



International Civil Aviation Organization  
Western and Central African Office

**Eleventh Meeting of the Aerodrome Operations Planning Sub-Group  
 (AOP/SG/11)  
 (Dakar, Senegal, 3 to 7 August 2015)**

**Agenda Item 1: AOP SG Background**

**OUTCOME OF APIRG/EO MEETING LUSAKA, JULY 2014**

*(Presented by the Secretariat)*

<b>SUMMARY</b>
<p>This working paper presents the background of the Aerodrome Operations Planning Sub-Group (AOP SG) and proposes actions in order to give effect to outcome of the APIRG/EO.</p> <p>Action by the meeting is at <b>paragraph 3.</b></p>
<b>REFERENCES</b>
<ul style="list-style-type: none"> <li>– APIRG/11-19</li> <li>– APIRG Handbook</li> </ul>
<p>This Working Paper is related to Strategic Objectives: <b>A, B &amp; E</b></p>

**1. INTRODUCTION**

1.1 The AFI Planning and Implementation Regional Group (APIRG) was set up by the Council of ICAO, in 1980, as recommended by the Sixth AFI Regional Air Navigation Meeting (AFI/6), 1979.

1.2 Whilst acting on Recommendation 6/8 of AFI/6 RAN meeting (1979), the Council of ICAO established the functions of the APIRG, its position in ICAO, the composition of the Group and the guidelines which should govern its working methods, including relations with States and the relationship with ICAO specialized regional bodies. On the basis of such guidelines, the APIRG further developed, throughout its meetings, other working arrangements considered necessary for the regular conduct of the Group's activity.

1.3 The APIRG is primarily responsible for the development and maintenance of the AFI Air Navigation Plan (ANP, ICAO Doc 7474), as well as the identification and resolution of air navigation deficiencies. It is a planning and coordination mechanism and, while implementation is the responsibility of States, APIRG can play a significant role in supporting the implementation of Standards and Recommended Practices (SARPs).

1.4 In order to assist in its work, the Group may create contributory bodies (**sub-groups**), charged with preparatory work on specifically defined problems. Representation in such sub-groups should be by specialists in the subjects concerned and familiar with the area under consideration.

## 2. DISCUSSION

### *TERMS OF REFERENCE FOR AOP SG*

#### *a) In the Field of Aerodrome Operational Planning:*

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

#### *b) In the Field of Aerodrome Services:*

2.2 To identify critical shortcomings in the provisions of aerodrome installations, equipment and services with priority to:

- i. aerodrome physical characteristics;
- ii. aerodrome power supply;
- iii. visual aids;
- iv. rescue and firefighting;
- v. aerodrome fencing;
- vi. wildlife management; and
- vii. aerodrome emergency planning

#### 2.3 The Working programme

No.	Task description	Strategic objective	Priority	Status of Implementation
1	Review at each AOP/SG meeting the content of the Table AOP 1 and where necessary, after coordination with users and operators, introduce the respective changes through the established procedures. (AFI/7 RAN Meeting Conc. 3/2.).	A, B & E	B	
2	Develop a data base on shortcomings and deficiencies in the AOP field and at each AOP/SG meeting, review and update the data base and identify requirements for possible technical cooperation. (AFI/7 RAN Meeting Concs. 14/1 and 14/2 and Rec. 14/3).	A, B & E	A	

3	Review the severity of the bird hazard and the status of implementation of appropriate bird hazard reduction measures in the Region. (AFI/7 RAN Meeting Conc. 4/7).	A, B & E	A	
4	Review States' efforts to allocate the necessary resources to ensure the establishment of preventive maintenance at their aerodromes in order to provide adequate maintenance of facilities, installations and services (AFI/7 RAN Meeting Conc. 4/10).	A, B & E	A	
5	Review the need and monitor the measurement and reporting by States of the surface condition and unevenness on movement areas at aerodromes in the AFI Region. (AFI/7 RAN Meeting Rec. 4/4).	A, B & E	B	
6	Review the provision of rescue and fire fighting services and emergency planning at international aerodromes in the AFI Region and monitor the switch over to the use of environmentally friendly materials for fire fighting. (AFI/7 RAN Meeting Conc. 4/6).	A, B & E	A	
7	Review and monitor the development and implementation of guidelines and procedures for surface movement guidance and control systems at complex airports and during low visibility conditions. (Input to CNS/ATM planning process).	A, B & E	C	
8	Review, assess and provide guidance on the impact of the operations of the new larger aeroplanes at aerodromes in the AFI Region.	A, B & E	B	
9	Review and monitor the implementation of new approach and landing systems in order to ensure smooth transition and optimization of the performance of the systems implemented. (Input to CNS/ATM planning process).	A, B & E	A	
10	Monitor the progress in the implementation of the common geographical reference system (WGS-84) and the publication of coordinates of significant points with required degree of accuracy in the AFI Region. (AFI/7 RAN Meeting Recs. 12/28 and 12/29).	A, B & E	A	
11	Review and monitor the status of implementation of visual aids in the AFI Region and of provision of resources for ensuring preventive maintenance, human factors and progress in technology development in order to achieve increased safety and capacity. (AFI/7 RAN Meeting Conc. 4/1, Rec. 14/7).	A, B & E	A	
12*	Review and monitor the traffic growth in the AFI Region in order to develop appropriate guidance for the development of a planning criterion.	A, B & E	B	

Priority:

- A High priority tasks on which work should be accelerated;
- B Medium priority tasks, on which work should be undertaken as soon as possible, but without detriment to priority A tasks;
- C Lesser priority tasks, on which work should be undertaken as time and resources permit, but without detriment to priority A and B tasks.
- \* This task will be a subject of coordination with the Traffic Forecasting Task Force.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information in this working paper;
- b) Apply some of AOP methodology in the identification of projects.

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