



International Civil Aviation Organization
Western and Central African Office

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

**Agenda Item 3: Status of Implementation of the Sub-Group Work Plan
 Programme as assigned by APIRG**

OUTCOME OF APIRG/EO MEETING LUSAKA, JULY 2014

(Presented by the Secretariat)

SUMMARY

This paper reviews the outstanding APIRG Conclusions and Decisions that are still in force related to the AOP field. The meeting is invited to take note of the progress of implementation made so far and come up with proposals on strategies for addressing the long outstanding Conclusions and Decisions, bearing in mind the new projects based aspect of the ASBU methodology.

Action by the Meeting:

To take note of outstanding APIRG Conclusions and Decisions and give proposals.

Action by the meeting is at **paragraph 3.**

REFERENCES

- APIRG/11-19
- APIRG Handbook

This Working Paper is related to Strategic Objectives: **A, B & E**

1. INTRODUCTION

1.1 During the APIRG/17, the status on the follow-up actions taken by the States and ICAO on APIRG Conclusions and Decisions including those outstanding from APIRG/15 and other previous meetings was presented. The meeting took note of progress made on the outstanding Conclusions and Decisions since APIRG/16.

1.2 Progress on the implementation of long outstanding Conclusions and Decisions made in other previous APIRG meetings was reviewed. The meeting emphasized the need for the provision of information on impediments to implementation of these Conclusions and Decisions and requested that proposals for solutions be provided by the sub-groups at APIRG meetings when submitting their reports for the inter-sessional period. The following decision was therefore formulated:

DECISION17/2: PROPOSALS FOR SOLUTIONS TO LONG OUTSTANDING CONCLUSIONS AND DECISIONS OF APIRG

That: the sub-groups, when presenting their reports to the APIRG, make proposals on strategies for addressing the long outstanding Conclusions and Decisions.

1.3 The APIRG/18 acknowledged that the number of Conclusions and Decisions have become cumbersome to manage effectively and requires a strategy to be developed for their streamlining. In this regard, the Meeting agreed that the Sub-Groups should review all APIRG Conclusions and Decisions since APIRG/13 meeting, with the objective of identifying Conclusions and Decisions with the following characteristics:

- a) **those which have been implemented or became obsolete due to developments;**
- b) **those which have matured to be included in the work programme of APIRG and its subsidiary bodies as well as the Terms of Reference or Handbook of the Group;**
- c) **those which are adequately covered by other specific provisions of ICAO including SARPs, Assembly Resolutions and Regional requirements, to be deleted or reformulated to complement such other ICAO provisions; and**
- d) **those which have since become redundant.**

1.4 The APIRG/19 took note that the Sub-Groups have completed the review and update of the previous Conclusions and Decisions from previous APIRG meetings. Conclusions and Decisions that were still valid were consolidated or reformulated. Other Conclusions and Decisions concerning more than one technical area needed further consideration and coordination within the Secretariat. The following Decision was formulated:

DECISION 19/01: CONSOLIDATION OF CONCLUSIONS AND DECISIONS FROM PREVIOUS MEETINGS

That the Secretariat

- a) **finalize the review of the Conclusions and Decisions from APIRG previous meetings, which require further consideration within the Secretariat; and**
- b) **reflect the consolidation of the Conclusions and Decisions that are still valid in the action plan to be derived from the report of APIRG/19 Meeting.**

2. Discussion

2.1 The meeting should recall that, although the Conclusions and decisions were analyzed and consolidated, there are still others that are partially or not implemented. The table below is illustrating, but not in an exhaustive manner, a list of such Conclusions and Decisions that the meeting should decide the way forward in order to overcome the longstanding deficiencies in the field of AOP.

| Conclusion/ Decision | Action Required |
|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conclusion 16/9 Aerodrome emergency plans | <p>That:</p> <ul style="list-style-type: none"> a) States consider the organization of local workshops with all departments and organizations concerned in order to facilitate coordination, finalization and approval of their aerodrome emergency plans; b) States, which have not done so, ensure that all international aerodromes in that State develop an approved aerodrome emergency plan by 1st January 2008; and c) Both the ESAF and WACAF Regional Offices shall conduct a survey in February 2008 to ascertain which airports will still have not implemented this requirement and convene a meeting with States concerned to discuss this issue further. |
| Conclusion 17/9: aerodrome emergency plans | <p>That:</p> <ul style="list-style-type: none"> 1) States should develop guidance material to enable aerodrome operators review their aerodrome emergency plans to include “public health emergencies”, and 2) ICAO Regional Offices should carry out surveys of all international airports close to large bodies of water or swampy areas and organize workshops for them to emphasize the need to provide specific rescue facilities. |
| Conclusion 17/10: Aerodrome Certification | <p>That:</p> <ul style="list-style-type: none"> a) States which have not done so should while developing their legislative frameworks ensure that aerodrome inspectors are adequately empowered to impose operating restrictions and sanctions at aerodromes in cases where non-conformances have been identified, and b) Where aerodrome certification has not been implemented, the aerodrome operators should commit to certification of their aerodromes within 2011. |
| Conclusion 17/8: Training of rescue and fire fighting (RFFS) personnel | <p>That, States which have not done so, should develop specific guidance on the rescue and fire fighting personnel minimum education background, qualifications and skills during their development including requirement for periodic medical examination.</p> |
| Conclusion 17/11: Implementation of SSP and SMS | <p>That:</p> <ul style="list-style-type: none"> a) To effectively achieve the objectives of SMS at certified aerodromes, senior management of the aerodrome organizations should demonstrate commitment to SMS by actively participating in its implementation and by providing adequate resources for training of staff and contractors, and by facilitating the flow of safety information to all staff; |

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|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none"> b) Senior management at aerodromes should pay more attention to safety monitoring and to the implementation of remedial actions necessary for the achievement of required safety performance levels and ensure that safety objectives and strategies are clearly defined; and c) As a matter of urgency, CAA's should endeavor to establish objective strategic plans for the implementation of the SSP in order to expeditiously support implementation of annex 14 requirements for aerodrome certification and SMS implementation. |
| Conclusion 18/07: Aerodrome Inspector Training Requests to AFI plan | That, Training under the ICAO AFI plan (Integrated Safety Management Course, Aerodrome Inspector's Courses and Aerodrome 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". |

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information of this working paper;
- b) refer some of the unresolved deficiencies the identification of projects.
