



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
EIGHTEENTH MEETING (APIRG/18)
Kampala, Uganda (27 – 30 March 2012)**

Agenda Item 3.1: Aerodrome Operations Planning

RAMP SAFETY & BIRD/WILDLIFE HAZARD CONCERN IN AFI

(Presented by IATA)

SUMMARY
This paper recommends States to address the growing problem of Ramp Parking that has resulted in a lot of incidents/accidents and States to come up with effective wildlife programs to solve the problems of some of the airports.
REFERENCE(S): ICAO Annex 14 Section 9.4 Airline reports IATA Technical Mission Reports
Related ICAO Strategic Objective(s): A

1. INTRODUCTION

1.1 There has been a lot of concern about Ramp Management which now needs to be addressed as the challenge can only be expected to grow in proportion to traffic at AFI airports where more and more wide-body aircraft are operating into. There have been cases of aircraft parked with wings overlapping due to lack of adequate ramp parking.

1.2 Most AFI Airports assessed during IATA/TAG Missions do not have in a place an established or effective bird/wildlife control program. There is high risk constituted by uncontrolled birds/wildlife especially in cases where there is encroachment and poor perimeter fence for aircraft operations.

2. DISCUSSION

2.1 In 2011 alone 11 hazard reports related to ramp congestion were recorded through IATA AFI incident Data Base.

In 2010 we recorded four (4) ramp accidents namely:

- In Khartoum, on October 1, 2010, a parked emirates Airbus A340 was preparing for take off when it was struck by the wing of a passing KLM Airbus A330-200;
- On October 5, 2010 at Kotoka International Airport, Ghana, two aircraft – Lufthansa Flt 567 and Turkish Airlines Flt 624, tipped at the wings on the tarmac as the latter prepared to taxi for take-off;
- In December 2010 with a ramp heavily congested during Hajj, a KLM aircraft parked on the taxiway had to make almost a 180 turn and almost hit another aircraft parked only one (1) metre away and;
- Also in December a ground Service vehicle struck an Air Burkina aircraft at Yoff Leopold Sedar in Dakar.

The above incidents are only but a hint of the reality of the chaos prevailing on our ramps and therefore a lot has to be done to rectify current situation.

2.2 Wildlife challenge has been most common at those airports with poor security perimeter which is further compounded by encroachment that in turn results in a lot dumping of waste.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Recommend that States ensure that all aerodrome charts clearly indicate parking as designated per aircraft type in accordance with ICAO Annex 14 – refer to **Appendix A** for a typical AFI airport example showing outdated parking versus more space efficient nose in set up.
- b) States to update/include apron layout/parking stands in their aeronautical publications.
- c) Recommend that States implement parking of aircraft using Wing Marshals in order to minimize incidents/accidents.
- d) Recommend implementation of well researched bird/wildlife control programs.

APPENDIX A



-END-