

AFI ANP, VOLUME I

PART II – AERODROMES / AERODROME OPERATIONS (AOP)

1. INTRODUCTION

1.1 This part of the AFI ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aerodromes operations (AOP) facilities and services in the AFI Region(s) and complements the provisions of ICAO Standards, Recommended Practices and Procedures (SARPs) related to AOP. It contains stable plan elements related to the assignment of responsibilities to States for the provision of aerodrome facilities and services within the Region(s) in accordance with Article 28 of the *Convention on International Civil Aviation*

(Doc 7300) and mandatory requirements related to the AOP facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of the aerodrome facilities and services including the mandatory requirements based on regional air navigation agreements related to the AOP are contained in the AFI ANP Volume II

Part II - AOP.

1.3 The AFI ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The Aviation System Block Upgrades (ASBU) modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

Standards, Recommended Practices and Procedures

1.4 The Standards, Recommended Practices and Procedures (SARPs) and associated guidance material applicable to the provision of AOP are contained in:

- a) Annex 14 — *Aerodromes*, Volumes I and II;
- b) *Procedures for Air Navigation Services – Aerodromes* (PANS-Aerodromes) (Doc 9981) (*pending final approval*);
- c) *Airport Planning Manual* (Doc 9184);
- d) *Aerodrome Design Manual* (Doc 9157);
- e) *Airport Services Manual* (Doc 9137);
- f) *Manual on Certification of Aerodromes* (Doc 9774);
- g) *Assessment, Measurement and Reporting of Runway Surface Conditions* (Cir 329);
- h) *Operation of New Larger Aeroplanes at existing aerodromes* (Cir 305);
- i) *Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual* (Doc 9830);

- j) *Manual of Surface Movement Guidance and Control Systems (SMGCS)* (Doc 9476);
- k) *Helicopter Manual* (Doc 9261);
- l) *Manual on the prevention of runway incursions* (Doc 9870);
- m) *Stolport Manual* (Doc 9150);
- n) *ICAO Bird Strike Information System Manual* (Doc 9332); and
- o) *Manual on Civil Aviation Jet Fuel Supply* (Doc 9977).

2. GENERAL REGIONAL REQUIREMENTS

2.1 Regular aerodromes and their alternates required for international commercial air transport operations should be determined through regional agreements, based on the list of international aerodromes designated by States and the needs of the international commercial flights. Consideration should also be given to the needs of international general aviation flights as identified by user requirements. The alternate aerodromes should be planned/selected, to the greatest practicable extent, from the list of existing regular aerodromes used for international aircraft operations. However, where in specific cases the designation of another aerodrome in close proximity to a regular aerodrome would result in appreciable fuel conservation or other operational advantages, this aerodrome may be designated for use as an alternate aerodrome only. Planning of alternate aerodromes should be made on the basis of the following objectives:

- a) to ensure that at least one suitable alternate is available for each international aircraft operation; and
- b) to ensure that the facilities at the designated alternate aerodrome(s) are appropriate for the alternate aircraft operations.

2.2 The list of regular and alternate aerodromes (including their designations) required in the Region(s) to serve international civil aviation operations (international scheduled air transport, non-scheduled air transport and general aviation operations) is given in **Table AOP I-1**. Each Contracting State should ensure the provision of aerodrome facilities and services at the international aerodromes under its jurisdiction.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 TBD (if necessary)

Table AOP I-1 INTERNATIONAL AERODROMES REQUIRED IN THE AFI REGION(S)

EXPLANATION OF THE TABLE

City/Aerodrome: Name of the city and aerodrome, preceded by the location indicator.

Designation: Designation of the aerodrome as:

RS — international scheduled air transport, regular use;

RNS — international non-scheduled air transport, regular use;

AS — international scheduled air transport, alternate use;

ANS — international non-scheduled air transport, alternate use.

Note 1 — when an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown.

[Example — an aerodrome required for both RS and AS use would only be shown as RS in the list.]

Note 2 — when the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

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