



*International Civil Aviation Organization*

**Runway and Ground Safety Working Group**

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

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

**MID REGION NCLB PLAN RELATED TO RGS**

*(Presented by the Secretariat)*

**SUMMARY**

The aim of this paper is to present the RASG-MID/5 outcomes related to NLCB and invite the meeting to propose criteria for prioritization of needs and action plans for NLCB in the area of Runway and Ground Safety (RGS) including aerodrome certification and AOP deficiencies.

Action by the meeting is at paragraph 3.

**REFERENCES**

- RASG-MID/5 Report

**1. INTRODUCTION**

1.1 The No Country Left Behind (NCLB) campaign highlights ICAO's efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs). The main goal is to ensure globally harmonized implementation so that all States have access to safe and reliable air transport.

1.2 The RASG-MID/5 meeting agreed that focus should be on the States with the greatest needs (Low EI/SSC) and that the RASG-MID should be involved in the coordination of required assistance.

**2. DISCUSSION**

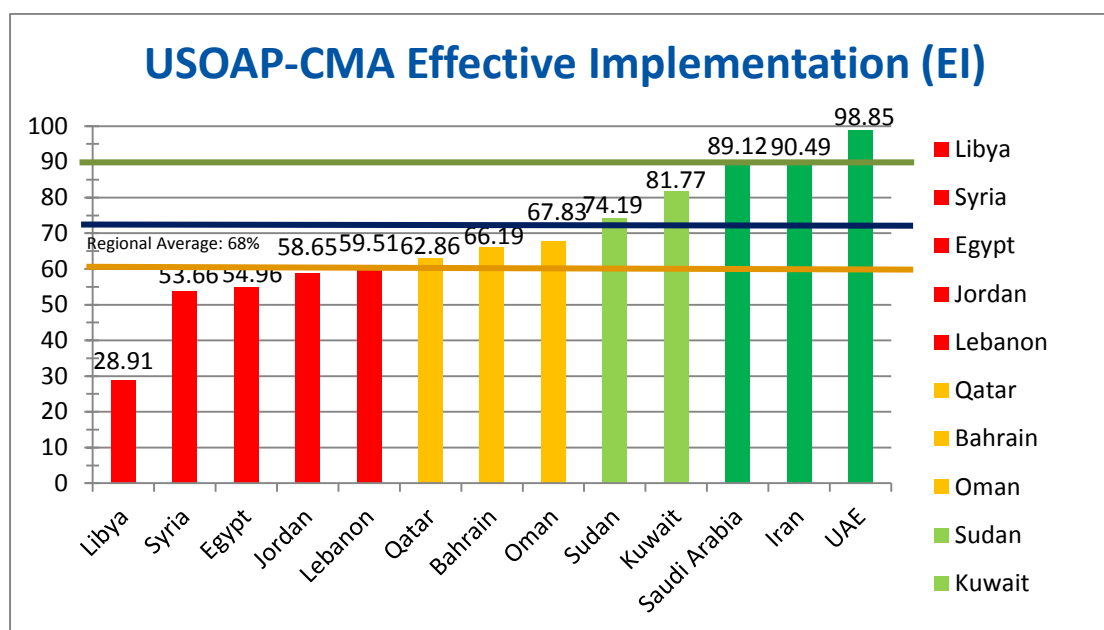
2.1 The regional average USOAP-CMA Effective Implementation (EI) is 68.23, and eight (8) States out of the thirteen (13) audited States have EI above 60%; whereas, in accordance with the Doha Declaration, the target is to achieve an average EI of 70% and to have at least eleven (11) States with an EI above 60%, by 2020.

2.2 The meeting may wish to recall that the Doha Declaration and the MID Region Safety Strategy, address regional policy targets, with regional performance targets, but these Documents do not specify what needs to be achieved by each State (accountability for accomplishment), in order to contribute to the accomplishment of the regional targets.

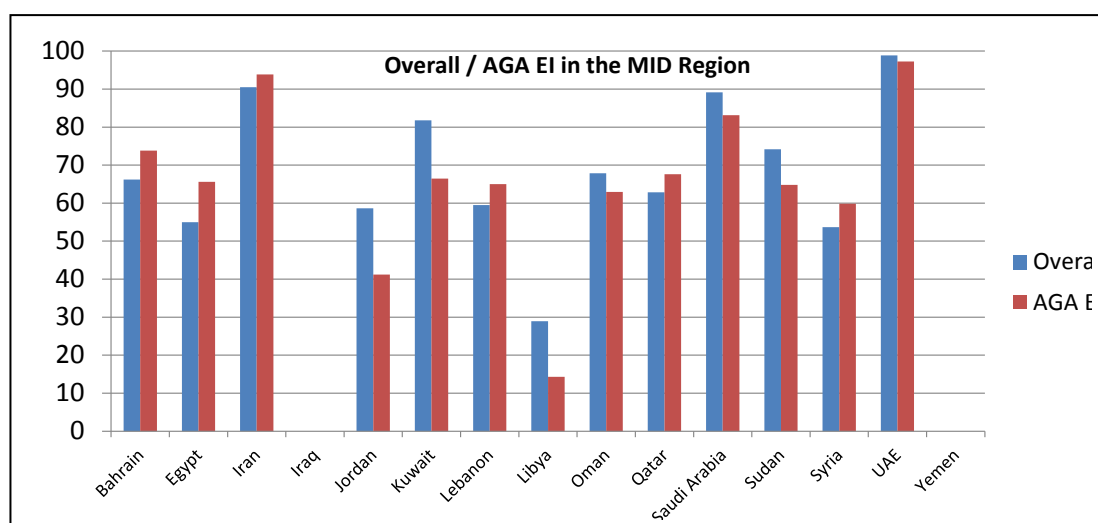
2.3 The RASG-MID/5 meeting noted that the priorities identified by the RASG-MID and included in the MID Region Safety Strategy helped all stakeholders to work towards the achievement of the agreed safety targets and that, as a whole, good progress has been registered especially in the RGS area.

2.4 The MID NCLB Plan aims at a new approach to transform the way business is done through agreement with concerned States on specific and measureable outcomes, and clear definition of accountability for the achievement of the set goals. It necessitates a proactive approach and outreach by the ICAO Regional Director and his team, to foster political will and senior level commitment, identifying Champion States or stakeholder, to provide required assistance.

2.5 The RASG-MID/5 meeting noted that States in the MID Region could be classified in four (4) groups as follows:



2.6 The MID States USOAP-CMA EI in the AGA area compared to the overall EI are as follows:



2.7 The RASG-MID/5 meeting agreed that prioritization should be based on the USOAP-CMA data, the safety and air navigation performance indicators included in the MID Region Safety and Air Navigation Strategies, considering also the volume of traffic and other pertinent data.

2.8 In addition, the RASG-MID/5 meeting noted that the MID NCLB Strategy/Plan will bring a new vision and scope of the regional activities to improve effective implementation status of Member States, and to set measureable and accountable deliverables and specific expected outcomes.

2.9 Based on the above, the RASG-MID/5 meeting supported the development of the MID NCLB Strategy/Plan for endorsement by the DGCA-MID/4 meeting. A plan of action is to be developed for each State; and the progress achieved will be monitored on continuous basis, with progress reports delivered to the State's Senior Management (DG or Minister) as well as to the DGCA-MID, RASG-MID and MIDANPIRG.

2.10 The RGS action plans for NCLB may include assistance missions (to support Aerodrome Certification and improve USOAP EI), Runway Safety Go-Team Visits and training activities.

2.11 The following criteria may be considered for selection of NCLB beneficiary States: Overall EI, AGA EI, percentage of aerodrome certification, volume of traffic, runway safety related accidents/incidents, establishment of Runway Safety Teams (RSTs), AOP air navigation deficiencies and IATA Global Aviation Data Management (GADM) analysis for the MID international airports.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) support the development of the MID NCLB Strategy/Plan, related to RGS, for endorsement by the DGCA-MID/4 meeting; and
- b) agree on RGS action plans and criteria for prioritization of NCLB beneficiary States.

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