ensuring coordination prior to an event taking place and for a rapid response in the case of an event. The existing recommendation 2.10.1 has been upgraded to a standard to ensure that as a minimum contact information is shared.*
 - *The intent of the new provision a) in 9.3.2 is to ensure that the responsibilities for the aircraft removal operations at the aerodrome are clearly documented.*
 - *A new chapter in PANS-Aerodromes has been proposed to assist aerodrome operators, aircraft operators and other relevant stakeholders, in addressing the issues related to removal of immobilized and disabled aircraft in an aerodrome environment.*

2.4 ADOP/5 agreed to new work items by proposing the following four new job cards for ANC approval:

- a) Aerodrome compatibility of aircraft powered by alternative energy sources;
- b) Introduction of autonomous vehicles to airside areas;
- c) Apron Management; and
- d) Aerodrome Maintenance programme.

2.5 Other related matters discussed at ADOP/5 are:

- Proposal on A-SMGCS related amendments
 - *The meeting agreed that the A-SMGCS proposals related to Annex 14, Vol I are mature enough, however additional guidance material and provisions in PANS-Aerodromes are required to provide better clarity on the new proposals and for effective implementation. This may necessitate coordination with other panels such as ATMOPSP, FLTOPSP and SP requiring consequential amendments to their respective documents. It was agreed that for a complex topic such as the A-SMGCS involving multiple stakeholders (i.e. aerodrome operator, maintenance, aircraft operators, ANSP, etc.) it is prudent to have the complete package, before submitting it to the ANC.*
- Runway Starter extension (RSE)
 - *The RSE is an infrastructure element that increases take-off distances in one direction. Being intended for the initial phase of take-off, which is a low energy stage, the proposal considers a particular set of dimensions for the RSE's safety areas, slightly different from that of the runway.*
 - *The meeting agreed that even though the proposals related to Annex 14, Volume I on the design, physical characteristics, and visual aids for RSE are mature, the package needs to include other operational elements requiring coordination with other relevant panels such as IMP, FLTOPSP, ATMOPSP, etc.*

- Altiports
 - *A State Letter containing a questionnaire was developed and issued to assess current regulatory structure and practices related to altiports. The expert group reviewed the feedback from the survey. For continuing the work on altiports it was viewed that the panel do not have sufficient representation from States with experience in operating altiports, the option of having a State from the Asia Pacific region to lead the work was suggested. The meeting was made aware that the ICAO APAC regional office is preparing some guidance material on altiports led by Nepal and supported by China, Fiji, India and Indonesia and is expected to be available by end of 2024. Coordination is required with the ICAO APAC regional office to identify the synergies between the job card elements and the work being done by APAC regional office to take it forward.*

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to note the information contained in this Information Paper.

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