International Civil Aviation Organization

RASG-MID Steering Committee

Fifth Meeting (RSC/5)
(Amman, Jordan, 23-25 January 2017)

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

AERODROME CERTIFICATION AND RUNWAY SAFETY ISSUES

(Presented by RGS WG Chairperson)

SUMMARY

This paper provides an update on the status of Aerodrome Certification in the MID Region and Runway Safety related issues.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/3 (Kuwait, 27 - 29 January 2014) endorsed SEIs and DIPs for RGS MID-RAST RGS Focus Area

- RASG/MID/4 (Jeddah, Saudi Arabia, 30 March - 1 April 2015) endorsed additional RGS SEIs and DIPs

- Meeting 5 of the MIDANPIRG Steering Group (MSG/5, Cairo, Egypt, 18-20 April 2016) regarding PAN-Aerodromes

- RGS WG/3 (Cairo, Egypt, 19-22 September 2016) review aerodrome safety and certification initiatives.

1. INTRODUCTION

1.1   The meeting may recall that the RASG-MID/4 meeting recognized the variation in the level of Aerodromes Certification implementation in the MID Region and noted the difficulties that some States are facing to complete the Certification of their Aerodromes. Accordingly, it was 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. DISCUSSION

No Country Left Behind (NCLB)

2.1   The meeting is invited to note the confirmation of RGS WG/3 regarding its commitment and alignment to ICAO's NCLB initiative. Country specific action plans will be developed during 2016-2017 with target countries, Egypt, Iran, Jordan, Lebanon and Sudan. Actions related to the spirit of NCLB campaign are detailed in the following paragraphs.

Aerodrome Certification

2.2   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. The current number of international aerodromes in the MID Region is 59 aerodromes.

2.3   The meeting is invited to note that Sudan certified El Obied International Airport (HSOB) on 31 July 2016 and Jordan certified Queen Alia International Airport on 11 December 2016. The ICAO MID office is awaiting confirmation from Iran regarding the certification of Yazd International Airport (OIYY) and Saudi Arab will request inclusion of the certified Taief Airport as part of the MID ANP.

2.4   Based on the latest feedback provided by States and the amended AOP Table of the MID ANP, the aerodromes certification implementation table has been updated as at **Appendix A**. The table shows that 33 out of the 59 MID States international aerodromes have been certified. This number represents 56% of the international aerodromes listed in the MID ANP 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.

2.5   In connection with the above, the meeting may wish to recall that the AOP Table 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.

2.6   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.

Runway Safety Team and Go-Team

2.7   The meeting may wish to recall that the RASG-MID/4 meeting endorsed the inclusion of a new Safety Indicator "Number of established Runway Safety Team (RST) at MID international aerodromes" in the MID Region Safety Strategy. At the RGS/WG 3 it was reported that 25 RSTs were established which represents 42% of the required RST in the MID Region International Aerodromes. See **Appendix A**.

2.8   In addition, RASG-MID/4 meeting agreed to Conclusion 4/9 aiming to urge States to foster implementation of Runway Safety Teams (RST), support the regional Runway Safety Go-Team activities, and encourage their aerodrome operators to request Runway Safety Go-Team visits, as required.

2.9   The meeting may wish to recall that the MID RS Go-Team conducts visits, in coordination with the host States, to support the establishment of RSTs and aerodrome certification as well as other safety related issues that need to be addressed. It is to be highlighted that the RS Go-Team does not conduct audits or comprehensive aerodrome inspection and the Go-Team visit reports will be shared with the visited State.

2.10   The first RS Go-Team Visit was successfully conducted upon Sudan's request to Khartoum International Airport (30 November - 4 December 2014). As a follow-up to the RS Go-Team Visit to Khartoum, the UAE GCAA conducted a Training Workshop on Aerodrome Airside Operations in Khartoum from 6 to 10 September 2015. Also, the Egyptian Civil Aviation Authority conducted a Training Workshop on Aerodrome Safeguarding from 29 to 31 March 2016 to the Sudanese Civil Aviation Authority of Sudan (SCAA). The RS Go-Team Visits were well appreciated by the SCAA as well as the management of Khartoum International Airport.

2.11   The second RS Go-Team Visit was successfully conducted, upon request from Kuwait Directorate General of Civil Aviation (DGCA), to Kuwait International Airport from 15 to 18 February 2016. The two RS Go-Team Visit was well appreciated by the Kuwait DGCA as well as the management of Kuwait International Airport.

2.12   The third RS Go-Team was successfully conducted, upon request from the Civil Aviation Regulatory Commission (CARC) of Jordan, to Queen Alia Airport in Amman from 5 to 7 September 2016. The Go-Team also provided training to CARC on aerodrome certification.

2.13   The RS Go-Team is targeting to complete two aerodrome visits in 2017.

Implementation of the RASG-MID Safety Advisories (RSAs)

2.14   Further to RASG-MID/5, RGS WG/3 recognised the need to promote the RSAs and agreed the following initiatives:

> a.   prepare questionnaire on States' feedback related to the RSAs implementation;
>
> b.   prepare promotional presentation to be delivered at Regional aviation event;
>
> c.   include additional promotion on the ICAO MID website;
>
> d.   prepare USB of toolkits including the RSAs; and
>
> e.   create promotional brochure.

Procedures for the Air Navigation Services – Aerodromes (PANS-Aerodromes – Doc 9981)

2.15   The meeting may wish to note that the MSG/5 meeting was apprised of the main contents of the first edition of PANS-Aerodromes (Doc 9981) which was approved on 20 October 2014 by the President of the Council and became applicable on 10 November 2016.

2.16   The first edition of PANS-Aerodromes addresses priority areas revealed by the Universal Safety Oversight Audit Programme (USOAP) in the areas of aerodrome certification, conduct of safety assessments and compatibility studies. The PANS-Aerodromes provisions specify operational procedures in greater details than the Standards and Recommended Practices (SARPS) in Annex 14 - Aerodromes, Volume I. The procedures are to be applied by both aerodrome regulators and operators in the priority areas to ensure aerodrome operational safety and to improve overall system capacity and efficiency in a globally harmonized manner.

2.17   The meeting is invited to note RGS WG/3 has urge all States and service providers to implement the provisions of the PANS-Aerodromes and to publish up-to-day lists of significant differences from this document in their AIP. Accordingly the meeting agree to the following Draft Conclusion:

DRAFT CONCLUSION 3/1:   *IMPLEMENTATION OF PANS-AERODROMES*

That, States that have not yet done so, be urged to:

a. *update their national regulations for implementation of the provisions of the PANS-Aerodromes;*

b. *publish up to date lists of significant differences from this document in their AIP; and*

c. *send feedback to the ICAO MID Office by 31 March 2017.*

2.18   The meeting is invited to recall RASG-MID/5 reference to MSG/5, Conclusion 5/1 regarding organization of a Seminar/Workshop on the implementation of PANS-Aerodromes (Doc 9981) in 2017.   RGS WG/3 has proposed to hold the Seminar/Workshop back-to-back with the RGS WG/4 meeting.

IATA Initiatives to Promote Safe and Efficient Ground Handling Operations

2.19   The meeting is invited to note that IATA, in collaboration with the ground handling industry and other stakeholders, has taken the initiative to develop industry standards and systems that enhance the safety and increase the efficiency of ground handling operations. The initiative is also designed to achieve effective cost benefits through the sharing of information that eliminates the need to duplicate the audit of ground handling operations by airlines.

2.20   RGS WG/3 was apprised about IATA's Integrated Solution for Ground Operations which includes IATA Safety Audit for Ground Operations (ISAGO) and IATA Ground Operations Manual (IGOM). It was highlighted that the IATA integrated solution establishes a system for the development and continuous improvement of industry provisions and oversight complementary to global regulations.

2.21   Ground handling operations are a source of significant personnel safety and aircraft/equipment damage concerns. The complexity of ground handling operations has increased with widespread airport development and traffic growth, corresponding to larger numbers and size of aircraft.

2.22   The meeting is invited to adopt the following initiatives for MID States and service providers according RGS WG/3 Draft Conclusion:

DRAFT CONCLUSION 3/2:   *ADOPTION OF ISAGO AND IGOM FOR GROUND HANDLING OPERATIONS*

That, MID States be invited to:

a) *encourage airlines and aerodrome operators to implement the procedures contained in the IATA Ground Operations Manual (IGOM) for harmonization purpose and to improve safety of Ground Handling Operations; and*

b) *use the IATA Safety Audit for Ground Operations (ISAGO) as a source of safety data which provide complementary information for the safety oversight activities of ground handling operations services.*

2.23   The meeting is invited to consider developing additional provisions for Ground Handling Operations further to the following RGS WG/3 Draft Conclusions:

> *DRAFT CONCLUSION 3/3:*   *DEVELOPMENT OF ADDITIONAL GROUND HANDLING OPERATIONS PROVISIONS*
>
> *That, ICAO be invited to consider the development of additional Ground Handling Operations provisions.*
>
> *DRAFT CONCLUSION 3/4:*   *EXPANSION OF THE RSP SCOPE*
>
> *That, ICAO be invited to consider the expansion of the ICAO Runway Safety Programme (RSP) scope from the runway strip to the movement area (including aprons).*

2.24   The meeting is invited to note RGS WG/3 also recognized the need to develop a RASG-MID Safety Enhancement Initiative (SEI) on Ground Operations. Endorsement is requested as part of WP/7.

A-SMGCS

2.25   The meeting may wish to recall that the Advanced Surface Movement Guidance and Control Systems (A-SMGCS) aims to improve aerodrome safety and capacity by making use of modern technologies and a higher level of integration between various functionalities. B0-SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2) is a priority 1 ASBU module in the MID Air Navigation Strategy.

2.26   The MSG/5 meeting urged 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.

A-CDM

2.27   The meeting may wish to note that B0-ACDM related to Improved Airport Operation through Airport Collaborative Decision Making (A-CDM) is a priority 1 ASBU module in the MID Air Navigation Strategy. The ICAO MID Regional Office has successfully organized a Seminar on A-CDM, hosted by Bahrain, from 11 to 13 October 2015. The Work Programme and the Seminar outcomes are available at the ICAO MID Regional Office website: http://www.icao.int/MID/Pages/2015/A-CDM%20Seminar.aspx.

2.28   The MSG/5 meeting reviewed the outcomes of the A-CDM Seminar and agreed to the following Draft Conclusion:

> *DRAFT CONCLUSION 5/1:*   *ACTION PLAN FOR A-CDM IMPLEMENTATION*
>
> *That, States be urged to develop their action plan for A-CDM implementation in line with the MID Air Navigation Strategy.*

Heliports

2.29   The RSC/5 meeting noted that the ICAO MID Regional Office has successfully organized ICAO Heliport Seminar (IHS), graciously hosted by UAE, in Dubai from 8 to 10 December 2015. The Seminar was conducted with the objective to provide an overview on ICAO Standards and Recommended Practices (SARPs) related to Heliports with a focus on design and operation requirements.

2.30   The IHS was attended by 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.

2.31   The IHS highlighted the need for Heliport regulations and safety oversight, and provided an overview on the operator's perspectives. 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 RASGs.

2.32   MSG/5 reviewed the outcome of the IHS and agreed to the following MIDANPIRG Draft Conclusion:

DRAFT CONCLUSION 5/2:   ESTABLISHMENT OF HELIPORTS DATABASE

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

Aerodrome Emergency Plan and CAPSCA Programme

2.33   The meeting may recall that the Aerodrome Emergency Plan (AEP) should include public health emergencies and that ICAO initiative which addresses public health is the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA). CAPSCA provides technical programmes, airport assistance visits, and training to support States, ANSPs and airport and aircraft operators' implementation of the public health related SARPs.

2.34   The meeting is invited to note that 120 States joined CAPSCA programme and out of them 12 States are from the MID Region. The CAPSCA-MID member States are Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE.

2.35   The Fifth CAPSCA Regional meeting (CAPSCA-MID/5) and Training Workshop were hosted by Egypt in Cairo from 29 February to 3 March 2016. The CAPSCA-MID/5 Work Programme, presentations and report are available on the ICAO MID website: http://www.icao.int/MID/Pages/capsca-mid.aspx.

2.36   The meeting is invited to note that CAPSCA-MID/6 meeting will be graciously hosted by Sudan in Khartoum from 20 to 22 February 2017.

2.37   The meeting is invited to recall RASG-MID/5 meeting recognized the importance of CAPSCA programme to address public health issues and urged States that have not yet done so, to join the CAPSCA-MID project and request CAPSCA Assistance Visit. In addition, the meeting encouraged States to host and support future CAPSCA-MID events.

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 actions, as appropriate;

b)   urge States to take necessary actions to ensure establishment of RST at international aerodromes and request RS Go-Team visit, as required;

c)   urge States to support the PANS-Aerodromes Seminar/Workshop and ensure active participation; and

d)   endorse RGS WG/3 Draft Conclusion 3/1, 3/2, 3/3 and 3/4.

APPENDIX A

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%	OBBI (1RST)
2	Egypt	6	1			7	4				4	57%	HECA, HEGN , HEMA, HESH (4 RSTs)
3	Iran	8	1			9	4				4	44%	OIFM, OIKB, OISS, OIZH (3 RSTs)
4	Iraq	5	1			6	2				2	33%	
5	Jordan	2		1		3	2				2	67%	OJAQ
6	Kuwait	1				1	1				1	100%	OKBK (1 RST)
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%	All international airports (4 RSTs)
12	Sudan	2		2	0	4	2		1		3	75%	HSSS, HSPN, HSOB (4 RSTs)
13	Syria	3				3	0				0	0%	
14	UAE	7	1			8	7	1			8	100%	All international airports (8 RSTs)
15	Yemen	5				5	0				0	0%	
	Total	**51**	**4**	**4**	**0**	**59**	**30**	**1**	**2**	**0**	**33**	**56%**	**25 RSTs**
	% Certified						**59%**	**25%**	**50%**		**56%**		

STATUS OF AERODROME CERTIFICATION IMPLEMENTATION IN MID REGION

- END -