International Civil Aviation Organization

Aerodrome Certification Implementation Task Force (ADCI TF)

Second Meeting
(Doha, Qatar, 12 – 14 May 2013)

Agenda Item 2: **Follow-up Conclusions and Decisions relevant to Aerodrome Certification**

REVIEW AND UPDATE THE LIST OF AIR NAVIGATION DEFICIENCIES
RELATED TO AERODROME CERTIFICATION

(Presented by the Secretariat)

SUMMARY
This working paper presents the deficiencies related to Aerodrome Certification for review, update and remedial actions.
Action by the meeting is at paragraph 3.
REFERENCES
- AOP SG/8 Report   - MIDANPIRG/13 Report

1. **INTRODUCTION**

1.1   The identification, assessment and reporting of air navigation deficiencies represent a regular task of the ICAO Planning and Implementation Regional Groups (PIRGs).

1.2   The standard definition of deficiency adopted by the ICAO Council in November 2001 should be used as basis to avoid different interpretations of the problems raised, which could be classified as complaints/mission findings rather than deficiencies:

> "*A Deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and /or efficiency of international civil aviation.*"

1.3   Based on the above, the presence of AOP deficiencies will, in most cases, affect the aerodrome adequacy to be certified.

2.   DISCUSSION

2.1   The meeting may wish to note that the DGCA-MID/1 Meeting (Abu Dhabi, UAE, 22-24 March 2011) noted the concerns expressed by the ICAO Council, the Air Navigation Commission (ANC) and MIDANPIRG on the serious impact the long standing deficiencies have on safety. Also, MIDANPIRG/13 noted with concern that many deficiencies continue to persist for a number of years.

2.2   The updating of the list of deficiencies, which is considered as a living document, is an on-going activity to reflect the identified/reported air navigation deficiencies in the MID Region. The updated list of deficiencies in the AOP field is at **Appendix A** to this working paper.

2.3   The DGCA-MID/1 Meeting noted that MIDANPIRG/12 underlined that the lack of sufficient number of qualified technical staff is the highest contributing factor for the non-elimination of the safety deficiencies in the MID Region (both air navigation deficiencies and USOAP findings). The meeting noted that as part of the ICAO MID Regional Office Work Programme, Seminars, Workshops and Training are being organized in the MID Region based on needs identified within the framework of MIDANPIRG or by ICAO (Headquarters and Regional Office). Nevertheless, the meeting recognized that more effort should be put in the training of technical staff and re-iterated MIDANPIRG/12 Recommendations and Conclusion on the subject, including, the call for States to organize at the National Level Seminars, Workshop and Training courses, in coordination with the ICAO MID Regional Office, in order to touch a larger number of staff from the State.

2.4   The DGCA-MID/1 Conclusion 1/2 and MIDANPIRG/13 Conclusion 13/63 related to the elimination of air navigation deficiencies are as follows:

DGCA-MID/1 CONCLUSION 1/2 - ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION

That, States:

a)   *accord high priority to the elimination of air navigation deficiencies; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, and provide appropriate initial, on-the-job and recurrent training;*

b)   *work cooperatively towards the elimination of common deficiencies; and*

c)   *consider the use of the Regional Safety Oversight Organizations (RSOOs) as an efficient mechanism for, inter-alia, the provision of appropriate training to technical staff and elimination of common deficiencies.*

CONCLUSION 13/63:   ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION

That, States be urged to:

a)   *review their respective lists of identified deficiencies, develop associated Corrective Action Plans and forward them to the ICAO MID Regional Office prior to* **15 June 2012***; and*

b) *use the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies, until the official launch of the Centralized Air Navigation Deficiency Database on iSTARS.*

2.5   The meeting may wish to note that IFALPA reported to ICAO MID Regional Office on July 2012 their review on deficient aerodromes and airspace in the MID Region. Deficiencies related to Aerodrome Certification are included in **Appendix B** to this working paper. Concerned States are invited to the review the reported deficiencies and advice ICAO MID Regional Office of their action plans in order to update the MID List of Air Navigation Deficiencies.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to review, update the identified deficiencies in the air navigation fields at **Appendices A** and **B** to this working paper.

APPENDIX A

ADCI TF/1
Appendix 4A to the Report on Agenda Item 4

Deficiencies in the AOP Field

BAHRAIN

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
				No Deficiencies Reported					

(1) Rationale for non-elimination: "F"= Financial   "H"= Human Resources   "S"= State (Military/political)   "O"= Other unknown causes

Deficiencies in the AOP Field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID Basic ANP & FASID (Doc 9708)	Alexandria Int`l Airport	Runway is short and current distance is 7221 FT with runway all up weight maximum 68000kgs	Jul, 2004	Cannot be served as an alternate	F O	Plan to extend Runway	Egypt	Jan, 2013	A
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Luxor, Aswan, Borg El Arab, Alexandria, ALamainTaba, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations. State: Implemented for 4 Airports .Cairo, Sharm El Sheikh,, Hurghada, Maersa Alam In Progress ASWAN, LuXer, Borg El-Arab, Taba, The rest is planned for Nov 2014	Egypt	Nov, 2014	U

(1) Rationale for non-elimination: "F"= Financial   "H"= Human Resources   "S"= State (Military/political)   "O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
3	Annex 14 Vol. 1.4.1, 1.4.4	Luxor, Aswan, Borg El Arab, Alexandria, Almaza, Taba, Alamain, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each listed international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate. State: implemented: Cairo, Sharm El-Sheikh,Hurghada, Mersa Alam, In Progress: Luxor,Aswan Borg Al-Arab, Taba The rest is planned for Nov 2014	Egypt	Nov, 2014	U
4	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Alexandria Int`l Airport	No runway demarcation lines available on RWY 18/36, to identify the entry position to RWY 04/22	May, 2007	-	F	Runway is closed for extension and upgrade	Egypt	Jan, 2013	U

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Deficiencies in the AOP Field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	Iran	Jan, 2013	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting Certification of Aerodrome.	Iran	Jan, 2013	U

[1] Rationale for non-elimination: "F"= Financial   "H"= Human Resources   "S"= State (Military/political)   "O"= Other unknown causes

Deficiencies in the AOP Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Baghdad /Basrah/Erbil /Sulaymaniyah/ Al Najaf Int`l. Airports	Implementation of Aerodrome Operations Safety Management Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome OperationsDec, State: Dec 2010 except for Baghdad & Najaf June 2011	Iraq	Dec, 2014	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Baghdad/ Basrah/ Erbil /Sulaymaniyah / Al Najaf Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting certification of aerodrome. State: Dec, 2010 except for Baghdad & Najaf June 2011	Iraq	Jan, 2014	U

[1] Rationale for non-elimination: "F"= Financial   "H"= Human Resources   "S"= State (Military/political)   "O"= Other unknown causes

Deficiencies in the AOP Field

JORDAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Amman/Queen Alia, Amman/Marka, King Hussien/Aqaba Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	State Safety Programme has been established, SMS is implemented at King Hussein Int.l Aerodrome only.	S	Need to ensure implementation of SMS for aerodrome operations at Queen Alia, and Marka Int'l Aerodromes in order to achieve an acceptable level of safety	Jordan CARC	Sep, 2013	U

(1) Rationale for non-elimination: "F"= Financial   "H"= Human Resources   "S"= State (Military/political)   "O"= Other unknown causes

Deficiencies in the AOP Field

KUWAIT

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**	**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
				No Deficiencies Reported					

(1) Rationale for non-elimination: "F"= Financial　　　"H"= Human Resources　　　"S"= State (Military/political)　　　"O"= Other unknown causes

Deficiencies in the AOP Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	Annex 14 Vol. 1.4.1, 1.4.4	R.B.H. Beirut Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	Lebanon	Jan, 2013	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	R.B.H. Beirut Intl. Airport	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	Lebanon	Jan, 2013	U

(1) Rationale for non-elimination: "F"= Financial   "H"= Human Resources   "S"= State (Military/political)   "O"= Other unknown causes

Deficiencies in the AOP Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	Annex 14 Vol. 1.4.1, 1.4.4	Muscat/ Salalah Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	H	Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	Oman	Dec, 2013	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Muscat/ Salalah Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	Oman	Dec, 2013	U

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Deficiencies in the AOP Field

QATAR

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
			No Deficiencies Reported						

[1] Rationale for non-elimination: "F"= Financial   "H"= Human Resources   "S"= State (Military/political)   "O"= Other unknown causes

Deficiencies in the AOP Field

SAUDI ARABIA

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**	**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
			No Deficiencies Reported						

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Deficiencies in the AOP Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int`l Airport	Apron lighting inadequate	Sep, 2003	-	F H	Apron lighting is to be improved	Syria	Jan, 2013	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int`l Airport	Runway surface rough and damaged. Runway markings unsatisfactory	Sep, 2003	-	F H	RWY Surface to be repaired and refurbished, Markings are to be improved	Syria	Jan, 2013	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int`l Airport	DAM/DVOR 116 MHZ Out of Service	Jun, 2004	-	F	The VOR/DME to be replaced	Syria	Jan, 2013	A
4	Annex 14 Vol. 1.4.1, 1.4.4	Damascus, Aleppo, Bassel Al-Assad Int`l. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	Syria	Jan, 2013	U
5	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Damascus, Aleppo, Bassel Al-Assad Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	Syria	Jan, 2013	U

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Deficiencies in the AOP Field

UAE

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**	**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
				No Deficiencies Reported					

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Deficiencies in the AOP Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Sanaa, Aden, Hodeibah, Taiz Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	Yemen	Jan, 2013	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Sanaa, Aden, Hodeibah, Taiz Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti	Yemen	Jan, 2013	U

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ICAO Region/ANP: MID   IFALPA Region: MID/East

Subsection	IFALPA Deficiency	Action Required/Remarks

EGYPT   EALPA

Aswan (HESN) (ASW)   DEFICIENT [Oct 2011]

Subsection	IFALPA Deficiency	Action Required/Remarks
AGA (1)	First 200m RWY 35 unusable. No displaced threshold markers	Markers required.

Cairo International (HECA) (CAI)   DEFICIENT [Oct 2010]

Subsection	IFALPA Deficiency	Action Required/Remarks
AGA (1)	Runway surface of 05 (L) is very rough after the first 1000m.	
AGA (7)	Taxiway markings to stands confusing as old markings not removed. Problem exacerbated at night and when wet. Stop markings at new Terminal 2 difficult to interpret.	Remove old markings

Remarks: severe disruption at short notice when there are VIP movements.

Luxor (HELX) (LXR)   DEFICIENT [Oct 2011]

Subsection	IFALPA Deficiency	Action Required/Remarks
AGA (1)	Runway has heavy rubber accretion	
AGA (3)	PAPIS/VASIS not available	

Sharm el Sheik Int'l (HESH) (SSH)   DEFICIENT [Oct 2011]

Subsection	IFALPA Deficiency	Action Required/Remarks
AGA (1)	RWY 04 undulating with heavy rubber accretion	
AGA (5) & (6)	Taxiway lighting inadequate Apron lighting inadequate	
AGA (5) RAC (1)	Confusion in taxiway instructions	

ICAO Region/ANP: MID   IFALPA Region: MID/East

Subsection	IFALPA Deficiency	Action Required/Remarks

LEBANON

Beirut (OLBA)   DEFICIENT [Oct 2011]

Subsection	IFALPA Deficiency	Action Required/Remarks
SECURITY	Domestic houses built inside airport perimeter close to the movement area.	

LIBYA

Benghazi (HLLB)   DEFICIENT [Oct 2011]

Subsection	IFALPA Deficiency	Action Required/Remarks
AGA (5) (6)	Taxiway and Apron lighting required and Ramp markings are not standard	
COM (7)	Unserviceable NAVAIDS not published by NOTAM	
NAVAIDS (5)	NDB intermittent and NDB Approach is a problem as descent to 2500 ft is required on the outbound leg which triggers the GPWS warning "Terrain, Terrain"	
SECURITY	Airport personnel on airside are not easily identified	Hi visibility jackets required.

The current political situation made it impossible to give an accurate update and that it should remain as is until the situation improved.

SYRIA

Damascus (OSDI) (DAM)   DEFICIENT [Oct 2011]

Subsection	IFALPA Deficiency	Action Required/Remarks
AGA (6)	Apron lighting and guidance system inadequate.	Always follow the marshallers instructions
MET (6)	No VOLMET available.	

Pilots are requested to familiarise themselves with the procedures necessary for the VOR/NDB approach.