



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE FIRST MEETING OF
THE AERODROME CERTIFICATION IMPLEMENTATION
TASK FORCE**

ADCI TF/1

(Cairo, 15 – 17 October 2012)

The views expressed in this Report should be taken as those of the MIDANPIRG Aerodrome Certification Implementation Task Force 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
and published by authority of the Secretary General

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History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The First Meeting of the MIDANPIRG Aerodrome Certification Implementation Task force (ADCI TF/1) was held at ICAO Middle East Regional Office, Cairo, Egypt, 15–17 October 2012.

2. OPENING

2.1 Mr. Jehad Faqir, ICAO MID Regional Office Deputy Regional Director welcomed the participants to Cairo and wished them a successful and fruitful meeting. He highlighted the importance of aerodromes certification as a requirement of ICAO SARP's and to support Air Navigation activities to meet the rapid growth of air transport in the MID Region.

2.2 Mr. Faqir referred to the successful conduction of the Middle East Regional Runway Safety Seminar (MID-RRSS) by ICAO in coordination with IATA in Amman, Jordan (14-16 May 2012). The seminar has provided a good ground for the MID Region aerodrome and safety specialists to benefit and share experience for enhancement of Runway Safety in our airports. Enhancement of Runway Safety will depend on the level of implementation of aerodrome certification requirement.

2.3 Mr. Faqir highlighted that the First Meeting of ADCI TF/1 comes two weeks after conducting a Workshop on the Aviation System Block Upgrade (ASBU) in Cairo. The ASBU initiative will be integrated in the revised Global Air Navigation Plan with intent to seek the endorsement of the Twelfth Air Navigation Conference scheduled from 19 to 30 November 2012 in Montreal. Greener Airports is the first Performance Improvement Area of ASBU which adds more for the AOP SG and the ADCI TF to work on.

2.4 In closing, Mr. Faqir thanked the participants for their presence and wished the meeting every success in its deliberations.

3. ATTENDANCE

1.1 The meeting was attended by a total of thirty one (31) participants , including experts, from eight (8) States (Bahrain, Egypt, Jordan, Kuwait, Oman, Saudi Arabia, Sudan, and UAE) and (1) one International Organizations (IATA). The list of participants is at the **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

1.2 The meeting was chaired by Mr. Mohamed Faisal Al Dossari, Acting Director Air Navigation & Aerodromes Department, General Civil Aviation Authority (GCAA), UAE. Mr. Adel Ramlawi, Regional Officer Aerodromes (RO/ AGA) was the Secretary of the meeting.

5. LANGUAGE

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

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6. AGENDA

6.1 The following Agenda was adopted:

- Agenda Item 1:** Adoption of Provisional Agenda
- Agenda Item 2:** Election of Chairperson of the Task Force
- Agenda Item 3:** Aerodromes Certification Requirement
- Agenda Item 4:** Certification Process and Implementation Issues
- Agenda Item 5:** Review of the Task force Terms of Reference
- Agenda Item 6:** Future Work Programme
- Agenda Item 7:** Any other business.

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The Task Force 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.

8. LIST OF DRAFT CONCLUSIONS AND DECISIONS

- DRAFT CONCLUSION 1/1: ACTION PLAN AND PROGRESS REPORTS
- DRAFT CONCLUSION 1/2: DEVELOPMENT OF AERODROME CERTIFICATION REGULATORY FRAME WORK
- DRAFT CONCLUSION 1/3: AERODROME INSPECTION SEMINARS
- DRAFT CONCLUSION 1/4: AERONAUTICAL STUDY SEMINAR/WORKSHOP
- DRAFT CONCLUSION 1/5: IMPLEMENTATION OF AERODROMES SAFETY MANAGEMENT SYSTEM

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DRAFT CONCLUSION 1/6: DEVELOPMENT OF AERODROME CERTIFICATION
PROCESS

DRAFT DECISION 1/7: REVISED TOR OF THE ADCI TF

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The meeting reviewed and adopted the Provisional Agenda as at Paragraph 6 of the History of the Meeting.

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Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: ELECTION OF CHAIRPERSON OF THE TASK FORCE

2.1 In accordance with MIDANPIRG Procedural Handbook, the meeting decided to elect its Chairperson and Vice-Chairperson for the next three cycles.

2.2 Mr. Mohammed Al Dossari, Director of Air Navigation and Aerodromes, General Civil Aviation Authority (GCAA), UAE expressed his willingness to chair the meeting. Oman, Egypt, and Bahrain delegates supported the nomination of Mr. Dossari as the ADCI Task Force Chairperson.

2.3 Mr. Adel Shaaban Meaowd, Aerodrome Certification General Manager, Egyptian Airports Company, Egypt was unanimously elected as Vice-Chairperson of ADCI TF.

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Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: AERODROME CERTIFICATION REQUIREMENT

3.1 The meeting noted the status of relevant MIDANPIRG/13 Conclusions and Decisions related to the ADCI TF and the follow up actions taken by States, the secretariat and other parties concerned as at **Appendix 3A** to the Report on Agenda Item 3. The meeting urged States to take appropriate actions to complete the requirements of MIDANPIRG/13 Conclusions.

3.2 The meeting received a Power Point Presentations, made by an Aerodrome Expert from ICAO Headquarters, on Aerodrome Certification requirements, Safety Management System (SMS) and Aerodrome Emergency Plan. The presentations highlighted the need for certification within the aviation system. The meeting appreciated ICAO's efforts on Regional and HQ levels to keep States updated of the latest development, attendance and participation by HQ staff at Regional activities. Copy of all the presentations will be available on ICAO MID website.

3.3 The first presentation was made on Aerodrome Certification requirements in Annex 14, Vol I. The presentation provided an introduction to the eighteen Annexes to the Chicago Convention and how they interrelated with each other within a total system concept. The international obligations of States vis-a-vis the Convention were clarified. Drawing from useful lessons learned from past fatal accidents, the meeting understood the objectives of aerodrome certification which was to ensure compliance with the requirements in Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations and other relevant ICAO specifications.

3.4 Commencing from Amendment 4 to Amendment 10A, Annex 14, Vol 1, the various requirements were carefully explained by the secretariat. ICAO documents that were relevant to aerodrome certification were mentioned, in particular Doc 9774 Manual on Certification of Aerodromes. The presentation succeeded in providing a clear understanding on the rationale, justification and high-level requirements for aerodrome certification.

3.5 The meeting was also given an overview on the importance of Aerodrome Emergency Planning. Aside from planning for traditional aircraft-related emergencies at an aerodrome, the meeting was apprised on the need to also plan for global outbreak of pandemics which had proven to be a recurring phenomenon. The various requirements on emergency planning in Annex 14, Volume I were explained in sufficient detail. Relevant documents germane to the subject including Airport Services Manual, Part 1 — Rescue and Fire Fighting and Part 7 — Airport Emergency Planning (Doc 9137), Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc 8973), Human Factors Training Manual (Doc 9683) and Guidance on Assistance to Aircraft Accident Victims and their Families (Circ. 285) were referenced.

3.6 On another presentation, the meeting was apprised of the evolution of Safety Management System from the traditional approach to the modern proactive no-blame approach. The meeting took note of the progressive shift on how safety was managed in the early 1950's where technical issues took centre stage, to the 1970's – 1990's era focussing on human factors, through to the current organization era when safety began to be viewed from a systemic perspective encompassing organization, human and technical factors. Drawing lessons from several high profile fatal accidents that happened in the past, the meeting was apprised on ICAO'S requirement on the use by industry of a safety management system as an increasingly necessary basis for fulfilling service-provider's safety responsibilities, including contribution and responsibility of senior management.

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3.7 The objective of safety management for aerodromes – both for the regulator and operator - was clarified. The relevant Standards and Recommended Practices (SARPs) in Annex 14, Volume I, commencing from Amendment 4 (2001) through to Amendment 10B (2010) were explained. The upcoming Annex 19 on Safety Management was briefly presented including the updated draft 3rd Edition of Safety Management Manual (SMM) (Doc 9859) currently available in ICAONET.

3.8 The meeting was apprised of the aerodrome certification requirement and actions taken and efforts made by the ICAO and MID States to implement the certification of aerodromes as required in Annex 14, Volume I. In particular, the AOP Sub-Group and MIDANPIRG meetings have endorsed a number of conclusions to urge MID States to provide Action Plans and expedite the implementation of aerodromes certification in accordance to Annex 14 and relevant ICAO SARP's.

3.9 The meeting recalled that MIDANPIRG/13 Meeting noted that 23 aerodromes representing 40% of MID International Aerodromes have been certified compared to 32% of international aerodromes reported certified to the MIDAPIRG/12 Meeting. However, it is still below the required and expected levels. MIDANPIRG/13 Meeting agreed to the following Conclusion 13/1:

*CONCLUSION 13/1: AERODROMES CERTIFICATION IMPLEMENTATION
AND ACTION PLAN*

That, States, that have not yet done so, be urged to take necessary measures to start/complete the Implementation of the Aerodromes Certification Programme in an expeditious manner and provide the ICAO MID Regional Office with the associated Action Plan, before 15 September 2012, for review by the ADCI TF.

3.10 The meeting noted that there is a need for the MID States to update the information, and status of implementation achieved in their Action Plans for Aerodrome Certification. Accordingly, the meeting agreed on the following Draft Conclusion:

DRAFT CONCLUSION 1/1: ACTION PLAN AND PROGRESS REPORTS

That,

MID States, that have not yet done so, be urged to develop Action Plan for implementation of Aerodromes Certification and to send progress reports on implementation status to ICAO MID Regional Office every six months starting from 01 January 2013.

3.11 The meeting was apprised of the last Proposal for Amendment of MID Basic-AOP-1 tables as contained in **Appendix 3B** to the Report on Agenda Item 3 and noted that ICAOMID Office has not received any objection from States to the proposed list. The meeting agreed that MID States shall advise ICAOMID Office of any future update that need to be incorporated in the MID BASIC ANP Doc 9708.

3.12 The meeting received a presentation from Jordan highlighting the Aerodrome Certification Program references. The meeting also noted a study made by Jordan on Aerodrome Safety Inspector competency. The study identified key areas for formal and recurrent training as well as On-Job-Training (OJT) to maintain the competency of the Aerodrome Safety Inspectors in the MID Region. The presentation also provided a list of the inspector typical duties as well as the minimum training requirement.

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3.13 The meeting noted UAE experience in setting up and implementation of a national regulatory frame work according to ICAO SARP's. The UAE General Civil Aviation Authority (GCAA) has undertaken creation of Civil Aviation Regulation (CARs) and Civil Aviation Advisory Publications (CAAP's) for aerodromes certification and implementation of aerodrome Safety Management System (SMS).

3.14 The meeting noted with appreciation an offer from UAE in cooperation with ICAO MID Office, to work closely with MID States to develop and improve the aerodromes certification frameworks. Based on the above discussions, the meeting agreed on the following Draft Conclusion:

***DRAFT CONCLUSION 1/2: DEVELOPMENT OF AERODROME CERTIFICATION
REGULATORY FRAME WORK***

That,

MID States, that have not yet done so, be urged to develop necessary aerodrome certification regulatory framework and advise ICAO MID Office if there is a need for assistance.

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 Appendix 3A to the Report on Agenda Item 3

FOLLOW-UP ON MIDANPIRG/13 AND OTHER MEETINGS CONCLUSIONS AND DECISIONS RELATED TO AERODROME CERTIFICATION

FOLLOW-UP ACTION PLAN ON MIDANPIRG/13 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONCLUSION 13/1: AERODROMES CERTIFICATION IMPLEMENTATION AND ACTION PLAN</p> <p>That, States, that have not yet done so, be urged to take necessary measures to start/complete the Implementation of the Aerodromes Certification Programme in an expeditious manner and provide the ICAO MID Regional Office with the associated Action Plan, before 15 September 2012, for review by the ADCI TF</p>	Implement the Conclusion	ICAO States	State Letter Action Plan	15 Sep. 2012	AN 5/3 -12/152 dated 05 June 2012
<p>CONCLUSION 13/2: RUNWAY END SAFETY AREA (RESA)</p> <p>That, States, that have not yet done so, be invited to take necessary measures to include in their national regulations the requirements related to Runway End Safety Area (RESA) as reflected in ICAO Annex 14 Recommended Practice in order to reduce the safety risk of Runway Excursion.</p>	Implement the Conclusion	ICAO States	State Letter Update Regulation	Dec. 2012	AN 5/22 - 12/193 dated 04 July 2012

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Appendix 3B to the Report on Agenda Item 3

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
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. CATHERINE/St Catherine Intl	AS
HETB	TABA/Taba Intl	AS
HEAL	ALAMAIN/Alamain Intl	AS
HESG	SOHAG/Sohag Intl	AS

Location Indicator	City/Aerodrome	Designation
IRAN, ISLAMIC REPUBLIC OF		
OIKB	BANDAR ABBAS/Bandar Abbas 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	RNS
ORBM	MOSUL/Mosul Intl	RS

Location Indicator	City/Aerodrome	Designation
JORDAN		
OJAM	AMMAN/Marka Intl	AS
OJAI	AMMAN/Queen Alia Intl	RS
OJAQ	AQABA/King Hussein-I Intl	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/Hamad Intl (Future - 2013)	RS
SAUDI ARABIA		
OEDF	DAMMAM/King Fahd Intl	RS
OEJN	JEDDAH/King Abdulaziz Intl	RS
OEMA	MADINAH/Prince Mohammad Bin Abdulaziz Intl	RS
OERK	RIYADH/King Khalid Intl	RS

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
OMAD	ABU DHABI/Al Bateen	RNS
OMAL	AL AIN/Al Ain Intl	RS
OMDB	DUBAI/Dubai Intl	RS
OMDW	DUBAI-/ Dubai World Central - Al Maktoum Intl	RS
OMFJ	FUJAIRAH/Fujairah Intl	RS
OMRK	RAS AL KHAIMAH/Ras Al Khaimah Intl	RS
OMSJ	SHARJAH/Sharjah Intl	RS
YEMEN		
OYAA	ADEN/Aden Intl	RS
OYHD	HODEIDAH/Hodeidah Intl	RS
OYRN	MUKALLA/Riyan Intl	RS
OYSN	SANA'A/Sana'a Intl	RS
OYTZ	TAIZ/Taiz Intl	RS

ADCI TF/1
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: CERTIFICATION PROCESS AND IMPLEMENTATION ISSUES

4.1 The meeting noted that the DGCA-MID/1 Meeting was of the view that a number of deficiencies were common to many States and accordingly encouraged States to work cooperatively towards the elimination of such deficiencies, in particular with a joint effort for the training of technical staff.

4.2 The meeting reviewed and updated the List of Deficiencies in the AOP field as at **Appendix 4A** to the Report on Agenda Item 4 and urged States to use the MANDD for the online update of their deficiencies.

4.3 The meeting noted IFALPA report on deficient aerodromes and airspace in the MID Region. Deficiencies related to Aerodrome Certification are included in **Appendix 4B** to the Report on Agenda Item 4. Concerned States have been invited to review the reported deficiencies and advise ICAO MID Regional Office of their comments and action plans in order to update the MID List of Air Navigation Deficiencies.

4.4 The meeting recalled that MIDANPIRG/13 Meeting was of the view that there is a need to provide more detailed information on the status of implementation of Certification of Aerodromes and Safety Management System at each international aerodrome. MIDANPIRG/13 Meeting has noted with concern that the level of implementation of certification requirements in the MID Region is still below expectations and was of the view that implementation of a plan of actions would improve the implementation of ICAO requirements.

4.5 The meeting noted that ICAO MID Regional Office issued State Letter (Ref. ME 3/56.16- 12/258 dated 30 August 2012) asking MID State to respond to a survey of Status of Implementation of Aerodrome Certification Safety Management System (SMS), and Aerodrome Emergency Plan and Emergency Operation Centre (EOC). Seven States (Egypt, Iran, Jordan, Oman, Qatar, Saudi Arabia, and UAE) have responded and provided their latest updates. The rest of MID States that attended the meeting have agreed to respond to the questionnaire before 31 December 2012.

4.6 Based on the latest feedback provided by States, the Aerodromes Certification Implementation table has been update as shown in **Appendix 4C** to the Report on Agenda Item 4. The table shows that 23 of the 59 MID States International Aerodromes have been certified. This number represents 39% of the international aerodromes to be listed in the ANP.

4.7 In addition, the table shows that 7% (4 aerodromes) of the MID International Aerodromes certification is on-progress. States indicated plans to certify 18 aerodromes (31%) by end of the year 2014. Successful achievement of these plans would raise the certification implementation percentage to 76%.

4.8 The meeting noted that the percentage of certified aerodromes in the MID Region was reported to be 32% in MIDANPIRG/12 (Amman, Jordan, 17-21 October 2010) and according to a survey reported to ICAO Assembly 36, in June 2007, it was 24%. However, the current percentage is relatively low and can be improved.

4.9 The meeting noted that lack of trained Aerodrome Inspectors is an issue in some of the MID States. This issue is not limited to the MID Region and it has been addressed by the AFI Region through Aerodrome Inspector Training Courses.

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Report on Agenda Item 4

4.10 Based on the above, the meeting agreed on the following Draft Conclusion:

DRAFT CONCLUSION I/3: AERODROME INSPECTION SEMINARS

That,

- a) *ICAO to consider development of Training Seminars/Workshops for MID States Aerodrome Inspectors; and*
- b) *MID states, Aviation Partners, and International Organizations be encouraged to support and host the Seminars/Workshops.*

4.11 The meeting recalled that certain SARPs permit the use of aeronautical studies to assess the impact of deviations from the aerodrome standards specified in Annex 14 Vol I, and the national regulations, and to present alternative means of ensuring the safety of aircraft operations, to estimate the effectiveness of each alternative and to recommend procedures to compensate for the deviation. Some States indicated the need for a Seminar/Workshop on this topic. Accordingly, the meeting agreed on the following Draft Conclusion:

DRAFT CONCLUSION I/4: AERONAUTICAL STUDY SEMINAR/WORKSHOP

That,

- a) *ICAO to consider organizing a Seminar/Workshop on Aeronautical Studies to provide guidance and training to MID States on use of aeronautical studies as permitted in Annex 14, Vol I. and;*
- b) *MID States be encouraged to host and support the Seminar/Workshop.*

4.12 Based on the latest feedback provided by States, the SMS Implementation table has been updated as shown in **Appendix 4D** to the Report on Agenda Item 4. The table shows that 24 of the MID States International Aerodromes have implemented SMS. This number represents 40% of the international aerodromes to be listed in the ANP.

4.13 In addition, table shows that SMS for 5% (3 aerodromes) of the MID international aerodromes is on-going. States indicated plans to implement SMS in 18 aerodromes (31%) by end of the year 2014. The meeting recognized the importance of SMS and agreed on the following Draft Conclusion:

DRAFT CONCLUSION I/5: IMPLEMENTATION OF AERODROMES SAFETY MANAGEMENT SYSTEM

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

- a) *assure implementation of Safety Management System in Aerodromes as part of Certification requirements; and*
- b) *update ICAO MID Office on the status of SMS implementation.*

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Report on Agenda Item 4

4.14 Based on the latest feedback provided by States, the AEP Implementation table has been prepared as contained in **Appendix 4E** to the Report on Agenda Item 4. The table shows that 24 of the MID States international aerodromes have implemented AEP and established Emergency Operation Centre (EOC). This number represents 40% of the International Aerodromes to be listed in the ANP.

4.15 The meeting noted UAE experience in establishment of an aerodrome certification process. The UAE General Civil Aviation Authority (GCAA) has created a five stage process which is detailed in their Civil Aviation Advisory Publication (CAAP 30) together with eleven supporting document and all of them were presented to the meeting. GCAA offered, in cooperation with ICAO MID Office, to work closely with MID States to develop their aerodromes certification process.

4.16 Bahrain highlighted the comprehensiveness of the UAE model and recommended its adoption by other States in the MID Region. ICAO MID Office encouraged MID States to seek assistance if needed. Based on the above discussions, the meeting agreed on the following Draft Conclusion:

***DRAFT CONCLUSION 1/6: DEVELOPMENT OF AERODROME CERTIFICATION
PROCESS***

That,

- a) ICAO MID Office to conduct a survey on availability of an Aerodrome Certification Process in MID States;*
- b) MID States, that have not yet done so, be urged to develop necessary aerodrome certification implementation process.*
- c) MID States be encouraged to advise ICAO MID Office if assistance is needed.*

4.17 The meeting noted the actions taken by the Egyptian Civil Aviation Authority (ECAA) toward development of minimum qualifications for the aerodrome operator key personnel. Egypt highlighted the importance of SMS and encouraged MID States to adopt Safety Management Training Policy. In addition, ECAA indicated that their Obstacle Limitation Division has prepared training programmes that they are willing to share and offer to other States.

ADCI TF/1
 Appendix 4A to the Report on Agenda Item 4

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
No Deficiencies Reported									

⁽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	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	Plan to extend Runway	Egypt	Jan, 2013	A
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Luxor, Aswan, Borg El Arab, Alexandria, 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. State: Implemented for 4 Airports .Cairo, Sharm El Sheikh,, Hurghada, Maersa Alam In Progress ASWAN, LuXer, Borg El-Arab, Taba, The rest is planned for Nov 2014	Egypt	Nov, 2014	U

⁽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
3	Annex 14 Vol. 1.4.1, 1.4.4	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 listed international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate. State: implemented: Cairo, Sharm El-Sheikh, Hurghada, Mersa Alam, In Progress: Luxor, Aswan Borg Al-Arab, Taba The rest is planned for Nov 2014	Egypt	Nov, 2014	U
4	Annex 14 Vol. 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	Runway is closed for extension and upgrade	Egypt	Jan, 2013	U

⁽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. 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	Iran	Jan, 2013	U
2	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.	Iran	Jan, 2013	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

4A-5

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 State: Dec 2010 except for Baghdad & Najaf June 2011	Iraq	Dec, 2014	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. State: Dec, 2010 except for Baghdad & Najaf June 2011	Iraq	Jan, 2014	U

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

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. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Amman/Queen Alia, Amman/Marka, King Hussien/Aqaba Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	State Safety Programme has been established, SMS is implemented at King Hussein Int.l Aerodrome only.	S	Need to ensure implementation of SMS for aerodrome operations at Queen Alia, and Marka Int'l Aerodromes in order to achieve an acceptable level of safety	Jordan CARC	Sep, 2013	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

4A-7

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
No Deficiencies Reported									

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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	Lebanon	Jan, 2013	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	Lebanon	Jan, 2013	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

4A-9

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	-	H	Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	Oman	Dec, 2013	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	-	H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	Oman	Dec, 2013	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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
No Deficiencies Reported									

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

4A-11

Deficiencies in the AOP Field

SAUDI ARABIA

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
No Deficiencies Reported									

⁽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	Syria	Jan, 2013	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	Syria	Jan, 2013	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	Syria	Jan, 2013	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	Syria	Jan, 2013	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	Syria	Jan, 2013	U

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

4A-13

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
No Deficiencies Reported									

⁽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 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	Yemen	Jan, 2013	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Sanaa, Aden, Hodeibah, Taiz 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	Yemen	Jan, 2013	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

ICAO Region/ANP: MID

IFALPA Region: MID/East

Subsection	IFALPA Deficiency	Action Required/Remarks
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EGYPT

EALPA

Aswan (HESN) (ASW)

DEFICIENT [Oct 2011]

AGA (1)	First 200m RWY 35 unusable. No displaced threshold markers	Markers required.
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Cairo International (HECA) (CAI)

DEFICIENT [Oct 2010]

AGA (1)	Runway surface of 05 (L) is very rough after the first 1000m.	
AGA (7)	Taxiway markings to stands confusing as old markings not removed. Problem exacerbated at night and when wet. Stop markings at new Terminal 2 difficult to interpret.	Remove old markings

Remarks: severe disruption at short notice when there are VIP movements.

Luxor (HELX) (LXR)

DEFICIENT [Oct 2011]

AGA (1)	Runway has heavy rubber accretion	
AGA (3)	PAPIS/VASIS not available	

Sharm el Sheik Int'l (HESH) (SSH)

DEFICIENT [Oct 2011]

AGA (1)	RWY 04 undulating with heavy rubber accretion	
AGA (5) & (6)	Taxiway lighting inadequate Apron lighting inadequate	
AGA (5) RAC (1)	Confusion in taxiway instructions	

ICAO Region/ANP: MID**IFALPA Region: MID/East**

Subsection	IFALPA Deficiency	Action Required/Remarks
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LEBANON**Beirut (OLBA)****DEFICIENT [Oct 2011]**

SECURITY	Domestic houses built inside airport perimeter close to the movement area.	
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LIBYA**Benghazi (HLLB)****DEFICIENT [Oct 2011]**

AGA (5) (6)	Taxiway and Apron lighting required and Ramp markings are not standard	
COM (7)	Unserviceable NAVAIDS not published by NOTAM	
NAVAIDS (5)	NDB intermittent and NDB Approach is a problem as descent to 2500 ft is required on the outbound leg which triggers the GPWS warning "Terrain, Terrain"	
SECURITY	Airport personnel on airside are not easily identified	Hi visibility jackets required.

The current political situation made it impossible to give an accurate update and that it should remain as is until the situation improved.

SYRIA**Damascus (OSDI) (DAM)****DEFICIENT [Oct 2011]**

AGA (6)	Apron lighting and guidance system inadequate.	Always follow the marshalls instructions
MET (6)	No VOLMET available.	

Pilots are requested to familiarise themselves with the procedures necessary for the VOR/NDB approach.

ADCI TF/1
Appendix 4C to the Report on Agenda Item 4

IMPLEMENTATION OF AERODROME CERTIFICATION IN THE MID REGION STATES

STATE/TERRITORY	No of AERODROMES (Doc. 9708)	RESPONSIBLE BODY	CERTIFICATION IMPLEMENTATION (number of aerodromes)			Remarks
			Certified	On-going (Scheduled date for certification)	PLANNED (Scheduled date to initiate the certification)	
Bahrain	1		1			
Egypt	16	ECAA	4		12 (Nv 2014)	Updated Sep 2012
Iran	8	CAO	2	1 (Oct 2012)	5 (Dec 2013)	Updated Sep 2012
Iraq	5		-			
Jordan	3	CARC	1	1 (Oct 2012)	1 (Mar 2013)	Updated Sep 2012
Kuwait	1		1			
Lebanon	1		-			
Oman	2	PACA	1	1 (Nov 2012)		Updated Sep 2012
Qatar	2	QCAA	1	1 (Aug 2013)		Updated Sep 2012
Saudi Arabia	4	GACA	4			
Syria	3		-			
UAE	8	GCAA	8			Updated Sep 2012
Yemen	5		-			
TOTAL	59		23	4	18	
Percentage of Total No. of Aerodromes	100%		39%	7%	31%	

Updated, 30 Sep 2012.

ADCI TF/1
Appendix 4D to the Report on Agenda Item 4

IMPLEMENTATION OF AERODROME SMS IN THE MID REGION STATES

STATE/TERRITORY	No of AERODROMES (Doc. 9708)	RESPONSIBLE BODY	SMS IMPLEMENTATION (number of aerodromes)			Remarks
			Finalised	On-going (Scheduled date)	PLANNED (Scheduled date)	
Bahrain	1		1			
Egypt	16	ECAA	4		12 (Nv 2014)	Updated Sep 2012
Iran	8	CAO	2	1 (Oct 2012)	5 (Dec 2013)	Updated Sep 2012
Iraq	5		-			
Jordan	3	CARC	1	1 (Oct 2012)	1 (Mar 2013)	Updated Sep 2012
Kuwait	1		1			
Lebanon	1		-			
Oman	2	PACA	1	1 (Nov 2012)		Updated Sep 2012
Qatar	2	QCAA	2			Updated Sep 2012
Saudi Arabia	4	GACA	4			
Syria	3		-			
UAE	8	GCAA	8			Updated Sep 2012
Yemen	5		-			
TOTAL	59		24	3	18	
Percentage of Total No. of Aerodromes	100%		40%	5%	31%	

Updated, 30 Sep 2012.

ADCI TF/1
Appendix 4E to the Report on Agenda Item 4

IMPLEMENTATION OF AERODROME EMERGENCY PLANNING

STATE/TERRITORY	No of AERODROMES (Doc. 9708)	RESPONSIBLE BODY	AEP IMPLEMENTATION (number of aerodromes)			Remarks
			Finalised	On-going (Scheduled date)	PLANNED (Scheduled date)	
Bahrain	1		1			
Egypt	16	ECAA	4		12 (Nov 2014)	Updated Sep 2012
Iran	8	CAO	2	1 (Oct 2012)	5 (Dec 2013)	Updated Sep 2012
Iraq	5		-			
Jordan	3	CARC	1	1 (Oct 2012)	1 (Mar 2013)	Updated Sep 2012
Kuwait	1		1			
Lebanon	1		-			
Oman	2	PACA	1	1 (Nov 2012)		Updated Sep 2012
Qatar	2	QCAA	2			Updated Sep 2012
Saudi Arabia	4	GACA	4			
Syria	3		-			
UAE	8	GCAA	8			Updated Sep 2012
Yemen	5		-			
TOTAL	59		24	3	18	
Percentage of Total No. of Aerodromes	100%		40%	5%	31%	

Updated, 30 Sep 2012.

ADCI TF/1
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: REVIEW OF THE TASK FORCE TERMS OF REFERENCE

5.1 The meeting recalled that the ADCI TF was initiated during the MIDANPIRG/12 Meeting adopting TOR as at **Appendix 5A** to the Report on Agenda Item 5. It has been noted that here is a need to modify the current TOR to make it more specific and eliminate items that will be addressed in other forums.

5.2 The revised TOR should focus on study of the current implementation status of aerodrome certification and establishing a target besides deleting some items that will be covered in different forums. For instance, activities related to Runway Safety are to be eliminated from ADCI TF TOR.

5.3 Based on the above and taking into consideration the progress in the MID States and other ICAO Regions for the implementation of the Aerodrome Certification, the meeting reviewed a draft for a revised TOR. Accordingly, the meeting may wish to consider the revised TOR and agreed on the following Draft Decision:

DRAFT DECISION 1/7: REVISED TOR OF THE ADCI TF

That, the Terms of Reference of the ADCI Task Force be updated as at Appendix 5B to the Report on Agenda item 5.

ADCI TF/1
Appendix 5A to the Report on Agenda Item 5

**CURRENT 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. In order to carry out the above TOR; the Certification of Aerodrome Task Force shall:

- 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

ADCI TF/1
Appendix 5B to the Report on Agenda Item 5

**MID AERODROME CERTIFICATION IMPLEMENTATION
TASK FORCE (ADCI TF)**

REVISED TERMS OF REFERENCE

1. TERMS OF REFERENCE

1.1 The Terms of Reference of the ADCI Task Force are:

- a) review the current practice and status of aerodrome certification implementation in the MID States according to ICAO SARP's;
- b) facilitate the enhancement of the regional aerodrome certification implementation
- c) provide expert inputs for ADCI-related issues; and propose solutions for meeting Aerodromes Certification requirements;
- d) provide a platform for harmonization of the Aerodrome Certification procedures;
- e) assist States that may require support in the implementation of certification of their aerodromes; and
- f) review periodically its Terms of Reference and suggest amendments as necessary.

1.2 In order to meet the Terms of Reference, the ADCI Task force shall:

- a) conduct a survey on the status Aerodrome Certification implementation of international airports in the MID Region;
- b) identify and review specific issues that may constitute obstacles to the effective implementation of Aerodrome certification, and recommend necessary actions;
- c) review and share experience with MID States that have taken advanced steps towards the certification of international aerodromes;
- d) identify guidance material and training needs to harmonize the aerodromes certification process ;
- e) prepare implementation strategy/plan for the MID Region;
- f) undertake other functions relevant to implementation of certification of aerodromes as assigned by the AOP SG or MIDANPIRG;
- g) provide assistance to States that may require support on development of the State certification of aerodromes implementation plans;
- h) report to the AOP SG to keep the MIDANPIRG closely briefed;
- i) establish targets and monitor ADC performance objectives for the MID Region.

2. COMPOSITION

2.1 The Task Force will compose of:

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

Other representatives from industry and user Organizations having experience in Aerodrome Certification could participate as observers in the work of the Task Force, as appropriate.

ADCI TF/1
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME

6.1 The meeting noted that a template is required to review the action items including bodies responsible to take actions; dates of beginning and end of each task. In accordance with the ICAO business plan and the requirements for performance monitoring, the meeting agreed to develop a follow-up action plan on the results of the meeting using the template as attached at **Appendix 6A** to the Report on Agenda Item 6.

6.2 The meeting received a Power Point Presentation, made by an Aerodrome Expert from ICAO HQ, on the upcoming amendments to Annex 14, Volume. Prior to detailing upcoming amendment to Annex 14, Volume I, the meeting was apprised on the processes involved in the making of an ICAO SARP. This included the origins of the proposal, the review phase including the preliminary and final reviews, adoption/publication phase including the adoption, effective and applicability dates and their implications. In respect of proposed amendment to the SARPS in Annex 14, the composition of the Aerodromes Panel, including its five working groups that had been tasked to develop the necessary SARPs, were clarified.

6.3 The various provisions in the upcoming Amendment 11 to Annex 14, Volume were explained to the meeting. This included amendments to Chapters 2, 3, 5, 6, 9 and 10 of Annex 14, Volume I including new guidance material in the green pages in Attachment A, Annex 14 Vol.I. The areas involved included the SARP's related to the reporting of aerodrome data; revision to the maximum allowable tire pressure category; reporting of contaminants; RESAs; visual aids; modular testing of aerodrome emergency plans; new performance level "C" foams; quantities of extinguishing agents; use of task resource analysis to determine minimum RFF personnel and maintenance of pavements. The meeting also took note of the consequential amendments to Annex 15 — Aeronautical Information Services and Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) including the proposed applicability dates.

6.4 Taking into consideration, the planned ICAO MID Regional events for 2013 which are of relevance to the activity of the ADCI Task Force, in particular the AOP SG/9, and MIDANPIRG/14, the meeting agreed that the next meeting (ADCI TF/2) be held during the first quarter of 2014. However, the ADCI Task Force may be called for the second meeting during the second quarter of year 2013 to assure a close follow up and to take necessary actions that may be required to expedite the Aerodrome Certification Implementation. The venue will be Cairo, unless a State is willing to host the meeting.

ADCI TF/1
Appendix 6A to the Report on Agenda Item 6

FOLLOW-UP ACTION PLAN ON ADCI TF/1 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DRAFT CONC. 1/1:					
DRAFT CONC. 1/2:					

ADCI TF/1
Attachment A to the Report

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