



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other issues to be considered by the Technical Commission

SECURING LAND RESERVES OF AIRPORTS

(Presented by Cameroon)

EXECUTIVE SUMMARY

This working paper focuses on the illegal occupation of airports and the importance of taking appropriate measures to secure airport land reserves.

It underscores the importance of sound cooperation between civil aviation authorities and land management authorities in order to address the threat to safety, security and the development of certain airports.

Action: The Assembly is invited to:

- a) take note of the information contained in this working paper;
- b) acknowledge that the illegal occupation of airports is a threat to safety, security and the development of certain airports;
- c) note the efforts undertaken by Cameroon to secure the land reserves of airports;
- d) direct the Council to implement an awareness-raising strategy for national authorities of Member States on the need to secure airport land reserves; and
- e) invite States that have implemented effective solutions to the problem of the illegal occupation of airports to share their experience and assist States facing this threat.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	The activities referred to in this working paper will be subject to the resources allocated to the 2020-2022 Regular Programme Budget.
<i>References:</i>	<i>Annex 14 — Aerodromes, Volume 1 — Aerodrome Design and Operations</i> (Eighth Edition, July 2018) <i>Doc 9184, Airport Planning Manual, Part 2 – Land Use and Environmental Management</i> (Fourth Edition, 2018)

¹ French version provided by Cameroon.

1. INTRODUCTION

1.1 During the airport planning process, sufficient land reserves are provided in order to enable expansion until its final development stage. These reserves are allocated in particular for the construction of new terminals, additional runways and taxiways, car parks, hangars, etc.

1.2 This large unused area of land sparks the interest of riverine communities, property developers, industrial sectors, public investors, etc. In certain airports, this has led to an increase in construction on these land reserves, thereby compromising the future expansion of the airports and generating major risks to civil aviation safety and security.

1.3 Consequently, in a number of Member States, the protection of airport land reserves plays a crucial role in ensuring the safe and orderly development of air transport. Faced with this situation, Cameroon has implemented significant measures to secure the land reserves of its main international airports.

2. DISCUSSION

2.1 Cameroon has four international airports of which Douala is the main port of entry. Over time, Douala international airport has seen its land reserves reduce by approximately 400 hectares owing to an invasive increase in commercial and residential constructions, farming and pastoral activities, etc.

2.2 Faced with this situation, and in addition to the awareness-raising measures already undertaken on the dangers of encroaching on airports, the Cameroon Civil Aviation Authority (CCAA) has been implementing a strategy since 2016 to physically and legally secure airports in Cameroon.

2.3 The implementation of this strategy is based on:

- a) redefining the boundaries of airports by placing large markers around their perimeter;
- b) taking administrative orders to cease construction work underway on airport land reserves;
- c) evicting people living on airport land reserves and demolishing constructions that pose a risk to civil aviation safety and security;
- d) annulling land titles for airport land reserves that have been illegally issued to certain individuals;
- e) strengthening fencing around international airports or around the entire airport land reserves in certain cases;
- f) deploying operational security guards to carry out patrols around certain airports; and
- g) organizing awareness-raising seminars on preserving airport land reserves and on construction constraints in their immediate vicinity.

2.4 Significant financial resources were required for the implementation of this strategy, particularly for the construction of perimeter fences. The funding was obtained through the support of the Government and the World Bank as part of the Transport Sector Development Project.

2.5 The actions undertaken have freed up the parts of encroached airport land which could potentially have posed a safety and security risk. However, there is still much to be done to ensure the continuity of these actions.

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