Ref: ES AN 1/6.4 – 0718

16 October 2013

Subject: **Report of the Tenth Meeting of the Aerodrome Planning Sub-Group (AOP/SG/10) (Nairobi, Kenya, 5 - 7 August, 2013)**

Sir/Madam,

I have the honour to forward herewith the Report of the Tenth Meeting of the Aerodrome Operational Planning Sub-Group (AOP/SG/10) which was convened in Nairobi, Kenya, from 5 to 7 August, 2013. The report can also be accessed at the ICAO ESAF website: http://www.icao.int/regionalOffices/Nairobi/meetings.

I would therefore be grateful if you could take action where necessary on the areas that concern your State/Organization.

Accept, Sir/Madam, the assurances of my highest consideration.

Meshesha Belayneh
ICAO Regional Director
Eastern and Southern African Office

Attachment: Meeting Report

INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF

THE TENTH MEETING OF THE AERODROME OPERATIONS PLANNING SUB-GROUP (AOP SG/10)

(Nairobi, Kenya, 5-7 August 2013)

PREPARED BY THE SECRETARY OF THE AOP SUB-GROUP   **AUGUST 2013**

THE DESIGNATIONS AND THE PRESENTATION OF MATERIAL IN THIS PUBLICATION DO NOT IMPLY THE EXPRESSION OF ANY OPINION WHATSOEVER ON THE PART OF ICAO CONCERNING THE LEGAL STATUS OF ANY COUNTRY, TERRITORY, CITY OR AREA OF ITS AUTHORITIES, OR CONCERNING THE DELIMITATION OF ITS FRONTIERS OR BOUNDARIES.

LIST OF ABBREVIATIONS

ICAO abbreviations and acronyms are contained in the ICAO PANS ABC (Doc. 8400), the ICAO Lexicon (Doc. 9294) and other relevant terminology material. Those listed here have been chosen due to their relevance to the activities of the AOP/SG and/or are frequently found in this report in order to assist in its reading.

A: Abbreviations in the AOP Table

A: 1   General

RFF	Required rescue and fire fighting service
APP	Approach control service
TWR	Aerodrome control tower
ATIS	Automatic Terminal Information Service
AFIS	Aerodrome Flight Information Service
GNSS	Global Navigation Satellite System
RWY NO	Runway designation numbers
RC CR	Aerodrome reference code for aerodrome characteristics
RWY Type	NINST (Non instrument), NPA (Non precision), PA1 (precision approach CAT 1), PA2, PA3
TWY	Taxiway to be provided
RWY LENGTH	Runway balanced field length
PAVEMENT STRENGTH	Critical aircraft for pavement strength and pavement strength expressed as all-up mass in thousands of Kg.

A: 2   Radio navigation aids:

ILS	Instrument landing System "X" or 1, 2, 3 if different from runway type + "D" if DME should be provided
VOR	Very high frequency Omnidirectional Range + "D" if DME is associated
NDB/L	Non Directional beacon or Locator

A: 3   Lighting aids:

PA	Precision approach lighting system "X" or 1, 2, 3 if different from runway type
SA	Simple approach lighting system
VA	Visual approach slope indicator "L" if PAPI or T-VASIS, "S" if PAPI or APAPI
RWY	Runway edge, threshold and runway end lighting
CLL	Runway centre line lighting

TDZ	Runway touchdown zone lighting
TE	Taxiway edge lighting
TC	Taxiway centre line lighting
STB	Stop bar lighting
B	Aerodrome or identification beacon

A: 4   Marking aids:

DES	Runway designation marking
CLM	Runway centre line marking
THR	Runway threshold marking
TDZ	Touchdown zone marking
SST	Runway side strip marking
AMG	Runway aiming point marking
TWY	Taxiway centerline marking and where required, edge
HLD	Holding position marking

A: 5:   Runway visual range:

TDZ	Observation representative of the TDZ
MID	Observations representative of the middle of the runway
END	Observations representative of the end of the runway

B: Other Abbreviations:

AFI	Africa Indian Ocean Region
ANP	Air Navigation Plan
FASID	Facilities and Services Implementation Document
ASECNA	Agency for Air Navigation Safety in Africa and Madagascar
SADC	Southern African Development Community
ESAF	Eastern and Southern Africa Region
WACAF	Western and Central African Region
APIRG	AFI Planning and Implementation Planning Group

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LIST OF PREVIOUS AND RE-FORMULATED DRAFT CONCLUSIONS/DECISIONS

CONCLUSIONS/DECISIONS AS PREVIOUSLY DRAFTED	RE-FORMULATED DRAFT CONCLUSIONS/ DECISIONS
Aerodrome Inspector Training Requests to AFI Plan: That States who may wish to get more training under the ICAO AFI Plan (Integrated Safety Management Course, Aerodrome Inspector's Courses and Aerodromes Certification Course) should send requests to ICAO Regional Offices and where possible coordinate such requests with other States for Region-wide benefit, and that when such courses are organized, States should include participants from both the "Regulator" and "Aerodrome Operator".	**Aerodrome Inspector Training:** That: a) States who wish to get ICAO training should send requests to ICAO Regional Offices, and where possible coordinate such requests with other States for Region-wide benefit, and that when such courses are organized, States should include participants from the "Regulator", "Aerodrome Operator" and "Airline Operators"; and b) That Regional Safety Oversight Organizations (RSSOs) which have developed Aerodrome Inspector Training Systems should share them with others.
Aerodrome Operations Planning Sub-Group Terms of Reference: That the AOP sub-group terms of reference be amended to include "obstacle surfaces control", "runway safety" and "aerodrome planning and design".	**Aerodrome Operations Planning Sub-Group Terms of Reference:** Decision implemented. The ToR has been further amended as reported under Agenda Item 8 in this report.
Universal Safety Oversight Audit That: a) States, in particular those referred to the ARRB, are urged to enhance their efforts to implement the CAP; b) States, in particular those referred to the ARRB, are urged to participate effectively in the efforts by the Regional Offices to develop State specific action plans for coordinated assistance; c) States are urged to support the ICAO efforts to coordinate the establishment of Regional Safety Oversight Organizations (RSOOs); d) States which are able to sign the MOU with AFCAC, are encouraged to support the AFI-CIS and offer their inspectors to join the pool to assist other States; and	**Universal Safety Oversight Audit** That: a) States, in particular those referred to the MARB, are urged to enhance their efforts to develop CAPs that fully addresses the audit findings and implement all the corrective actions; b) States, in particular those referred to the MARB, are urged to participate effectively in the efforts by the Regional Offices to develop State specific action plans for coordinated assistance; c) States which have established Regional Safety Oversight Organizations (RSOOs) should ensure that they implement appropriate conditions of service to ensure they are able to attract, recruit and retain the technical experts; and d) AFI-CIS should develop sufficient capacity to provide aerodrome safety oversight services to participating States.

e) States are encouraged to include participants from both the regulator and the airport operators when identifying candidates for ICAO training activities.	
Runway Safety: That: a) States should plan to participate at the regional runway safety seminars to be conducted in the AFI Region; and b) States should request all international aerodromes to establish runway safety teams mandated to monitor the runway incursion and runway excursion incidences and accidents and propose mitigation measures proactively.	**Runway Safety:** This conclusion is no longer valid. Further draft conclusion formulated under Agenda Item 4.

PART I - HISTORY OF THE MEETING

Venue and Date

1.1   The Tenth Meeting of the Aerodrome Operations Planning Sub-Group (AOP SG/10) was convened in Nairobi, Kenya from 5 to 7 August 2013. The meeting was attended by forty five (45) participants from thirteen (13) States and four (4) International Organizations. The list of participants is at **Appendix A** to this report.

Opening of the Meeting

1.2   Mr. Boitshoko Sekwati, Deputy Regional Director, ICAO ESAF Office opened the meeting on behalf of Mr. Meshesha Belayneh, ICAO Regional Director for Eastern and Southern Africa.

1.3   In his opening remarks, Mr. Sekwati welcomed all the delegates and expressed his appreciation on the attendance. He also acknowledged the efforts of the States and Organizations that had made it possible for their officials to attend the meeting.

1.4   Mr. Sekwati highlighted that the primary goal of the meeting was to review the performance of AFI States on the implementation of APIRG Conclusions and Decisions related to AOP. It was also to update the AFI Air Navigation Plan and review the current status of implementation of the safety critical elements of a safety oversight system by States in the AFI Region based on the ICAO Universal Safety Oversight Audit Programme (USOAP) reports in the AOP field. He indicated that the meeting would also develop the Regional Performance Objectives based on the ASBUs Concept and review the implementation of the Regional Runway Safety Programme.

1.5   Finally, Mr. Sekwati formally opened the meeting and wished the participants a fruitful outcome on their deliberations.

Officers and Secretariat

1.6   Mrs. Truphosa A. Chocho Manager, ANS/Aerodromes Regulation from Kenya Civil Aviation Authority chaired the meeting. She was assisted by Messrs. Lambert Ndiwaita, Regional Officer, Aerodromes and Ground Aids and Arthemon Ndikumana, Regional Officer, Aerodromes and Ground Aids from ICAO ESAF and WACAF Offices respectively.

Language

1.7   The meeting was conducted in English and French languages and presentations/discussions were in both languages. Translation and simultaneous interpretation services were provided.

Agenda

1.8   **The following Agenda was adopted:**

Agenda Item 1:   Follow-up on APIRG Conclusions and Decisions still in force in the AOP field.

Agenda Item 2:   Review of the AFI Air Navigation Plan.

Agenda Item 3:   ICAO Universal Safety Oversight Audit Programme.

Agenda Item 4:   Runway safety programmes.

Agenda Item 5:   ASBUs concept.

Agenda Item 6:   ICAO-ACI APEX Programme.

Agenda Item 7:   High level safety targets - Abuja 2012 Ministerial Conference.

Agenda Item 8:   Review of the AOP/SG Terms of Reference (ToRs) in support of the
                        ICAO Strategic Objectives.

Agenda Item 9:   Any other business. Any other matters not specifically provided for and covered
                        under the above agenda items, would be addressed under this agenda item.

PART II: REPORT ON AGENDA ITEMS

Report on Agenda Item 1:   Follow-up on APIRG Conclusions and Decisions still in force in the AOP field

1.1   General

1.1.1   Under this agenda item, the meeting reviewed the status of implementation in the AFI Region of the previous meetings. It was noted that although substantial implementation progress had been achieved, there had been several challenges. After discussion, the meeting formulated the following Draft Conclusion corresponding to previous meetings:

DRAFT CONCLUSION 10/1: AERODROME INSPECTOR TRAINING

That:

a) **States wishing to get ICAO training (Integrated Safety Management Course, Aerodrome Inspector's Courses and Aerodromes Certification Course) should send requests to ICAO Regional Offices, and where possible coordinate such requests with other States for Region-wide benefit, and that when such courses are organized, States should include participants from the "Regulator", "Aerodrome Operator" and "Airline Operators"; and**

b) **That Regional Safety Oversight Organizations (RSOOs) which have developed Aerodrome Inspector Training Systems should share them with others.**

Report on Agenda Item 2: Review of the AFI Air Navigation Plan

2.1   The meeting revisited this long-standing issue with respect to the existence in the AFI ANP List of International Airports of some airports which are not currently receiving and are not planning to receive in the foreseeable future regular international flights. Such airports are not therefore given priority in allocation of resources and are poorly equipped. Consequently such aerodromes continue to remain with deficiencies for a long time. At the seventh meeting of the Aerodrome Operational Planning Sub-Group (AOP/SG/7) held in Dakar, Senegal from 10 to 13 July 2007, it was agreed that there was need to have a regular review of the international aerodromes listed in the AFI ANP. Several attempts have since then been made by the Secretariat to get States to implement this decision. In many cases, States have maintained the list and made only editorial reviews mainly related to the designated names of the aerodromes. The meeting acknowledged that specific circumstances in Africa sometimes require flights across boarders which technically are international flights. Aerodromes from and to which such flights operate are defined by Annex 9 as international aerodromes and some States include them in their list of international aerodromes for AFI ANP purposes. However due to the small volume of traffic and in many cases the size of the aircraft used, such aerodromes were not properly equipped.

2.2   The meeting further noted that following the outcome of the 12th Air Navigation Conference (AN Conf/12, Montreal, 19-30 November 2012) Recommendation 6/11 "Regional performance framework - alignment of air navigation plans and regional supplementary procedures", it was necessary to align the areas of applicability of the Regional Air Navigation Plans (ANPs) with the regional supplementary procedures (SUPPs). Accordingly, ICAO was tasked to develop and circulate corresponding proposals for amendments to the ANPs which would be submitted to the ICAO Council for approval. The alignment of the areas of applicability of the ANPs and SUPPs will integrate, within each planning and implementation regional group (PIRG). This will provide benefits to States, PIRGs and the ICAO Secretariat to support a more efficient implementation of the Aviation System Block Upgrades (ASBUs) methodology in the regions. The meeting therefore reviewed the changes consequent to this outcome resulting to some States to be transferred from the Africa-Indian Ocean (AFI) ANP (Doc 7474) to the Middle East (MID) ANP (Doc 9708) and from AFI ANP to Europe ANP (Doc 9639). The meeting was appraised of the ICAO Council approved procedure for the amendment of the Basic ANP and FASID.

The meeting formulated the following draft conclusion:

DRAFT CONCLUSION 10/2:   REVIEW OF THE AFI AIR NAVIGATION PLAN

That ICAO should, where it has obtained official communication from the States, proceed with the amendment of Doc 7474 Vol. I, AFI ANP – List of International Aerodromes, in accordance with the procedure for amendment of the Basic ANP approved by the Council.

Report on Agenda Item 3:   ICAO Universal Safety Oversight Audit Programme

3.1   The meeting acknowledged that the Universal Safety Oversight Audit Programme (USOAP) has unquestionably contributed towards improving the safety of international civil aviation by promoting the systematic implementation by States of ICAO safety-related Standards and Recommended Practices. The fundamental and time-tested process of identifying deficiencies through the safety oversight audits, encouraging States to develop and implement plans to correct the deficiencies and analyzing the audit results to create a guide for future improvements is the cornerstone for the success of USOAP. The transparency and the sharing of information associated with the evolution of the audit programme have likewise contributed to improving safety. The un-obstructed availability of timely, un-biased and authoritative safety information is essential for sound decision-making and cost-effective investments of human and financial resources.

3.2   The meeting appreciated the evolvement of USOAP to a Continuous Monitoring Approach (CMA) which will monitor the safety oversight capabilities of ICAO Member States on an ongoing basis and carry out various USOAP activities based on an analysis of safety risks.

3.3   The meeting reviewed an evaluation of the USOAP results that indicate that in all critical elements of a State's safety oversight system (including in the AGA area), the percentage of Lack of Effective Implementation (LEI) in the AFI Region is substantially higher than the global average and formulated the following draft conclusion:

> **DRAFT CONCLUSION 10/3:   UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)**
>
> **That:**
>
> a)   **In order to realize improved LEI of the various Critical Elements, States should ensure aerodrome inspectors are adequately trained, including provision of on-the-job training, specialized training, refresher training etc. to effectively perform all the safety oversight functions;**
>
> b)   **For ASECNA member States, where there are occasions where several aerodrome operator responsibilities are shared among several entities, the concerned States should identify and clearly designate which entity shall be certified and shall hold that certification on behalf of all the others and shall therefore have accountability on the activities of all the other entities; and**
>
> c)   **ICAO should consider publishing for the use by States a technical guidance material on the conduct of aeronautical studies and the use of the results of the aeronautical studies for the evaluation of requests for exemptions.**

Agenda Item 4:   Runway Safety Programmes

4.1   The meeting noted the Assembly Resolution A37-6 of the 37th Session held in Montreal, Canada from 28 September to 8 October 2010 urging States to take measures to enhance runway safety, including the establishment of runway safety programmes using a multidisciplinary approach, that includes at least regulators, aircraft operators, air navigation services providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions and   incursions and other occurrences related to runway safety. Under the runway safety programmes, States are expected to monitor runway safety events and related precursors as part of the safety data collection and processing system.

4.2   The runway safety programmes should be based on inter-organizational safety management including the creation of local runway safety teams that address prevention and mitigation of runway excursions and incursions and other occurrences related to runway safety.

4.3   The meeting was informed that a Global Runway Safety Symposium (GRSS) was held in Montreal, Canada, from 24 to 26 May 2011. The symposium was an important first step in coordinating a global effort for improving runway safety by identifying what a State can do to improve runway safety outcomes, including determining a common framework for the enhancement of runway safety. At the symposium, a number of key issues were identified. These include that; one-size-does-not-fit-all. Solutions developed by ICAO need to account for local conditions yet be standardized and harmonized to ensure interoperability. Runway incursions and excursions are the main issues but other aspects such as Bird Strike and FOD should not be overlooked. The GRSS recommended the holding of Regional Runway Safety Seminars (RRSS) at the regional levels, and so far there have been two RRSS in the AFI Region, the first one took place in Cape Town, South Africa in October 29-30, 2012 whilst the second was held in April 10-12, 2013 in Agadir, Morocco. In general, the outcomes and recommendations of the two meetings were that States were encouraged to establish Runway Safety Teams (RSTs).

4.4   At these Regional Runway Safety Seminars, ACI committed to support AFI States by providing free training related to SMS and basics of ICAO Annex 14 and in particular aerodrome signs and markings as well as facilitating knowledge sharing and information. In addition, ACI promoted the idea of friendly audits as a first step to Aerodrome Certification to Annex 14 Standards. CANSO, on the other hand, committed to facilitate communication with ATC to obtain their commitment and to provide guidance material. As a successful RST programme requires all key stakeholders to cooperate in a collaborative manner, ICAO committed to develop a Runway Safety Team Handbook.

4.5   The meeting was informed that as a follow up, the ESAF Regional Office is collaborating with AVIASSIST and the Civil Aviation Safety and Security Regional Safety Oversight Agency (CASSOA) for the East African Community (EAC) to hold a seminar on runway safety at Entebbe, from 4 to 8 November 2013. The seminar programme will include establishment of a Runway Safety Team at Entebbe International Airport and the participants from the five EAC Partner States are expected to establish the RSTs in their State.

4.6 The meeting considered that for the RSTs to be efficient and effective, they should include at least the following:-

    a)   airport operator;
    b)   air traffic services;
    c)   commercial air operators;
    d)   pilots;
    e)   members from the general aviation community (if applicable).
    f)   the regulatory authority;
    g)   military operator (if applicable);
    h)   support services (de-icing, catering, ground handling, etc.);
    i)   emergency response service providers; and
    j)   subject matter experts (upon invitation).

4.7 The meeting agreed that RSTs should be hosted by the airport operator and the agenda for the meeting should as a minimum include:

    a)   an update on previous recommendations;
    b)   new hazards and associated consequences;
    c)   risk assessments of the consequences; and
    d)   proposed recommendations for managing the risk.

4.8 The meeting formulated the following draft conclusion:

DRAFT CONCLUSION 10/4:   RUNWAY SAFETY PROGRAMMES

That:

a)   States should ensure that all international aerodromes establish RSTs; and

b)   The RSTs established should be appropriately mandated to monitor the runway incursion and excursion incidences and accidents and propose mitigation measures proactively.

Agenda Item 5:   Aviation System Block Upgrades (ASBUs) Concept

5.1   The meeting was apprised of the content of the Global Air Navigation Plan (GANP) (Doc 9750) which introduces the ICAO Aviation System Block Upgrades (ASBUs) methodology and supporting technology roadmaps based on a rolling fifteen-year planning horizon. The meeting noted that although the GANP has a global perspective, it is not intended that all ASBUs modules are to be applied around the globe.   Some of the ASBUs modules contained in the GANP are specialized packages that should be applied where specific operational requirements or corresponding benefits exist. Of some importance is the need for each of the modules to be both flexible and scalable to the point where their application could be managed through any set of regional plans and still realize the intended benefits. The preferential basis for the development of the modules relies on the applications being adjustable to fit many regional needs as an alternative to being made mandated as a one-size-fits-all application. Even so, it is clear that many of the modules developed in the block upgrades will not be necessary to manage the complexity of air traffic management in many parts of the world.

5.2   In particular, the meeting took note of the Recommendation 6/1 of the AN-Conf/12 as well as the outcome of PIRG-RASG coordination meeting held in March 2013, calling on PIRGs to develop regional action plans for ASBUs by May 2014. The action plans are expected to contain:

a)   priorities and targets for ASBUs Block 0 Modules;
b)   identification of implementation challenges; and
c)   determining implementation and benefit indicators/metrics.

5.3   The regional action plan for ASBUs is a transition document and will need to be approved by the respective PIRGs and thereafter to be suitably reflected in respective regional Air Navigation Plans. The meeting took note that a Regional ASBUs Workshop is scheduled to be held in Nairobi from 21 to 25 October 2013 at which the draft regional action plan will be discussed ready for presentation to APIRG/19 meeting to be held in Dakar, Senegal from 28 to 31 October 2013 for endorsement.

5.4   The meeting established a Task Force to develop the categorization and prioritization of ASBUs Block 0 Modules for the AFI Region in the area of Airport Operations and a related set of Air Navigation Reporting Forms (ANRFs) for Block 0 Modules with performance objectives, targets, challenges and implementation as well as benefit metrics. Bearing in mind the remaining time for completion of this task, the meeting formulated the following decision and draft conclusions.

DECISION 10/1:   AVIATION SYSTEM BLOCK UPGRADES (ASBUs) CONCEPT

That:

AOP/SG establish an ASBUs Task Force comprising of Kenya, South Africa, IFALPA, IFATCA and ASECNA to be coordinated by the ICAO Secretariat whose mandate is to:

a)   **Review the categorization and prioritization of ASBUs Block 0 Modules and decide what is best for the AFI Region; and**

b)   **Review the Air Navigation Reporting Forms (ANRFs) and verify that all the information currently in Performance Framework Forms (PFFs) in the ICAO SP AFI RAN/08 Report (Doc 9930) is reflected; and ensure that the target dates are updated and aligned with the ASBUs Block 0 modules related to Aerodrome Operations.**

DRAFT CONCLUSION 10/5:   AVIATION SYSTEM BLOCK UPGRADES (ASBUs) REGIONAL WORKSHOP

That States are encouraged to participate fully at the Regional ASBUs Workshop to be held in Nairobi, Kenya from 21 to 25 October 2013 in order to effectively contribute towards the development of the AFI Regional Action Plan for ASBUs which will be reviewed for endorsement at APIRG 19 to be held from 28 to 31 October 2013 in Dakar, Senegal.

Agenda Item 6:   ICAO-ACI Airport Excellence (APEX) Programme

6.1   Under this agenda item, the meeting was apprised of the ICAO-ACI APEX Programme, an ACI initiative announced at the ICAO Global Runway Safety Symposium in Montreal in May 2011 whose aim is to assist airport operators with the improvement of level of safety and compliance with ICAO Standards and Recommended Practices. The APEX in Safety Programme was launched in September 2011, with a pilot Safety Review being performed in Lomé, Togo. Following this first successful mission and as at the end of 2012, five other pilot Safety Reviews had been conducted, covering four regions, namely Africa, Asia-Pacific, Europe and Latin America.

6.2   The procedure of the APEX in Safety Programme is based on a Memorandum of Cooperation (MoC) between ACI and ICAO to provide a framework in order to jointly pursue the highest possible levels of safety at airports worldwide. The objectives of the MoC are to:

> a) Support the development of the ACI APEX in Safety Programme, designed to help airports worldwide to identify and address safety vulnerabilities;
> b) Perform joint technical assistance projects;
> c) Exchange regularly safety-relevant information and data and by providing mutual access to databases;
> d) Exchange experts and provide training; and
> e) Promote regional cooperation.

6.3   The APEX in Safety Programme is based on ICAO Standards and Recommended Practices (SARPS) in Annex 14 and ACI Best Practices. It takes the form of a peer review process called a Safety Review, including a self-assessment of the safety level, gap analysis, recommended solutions and design of an action plan following an on-site visit at an airport (the "Host Airport") which has requested assistance to enhance its level of safety. The meeting noted that ACI finished the pilot phase of the programme, which includes Safety Reviews performed in Lomé, Togo; San Pedro Sula, Honduras; Maputo, Mozambique; Lusaka, Zambia; Jakarta, Indonesia; and Cluj-Napoca, Romania. The APEX in Safety Programme has entered into full implementation phase as of the fourth, 2012. The meeting acknowledged the benefits associated with the ICAO-ACI APEX Programme through access to experts, training workshops and seminars, working groups at local, regional and international levels. These benefits result to the State oversight capabilities receiving a boost, as the airport participating in the APEX in Safety Programme will display a greater level of compliance with SARPs and the national regulations applicable. The APEX in Safety Programme offers a unique opportunity for airports to assess their current level of safety in a manner which is non-punitive and all-inclusive, as well as ensuring that their safety needs are addressed and appropriate solutions are developed. The airports being reviewed benefit from ACI best practices, operational expertise from peer airports and other Programme partners, and contribution from ICAO. The meeting therefore formulated the following draft conclusion:

DRAFT CONCLUSION 10/6:   **ICAO-ACI AIRPORT EXCELLENCE (APEX) PROGRAMME**

That States:

a) **Support the use of the APEX in Safety Programme at airports in the AFI Region;**

b) **Encourage airport operators to approach ACI for assistance through the APEX in Safety Programme; and to recommend airports operators in the AFI Region to participate in the APEX Safety Reviews Programme and share relevant information on safety;**

c) **Encourage the pooling of competences of States to carry out aerodrome certification audits, considering the poor human resources available at the national level;**

d) **Encourage the sharing of experiences between ICAO, States, the COSCAP projects and regional civil aviation safety oversight organizations; and**

e) **Encourage the participation of these Organizations in the ICAO/ACI APEX programme.**

6.4   The meeting appreciated that the activities being conducted within UEMOA-COSCAP had allowed it to obtain extensive experience in the region and knowledge of the problems inherent in States. It noted that UEMOA-COSCAP will continue to provide technical assistance to all the UEMOA Member States and Mauritania. The objectives being to certify in the medium term the main airports of the States concerned. The programme established by the UEMOA-COSCAP to that effect covers six phases, ranging from training, to the conduct of certification and continuing oversight activities.

6.5   Within the framework of international cooperation, the UEMOA-COSCAP takes part in joint assistance missions together with other organizations (ICAO Regional Office, EASA and AFCAC). Also, at the request of ICAO, UEMOA-COSCAP Inspectors take part in assistance missions to States which are not members of the Project. The UEMOA-COSCAP has also provided AFCAC with Inspectors under the AFI-CIS programme. The meeting noted with appreciation that within the framework of this international cooperation, the UEMOA-COSCAP is prepared to assist the ICAO/ACI APEX programme by putting its technical staff at its disposal

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Agenda Item 7:   High Level Safety Targets-Abuja 2012 Ministerial Conference

7.1   Under this agenda item, the meeting was apprised of the outcome of the Ministerial Conference on Aviation Safety in Africa which was held at the Transcorp Hilton Hotel Abuja, Nigeria, from 16 to 20 July 2012. More than 250 participants attended, representing 38 States and 15 international organizations. During this Conference, specific and measurable aviation safety targets were established in order to enhance safety standards and implement all safety initiatives in the region. The Safety Targets with the Plan of Action on Aviation Safety in Africa also included recently identified emerging issues that may threaten aviation safety in the AFI Region. These targets are considered realistic, achievable and measurable. The focus in their formulation is directed to States for their ownership with the implied involvement of continental/sub-regional bodies, aviation stakeholders and partners.   Most of ICAO Plans of Action specific to States, developed after holding the Abuja Ministerial Conference, include the safety targets for implementation. The focus in their formulation is directed to States for their ownership with the implied involvement of continental/sub-regional bodies, aviation stakeholders and partners.

7.2   The meeting noted that the Ministers responsible for civil aviation demonstrated a goodwill and political support at the Ministerial Conference on Aviation Safety which will significantly help to implement aviation safety in the AFI Region, to strengthen regulatory oversight and enhance safety performance. The political support demonstrated during the Conference is seen as an important element for achieving the Safety Targets within the time lines as indicated in the Plan of Action on Aviation Safety in Africa. In order to systematically and effectively achieve the above Safety Targets, the Conference developed a Plan of Action on Aviation Safety in Africa to monitor and evaluate the status of implementation of the various issues, recommendations and initiatives as follows:

a)   Reduce runway related accidents and serious incidents by 50% by the end of 2015;

b)   Establish and strengthen Civil Aviation Authorities with full autonomy, powers and independence, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry (or delegate their functions and tasks to RSOOs or other African State(s) by the end of December 2013;

c)   Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of Dec 2015;

d)   Reduce Loss of Control related accidents/serious incidents by 50% by the end of 2015;

e)   Implementation of ICAO specific Plans of Action derived from ICAO ROST missions by December 2013;

f)   Implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015;

g)   Certify all International Aerodromes by the end of 2015; and

h)   Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by the end of 2015.

Bearing this in mind, the meeting formulated a draft conclusion:

DRAFT CONCLUSION 10/7:   **HIGH LEVEL SAFETY TARGETS - ABUJA 2012 MINISTERIAL CONFERENCE**

That:

a) **AFI member States are urged to strictly adhere to the AFI 2012 Ministerial Conference proposed plan of action for the implementation of the proposed Safety Targets in conformity with the set time lines with regard to the AOP field; and**

b) **AFI States should provide information/feedback on the implementation status of the Safety Targets to enable AFCAC monitor the level of implementation.**

Agenda Item 8:   **Review of the AOP/SG terms of reference in support of the ICAO strategic objectives**

8.1.   Under this agenda item, the meeting reviewed its terms of reference and future work programmes with a view to incorporating the ICAO emphasis on ensuring all activities support the ICAO Strategic Objectives. The meeting amended the item 1.3 of the ToR to include the Sub-Group's contribution towards the ASBUs concept as indicated in **Appendix B** below:

Appendix B:

TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE AERODROME OPERATIONAL PLANNING SUB-GROUP (AOP/SG)

1.   Terms of reference

1.1   In the field of aerodrome operational planning:

1.1.1   To keep under review the adequacy of the requirements contained in the ICAO Regional ANP, taking into account changes to aircraft operations, new operational requirements and/or technological developments, and to propose amendments as required.

1.2   In the field of oversight and surveillance responsibilities of the States:

1.2.1   To keep under review the status of implementation of the aerodrome oversight and surveillance responsibilities of the States in accordance with the relevant ICAO SARPs.

1.3   In the field of aerodrome services:

To identify, assess and track a prioritized list of critical deficiencies in the provisions of aerodrome installations, equipment and services with particular emphasis to:

    a)   Aerodrome power supply;
    b)   Visual aids;
    c)   Rescue and firefighting;
    d)   Aerodrome fencing;
    e)   Wildlife hazards;
    f)   Aerodrome emergency planning and testing;
    g)   Pavement surface condition;
    h)   Obstacle limitation surfaces control;
    i)   Runway safety;
    j)   Aerodrome Planning & Design; and
    k)   Global Air Navigation Plan (GANP) Aviation System Block Upgrades (ASBUs) Concept as it relates to Aerodrome Operations.

Agenda Item 9: Any Other Business

9.1   There being no other business the meeting was officially closed.

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)
EASTERN AND SOUTHERN AFRICAN OFFICE – NAIROBI

TENTH MEETING OF THE AERODROME OPERATIONS PLANNING
SUB-GROUP (AOP/SG/10) (NAIROBI, KENYA, 5-7 AUGUST 2013)

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