



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE SEVENTH MEETING OF
THE AERODROME OPERATIONAL PLANNING
SUB-GROUP**

AOP SG/7

(Cairo, 06 – 08 March 2010)

The views expressed in this Report should be taken as those of the MIDANPIRG Aerodrome Operational Planning Sub-Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be included in the Report of the MIDANPIRG.

Approved by the Meeting

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

TABLE OF CONTENTS

PART I - HISTORY OF THE MEETING	Page
1. Place and Duration	1
2. Opening	1
3. Attendance.....	1
4. Officers and Secretariat	1
5. Language	1
6. Agenda	1-2
7. Conclusions and Decisions – Definition	2
8. List of Draft Conclusions and Decisions	2-3
PART II - REPORT ON AGENDA ITEMS	
Report on Agenda Item 1	1-1
Report on Agenda Item 2	2-1
Appendix 2A	
Report on Agenda Item 3.....	3-1
Appendix 3A – 3B	
Report on Agenda Item 4	4-1/4-3
Appendix 4A – 4D	
Report on Agenda Item 5	5-1/5-2
Appendix 5A & 5B	
Report on Agenda Item 6	6-1
Report on Agenda Item 7	7-1
Appendix 7A & 7B	
Report on Agenda Item 8	8-1/8-3
Report on Agenda Item 9	9-1/9-2
Appendix 9A	
Report on Agenda Item 10	10-1/10-4
Appendix 10A - 10C	
Report on Agenda Item 11	11-1
Appendix 11A & 11B	

Report on Agenda Item 12 12-1

ATTACHMENT A

List of Participants..... 1-8

AOP SG/7
History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Seventh Meeting of the MIDANPIRG Aerodrome Operational Planning Sub-Group (AOP SG/7) was held at ICAO Middle East Regional Office, Cairo, 06 – 08 March 2010.

2. OPENING

2.1 Mr. Jehad Faqir ICAO Regional Deputy Director, welcomed all the delegates to Cairo and gave a brief information on the importance of aerodromes to support air Navigation activities and meet the rapid growth of air transport in the MID Region. He further, highlighted the requirement to improve the adequacy, of aerodromes in the MID Region for the safe and efficient aircraft operations. He brought to the attention of the meeting issues to be addressed by the Sub-Group with a focus on monitoring the elimination of aerodrome deficiencies, implementation of certification of aerodromes, Safety Management systems and safety of runway operations. Mr. Faqir wished the meeting every success in its deliberations.

2.2 Mr. Saleh Al Amoush, from Jordan and Mr. Mr. Nabil Bin Yehia Al Kutbi, from Saudi Arabia were unanimously elected as Chairperson of AOP Sub-Group and Vice-Chairperson, respectively. Mr. Saleh Al Amoush thanked the States for supporting his nomination and invited participants to actively engage in the discussions.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty one (31) participants, which included delegates from seven (7) States. The list of participants is as at **Attachment A** to the report.

4. OFFICERS AND SECRETARIAT

4.1 Mr Mr. Saleh Al Amoush chaired the meeting. Mrs. Nawal A. Hady, Regional Officer, Aerodromes and Ground Aids from the ICAO Middle East Cairo Office, was the Secretary of the meeting.

5. LANGUAGE

5.1 The discussions were conducted in English. Documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda and election of AOP SG Chairperson

Agenda Item 2: Follow-up on MIDANPIRG/11 Conclusions and Decisions relevant to the AOP field

AOP SG/7
History of the Meeting

- Agenda Item 3: Review and update *Part 3 - Aerodromes* of MID ANP Volumes I & II (Doc 9708)
- Agenda Item 4: Implementation of Certification of Aerodromes in the MID Region
- Agenda Item 5: Implementation of SMS at Aerodromes in the MID Region
- Agenda Item 6: Enhancement of runway operation Safety and efficiency at MID Aerodromes
- Agenda Item 7: Aerodrome Emergency Plans
- Agenda Item 8: Review of other technical matters relevant to aerodromes
- Agenda Item 9: Review of Air Navigation deficiencies in the AOP field
- Agenda Item 10: MID Region Aerodromes Performance Objectives
- Agenda Item 11: Future Work Programme
- Agenda Item 12: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The Sub-Group records its actions in the form of Draft Conclusions and Draft Decisions for further action and adoption by the MIDANPIRG as its Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and
- b) **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies.

7.2 In the same context, the Sub-Group can record its actions in the form of Conclusions and Decisions where no further action is required by the MIDANPIRG or already authorized by MIDANPIRG.

8. LIST OF DRAFT CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 7/1: DRAFT PROPOSALS FOR AMENDMENT TO THE MID BASIC ANP AND FASID - DOC 9708, PART III (AOP -1 TABLES)

DRAFT CONCLUSION 7/2: REQUIREMENT FOR ICAO GUIDANCE ON AERODROME OPERATIONAL MANAGEMENT PROCEDURES

AOP SG/7
History of the Meeting

DRAFT CONCLUSION 7/3:	IMPLEMENTATION OF CERTIFICATION OF AERODROMES TASK FORCE
DRAFT CONCLUSION 7/4:	SURVEY ON AAERODROME EMERGENCY PLAN AND EMERGENCY OPERATION CENTRE
DRAFT CONCLUSION 7/5:	REQUIREMENT FOR ICAO GUIDANCE ON IMPLEMENTATION OF QUALITY SYSTEM FOR REPORTING OF AERODROME-RELATED AERONAUTICAL DATA AND COORDINATION BETWEEN AERODROME OPERATORS AND AIS
DRAFT CONCLUSION 7/6:	DEVELOPMENT OF NATIONAL PERFORMANCE OBJECTIVES AND RELATED MEASURABLE INDICATORS, TARGETS AND METRICS IN THE AERODROME FIELD
DRAFT DECISION 7/7:	REVISED TOR OF THE AOP SUB-GROUP

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF AOP SG CHAIRPERSON

1.1 The AOP SG meeting was presented with a Provisional Agenda. After review, the meeting adopted the Agenda as shown in paragraph 6 of the History of the Meeting.

1.2 The meeting was informed that due to other commitments, Eng. Samir H. Eshky, KAIA Development Project Coordinator from Saudi Arabia would no longer be able to serve as Chairperson of the AOP Sub-Group. The meeting also was informed that Eng. Munir A. Saad Asad, who was Director Airport Safety & Standards from Jordan would no longer be able to serve as a Vice Chairperson of AOP Sub-Group because of his retirement.

1.3 In accordance with MIDANPIRG Procedural Handbook – 4th Edition of February 2009 - Part IV, Para. 6, the meeting decided to elect its Chairperson and Vice-Chairperson for the next three cycles.

1.4 At the proposal of Saudi Arabia delegate and seconded by Egypt, Iraq and Bahrain delegates, Eng. Saleh Al Amoush, Director of Airports Safety and Standards, Civil Aviation Regulatory Commission - Jordan, was unanimously elected as Chairperson of AOP Sub-Group.

1.5 At the proposal of delegate of Egypt and seconded by Jordan, Mr. Nabil Bin Yehia Al Kutbi, Manager of Aerodrome Standards & Safety, Safety Department of the Safety & Economic Regulation - General Authority of Civil Aviation - Kingdom of Saudi Arabia, was unanimously elected as Vice Chairperson of the AOP Sub-Group.

- END -

AOP SG/7
Report on Agenda Item 2

**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/11 CONCLUSIONS AND DECISIONS
RELEVANT TO THE AOP FIELD**

2.1 The meeting recalled that with a view to improve the efficiency of the process of follow-up of MIDANPIRG Conclusions and Decisions, MIDANPIRG/11 agreed to the following Conclusion:

CONCLUSION 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS

That:

- a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);*
- b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and*
- c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.*

2.2 The meeting noted the status of MIDANPIRG/11 Conclusions and Decisions relevant to the AOP field and the follow up actions taken by States, the secretariat and other parties concerned as at **Appendix 2A** to the Report on Agenda Item 2. The meeting agreed also to review the Conclusions and Decisions, which are still current, under the associated Agenda Items with a view to propose to MIDANPIRG/12 appropriate follow-up action (re-iterate, remove or replace these Conclusions/Decisions with more up-to-date ones or issue appropriate Proposals for Amendments to the MID ANP/FASID to reflect their content, etc).

AOP SG/7
 Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION PLAN ON MIDANPIRG/11 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS</p> <p>That,</p> <p>a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);</p> <p>b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and</p> <p>c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.</p>	<p>Implement Conclusion</p>	<p>ICAO States</p> <p>Subsidiary Bodies</p> <p>ICAO</p>	<p>State Letter Updated Action Plan</p> <p>Updated Action Plan</p> <p>Updated follow up Action Plan posted on web</p>	<p>Every six months</p> <p>Every six months</p> <p>Every six months</p>	<p>Ongoing (To be closed)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/3: INCREASING THE EFFICIENCY OF MIDANPIRG</p> <p>That, with a view to increase the efficiency of MIDANPIRG:</p> <p>a) States appoint an ICAO Focal Point Person(s) (ICAO-FPP) using the form at Appendix 4E to the Report on Agenda Item 4; who would:</p> <ul style="list-style-type: none"> i. ensure the internal distribution of all ICAO MID Office correspondences related to MIDANPIRG activities and the follow-up within civil aviation administration; ii. follow up the ICAO MID Office postings of tentative schedule of meetings, MIDANPIRG follow up action plan, State Letters, working/information papers, reports of meetings, etc, on both the ICAO MID website and the MID Forum; and iii. ensure that required action and replies are communicated to ICAO MID Regional Office by the specified target dates. <p>b) ICAO MID Regional Office copy all correspondences related to MIDANPIRG activities to the designated ICAO-FPP as appropriate.</p>	<p>Implement the Conclusion</p>	<p>ICAO States</p>	<p>State Letter (Reminder)</p> <p>List of ICAO FPP</p>	<p>Apr. 2009</p> <p>Jun. 2009</p>	<p>State ltr. 4 Sept.08 1st Reminder 20 Jan.09 2nd Reminder 22 Sept.09 AOP Input received from 4 States)</p> <p>(To be closed)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/6: ACTION PLAN FOR THE IMPLEMENTATION OF CERTIFICATION OF AERODROMES IN THE MID REGION</p> <p>That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009:</p> <p>a) status of implementation of ICAO requirements in accordance with para. 1.4 of Annex 14 Volume I. and if not done so, prepare a detailed action plan for each International aerodrome, to fulfil relevant ICAO requirements;.</p> <p>b) advise if ICAO assistance is required; and</p> <p>c) AOP SG to review information collected on the status of implementation of certification of aerodromes for further course of actions.</p>	<p>Implementation of the Conclusion</p>	<p>MID Office</p> <p>States</p> <p>AOP SG</p>	<p>State Letter</p> <p>Action Plan</p> <p>AOP SG/7 Report</p>	<p>20 Mar. 2009</p> <p>22 Feb. 2009</p> <p>March 2010</p>	<p>Actioned</p> <p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/7: ACTION PLAN FOR THE ESTABLISHMENT OF STATE'S SAFETY PROGRAMME AND ACCEPTABLE LEVEL(S) OF SAFETY TO BE ACHIEVED</p> <p>That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009:</p> <p>a) status of implementation of ICAO requirements in accordance with Annex 14 Volume I, para. 1.5 relevant to establishment of State Safety Programme (SSP), if not yet done so, prepares a detailed action plan to fulfil relevant ICAO requirements;</p> <p>b) advise if ICAO assistance is required; and</p> <p>c) the AOP Sub-Group to review information collected on the status of establishment of State Safety Programme for aerodrome operations for further course of actions.</p>	<p>Implementation of the Conclusion</p>	<p>MID Office</p> <p>States</p> <p>AOP SG</p>	<p>State Letter</p> <p>Action Plan</p> <p>AOP SG/7 Report</p>	<p>20 Mar. 2009</p> <p>22 Feb 2010</p> <p>March 2010</p>	<p>Actioned</p> <p>ongoing</p>
<p>CONC. 11/8: REPORTING OF AIRCRAFT ACCIDENTS AND INCIDENTS AT AERODROMES</p> <p>That, MID States, who have not yet done so, are urged to revise their existing national regulations and ensure compliance with Annex 13 provisions on Reporting of aircraft accidents and incidents at aerodromes.</p>	<p>Implementation of the Conclusion</p>	<p>States</p> <p>AOP SG</p>	<p>States ensure compliance with ICAO requirement on reporting aircraft Acc. & inc.</p> <p>AOP SG/7 Report</p>	<p>March 2010</p>	<p>Actioned</p> <p>(To be closed)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/9: ACTION PLAN FOR THE IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEM ACCEPTABLE TO THE STATE AT EACH CERTIFIED AERODROME</p> <p>That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009:</p> <p>a) status of implementation of ICAO requirements in accordance with para. 1.5 of Annex 14 Volume I, relevant to the implementation of Safety Management System at certified Aerodromes and, if not yet done so, prepare a detailed action plan for each International Aerodrome, to fulfil relevant ICAO requirements;</p> <p>b) advise if ICAO assistance is required; and</p> <p>c) the AOP Sub-Group to review information collected on the status of implementation of safety management system at aerodromes for further course of actions.</p>	<p>Implementation of the Conclusion</p>	<p>MID Office</p> <p>States</p> <p>AOP SG</p>	<p>State Letter</p> <p>Action Plan</p> <p>AOP SG/7 Report</p>	<p>20 Mar. 2009</p> <p>22 Feb. 2010</p> <p>March 2010</p>	<p>Actioned</p> <p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/11: ESTABLISHMENT OF “PAVEMENT SURFACE MAINTENANCE PROGRAMME” AND “CORRECTION PROGRAMME FOR THE REMOVAL OF RUBBER BUILD-UP ON RUNWAYS” IN THE MID REGION</p> <p>That, MID States provide the MID Regional Office with the following information, not later than, 30 August 2009:</p> <p>a) status of implementation of ICAO requirements in accordance with para.. 10.2 & 10.3 of Annex 14 Volume I. and if not yet done so, prepare a detailed action plan for each International aerodrome, to fulfil relevant ICAO requirement;</p> <p>b) Advise if ICAO assistance is required; and</p> <p>c) the AOP Sub-Group to review information collected on the status of establishment of Pavement surface maintenance programme and correction programme for the removal of rubber build-up on runways at aerodromes for further course of actions.</p>	<p>Implementation of the Conclusion</p>	<p>MID Office</p> <p>States</p> <p>AOP SG</p>	<p>State Letter</p> <p>Action Plan</p> <p>AOP SG/7 Report</p>	<p>May 2009</p> <p>22 Feb 2010</p> <p>March 2010</p>	<p>Actioned</p> <p>Ongoing</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DEC. 11/12: FOLLOW UP ON THE OUTCOME OF THE MID AEP SEMINAR</p> <p>That,</p> <p>The AOP Sub-Group, States and ICAO consider the recommendations emanated from the MID Aerodrome Emergency Planning Seminar as contained at Appendix 5.1 F to the report on Agenda Item 5.1 and take necessary actions as appropriate.</p>	<p>Review and take actions to implement the Conclusion</p>	<p>States, AOP SG/7 ICAO</p>	<p>AOP SG/7 Report</p> <p>Updated guidance material on removal of disabled aircraft and aerodrome epidemic emergency planning.</p>	<p>March 2010</p> <p>Done</p>	<p>Closed</p> <p>(Advance 4th edition (unedited) of Doc. 9137, Part 5 - <i>Removal of Disabled Aircraft is available at ICAO secured website; ICAO-NET</i>)</p>
<p>CONC. 11/70: REGIONAL PERFORMANCE FRAMEWORK</p> <p>That,</p> <p>a) a regional performance framework be adopted on the basis of and alignment with the Global Air Navigation Plan, the Global ATM Operational Concept, and ICAO guidance material and planning tools. The performance framework should include the identification of regional performance objectives and completion of regional performance framework forms; and</p> <p>b) ALLPIRG/5 Conclusion 5/2: Implementation of Global Plan Initiatives (GPIs, be incorporated into the terms of reference of the MIDANPIRG subsidiary bodies</p>	<p>Follow up on Conclusion</p> <p>Update Regional performance objectives</p>	<p>ICAO, CNS/ATM IC SG MIDANPIRG</p>	<p>Adoption of Performance Framework approach and Regional Performance Objectives</p> <p>Updated Regional performance objectives</p>	<p>Feb. 2009</p> <p>Ongoing</p>	<p>Actioned</p> <p>Outcome of National Performance Framework Workshop, 1-5 Nov 09 refers) (Follow up action to be taken by CNS/ATM/IC SG/5 meeting)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/71: NATIONAL PERFORMANCE FRAMEWORK</p> <p>That, MID States be invited to adopt a national performance framework on the basis of ICAO guidance material and ensure their alignment with the regional performance objectives, the Regional Air Navigation Plan and the Global ATM Operational Concept. The performance framework should include identification of national performance objectives and completion of national performance framework forms.</p>	<p>Follow up on Conclusion</p> <p>Update National performance objectives</p>	<p>ICAO, MIDANPIRG, States</p>	<p>Adoption of National performance framework approach</p> <p>Development of State Performance Objectives</p> <p>Updated Regional performance objectives</p>	<p>Feb. 2009</p> <p>Mar. 2010</p> <p>Ongoing</p>	<p>Ongoing</p> <p>(National Performance Framework Workshop, held in Cairo, 1-5 Nov 09)</p> <p>(Follow up action to be taken by CNS/ATM/IC SG/5 meeting)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/86: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p>					
<p>That,</p> <p>a) States review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office;</p> <p>b) States and Users Organizations use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update and elimination of air navigation deficiencies;</p> <p>c) States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies;</p> <p>d) ICAO continue to provide assistance to States for the purpose of rectifying deficiencies; and when required, States request ICAO assistance through Technical Co-operation Programme, Special Implementation Projects (SIP) and/or other available mechanisms such as IFFAS; and</p> <p>e) States are encouraged to seek support from regional and international organizations (i.e: ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.</p>	<p>Implementation of the Conclusion</p>	<p>States</p> <p>Users</p> <p>ICAO</p>	<p>Action plans for elimination of deficiencies</p> <p>Feedback from Users and States received through MANDD</p> <p>Assistance provided to States, as requested and as appropriate</p>	<p>May 2009</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Ongoing</p> <p>- SL AN2/2 – 10/024 of 21 Jan. 2010;</p> <p>- Further follow-up by ANS SG/1 meeting, scheduled for June 2010.</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 11/87: ENHANCEMENT OF MID STATES' CAPABILITIES FOR SAFETY OVERSIGHT</p> <p>That, in order to improve aviation safety in the MID Region; MID States are urged to:</p> <p>a) enhance their individual safety oversight capabilities and ensure the establishment and management of a sustainable safety oversight system, and</p> <p>b) cooperate bilaterally and/or jointly as a group of States to make the appropriate arrangements in order to strengthen their safety oversight capabilities.</p>	<p>Implementation of the Conclusion</p>	<p>States ANS SG</p>	<p>Feedback from States ANS SG/1 Report</p>	<p>2010</p>	<p>Ongoing (Further follow-up by ANS SG/1 meeting, scheduled for June 2010)</p>

AOP SG/7
Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: REVIEW AND UPDATE PART 3 - AERODROMES OF MID ANP VOLUMES I & II (DOC 9708)

3.1 The meeting recalled that, further to the approval of the proposal for amendment serial No. 08/05 of the MID Basic ANP -AOP, MIDANPIRG/11, through Conclusion 11/13, agreed that the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate all necessary Amendment Proposals to the MID Basic ANP and FASID, prior to MIDANPIRG/12, in order to update the AIS, AOP, ATM, CNS and MET Tables.

3.2 The meeting was informed that a proposal for amendment to the AOP1 tables of the MID FASID was prepared by the MID Office and was circulated to all MID States, User States and concerned International Organizations, the proposal was approved and incorporated in the MID ANP Volume II in accordance with the established procedures for FASID Amendments (Serial No.: MID FASID 09/01- AOP dated 04 August 2009).

3.3 The meeting further reviewed, updated and agreed on a proposal for amendment to MID Basic ANP – AOP tables contained in **Appendix A** to the Report on Agenda Item 3 for processing by the MID Regional Office and further consideration and approval by the Council before incorporation in the MID BASIC ANP Doc 9708, the updates are based on:

- Change of area of accreditation to the ICAO MID Regional Office and MIDANPIRG Provider States.
- Updates received from Iraq, Jordan, Saudi Arabia & UAE to the list of their respective International Aerodromes required for Air Navigation.

3.4 The meeting was of the view that consequent amendment to the AOP-1 tables of MID FASID would be further processed to reflect changes to the MID basic ANP –AOP-1 Tables and any other updates thereof that might be received from MID States in accordance with the established procedures.

3.5 The meeting recalled the outcome of the report of the third meeting of the Traffic Forecasting Sub-Group (TF SG/3) which was held in Cairo, 27-29 April 2009 with the objective of developing traffic forecasts and other planning parameters to support the planning of air navigation facilities and services in the MID Region. The Meeting was invited to consider the information relevant to aircraft forecasts in planning for aerodrome timely developments in the MID Region.

3.6 Accordingly, the meeting agreed on the need to further review and update the text of Part III –AOP of the MID ANP Volumes I & II. A revised text would be discussed by next AOP Sub-Group meeting.

3.7 Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 7/1: DRAFT PROPOSALS FOR AMENDMENT TO THE MID BASIC ANP AND FASID - DOC 9708, PART III (AOP -1 TABLES)

*That, in accordance with MIDANPIRG/11 Conclusion 11/13, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate the process of Proposals For Amendment to the MID Basic ANP and FASID, Part III - AOP-1 Tables contained at **Appendices 3A and 3B** to the Report on Agenda Item 3 in accordance with the established procedures.*

International Aerodromes Required in the MID Region

EXPLANATION OF THE LIST

CITY/AERODROME Name of the city and aerodrome, preceded by the location indicator.

DESIGNATION Designation of the aerodrome as:

RS — international scheduled air transport, regular use

RNS — international non-scheduled air transport, regular use

AS — international scheduled air transport, alternate use

ANS — international non-scheduled air transport, alternate use

Note 1.— When an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown. An exception is that AS aerodromes are identified even when they are required for regular use by international non-scheduled air transport or international general aviation, as some specifications in Annex 14, Volume I place special requirements on these aerodromes.

Example.— An aerodrome required for both RS and AS use would only be shown as RS in the list. However, this table may still show specific requirements for AS use.

Note 2.—When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

Location Indicator	City/Aerodrome	Designation
AFGHANISTAN		
OAKB	KABUL/Kabul Intl	RS
OAKN	KANDAHAR/Kandahar Intl	AS
BAHRAIN		
OBBI	BAHRAIN/Bahrain Intl	RS
EGYPT		
HEAX	ALEXANDRIA/Alexandria Intl	RS
HEBA	ALEXANDRIA/Borg El Arab Intl	RS
HESN	ASWAN/Aswan Intl	RS
HEAT	ASYUT/Asyut Intl	RS
HEAZ	CAIRO/Almaza Intl	ANS
HECA	CAIRO/Cairo Intl	RS
HEAR	EL ARISH/ El Arish Intl	AS
HEGN	HURGHADA/Hurghada Intl	RS
HELX	LUXOR/Luxor Intl	RS
HEMA	MARSA ALAM/Marsa Alam Intl	RNS
HEPS	PORT SAID/ Port Said Intl	AS
HEOW	SHARK EL OWEINAT/Shark El Oweinat Intl	AS
HESH	SHARM EL SHEIKH/Sharm El Sheikh Intl	RS
HESC	ST. CATHERINES/St Catherine Intl	AS
HETB	TABA/Taba Intl	AS

AOP

III-3

Location Indicator	City/Aerodrome	Designation
IRAN, ISLAMIC REPUBLIC OF		
OIKB	BANDAR ABBASS/Bandar Abbass Intl	RS
OIFM	ESFAHAN/Shahid Beheshti Intl	RS
OIMM	MASHHAD/Shahid Hashemi Nejad Intl	RS
OISS	SHIRAZ/Shahid Dastghaib Intl	RS
OITT	TABRIZ/Tabriz Intl	RNS
OIIE	TEHRAN/Imam Khomaini Intl	RS
OIII	TEHRAN/Mehrabad Intl	RS
OIZH	ZAHEDAN/Zahedan Intl	RS
IRAQ		
ORBI	BAGHDAD/Baghdad Intl	RS
ORMM	BASRAH/Basrah Intl	RS
ORER	ERBIL/Erbil Intl	RS
ORSU	SULAYMANIYAH/Sulaymaniyah Intl	RS
ORNI	AL NAJAF/Al Najaf INTL (Non operational)	RNS
ISRAEL		
LLET	EILAT/Eilat Intl	RNS
LLHA	HAIFA/Haifa Intl	RNS
LLOV	OVD A/Ovda Intl	RNS
LLBG	TEL- AVIV/Ben Gurion Intl	RS
LLSD	TEL-AVIV/Sde Dov Intl	RNS
LLJR	JERUSALEM/Jerusalem	RS

Location Indicator	City/Aerodrome	Designation
JORDAN		
OJAM	AMMAN/Marka Intl	AS
OJAI	AMMAN/Queen Alia Intl	RS
OJAQ	AQABA/King Hussein Intl	RS
OJJR	JERUSALEM/Jerusalem (Non operational)	RS
KUWAIT		
OKBK	KUWAIT/Kuwait Intl	RS
LEBANON		
OLBA	BEIRUT/ R. B. H - Beirut Intl	RS
OMAN		
OOMS	MUSCAT/ Muscat Intl	RS
OOSA	SALALAH/Salalah	AS
QATAR		
OTBD	DOHA/Doha Intl	RS
OTHH	DOHA/New Doha Intl (Future – 2010)	RS
SAUDI ARABIA		
OEDF	DAMMAM/King Fahad Intl	RS
OEJN	JEDDAH/King Abdulaziz Intl	RS
OEMA	MADINAH/Prince Mohammad Bin Abdulaziz Intl	RS
OERK	RIYADH/King Khalid Intl	RS

AOP

III-3

Location Indicator	City/Aerodrome	Designation
SYRIAN ARAB REPUBLIC		
OSAP	ALEPPO/Aleppo Intl	RS
OSLB	LATTAKIA/Bassel Al-Assad, Intl	RS
OSDI	DAMASCUS/Damascus Intl	RS
UNITED ARAB EMIRATES		
OMAA	ABU DHABI/Abu Dhabi Intl	RS
OMAL	AL AIN/Al Ain Intl	RS
OMDB	DUBAI/Dubai Intl	RS
OMFJ	FUJAIRAH/Fujairah Intl	RS
OMRK	RAS AL KHAIMAH/Ras Al Khaimah Intl	RS
OMSJ	SHARJAH/Sharjah Intl	RS
OMDW	DUBI - JEBEL ALI/Al Maktoum (Future, 2010 -2012)	RS
YEMEN		
OYAA	ADEN/Aden Intl	RS
OYHD	HODEIDAH/Hodeidah Intl	RS
OYRN	MUKALLA/Riyan	RS
OYSN	SANA'A/Sana'a Intl	RS
OYTZ	TAIZ/Ganad Intl	RS

MID FASID – AOP-1

3-AOP 1-1

**TABLE FASID AOP 1 – PHYSICAL CHARACTERISTICS, RADIO AND
VISUAL AIDS AT AERODROMES**

Note - The names of aerodromes listed in column 1 of the following table derive from the list of international aerodromes required in the AOP Part of the Basic MID ANP.

EXPLANATION OF THE TABLE

General

Table AOP 1 shows the operational requirements for air traffic services, physical characteristics, radio navigation aids, visual aids and runway visual range (RVR) at each aerodrome.

Columns 6 to 9 show physical characteristics related to taxiways and runways. The physical characteristics of taxiways should be appropriate for the runways with which they are related.

Columns 5 and 10 to 13 show the requirements for air traffic services, radio and visual aids and RVR for the runway with which the entry is associated. These aids are generally indicated by "X" and the "X" indicates that the aid should be in accordance with the type of runway (column 7). If the aid is different from the type of runway, then a "1", "2" or "3" is entered to indicate Category I, II or III, respectively.

Column

- 1 Name of the city and aerodrome, preceded by the location indicator.

Note.—When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

Designation of the aerodrome as:

RS — international scheduled air transport, regular use

RNS — international non-scheduled air transport, regular use

AS — international scheduled air transport, alternate use

ANS — international non-scheduled air transport, alternate use

When an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown. An exception is that AS aerodromes are identified even when they are required for regular use by international non-scheduled air transport.

- 2 Alternate aerodromes for the regular aerodromes listed in column 1, or if the aerodrome listed in column 1 serves only as an alternate, the regular aerodromes for which it is an alternate. The aerodrome is shown by listing the name of the city, preceded by the location indicator.
- 3 Aerodrome reference code (RC) for aerodrome characteristics expressed in accordance with Annex 14, Volume I, Chapter 1.
- 4 Required rescue and fire fighting service (RFF). The required level of protection is expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, Chapter 9, Section 9.2.
- 5 Air traffic services:
- APP — Approach control service. An "R" is shown it indicates that the service should be provided with radar.
- TWR — Aerodrome control tower. An "R" is shown it indicates that the service should be provided with an aerodrome surface movement radar.
- ATIS — Automatic Terminal Information Service.
- AFIS — Aerodrome Flight Information Service.

- 6 Runway designation numbers.
- 7 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1 are:
 NINST – non-instrument runway
 NPA – non-precision approach runway
 PA1 – precision approach runway Category I
 PA2 – precision approach runway Category II
 PA3 – precision approach runway Category III
- 8 Taxiway (TWY) to be provided to threshold of associated runway.
- 9 Required runway length expressed in terms of a balanced field length. In planning, account is taken of local conditions. If the requirement for alternate use is more critical, the aircraft type and runway length required are also indicated below the abbreviation “AS”.

Critical aircraft for pavement strength and required pavement strength expressed as the all-up mass in thousands of kilograms. The operational mass of an aircraft, such as B747 and DC10, which may have a bearing on the design of culverts, cable ducts, bridge overpasses, etc., is also shown. If the aircraft requiring the aerodrome for alternate use is more critical, the aircraft type and pavement strength required are also indicated below the abbreviation “AS”.

Note 1.—A specific aircraft model based on the best available sources of information should be selected for planning runway length as this requirement is particularly affected by aircraft model differences. Aircraft models should thus be reviewed carefully to see that the correct one is used in determining the aerodrome characteristics. ICAO's Air Navigation Commission has directed that RAN meetings provide in the plan as realistic figures as possible on runway length and pavement strength requirements at individual aerodromes.

Note 2.—For international general aviation aerodromes, when there is no requirement for the runway to be paved, the pavement strength may be shown as “UNPAV”.

Note 3.—Should a requirement for more than one runway be indicated for an aerodrome, the lengths of the secondary runways. A specification concerning the lengths of such runways can be found in Annex 14, Volume I, Chapter 3, Section 3.1.7.

Note 4.—When the length or pavement strength is not a current requirement, the year in which it will be required is entered.

Radio navigation aids (approach and landing)

- 10 PA-Precision Approach Aid, shown against the runway to be served and indicated by an “X” .
 NPA— Non Precision Approach Aid. An “X” indicates that the aid should be provided.
 T—Terminal Navigation Aid. An “X” indicates that one of the aids should be provided.

Note: Refer to Table CNS 3 for details. The appropriate radio navigation aid and the requirement of aligning DME with ILS/VOR are shown in this Table CNS 3.

Lighting aids

- 11 PA – precision approach lighting system, Category I, II or III shown by an “X” if the aid is the same category as the runway type (column 7) or, if it is different, by the numeral 1, 2 or 3 against the runway to be served, to indicate the type of system required.
- SA – simple approach lighting system, shown by an “X” against the runway to be served.
- VA – visual approach slope indicator system, shown by an “L” or an “S” against the runway to be served. The letter “L” indicates that the system should be PAPI or T-VASIS (AT-VASIS) and the letter “S” indicates that the system should be PAPI/(APAPI).
- RWY – runway edge, threshold and runway end lighting. An “X” indicates that these aids should be provided.
- CLL – runway centre line lighting, shown by an “X” against the runway to be served.

TDZ – runway touchdown zone lighting, shown by an “X” against the runway to be served.

TE – taxiway edge lighting. An “X” indicates that the aid should be provided. This requirement pertains to the entire aerodrome and only one entry is made when planning requirements for more than one runway are shown.

TC – taxiway centre line lighting. An “X” indicates that this should be provided for the particular runway with which the entry is associated.

STB – stop bars. An “X” indicates that stop bars should be provided for the runway with which the entry is associated.

B – aerodrome or identification beacon. An “X” indicates that the aid should be provided. This requirement pertains to the entire aerodrome and only one entry is made when planning requirements for more than one runway are shown.

Marking aids

12 **DES** – runway designation marking, shown by an “X” against the runway to be served.

CLM – runway centre line marking. An “X” indicates that the aid should be provided.

THR – runway threshold marking, shown by an “X” against the runway to be served.

TDZ – runway touchdown zone marking, shown by an “X” against the runway to be served.

SST – runway side stripe marking. An “X” indicates that the aid should be provided.

AMG – aiming point marking, shown by an “X” against the runway to be served.

TWY – taxiway centre line and, where required, edge marking. An “X” indicates that the aid should be provided.

HLD – taxiway holding position marking, shown by an “X” against the runway to be served. The pattern of the marking should conform to the provisions of Annex 14, Volume I, Section 5.2.9.

13 **Runway visual range (RVR).**

TDZ – observations should be provided representative of the touchdown zone.

MID – observations should be provided representative of the middle of the runway.

END – observations should be provided representative of the stop end portion of the runway.

AOP SG/7
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: IMPLEMENTATION OF CERTIFICATION OF AERODROMES IN THE MID REGION

4.1 Under this Agenda Item the meeting recalled the obligations of States with respect to the provision of safe airports for safe aircraft operations and the status of implementation of certification of aerodromes requirements in the MID region, that ensure the establishment of a regulatory regime so that compliance with the specifications in Annex 14 Volume I can be effectively enforced.

4.2 The meeting recognized that methods of ownership, operation and surveillance of aerodromes differ among States. Most of the MID States have created aerodrome authorities/companies or other governmental entities or private corporations to manage and operate their aerodromes, however the role of States to ensure safety remains unchanged in accordance with Article 28 of the Chicago Convention and ICAO SARPs.

4.3 The meeting was apprised with the adopted consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation under Resolution 36/13 and its Appendix P on “The Provision of adequate Aerodrome” which resolved that States shall undertake certification of aerodromes as part of their obligations to ensure aerodrome adequacy for the safe aircraft operations at aerodrome.

4.4 The meeting recalled that MIDANPIRG/11 meeting has noted with concern the low level of implementation of certification of aerodrome requirements in the MID Region and the need to explore ways and means to foster relevant actions by States. The meeting also recalled that a template/guidance on the content of an actions plan as provided at **Appendix 4A** to the Report on Agenda Item 4, was developed by ICAO MID Regional Office to assist States who have not yet certified their aerodromes to develop their national plans and expedite the timely implementation process, further more, to identify if assistance would be required.

4.5 As a follow-up action to MIDANPIRG Conclusion 11/6, the meeting was informed that a State letter (Ref. ME 3/56.4 – 09/279 dated 03 September 2009) was sent to all MID States to provide information on the status of implementation of ICAO requirements and if not fully implemented, to provide their action plans, in addition to indicate whether an ICAO assistance is required or not. The responses received from MID States are summarized at **Appendix 4B** to the Report on Agenda Item 4.

4.6 The meeting recalled MIDANPIRG /11 Conclusion 11/21 on “*PROMULGATION OF INFORMATION ON CERTIFICATION OF AERODROMES IN THE STATE AIP*” and noted that that Amendment 10A to Annex 14 Volume I (which became applicable as of 19 November 2009) required States to provide information on the status of certification of aerodromes to the appropriate aeronautical information services for promulgation in the Aeronautical Information Publication (AIP) in accordance with Chapter 2.13.1 of Annex 14 Volume I and Annex 15, Appendix 1, AD 1.5.

4.7 The meeting was apprised with the special implementation project that was approved by ICAO to conduct a Seminar on “Aerodrome Certification and Safety of Aerodrome Operations” in the MID Region. The seminar was successfully held from 01 to 04 March 2010 in Cairo with the objective to provide the States in the Middle East Region with up-to-date guidance on the implementation of certification of aerodromes provisions, planning for safety management, and support further implementation of these requirements that contribute to safety and efficiency of aerodrome operations and support the MIDANPIRG’s activities carried out in this respect.

AOP SG/7
Report on Agenda Item 4

4.8 A pre-Seminar questionnaire was circulated with the invitation letter for the seminar. Responses received from five States (Bahrain, Egypt, Iraq, Jordan and Saudi Arabia). Summary and analysis of feedback received is contained at **Appendix 4C** to the Report on Agenda Item 4. The responses received indicated that the implementation of certification and SMS for aerodrome operation requirements in five States out of six has been carried out or in its final stage. However this cannot be used as an indication for the regional level of implementation as the responses received represent 40% of total number of MID States.

4.9 The meeting agreed with the Seminar recommendation and was of the view that although Annex 14 Volume I provides general requirements on aerodrome operations such as aerodrome emergency planning it does not sufficiently address aerodrome operational management procedures which is equally important for aerodrome safety and efficiency. Therefore, there is increasingly a need to develop an ICAO document that addresses procedures for aerodrome operational management as many challenges that aerodromes face today are of an operational nature, particularly where larger aircraft needs to be accommodated at an existing aerodrome and/or the development of the aerodrome is constrained.

4.10 Furthermore, the meeting was informed that audit results reveals that a large number of the States audited have not yet certified or established a process for the certification of aerodromes. Many States have neither developed nor issued guidance to regulatory staff and aerodrome operators on the assessment of aerodrome operational procedures before granting certification of aerodrome and the use of aeronautical studies and their evaluation in relation to granting exemptions or exceptions to requirements.

4.11 To this end, the meeting was informed that ICAO is considering the development of PANS/AGA (Procedures for Air Navigation Services relevant to Aerodrome and Ground Aids) as complementary to the implementation of the SARPs contained in Annex 14, Volume I for aerodrome operational management similar to *PANS/OPS - Doc 8168* and *PANS/ATM - Doc 4444*. The new document is envisaged by 2013.

4.12 With a view to ensure aerodrome operational safety and to enhance aerodrome operational efficiency; PANS-AGA would specify procedures to be applied by both aerodrome regulators and operators for initial aerodrome certification and continuing aerodrome safety oversight. Accordingly, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 7/2: REQUIREMENT FOR ICAO GUIDANCE ON AERODROME
OPERATIONAL MANAGEMENT PROCEDURES**

That, an ICAO Guidance material on aerodrome operational management procedures is urgently requested as complementary to the implementation of the SARPs contained in Annex 14, Volume I.

4.13 With a view to expedite the implementation of certification of aerodromes in the MID region and to set best practices to assist States in full implementation of ICAO requirements; a proposal to create a Task Force for implementation of aerodrome certification composed of group of aerodrome experts was discussed, The proposal was supported by Egypt, Iran, Jordan and Saudi Arabia.

4.14 The meeting further agreed on the proposal to create an implementation of aerodrome certification Task Force with Terms of Reference and work programme as contained at **Appendix 4D** to the Report on Agenda Item 4 which are based on regional performance objectives, target dates and specific deliverables.

4.15 The meeting was of the view to reiterate and maintain MIDANPIRG/11 Conclusion 11/6.

AOP SG/6
Report on Agenda Item 4

4.16 Accordingly, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 7/3: IMPLEMENTATION OF CERTIFICATION OF AERODROMES
TASK FORCE***

*That, an Implementation of Certification of Aerodrome Task Force be established, its terms of references and work programme and deliverables as contained in **Appendix 4D** to the Report on Agenda Item 4.*

AOP SG/7
Appendix 4A to the Report on Agenda Item 4

IMPLEMENTATION OF AERODROME CERTIFICATION IN THE STATES OF THE MID REGION

AERODROMES INCLUDED IN THE REGIONAL AIR NAVIGATION PLAN (ANP - Doc 9708)

Table 01 – Progress of the basic documentation for aerodrome certification (MID Region)

State/Aerodrom			Responsible Agency	Finished	Underway		Planned	
State	Number of Aerodromes Open for Inter. Use	Name of Aerodrome		Date of publication	Dates:		Dates:	
				Beginning	Scheduled publication	Beginning	End	
Bahrain	1		Bahrain Civil Aviation Authority		yes			
Egypt	16		Egyptian Civil Aviation Authority (ECAA)	yes				
Iran	8		Iran Civil Aviation Authority					
Iraq	5		Iraq Civil Aviation Authority	yes				
Israel	5							
Jordan	3		Jordan Civil Aviation Regulatory Commission (CARC)	Yes				
Kuwait	1							
Lebanon	1							
Oman	2							
Qatar	1							
Saudi Arabia	4		General Authority of Civil Aviation (GACA), Saudi Arabia	yes				
Syria	3							
UAE	6							
Yemen	5							
Total international Aerodromes	61							

MID States (not member of MIDANPIRG)								
Libya								
Sudan								

Table 02 – Aerodrome certification implementation (ANP - Doc 9708/FASID)

State/Aerodrome			Responsible Agency	Certification implementation				
				Finished	Underway		Planned	
State	Number of Aerodromes Open for Inter. Use	Name of Aerodrome		Date of publication	Dates:		Dates:	
			Beginning	Scheduled publication	Beginning	End		
Bahrain	1		-	1	-	-	-	
Egypt	15		2	13	Nov. 2010	1		
Iran	8							
Iraq	5			5				
Israel	5 6							
Jordan	4 3		2	1				
Kuwait	1							
Lebanon	1							
Oman	2							
Qatar	1							
Saudi Arabia	4		4	Recertification 4	Sep 2010			
Syria	3							
UAE	6							
Yemen	5							
Total	61							
MID States (not member of MIDANPIRG)								
Libya								
Sudan								

Requirement	STATES												
	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Oman	Qatar	Saudi Arabia	Syria	U.A.A	Yemen
4. Provide the number of aerodromes and heliports in your State used for commercial purposes (open for International operations and Domestic operations), State and or private owned.	One State owned/operated by separate entity	14 State owned & 2 Private (BOT)		Five State owned and operated & one private		Three State owned/operated by separate entities				Four State owned/operated by separate entities			
5. In relation to aerodromes, how are the State's responsibilities and the provision of services organized within the State's civil aviation system?	separation	Clear separation		No clear separation		Clear separation				separation			
6. Does the State primary aviation legislation establish clear delegation of authority to the Minister, to the Director General of Civil Aviation (DGCA), to aerodrome inspectors?	no	yes		yes		yes				yes			
7. Has the State established an Aerodrome Standards and Safety entity vested with implementation of certification of aerodrome, aerodrome continuous safety oversight responsibilities?	yes	yes		yes		yes				yes			
8. Is there a distinct separation between the regulatory body and aerodrome owners/operators, particularly where the functions of a regulatory body and service provider are vested within the CAA?	yes	yes		no		yes				yes			

Requirement	STATES												
	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Oman	Qatar	Saudi Arabia	Syria	U.A.A	Yemen
9. Does the State primary aviation legislation provide for authority of access to aerodromes, and operators' facilities in order to enable inspections, safety audits and surveillance activities?	yes	yes		yes		yes				yes			
10. Does the primary aviation legislation provide for the enforcement of the aerodrome regulations and associated specifications, operating requirements and services?	no	yes partial		yes		yes				yes			
11. Has the State established official Aerodrome inspectorate staff credentials?	no	yes		yes		yes				yes			
12. Does your Administration have access to all relevant regulatory and guidance documents by ICAO (e.g. ICAO Annex 14 including Amendment 10, Doc 9774 and Doc 9859)? And, are these documents up to date?	yes	yes		yes		yes				yes			
13. Is there a regulatory requirement for certified aerodromes to have a safety management system (SMS) in operation? If not, is there a plan to introduce the requirement? If so, when will it be introduced?	yes	yes impl. in pogress		yes		yes				yes			

Requirement	STATES												
	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Oman	Qatar	Saudi Arabia	Syria	U.A.A	Yemen
d. not developed? Have interim certificates been granted, pending finalization of a certification process? If so, when will development and implementation of the certification process be achieved? Give status for each international aerodrome in your State.		no											
17.Are aerodrome certificates issued for a specified duration, or are they open-ended. If open-ended, is there a process to assess continuing competence and validity?	Not specified yet	yes		yes		Yes for specific duration				Open ended, yes			
18.Has the State established a system for coordination between aerodromes, ATS and AIS?	yes	yes		yes		yes				yes			
19.If there are exemptions (or exceptions) to national requirements, is there a process for determining the acceptability of the exemptions, and for recording and reviewing them?	no	yes		yes		yes				yes			
20.Has the CAA developed and implemented plans for periodic and random inspections for certified aerodromes.	no	yes		yes		yes				yes			

Requirement	STATES												
	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Oman	Qatar	Saudi Arabia	Syria	U.A.A	Yemen
21. Has the State established a national safety audit programme for aerodromes?	no	yes		no		yes				yes			
B: IN PREPARATION FOR IMPLEMENTATION OF SAFETY MANAGEMENT (SM) OF AERODROME OPERATIONS													
1. Has the State established a safety management policy?	yes	yes		yes		yes				yes			
2. Has the State established a process for identifying, implementing and reviewing corrective actions in the areas that present risks to the safety of aerodrome operations?	yes	yes		yes		yes				yes			
3. Has the State developed regulations requiring Aerodrome operators and/or service providers to establish a safety management system (SMS)?	yes	yes		no		yes				yes			
4. What are your States' plans for implementation of SM for aerodrome operations?	SMS in place	in process		in process		Full implementation				on going			
5. Has your Administration set aside a budget line for SM of aerodrome operations?	no	yes		no		AD Operator Responsibility				yes			

Requirement	STATES												
	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Oman	Qatar	Saudi Arabia	Syria	U.A.A	Yemen
12. In providing the SMGCS, are the traffic density and visibility conditions at all aerodromes that are certified, or are to be certified, assessed on the SMGCS?	no	yes		no		N/A				yes			
13. Have emergency planning and rescue procedures been established for all aerodromes being used for commercial operations?	yes	yes		no		yes				yes			
14. Has the State established a national bird-strike reporting system?	yes	yes		no		yes				yes			
15. Dose the established a Maintenance Programme for:													
a. Pavement for the movement area	yes	yes				Yes				No Answer			
b. Visual aids (airfield lighting, marking, signs)	yes	yes				yes				yes			
C: TRAINING													
1. Are your Aerodrome Standards and Safety staff, trained and qualified according to the required qualifications as laid down in Doc 9774?	no	yes		yes		yes				yes			

Requirement	STATES												
	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Oman	Qatar	Saudi Arabia	Syria	U.A.A	Yemen
2. Do you have a complete and current record of staff qualifications, on-the job training and refresher courses attended by them?	yes	yes		no		yes				yes			
3. If your staff have obtained training outside your country, do you have any records and certificates of the trainees and the training institutions?	yes	yes		no		yes				yes			
4. Is an assessment of the competence and resources of aerodrome operators for operational safety part of the certification process? If so, are there a process and requirement for professional management accreditations?	no	yes		yes		yes				yes			
5. Have the Aerodrome operator key Staff' training and competency been assessed, including the review and evaluation of the adequacy of training provided to staff on safety-related duties and their competency as part of the certification system?	no	yes		Yes but not meeting qualifications required		yes				yes			

CADS PRE- SEMINAR QUESTIONNAIRE' ANALYSIS:

	Five Responses were received from Bahrain, Egypt, Iraq, Jordan & Saudi Arabia	Status of implementation				Remarks
		Finished/ In Place	In progress	Final Stage	Planned	
A.	Requirement for Certification of Aerodromes:					
1.	Status of Basic Documents for Certification of aerodromes	In 4 states out of 5 responses		One States (Bahrain)		Provisions for delegation of authorities, AD inspector' credentials, free access & enforcement are not clearly covered
2.	Status of Certification Process	7 aerodromes (1 Egypt, 2 in Jordan & 4 Saudi Arabia)	19 aerodrome (12 in Egypt, 5 in Iraq & 1 Jordan,	3 aerodromes (1in Bahrain & 2 in Egypt)		Guidance Material on assessment of operational procedures and process for both AD Regulatory and Operator staff to carry out their duties are not available
3.	Status of issue Certificates for each International aerodrome	7 aerodromes (1 Egypt, 2 in Jordan & 4 Saudi Arabia)	18 aerodrome (12 in Egypt, 5 in Iraq & 1 Jordan,	3 aerodromes (1in Bahrain & 2 in Egypt)		To avoid non compliance; Interim Certificate was decided in some States
B.	Requirement for Safety Management for Aerodrome Operations					
1.	Status of Basic Documents for Safety management	In 4 States out of 5			One State (Iraq)	Provisions for continuous monitoring are to be strengthens
2.	Status of implementation of a Safety Management System for each international Aerodrome operations	In 2 States (Bahrain & Jordan)	Aerodromes in 3 States (Egypt, Iraq & Saudi Arabia)			More guidance on identification of Performance objectives and AloS
C.	Requirement for Training (qualified Aerodrome Regulatory Staff & competent					

	Aerodrome Operator)					
1.	Training Programme	In place in 3 States (Egypt, Jordan & Saudi Arabia)			2 States (Bahrain & Iraq)	No guidance for training in the AGA area
2.	Assessment of Aerodrome Operator Competency	In 3 states (Egypt, Jordan & Saudi Arabia)			2states (Bahrain & Iraq)	No guidance for assessment AD operator's competency

**GUIDANCE ON THE CONTENT OF AN ACTION PLAN
FOR THE IMPLEMENTATION OF CERTIFICATION OF AERODROME**

1. State Name:
2. Numbers of Aerodromes open for International Operations: ...
3. Expected date for certification of all International Aerodromes:

	Name and Designation of the Aerodrome	Task	Responsible Body	Time allocated		Rationale for non-compliance	Remarks
				From	to		
4.	General	Establish an appropriate regulatory framework including: <ol style="list-style-type: none"> 1. Legislative support; 2. National Regulations; 3. Establish a criteria and procedures for the certification of aerodromes; 4. Identify an Entity in charge for the application of the 	State				

	Name and Designation of the Aerodrome	Task	Responsible Body	Time allocated		Rationale for non-compliance	Remarks
				From	to		
		requirements having inspectorate and enforcement capacities					
5-1	For Example: HELX LUXOR/Luxor Int'l Airport RS	Develop, verify and submit an Aerodrome Manual for each international aerodrome	Aerodrome Service Provider				
		Revision of Aerodrome Manual ensuring that it includes a safety management system prior to granting the aerodrome certificate;	State				
		On-site Verification of the Aerodrome Facilities and services	State & Aerodrome Service Provider				
		Granting an aerodrome certificate	State				
		Aerodrome Safety Oversight Activities	States				
		Remedial of safety related deficiencies	Aerodrome Service Provider				
		Enforcement of safety related deficiencies	States				
		Other specific safety issues for considerations	State & Aerodrome Service Provider				

	Name and Designation of the Aerodrome	Task	Responsible Body	Time allocated		Rationale for non-compliance	Remarks
				From	to		
5-2				
					
					
					
					
					
					
					

6. Indicate if ICAO Assistance is required:

7. Any Others:

AOP SG/7
Appendix 4D to the Report on Agenda Item 4

**PROPOSED TERMS OF REFERENCE FOR
CERTIFICATION OF AERODROMES TASK FORCE**

1. TERMS OF REFERENCE

- a) Carry out specific studies in support of the implementation of certification of aerodromes in the MID Region, according to the ICAO Strategic Objectives and guided by Global Plan Initiative (GPI/13 & GI/14) 5 and related GPIs (GPIs 6, 9, 18).
- b) Identify other issues/action items arising from the work of ICAO or for consideration by ICAO in order to facilitate regional harmonization of existing as well as future implementation of certification of aerodrome requirements.
- c) Determine and recommend, on the basis of studies, the Implementation of annex 14 Volume I requirements in the MID Region, based on the Global and regional performance goals as reflected in assembly resolution 36-13-Appendix P on “The Provision of adequate Aerodrome” for safe aircraft operations .
- d) Assist States that may require support in the implementation of certification of their aerodromes.

2. WORK PROGRAMME

- a) Study and assess the Regional aerodrome requirements.
- b) Initially focus assistance to States that may require support on development of the State certification of aerodromes implementation plans.
- c) Identify guidance material and training needs.
- d) Coordinate with other ICAO Regions as necessary to address implementation difficulties issues.
- e) Undertake other functions relevant to implementation of certification of aerodromes as assigned by the AOP SG or MIDANPIRG.
- f) Complete the development of the Regional Runway Safety Implementation Programme and Plans and
- g) Apply ICAO guidance material and information as may be applicable to the Region to facilitate the implementation of certification of aerodromes and safety of aerodrome operations.
- f) Report to the AOP SG to keep the MIDANPIRG closely briefed.

3. COMPOSITION OF THE TASK FORCE

Aerodrome Experts from:

STATES: MID Region States

ORGANIZATIONS (AS OBSERVERS): IATA

AOP SG/7
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: IMPLEMENTATION OF SMS AT AERODROMES IN THE MID REGION

Status of implementation of Safety Management System (SMS) at aerodromes in the MID region

5.1 Under this Sub-Agenda Item the meeting recalled the obligation of States with respect to safety Management of airport operations and the status of implementation of Safety Management System (SMS) requirements at international aerodromes in the MID region in accordance with the specifications contained in Annex 14 Volume I.

5.2 The meeting was apprised with the adopted consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation under Resolution 36/13 that was resolved by the 36th Session of the ICAO Assembly held in September 2007 and its Appendix P on “The Provision of adequate Aerodrome” that “*States should ensure that safety management systems are introduced at their aerodromes*”.

5.3 The meeting recalled that MIDANPIRG/11 meeting has noted with concern the low level of implementation of Safety Management requirements for aerodrome operations in the MID Region. Accordingly, MIDANPIRG/11 Formulated Conclusion 11/7 & 9 requesting States, who have not done so, to develop action plans for the implementation of SMS at their International aerodromes and a State Safety Programme for aerodrome operations, furthermore to indicate if an ICAO assistance is needed.

5.4 As a follow-up action to MIDANPIRG Conclusion 11/7 & 9, the meeting was informed that a State letter (Ref. ME 3/56.4 – 09/279 dated 03 September 2009) was sent to all MID States to provide information on the status of implementation of ICAO requirements. The responses received from MID States are summarized at **Appendix 5A** to the Report on Agenda Item 5.

5.5 The meeting was briefed on the content of the new Amendment 10B to Annex 14 Volume – 5th Edition – July 2009 relevant to Aerodrome Safety Management which will be applicable as of 18 November 2010, also the Guidance material contained at ICAO Doc 9859 – 2nd Edition , 2009 – *Safety Management Manual*.

5.6 The meeting was apprised with the effective dates for the implementation of both SMS and SSP as contained at **Appendix 5B** to the Report on Agenda Item 5.

5.7 The meeting was of the view to reiterate and maintain MIDANPIRG/11 Conclusions 11/7 & 11/9.

Integrated Safety Data Collection and Analysis System (ISDCAS)

5.8 The meeting was provided with perspective information on the Integrated Safety Data Collection and Analysis System (ISDCAS) under development by ICAO which is based on information derived from reactive and proactive identification of systemic deficiencies, and/or information derived from directed studies.

AOP SG/7
Report on Agenda Item 5

5.9 The meeting also was informed on two projects currently, being advanced by ICAO in this regard:

- a) the Integrated Safety Data Collection and Analysis System (ISDCAS); and
- b) the Comprehensive Runway Safety Programme.

5.10 The meeting recalled MIDANPIRG/11 Conclusion 11/8 related to the reporting of aircraft accidents and incidents at aerodromes and was of the view to reiterate and maintain this Conclusion.

Table 02 – Safety Management System implementation

State/Aerodrom			SMS implementation						
State		Number of Aerodromes Open for Inter. Use	Name of Aerodrome	Responsible Agency	Finished	Underway		Planned	
					Date of publication	Dates:		Dates:	
						Beginning	Scheduled publication	Beginning	End
Bahrain		1				1			
Egypt		15			2	13			
Iran		8							
Iraq		5				5			
Israel		5							
Jordan		4			2	1			
Kuwait		1							
Lebanon		1							
Oman		2							
Qatar		1							
Saudi Arabia		4			4				
Syria		3							
UAE		6							
Yemen		5							
Total		61							
MID States (not member of MIDANPIRG)									
Libya									
Sudan									

**EFFECTIVE DATES FOR IMPLEMENTATION OF
 THE SAFETY MANAGEMENT PROVISIONS**

(Ref. Amendment 10 to Annex 14 applicable as of 19 Nov. 2009 and 18 Nov. 2010)

Safety Management SARPs for Service Providers

Annex	Intended Audience	Denomination	Date Applicable
14	Certified Aerodromes	Safety Management system	Nov, 2001

2005 – Harmonization of Safety Management SARPs

14	Certified aerodrome operator	SMS	Nov, 2006
----	------------------------------	-----	-----------

2008 – 2nd Harmonization of Safety Management SARPs

14		SMS Framework	Nov, 2010
----	--	---------------	-----------

Safety Management SARPs for States

Annex	States	Denomination	Date Applicable
-------	--------	--------------	-----------------

2005 – Harmonization of Safety Management SARPs

14	States	Safety Programme	Nov, 2006
----	--------	------------------	-----------

2008 – 2nd Harmonization of Safety Management SARPs

14	States	SSP Framework	Nov, 2010
----	--------	---------------	-----------

- END -

AOP SG/7
Report on Agenda Item 6

**REPORT ON AGENDA ITEM 6: ENHANCEMENT OF RUNWAY OPERATION SAFETY AND
EFFICIENCY AT MID AERODROMES**

6.1 Under this Agenda Item the meeting reiterated the obligations of States with respect to safety of runway operations and the status of implementation of runway safety programme requirements at international aerodromes in the MID region in accordance with the specifications pertaining to runway safety and efficiency in Annex 14 Volume I.

6.2 The meeting recognized that runway safety is a collective responsibility. This responsibility extends to organizations (aerodrome operators, the air navigation' service provider, and the aircraft operator) as well as to individuals (e.g. controller, pilot, vehicle operator).

6.3 The meeting also recognized that, airport operators need to maintain their efforts to reduce runway operations incidence and that range of factors contribute to runway incursions, including less-than-perfect aerodrome design, technology, procedures, training, regulations and human error.

6.4 The meeting recalled that MIDANPIRG/11 meeting was apprised with ICAO Guidance material in "Manual for Preventing Runway Incursion" - Doc 9870 (First Edition – 2007) and "Runway Incursion Severity Classification (RISC) Calculator – ICAO version" and "ICAO Runway Safety Tool Kit" for Runway Incursion Prevention.

6.5 The meeting recalled also that MIDANPIRG/11 meeting had concerns on degradation of runway surface characteristics in number of MID Aerodromes, matter that might creates various levels of unsafe operating conditions for aircraft and agreed that an effective "Pavement Management System" and a "Correction Programme for the Removal of Rubber Build-Up on Runways" by each State should be established and updated. MIDANPIRG/11 noted a set of actions to improve safety and efficiency of runway operations in the MID Region and accordingly, agreed to the Conclusions 11/10 and 11/11 requesting MID States to:

- a) develop a runway incursion prevention programme at MID aerodromes; and
- b) establish of "Pavement Surface Maintenance Programme" and "Correction Programme for The Removal of Rubber Build-Up On Runways" in the MID Region.

6.6 MIDANPIRG/11 also requested States, who have not done so, to develop action plans for the implementation of those two programmes at their aerodromes, furthermore to indicate if an ICAO assistance is needed.

6.7 As a follow-up action to MIDANPIRG Conclusion 11/10 & 11, the meeting was informed that a State letter (Ref. ME 3/56.4 – 09/279 dated 03 September 2009) was sent to all MID States to provide information on the status of implementation of ICAO requirements. Only two responses received from MID States (Jordan and Saudi Arabia) indicating that they have already in place the two indicated Programmes.

6.8 The meeting was of the view to reiterate and maintain MIDANPIRG Conclusions 11/10 & 11/11.

AOP SG/7
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: AERODROME EMERGENCY PLANS

7.1 Under this Agenda Item the meeting was briefed on activities that was carried out during the MID/SIP Seminar on Aerodrome Emergency Planning (AEP) that was requested by the AOP SG/6 Meeting with a view to assist MID States to improve the efficiency of aerodrome operations and resolve identified deficiencies, to provide and share information with participants on the proper implementation of ICAO provisions and guidance material relevant to AEP, experiences and practices in MID States and other States worldwide in addition to share information on management of an AEP full scale-exercise.

7.2 The meeting while reviewing the outcome of the MID/SIP Seminar on Aerodrome Emergency Planning that was organized by ICAO and hosted by Egypt from 14 to 16 May 2008 was of the view that an aerodrome emergency plan is required to be established at all aerodromes open for public use, commensurate with the aircraft operations and other activities conducted at the aerodrome regardless its designation. Accordingly, MIDANPIRG/11 meeting has agreed to Conclusion 11/12 requesting AOP SG/7 Meeting to follow-up the outcome of the MID Seminar on Aerodrome Emergency Planning as contained at **Appendix 7A** to the Report on Agenda Item 7.

7.3 The meeting was provided with information on availability of an updated version of ICAO Manual Doc 9137 Part 5 – *Removal of Disabled Aircraft 4th Edition -2009* and its content. The attention of the meeting was drawn to note that the updated manual is to be used in conjunction with the aircraft recovery manual published by the respective aircraft manufacturer and that the information in that document is not intended to be used for any commercial purposes.

7.4 In an effort to foster the proper implementation of ICAO requirements relevant to development, testing and continuous reviewing aerodrome emergency planning at each aerodrome open for public use in the MID Region; the meeting agreed to conduct a survey on the establishment of “Aerodrome Emergency Plan and Emergency Operation Centre” at all aerodromes listed in Table AOP-1 of the MID Air Navigation Plan Doc 9708. The result of the survey will be analyzed and presented in a form contained at **Appendix 7B** to the Report on Agenda Item 7, to the next AOP SG Meeting for further course of actions as appropriate.

7.5 Accordingly, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 7/4: SURVEY ON AERODROME EMERGENCY PLAN AND
EMERGENCY OPERATION CENTRE***

That,

- a) a survey on “Aerodrome Emergency Plan and Emergency Operation Centre” be conducted in the MID Region; and*
- b) result of the survey be analyzed by ICAO MID Regional Office and presented to AOP SG/8 for further actions.*

RECOMMENDATIONS OF THE MID AEP SEMINAR

(Cairo, 14-16 May, 2008)

A. States, in accordance with the strict planning and management principles and procedures are urged to:

RECOMMENDATION 1: develop a high level framework and a detailed planning including priorities and timelines for the implementation ICAO requirements on aerodrome emergency planning for each of its aerodromes open for public use;

RECOMMENDATION 2: adopt/follow a collaborative approach involving all concerned parties/agencies in the assessment of each aerodrome emergency plan with particular emphasis on efficiency of Mutual Aid Emergency Agreements with different involved agencies in and outside an aerodrome, and

RECOMMENDATION 3: make an inventory, evaluate the quality, adequacy and efficiency of existing services, facilities and procedures in particular aerodrome Rescue and Fire Fighting (ARFF), and in the case of data collection, consider carefully the required level of details of collected data.

RECOMMENDATION 4: noting the critical impact of non-testing of AEP at aerodromes open for international operations; the implementation of AEP provisions should be considered as a regional matter concerning all MID States, which thereby necessitates coordination and exchange of experience between States, ICAO and other national/international organizations involved.

RECOMMENDATION 5: ICAO to consider more guidance on the followings:

- a) pandemic preparedness planning for international aerodromes (as part of aviation)
- b) removal of disabled aircrafts particulars, timing and responsibilities/ obligations of all concerned in light of increased liberalization of aerodrome management.
- c) accidents/incidents analysis at aerodromes in connection with AEP best practices.

B. The following comments and suggestions for enhancing ICAO assistance to MID States in alleviating deficiencies in the aerodrome operations:

Comment 1: Similar safety related seminars/workshops are requested to be organized in future at appropriate intervals; it should be targeted to Aerodrome Regulatory Bodies, Service Providers and Users.

Comment 2: Seminars/workshops duration should not be less than five days to include enough room for study cases; analysis and exchange of expertise.

AOP SG/7
Report on Agenda Item 8

REPORT ON AGENDA ITEM 8: REVIEW OF OTHER TECHNICAL MATTERS RELEVANT TO AERODROMES

8.1 Under this Agenda Item, the meeting appreciated the information that was provided on the following subjects:

- a) Contents of Amendments 10 and 4 to Annex 14 Volumes I & II.
- b) Reporting of aerodrome technical data and coordination between aeronautical information services and aerodrome authorities.
- c) Airport Management Training Professional Accreditation Programme (AMPAP).

Amendments 10 and 4 to Annex 14 Volumes I & II

8.2 The meeting was apprised with the main development that was adopted by ICAO Council on March 2009 in Amendments 10A and 10B to Annex 14 Volume I with applicability dates 19 November 2009 and 18 November 2010 and Amendment 4 to Annex 14 Volume II with applicability date 19 November 2009.

Reporting of aerodrome technical data and coordination between aeronautical information services and aerodrome authorities

8.3 The meeting recalled Annex 14 volume I requirement related to the reporting of aerodrome technical data and the requirement for coordination between aeronautical information services and aerodrome authorities. The meeting recalled also that determination and reporting of aerodrome related aeronautical data has to be in accordance with the accuracy and integrity requirements set forth in Tables 1 to 5 contained in Appendix 5 to Annex 14 Volume I and Annex 15.

8.4 The attention of the meeting was also drawn to Annex 14 Volume I that requires protection of the electronic aeronautical data while stored or in transit to be totally monitored by the cyclic redundancy check (CRC) and that guidance material on the aeronautical data quality requirements (accuracy, resolution, integrity, protection and traceability) is contained in the World Geodetic System — 1984 (WGS-84) Manual (Doc 9674).

8.5 In order to ensure timely provision of the information to the aeronautical information service; the meeting was of the view that close coordination between those services concerned is therefore required before introducing changes to the air navigation system, due account shall be taken by the services responsible for such changes of the time needed by the aeronautical information service for the preparation, production and issue of relevant material for promulgation.

8.6 The meeting recognized that a number of deficiencies and safety audit findings in the MID Region fall under the provision of aeronautical data that are required to be reported by the aerodrome operator, and that many States have not met the requirements relevant to a quality system for ensuring that the accuracy, integrity and protection requirements for aeronautical data are met throughout the data transfer.

8.7 The meeting also, recognized the importance of reporting aerodrome technical and operational data, the requirement relevant to a quality system and coordination between aeronautical information services and aerodrome authorities.

AOP SG/7
Report on Agenda Item 8

8.8 A delegate from Egypt offers to present a sample of “Service Level Agreement” that has been developed by Egypt for the coordination between aerodrome operators and AIS responsible on the provision of the information, operational status and data in a timely manner.

8.9 The meeting appreciated the initiatives for exchange of State best practices and was of the view to develop a report to be circulated to interested States on the best practices implemented by States as a mean of exchanging knowledge and experiences.

8.10 The meeting was of the view that development of relevant guidance material would support States and enhance its capabilities to:

- a) establish a mechanism to ensure the quality of provided aeronautical data as required by Annex 14 Volume I; and
- b) develop arrangement for coordination between aerodrome operator/authority and AIS responsible on the provision of information, operational status and data in a timely manner.

8.11 Accordingly, the meeting requested ICAO to develop guidance material to assist States in implementing the requirements for accuracy, integrity and protection of aeronautical data throughout the data transfer process and agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 7/5: REQUIREMENT FOR ICAO GUIDANCE ON
IMPLEMENTATION OF QUALITY SYSTEM FOR
REPORTING OF AERODROME-RELATED
AERONAUTICAL DATA AND COORDINATION
BETWEEN AERODROME OPERATORS AND AIS***

That,

- a) ICAO to consider development of more guidance on the implementation of quality requirements for protection and reporting aerodrome-related aeronautical data in accordance with the SARPs contained in Annex 14, Volume I; and*
- b) urge States to ensure proper coordination with the Aeronautical Information Services and aerodrome authorities/operators for the quality and timely of aerodrome operational data transfer (throughout Service Level Agreements (SLA) ..etc) and to get use of other States’ best practices.*

Airport Management Training Professional Accreditation Programme (AMPAP)

8.12 The meeting recalled that as part of Certification of Aerodrome process and before granting an aerodrome certificate, the State Aerodrome Regulatory Authority must be satisfied that the aerodrome operator has the necessary competence and experience to operate and maintain the aerodrome properly and that same requirement should be applied as well to government departments operating State-owned aerodromes.

AOP SG/7
Report on Agenda Item 8

8.13 The meeting was apprised with information on “ICAO/ACI Airport Management Training Professional Accreditation Programme” (AMPAP), which was developed to increase the professional knowledge and capability of airport management staff worldwide with a vision to improve the performance of airports in their core missions (safety, security, efficiency, quality, social/environmental responsibility, etc.) and that ICAO and the Airports Council International (ACI) established a formal partnership to provide accessible, affordable and universally available specialised management training to the global airports community.

8.14 The meeting was invited to acquire more details on the AMPAP through its website <http://www.iap.aero/ed/portal/default.asp>. The meeting was of the view that successful completion of this training programme should be part of the aerodrome certification requirement to be met by aerodrome management staff.

- END -

AOP SG/7
Report on Agenda Item 9

REPORT ON AGENDA ITEM 9: REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE AOP FIELD

9.1 The meeting recalled that MIDANPIRG/10 and MIDANPIRG/11 noted with concern that many deficiencies continue to persist for a number of years.

9.2 The meeting noted that the MSG/1 meeting (Dubai, UAE, 1-3 July 2008) when addressing the issue of air navigation deficiencies, shared the concern of the ICAO Council, ANC and MIDANPIRG related to the longstanding deficiencies and explored ways and means to alleviate these deficiencies. In this regard, the MSG/1 meeting was of view that MID States Members of Gulf Co-operation Council (GCC), which has established an Air Navigation Commission, should present the subject of deficiencies to this Commission asking for up-down support for their elimination in the GCC States. The meeting encouraged also MID States that are Member of Arab Civil Aviation Commission (ACAC) to seek ACAC's assistance for the elimination of deficiencies.

9.3 The meeting noted that the ICAO MID Regional Office further improved the MID Air Navigation Deficiency Database (MANDD), which is available on the web (restricted), as requested by MIDANPIRG.

9.4 The meeting recalled that MIDANPIRG/11 developed Conclusion 11/86 related to the elimination of air navigation deficiencies as follows:

*CONCLUSION 11/86: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE
MID REGION*

That,

- a) MID States review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office;*
- b) MID States and Users Organizations use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update and elimination of air navigation deficiencies;*
- c) MID States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies;*
- d) ICAO continue to provide assistance to States for the purpose of rectifying deficiencies; and when required, States request ICAO assistance through Technical Co-operation Programme, Special Implementation Projects (SIP) and/or other available mechanisms such as IFFAS;and*
- e) MID States are encouraged to seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.*

AOP SG/7
Report on Agenda Item 9

9.5 As a follow-up action to MIDANPIRG Conclusion 11/86; a State Letter was circulated by ICAO MID Office (Ref. AN 2/2-024 dated 21 January 2010) to all concerned MID States requesting the update of the information related to their list of deficiencies using MANDD.

9.6 The meeting while reviewing and updating the list of deficiencies in the AOP field have noted that a total of 14 AOP deficiencies have been resolved with no new reported ones and urged States to use the MANDD for the online updates, report action taken and/or add a new deficiency.

9.7 The meeting also noted with concern that the list of deficiencies of some States remain with no updates for several years due to the following reasons and requested the MID regional Office to explore ways and means to alleviate this situation:

- a) some States do not regularly, attend ICAO AOP Meetings;
- b) participants of some States are not in a position to report action taken or provide any updates to their list;
- c) some states do not respond to relevant ICAO State Letters; and
- d) many States do not use the On-line available MANDD to provide updates to their list.

9.8 The updated list of MID Air Navigation Deficiencies in the Aerodrome Operations area is at **Appendices 9A** to the Report on Agenda Item 9.

AOP SG/7
Appendix 9A to the Report on Agenda Item 9

Deficiencies in the AOP Field

BAHRAIN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.4.1, 1.4.4	Bahrain Intl Airport	Implementation of Certification of Aerodromes used for international operations.	Nov, 2006	Updated Information on Feb. 2009: Aerodrome Manual for Bahrain Int'l Airport is ready awaiting the completion of legislations.	H	Need to approve the developed Aerodrome Manual for the international aerodrome and insure it includes a Safety management system prior to granting the aerodrome certificate.	BCAA	Dec, 2009 Oct. 2010	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP Field

EGYPT

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Hurghada Int'l Airport	Apron & Taxiway lighting inadequate	Sep, 2002	-	F	New Lighting of Apron will be installed to improve lighting, start Jan. 2009 Duration 3 months. TXY lighting will be improved on Dec 2009.	EAC	Dec, 2009	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3, ASIA/PAC/3, Rec. 4/2, 4/10	Cairo Int'l Airport	RWY 05C/23C surface is severely coated with rubber deposits, in particular TDZ	Sep, 2002	Exported rubber removal equipments are planned to be in place within 2005/2006 financial budget.	F	Rubber deposits are to be removed	CAC	Dec, 2009	A
3	Annex 14 Vol. 1 FASID Table AOP-1 MID/3 Rec. 1/3	Sharm El Sheikh Int'l Airport	RWY 04 surface rough and undulation with heavy rubber accretion and taxiway lighting is inadequate	Sep, 2003	-	F H	New Project: Runway will be repaved, and taxiway lighting will be improved. Project starts in 01 Feb 2009	EAC	May, 2011	U
4	MID Basic ANP & FASID (Doc 9708)	Alexandria Int'l Airport	Runway is short and current distance is 7221 FT with runway all up weight maximum 68000kgs	Jul, 2004	Cannot be served as an alternate	F O	This restriction require runway upgrade and length extension CAA has no plans, at the time being, to upgrade the said runway as it is not possible, from the engineering point of view, to upgrade these runways. However, Borg el Arab Airport runway can be used. List of alternate airports for Cairo FIR is to be revised.	ECAA	Nov 2011	A

(1) Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

9A-3

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
5	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Cairo, Hurghada, Sharm El-Shiekh, Luxor, Aswan, Borg El Arab, Alexandria, Marsa Alam, ALamainTaba, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations Implemented for 4 Airports .Cairo, SH., HG, Maersa Alam In Progress ASWAN, LX, BRAR, Taba, The rest is planned for Nov.2011	ECAA	Oct 2010	U
6	Annex 14 Vol. 1.4.1, 1.4.4	Hurghada, Luxor, Aswan, Borg El Arab, Alexandria, Almaza, Taba, Alamain, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate SH, HG, Mersa Alam, In Progress Aswan, LX, Bog Ala, Taba The rest is planned for Nov 2012	ECAA	Oct. 2010	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

AOP SG/7-REPORT
APPENDIX 9A

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
7	Annex 14 Vol. I IFASID Table AOP-1MID/3 Rec. 1/3	Alexandria Int'l Airport	No runway demarcation lines available on RWY 18/36, to identify the entry position to RWY 04/22	May, 2007	-	F	need to have a visual cues to define a safe holding position prior to the intersection point of RWYs 18/36 and 04/22 and not to be left to the pilot judgment to decide where to hold and how far from the RWY edge.	EAC	Nov. 2011	U
8	Annex 14 Vol. I EASID Table AOP-1 & MID/3 Rec. 1/3	Sharm El Sheikh Int'l Airport	Apron lighting inadequate	Sep, 2003	-	F H	New lighting will be installed to improve apron lighting, started Jan. 2009 (duration 3 months)	EAC	Mar, 2009	U
9	Annex 14 Volume I, Chapter 5	Aswan Int'l Airport	First 200m RWY 35 UNUSABLE. No displaced threshold markers First 200m RWY 35 unusable. No displaced threshold markers	Jan, 2008	-	F O	Markers required	EAC	May, 2009	U
10	Annex 14 Volume I, Chapter 5	Cairo Int'l Airport	Taxiway marking to Stands are confusing as old markings are not removed. Problem exacerbated at night and when wet. Stop markings at new Terminal 2 difficult to interpret	Jan, 2008	-	F H O	Remove old markings	CAC	Nov. 2010	A
11	Annex 14 Volume I, Chapter 5	Aswan Int'l Airport	First 200m RWY 35 unusable. No displaced threshold markers	Jan, 2008	-	F H	Markers required	EAC	Nov. 2012	A

(1) Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

9A-5

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
12	Annex 14 Volume 1, Chapter 3 & 10	Luxor Int'l Airport	Runway has heavy rubber accretion	Jan., 2008	-	F H	remove rubber deposits	AEC	May, 2009	U
13	Annex 14 Volume 1, Chapter 5	Luxor int'l Airport	PAPIS/VASIS not available	Jan., 2008	-	F H O	-	AEC	May, 2009	A

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP Field

IRAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	Annex 14 Vol. I/FASID Table AOP-1/MID/3 Rec. 1/3/MID/3; Conc.1/6; Rec. 1/3/ASIA/PAC-3 RAN, Rec.3/4	Mehrabad Intl Airport	Taxiways markings inadequate	Nov, 2004	Impose difficulty on aircraft to maneuver	F H	Markings to be improved	IAC	Sep, 2009	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Emam Khomeini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	IAC CAO & IAC	Dec, 2010	U
3	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Emam Khomeini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting Certification of Aerodrome.	IAC CAO & IAC	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

9A-7

Deficiencies in the AOP Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Baghdad /Basrah/Erbil /Sulaymaniyah/ Al Najaf Int'l. Airports	Implementation of Aerodrome Operations Safety Management Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	ICAA	Dec, 2010 except for Bagh & Najaf June 2011	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Baghdad/ Basrah/ Erbil /Sulaymaniyah / Al Najaf Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting certification of aerodrome.	ICAA	Dec, 2010 except for Bagh & Najaf June 2011	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP Field

ISRAEL

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	No approach lights on RWY 02R/20L.	Jul, 2000	Usually RWY 02L/20/20R in use (with non-standard PP. lights-SALS and PAPI) – available with VOR App.	F H	App. Lighting to be provided as soon as possible	IDF	Oct 2010	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Threshold markings/lighting do not conform to ICAO SARPs.	Jul, 2000	-	H	To be rectified	EDF	Oct 2010	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	No lighted sign with RWY designators	Jan, 2002	-	H	Sign to be provided	IDF	Oct. 2010	U
4	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Non-Standard taxiways lighting	Jan, 2002	-	H	Lightings are to be rectifies	IDF	Oct 2010	U

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

9A-9

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
5	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Limited parking space	Jan, 2002	One wide-body plus 3 smaller aircraftNote:Recommended for operations with minima not less than alternate minima	H S O	Reconsider Apron planning	IDF	Oct 2010	A
6	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3 , Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No taxiways to RWYs 26 and 21, and inbound from 08 and 03	Jan, 2003	For RWYs 26 and 21, taxiing is on active RWYS	S O	-	EDF	Oct 2010	U
7	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Aprons – limited space that is too close to runway	Jan, 2003	-	S O	-	EDF	Oct 2010	U
8	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	No approach lighting	Jan, 2003	PAPI (RWY 03) and APAPI (RWY 21)	F	-	EDF	Oct 2010	U
9	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	No taxiway	Jan, 2003	-	F	-	EDF	Oct 2010	A
10	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3 , Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No high speed turn off end of RWYs: 21/03 and RWY 26	Jan, 2003	-	S O	-	EDF	Oct 2010	A

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

AOP SG/7-REPORT
APPENDIX 9A

9A-10

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
11	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Single runway used as taxiway, two turn-offs at south end (other turn-off is restricted), Runway width is 30 meters A/P defined as non instrument RWY- CVFRRWY has limited performance due to low PCN	Jan, 2003	Loop available at end of RWY 03 Limited to A/C up to 757	F S	-	EDF	Oct 2010	A
12	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Localizer (LOC) App. and DME plus PAPIS	Jan, 2003	VOR/DME (LOT) available. Unstable LOC App due to ground movement interference (Notamed)Note:Not recommended for use by big jets (wide-body/4 engines)	H O	-	EDF	Oct 2010	A
13	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3 ASIA/PAC/3 , Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Using visuals to runway 30 for arrivals and for departures	Feb, 2004	-	S H O	ATC insist on maintaining 4000ft until Past abeam runway threshold then cleared visual for runway. Performance requires stay inside 3.8 DME BGN for safety reasons	EDF	Oct 2010	U
14	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3 ASIA/PAC/3 , Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Centre light RWY 26 too high from the asphalt may cause damage to tyres	Sep, 2004	-	S O	Resurfacing RWY 26 will commence October 2004. Runway will be closed for 5 months	EDF	Oct 2010	U

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

9A-11

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
15	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3 , Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Parking position marking very poor, sometimes even confusing due to changes	Sep, 2004	-	F	This will not improve until new apron is opened	EDF	Oct 2010	A
16	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3 , Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Runway 26 Poor surface condition	Sep, 2005	Requires resurfacing immediately	S O	-	EDF	Oct 2010	U
17	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3 , Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Junction of taxiways "M", "K", "F" is a hot spot	Sep, 2005	Out bound traffic on "M" may find traffic vacating Runway 12 on "F" turning to "K" as opposite direction.	S O	-	EDF	Oct 2010	U
18	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion Int. Airport	Bird strike problem exist at all times of the year.	Sep, 2005	-	S O	-	EDF	Oct 2010	A
19	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion, Int. Airport	New terminal apron and taxiway	Sep, 2005	-	S O	Pilots should exercise extreme caution taxing inbound and on the new apron.	EDF	Oct 2010	A
20	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3 , Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Lack of starting position causing pushback delays	Sep, 2005	More starting positions required	S O	-	EDF	Oct 2010	A

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
21	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion Int. Airport	Rapid population has increased around the runways and taxiways	Sep, 2005	-	S O	-	EDF	Oct 2010	A
22	Annex 14 Vol.1.5.1, 1.5.2, 1.5.3 & 1.5.4	Tel Aviv/Ben Gurion, Tel Aviv/SDE DOV, Eilat, Ovda, Haifa Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	EDF	Oct 2010	U
23	Annex 14 Vol. 1.4.1, 1.4.3	Tel Aviv/Ben Gurion, Tel Aviv/SDE DOV, Eilat, Ovda, Haifa Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to grant	EDF	Oct 2010	U
24	Annex 14 Vol.I, Chapter 5 and MID ANP/FASID Tables	Tel Aviv/Ben Gurion Int. Airport	Visual Aids for taxiways and runways (signage, lighting and markings are not in accordance with ICAO SARPs	Jul, 2008	Number of visual aids discrepancies in relation to Annex 14 Vol. I, Chapter 5 at the Airport and need urgent corrective actions in accordance with ICAO SARPs and relevant specs.	S H O	Visual Aids and Taxi route are to be revised and to be rectified	EDF	Oct 2010	U

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

9A-13

Deficiencies in the AOP Field

JORDAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	Annex 14 Vol. 1.4.1, 1.4.4	Amman/Queen Alia, Amman/Marka, Jerusalem Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	<p>King Hussein/Aqaba Int'l Airport is certified.</p> <p>Elimination of deficiencies related to Jerusalem Airport is to read "S"</p>	F H S	Need to finalize certification of Queen Alia and Marka Int'l Airports	CARC	Jan, 2009	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Amman/Queen Alia, Amman/Marka, King Hussien/Aqaba, Jerusalem Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	<p>State Safety Programme has been established, SMS is implemented at King Hussein Int.l Aerodrome. Elimination of deficiencies related to Jerusalem Airport is to read "S"</p>	S	Need to ensure implementation of SMS at aerodrome operations at Queen Alia, and Marka Int'l Aerodromes in order to achieve an acceptable level of safety	JARC	Sep. 2010	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP Field

KUWAIT

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Kuwait Intl. Airport	Implementation of Aerodrome Operations Safety Management Implementation of Certification of Aerodromes used for international operations Implementation of Aerodrome Operations Safety Management	Nov, 2006	- a State Safety Programme was established.	H	Need to implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	Jul, 2009	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Kuwait Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-Based on information provided by State during MIDANPIRG /11 Meeting (Feb 2009), Implem of the Requirement is in Progress. Aerodrome manual was developed.	H	Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes prior to granting the certificate	DGCA	Jan, 2009	U

(1) Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

9A-15

Deficiencies in the AOP Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.4.1, 1.4.4	R.B.H. Beirut Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	LCAA	Oct. 2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	R.B.H. Beirut Intl. Airport	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	LCAA	Oct. 2010	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.4.1, 1.4.4	Muscat/ Salalah Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	DGCAM	Dec, 2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Muscat/ Salalah Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	DGCAM	Dec, 2010	U

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

9A-17

Deficiencies in the AOP Field

QATAR

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Doha Intl. Airport	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	CAA	Dec, 2010	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Doha Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti	CAA	Dec, 2010	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int'l Airport	Apron lighting inadequate	Sep, 2003	-	F H	Apron lighting is to be improved	CAA	Oct. 2010	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int'l Airport	Runway surface rough and damaged. Runway markings unsatisfactory	Sep, 2003	-	F H	RWY Surface to be repaired and refurbished, Markings are to be improved	CAA	Oct. 2010	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int'l Airport	DAM/DVOR 116 MHZ Out of Service	Jun, 2004	-	F	The VOR/DME to be replaced	CAA	Oct. 2010	A
4	Annex 14 Vol. 1.4.1, 1.4.4	Damascus, Aleppo, Bassel Al-Assad Int'l. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	CAA	Oct. 2010	U
5	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Damascus, Aleppo, Bassel Al-Assad Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	CAA	Oct. 2010	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

9A-19

Deficiencies in the AOP Field

UAE

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Abu Dhabi, Al Ain, Dubai, Fujairah, Ras Al Khaimah, Sharjah intl Airports	Implementation of Aerodrome Operations Safety Management	Jun, 2007	-	H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	GCAA	Oct. 2010	U

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Sanaa, Aden, Hodeibah, Taiz/Ganad Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	Oct. 2010	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Sanaa, Aden, Hodeibah, Taiz/Ganad Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti	GCAA	Oct. 2010	U

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Note:* Priority for action to remedy a deficiency is based on the following safety assessments:

'U' priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

'A' priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

'B' priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

Definition:

A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

-END-

⁽¹⁾ Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

AOP SG/7
Report on Agenda Item 10

REPORT ON AGENDA ITEM 10: MID REGION AERODROMES PERFORMANCE OBJECTIVES

10.1 The meeting recalled that the performance-based approach to planning stems from requirements associated with the results-based environment that ICAO, industry and States have been steadily moving toward. It was noted that the ICAO *Global ATM Operational Concept* (Doc 9854) provides a clear statement of the expectations of the Air Traffic Management (ATM) Community. Eleven of these expectations also referred to as key performance areas (KPAs) have been identified in the operational concept. To support this approach, the *Manual on Global Performance of the Air Navigation System* (Doc 9883) was developed. Doc 9883 provides a step-by-step approach to performance-based planning on the basis of the KPAs identified in the operational concept.

10.2 The meeting recalled that in accordance with the current ICAO Business Planning process, the work of the Planning and Implementation Regional Groups (PIRGs) has to be justified and based on clearly established performance objectives. The methods of monitoring progress are also being revised to ensure that progress can be measured against timelines and to ensure that performance objectives are being met.

10.3 The meeting noted that the Performance-Based Approach (PBA) adheres to the following principles: strong focus on results through adoption of performance objectives and targets; collaborative decision making driven by the results; and reliance on facts and data for decision making. Assessment of achievements is periodically checked through a performance review, which in turn, requires adequate performance measurement and data collection capabilities.

10.4 In terms of establishing the infrastructure for air navigation systems, it was recognized that States, in cooperation with the ATM community, have been developing their national plans in harmony with the regional plan by using relevant ICAO guidance material. As such, States should evolve or develop national plans aligned with the regionally agreed performance objectives through the use of common template, the Performance Framework Forms (PFF). In this regard, it was highlighted that one of the key aspects of the performance based approach to air navigation planning is the development of performance objectives with related measurable indicators and metrics.

10.5 Accordingly, the meeting recalled that MIDANPIRG/11 agreed to the following two Conclusions:

CONCLUSION 11/70: REGIONAL PERFORMANCE FRAMEWORK

That,

- a) a regional performance framework be adopted on the basis of and alignment with the Global Air Navigation Plan, the Global ATM Operational Concept, and ICAO guidance material and planning tools. The performance framework should include the identification of regional performance objectives and completion of regional performance framework forms; and*
- b) ALLPIRG/5 Conclusion 5/2: Implementation of Global Plan Initiatives (GPIs) be incorporated into the terms of reference of the MIDANPIRG subsidiary bodies.*

AOP SG/7
Report on Agenda Item 10

CONCLUSION 11/71: NATIONAL PERFORMANCE FRAMEWORK

That, MID States be invited to adopt a national performance framework on the basis of:

- a) ICAO guidance material and ensure their alignment with the regional performance objectives, the regional air navigation plan and the global ATM operational concept; and*
- b) the performance framework should include identification of national performance objectives and completion of national performance framework forms.*

10.6 The meeting recalled that MIDANPIRG/11, while adopting a Regional Performance Framework under Conclusion 11/70, invited States to implement a National Performance Framework (MIDANPIRG/11 Conclusion 11/71 refers). The performance framework should include identification of national performance objectives taking into consideration user expectations and completion of National Performance Framework Forms for all air navigation areas.

10.7 In order to provide requisite training in the development of air navigation performance framework, the ICAO MID Regional Office with the support of ICAO HQ organized a workshop on “The development of National Performance Framework to achieve a global ATM system” in Cairo, 1-5 November 2009.

10.8 The meeting was apprised with the outcome of the Workshop, which developed the following five Recommendations:

- a) States provide the required data to the Regional Office related to regional metrics for efficiency;
- b) States implement a performance based approach adopted by the Region, in developing the air navigation system on the basis of ICAO guidance material and ensure their alignment with the regional performance objectives. The performance framework should include identification of national performance objectives and completion of national performance framework forms;
- c) ICAO assists States in the development of performance based air navigation planning and its implementation; and
- d) States are encouraged to organize at national level, similar workshops on the Development of National performance framework

10.9 In this respect, the meeting recalled the following definitions:

- a) *Performance Objective:* objectives defined to satisfy ATM community expectations;
- b) *Performance Indicator:* current/past performance, expected future performance as well as actual progress in achieving performance objectives is quantitatively expressed by means of performance indicators (also called Key Performance Indicators, or KPIs);

AOP SG/7
Report on Agenda Item 10

- c) *Performance Target*: performance targets are closely associated with performance indicators: they represent the values of performance indicators that need to be reached or exceeded to fully achieve performance objective; and
- d) *Metrics*: determine which data needs to be collected to calculate values of performance indicators. Metrics are challenging and expensive to collect; therefore it is important to keep them “SMART” (Specific, Measurable, Achievable, Realistic & Time-bound) and easy to measure.

10.10 The meeting was apprised with information on performance monitoring and measurement of ATM systems which calls for metrics in Key Performance Areas (KPA) that envelopes access and equity, capacity, cost-effectiveness, efficiency, environment, flexibility, predictability, safety and security, which are subset of 11 KPAs listed in ICAO Doc 9854 -*Global Air Traffic Management Operational Concept*.

10.11 The meeting was of the view that there is need to have a clearly defined common approach to performance monitoring and measurement and agreed on a uniform set of metrics for the Aerodrome Operational Planning (AOP) with a view to present them to the CNS/ATM/IC SG/5 tentatively scheduled to be held in Cairo, 5-7 June 2010 for further review and endorsement by MIDANPIRG/12 scheduled in October 2010 as follows:

- a) *MID AOP Metric 1*: *Number of certified international aerodromes;*
- b) *MID AOP Metric 2*: *Number of Runway incursions and excursions per year;*
- c) *MID AOP Metric 3*: *Number of air navigation deficiencies in the aerodrome area of priority “A” eliminated;*
- d) *MID AOP Metric 4*: *Number of Aerodromes that are ready to accommodate NLA operations*
- e) *MID AOP Metric 5*: *Number of movements in the mean busy hour (the arithmetic mean over the year of the number of movements in the daily busiest hour)*

10.12 The meeting further reviewed the MID Regional AOP PFFs and updates are contained at **Appendix 10A** to the Report on Agenda Item 10 and invited States to develop their National Performance Framework Forms, in accordance with MIDANPIRG Conclusion 11/71 and to incorporate the agreed MID Region Performance Metrics in the area of aerodromes into their National performance monitoring process.

10.13 The meeting was provided with guidance on development of a National AOP Performance Framework for the short and medium term planning comprising aerodrome performance objectives, performance indicators, performance targets and performance metrics as contained at **Appendix 10B** to the Report on Agenda Item 10, which have to be aligned with the MID Regional AOP Performance framework.

AOP SG/7
Report on Agenda Item 10

10.14 The meeting recognized that data collection, processing, storage and reporting are fundamental to the performance-based approach and forms part of performance monitoring and management. Data will be condensed into a few indicators which represent the high level knowledge about the performance of the system. Guidance on MID Regional follow-up and implementation action plan for monitoring aerodrome performance is contained at **Appendix 10C** to the Report on Agenda Item 10.

10.15 Accordingly the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 7/6: DEVELOPMENT OF NATIONAL PERFORMANCE OBJECTIVES AND RELATED MEASURABLE INDICATORS, TARGETS AND METRICS IN THE AERODROME FIELD

That, MID States be invited to adopt a national performance framework in the aerodrome area on the basis of:

- a) ICAO guidance material and ensure their alignment with the regional performance objectives for aerodromes, Part III of the regional air navigation plan and the global ATM operational concept; and*
- b) the performance framework should include identification of national performance objectives and completion of national performance framework forms; and*
- c) system to collect and process relevant data necessary for performance monitoring of the aerodromes to support the Regional performance Framework adopted by MIDANPIRG.*

UPDATED MID REGIONAL PERFORMANCE FRAMEWORK IN THE AERODROME AREA

UPDATED REGIONAL PERFORMANCE OBJECTIVES /NATIONAL PERFORMANCE OBJECTIVES				
IMPROVEMENT OF THE QUALITY AND EFFICIENCY OF AERODROME FACILITIES, SERVICES AND ENHANCEMENT OF SAFETY OF RUNWAY OPERATIONS PROVIDED BY MID STATES				
Benefits				
Efficiency	<ul style="list-style-type: none"> Increased capacity and enhanced efficiency of aerodrome facilities and services; 			
Safety	<ul style="list-style-type: none"> Improved safety at aerodromes operations Reduction of runway incursions and improve safety of runway operations 			
Strategy				
Short term (2010)				
Medium term (2011 - 2015)				
ATM OC COMPONENTS	TASKS (As part of Certification of Aerodrome process and implementation of Safety Management for aerodrome operations)	TIMEFRAME START-END	RESPONSIBILITY	STATUS
AO, CM, TS, AUO	<ul style="list-style-type: none"> Establish collaborative bodies with ATM, aircraft operators and aerodrome operators for developing plans to increase aerodrome capacity to meet the actual air traffic or forecast demand 	2008-2010 2010 - 2012	States & AOP SG	On-going
	<ul style="list-style-type: none"> Implement aerodrome ground infrastructure commensurate with operational expectations including operations of new larger aircrafts at existing aerodromes, 	2008-2013 2010 - 2013	States & AOP SG	On-going
	<ul style="list-style-type: none"> Implement, where warranted, precise surface guidance to and from a runway to improve capacity and efficiency, 	2009-2011	States & AOP SG	On-going
	<ul style="list-style-type: none"> Implement collaborative aerodrome operational procedures with ATM, ground services providers and associated operations support services 	2008-2010 2011 - 2014	States & AOP SG	On-going
	<ul style="list-style-type: none"> Develop, Implement and make available to ATM at aerodromes a positioning system for all vehicles and aircrafts operating on the movement area on a cost-benefit basis. 	2008-2012 2010 - 2013	States & AOP SG	On-going
	<ul style="list-style-type: none"> Implement procedures and technologies to enhance the performance of runway operations and optimize runway capacity 	2008-2013 2012 - 2015	States & AOP SG	On-going
	<ul style="list-style-type: none"> Establish collaborative bodies with ATM, aircraft operators and aerodrome operators for implementing plans and measures aimed at prevention of runway incursion 	2008-2013 2010 - 2015	States & AOP SG	On-going
		<ul style="list-style-type: none"> Develop and implement a runway physical characteristics maintenance programme 	2008-2010 2009-2012	States & AOP SG
<ul style="list-style-type: none"> Implement safety management system for aerodrome operations 		2008-2013 2008 - 2013	States & AOP SG	On-going
linkage to GPIs	GPI/13: Aerodrome design and management, GPI/14: Runway operations, GPI/21: Navigation Systems			

GUIDANCE ON DEVELOPMENT OF NATIONAL PERFORMANCE FRAMEWORK FORM IN THE AERODROME FIELD

1. PERFORMANCE FRAMEWORK FORM - EXPLANATORY NOTES

1. **Performance framework form:** This form is an output and management form which is applicable to both regional and national planning and includes references to the Global Plan. Other formats may be appropriate but should contain as a minimum the elements described below.

2. **Performance objective:** Regional /national performance objectives should be developed using a performance based approach that best reflects the necessary activities needed to support regional/national ATM systems. During their life cycle, performance objectives may change depending on the ATM system's evolution; therefore, throughout the implementation process, these should be coordinated with and be available to all interested parties within the ATM Community. The establishment of collaborative decision making processes ensures that all stakeholders are involved in and concur with the requirements, tasks and timelines.

3. **Regional performance objective:** Regional performance objectives are the improvements required to the air navigation system in support of the global performance objectives, and are related to the operating environments and priorities applicable at the regional level.

4. **National performance objective:** National performance objectives are the improvements required to the air navigation system in support of the regional performance objectives, and are related to the operating environments and priorities applicable at the State level.

5. **Benefits:** The regional/national performance objectives should meet the expectations of the ATM community as described in the operational concept and should lead to benefits for stakeholders and be achieved through operational and technical activities aligned with each performance objective.

6. **Strategy:** ATM evolution requires a clearly defined progressive strategy including tasks and activities which best represent the national and regional planning processes in accordance with the global planning framework. The goal is to achieve a harmonized implementation process evolving toward a seamless global ATM system. For this reason, it is necessary to develop short (1 to 5 years) and medium term (6 to 10 years) work programmes, focusing on improvements to the system indicating a clear work commitment for the parties involved.

7. **ATM operational concept components;** Each strategy or set of tasks should be linked with associated components of the ATM operational concept. The designators for ATM components are as follows:

- AOM – Airspace organization and management
- DCB – Demand and capacity management
- AO – **Aerodrome operations**
- TS – Traffic synchronization
- CM – Conflict management
- AUO – Airspace user operations
- ATM SDM – ATM service delivery management

8. **Tasks:** The regional/ national work programmes, using these PFF templates, should define tasks in order to achieve the said performance objective and at the same time maintain a direct relation with ATM system components. The following principles should be considered when developing work programme:

- The work should be organized using project management techniques and performance-based objectives in alignment with the strategic objectives of ICAO.
- All tasks involved in meeting the performance objectives should be developed using strategies, concepts, action plans and roadmaps which can be shared among parties with the fundamental objective of achieving seamlessness through interoperability and harmonization.
- The planning of tasks should include optimizing human resources as well as encouraging dynamic use of electronic communication between parties such as the Internet, videoconferences, teleconferences, e-mail, telephone and facsimile. Additionally, resources should be efficiently used, avoiding any duplication or unnecessary work.
- The work process and methods should ensure that performance objectives can be measured against timelines and the national and regional progress achieved can be easily reported to PIRGs and ICAO Headquarters respectively.

9. **Timeframe:** Indicates start and end time period of that particular task(s).

10. **Responsibility:** Indicates the organization/entity/person accountable for the execution or management of the related tasks.

11. **Status:** The status is mainly focused on monitoring the progress of the implementation of that task(s) as it progresses toward the completion date.

12. **Linkage to global plan initiatives (GPIs):** The 23 GPIs, as described in the Global Plan (Doc 9750), provide a global strategic framework for planning for air navigation systems and are designed to contribute to achieving the regional/national performance objectives. Each performance objective should be mapped to the corresponding GPIs. The goal is to ensure that the evolutionary work process at the **State** and **regional levels** will be integrated into **the global planning framework**.

2. GUIDANCE ON NATIONAL PERFORMANCE FRAMEWORK IN THE AERODROME FIELD

Enhance safety and efficiency of aerodrome operations (Enhance aerodrome capacity)	
Benefits	
Safety	<ul style="list-style-type: none"> • Through better situational awareness and conflict detection tools.
Efficiency	<ul style="list-style-type: none"> • Enhance safety, access, efficiency and capacity of aerodrome operations in the States. • Uniform implementation of ICAO SARPS in the MID States. • Efficient use of aerodrome resources, • Reduction in delays, • Maximize aerodrome capacity in all weather conditions, • Safely manoeuvre in all weather conditions, • Precise surface guidance to and from a runway, • Reduced wild life/bird strikes hazards, • Reduced noise impact, better land use management • Reduced incident/accident factors, • Reduced number of deficiencies, • Increased runway usability factor.
Environment	<ul style="list-style-type: none"> • Reduction in fuel consumption. • Reduction in noise impact
Metrics	<ul style="list-style-type: none"> • Number of runway incursions and excursions per year. • Number of total operations per hour at the aerodrome. • Total time an aerodrome is closed due to bad weather conditions. • Arrival / departure aircraft delay, minutes per flight. • Number of operational errors per year. • Number of wild life/bird strikes per year. • Number of people affected by noise per year • Number of accidents per 100,000 operations.

MID Region Strategy Short Term (2010-2011),

Medium Term (2011 - 2015) for the Aerodrome Field

ATM operational concept components	PROJECT / TASK DESCRIPTION	TIMEFRAME START-END	RESPONSIBILITY	STATUS
AO	a) Improve Runway safety: Runway incursions and excursions are extremely hazardous and have resulted in a number of very serious incidents and actual collisions over the last few years.	2009 - 2015	States	Ongoing
	b) Improve Runway capacity: Uncertainty of an aircraft or vehicle position during reduced visibility, at night or when traffic is distant.	2010 -2015	States	Ongoing

ATM operational concept components	PROJECT / TASK DESCRIPTION	TIMEFRAME START-END	RESPONSIBILITY	STATUS
	c) Minimizing the Effects of Weather on Capacity. Risk of significant reduced throughput due to reduced visibility. Poor situational awareness and high workload are contributing factors to reduction in traffic throughput.	2009-2015	States	Ongoing
	d) Wildlife Hazard Management. Effective wildlife control policies and programmes should be administered by the national authority responsible for airports.	2009-2013	States	Ongoing
	e) Separation and improved situational awareness on taxiways & apron. - Risk of incident or accident on the taxiway and apron – misunderstood Air Traffic Control (ATC) instructions, particularly at night or in reduced visibility, can lead to an accident or incident.	2009-2015	States	Ongoing
	f) Turn-Round and Variable Taxi Times. The turn-round process of an aircraft is a complex process involving many individual operations. It can be difficult to keep an overview of this process and obtain accurate information of when an aircraft will be ready for departure from the gate.	2010-2013	States	Ongoing
	g) Apron Congestion (Stand and Gate Congestion). Apron (stand and gate) congestion is becoming more of a challenge every day, with aircraft waiting for stands, or being delayed on stands.	2010-2013	States	Ongoing
	h) The addition of rapid exit taxiways to the runway configuration increases airport operational efficiency by allowing the runway to realize its maximum capacity potential.	2009-2013	States	Ongoing
	i) Airport and flight information sharing. Airport operators to participate in airport information sharing and improve the planning of their resources by using real time flight information accessible via CDM.	2012-2015	States	Ongoing
	j) Situational awareness for aerodrome ground operations. Conflict detection and resolution should be provided on all aerodrome movement areas, including runways, taxiways and aprons.	2010-2015	States	Ongoing
GPIs	GPI/6 Air traffic flow management; GPI/9 Situational awareness; GPI/13 Aerodrome design and management; GPI/14 Runway operations; GPI/15 Match IMC and VMC operating capacity; GPI/18 Aeronautical information			

.....

AOP SG/7
 Appendix 10C to the Report on Agenda Item 10

**GUIDANCE ON
 MID REGION FOLLOW-UP AND IMPLEMENTATION ACTION PLAN
 FOR AERODROMES**

No.	Performance Objective Task	Action Description	Responsible	Begin date	End date	Deliverables	Remarks
		Implement an action plan for the prevention of runway incursions.	States	2009	2015	<ul style="list-style-type: none"> Establish a specific set of recommendations to implement for aerodrome stakeholders involved in runway operations 	
		Implement the Airport airside Capacity Analysis, Enhancement and planning (ACE) procedure.	States	2010	2015	<ul style="list-style-type: none"> Accurate assessment of capacity in reduced weather conditions. Implementation of best in class practices based upon existing ICAO criteria. 	
		Implement Airport Collaborative Decision Making (A-CDM) recovery of adverse conditions procedure.	States	2011	2015	<ul style="list-style-type: none"> The Collaborative Decision Making (CDM) in Adverse Conditions consists of a collaborative management of the capacity of a CDM Airport during periods of a predicted or unpredicted reduction of capacity. 	
		Implement the Airport Collaborative Decision Making Turn-Round process	States	2010	2015	<ul style="list-style-type: none"> The Collaborative Decision Making turn-round process identifies significant steps from which it is possible to accurately monitor the progress of an aircraft. This permits common and accurate situational awareness of all involved in the process, plus the availability of accurate departure times which can be provided to air traffic control. 	
		Implement the Airport Collaborative Decision Making Variable Taxi Time procedure.	States	2010	2015	<ul style="list-style-type: none"> Variable taxi time calculation consists of calculating and distributing the actual times it will take an aircraft to taxi from each parking stand to the runway, a time which can vary significantly depending on the taxiway used. The goal is to improve the traffic predictability 	

No.	Performance Objective Task	Action Description	Responsible	Begin date	End date	Deliverables	Remarks
		Implement Airport Collaborative Decision Making (A-CDM).	States	2010	2015	<ul style="list-style-type: none"> • By linking Air Traffic Control (ATC), Airport and Aircraft Operators, and Ground Handlers together, through the application of Airport Collaborative Decision Making (A-CDM), elements like information sharing and the turn-round process, will give airport partners a clearer operational picture. 	
		Implement a Surface Movement Guidance and Control System and an Aerodrome Surface Movement Surveillance Rader	States	2011	2015	<ul style="list-style-type: none"> • The implementation of SMGCS and an Aerodrome Surface Movement Surveillance Rader gives accurate surveillance picture of the traffic on and adjacent to the runway, including the position and identify all known traffic and unknown traffic (or intruders). • Detect when a landed aircraft has vacated the runway. • Know when a departure starts rolling on the runway • By observing the speed of a landed aircraft, decide if another departure is possible or not before the next landing • Detects when a vehicle is on the runway. 	

AOP SG/7
Report on Agenda Item 11

REPORT ON AGENDA ITEM 11: FUTURE WORK PROGRAMME

11.1 With a view to increase the efficiency of MIDANPIRG and considering the new regional planning methodologies precipitated by the Global Plan and ICAO Business Planning requirements, the meeting recalled that MIDANPIRG/11, through Decision 11/5, endorsed a revised version of the MIDANPIRG Procedural Handbook, which includes, inter-alia, updated version of the MIDANPIRG Subsidiary Bodies Terms of Reference.

11.2 The meeting further reviewed and updated the TOR of the AOP Sub Group as at **Appendix 11A** to the Report on Agenda Item 11 and agreed to the following Draft Decision:

DRAFT DECISION 7/7: REVISED TOR OF THE AOP SUB-GROUP

*That, the Terms of Reference and Work Programme of the ATM/SAR/AIS Sub-Group be updated as at **Appendix 11A** to the Report on Agenda Item 11.*

11.3 Taking into consideration the work programme of the Sub-group and noting that the MIDANPIRG/12 meeting is scheduled for October 2010, the meeting agreed that the AOP SG/8 meeting be tentatively scheduled to be held the second half of 2011. The venue will be Cairo, unless a State is willing to host the meeting.

11.4 In accordance with the ICAO Business plan and the requirements for performance monitoring, the meeting developed a follow-up action plan as at **Appendix 11B** to the Report on Agenda Item 11.

AERODROME OPERATIONS SUB-GROUP (AOP SG)

1. TERMS OF REFERENCE

- a) Ensure that the planning and implementation of Aerodrome design and operational requirements in the MID region is consistent with ICAO SARPs, and Global Air Navigation Plan (Doc 9750) and reflecting global requirements for adequate aerodromes for safety of aircraft operations, paying particular attention to the anticipated increase of aerodrome capacity, alleviating of aerodrome congestion;
- b) Carry out permanent co-ordination with MIDANPIRG Contributory Bodies in order to ensure appropriate integration of all tasks contributing to the implementation of the MID ANP;
- c) Place special emphasis on identifying and addressing specific deficiencies in the AOP field affecting aircraft and airport operations; evaluating, follow-up and facilitate, according to established procedures, the timely implementation of corresponding action plans proposed by States to resolve identified deficiencies, where necessary; and
- d) Review the requirements of the AOP Part of the MID Regional Air Navigation Plan with a view to developing any changes required to comply with new technological developments and the evolution in operational requirements including environmental impact aspect and accommodation of New Larger Aircrafts (NLA).

2. WORK PROGRAMME

Task No.	Strategic Objectives	Tasks	Priority
1	A/D	Monitor developments and continuously update the MID Region Implementation Plan in the field of Aerodrome Operations, including the implementation of ICAO worldwide provisions, changes to aircraft operations requirements and/or technological development through the continuous review of the Basic Operational Requirements and Planning Criteria (BORPC) for facilities and services at international aerodromes in the MID Region	B
2	A/D	Follow-up and analyse achievements and progress in the implementation of certification of all aerodromes open for international aircraft operations (according to AOP1 Table of the MID Basic ANP Doc. 9708), and promote safety management of aerodrome operations in the region in light of acquired experience.	A
3	A/D	Monitor operational safety and efficiency of aerodromes operations in the MID Region, identify the associated deficiencies, analyse, review and monitor steps and corrective action plans made by concerned States for resolution of such deficiencies.	A

4	A/D	Review, within the context of the Global Air Navigation Plan, specific AOP requirements for navigation.	
5	A/D & E	<p>Taking into considering the aerodromes performance objectives that have been agreed, develop detailed tasks, identify priorities, deliverables with deadlines and monitor implementation of the following AOP requirements:</p> <ul style="list-style-type: none"> • Certification of aerodromes • Safety management of aerodrome operations • Safety of Runway operations • Runway pavement surface conditions, rubber accumulation • Visual Aids • Surface movement guidance and control system • Aerodrome maintenance programme • Aerodrome emergency plans • Rescue and Fire Fighting Services • Electrical system and secondary power supply • Control of Obstacles at and around aerodromes • Land use management around aerodromes • Bird Hazard Reduction and Control • Removal of disabled aircraft • Aerodrome adequacy for NLA • Alternate Aerodromes • New advanced technology in particular for airfield lighting and SMGCS 	

3. PRIORITY

- A High priority tasks, on which work should be speeded up.
- B Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority A tasks.
- C Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority A and B tasks.

4. COMPOSITION:

The Sub-Group will compose of:

- a) MIDANPIRG Provider States; and
- b) concerned International/Regional Organizations as observers.

AOP SG/7
Appendix 11B to the Report on Agenda Item 11

FOLLOW-UP ACTION PLAN ON AOP SG/7 DRAFT CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DRAFT CONC. 7/1: DRAFT PROPOSALS FOR AMENDMENT TO THE MID BASIC ANP AND FASID - DOC 9708, PART III (AOP -1 TABLES)</p> <p>That, in accordance with MIDANPIRG/11 Conclusion 11/13, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate the process of Proposals For Amendment to the MID Basic ANP and FASID, Part III (AOP-1 Tables), based on:</p> <p>a) the MID Basic ANP and FASID AOP-1 Tables at Appendices 3A and 3B to the Report on Agenda Item 3; and</p> <p>b) the updates received from States prior to 15 April 2010.</p>	Consolidate the proposal for amendment	ICAO	Proposal for amendment to issued	April 2010	
<p>DRAFT CONC. 7/2: REQUIREMENT FOR ICAO GUIDANCE ON AERODROME OPERATIONAL MANAGEMENT PROCEDURES</p> <p>That, an ICAO Guidance material on aerodrome operational and management procedures is urgently requested as complementary to the implementation of the SARPs contained in Annex 14, Volume I.</p>	Review of Draft PANS/AGA when available	ICAO	PANS/AGA ICAO Document issued	End of 2012	
<p>DRAFT CONC. 7/3: IMPLEMENTATION OF CERTIFICATION OF AERODROMES TASK FORCE (CADS TF)</p> <p>That, an Implementation of Certification of Aerodromes Task Force be established, its terms of references and work programme and deliverables as contained in App.4 D to the Report on Agenda Item 4.</p>	Convene the first meeting of the Task Force	MID Office States	CADs TF/1 Report	April 2011	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DRAFT CONC.7/4: <i>SURVEY ON AAERODROME EMERGENCY PLAN AND EMERGENCY OPERATION CENTRE</i></p> <p>That,</p> <p>a) a survey on “Aerodrome Emergency Plan and Emergency Operation Centre” be conducted in the MID Region; and</p> <p>b) result of the survey be analyzed by ICAO MID Regional Office and presented to AOP SG/8 for further actions.</p>	Implement the Conclusion	MID Office	Survey result	Sep. 2011	
<p>DRAFT CONC.7/5: <i>REQUIREMENT FOR ICAO GUIDANCE ON IMPLEMENTATION OF QUALITY SYSTEM FOR PROTECTION AND REPORTING OF AERODROME-RELATED AERONAUTICAL DATA AND COORDINATION BETWEEN AERODROME OPERATORS AND AIS</i></p> <p>That,</p> <p>a) ICAO to consider development of more guidance on the implementation of quality requirements for protection and reporting aerodrome-related aeronautical data in accordance with the SARPs contained in Annex 14, Volume I; and</p> <p>b) urge States to ensure proper coordination with the Aeronautical Information Services and aerodrome authorities/operators for the quality and timely of aerodrome operational data transfer (throughout Service Level Agreements (SLA) ..etc), and to get use of other States’ best practices.</p>	Implement the draft conclusion	ICAO States	Consider development of Guidance material Harmonized SLA	2012 Oct. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DRAFT CONC. 7/6 : <i>DEVELOPMENT OF NATIONAL PERFORMANCE OBJECTIVES AND RELATED MEASURABLE INDICATORS, TARGETS AND METRICS IN THE AERODROME FIELD</i></p> <p>That, MID States be invited to adopt a national performance framework in the aerodrome area on the basis of:</p> <p>a) ICAO guidance material and ensure their alignment with the regional performance objectives for aerodromes, Part III of the regional air navigation plan and the global ATM operational concept; and</p> <p>b) the performance framework should include identification of national performance objectives and completion of national performance framework forms.</p>	<p>Implement the draft conclusion</p>	<p>States</p>	<p>National Performance objective plans developed</p>	<p>Sep. 2011</p>	
<p>DRAFT DEC. 7/7: <i>REVISED TOR OF THE AOP SUB- GROUP</i></p> <p>That, the Terms of Reference and Work Programme of the ATM/SAR/AIS Sub-Group be updated as at Appendix 11A to the Report on Agenda Item 11.</p>	<p>Implement the Decision</p>	<p>AOP SG</p>	<p>Updated TOR and Work Programme</p>	<p>March 2010</p>	

AOP SG/7
Report on Agenda Item 12

REPORT ON AGENDA ITEM 12: ANY OTHER BUSINESS

12.1 Under this Agenda Item the meeting was provided with a brief information on the transition of the Universal Safety Oversight Audit Programme to a Continuous Monitoring Approach (CMA), including the implementation of ICAO Coordinated Validation Missions (ICVM).

12.2 A reference was made to the 36th Session of the ICAO Assembly (Assembly Resolution A36-4 refers) that directed the Council to examine different options for the continuation of the USOAP beyond 2010, including the feasibility of applying a new approach based on the concept of continuous monitoring.

12.3 Pursuant to A36-4, the Council directed the Secretariat to look at the future of the Programme beyond 2010, with a view to incorporating the analysis of safety risk factors, adopting a more proactive approach and making a more effective and efficient use of the resources made available to the Programme, including the role of other Bureaux of the organization as well as the Regional Offices.

12.4 The meeting was also informed that a Formal notification of the decision of the Council to adopt a CMA has already been provided to all ICAO Member States through Electronic Bulletin EB 2009/27 in September 2009, and that updates will be provided regularly in the same manner. Working papers have also been presented at a number of Regional DGCA conferences in order to provide Member States with more information on both ICVMs and on the CMA.

12.5 The meeting was informed that a transition plan for the USOAP CMA is under consideration by ICAO, which will ensure that the methodology and tools required to implement a CMA are developed and that the necessary detailed guidance is provided to States in a timely manner.

12.6 The meeting was informed that the first field test of an ICVM was conducted in August 2009. The mission carried out a thorough validation of the status of implementation of the State's Corrective Action Plan. Feedback received from the ICVM team members and State counterparts was very positive. Two other ICVMs continued in 2010 in order to finalize the procedures applicable to this intervention strategy.

12.7 The meeting appreciated the information that was provided.

AOP SG/7
Attachment A to the Report

LIST OF PARTICIPANTS

NAME	TITLE & ADDRESS
<u>STATES</u>	
BAHRAIN Mr. Fareed Mohamed Habib	Air Traffic Control Supervisor Bahrain International Airport Civil Aviation Affairs P.O. Box 586 KINGDOM OF BAHRAIN Fax: (973) 17 339 424 Tel: (973) 17 321 089 Mobile: (973) 39 988 663 Email: Fhabib@caa.gov.bh
EGYPT Mrs. Affaf Abdel Messieh Ghabbour	G.M. Passenger Services Egyptian Airports Company Cairo Airport Road Next to Civil Aviation Authority Building Cairo - EGYPT Mobile: 012-478 7051 Email: affaf.ghabour-air@eac-airports.com
Mr. Alaa El Din El Monairy	General Manager of ATC for Airport Ministry of Civil Aviation National Air Navigation Services Company (NANSC) Cairo - EGYPT Tel: (202) 267 0933 Mobile: 010-1649677 Email: alaa.elmoniery@nansceg.org
Mr. Ayman Lotfy El Naggar	ATC Cairo Airports Company Cairo 11776 Cairo - EGYPT Fax: (202) 2265 5171 Tel: (202) 2265 5499 Mobile: 010-2522782 Email: ayman.elnaggar@cairo-airport.com ayman.cairoairport@yahoo.com

NAME	TITLE & ADDRESS
Mr. Ahmed Arafa Abdel Aziz	Manager of Aerodrome Standard Dept. Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Fax: (202) 2268 8332 Tel: (202) 2268 1347 Mobile: 012-730 1279 Email: eng_arafal@yahoo.com
Mr. Hamad Mohamed Medany	Radar App. Supervisor of Trainer Ministry of Civil Aviation National Air Navigation Services Company (NANSC) Cairo Airport Road Cairo - EGYPT Fax: (202) 2267 0933 Tel: (202) 2267 0933 Mobile: 010-6013714 Email: medany_54@hotmail.com
Mr. Hamed Salah El Deen Elsisy	Head of Inspection Department Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Fax: (202) 2268 8332 Tel: (202) 2268 1347 Mobile: 010-1520879 Email: hamed-elsisy@yahoo.com
Ms. Heba Mostafa Mohamed	Supervisor AIS Unit Ministry of Civil Aviation Complex Cairo Airport Road Cairo - EGYPT Fax: (202) 2268 5420 Tel: (202) 2417 5389 Mobile: 014-7222395 Email: heba.mostafa1@hotmail.com

NAME	TITLE & ADDRESS
Dr. Eng. Mohamed Abdel Hakim Galal	G.M. of Planning and Design of Airports Dept., Technical Sector Egyptian Airports Company, EAC Cairo Airport Road, EAC Building Cairo - EGYPT Fax: (202) 2270 6698 Tel: (202) 2268 3247 Mobile: 019-4109542 Email: dr. mahgalal@yahoo.com
Mr. Mahmoud M. El Ashmawy	General Manager ANS Facilities Ministry of Civil Aviation Cairo Airport Road Cairo - EGYPT Fax: (202) 2226 8332 Tel: (202) 2268 1347 Mobile: 010-3324210 Email: engmahd@hotmail.com mahdspd@yahoo.com
Mr. Mahmoud Ahmed Mahmoud Aly Rehan	Assistant, Vice Chairman for Operation Cairo Airport Cairo - EGYPT Fax: (202) 2265 4621 Tel: (202) 2265 4611 Mobile: 016-6625186 Email: m-cairoairport@yahoo.com
Mr. Mohamed Nazmy	C.O.O.Assistant Cairo Airport Company Cairo 11776 Cairo - EGYPT Fax: 22655499 Tel: Mobile: 0123367706 Email: mohamed_nazmy@hotmail.com

NAME	TITLE & ADDRESS
Ms. Nagwa Abdalla Sheta	General Director of Aerodrome Standard (DASS) Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Fax: (202) 2268 8332 Tel: (202) 2268 1347 Mobile: 010-5158749 Email: manooora85@yahoo.com
Mrs. Nour El Hoda Mahmoud Mohamed	Aerodrome Design Department Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Fax: (202) 2268 8332 Tel: (202) 2205 2684 Mobile: 011-2620193 Email: nouremm@yahoo.com
Mrs. Mona Hossny Abdullah	Manager of Aerodrome Design Department Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Fax: (202) 2268 8332 Tel: (202) 2268 1347 Mobile: (2010) 577 6357 Email: monaabdulla@hotmail.com
Mr. Mahmoud El Sayed Sharaf El Din	Aerodrome Inspector Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Fax: (202) 2268 8332 Tel: (202) 2268 1347 Mobile: 0105776454 Email: m.sharafaldeen@hotmail.com

NAME	TITLE & ADDRESS
<p>IRAQ Mr. Abdulrazaq Abdul Redha</p>	<p>Senior Chief Engineer – Chief Officer of Operation and Airfield of Basrah International Airport Iraqi Civil Aviation Authority Basrah international Airport (ORMM) IRAQ – Basrah/Airport Camp House No. 49 Tel: (964) 408221125/1192 Mobile: (964) 7707122673 Email: basrah_airoperation@yahoo.ca</p>
<p>Mr. Ghazwan Mohammad Nouri</p>	<p>Senior Engineer Iraqi Civil Aviation Authority Baghdad International Airport Baghdad - IRAQ Tel: (964) 8132421 Mobile: (964) 7902634058 Email: ghazwanalmufti@yahoo.com</p>
<p>Mr. Qasim Jaffar Kudher</p>	<p>Chief Air Traffic Control Officer Iraqi Civil Aviation Authority Baghdad International Airport Baghdad - IRAQ Mobile: (964) 7700660959 Email: kj_iraq321@yahoo.com</p>
<p>Mr. Sardar Hassan Ali</p>	<p>Technical Supervisor Iraqi Civil Aviation Authority Baghdad International Airport Baghdad - IRAQ Tel: (964) 7481 7228 81 Mobile: (964) 7701605448 Email: sardar.miap@gmail.com</p>
<p>ISLAMIC REPUBLIC OF IRAN Mr. Kamran Akhavan Attari</p>	<p>Head of Airport Safety Procedure Office Tehran Mehrabad International Airport Iran Airports Company P.O.Box 13878-35183 Tehran - ISLAMIC REPUBLIC OF IRAN Fax: (98) 21 44665879 Tel: (98) 21 61022990 Mobile: (98) 912 2683768 Email: calm_kam@yahoo.com</p>

NAME	TITLE & ADDRESS
Mr. Mahdi Ostadi	ATS Expert Tehran Mehrabad International Airport Civil Aviation Organization P.O. Box 13445 – 1798 Tehran - ISLAMIC REPUBLIC OF IRAN Fax: (98) 21 44544102 Tel: (98) 21 44544108 Mobile: (98) 912 5249723 Email: mahdi.ostadi@yahoo.com
JORDAN Mr. Saleh Al. Amoush	Direcotr of Airports Safety and Standards Civil Aviation Regulatory Commission (CARC) P.O.Box 7547 Amman 11110 - JORDAN Fax: (962-6) 489 7483 Tel: (962-6) 489 7483 Mobile: (962) 777934030 Email: dairstand@carc.gov.jo
KUWAIT Mr. Khaled Al Ghanim	Chief of AIS Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 476 5512 Tel: (965) 473 7792 Mobile: (965) 7172717 Email: kalghanim@hotmail.com
Mr. Mohammed A. Al-Thuwaini	Facilitation General Aviation Superintendent Directorate General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 2437 9117 Tel: (965) 2437 9077 Mobile: (965) 66822442 Email: althuwaini_ga@yahoo.com

NAME	TITLE & ADDRESS
Mr. Tallal Essa Bu Nashi	Chief of Operations Director General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 2437 9117 Tel: (965) Mobile: (965) 9955546 Email: b-onashi@hotmail.com
Mr. Yqoub M. Al Darweesh	Chief of Tower Director General of Civil Aviation Kuwait International Airport P.O. Box 17 Safat 13001 State of KUWAIT Fax: (965) 472 2402 Tel: (965) 471 0264 Mobile: (965) 9579364
SAUDI ARABIA Mr. Adnan Abdul Latif Al Hendi	CNS/ATM Planning General Authority of Civil Aviation P.O.Box 15441 Jeddah 21444 - SAUDI ARABIA Fax: (966-2) 671 9041 Tel: (966-2) 671 7717 Mobile: (966-5) 64326432 Email: aah258@hotmail.com
Mr. Hameed Hamad Al-Jeddani	AIS - AOP Focal Point General Authority of Civil Aviation P.O. Box 929 Jeddah 21421 - KINGDOM OF SAUDI ARABIA Fax: (966-2) 640 5622 Tel: (966-2) 640 5000 Ext. 5517 Mobile: (966-5) 04 671134 Email: hjudanee1@yahoo.com

NAME	TITLE & ADDRESS
Mr. Matoug A. Al-Johani	Aerodrome Safety Inspector General Authority of Saudi Arabia P.O.Box 6326 Jeddah 21442 - KINGDOM OF SAUDI ARABIA Fax: (66-2) 6855 507 Tel: (966-2) 6855 778 Mobile: 050 3531531 Email: whitecrown99@yahoo.com
Mr. Nabil Bin Yehia al Kutbi	Manager, Aerodrome Standards & Safety Safety Department Safety & Economic regulation General Authority of Civil Aviation P.O.Box 887 Jeddah 21165 - KINGDOM OF SAUDI ARABIA Fax: (66-2) 685 5892 Tel: (966-2) 685 5492 Mobile: (966) 542216061 Email: n_kutbi@yahoo.com