



*International Civil Aviation Organization*

**Regional Aviation Safety Group - Middle East**

**Fifth Meeting (RASG-MID/5)**

*(Doha, Qatar, 22-24 May 2016)*

**Agenda Item 3: Regional Performance Framework for Safety**

**AERODROME CERTIFICATION AND  
RUNWAY SAFETY ISSUES**

*(Presented by the Secretariat)*

**SUMMARY**

This paper provides an update on the status of Aerodrome Certification in the MID Region and other runway safety related issues.

Action by the meeting is at paragraph 3.

**REFERENCES**

- RGS WG/2 Report
- RSC/4 Report

**1. INTRODUCTION**

1.1 The RASG-MID/4 meeting recognized the variation in the level of Aerodromes Certification implementation in the MID Region and noted the difficulties that some States are facing to complete the Certification of their Aerodromes. Accordingly, it was agreed that Runway Safety Go-Team can be used as a tool to support States, which have not yet done so, to complete the Certification of their International Aerodromes.

1.2 The Fourth meeting of the RASG-MID Steering Committee (RSC/4, Cairo, Egypt, 15 – 17 December 2015) reviewed the outcome of the Second meeting of the Runway and Ground Safety Working Group (RGS WG/2) which was held in Cairo, Egypt, 19-21 May 2015. RSC/4 outcomes related to aerodromes are summarised in the following section.

**2. DISCUSSION**

***Aerodrome Certification***

2.1 The meeting may wish to note that the ICAO MID Regional Office received requests from Egypt, Iran and Sudan for a change to the list of their international aerodromes. Accordingly, ICAO MID Office processed a Proposal for Amendment (PFA) to update the AOP table of the MID Basic ANP. The current number of international aerodromes in the MID Region is 59 aerodromes.

2.2 Based on the latest feedback provided by States and the amended AOP table, the aerodromes certification implementation table has been updated as at **Appendix A**. The table shows that 31 out of the 59 MID States international aerodromes have been certified. This number represents 53% of the international aerodromes listed in the MID ANP which exceeds the MID Safety Strategy target of 50% for 2015. However, more efforts are needed to meet the Strategy target of 75% for 2017.

2.3 In connection with the above, the meeting may wish to recall that the AOP Table of ANP does not include some of the MID Region aerodromes which are required/used for international operations. Accordingly, the concerned States were invited to review the current Basic ANP and send an updated list of international aerodromes to the ICAO MID Regional Office, taking into consideration the users' needs.

2.4 It is to be highlighted that States need to notify the air carriers and aerodrome users of any change to aerodrome category or type of use and report their action plan to complete certification of their aerodromes.

#### ***Aerodrome Safety Management System (SMS)***

2.5 The RSC/4 meeting noted that SMS implementation is one of the Aerodromes Certification challenges and that the subject needs to be addressed under the MID-SST in coordination with the RGS WG. It was noted with appreciation that Saudi Arabia is coordinating with Egypt to provide feedback on the action plan related to enhancement of SMS implementation at MID international aerodromes and it will be addressed to the MID-SST.

#### ***Runway Safety Team and Go-Team***

2.6 The meeting may wish to recall that the RASG-MID/4 meeting endorsed the inclusion of a new Safety Indicator "Number of established Runway Safety Team (RST) at MID international aerodromes" in the MID Region Safety Strategy. It has been reported that 19 RSTs were established which represents 32% of the required RST in the MID Region international aerodromes.

2.7 In addition, RASG-MID/4 meeting agreed to Conclusion 4/9 aiming to urge States to foster implementation of Runway Safety Teams (RST), support the regional Runway Safety Go-Team activities, and encourage their aerodrome operators to request Runway Safety Go-Team visits, as required.

2.8 The meeting may wish to recall that the MID RS Go-Team conducts visits, in coordination with the host States, to support the establishment of RSTs and aerodrome certification as well as other safety related issues that need to be addressed. It is to be highlighted that the RS Go-Team does not conduct audits or comprehensive aerodrome inspection and the Go-Team visit reports will be shared with the visited State.

2.9 The first RS Go-Team Visit was successfully conducted upon Sudan's request to Khartoum International Airport (30 November - 04 December 2014). As a follow-up to the RS Go-Team Visit to Khartoum, the UAE GCAA has conducted a Training Workshop on Aerodrome Airside Operation in Khartoum from 6 to 10 September 2015. Also, the Egyptian Civil Aviation Authority conducted a Training Workshop on Aerodrome Safeguarding from 29 to 31 March 2016 to the Sudanese Civil Aviation Authority of Sudan (SCAA).

2.10 The second RS Go-Team Visit was successfully conducted, upon request from Kuwait Directorate General of Civil Aviation (DGCA), to Kuwait International Airport from 15 to 18 February 2016. The two RS Go-Team Visits were well appreciated by the SCAA and Kuwait DGCA as well as the management of Khartoum International Airport and Kuwait International Airport. Jordan, Qatar, Bahrain, and Saudi Arabia have also indicated interest to receive the MID RS Go-Team. The RS Go-Team Visit to Jordan is tentatively planned for the first week of September 2016.

### ***Heliports***

2.11 The RSC/4 meeting noted that the ICAO MID Regional Office has successfully organized ICAO Heliport Seminar (IHS), graciously hosted by UAE, in Dubai from 8 to 10 December 2015. The Seminar was conducted with the objective to provide an overview on ICAO Standards and Recommended Practices (SARPs) related to Heliports with a focus on design and operation requirements.

2.12 The IHS was attended by participants from ten (10) States, four (4) of them were from the MID Region. Concurrently with the (IHS), the GCAA hosted the Heliport Design Working Group (HDWG) in Dubai, UAE. This was a great opportunity for the HDWG member to participate in the IHS and interact with the MID States for all Heliports issues.

2.13 The IHS highlighted the need for Heliport regulations and safety oversight, and provided an overview on the operator's perspectives. The outcomes of the IHS included the following recommendations:

- 1) encourage States to implement ICAO provisions related to Heliports (Annex 14 Volume II) through national Regulations and Safety Oversight. This should include implementation of adequate SMS;
- 2) encourage States to establish and maintain database for Heliports. This should include monitoring new Heliports construction;
- 3) invite ICAO to consider inclusion of core training elements (CAA inspectors & Heliport operator) as part of the Heliport Design and services Manual; and
- 4) report the outcome of this Seminar to RASG-MID and share with the other RASGs.

2.14 The Fifth meeting of the MIDANPIRG Steering Group (MSG/5, Cairo, Egypt, 18-20 April 2016) reviewed the outcome of the IHS and agreed to the following MIDANPIRG Draft Conclusion:

*DRAFT CONCLUSION 5/2: ESTABLISHMENT OF HELIPORTS DATABASE*

*That, States be urged to establish and maintain a database for Heliports with information about location and type of use, as a minimum.*

### ***First Edition of the Procedures for the Air Navigation Services – Aerodromes (PANS-Aerodromes – Doc 9981)***

2.15 The meeting may wish to note that the MSG/5 meeting was apprised of the main contents of the first edition of PANS-Aerodromes (Doc 9981) which was approved on 20 October 2014 by the President of the Council and will become applicable on 10 November 2016.

2.16 The MSG/5 meeting recognized the need for a regional Seminar/Workshop to raise awareness and support implementation of the new provisions of the PANS-Aerodromes. The meeting agreed that, for an improved efficiency, the Seminar/Workshop might be held back-to-back with the RGS WG/4 meeting. Accordingly, the MSG/4 meeting agreed to the following MSG Conclusion:

*MSG CONCLUSION 5/1: SEMINAR/WORKSHOP ON PANS–AERODROMES*

*That, a Seminar/Workshop on the implementation of PANS-Aerodromes (Doc 9981) be organized by ICAO in 2017.*

### **A-SMGCS**

2.17 The meeting may wish to recall that the Advanced Surface Movement Guidance and Control Systems (A-SMGCS) aims to improve aerodrome safety and capacity by making use of modern technologies and a higher level of integration between various functionalities. B0-SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2) is a priority 1 ASBU module in the MID Air Navigation Strategy.

2.18 The MSG/5 meeting urged States, that have not yet done so, to provide the ICAO MID Regional Office with their action plan for the B0-SURF implementation taking into consideration the agreed applicability in the MID Air Navigation Strategy.

### **A-CDM**

2.19 The meeting may wish to note that B0-ACDM related to Improved Airport Operation through Airport Collaborative Decision Making (A-CDM) is a priority 1 ASBU module in the MID Air Navigation Strategy. The ICAO MID Regional Office has successfully organized a Seminar on A-CDM, hosted by Bahrain, from 11 to 13 October 2015. The Work Programme and the Seminar outcomes are available at the ICAO MID Regional Office website: <http://www.icao.int/MID/Pages/2015/A-CDM%20Seminar.aspx>.

2.20 The MSG/5 meeting reviewed the outcomes of the A-CDM Seminar and agreed to the following Draft Conclusion:

*DRAFT CONCLUSION 5/1: ACTION PLAN FOR A-CDM IMPLEMENTATION*

*That, States be urged to develop their action plan for A-CDM implementation in line with the MID Air Navigation Strategy.*

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information and updates contained in this working paper and take actions, as appropriate;
- b) urge States to take necessary actions to ensure establishment of RST at international aerodromes and request RS Go-Team visit, as required; and
- c) urge States to support the PANS-Aerodromes Seminar/Workshop and ensure active participation.

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**APPENDIX A**

**Status of Implementation of Aerodrome Certification  
in the MID Region**

	<b>State</b>	<b>Number of Int'l Aerodromes</b>	<b>Number of Certified Int'l Aerodromes</b>	<b>Percentage Certified</b>
1	Bahrain	1	1	100%
2	Egypt	7	4	57%
3	Iran	9	4	44%
4	Iraq	6	2	33%
5	Jordan	3	1	33%
6	Kuwait	1	1	100%
7	Lebanon	1	0	0%
8	Libya	3	0	0%
9	Oman	2	2	100%
10	Qatar	2	2	100%
11	Saudi Arabia	4	4	100%
12	Sudan	4	2	50%
13	Syria	3	0	0%
14	UAE	8	8	100%
15	Yemen	5	0	0%
	<b>Total</b>	<b>59</b>	<b>31</b>	<b>53%</b>