



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group (MIDANPIRG)**

**Seventh Meeting
(Cairo, 21-25 January 2002)**

**Agenda Item 5.1: Middle East Air navigation Plan and Related Activities:
AOP**

REVIEW OF THE AOP/SG 1&2 MEETING REPORTS

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This paper presents the reports of the AOP/SG/1&2 meetings held in Cairo from 13 to 16 November 2000 and from 30 July to 2 August 2001. Action required is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <ul style="list-style-type: none">- MIDANPIRG/5 meeting report- MIDANPIRG/6 meeting report- AOP/SG/1 meeting report- AOP/SG/2 meeting report

1. INTRODUCTION

1.1 The Fourth Meeting of the Middle East Air Navigation and Implementation Regional Group (MIDANPIRG/4) established the AOP SG (Decision 4/61). Pursuant to this Decision and based on comments received in reply to a regional consultation MIDANPIRG/5 formulated Decision 5/31 (*Preliminary Terms of Reference, Work Programme and Composition of the AOP Sub-Group*).

1.2 AOP Sub-Group did not meet before MIDANPIRG/6 due to non-availability of Regional Officer AGA in MID Regional Office, however MIDANPIRG/6 highlighted some specific issues to be addressed by AOP Sub-Group (*Conclusion 6/30 Airport Certification, Conclusion 6/33 AOP facilities and Services*)

1.3 The first AOP Sub-Group meeting was held in Cairo, 13-16 November 2000, and the second meeting was held in Cairo as well, 30 July-2 August 2001; a consolidated report is then be introduced.

2. DISCUSSION

2.1 AOP/SG/1 & 2 Meetings:

2.1.1 The AOP/SG/1 held meeting was attended by a total of twenty-four participants, which included delegates from ten States and one International Organization.

2.1.2 The AOP/SG/2 held was attended by a total of twenty-six participants, which included delegates from seven States and one International Organization.

2.1.3 Reports of AOP SG/1 and 2 could be referred at ICAO MID Office website www.icao.int/mid. A consolidated outcome of the two meetings is then to be presented to MIDANPIRG/7;

2.2 AOP Sub-group Review Status of Conclusions and Decisions from MIDANPIRG/5 & 6, which are Relevant to AOP.

2.3 AOP SG Terms of Reference, Work Programme

2.3.1 Following MIDANPIRG/5 Decision 5/31 (*Preliminary Terms of Reference, Work Programme and Composition of the AOP Sub-Group*), the meetings reviewed Terms of Reference, Work Programme of the AOP Sub-Group as given in Appendix C, identifying tasks of high and less priority of which items that merit further consideration for safety and efficiency of MID aerodrome operations, and formulated draft Decision 2/1 of AOP SG/2 report (*Revised TOR and Work Programme*) for adoption by MIDANPIRG/7.

2.4 Updating AOP 1 and CNS3 Tables to the Draft Basic ANP and FASID Documents

2.4.1 As a follow up to MIDANPIRG/6 Conclusion 6/33 (*AOP Facilities and services*): The Sub-Group noted that the tables AOP 1 and CNS3 to the Draft Basic ANP and FASID documents (replacing ICAO Doc. 9708) are to be revised as per App 2-B,C and D to AOP SG/2 meeting report on Agenda Item 2.

2.4.2 Pursuant to receiving other updates from some MID Provider States and Users, MID Regional office updated tables Basic ANP/ AOP-1 and FASID/(AOP-1 and CNS3), refer to **Appendices attached to WP 8 (Agenda Item 5.4)**, that would be more suitable for incorporation in the Draft MID ANP and FASID documents version 2.

2.5 Shortcomings and Deficiencies

2.5.1 The Sub-Group was presented by a revised list of Shortcoming and Deficiencies in AOP field.

2.5.2 The meeting requested States in the region to provide information to the ICAO MID Regional Office on the actions taken by them to resolve or remove any shortcomings and deficiencies noted by them and/or users in their own air navigation facilities and services in particular those critical to aerodrome operational safety issues.

2.5.3 Refer to Appendix A to WP 16 on Agenda Item 7.3 for the updated list of shortcoming and deficiencies in the air Navigation Field- AOP.

2.6 Aerodrome Database

2.6.1 An Aerodrome Database was advised to be developed, updated and maintained by MID Regional Office. The meeting requested States to provide regularly required information. States were also requested to keep the Regional Office informed of their plans for future development of aerodromes and their facilities (*Draft conclusion 1/5 of AOP SG/1*).

2.6.2 States in the Region and Airport Administrations might benefit from a regional aerodrome database with the objective of sharing knowledge, expertise and experience on airport operations, maintenance and development. It may also facilitate intra-regional interaction amongst airport professionals.

2.6.3 The database may also be useful to compare with the Air Navigation Plan and ICAO Annexes with a view to identify any shortcomings and deficiencies.

2.7 Aerodromes Certification

2.7.1 The Sub-Group was informed that pursuant to MIDANPIRG/6 meeting Conclusion 6/30 (*Airport Certification*) and adoption of Amendment 4 to the International Standard and Recommended Practices, Aerodromes Aerodrome Design and Operations (Annex 14, Volume I to the Convention on International Civil Aviation) was adopted by ICAO council on 12 March 2001, the meeting was informed also that a manual on certification of aerodromes had been developed by ICAO and is intended to facilitate States in establishing regulatory procedures. It contains details of an aerodrome certification regulatory system, model regulations needed for certifying an aerodrome, and the procedures to be used by State regulatory authority.

2.7.2

includes details of the safety management system (SMS) policy and by means of which the operator intends to ensure the safety of operations. This safety policy include: an organizational chart that shows the lines of responsibility, the means by which the operator will ensure that all fixed base operators, ground handling agencies and others are aware of safety policy and of the need to adhere to it, the risk mitigating measures, procedures for handling emergencies, etc.

2.7.3 The meeting urged MID States to establish the necessary legislation and regulatory procedures needed for the certification of aerodromes with a view to enhance aerodrome operational safety and efficiency (*Draft Conclusion 2/6i of AOP SG/2 Report*).

2.7.4 In reply to several inquiries from States regarding Aerodrome Certification, the meeting requested ICAO to plan for Seminar or Workshop (*Draft Conclusion 2/10 of AOP SG/2 Report*).

2.7.5 MID Regional Office tentatively scheduled the requested seminar/workshop second half June 2002.

2.7.6 33rd ICAO Assembly resolution A33-8 referred www.icao.int for the expansion of the ICAO Universal Safety Audit Programme (USOAP) related to annex 11 and 14 as of 2004; and A33-14 Appendix Q for the provision of adequate aerodromes resolving that States shall undertake certification of aerodromes and, States should ensure that safety management systems are introduced at their aerodromes.

2.8 Latest Development in AOP field

New Large Aircraft

2.8.1 As of latest developments related to Aerodrome Operations and Design, the Sub-Group was presented with an overview of New Larger Aircraft: The meeting was informed of the introduction of Code F of Annex 14 Volume 1, Third Edition, July 1999. The Code F requirements are to cater for the operation of new larger aircraft with wingspans up to 80m. The salient amendments included in the Third Edition of Annex 14 Volume I relevant to the Code F aircraft were brought to the attention of the meeting. The meeting noted that some airlines registered in the States in the Region put their options for this new larger aircraft, thus could necessitate upgrading the facilities at some of the aerodromes concerned. Co-ordination with other adjacent Regions are to be maintained.

2.8.2 33rd ICAO Assembly resolution A33-14 Appendix Q refers for adequate aerodromes indicating that technical requirements for aerodromes are to be kept under revision by ICAO to insure and maintain required safety levels; In the meantime; draw the attention of aircraft manufacturers and operators to the need for future generations of aircraft to be designed so that they are capable of being operated efficiently, and with least possible environmental disturbance, from aerodromes used for operation of present day aircraft.

Possible Improvement to Capacity Management at airports should not degrade aviation Safety requirement.

2.8.3 Options for implementing possible improvements to capacity management of airports and airspace: The meeting was advised to consider and maintain safety requirements as per relevant ICAO SARPS when implementing possible improvements to capacity management, the meeting was in the view

that in order to maintain aerodrome operational regulatory, Airports improving capacity measures verses safety requirements should be monitored (*Conclusion 2/7 of AOP SG/2 Report*).

2.9 Aviation security and Safety Aspects to be considered with priority at Aerodromes

2.9.1 In accordance to AOP SG TOR and Work Programme, the meeting was in the view that the following aviation security and safety aspects should be considered and monitored within MID Region:

Aviation security

2.9.2 Aviation security requirements, specifically in the area of aerodrome planning, design and operations are to be considered and monitored (*Conclusion 2/8 of AOP SG/2 Report*)

2.9.3 33rd ICAO Assembly resolution A 33-1 appendix D and F referred www.icao.int for Technical Security measures as an effective means of preventing acts of unlawful interference with civil aviation.

Safety aspects to be considered with priority

2.9.4 Safety aspects related to Mid Region aerodromes with priority to the following are to be considered and monitored (*Conclusion 2/9 of AOP SG/2 Report*):

- Aerodrome emergency planning
- Rescue and fire fighting services
- Obstacle limitation at and around aerodromes
- Implementation of guidelines and procedures for surface movement guidance and control systems (SMGCS) at main international airports.

2.10 Human Resources

2.10.1 The meeting noted that the ICAO safety oversight program might be expanded soon, subject to availability of adequate resources, to include aerodromes. Aerodrome safety and efficiency depends on mainly two areas, namely, the adequacy and efficacy of the services, facilities and procedures, and the operational capability of the aerodrome operators. The second factor heavily depends on the necessary human resources development, which includes training, dissemination and exchange of information, and development of expertise.

2.10.2 The meeting was advised that MID Regional Office could assist the States by way of conducting workshops and seminars and studying possible extending assistance under the ICAO Technical Cooperation Program.

2.10.3 The meeting considered the various areas where such seminars/workshops would be useful for the region to enhance aerodrome operational safety and efficiency and agree

topics such as, Aerodrome Emergency Planning, Surface Movement Guidance and Control Systems, Planning and commissioning of new aerodromes, could be considered at a later stage.

2.11 Laser Emitters and Flight Operations Safety

2.11.1 The meeting noted the threat of laser emitters used for entertainment and commercial promotion around airports by distracting or blinding pilots affecting flight safety.

2.11.2 Based on IFALPA request, ICAO ANC has developed a proposal for amendment to chapter 5 of Annex 1 Aerodrome Design and Operations and chapter 2 of Annex 11 Air Traffic Services in order to protect flight operation zones against the hazardous effect of laser emitters. The amendment will be supported by a manual containing detailed information about physics of lasers and biohazards, they cause and laser beam sensitive flight zones to be determined by local aerodrome operations. The manual is scheduled for distribution in 2002.

2.11.3 Refer to copy of ICAO state letter AN 5/19.3-01/56 dated 15 June 2001 and its attachments (**Appendix C**)

3. ACTION BY THE MEETING

3.1 The MIDANPIRG/7 is invited to:

- a) Note the report of the AOP/SG/1&2 meeting
- b) Adopt the AOP Sub-Group Revised Terms of Reference and its Work Programme as at **Appendix A**
- c) Adopt the consolidated Conclusions and Decisions as at **Appendix B**
- d) Note the information on Laser Emitters affecting flight safety as at **Appendix C**
- e) Agree to Venue and dates of:
 - i) -20 June 2002, and
 - ii) AOP SG/3 meeting: Cairo 16-19 September 2002.
