*International Civil Aviation Organization*

**Runway and Ground Safety Working Group**

**Fourth Meeting (RGS WG/4)**
*(Cairo, Egypt, 05-07 November 2017)*

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

IMPLEMENTATION OF RUNWAY SAFETY TEAMS IN THE MID REGION

*(Presented by the Secretariat)*

| SUMMARY |
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| This working paper highlights the MID Region activities related to Runway Safety Teams (RST) and presents Summary of the MID Runway Safety Go-Team initiative to support establishment of RSTs. <br><br> Action by the meeting is at paragraph 3. |

1.    **INTRODUCTION**

1.1        Assembly Resolution 37-6 on runway safety, urges States to take measures to enhance runway safety, including the establishment of runway safety programmes using multidisciplinary approach that includes at least regulators, aircraft operators, air navigation service providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions, runway incursions and other occurrences related to runway safety.

1.2        The  Second MID Regional Runway Safety Seminar (MID-RRSS/2, Dubai, UAE, 2-4 June 2014) recommended fostering and expediting the implementation of the provision of the Assembly Resolution A37-6 and the Recommendations of the GRSS, including those related to the establishment of Runway Safety Team (RST), which provides effective and inexpensive tools to enhance Runway Safety.

2.    **DISCUSSION**

2.1        The meeting may wish to recall that establishment of Runway Safety Team (RST) was one of the main recommendations of the GRSS and was supported by MID-RRSS/1 (Amman, Jordan, 12-14 May 2012). Accordingly, RASG-MID/2 (Abu Dhabi, UAE, 12 – 14 November 2012) agreed through Conclusion 2/4 that States be urged to establish Runway Safety Teams (RST) hosted by airports and including, as a minimum, representation from aerodromes, air operators and air traffic controllers.

2.2        Based on RASG-MID/3 Conclusion 3/2, the MID RS Go-Team was launched as an outcome of the MID-RRSS/2 (Dubai, UAE, 2-4 June 2014) to expedite the implementation of RST in the MID Region aerodromes. ICAO MID Regional Office was mandated to lead the RS Go-Team visits with support from UAE, Egypt, ACI, FAA, and IATA.

2.3         Guidance for the conduct of MID Runway Safety Go-Team Visits has been agreed on as at **Appendix A** and a sample of preliminary Agenda for the RS Go-Team Visit is at **Appendix B**. The final Agenda will be adjusted to meet the host State and airport requirements.

2.4         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 and 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.

2.5         RASG-MID/6 meeting noted that 33 RSTs were established out of 59 required at MID International Aerodromes, which represents 56%. The Table at **Appendix C** provides the list of MID International Aerodromes that established RST.

2.6         The meeting may wish to recall that the MID RS Go-Team conducts three (3) 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 only with the visited State. The RS Go-Team Visits were well appreciated by the regulators and aerodrome operators.

2.7         The first RS Go-Team Visit was successfully conducted to Sudan, Khartoum International Airport (30 November - 04 December 2014), followed by:

- A Training Workshop conducted by UAE on Aerodrome Airside Operation in Khartoum from 6 to 10 September 2015.

-  Training Workshop on Aerodrome Safeguarding from 29 to 31 March 2016 for the Sudanese Civil Aviation Authority (SCAA), conducted by Egyptian Civil Aviation Authority.

2.8         The second RS Go-Team Visit was successfully conducted to Kuwait International Airport from 15 to 18 February 2016.

2.9         In addition, Third RS Go-Team Visit was conducted to Queen Alia International Airport in Jordan from 5 to 8 September 2016.

2.10         The meeting may wish to note that RS GO-Team visits to Lebanon and Oman were not conducted in the year 2017. The two States were not ready or busy at the scheduled time.

2.11         The meeting may wish to recall that it was agreed that potential RS GO-Team visits included Cairo, Imam Khomeini, Amman, Kuwait, Muscat and Jeddah international airports. The meeting may wish to revise/update and identify potential candidates for the RS Go-Team visits to number of MID International Airports in the years 2018 & 2019.

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

3.1 The meeting is invited to:

a) support establishment of RST at international airports;

b) request and identify near future RS Go-Team visit, as required: and

c) keep ICAO MID Office updated with the status of RSTs establishment.

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APPENDIX A

**The Second MID Regional Runway Safety Seminar**

**(MID-RRSS/2)**

*(Dubai, UAE, 2-4 June 2014)*

**GUIDANCE FOR THE CONDUCT OF MID RUNWAY SAFETY GO-TEAM VISITS**

1. **INTRODUCTION:**

The requirement of Runway Safety Team (RST) establishment is one of the main outcomes of the ICAO Global Runway Safety Symposium held in Montreal, Canada, May 2011. The first MID Regional Runway Safety Seminar (Amman, Jordan, May 2012) has also recommended the establishment of RST. Accordingly, the RASG-MID/2 meeting (Abu Dhabi, UAE, 12-14 November 2012) through Conclusion 2/4 urged MID States to establish Runway Safety Teams (RSTs) in their International Aerodromes.

The implementation of the RASG-MID/2 Conclusion 2/4 is not up to the expectations and many of the MID States have not yet established Runway Safety Teams. Therefore, the RASG-MID/3 meeting (Kuwait, 27-29 January 2014) agreed through Conclusion 3/2 that the mechanism of Runway Safety (RS) Go-Team be endorsed to expedite the establishment of RSTs and improve Runway Safety in the MID Region.

2. **OBJECTIVES AND SCOPE:**

The main objective of the RS Go-Team is to provide necessary assistance to States for the establishment of Local Runway Safety Teams (RSTs) in the international aerodromes.

Other objectives include supporting MID States to improve runway safety and the implementation of aerodrome certification as well as provision of necessary guidance to reduce the USOAP Lack of Effective Implementation (LEI).

It is to be highlighted that the RS Go-Team will be targeting MID States (Regulators); nevertheless, the onsite visits should be attended by all stakeholders (Regulators, Aerodrome operators, ANSPs and airlines) in order to foster the collaborative approach.

The ICAO RS Go-Team is different in term of scope and objectives from other programmes that address mainly the aerodrome operators.

The RS Go-Team mission is not an audit, validation, inspection or certification.

The RS Go-Team main activities include multi-disciplinary assistance missions to improve runway safety through LRST and to help States improving the implementation of aerodrome certification.

The RS Go-Team mission will provide technical assistance, assessments and gap analysis and guidance.

The RS Go-Team will take into consideration the ICAO Runway Safety Team Handbook and the other guidance materials included in the Runway Safety i-KIT which is available at: http://www.icao.int/safety/Implementation/Pages/iKITs.aspx.

Decisions on the implementation rest with the State, airports, air operators and ANSPs. The RS Go-Team Partners have no direct control over the implementation; nevertheless, the Go-Team will follow-up on the implementation as necessary.

3. **MID RS GO-TEAM COMPOSITION:**

The ICAO MID Regional Office is the coordinator of the RS Go-Team activities.

ACI (APAC), FAA and IATA (MENA) would support the MID RS Go-Team.

Composition of the Go-Team includes members from the following volunteers: UAE, Egypt, ICAO, ACI, FAA, and IATA ensuring a multidisciplinary representation (Aerodrome Experts, ANS Experts, pilots or airline background and experience).

4. **CRITERIA FOR SELECTION OF STATES/AIRPORTS TO BE VISITED:**

The following criteria will be considered for selecting the States/aerodromes to be visited:

a) requests made by the State;

b) volume of traffic;

c) number of recorded incidents/accidents;

d) complexity of aerodrome layout;

e) USOAP-CMA Effective Implementation (EI);

f) status of aerodrome certification; and

g) recommendations made by safety partners (IATA to provide data on identified airports).

5. **RS GO-TEAM VISIT DURATION:**

The maximum duration of the RS Go-Team visit is five days, including workshops on RST establishment and Aerodrome Certification. The exact duration (3 to 5 days) depends on the level of activities in the visited State.

6. **FUND:**

The visited State should bear the cost of the RS Go-Team visit (cost recovery basis). For the States facing financial problems, ICAO and donor States/Organizations would explore other funding possibilities

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**APPENDIX B**

**RS Go-Team Visit**
**Preliminary Agenda (Sample)**

**XXX International Airport**
**Date: xx –xx**

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|---|---|
| **Day 1** | Registration and Opening<br><br>The Runway Safety Program - Perspectives<br><br>• Global<br>     • ICAO Global Runway Safety Programme<br>     • Related ICAO SARPS, PANS and guidance material<br><br>• Regional<br>     • RASG - Safety Enhancement Initiatives, Detailed Implementation Plans and Annual Safety Report<br><br>• Local<br>     • Regulator<br>     • ANSP<br>     • Air Operator<br>     • Airport Operator<br>     • Other Service providers at the airport<br><br>• The Runway Safety Team (RST)<br>     • Introduction<br>     • The ICAO RST Handbook<br>     • Implementation of the RST<br>     • Terms of Reference for the RST<br>     • Responsibilities<br>     • Sharing and use of safety information<br><br>• RST Workshop |
| **Day 2** | • Airport's briefing<br>     • Identification of Hot Spots<br>     • Safety briefing (Identification, safety vests, instructions, leaders, communications, clearance, traffic, etc.)<br><br>• Safety management<br>     • Hazard Identification<br>     • Risk Assessment<br>     • Safety Oversight<br><br>• Aerodrome Certification Workshop.<br><br>• Aerodrome Safeguarding Workshop. |

| Day 3 | Airport visit – the intent of the airport visit is to identify existing and new hazards as well as to observe rectification measures that have been implemented based on previous findings.<br><br>ATC Control Tower and AIS<br><br>• Runway and runway strips<br>• Taxiways and taxiway strips (focusing on runway safety issues only)<br>• Runway End Safety Areas (RESA)<br>• Visual aids<br>• Obstacle control<br>• FOD control and management<br>• Wildlife control and management<br>• Any active construction sites<br><br>Debriefing after the visit to the airport<br><br>• Members present new projects, hazards, or events identified by the RST and its stakeholder's own safety management systems.<br><br>• The team then:<br>    • highlights the hazards;<br>    • identifies the safety risk assessments to be conducted;<br>    • proposes recommendations for managing the safety risk; and<br>    • reviews arrangements to ensure the sustainability of the RST. |
| Day 4 | • Observations and Action Plans<br><br>• Debriefing<br><br>• Conclusion and Closing |

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**APPENDIX C**

**Establishment of Runway Safety Teams (RSTs)**

**at international Aerodromes in the MID Region**

(Updated September 2017)

| | State | Number of Int'l Aerodromes | Number of established Runway Safety Teams | List of Aerodromes having established Runway Safety Team |
|---|---|---|---|---|
| 1 | **BAHRAIN** | 1 | 1 | Bahrain/Bahrain Intl (OBBI) |
| 2 | **EGYPT** | 7 | 4 | - Cairo/Cairo Intl (HECA)<br>- Sharm El Sheikh Intl (HESH)<br>- Hurghada Int'l (HEGN)<br>- Marsa Alam Intl (HEMA) |
| 3 | **IRAN** | 9 | 6 | - Tehran/Mehrabad Intl (OIII)<br>- Tehran/ IKIA Intl (OIIE)<br>- Zahedan/Zahedan Intl (OIZH)<br>- Yazd /Yazd Intl (OIYY)<br>- Isfahan/Isfahan Int'l (OIFM)<br>- Bandar Abbas /Bandar Abbas Intl (OIKB) |
| 4 | **IRAQ** | 6 | | |
| 5 | **JORDAN** | 3 | 1 | - Aqaba/King Hussein Intl (OJAQ) |
| 6 | **KUWAIT** | 1 | 1 | Kuwait/Kuwait Intl (OKBK) |
| 7 | **LEBANON** | 1 | | |
| 8 | **LIBYA** | 3 | | |
| 9 | **OMAN** | 2 | 2 | - Muscat/Muscat Intl (OOMS)<br>- Salalah/Salalah (OOSA) |
| 10 | **QATAR** | 2 | 2 | - Doha/Doha Intl (OTBD)<br>- Doha/Hamad Intl (OTHH) |

| | State | Number of Int'l Aerodromes | Number of established Runway Safety Teams | List of Aerodromes having established Runway Safety Team |
|---|---|---|---|---|
| 11 | **SAUDI ARABIA** | 4 | 4 | - Dammam/King Fahad Intl (OEDF)<br>- Jeddah/King Abdulaziz Intl (OEJN)<br>- Riyadh/King Khalid Intl (OERK)<br>- Madinah/Prince Mohammad Bin Abdulaziz Intl (OEMA) |
| 12 | **SUDAN** | 4 | 4 | - Khartoum/Khartoum (HSSS)<br>- El Obeid/El Obeid (HSOB)<br>- Port Sudan/Port Sudan (HSPN)<br>- Nyala/Nyala (HSNN) |
| 13 | **SYRIA** | 3 | | |
| 14 | **UNITED ARAB EMIRATES- UAE** | 8 | 8 | - Abu Dhabi/Abu -Dhabi Intl (OMAA)<br>- Abu Dhabi/Al Bateen Intl (OMAD)<br>- Dubai/Dubai Intl (OMDB)<br>- Dubai/Al Maktoum Intl (OMDW)<br>- Al Ain/Al Ain Intl (OMAL)<br>- Fujairah/Fujairah Intl (OMFJ)<br>- Ras Al Khaimah/Ras Al Khaimah Intl (OMRK)<br>- Sharjah/Sharjah Intl (OMSJ |
| 15 | **YEMEN** | 5 | | |
| | **Total**<br>**Percentage** | **59** | **33**<br>**56%** | |

- END -