

# AOP/SG/6 REPORT



## REPORT OF THE SIXTH MEETING OF THE AERODROME OPERATIONAL PLANNING SUB-GROUP (AOP/SG/6) OF THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)

(Nairobi, 11 - 13 May 2005)

Prepared by the Secretary of the AOP/SG, May 2005

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## LIST OF ABBREVIATIONS

ICAO abbreviations and acronyms are contained in the ICAO PANS ABC (Doc. 8400), the ICAO Lexicon (Doc. 9294) and other relevant terminology material. Those listed here have been chosen due to their relevance to the activities of the AOP/SG and/or are frequently found in this report in order to assist in its reading.

### A: Abbreviations in the AOP Table

#### A: 1 General

<b>RFF</b>	Required rescue and fire fighting service
<b>APP</b>	Approach control service
<b>TWR</b>	Aerodrome control tower
<b>ATIS</b>	Automatic Terminal Information Service
<b>AFIS</b>	Aerodrome Flight Information Service
<b>GNSS</b>	Global Navigation Satellite System
<b>RWY NO</b>	Runway designation numbers
<b>RC CR</b>	Aerodrome reference code for aerodrome characteristics
<b>RWY Type</b>	NINST (Non instrument), NPA (Non precision), PA1 (precision approach CAT 1), PA2, PA3
<b>TWY</b>	Taxiway to be provided
<b>RWY LENGTH PAVEMENT STRENGTH</b>	Runway balanced field length
	Critical aircraft for pavement strength and pavement strength expressed as all-up mass in thousands of Kg.

#### A: 2 Radio navigation aids:

<b>ILS</b>	Instrument landing System “X” or 1, 2, 3 if different from runway type + “D” if DME should be provided
<b>VOR</b>	Very high frequency Omnidirectional Range + “D” if DME is associated
<b>NDB/L</b>	Non Directional beacon or Locator

#### A: 3 Lighting aids:

<b>PA</b>	Precision approach lighting system “X” or 1, 2, 3 if different from runway type
<b>SA</b>	Simple approach lighting system
<b>VA</b>	Visual approach slope indicator “L” if PAPI or T-VASIS, “S” if PAPI or APAPI
<b>RWY</b>	Runway edge, threshold and runway end lighting
<b>CLL</b>	Runway centre line lighting
<b>TDZ</b>	Runway touchdown zone lighting

<b>TE</b>	Taxiway edge lighting
<b>TC</b>	Taxiway centre line lighting
<b>STB</b>	Stop bar lighting
<b>B</b>	Aerodrome or identification beacon

**A: 4 Marking aids:**

<b>DES</b>	Runway designation marking
<b>CLM</b>	Runway centre line marking
<b>THR</b>	Runway threshold marking
<b>TDZ</b>	Touchdown zone marking
<b>SST</b>	Runway side strip marking
<b>AMG</b>	Runway aiming point marking
<b>TWY</b>	Taxiway centerline marking and where required, edge
<b>HLD</b>	Holding position marking

**A: 5 Runway visual range:**

<b>TDZ</b>	Observation representative of the TDZ
<b>MID</b>	Observations representative of the middle of the runway
<b>END</b>	Observations representative of the end of the runway

**B: Other Abbreviations.**

<b>AFI</b>	Africa Indian Ocean Region
<b>ANP</b>	Air Navigation Plan
<b>FASID</b>	Facilities and Services Implementation Document
<b>ASECNA</b>	Agency for the Safety of Air navigation in Africa and Madagascar
<b>SADC</b>	Southern Africa Development Community
<b>ESAF</b>	Eastern and Southern Africa Region
<b>WACAF</b>	Western and Central African Region
<b>APIRG</b>	AFI Planning and Implementation Planning Group

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(Nairobi, 11 - 13 May 2005)**

**PART 1 - HISTORY OF THE MEETING**

## 1. HISTORY OF THE MEETING

### 1.1 Date and site of the meeting.

1.1.1 The sixth meeting of the Aerodrome Operational Planning Sub-Group (AOP/SG/6) was held in the conference room of the ICAO Eastern and Southern African (ESAF) Office, Nairobi, from 11 to 13 May 2005)

### 1.2 Officers and Secretariat.

1.2.1 The meeting was chaired by Mr. Mesroua Amine Debaghine of Algeria.

1.2.2 Mr. L.W. Ndiwaita, the AGA Regional Officer for the Nairobi ESAF Office was the Secretary of the meeting assisted by Mr. J.C. Waffo, the AGA Regional Officer for the Dakar WACAF Office.

1.2.3 The meeting was opened by Mr. Lot Mollel, the Regional Director for the ICAO ESAF Office.

### 1.3 Agenda.

1.3.1 The following was the agenda adopted by the meeting:

Agenda Item 1: Follow-up action on APIRG/14 meetings Conclusions and Decisions.

Agenda Item 2: Review of the deficiencies in the AOP field.

Agenda Item 3: The ICAO Universal Safety Oversight Audit Programme – A Comprehensive Systems Approach.

Agenda Item 4: Follow-up of specific Annex 14 requirements

4.1 Aerodrome Certification

4.2 Rescue and Fire Fighting Services

4.3 Amendment No. 7 to Annex 14, Volume I

Agenda Item 5: Review of the New Larger Aircraft Task Force Report.

Agenda Item 6: Any other business.

### 1.4 Participation

1.4.1 The meeting was attended by 31 participants from 11 States and three International Organizations of ASECNA, IATA and IFALPA.

1.4.2 The list of participants is attached at **Appendix A** to this report.

## **1.5 Working Languages**

1.5.1 The meeting was conducted in English and French with simultaneous translation. Language services were provided by free-lance interpreters.

## **1.6 Report**

1.6.1 The Report of the sixth meeting of the Aerodromes Operational Sub-Group (AOP/SG/6) was approved by the Meeting on 13 May 2005. In accordance to the APIRG Procedures Handbook, the AOP/SG records its action in the form of draft conclusions, draft decisions and decisions defined as follows:-

Draft Conclusions:- Matters which, in accordance with the APIRG Terms of reference, merit directly the attention of States or on which further action will be initiated by ICAO in accordance with established procedure.

Draft Decisions:- Matters of concern only to the APIRG and its contributory bodies.

Decisions:- Matters of concern only to itself.

**1.7 List of Draft Conclusions.**

- Draft Conclusion 6/1: Reporting of bird strikes to ICAO**
- Draft Conclusion 6/2: Conduct of full scale emergency exercises**
- Draft Conclusion 6/3: Update of the AFI FASID Table AOP I**
- Draft Conclusion 6/4: ICAO Audit programme – Comprehensive Systems Approach**
- Draft Conclusion 6/5: Implementation of the Aerodromes Certification Requirement**
- Draft Conclusion 6/6: Rescue and fire fighting**
- Draft Conclusion 6/7: Impact of the NLAs**
- Draft Conclusion 6/8: Continuity of participation at AOP/SG meetings.**

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**Agenda Item 1: Follow-up of APIRG/14 Meeting Conclusions and Decisions concerning aerodromes services****1.1 General**

1.1.1 The AOP/SG/6 Meeting reviewed the APIRG/14 Conclusions and Decisions related to the progress and status of implementation of aerodromes services in the AFI Region. The meeting acknowledged that non-implementation of these facilities and services had an impact to the safety of operations. The concerns of the ICAO Council on the lack of noticeable progress in the reduction or total removal of deficiencies in the AOP field in the AFI Region was emphasized to the meeting.

**1.2. Bird hazard reduction**

1.2.1 The meeting noted that following Conclusion 14/1 of APIRG/14 some States had made substantial efforts in bird hazard control and reduction and therefore agreed that the workshops that ICAO ESAF and WACAF Regional Offices had conducted had achieved the desired results. However, where the progress had not been as successful, the Meeting observed that one of the major impediments was that of implementing measures without proper ornithological and environmental studies.

1.2.2 The meeting was of the opinion that measures put in place to control bird hazard have to be all-inclusive and that it requires several measures working together to obtain the desired results. It was also agreed that for these measures to be effective, there was need for a concerted effort by all concerned as benefits from the resources deployed is often not obvious at the beginning which could lead to allocation of inadequate resources.

1.2.3 The meeting further agreed that collecting, analysing and reporting all strikes to ICAO IBIS was essential and that no strike was too minor to be ignored. The meeting was further reminded that in the proposed amendment No. 7 of Annex 14, Volume I to be applicable 24<sup>th</sup> November 2005, the recommendation is upgraded to a Standard.

1.2.4 In view of the above, the meeting reaffirmed the relevance of the Conclusions made at AOP/SG/5 and approved by APIRG/14 as reproduced below:-

**APIRG 14 CONCLUSION 14/1: BIRD HAZARD CONTROL AND REDUCTION.****THAT:**

- a) **STATES FACING BIRD HAZARD PROBLEM SHOULD CONDUCT ENVIRONMENTAL AND ORNITHOLOGICAL STUDIES IN ORDER TO ENSURE THE DISPERSAL AND CONTROL METHODS SELECTED ARE APPROPRIATE, EFFICIENT AND COST EFFECTIVE.**
- b) **THAT AIRCRAFT OPERATORS SHOULD BE ENCOURAGED TO REPORT ALL BIRD STRIKES TO THE AIRPORT OPERATOR.**

The meeting also adopted the following draft conclusion:-

**DRAFT CONCLUSION 6/1: REPORTING OF BIRD STRIKES TO ICAO**

**THAT STATES ENSURE ALL BIRD STRIKE INCIDENTS (REGARDLESS OF THE BIRD SIZE) ARE REPORTED TO ICAO FOR INCLUSION IN THE ICAO BIRD INFORMATION SYSTEM (IBIS) DATABASE.**

### **1.3 Rescue and fire fighting services (RFFS)**

1.3.1 The meeting noted the view of APIRG/14 Meeting that substantial progress 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 deficiencies at several airports in particular at airports located near large bodies of water or swamps that did not have specific provision for fire fighting and rescue under these circumstances. The subject was deliberated further under Agenda Item 4.

### **1.4 Aerodrome Emergency Plan (AEP).**

1.4.1 The meeting observed that following the APIRG/14 Conclusion 14/3, many States had indeed designated a National Coordinator. Nevertheless it was agreed that there was still a lot of incidences of inadequate implementation of this requirement. Many airports had no plans at all, some had outdated plans and some had not adequately tested their plans. The meeting discussed this matter at length and agreed that the level of implementation of this requirement in the region was inadequate. Following the workshops conducted by the ESAF and WACAF Regional Offices, some States had developed the AEPs. Nevertheless the following observations were made:

- a) Some AEPs were adopted from elsewhere without regard to the specific context of the State in which they are to be imposed;
- b) Some AEPs are prepared by an individual and later imposed to the rest of the stakeholders;
- c) There is no sufficient awareness creation amongst the stakeholders in particular those that are not airport based;
- d) Many AEPs are not updated regularly;
- e) Many AEPs are not adequately tested.

1.4.2 On the issue of removal of disabled aircraft, the meeting was informed by Ghana on the availability in Accra, on an aircraft removal kit capable of lifting a B747-400 with a trained recovery team of certified RFF officers that can be mobilized at short notice and which has already conducted five successful recovery operations at airports in the region for the last two years. States in need can contact the Ghana Civil Aviation Authority.

1.4.3 The meeting observed that many so called “full scale emergency exercises: carried out to fulfil the requirement of Annex 14, were in actual fact a fire drill. Some of these exercises are not followed up by an elaborate critique and feedback to AEP updating and improvement. The meeting therefore reaffirmed the APIRG/12 Conclusion 12/6 that reads as follows:-

**APIRG/12 CONCLUSIONS 12/6: AERODROME EMERGENCY PLANNING.****THAT:**

- a) **STATES ESTABLISH EMERGENCY PLANS FOR ALL INTERNATIONAL AERODROMES COMMENSURATE WITH THE TYPE OF OPERATION AT THOSE AERODROMES AND INFORM THE RESPECTIVE ICAO OFFICE;**
- b) **STATES CONDUCT EXERCISES AT INTERVALS CALLED FOR IN ANNEX 14, VOLUME I, (TWO YEARS FOR A FULL SCALE EXERCISE AND ONE YEAR FOR A PARTIAL EXERCISE) AND SUBMIT REPORTS TO THE RESPECTIVE ICAO OFFICES;**
- c) **STATES KEEP THE EMERGENCY PLANS UNDER THE CONSTANT REVIEW IN ACCORDANCE WITH THE SPECIFICATIONS OF ANNEX 14, VOLUME I;**
- d) **ICAO REGIONAL OFFICES CONTINUE TO ASSIST STATES IN THE ESTABLISHMENT OF THEIR EMERGENCY PLANS; AND**
- e) **ICAO CONTINUES TO ORGANISE AERODROME EMERGENCY PLANNING WORKSHOPS AT REGIONAL OFFICES BUT ALSO WITHIN STATES OR GROUPS OF STATES WHEN REQUESTED.**

The meeting adopted the draft conclusion below:

**DRAFT CONCLUSION 6/2: CONDUCT OF FULL SCALE EMERGENCY EXERCISES.**

**THAT WHEN STATES PLAN TO CONDUCT FULL SCALE EMERGENCY EXERCISES, THEY SHOULD CONSIDER INVITING THE ICAO REGIONAL OFFICE AND OTHER STATES TO WITNESS AND ASSIST IN THE CRITIQUE SESSIONS.**

**1.5 Aerodrome Certification.**

1.5.1 The meeting agreed with the observation of APIRG/14 that the progress of implementation of this requirement was very low bearing in mind that the Annex 14 Standard on the subject was effective 27<sup>th</sup> November 2003. This is observed even after the ICAO ESAF and WACAF Offices have organised training workshop on the subject. This subject was deliberated further under Agenda Item 4.

## **1.6 Impact of new larger aeroplanes in the AFI Region**

1.6.1 The meeting acknowledged that the development and manufacture of A380 had now reached maturity and that the first test flight had been conducted on 28<sup>th</sup> February 2005. It was noted that ICAO had now published a circular on New Larger Aeroplane Operations at Existing Aerodromes, which gives guidance on the conduct of aeronautical studies required to allow for preparation to receive Code F aeroplanes at Code E airports without compromising on safety.

1.6.2 The meeting was advised that in order to facilitate the introduction of NLA on existing airports, several European Civil Aviation Authorities have launched specific studies. The Airbus A380 Airport Compatibility Group AACG (comprising of France, Germany, Netherlands and UK) was formed in order to ensure the recommendations and guidance materials are issued in a coordinated manner. At the end of 2002, this group issued the Common Agreement Document, which considers ways to facilitate the introduction of the A380 for safe and harmonized operations on existing airports not meeting Code F requirements. Further, the European Civil Aviation Conference (ECAC) has established an internet site which contains details of several aeronautical studies. Its address is: [www.ecac-ceac.org/nla-forum](http://www.ecac-ceac.org/nla-forum).

1.6.3 Once again the issue of alternate aerodromes for NLA was raised. The meeting acknowledged that these alternate aerodromes, as destination aerodromes, should meet minimum requirements to accommodate NLA. For code E aerodromes not meeting code F requirements, aeronautical studies should consequently be conducted. These specific studies could lead to interim mitigation measures/procedures to be applied for NLA operations.

1.6.4 The subject was deliberated further under Agenda Item 4.

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**Agenda Item 2: Review of deficiencies in the AOP field****2. Discussions**

2.1 After reviewing the list of deficiencies, the Sub-group noted the efforts made by the Secretariat, through the various sources available to keep the list up-to-date. It also encouraged the Secretariat to continue the provisions taken to ensure the States validate the deficiencies raised on their territories by different sources other than ICAO. The Sub-group outlined the need for States to systematically inform the Secretariat on corrective actions taken and reply to letter sent by the Secretariat for validation of deficiencies identified on their territories in order to enhance the accuracy and reliability of the list.

2.2. The Sub-group also noted with satisfaction the efforts made by some States to eliminate certain deficiencies in spite of the scarcity of resources and agreed that these efforts must be continued and encouraged. However, much remains to be done, as the list has not decreased significantly. On the contrary, due to the entry into force the requirement for certification which many States have not implemented, the list has increased.

2.3 In this regard, bearing in mind the concern expressed by the Air Navigation Commission and the Council about persistent deficiencies, in particular those impairing safety, the meeting agreed particular emphasis should be placed on the most common and persistent deficiencies among which, the lack of adequate aerodrome fencing, the lack of duly approved and regularly tested and updated airport emergency plan, the lack of bird hazard control programme, the unreliability of primary power supply and inadequate secondary supply with its impact of unavailability of airfield lighting and NAVAIDS.

2.4 Among the reasons identified by the meeting for these persistent deficiencies, there was the lack of financial resources for some States, the lack of financial autonomy or autonomy of decision for some States having created autonomous entities, inadequate approach in implementing some corrective actions due to lack of expertise and trained personnel and lack of awareness of all stakeholder including the highest authorities.

2.5 Concerning the aerodrome fencing, it was agreed that States should not necessarily resort to very expensive solutions requiring huge budget but also consider cheaper solutions adapted to their specific context for part or the entire fence. It was also recognized that in some cases, very light fences with adequate perimeter road for patrols, appropriate restricted areas signs and increasing awareness of the neighboring populations may suffice.

2.6 With respect to bird hazard, the need for consideration of bird hazard to aviation at all levels including CAA, all airport-based stakeholders and neighbouring populations was also emphasized. The use of all media for sensitization of the general public, the need for designation within the CAA of somebody responsible for these

questions as well as the need for each airport to establish a bird hazard committee and develop a bird hazard programme based on ornithological and environmental studies were also underscored.

2.7 On the issue of unreliability of primary power supply, the meeting was of the view that States that have not done so, consider the negotiation of high level arrangements with the electricity suppliers so that the airport be supplied from at least two different substations. The meeting recognised that special efforts should be made by Airport Operators to provide reliable and adequately-sized secondary power supply with automatic switch-over system meeting ICAO Annex 14, Volume I requirements.

2.8 After lengthy discussions on each of the above-mentioned deficiencies, the subgroup reaffirmed the relevance of APIRG Conclusions 12/56, 12/57, 12/58 and 14/56 that reads as followed:

**APIRG/12 CONCLUSION 12/56 - INSTITUTIONAL STRATEGIES FOR ADDRESSING SHORTCOMINGS IN THE AOP FIELD AT AIRPORTS IN THE AFI REGION**

**THAT STATES WHICH HAVE NOT DONE SO CONSIDER FAVOURABLY THE FORMATION OF AUTONOMOUS AUTHORITIES AS AN INSTITUTIONAL STRATEGY TO ADDRESS SHORTCOMINGS AND DEFICIENCIES IN ACCORDANCE TO THE AFI/7 RAN RECOMMENDATION 14/3.**

**APIRG/12 CONCLUSION 12/57 - COORDINATED APPROACH TO SOLVE PERSISTENT PROBLEMS.**

**THAT WHERE THERE ARE OBVIOUS PERSISTENT PROBLEMS ICAO COORDINATE WITH THE USERS, IN PARTICULAR IATA AND IFALPA, AND THE STATE OR GROUP OF STATES CONCERNED TO DEVELOP AN APPROPRIATE STRATEGY FOR REMOVAL OF THE SHORTCOMINGS AND DEFICIENCIES.**

**APIRG/12 CONCLUSION 12/58 - INTEGRATED SUB-REGIONAL APPROACH TO THE REMOVAL OF SHORTCOMINGS AND DEFICIENCIES.**

**THAT STATES CONSIDER THE USE OF SUB-REGIONAL GROUPINGS WHERE THEY EXIST TO COLLECTIVELY DEAL WITH REMOVAL OF SHORTCOMINGS.**

**APIRG/14 CONCLUSION 14/56 – ESTABLISHMENT OF AUTONOMOUS AUTHORITIES**

**THAT WHEN AUTONOMOUS AUTHORITIES ARE ESTABLISHED, BOTH MANAGEMENT AND FINANCIAL AUTONOMY SHOULD BE GRANTED BY THE GOVERNMENT IN ORDER TO FACILITATE ALLOCATION AND FAST MOBILIZATION OF RESOURCES NECESSARY TO ELIMINATE AIR NAVIGATION SYSTEMS DEFICIENCIES.**

The meeting also adopted the following draft conclusion:-

**DRAFT CONCLUSION 6/3: UPDATE OF THE AFI FASID AOP TABLE I**

**THAT ALL STATES SHOULD REGULARLY LIAISE WITH ICAO IN ORDER TO ENSURE THAT THE NECESSARY UPDATES OF THE TABLE AOP 1 ARE MADE AS SOON AS CHANGES OCCUR.**

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**Agenda Item 3: The ICAO Universal Safety Oversight Audit Programme – Comprehensive Systems Approach.**

3.1 The meeting was reminded that during the 33<sup>rd</sup> Session of the Assembly in 2001, ICAO was mandated to expand the Universal Safety Oversight Programme to cover Air Traffic Management (Annex 11) and Aerodromes (Annex 14) as of 2004. During the preparatory work, it was discovered that the mandate could not be effectively implemented due to difficulties in implementing a limited portion of the aviation activities without fully addressing the interconnection between these and the other Annexes. The Assembly through its A35-06 Resolution therefore recommended the expansion of the programme to all safety-related areas in all Annexes and the transition to a comprehensive systems approach for the conduct of the safety oversight audits as of January 2005.

3.2 The implementation of this new mandate is currently in progress and some two major documents; the State Aviation Activity Questionnaire (SAAQ 2005) and Compliance Checklists (CCs) for all safety-related Annexes have been developed and sent to States. Response from States is expected by 30<sup>th</sup> May 2005. States have also been requested to submit documents developed to assist in the implementation of International Standards and Recommended Practices (SARPs) and in maintaining an effective safety oversight system. To ensure the SAAQs and CCs are completed correctly, accurately and on-time, States have been requested to appoint National Safety Oversight Coordinators. A training program has already been implemented for these coordinators.

3.3 ICAO is currently organising audits intended to validate the information provided, evaluation of the capability of the safety oversight of the State including the audit of the organisation, the processes, and the procedures and programmes established and maintained towards the fulfilment of the safety oversight obligations. In order to do this, auditors from States shall be trained and certified for assisting the ICAO audit teams. It was however emphasized that ICAO audits should not replace the regular and impromptu audits that the regulatory authority is still expected to conduct. With respect to the training of auditors, the meeting noted that many States were considering appointing auditors in other fields other than AGA. Members were of the view that it was necessary to include auditors that have a background in the AGA field who have a thorough understanding of Annex 14. The following draft conclusion was developed:-

**DRAFT CONCLUSION 6/4: ICAO AUDIT PROGRAMME –  
COMPREHENSIVE SYSTEMS  
APPROACH.**

**THAT:**

- a) **ICAO CONSIDER THE TRAINING AND CERTIFICATION OF SAFETY OVERSIGHT AUDITORS IN ALL FIELDS COVERED BY THE COMPREHENSIVE SYSTEMS APPROACH AUDIT PROGRAM, INCLUDING THE AOP FIELD.**
- b) **STATES WHICH HAVE NOT DONE SO, AS A MATTER OF URGENCY, RESPOND TO ICAO'S REQUEST FOR THE APPOINTMENT OF SUITABLE PERSONNEL TO BE TRAINED AND CERTIFIED AS AUDITORS.**

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**Agenda Item 4.1: Aerodrome Certification**

4.1.1 The meeting was reminded that, as from 27 November 2003, Annex 14 Volume I Standard 1.4.1 requiring States to certify aerodromes used for international operations had become applicable. The main steps to be followed to put in place an aerodrome certification system was also outlined to the meeting to be as follows:

- a) Enactment by States' basic legislation that will provide for the requirement of certification of aerodromes and designation of a regulatory authority that is sufficiently empowered and is provided with necessary means to enforce compliance
- b) Publication of the associated aerodrome certification regulations and procedures;
- c) Implementation of the published regulations and procedures, including the process of certification applications by airport operators, review and approval of airport manuals and conduct of on-site certification inspections.
- d) Granting/refusal of certificates.

4.1.2 The meeting was informed of the result of the surveys initiated by the ICAO ESAF and WACAF Offices, which confirmed the low level of implementation of the aerodrome certification requirements. Indeed, several States introduced at various levels of their national legal instruments a requirement for the certification of aerodromes. Some States have in addition published aerodrome certification regulations based on the model regulations contained in Doc. 9774. Unfortunately, very few States have gone further to actually certify their aerodromes used for international operations.

4.1.3 Following the exchanges of views and experiences among participants from various States represented, it became evident that the main reasons for this low level of implementations was, *inter alia*, the lack of expertise, the lack of an appropriate unit within the CAA to deal with the certification process, the lack of trained personnel and insufficient numbers to process the applications for certification and conduct the necessary preliminary inspections. The lack of a regulatory framework and procedures for inspection as well as inadequacies in the national aerodrome regulations especially in relations to specific fields like rescue and fire fighting was identified to be the other contributing factors. The need for separation of the regulatory entity from the airport operations was also emphasized.

4.1.4 The meeting noted with appreciation efforts being made by ESAF and WACAF Regional Offices to assist States by conducting training workshops organized in conjunction with FAA at Praia, Cape Verde and Johannesburg, South Africa for the training of aerodrome inspectors. The meeting was of the view that these efforts should be encouraged and pursued. The need for training airport operators to fully play their role in the certification process was underscored.

4.1.5 The meeting acknowledged the efforts being made within regional groupings such as WAMEU with the assistance of the ICAO Technical Cooperation

Bureau, and the efforts that are at hand within the East African Community with the assistance of FAA to comply with the aerodrome certification requirement. This cooperative approach that would enable the pooling of member States limited resources and facilitate the development of regional reference documents should be encouraged and expanded to others regions.

4.1.6 In the light of the foregoing, the meeting reaffirmed the relevance of APIRG Conclusion 14/4 that's reads as followed:

**CONCLUSION 14/4: CERTIFICATION OF AERODROME**

**THAT 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 PARA. 1.3.**

**THAT STATES ENSURE THAT PERSONNEL, THAT WOULD BE INVOLVED WITH THE CERTIFICATION PROCESS, IN PARTICULAR AERODROME INSPECTORS AND AUDITORS, BE PROVIDED WITH APPROPRIATE TRAINING.**

The meeting further developed the following draft conclusions:

**DRAFT CONCLUSION 6/5: IMPLEMENTATION OF THE AERODROMES CERTIFICATION REQUIREMENT.**

**THAT :**

**STATES CONSIDER THE USE OF SUB-REGIONAL GROUPINGS, WHERE THEY EXIST, TO COLLECTIVELY ADRESS THE AERODROME CERTIFICATION ISSUE.**

**STATES WHICH HAVE NOT DONE SO, WHERE FEASIBLE CONSIDER THE SEPARATION OF THE REGULATORY AUTHORITY FROM AIRPORT AUTHORITY. IN CASES OF A SINGLE ENTITY, THE TWO FUNCTIONS SHOULD BE UNDER TWO SEPARATE DEPARTMENTS.**

**ICAO CONTINUE TO ASSIST STATES BY ORGANIZING MORE TRAINING ACTIVITIES, INCLUDING ON SAFETY MANAGEMANT SYSTEM.**

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**Agenda Item 4.2: Rescue and Fire Fighting Services**

4.2.1. The Sub-group noted that Regional Offices of Dakar and Nairobi have conducted periodical review of the rescue and fire fighting services within the AFI region, which have revealed that most international aerodromes have proper installation and services.

4.2.2. However some few international aerodromes still have a level of protection lower than that required. This deficiency is accentuated by the suppression of the provision to lower the RFF category based on the number of movements of the critical aeroplane and the lack of financial means, in particular, for small airports receiving some large aircraft, but where the level of traffic remains relatively low.

4.2.3. This Meeting was reminded that as of 1<sup>st</sup> January 2005, the level of protection provided at an aerodrome for rescue and fire fighting should be equal to the aerodrome category based on the longest aeroplane normally using the aerodrome and the fuselage width, irrespective of the number of movements. The need for re-evaluation of the levels of protection provided at aerodromes, which were taking advantage of the previous provision allowing a reduction of category depending on the number of movements of aeroplanes in the highest category normally using the aerodrome, was emphasized.

4.2.4. The meeting noted that whilst many airport authorities were allocating reasonable amount of resources for the procurement of fire fighting trucks, many were not allocating sufficient resources for procurement of rescue tools, for the adequate training of the personnel and for the procurement of the protective materials (helmets, boots, suits etc). As a consequence, in addition to causing the facility to be very inefficient or even plainly ineffective, the morale of personnel is negatively affected.

4.2.5. The issue of rescue in difficult environment, in particular for aerodromes located close to large stretches of water or swampy areas, was discussed and the lack of adequate equipment and trained personnel to operate in these areas was emphasized. Some cases of accidents that have occurred in the regions were discussed and the need for States to develop national ARFF regulations with specific requirements on the necessary equipment and trained personnel to be provided at such airport was also underscored. In view of the high cost involved, the meeting agreed that those airports where such equipment is not available, should arrange mutual agreement with equipped agencies such as coast guards or even communities familiar with the specific environment such as fishermen who have proven to be quite useful in some States.

4.2.6. The meeting appreciated the ICAO regional Offices' continuous assistance to States, notably through the organization of regional workshops, the latest of which was conducted in Ghana from 28 July to 1<sup>st</sup> August 2003. The meeting was informed that, pursuant to a recommendation of this workshop, the ASECNA RFF School, ERSI, Douala and the Ghana CAA RFF training Centre, Accra, had signed a MOU intended to facilitate greater cooperation in particular exchanges of instructors and expertise. The meeting was also apprised of the creation during the Accra workshop of an Airport Rescue and Fire Fighting Services Association of Africa (ARFFSAA), the Seat and coordination of activities of which are temporarily ensured by Ghana, which has made available a website ([www.arffsaa.org](http://www.arffsaa.org)) for the association.

4.2.7. The issue of RFFS staff strength was also discussed and the meeting agreed that States should determine this staffing within their national regulations, taking into account their specific context, including the level of automation of their fire trucks and response time of backup supporting agencies. These regulations should to address issues such as RFF staff selection criteria, training curriculum and certification, periodical medical examination, etc.. In this regard, the meeting was of the view that ICAO should endeavour to develop appropriate guidance material on this subject.

4.2.8. In the light of the above considerations, the meeting re-affirmed the relevancy AFI/7 RAN meeting conclusion 4/6 and APIRG Conclusion 14/2 a) that reads as followed:

**APIRG CONCLUSION 14/2: RESCUE AND FIRE FIGHTING IN A DIFFICULT ENVIRONMENT.**

**(a) THAT STATES SHOULD ENSURE THAT THEIR AIRPORTS CLOSE TO LARGE BODIES OF WATER OR SWAMPY AREAS ARE PROVIDED WITH SPECIALIZED RESCUE AND FIRE FIGHTING EQUIPMENT AND ADEQUATELY TRAINED PERSONNEL OR, IF NECESSARY, BY CONCLUDING MUTUAL AGREEMENT WITH SPECIALIZED AGENCIES.**

The meeting further developed the following draft conclusions:

**DRAFT CONCLUSION 6/6: RESCUE AND FIRE FIGHTING**

**THAT:**

- a) STATES THAT HAVE NOT DONE SO DEVELOP APPROPRIATE NATIONAL RFF REGULATIONS BASED ON ICAO REQUIREMENTS IN THIS FIELD.**
- b) ICAO DEVELOP AND MAKE AVAILABLE TO STATES APPROPRIATE GUIDANCE MATERIAL ON RFFS STAFFING.**
- c) STATES, WHICH HAVE NOT DONE SO, GIVE PRIORITY TO THE PROVISION OF ADEQUATE RESCUE TOOL AND PROTECTIVE MATERIAL FOR RFF STAFF.**
- d) STATES REINFORCE THE EXCHANGE OF EXPERIENCE IN THIS FIELD AND IF NECESSARY, CALL ON EXPERTISE AVAILABALE IN SOME STATES IN THE REGION AND AT ICAO REGIONAL OFFICES FOR ASSISTANCE.**
- e) STATES CONSIDER HOSTING ICAO ORGANISED REGIONAL AND/OR SUB-REGIONAL WORKSHOPS IN ORDER TO ENSURE MORE PARTICIPATION.**

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**Agenda Item 4.3: Amendment No. 7 to Annex 14, Volume I.**

4.3.1 The meeting was informed that an amendment No. 7 to the ICAO Annex 14 Volume I has been adopted by the Council and notification of this has been sent to States through a State letter Ref. AN 4/1.2.21–05/35 of 24 March 2005. States are required to indicate any areas of disapproval by 11 July 2005. States are also required to indicate any differences with their National regulations or practices and specify the dates of which provisions of Annex 14 including all amendments up to Amendment No. 7 will have been complied with. The Council prescribed 11 July 2005 as the date on which the amendment will become effective, except for any part concerning which a majority of States have registered disapproval before that date. Further, it was resolved that the applicable date is 24 November 2005 except for paragraph 3.9.4 (applicable 20 November 2008) and paragraphs 9.10.2, 9.10.4, 9.10.6 and 9.10.8 (applicable 23 November 2006).

4.3.2 It was emphasised that the Amendment No. 7 is as a result of a proposal to upgrade some Recommendations in Annex 14, Volume I to Standards in order to improve safety of aircraft operations at aerodromes by strengthening the aerodrome certification process, and emphasizing the need to keep the manoeuvring area free of harmful irregularities which would otherwise cause foreign object damage to aircraft. The Amendment also has recognized the need to upgrade the recommendation to report bird strikes to ICAO to a standard and it has included additional material to expound on the requirement for aerodrome fences for purposes of control of not only unauthorized persons but also animals.

4.3.3 The meeting took note of these developments and agreed that all States should respond to the ICAO State Letter before the deadline of 11<sup>th</sup> July 2005.

**Agenda Item 5: Status of Review of the New Larger Aircraft Task Force Report**

5.1 Following the discussions at AOP/SG/4 in Dec 2000 whilst reviewing the expected impact of new larger aeroplanes (NLA) at aerodromes in the AFI Region, it was agreed that the issue was complex and required a comprehensive technical review. Consequently it was adopted that an NLA/TF be set up to evaluate the likely impact of the NLAs on aerodromes in the AFI Region and advise States on the appropriate action in order to facilitate forward planning. The ICAO Council subsequently approved the conclusion to this effect as formulated at APIRG/13.

5.2 The NLA/TF has held two meetings, one in March 2003 and the other in May 2005. The meeting noted that ICAO had since developed in May 2003 a two-fold action plan for the introduction of NLAs into international civil aviation service (Ref. State Letter No. 4/5.7 – 03/80 of 25/07/03). This entailed the development and the publication of a circular on New Larger Aeroplane Operations at Existing Aerodromes that was published as Circular 305 – AN 177 in June 2004. The second part entailed the review of the Annex 14 Volume I Code F requirements based on the studies conducted within and outside ICAO.

5.3 The meeting was informed of the action launched by several European Civil Aviation Authorities to conduct specific studies intended to facilitate the introduction of NLAs. The Airbus A380 Airport Compatibility Group AACG (comprising of France, Germany, Netherlands and UK), was formed in order to ensure the recommendations and guidance materials are issued in a coordinated manner. At the end of 2002, this group issued the Common Agreement Document, which considers ways to facilitate the introduction of the A380 for safe and harmonized operations on existing airports not meeting Code F requirements. Further, the European Civil Aviation Conference (ECAC) has established an internet site which contains details of several aeronautical studies. Its address is: [www.ecac-ceac.org/nla-forum](http://www.ecac-ceac.org/nla-forum).

5.4 Once again the issue of alternate aerodromes for NLA was raised. The meeting acknowledged that these alternate aerodromes, as destination aerodromes, should meet minimum requirements to accommodate NLA. For code E aerodromes not meeting code F requirements, aeronautical studies should consequently be conducted. These specific studies could lead to interim mitigation measures/procedures to be applied for NLA operations.

**DRAFT CONCLUSION 6/7: IMPACT OF THE NLAs****THAT:**

- 1. SPECIFIC AERONAUTICAL STUDIES CONDUCTED BY STATES IN THE REGION TO ACCOMMODATE NLA BE SHARED WITH OTHER STATES THROUGH THE ICAO SECRETARIAT AND OTHER MEANS.**
- 2. WHEN CONSIDERING DEVELOPMENT OF NEW AIRPORTS, CONSIDERATION OF SOME FACILITIES REQUIRED FOR CODE F AERODROME, INCLUDING LAND ACQUISITION,**

**STRENGTH AND DIMENSIONS OF BRIDGES AND CULVERTS, ETC., IN THE FIRST PHASE IS PRUDENT.**

**3. THE NLA/TF SHOULD BE DISBANDED AND ANY ADDITIONAL MONITORING BE UNDERTAKEN UNDER THE AUSPICES OF AOP/SG.**

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**Agenda Item 6: Any other business.****Communication among members of the AOP/SG**

6.1 The meeting agreed that technology is now available to ensure continuous exchange of information amongst members of the AOP/SG. The meeting was of the view that, in addition to e-mail communication that should be used amongst individuals, consideration should be put in the establishment of a coordinated manner in which information is passed around.

**AFI Safety Enhancement Team (ASET)**

6.2 Committed to the safety enhancement in AFI, ICAO has enlisted its support to the establishment of ASET. The ASET provides an independent and an appropriate forum to various aviation organizations including *ICAO, IATA, AFCAC, AFRAA, AFRASCO, ASECNA, IFALPA, IFATCA, ACI, JAA, FAA, AIRBUS INDUSTRIES, BOEING, ATNS, ASA* and the **Netherlands CAA** to develop and implement corrective measures designed to support the improvement of air safety in Africa and Indian Ocean (AFI). ASET has set an objective of a 50% reduction of AFI accident rate by 2010. The IATA representative informed the meeting that ASET has held its first meeting in February 2005 and it is expected that the recommendations shall be submitted at the African Union Air Transport Ministers' meeting scheduled to be held 16-19 May 2005 in South Africa.

**Participation at AOP/SG Meetings.**

6.3 The meeting appreciated the encouraging response to requests for participation at the AOP/SG meetings. It was however emphasised that in order to facilitate the discussions, it was necessary to ensure that among the participants, there are some who were present at previous meetings. This way, the meeting will not be obliged to have repeat discussions. The meeting therefore adopted the following draft conclusion:-

**DRAFT CONCLUSION 6/8: CONTINUITY OF PARTICIPATION AT  
AOP/SG MEETINGS.**

**THAT STATES, AS MUCH AS POSSIBLE, ENSURE THAT THEIR  
DELEGATIONS TO AOP/SG MEETINGS DO NOT CHANGE TOO  
FREQUENTLY TO MAINTAIN CONTINUITY.**

## APPENDIX A: LIST OF PARTICIPANTS.

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