IFATCA
INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS
63rd ANNUAL CONFERENCE
15-19 April 2024, Singapore, Singapore

Agenda Item: B.4.1.9 **INFORMATION PAPER** LWP No: 84 IFATCA'24

Report of the Aerodrome Design and Operations Panel

Presented by Bridget Singratanakul

SUMMARY

The Aerodrome Design and Operations Panel (ADOP) main objectives to develop and maintain SARPs, procedures and guidance materials for the global reporting format for runway surface condition reporting, arresting system, industry best practices, procedures on airport operational management activities, airport emergency response including rescue and fire-fighting, final approach and take-off area characteristics for heliports and obstacle limitation surfaces, provisions for ground handling services, airport collaborative decision making (A-CDM), advanced surface movement guidance and control systems (ASMGCS).

1. INTRODUCTION

1.1. This report details the activities of the Aerodrome Design and Operations Panel (ADOP).

1.2. The fifth meeting of the Aerodrome Design and Operations Panel (ADOP) was held in Montreal on February 26 – March 1, 2024. The panel was attended by representatives from 20 contracting States and 9 International organizations.

2. DISCUSSION

2.1. There are 26 job cards assigned to the Aerodrome Design and Operations Panel (ADOP) as the primary expert group. There are an additional 25 job cards with the ADOP as a support expert group.

2.2. The job cards constitute the framework for the ADOP which includes but not limited to aerodrome design, visual aids, aerodrome operations including emergency response and heliports. The extent of each job card is vast and in turn they have a range of different delivery dates.

2.3. The meeting provided with an update on the progress of the various working groups of the ADOP Panel i.e.: Aerodrome Design Working Group (ADWG); Airport Operations Working Group (AOWG); Heliport Design Working Group (HDWG); Visual Aids Working Group (VAWG); Obstacle Limitation Surface Task Force (OLSTF), and Water Aerodrome Working Group (WAWG).

2.4. The Aerodrome Design Working Group (ADWG) currently has the following Job Cards: ADOP.002 – Aircraft Arresting Systems; ADOP.005 – Review of ARC design method and governing parameters; ADOP.022 – Design and operations of Runway Starter Extension (RSE); ADOP.023 – Guidance for altiports.

2.5. The Ground Handling Task Force (GHTF) provided on update on amendments in Annex 6 part I, II & III, Annex 8, Annex 9, Annex 14, Volume I, and PANS aerodromes pertaining to ground handling. These are the phase II amendment proposals following the phase I proposals which is undergoing final review by the ANC.

2.6. In the context of the development of future provisions to accommodate RPAS operations at aerodromes, the ADOP-RPASP Joint Task Force has conducted an analysis of Annex 14 Vol. I and Vol. II as well as PANS Aerodromes (Doc 9981) and identified changes that will be required to the existing provisions. This working paper provides a finalised proposal of these new provisions for review and approval by the ADOP.

2.7. The ICAO Birdstrike Information System (IBIS) Manual Doc 9332 (3rd edition published 1989) has not been updated in over 30 years. Two related, but separate initiatives were proposed to ICAO in 2000. The first proposed to update the ICAO Birdstrike Information System (IBIS) manual while the second proposed to allow / enhance international data access and data sharing. The goal was simple, enhance global aviation safety by improving member State reporting of wildlife/aircraft strike incidents and the submission of that data into IBIS as well as identifying and/or improving pathways to that data.

2.7.1. The Wildlife Hazard Management Expert Group (WHMEG) focused its efforts to aid individual member States with not only the submission of strike reports to the IBIS (as per Annex 14, ch. 9.4.2) but with the collection, analysis and utilization of that strike data (as per Annex 14, ch. 9.4.1).

2.8. The Visual Aids Working Group (VAWG) main discussion point is to present SARPs for the incorporation of Runway Starter Extension in Annex 14. The discussion with amendment proposals to accommodate Runway Starter Extension in Chapter 5 of Annex 14, Volume I. In addition to Runway Starter Extension visual aids, some other visual aids, such as runway side stripe markings, were affected by the proposal.

2.8.1. Essentially, the Runway Starter Extension is an infrastructure element that increases take-off distances in one direction. Therefore, landing distances and take-off distances for the opposite direction are not altered.

2.8.2. Like clearways and stopways, the provision of SARPs for Runway Starter Extensions does not mean that its implementation is mandatory, but only that, if implemented, it must be done in a specific way.

2.8.3. The use is intended for the initial phase of take-off operations only, which means a low energy stage, it is reasonable to consider particular set of dimensions for the RSE's safety areas.

2.8.4. My intent is to continue to watch the development of the Runway Starter Extension. Pilots may experience confusion on arrival as the RSE is not designed to be landed on only departed on. The signage and markings maybe confusing on arrival and there is a potential for loss of situational awareness. The Runway Starter Extension will go thru further coordination with the ATM Operations panel and Flight Ops panel.

3. CONCLUSION

3.1. The work of the ADOP is ongoing and with a wide variety of Job Cards.

3.2. The eight meeting of the ADOP working group will be held in Montreal on April 28- May 2, 2025.

4. RECOMMENDATIONS

4.1. It is recommended that this report be accepted as information paper.

5. REFERENCES

5.1.

-=END=-