



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

**SECOND MEETING  
OF THE NEW LARGER AEROPLANE TASK FORCE (NLA/TF/2)  
(Nairobi, 10 May 2005)****Agenda Item 4: Future work program of the new larger Aeroplane Task Force  
(NLA/TF)**

*(Note presented by the Secretariat)*

1. The entrance into commercial service of the first New larger aeroplane, namely Airbus A380, is envisaged in 2006. The test flights began on 28 April 2005. Among the 150 orders already placed for this aircraft, although no African airline is concerned, a certain number of airlines operating in Africa have placed orders, in particular Air France, the Emirates, Lufthansa and Qantas. There is likelihood that some airports may be required to receive such aircraft as destination or alternate aerodromes. To date, the aerodromes that have indications from airlines to operate A380 are St. Denis in Reunion Island and Johannesburg and Cape Town in South Africa. Considering the frequency of bad weather conditions, it is important that the alternate aerodromes for these airports take note of this expected development.

2. The function of the NLA/TF is advisory. The advice is based on several technical and socio-economic considerations. ICAO developed in May 2003 a two-phases action plan for the gradual and smooth introduction of NLAs into international civil aviation service (Ref. State Letter No. 4/5.7 – 03/80 of 25/07/03). The first phase entailed the development and the publication in June 2004 of a circular on New Larger Aeroplane operations at existing aerodromes. This has been published as Circular 305 – AN 177. The second phase was expected to entail the review of current Annex 14, Volume I code F requirements, considering the results of studies conducted within and outside ICAO.

3. Circular 305 contains the necessary guidance material to enable States to undertake aeronautical studies in order to introduce special procedures to permit existing airports to accommodate specific NLAs. Where new airports are being contemplated, ICAO expects that the appropriate code F SARPS will be accommodated.

4. **Action required:**

4.1 In the light of the current state of knowledge of A380 characteristics, the evolution of ICAO guidance material to accommodate NLAs at existing airports and its achievements during this second meeting, the NLATF is invited to examine whether additional tasks remaining would justify its maintenance for proposals to be made to the sixth meeting of the AOP Sub-group.