International Civil Aviation Organization

Runway and Ground Safety Working Group

Fifth Meeting (RGS WG/5)
(Cairo, Egypt, 25-27 November 2018)

Agenda Item 4: **Coordination between RASG-MID and MIDANPIRG in the area of Aerodromes**

STATUS OF IMPLEMENTATION OF B0-SURF

(Presented by the Secretariat)

<table>
<tr><td align="center">SUMMARY</td></tr>
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This paper presents the status of implementation of B0-SURF.

Action by the meeting is at paragraph 3.

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<tr><td align="center">REFERENCES</td></tr>
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- ANSIG/3 Report
- MID Air Navigation Strategy (MID Doc 002)

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1. **INTRODUCTION**

1.1 PIA1 (*Airport Operations*) includes five (5) Modules in Block0 from which B0-SURF have considered priority 1 for implementation in the MID Region.

1.2 B0-SURF aims at enhancing safety and efficiency of surface operations through implementation of Advanced Surface Movement Guidance and Control System (A-SMGCS). A-SMGCS provides surveillance and alerting of movements of both aircraft and vehicles on the aerodrome thus improving runway/aerodrome safety and capacity.

2. **DISCUSSION**

2.1 Performance Indicators/Supporting Metrics, Targets and status of the implementation of B0-SURF are detailed in **Appendices A** and **B**, respectively.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to urge States to:

a) review and update the status of implementation of the different B0-SURF elements;

b) identify the difficulties faced in the implementation of B0-SURF elements; and

c) recommend measures to expedite the implementation process and meet the agreed performance targets.

APPENDIX A

B0-SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)

Description and purpose

Basic A-SMGCS provides surveillance and alerting of movements of both aircraft and vehicles on the aerodrome thus improving runway/aerodrome safety. ADS-B information is used when available (ADS-B APT).

Main performance impact:

KPA- 01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
Y	Y	Y	Y	Y

Applicability consideration:

A-SMGCS is applicable to any aerodrome and all classes of aircraft/vehicles. Implementation is to be based on requirements stemming from individual aerodrome operational and cost-benefit assessments. ADS-B APT, when applied is an element of A-SMGCS, is designed to be applied at aerodromes with medium traffic complexity, having up to two active runways at a time and the runway width of minimum 45 m.

B0-SURF: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)			
Elements	*Applicability*	**Performance Indicators/Supporting Metrics**	**Targets**
A-SMGCS Level 1*	OBBI, HECA, OIII, OKBK, OOMS, OTBD, OTHH, OEDF, OEJN, OERK, OMDB, OMAA, OMDW	Indicator: % of applicable international aerodromes having implemented A-SMGCS Level 1 Supporting Metric: Number of applicable international aerodromes having implemented A-SMGCS Level 1	70% by Dec. 2017
A-SMGCS Level 2*	OBBI, HECA, OIII, OKBK, OOMS, OTBD, OTHH, OEJN, OERK, OMDB, OMAA, OMDW	Indicator: % of applicable international aerodromes having implemented A-SMGCS Level 2 Supporting Metric: Number of applicable international aerodromes having implemented A-SMGCS Level 2	50% by Dec. 2017

Reference: Eurocontrol Document – "Definition of A-SMGCS Implementation Levels, Edition 1.2, 2010".

APPENDIX B

TABLE B0-SURF (A-SMGCS Level 1-2)

EXPLANATION OF THE TABLE

Column

1   Name of the State

2   Name of City/Aerodrome and Location Indicator where A-SMGCS is required

3   Status of implementation of A-SMGCS Level 1, where:

         Y – Yes, implemented

         N – No, not implemented

4   Status of implementation of A-SMGCS Level 2, where:

         Y – Yes, implemented

         N – No, not implemented

5   Action plan — short description of the State's Action Plan with regard to the implementation of A-SMGCS Level 1-2, especially for items with "N".

6   Remarks - additional information (e.g. case of difference between level 1 and level 2 applicability)

State	City/ Aerodrome Location Indicator	Level 1	Level 2	Action Plan	Remarks
1	*2*	*3*	*4*	*5*	*6*
BAHRAIN	Bahrain/Bahrain Intl (OBBI)	N	N	A-SMGCS Level 1, 2 Projects is under execution phase. Expected completion on Dec 2018	
EGYPT	Cairo/Cairo Intl (HECA)	Y	Y		
IRAN	Tehran/Mehrabad Intl (OIII)	N	N		
KUWAIT	Kuwait/Kuwait Intl (OKBK)	N	N		
OMAN	Muscat/Muscat Intl (OOMS)	N	N		
QATAR	Doha/Doha Intl (OTBD)	Y	Y		
QATAR	Doha/Hamad Intl (OTHH)	Y	Y		
SAUDI ARABIA	Dammam/King Fahad Intl (OEJN)	N	N		
SAUDI ARABIA	JEDDAH/King Abdulaziz Intl (OEJN)	N	N		
SAUDI ARABIA	RIYADH/King Khalid Intl (OERK)	N	N		
UAE	Abu Dhabi/Abu Dhabi Intl (OMAA)	Y	Y	Level 4 -2017	
UAE	Dubai/Dubai Intl (OMDB)	Y	Y	Level 4 – 2016 (implemented)	
UAE	DUBAI/Al Maktoum Intl (OMDW)	Y	Y	Level 4 - 2018	
Total Percentage		**46%**	**46%**		

TABLE B0-ACDM

EXPLANATION OF THE TABLE

Column

1   Name of the State
2   Name of City/Aerodrome and Location Indicator
3   Status of implementation of Apron Management, where:
        Y – Yes, implemented
        N – No, not implemented
4   Status of implementation of ATM-Aerodrome coordination, where:
        Y – Yes, implemented
        N – No, not implemented
5   Terminal & runway capacity is declared, where:
        Y – Yes, declared
        N – No, not declared
6   Action plan — short description of the State's Action Plan with regard to the implementation of B0-ACDM.
7   Remarks

State	City/ Aerodrome Location Indicator	Apron Management	ATM-Aerodrome Coordination	Terminal &runway capacity declared	Action Plan	Remarks
1	*2*	*3*	*4*	*5*	*6*	*7*
BAHRAIN	Bahrain/Bahrain Intl (OBBI)	N	N	N	2018	
EGYPT	Cairo/Cairo Intl (HECA)	N	N	N	2018-2019	
IRAN	Tehran/Mehrabad Intl (OIII)	N	N	N		
KUWAIT	Kuwait/Kuwait Intl (OKBK)	N	N	N		
OMAN	Muscat/Muscat Intl (OOMS)	N	N	N		
QATAR	Doha/Doha Intl (OTBD)	N	N	N		
QATAR	Doha/Hamad Intl (OTHH)	N	N	N		
SAUDI ARABIA	JEDDAH/King Abdulaziz Intl (OEJN)	N	N	N		
SAUDI ARABIA	RIYADH/King Khalid Intl (OERK)	N	N	N		
UAE	Abu Dhabi/Abu Dhabi Intl (OMAA)	Y	Y	Y	2017	Final Operational test Q4 2017
UAE	Dubai/Dubai Intl (OMDB)	Y	Y	Y	2017	Full implementation Q1 2018
UAE	DUBAI/Al Maktoum Intl (OMDW)	N	N	N	No	No operational requirement
Total Percentage						

- END -