



INTERNATIONAL CIVIL AVIATION ORGANIZATION

SIXTH MEETING OF THE AERODROMES
OPERATIONAL PLANNING SUB-GROUP (AOP/SG/6)
(Nairobi, Kenya, 11 – 13 May 2005)

**Agenda Item 1: Follow-up of APIRG/14 Meeting Conclusions and Decisions Concerning
Aerodrome Services**

(Presented by Secretariat)

SUMMARY

This paper reviews the APIRG/14 Conclusions and Decisions related to the progress and the status of implementation of aerodrome services in the AFI Region. The meeting is invited to take note of these Conclusions and Decisions and discuss ways and means of enhancing the follow-up actions as required in order to ensure the maintenance of safety. The Meeting should also take note the fact that these issues are reflected as deficiencies. The ICAO Council has raised concern that in many States the removal of deficiencies is not being given the appropriate priority and consequently deficiencies observed and recorded have remained unresolved for a long time. As a consequence, ICAO has now expanded the safety oversight audit programme to include all Annexes.

Action by the meeting is as at the various paragraphs below

References:

AOP/SG/5 Report
APIRG/14 Report

1. General

1.1 The APIRG/14 meeting was held in Yaounde, Cameroon, 23 – 27 June 2003. The Meeting reviewed the report of AOP/SG/5 and discussed at length the status of facilities and services required at aerodromes. It was noted that the non-implementation of these facilities and services have a close link to the safety of operations. Such non-implementation are recorded as deficiencies and as will be discussed in Agenda Item No. 2 of this Meeting, there is serious concern at the ANC and Council that in many States, the deficiencies have remained unattended for a very long time. The recently expanded safety audit programme to cover all Annexes including Annex 14 will most certainly identify more deficiencies. It is expected that this AOP/SG/6 Meeting will develop appropriate recommendations in this regard.

2. Bird hazard reduction

2.1 APIRG/14 Meeting noted that some States had made substantial efforts in bird hazard control and reduction and therefore agreed that the workshops that ICAO Regional Offices had conducted following the recommendations of APIRG/13 had achieved the desired results. However,

where the progress had not been as successful, the Meeting observed one of the major impediments being that of implementing measures without proper ornithological and environmental studies. The Meeting therefore developed Conclusion 14/1 on bird reduction as follows:-

CONCLUSION 14/1: BIRD HAZARD CONTROL AND REDUCTION

That:

- a) **States facing bird hazard problems conduct environmental and ornithological studies to make sure that dispersal and control methods selected are appropriate, efficient and cost effective. Cooperative approach by States for the conduct of these studies should be encouraged; and**
- b) **aircraft operators be encouraged to report all bird strikes to the airport operator in order to trigger action at the airport level.**

2.2 This Conclusion was reached at following the realization that ornithological studies do provide the information required to determine what are the most appropriate control measures, what neighbourhood communities to target and what types and volumes of resources are required to effectively implement the measures agreed upon.

2.3 The APIRG/14 Meeting also noted that in certain cases, airlines report bird strike incidences to their officers who in turn do not pass this information to the airport operators. Unless the incident is major, many times the incident is missed by the Airport Authority. In such cases, there is usually an insufficient allocation of resources to the bird strike reduction activity since management does not have the true extent of the problem at the airport.

2.4 ICAO Annex 14, Volume I, para 9.4.1 requires the establishment of a procedure for recording and reporting bird strikes to aircraft and the collection of information from aircraft operators, airport personnel etc. It is recognized that through the collection of such data, the airport operator shall be able to appreciate the level of risk (and danger) and therefore approve the allocation the necessary resources.

2.5 On a global view, ICAO has designed a system for the collection and dissemination of information on bird strikes to aircraft; the ICAO Bird Strike Information System (IBIS). ICAO Annex 14, Volume I, para 9.4.2 recommends that States collect and forward information on bird strikes to ICAO. During discussions at bird strike reduction workshops, it has become apparent that some States have opted to report only the “serious” incidences in many cases for the wrongly perceived fear of “shaming” the airport. It is emphasized here that there is no “minor” bird strike and that the intention of collecting bird strike data is to facilitate the development and implementation of appropriate hazard control measures.

2.6 This Meeting is expected to review the progress made at a Regional perspective.

3. Rescue and Fire Fighting Services (RFFS)

3.1 The APIRG/14 Meeting noted the substantial progress that has been made in the

implementation of the requirements in the AFI ANP and Annex 14, Volume I with respect to RFFS as a result of the continued establishment of autonomous airport authorities and the progressive involvement of the private sector in the ownership of airports. The Meeting however acknowledged that there were still many shortcomings at several airports.

3.2 The Meeting agreed that there were several airports that are located near large bodies of water or swamps that did not have specific provision for fire fighting and rescue under these circumstances, as such a Conclusion 14/2 was developed stating as follows:

CONCLUSION 14/2: RESCUE AND FIRE FIGHTING IN DIFFICULT ENVIRONMENT

That:

- a) **States ensure that airports close to large bodies of water or swampy areas are provided with appropriate rescue and fire fighting equipment and adequately trained personnel, if necessary by concluding mutual assistance agreements with specialized agencies; and**
- b) **ICAO develop and make available to States appropriate guidance material on rescue operations and equipment in a difficult environment.**

3.3 On the issue of guidance material, the Rescue and Fire Fighting Study Group (RFFSG) at its tenth meeting was of the view that the current guidance material in Doc. 9137, Part 1 – Rescue and Fire Fighting was sufficient. However, some fine-tuning was agreed to add some material from FAA Advisory Circular and input from two members. The RFFSG has since been disbanded and reconstituted as a working group of the newly created Aerodromes Panel (AP). This task shall be completed under the working group.

3.4 This meeting is expected to review the progress made or lack of, at those airports where this need is relevant.

4. Aerodrome Emergency Plan (AEP)

4.1 The meeting observed from the summary of the status of implementation of this requirement in the AFI Region that a lot more work is required. States have been reminded that, with the new requirement for aerodromes certifications becoming effective in November 2003, development of an AEP with a built-in mechanism for updating and a programme for regular testing shall become a prerequisite for consideration for certification. The meeting further took note that Ghana had acquired a disabled aircraft removal kit for a B747 type aircraft. Having noted that one of the main reasons for the inadequate implementation of this requirement was the absence of a designated authority responsible for coordinating the development of the plan and its testing and updating, the meeting therefore developed the following draft conclusion:

CONCLUSION 14/3: DESIGNATION OF A NATIONAL COORDINATOR FOR AERODROME EMERGENCY PLANNING

That States designate an appropriate national coordinator for airport emergency planning responsible for ensuring regular updating and timely testing of emergency plans, with the assistance of a small committee.

4.2 It is acknowledged that theoretically, all airport authorities desire to have elaborated well proven plan to minimize the effects of an emergency, particularly in respect to saving lives and ensuring airport operations continue with minimum interruption. Both the ICAO ESAF and WACAF offices have held several regional workshops relating to the development and management of an aerodrome emergency plan.

4.3 Following the APIRG/14 Conclusion 14/3, some States have designated an appropriate coordinator for airport emergency planning. This meeting is expected to evaluate whether the coordinators are becoming effective or not.

5. Aerodrome Certification

5.1 APIRG/14 noted that there was very slow progress in the implementation of the requirement for aerodrome certification, bearing in mind that the Annex 14 Standard was effective 27 November 2003. The meeting also agreed there was need for training of aerodromes inspectors and auditors. It therefore formulated the following Conclusion 14/4.

CONCLUSION 14/4 : CERTIFICATION OF AERODROMES

- a) **States which have not done so take appropriate measures to develop an action plan aimed at implementing the requirement for aerodrome certification in accordance with Annex 14, Volume 1 paragraph 1.3; and**
- b) **States ensure that personnel that would be involved in the certification process – in particular, aerodrome inspectors and auditors – be provided with appropriate training.**

5.2 A survey conducted recently by the ESAF Regional Office has indicated that progress in the ESAF Region is still quite minimal. Some four States have not made any progress at all and arrangements have been made to schedule a sub-regional training workshop for the four States.

5.3 This meeting is expected to discuss this state of affairs and develop a strategy to ensure progress on this matter.

6. Impact of new larger aeroplanes (NLA) in the AFI Region

6.1 The APIRG/14 meeting reviewed the report of the first meeting of the NLA/TF which highlighted several requirements that would be specific to the A380 because of its design, size and capacity. Apart from the need to widen runways, taxiways and possibly even the parking aprons, it will be necessary to re-evaluate the other passenger and aircraft handling facilities and infrastructure. The operation of the A380 will have considerable impact on the RFFS provisions especially in view of the spirit of the Annex 14, Volume I regarding the level of protection to be provided which should be pegged to the critical aircraft regardless of the number of movements.

6.2 APIRG/14 also noted that only South Africa and France (Reunion) had clear indication that they will receive A380 aircraft.

6.3 The APIRG/14 meeting developed the following Conclusion 14/5.

CONCLUSION 14/5: IMPACT OF NEW LARGER AEROPLANES ON AERODROMES IN THE AFI REGION

That:

- a) **States, assisted by ICAO, carry out a survey of the airlines' requirements in order to identify which airports are expected to receive operations of NLAs in the medium and long term. IATA should be requested to support and assist States in this regard;**
- b) **States planning for new airports acquire, wherever possible, sufficient land for code 4F considerations and develop medium and long-term master plans accordingly;**
- c) **States continue to monitor developments in this matter in order to be aware of the appropriate Standards and Recommended Practices as developed and approved by ICAO for implementation;**
- d) **States begin planning for appropriate training of RFFS personnel to meet NLA requirements;**
- e) **Airports identified to be considered for operation of the NLAs evaluate their infrastructure, services and human resources to determine what actions need to be taken to prepare them for these operations; and**
- f) **States planning for the development of new airports consider the construction of some facilities required for code F aerodromes in the first phase (culverts, bridges, pavement foundations) in order to avoid demolitions and associated impact at a later date.**

6.4 Over the years, AIRBUS, the manufacturers of the A380 have made tremendous progress in its production. The technical characteristics have since been précised and are available.

6.5 ICAO has on the other hand produced guidance material in the form of an ICAO *Circular 305 – AN/177: Operation of New Larger Aeroplanes at Existing Aerodromes*. This circular is intended to provide States with information concerning aerodrome facilities and services air traffic management and flight operations, which should be considered in accommodating NLAs at existing aerodromes.

6.6 The NLA/TF has held its second meeting and its report shall be discussed under Agenda Item.
