International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Fourth Meeting (RASG-MID/4)
(Jeddah, Saudi Arabia, 30 March - 1 April 2015)

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

RUNWAY SAFETY RELATED ISSUES

(Presented by the Secretariat)

SUMMARY
This paper provides an update on Runway Safety related issues that were coved under the RGS WG/1 meeting, the status of Aerodrome Certification in the MID Region and the outcome of the MID Wildlife/FOD Workshop.
Action by the meeting is at paragraph 3.

REFERENCES
- MID Wildlife/FOD Workshop Executive Summary
- RGS WG/1 Report
- RSC/3 Report

1.   INTRODUCTION

1.1   The Fourteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/14, Jeddah, Saudi Arabia, 15-19 December 2013) agreed through Decision 14/10 that the activities of the AOP SG be transferred to the RASG-MID framework.

1.2   The RASG-MID/3 meeting (Kuwait, 27-29 January 2014) supported the above-mentioned Decision and agreed to the establishment of a Working Group for Runway and Ground Safety (RGS WG) under the MID Regional Aviation Safety Team (MID-RAST) to address all aerodromes safety issues. Accordingly, RASG-MID/3 meeting agreed to the following Decision:

> *DECISION 3/1:   ESTABLISHMENT OF RUNWAY AND GROUND SAFETY WORKING GROUP (RGS WG)*
>
> *That, the Runway and Ground Safety (RGS) Working Group is established with Terms of Reference (TOR) as at Appendix 3D to the Report on Agenda Item 3.*

1.3   Based on the above, the First meeting of the Runway and Ground Safety Working Group (RGS WG/1) was held in Cairo, Egypt on 7-9 April 2014. The meeting was attended by a total of forty eight (48) participants, from eight (8) States (Bahrain, Egypt, Libya, Oman, Qatar, Saudi Arabia, Sudan and UAE).

2. DISCUSSION

Implementation of Aerodrome Safety Priorities and Objectives:

2.1   The Third meeting of the RASG-MID Steering Committee (RSC/3, Cairo, Egypt, 9 – 11 December 2014) reviewed the SEIs related to Runway and Ground Safety (RGS) that have been endorsed by the RASG-MID/3 meeting and noted that the RGS SEIs have been consolidated to three SEIs and they were aligned with the new Global Aviation Safety Plan (GASP).

2.2   The RSC/3 meeting recognized that the Un-stabilized Approach is a common factor for RGS and CFIT and agreed that the scope of the MID-RAST/RGS/1 should be addressed under the CFIT DIPs. Accordingly, the CFIT Coordinator was requested to develop additional CFIT DIPs on specific training for pilots and air traffic controllers and promotion of pilot adherence to Standard Operating Procedures to reduce the number of un-stabilized approaches. Latest updates on the DIPs related to the RGS SEIs are presented in the RASG-MID/4 WP/6 by the RGS Coordinator.

2.3   The RSC/3 meeting noted that Egypt presented to the RGS WG/1 meeting their experience/measures taken to reduce the number of missed approach at Cairo International Airport. The study analyzed the causes behind the missed approaches (un-stabilized approach was one of the major causes) and suggested measures to decrease the number of missed approach by 50% in year 2014.

2.4   In the same vein, RSC/3 meeting noted that Bahrain had a successful experience with reduction of the number of un-stabilized approaches. The amount of go-around was reduced from 1 per every 500 arrivals in 2012 to 1 per every 1000 arrivals in 2013 after adopting the following measures and changes:

1) Final and downwind fixes/parameters were defined and depicted on the approach display.

2) Speed control limitations and short cut limitations were mandated to reduce the controller's contribution in unstable approaches.

3) The implementation of 3 NM separation within 10 NM final.

4) Automatic transfer of control of IFR arrivals within 4 NM (application of VFR separation by Tower within 4 NM).

2.5   Based on the above, the RSC/3 meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 3/5:   REDUCTION OF UN-STABILIZED APPROACH RISK

That, States that have not yet done so, be urged to minimize the risk of un-stabilized approach through (but not limited to):

a) training of operators (pilots, air traffic controllers/air navigation service providers, and aerodrome operators);

b) development of relevant Guidance materials;

c) encouraging the reporting of un-stabilized approaches, assessment and mitigation of the associated risk and conduct of necessary safety oversight, as part of SMS implementation; and

d) review of Standards Operation Procedures.

2.6   The meeting may wish to note that the RSC/3 meeting reviewed and supported proposals by the RGS WG/1 to develop additional RGS SEIs on Aerodrome Safeguarding, Wildlife Control, and Laser-attacks.

Aerodrome Certification

2.7   The meeting may wish to recall that the RASG-MID/3 meeting recognized the variation in the level of Aerodromes Certification implementation in the MID Region. Some States have certified all their International Aerodromes achieving 100% Certification of Aerodromes listed in the ANP, whereas some other States have not certified any of their International Aerodromes.

2.8   Accordingly, the Second Regional Runway Safety Seminar (MID-RRSS/2, Dubai, UAE 2-5 June 2014) has included a break-out session on Aerodrome Certification. It has been 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.

2.9   Based on the latest feedback provided by States, the Aerodromes Certification implementation table has been updated as at **Appendix A**. The table shows that 29 out of the 66 MID States international aerodromes have been certified. This represents 44% of the International Aerodromes listed in the MID ANP.

2.10   It is to be noted that Sudan has certified Port-Sudan Airport (HSPN) since 15/12/2014. Egypt indicated that they are in the final phase of reconsidering the list of International Aerodromes which might be reduced to a total of seven (7). As Follow-up, State Letter Ref.: AN 9/2.2 - 15/046 dated 8 February 2015 was sent to Egypt with a request to review the current Basic ANP and send to the ICAO MID Regional Office an updated list of Egyptian International Aerodromes that need to be included in the AOP 1 Table, taking into consideration the users' needs, not later than 15 March 2015.

2.11   In the same vein, it was noted that the ANP Table AOP I-1 does not include some of the Saudi Aerodromes which are required/used for international operations. Accordingly, State Letter Ref.: AN 9/2.2 - 15/048 dated 9 February was sent to Saudi Arabia with a request to review the current Basic ANP and send to the ICAO MID Regional Office an updated list of the Saudi International Aerodromes that need to be included in the AOP 1 Table, taking into consideration the users' needs, not later than 15 March 2015.

MID Wildlife/FOD Workshop

2.12   Within the RASG-MID Framework, the Middle East Wildlife and Foreign Object Debris (FOD) Workshop was successfully held in Cairo, Egypt from 24 to 26 March 2014. The event was jointly organized by ICAO and IATA and gratefully hosted by the Egyptian Civil Aviation Authority (ECAA). The Egyptian Airports Company (EAC) and Cairo Airports Company (CAC) sponsored the event.

2.13   The main objective of the Workshop was to address the hazards, risk assessment and available mitigation measures associated with Wildlife and FOD. The detailed programme of the Wildlife/FOD Workshop is at **Appendix B**. The Workshop highlighted the following:

    1) the importance of data collection and sharing among industry stakeholders;

    2) the need to improve reporting culture;

    3) States Regulators and Aerodrome Operators should be aware of existing standards and best practices (ICAO, FAA, ACI and other Organizations);

    4) the importance of collaboration and communication among operators, ATCs, Aerodromes and CAAs (including local authorities) to detect and mitigate wildlife/ FOD hazards;

    5) technology is a great tool, yet not the only effective solution;

    6) risk assessment is an important start to develop a Wildlife/FOD program. The Wildlife/FOD hazard management program should be a live document that is continually updated;

    7) roles and responsibilities should be defined for Wildlife/FOD programs so that Regulators set the requirement while Aerodromes Operators and ATCs implement the programs;

    8) In accordance with ICAO Doc 9774, Wildlife Hazard Management Plan is should be part of the Aerodrome Certification requirements; and

    9) Wildlife and FOD Control are to be included in the Work Programme of the RST.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

    a) note the information contained in this paper and take action as appropriate; and

    b) agree to the Draft Conclusion in para. 2.5 .

APPENDIX A

STATUS OF AERODROME CERTIFICATION IMPLEMENTATION IN MID REGION

Sr	State	Listed aerodromes					Certified Aerodromes					Percentage certified	Remarks
		RS	RNS	AS	ANS	Total	RS	RNS	AS	ANS	Total		
1	Bahrain	1				1	1				1	100%	
2	Egypt	8	1	7		16	4				4	25%	
3	Iran	7	1			8	2				2	25%	
4	Iraq	5	1			6	2				2	33%	
5	Jordan	2		1		3	1				1	33%	
6	Kuwait	1				1	1				1	100%	
7	Lebanon	1				1	0				0	0%	
8	Libya	3				3					0	0%	
9	Oman	1		1		2	1		1		2	100%	
10	Qatar	2				2	2				2	100%	
11	Saudi Arabia	4				4	4				4	100%	
12	Sudan	3			0	3	2				2	67%	
13	Syria	3				3	0				0	0%	
14	UAE	7	1			8	7	1			8	100%	
15	Yemen	5				5	0				0	0%	
	Total	53	4	9	0	66	27	1	1	0	29	44%	
	% certified						51%	25%	11%		44%		

Wildlife & FOD Workshop

24 – 26 March 2014
Cairo, Egypt

Day 1– 24 March 2014

Time	Agenda Item
08:00 -09:00	**Registration**
09:00– 10:00	**Welcome & Opening** *Keynote speakers and welcome remarks* - *Captain Hossam Kamal, Minister of Egyptian Civil Aviation* - *Mr. Mohamed Smaoui,ICAO* - *Mr. Achim Baumann,IATA* - *Dr. Ashraf Ahmed Zaki, Egyptian Holding Company for Airports & Air Navigation* - *Captain Mahmoud Taha El Zanaty, Head of Egyptian Civil Aviation Authority(ECAA)* - *Captain Gad El Karim Nasr Mohamed, Chairman,Egyptian Airports Company (EAC)*
	Coffee Break – 30 minutes
10:30 – 11:30	*Wildlife and FOD accidents, incidents, and trends* - *Achim Baumann, IATA* - *Chamsou I-Andjorin, Boeing*
11:30– 12:30	**The Current Situation** - *John Weller, FAA* - *Adel Ramlawi, ICAO* - *Mashhor Alblowi, ICAO*
	Lunch Break – one hour
13:30 – 15:00	**Regional Examples** *Exchanging Experiences* - *Adnan Takrouri, RJ* - *Ahmed Helmy, CAC* - *Waleed ElSageer from EAC* - *Tarek Mokhtar, Egypt Air* - *Saja Salaj, CARC* - *Abdulla Hassan Al Qadhi, BH ATC* - *George Rhodes (Moderator)*
15:00 – 15:30	**Conclusions and preparation for Day -2**

Dinner Hosted By

الشــركة المصرية للمطــارات
EGYPTIAN AIRPORTS CO.
ISO 9001:2008 Certified No. EG1/3037

شركة ميناء القاهرة الجوى
Cairo Airport Company

Day 2 – 25 March 2014

Time	Agenda Item

09:00 – 10:30	**Interactive Discussion 1: Assessing Risk**
	
	- *Hazard assessment*
	   - *Salim Ali Al Harthy, Oman Airports Management Company*
	   - *Mohammad al Dossari, UAE GCAA*
	   - *John Weller, FAA*
	   - *Eoin Ryan, Dublin Airports (Moderator)*

	Coffee Break – 30 minutes
11:00 – 12:00	**Technology** - *Eoin Ryan, Dublin Airports* - *Smael Banse, AIG* - *Jamal Zaal, Dubai Airports*
	Lunch Break – one hour
13:00 – 14:30	**Interactive Discussion 2: A MID Region Wildlife& FOD Risk Reduction Program** - *Savio Dos Santos, Embraer* - *Angie Abdalla from ECAA* - *Moaid Samir Kabli, GACA* - *Mohamed Saeed, NANSC* - *Salim Ali Al Harthy, Oman Airports Management Company* - *Awad Khir Elden, Technical Bureau of Ops Sector, CAC (moderator)*
	Coffee Break – 30 minutes
15:00 – 15:30	**Wrap-up Session: Conclusions & future steps (projects)**

Day 3 – 26 March 2014

Time	Agenda Item
10:00 – 15:00	**Field Visit to Cairo International Airport**

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