International Civil Aviation Organization

Runway and Ground Safety Working Group

Third Meeting (RGS WG/3)
(Cairo, Egypt, 19-22 September 2016)

Agenda Item 3:   **Implementation of Aerodrome Safety Priorities and Objectives in the MID Region**

STATUS OF AERODROMES CERTIFICATION IMPLEMENTATION
IN THE MID REGION

(Presented by the Secretariat)

SUMMARY
This working paper presents a review on the status of Aerodromes Certification in the MID Region.
Action by the meeting is at paragraph 3.
REFERENCES
- RASG-MID/5 Report

1.   INTRODUCTION

1.1   The intent of ICAO requirement for Certification of Aerodromes is to improve safety and ensure the establishment of a regulatory regime to assure compliance with Annex 14 Volume I and other related SARPs.

1.2   Most of MID States have created a Directorate of Aerodromes Standards and Safety (DASS) as recommended by ICAO Doc 9774 (Manual on Certification of Aerodromes). However, the implementation of Aerodromes Certification is still a challenge in some States.

2.   DISCUSSION

2.1   When an Aerodrome is granted a certificate, it signifies to aircraft operators and other organizations operating on the Aerodrome that, at the time of Certification, the Aerodrome meets the specifications regarding the facility and its operation. This means that the Aerodrome has, according to the certifying authority, the capability to maintain these specifications for the period of validity of the certificate. The Certification process also establishes the baseline for continued monitoring of compliance with the specifications.

2.2   The meeting may wish to recall that there is 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.

2.3　　　　The RASG-MID/5 meeting noted 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. The current number of International Aerodromes in the MID Region is 59 Aerodromes.

2.4　　　　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 32 out of the 59 MID States international aerodromes have been certified. This number represents 54% of the international aerodromes listed in the MID ANP.

2.5　　　　The above-mentioned table shows that the MID ANP includes 51 aerodromes designated as International Air Transport for Regular Use (RS) of which 29 Aerodromes (57%) have been certified. There is only one Aerodrome designated as International non-scheduled Air Transport for Regular Use (RNS) certified out of 4 Aerodromes representing 25%. On the other hand, 50% of Aerodromes designated as International scheduled Air Transport for Alternate Use (AS) were certified.

2.6　　　　It is to be noted that Sudan has certified El Obied International Airport (HSOB) on 31 July 2016. However, more efforts are needed by other MID States to meet the MID Safety Strategy target of 75% for 2017.

2.7　　　　In connection with the above, the meeting may wish to recall that the AOP Table of ANP does not include some of the MID Region aerodromes which are required/used for international operations. Accordingly, the concerned States were 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.

2.8　　　　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.

3.　　ACTION BY THE MEETING

3.1　　　　The meeting is invited to:

　　　a) review and update, as appropriate, the status of implementation of Certification of Aerodromes as at **Appendix A**;

　　　b) propose actions as appropriate for each MID State to meet the MID-Safety Strategy targets for Aerodromes Certification; and

　　　c) invite those States facing difficulties to request the ICAO-MID Regional Office for necessary assistance (Mission to State, Runway Safety Go-Team, etc).

APPENDIX A

STATUS OF AERODROME CERTIFICATION IMPLEMENTATION IN MID REGION

Sr	State	Listed Aaerodromes					Certified Aerodromes					Percentage Certified	Remarks
		RS	RNS	AS	ANS	Total	RS	RNS	AS	ANS	Total		
1	Bahrain	1				1	1				1	100%	OBBI
2	Egypt	6	1			7	4				4	57%	HECA, HEGN , HEMA, HESH
3	Iran	8	1			9	4				4	44%	OIFM, OIKB, OISS, OIZH
4	Iraq	5	1			6	2				2	33%	
5	Jordan	2		1		3	1				1	33%	OJAQ
6	Kuwait	1				1	1				1	100%	OKBK
7	Lebanon	1				1	0				0	0%	
8	Libya	3				3	0				0	0%	
9	Oman	1		1		2	1		1		2	100%	OOMS, OOSA
10	Qatar	2				2	2				2	100%	
11	Saudi Arabia	4				4	4				4	100%	
12	Sudan	2		2	0	4	2		1		3	75%	HSSS, HSPN, HSOB
13	Syria	3				3	0				0	0%	
14	UAE	7	1			8	7	1			8	100%	
15	Yemen	5				5	0				0	0%	
	Total	**51**	**4**	**4**	**0**	**59**	**29**	**1**	**2**	**0**	**32**	**54%**	
	% Certified						57%	25%	50%		54%		

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