International Civil Aviation Organization

MIDANPIRG STEERING GROUP

Fifth Meeting (MSG/5)
(Cairo, Egypt, 18 - 20 April 2016)

Agenda Item 5:   **MID Region Air Navigation Planning**

AOP PLANNING MATTERS

(Presented by the Secretariat)

SUMMARY
This paper presents the AOP planning matters for consideration of and/or endorsement by MSG.
Action by the meeting is at paragraph 3.

1. **INTRODUCTION**

1.1   The Aerodrome Operational Planning (AOP) issues are addressed under the MIDANPIRG framework.

2. **DISCUSSION**

Revised list of MID international Aerodromes

2.1   The meeting may wish to note that the ICAO MID Regional Office received requests from Egypt, Iran and Sudan for a change to the list of their international aerodromes. Accordingly, ICAO MID Office processed a Proposal for Amendment (PFA) to update the AOP table of the MID Basic ANP.

2.2   Based on above PFA, the number of MID aerodromes international aerodromes has been changed from 71 to 59 aerodromes. Details of the latest eANP AOP tables are provided in WP/9 (MID eANP).

2.3   In connection with the above, the meeting may wish to recall that the AOP Table of the MID ANP does not include some of the aerodromes which are required/used for international operations. Accordingly, the concerned States are invited to review the current Basic ANP and send an updated list of international aerodromes to the ICAO MID Regional Office, taking into consideration the users' needs.

2.4   It is to be highlighted that States need to notify the air carriers and aerodrome users of any change to aerodrome category or type of use and report their action plan to complete certification of their aerodromes.

Aerodrome Certification

2.5   Based on the latest feedback provided by States and the amended AOP table, the Aerodromes Certification implementation table has been updated as at **Appendix A**. The table shows that 31 out of the 59 MID States international aerodromes have been certified. This number represents 53% of the international aerodromes listed in the MID ANP.

2.6   The current Aerodrome Certification percentage is 53% which exceeds the MID Safety Strategy target of 50% for 2015. However, more efforts are needed to meet the Strategy target of 75% for 2017.

A-CDM Seminar

2.7   The meeting may wish to recall that B0-ACDM related to Improved Airport Operation through Airport Collaborative Decision Making (A-CDM) is a priority one ASBU module in the MID Air Navigation Strategy. Implementation of A-CDM will enhance surface operations and safety by making airspace users, ATC and airport operators better aware of their respective situation and actions on a given flight.

2.8   In order to support the implementation of B0-ACDM, the MID Regional Office has successfully conducted a seminar on A-CDM in Bahrain from 11 to 13 October 2015. The seminar was graciously hosted by Bahrain Civil Aviation Affairs and sponsored by Bahrain Airport Company (BAC).

2.9   The A-CDM Seminar was attended by a total of sixty five (65) participants from four (4) MID States (Bahrain, Qatar, Sudan, and United Arab Emirates) and seven (7) Organizations/Industries (ACI, Airbus, CANSO, Deutsche Flugsicherung (DFS), Eurocontrol, IATA and IFATCA).

2.10   The Work Programme and the presentations delivered during the Seminar are available at the ICAO MID Regional Office website: http://www.icao.int/MID/Pages/2015/A-CDM%20Seminar.aspx.

2.11   The outcomes of the A-CDM seminar included the following recommendations:

1)   MID States and stakeholders to consider the establishment of A-CDM Committee to foster the implementation of A-CDM at the airports identified by the MID Air Navigation Strategy and request assistance from ICAO MID Regional Office, if needed.

2)   Terminal congestion, particularly in adverse weather conditions, should be considered as part of the A-CDM.

3)   Roles and responsibilities of regulators, aerodromes, air operators, ground handling agents and ATC should be clearly defined for A-CDM implementation.

4)   ICAO to consider the above elements in drafting the A-CDM manual.

2.12   Based on the above, the meeting may wish to agree on the following Draft Conclusion:

DRAFT CONCLUSION 5/XX: ACTION PLAN FOR A-CDM IMPLEMENTATION

That, States be urged to develop action plan for A-CDM implementation in line with the MID Air Navigation Strategy.

B0-SURF (A-SMGCS)

2.13   The Advanced Surface Movement Guidance and Control Systems (A-SMGCS) is an expansion of the Surface Movement Guidance and Control Systems (SMGCS) to improve capacity and safety by making use of modern technologies and a higher level of integration between the various functionalities.

2.14   B0-SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2) is a priority one ASBU module in the MID Air Navigation Strategy. It is to be highlighted that the following aerodromes have already implemented A-SMGCS Levels 1 & 2: OMDB, OMAA, OMDW, OTBD, OTHH, and HECA.

2.15   The MIDANPIRG/15 meeting appreciated the progress made in implementation of this module and States need to work toward achievement of the MID Air Navigation Strategy target for 2017.

Heliports

2.16   The meeting may wish to note that the ICAO MID Regional Office has successfully conducted the ICAO Heliport Seminar (IHS) which was graciously hosted by UAE in Dubai from 8 to 10 December 2015. The Seminar was conducted with objectives to provide an overview on ICAO Standards and Recommended Practices (SARPs) related to Heliports with a focus on design and operation requirements. The Seminar highlighted the need for Heliport regulations and safety oversight, and provided an overview on the operator's perspectives.

2.17   The IHS was attended by almost one hundred (100) participants from ten (10) States, four (4) of them were from the MID Region. Concurrently with the (IHS), the GCAA hosted the Heliport Design Working Group (HDWG) in Dubai, UAE. This was a great opportunity for the HDWG member to participate in the IHS and interact with the MID States for all Heliports issues.

2.18   The outcomes of the IHS included the following recommendations:

1) encourage States to implement ICAO provisions related to Heliports (Annex 14 Volume II) through national Regulations and Safety Oversight. This should include implementation of adequate SMS;

2) encourage States to establish and maintain database for Heliports. This should include monitoring new Heliports construction;

3) invite ICAO to consider inclusion of core training elements (CAA inspectors & Heliport operator) as part of the Heliport Design and services Manual; and

4) report the outcome of this Seminar to RASG-MID and share with the other RASG's.

2.19   Based on the above, the meeting may wish to agree on the following Draft Conclusion:

DRAFT CONCLUSION 5/XX: ESTABLISHMENT OF HELIPORTS DATABASE

That, States be urged to establish and maintain database for Heliports with information about location and type of use as a minimum.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

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

b) endorse the Draft Conclusions at paras. 2.12 and 2.19; and

c) urge MID States, that have not yet done so, to provide the ICAO MID Regional Office with their action plan for the B0-SURF implementation taking into consideration the agreed applicability in the MID Air Navigation Strategy.

APPENDIX A

Status of Implementation of Aerodrome Certification in the MID Region

	State	Number of Intl Aerodromes	Number of Certified Intl Aerodromes	Percentage certified
1	Bahrain	1	1	100%
2	Egypt	7	4	57%
3	Iran	9	4	44%
4	Iraq	6	2	33%
5	Jordan	3	1	33%
6	Kuwait	1	1	100%
7	Lebanon	1	0	0%
8	Libya	3	0	0%
9	Oman	2	2	100%
10	Qatar	2	2	100%
11	Saudi Arabia	4	4	100%
12	Sudan	4	2	50%
13	Syria	3	0	0%
14	UAE	8	8	100%
15	Yemen	5	0	0%
	Total	59	31	53%

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