



WORKING PAPER

ASSEMBLY — 39TH SESSION

Agenda Item 36: Aviation safety and air navigation implementation support

AERODROME ACTIVITIES IN THE MID REGION

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

This working paper provides an overview of the United Arab Emirates (UAE) activities in the Middle East (MID) Region further to ICAO's Runway Safety Programme (RSP) and No Country Left Behind (NCLB) campaigns. The Runway Safety (RS) activities, including development of guidance materials, hosting of safety events and participation in training and support missions, are based on the UAE's experience and expertise and have served to help ensure all States have access to resources to support their national safety regulation and oversight regimes including supporting guidance materials and procedures.

Action: The Assembly is invited to:

- a) note the information contained in this paper;
- b) encourage States to adopt similar measures on a regional basis in relation to runway safety initiatives; and
- c) invite States to provide comment in relation to their participation in similar Regional activities.

<i>Strategic Objectives:</i>	This paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	
<i>References:</i>	

1. INTRODUCTION

1.1 In support of ICAO's Runway Safety Programme (RSP) and No Country Left Behind (NCLB) campaigns the UAE has supported MID-Region efforts and initiatives to promote and increase levels of aerodrome certification and runway safety. The initiatives have been coordinated through the efforts of the Regional Aviation Safety Group Middle East (RASG-MID) and its associated Working Group for Runway & Ground Safety, which are respectively co-chaired and chaired by the UAE. The resources provided may be readily implemented, adapted or adopted by States in development of their national safety regulation, guidance and procedures related to aerodrome certification and runway safety.

2. DISCUSSION

2.1 Further to the RASG-MID Runway Safety Enhancement Initiatives, the UAE has authored the following Publications:

- a) RASG-MID Safety Advisory (RSA-01) – *Harmonising the Use & Management of Stop Bars at Airports* - October 2014 circulated to States on 2 November 2013 (Ref: ME 4-14/253);
- b) RASG-MID Safety Advisory (RSA-02) - *Guidance on Regulatory Framework Supporting Establishment of Runway Safety Teams* circulated to States on 20 January 2015 (Ref: ME 4-15/014);
- c) RASG-MID Safety Advisory (RSA-03) - *Model Checklist for Runway Safety Teams (RSTs)* – March 2015 circulated to States on 16 March 2015 (Ref: ME 4-15/078);
- d) RASG-MID Safety Advisory (RSA-05) - *Aerodromes Certification Toolkit* - September 2015 circulated to States on 10 September 2015 (Ref: ME 4-15/261); and
- e) guidance on *Periodic Surveillance Audits of Aerodrome Infrastructure and Maintenance* was provided to ICAO MID in April 2016 and materials related to *Proactive Oversight of Aerodrome Infrastructure Development* is planned for completion by end November 2016.

2.2 The UAE has been actively involved in missions to support the ICAO RSP as well as Runway Safety (RS) Go-Teams aimed at providing assistance for establishment of RSTs as an effective means to reduce runway related accidents and serious incidents.

2.2.1 The UAE participated in the *Regional Runway Safety Go-Team* initiative visit to Kuwait International Airport in February 2016.

2.2.2 Further to the on-going training initiatives undertaken by RASG-MID, the UAE led a delegation to provide an *Aerodrome Operations Course* for aviation safety stakeholders in Sudan in September 2015. The course was conducted in partnership with Dubai Airports and was attended by 40 representatives from Sudan's Civil Aviation Authority, airports, air traffic control units and airlines. The training included topics such as runway safety, aerodrome certification, apron safety, FOD control, wildlife management, reporting systems and safety metrics.

2.2.3 The UAE led the inaugural *ICAO Regional Runway Safety Go-Team initiative visit to Khartoum International Airport* and associated Air Traffic Control unit in December 2014 along with representatives from ICAO, ACI, IATA and Egypt. The Go-Team presented technical training during a five day workshop hosted by Sudan to over 100 delegates from aerodromes, air traffic control units, carriers and regulatory departments. The workshop content was modelled after the successes of the regulator and stakeholders within the UAE.

2.3 The UAE hosted the following events in respect to Regional initiatives:

2.3.1 The GCAA hosted the first ICAO Heliport Seminar (HS/1) in the Middle East in Dubai, UAE in December 2015. The Seminar was held in collaboration with ICAO's Heliport Design Working Group and was attended by 100 participants from 10 States representing regional and international regulators, heliport operators, helicopter operators and industry organizations. Experts from government entities, gas-oil, representative bodies and consultancies provided presentations and joined panel discussions and an interactive heliport certification workshop. Outcomes included recommendations for MID States to review related regulation, create databases of heliports and form heliport technical committees to examine training standards and related competencies.

2.3.2 The GCAA hosted the second ICAO Regional Runway Safety Seminar (RRSS/2) in June 2014 in Dubai, UAE. The event was attended by 200 representatives from the UAE, the MID States of Egypt, Iran, Oman, Saudi Arabia and Sudan and organizations including ACI, Airbus, Boeing, COSCAP-GS, EUROCONTROL, FAA, IATA and IFATCA. Participants included civil aviation authorities, air navigation service providers, airports, airlines and government agencies. The objectives of the Seminar included providing States with guidance to establish effective RSTs, launching the MID Runway Safety Go-Team initiative and exploring means to enhance implementation of Aerodrome Certification in the MID Region. Outcomes since the Seminar have included implementation of the provisions related to the establishment of RSTs further to the Assembly Resolution A37-6 (1/2) and the Recommendations of the GRSS and MID-RRSS/1, publication of standardized guidance on acceptable use of stop bars, support for the RS Go-Team initiative and development of additional Runway Safety provisions including those related to wildlife, objects and laser events.

3. CONCLUSIONS

3.1 The UAE has strongly and consistently supported ICAO's RSP and NCLB initiatives through active leadership and participation in regional safety initiatives through the commitment of resources and sharing of its experience and expertise. The resulting events, missions and materials seek to ensure that SARP implementation is harmonized in relation to aerodrome certification and runway safety; and support all States in obtaining the significant socio-economic benefits of safe and reliable air transport.