



International Civil Aviation Organization

WORKING PAPER

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(Information paper)

English and Arabic only

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other issues to be considered by the Technical Commission

GUIDANCE DOCUMENT RSA-11 SAFEGUARDING AERODROMES

(Presented by Egypt)

EXECUTIVE SUMMARY	
This information paper highlights some of the achievements of Middle East Office Runway Safety Team.	
<i>Strategic Objectives:</i>	This information paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	N/A.
<i>References:</i>	Annex 14 – <i>Aerodromes</i> , Volume I – <i>Aerodrome Design and Operations</i> , Chapter 2 and Chapter 4 Annex 15 — <i>Aeronautical Information Services</i> Annex 10 — <i>Aeronautical Telecommunications</i> Doc 9137, <i>Airport Services Manual</i> , Chapter 6 Doc 9774, <i>Manual on Certification of Aerodromes</i> Doc 9981, <i>Procedures for Air Navigation Services (PANS) - Aerodromes</i>

¹ Arabic version provided by Egypt.

1. INTRODUCTION

1.1 In order to ensure that safety requirements are met at ground airports in compliance with ICAO Standards and Recommended Practices (SARPs) (Annex 14, Volume I, Chapter IV), the Arab Republic of Egypt has enacted domestic laws, regulations and legislation that define the obstacle control system to ensure the protection of obstacle limitation surfaces.

1.2 The Egyptian Civil Aviation Authority has taken the lead role through its active role in the Regional Office for the Middle East in cooperation with the General Civil Aviation Authority in the United Arab Emirates and the Civil Aviation Authority in Sudan in preparing a guidance document based on its pioneering experience in this field.

1.3 It was presented to the Middle East Regional Safety Committee and licensed and approved for publication at: <https://www.icao.int/MID/Documents/2018/RSC6/>

2. DISCUSSION

2.1 Annex 14, Volume I, Chapter 4 provided the basis for the protection of obstacle limitation surfaces related to the geometric specifications of runways such as the length, width and nature of their operation in accordance with the available navigational aids.

2.2 It also referred to a number of documents including *Airport Services Manual* (Doc. 9137), *Manual on Certification of Aerodromes* (Doc 9774), *Airport Planning Manual* (Doc 9184), *Aerodrome Design Manual* (Doc 9157), *Procedures for Air Navigation Services — Aircraft Operations* (Doc 8168), *Procedures for Air Navigation Services (PANS) - Aerodromes* (Doc. 9981), all of which relate to international annexes such as Annexes 9, 10 and 15.

2.3 Doc. 9137, Part VI was not limited to the complementary details of Annex 14 for the runways, but also extended to some recommendations concerning the importance of the protection of obstacle limitation surfaces for the navigation systems, but without putting specific details, such as those developed for the runways.

2.4 In the light of the fact that each of the above-mentioned documents included part of the methods or ways of the protection required for obstacle limitation surfaces in general, which requires to put them all in one template containing not only the most important points required for protection, but also some bases to varying degrees in order to develop legislation required to apply those requirements.

2.5 Through the workshops and training courses provided in the field of the protection of obstacle limitation surfaces for some States through the MID Office Runway Safety Team - 'MID-GO TEAM', in line with the ICAO *No Country Left Behind* initiative, it becomes clear the need for developing a baseline suitable for the region and identifying the key points for the development of legislation and laws to ensure the required protection of the obstacle limitation surfaces.

2.6 Hence, work began on the document to include three main parts:

2.6.1 The first Part deals with definitions, types of the required protection, tasks, responsibilities, methods of protection and notification of violations.

2.6.2 Part two contains multiple forms of checklists for review of the system or on the ground, which can be adapted to the requirements of each country or region.

2.6.3 The last part, which was added to the document after its adoption and publication, is related to the legislative system for the protection of obstacle limitation surfaces at all levels, whether legal, legislative or indicative.

3. CONCLUSION

3.1 The Assembly is invited to urge States to consider the document and make use of its contents and to provide similar documents related to the protection of the obstacle limitation surfaces for navigation systems, which will be presented for consideration by the Assembly in the information paper A40-WP/382.

3.2 The Assembly is invited to:

- a) take note of the activities of the regional group in the Middle East region;
- b) urge States to make use the document and its annexes and to provide similar expertise in various fields; and
- c) request ICAO to continue to encourage all Member States to provide the necessary support and expertise available to them.

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