



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**AOP SG/8**

*(Cairo, 13 – 15 February 2012)*

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  
and published by authority of the Secretary General

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.

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History of the Meeting

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## **PART I - HISTORY OF THE MEETING**

### **1. PLACE AND DURATION**

1.1 The Eighth Meeting of the MIDANPIRG Aerodrome Operational Planning Sub-Group (AOP SG/8) was held at ICAO Middle East Regional Office, Cairo, 13 – 15 February 2012.

### **2. OPENING**

2.1 Mr. Mohamed R. M. Khonji, ICAO Regional 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 made a reference to the fact that the meeting had to be postponed from 2011 due to unavailability of an AGA Officer in Cairo for some time and urged the AOP to work hard to assure that such delay has no negative impact. He further, highlighted the requirement to support of the performance-based transition envisaged in the Global and Regional Air Navigation Plan and 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 that ICAO has recently conducted a Seminar on High Level Briefing for the Aviation System Block Upgrade (ASBU) in Cairo. He invited the participants' attention to several 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. Khonji wished the meeting every success in its deliberations.

2.2 The AOP SG Vice-Chairperson, Mr. Nabil Bin Yehia Al Kutbi from Saudi Arabia, chaired the meeting instead of the Chairperson, Mr. Saleh Al Amoush from Jordan, who did not attend the first day of the meeting. Mr. Nabil Al Kutbi invited the meeting to actively, support its activities.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of twenty nine (29) participants, including experts from nine (9) States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Oman, Qatar, S. Arabia and UAE) and (1) one International Organizations (IATA). The list of participants is at the **Attachment A** to the Report.

### **4. OFFICERS AND SECRETARIAT**

4.1 Mr. Adel Ramlawi, Regional Officer, Aerodromes and Ground Aids supported by Mr. Jehad Faqir, Deputy Regional Director from the ICAO Middle East Cairo Office, was 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: Follow-up on MIDANPIRG/12 Conclusions and Decisions relevant to AOP field
- Agenda Item 3: Review and update Tables AOP1 of MID ANP & FASID in Relation to Aerodromes
- 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 Planning
- Agenda Item 8: Review of Air Navigation Deficiencies in the AOP field
- Agenda Item 9: MID Region Aerodromes Performance Objectives
- Agenda Item 10: Air Navigation Global Developments
- 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.

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**8. LIST OF DRAFT CONCLUSIONS AND DECISIONS**

DRAFT CONCLUSION 8/1: PROPOSAL FOR AMENDMENT TO MID BASIC ANP & FASID - AOP TABLES

DRAFT CONCLUSION 8/2: AERODROMES CERTIFICATION IMPLEMENTATION AND ACTION PLAN

DRAFT CONCLUSION 8/3: IMPLEMENTATION OF STATE SAFETY PROGRAMME AND AERODROMES SAFETY MANAGEMENT SYSTEM

DRAFT CONCLUSION 8/4: AMENDMENT OF RUNWAY END SAFETY AREA REQUIREMENT

DRAFT CONCLUSION 8/5: NATIONAL PERFORMANCE FRAMEWORK

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AOP SG/8  
Report on Agenda Item 1

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**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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AOP SG/8  
Report on Agenda Item 2

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**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/12 CONCLUSIONS AND DECISIONS  
RELEVANT TO THE AOP FIELD**

2.1 The meeting noted the status of relevant MIDANPIRG/12 Conclusions and Decisions related 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.

2.2 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/13 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 Basic ANP/FASID to reflect their content, etc).

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Appendix 2A to the Report on Agenda Item 2

**FOLLOW-UP ACTION PLAN ON MIDANPIRG/12 AND DGCA-MID/1 CONCLUSIONS AND DECISIONS**

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 12/4: REQUIREMENT FOR ICAO GUIDANCE ON AERODROME OPERATIONAL MANAGEMENT PROCEDURES</b></p> <p>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, Vol. I</p>	Implementation of the Conclusion	ICAO	PANS-Aerodromes	2013	Ongoing
<p><b>DEC. 12/5: ESTABLISHMENT OF AERODROME CERTIFICATION IMPLEMENTATION TASK FORCE</b></p> <p>That, an Aerodromes Certification Implementation Task Force (ADCI TF) be established in accordance with the agreed Terms of Reference (TOR):</p>	Implementation of the Conclusion	MIDANPIRG/12	TF established	October 2010	Ongoing
<p><b>DEC. 12/6: SURVEY ON AERODROME EMERGENCY PLAN AND EMERGENCY OPERATION CENTRE</b></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) the result of the survey be analyzed by ICAO MID Regional Office and presented to AOP SG/8 for further course of actions as appropriate.</p>	Implementation of the Conclusion	ICAO States  AOP SG/8	State Letter  AOP SG/8 Report	May 2011  December 2011	Ongoing  SL Ref.: ME 3/56. 4- 11/275 dated 2 November 2011  4 States replied

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 12/7: RUNWAY SAFETY</b></p> <p>That,</p> <p>a) ICAO to consider organizing a Seminar/Workshop on Runway Safety during the year 2011, with focus on runway excursion prevention measures; and</p> <p>b) MID States be encouraged to host the Seminar/Workshop</p>	<p>Implementation of the Conclusion</p>	<p>ICAO</p>	<p>Conduct a Seminar</p>	<p>December 2011</p>	<p>Completed Regional Runway Safety Seminar scheduled 14-16 May 2012 in Amman, Jordan</p>
<p><b>CONC. 12/8: QUALITY OF AERODROME AERONAUTICAL DATA AND COORDINATION BETWEEN AERODROME OPERATORS AND AIS</b></p> <p>That,</p> <p>a) ICAO to consider development of additional 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) MID States to ensure proper coordination with the Aeronautical Information Services and aerodrome authorities/operators for the timely transfer of aerodrome operational data through Service Level Agreements (SLA), worldwide best practices, etc</p>	<p>Implementation of the Conclusion</p>	<p>ICAO  States</p>	<p>Guidance Material  Service Letter Agreements (SLA)  AOP SG/8 Report</p>	<p>December 2013  December 2011</p>	<p>Actioned  (To be closed)</p>

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AOP SG/8  
Report on Agenda Item 3

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**REPORT ON AGENDA ITEM 3: REVIEW AND UPDATE TABLES AOP1 OF MID ANP & FASID  
IN RELATION TO AERODROMES**

3.1 The meeting recalled that MIDANPIRG/12 recognized that the current format and content of the Regional ANPs as well as the amendment process do not meet the need of States and users and are inconsistent with the new requirements set-forth by the ATM Operational Concept, the Global ANP and the Performance Based Approach. Accordingly, it was agreed that a significant revision of the current Regional ANPs, format and content was required in order to meet the intended objectives and increase their effectiveness.

3.2 The meeting reviewed, updated and agreed on a Proposed Amendment to MID Basic ANP – AOP tables as at **Appendix 3A** to the Report on Agenda Item 3 for processing by the MID Regional Office for further approval by the Council before incorporation in the MID BASIC ANP Doc 9708, the updates shall be based on:

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

3.3 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-1Tables and any other updates thereof that might be received from MID States in accordance with the established procedures.

3.4 The meeting noted that there is a consequent need to reflect changes that were made to MID FASID AOP-1 and to agree on a Proposal for Amendment as highlighted and contained at **Appendix 3B** to the Report on Agenda Item 3.

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

**DRAFT CONCLUSION 8/1:                    PROPOSAL FOR AMENDMENT TO MID BASIC  
ANP & FASID - AOP TABLES**

*That, States, which have not yet done so, be urged to provide ICAO MID Office with necessary updates of MID Basic ANP and FASID-AOP-1 Tables contained at **Appendices 3A and 3B** to the Report on Agenda Item 3.*

3.6 The meeting was informed that ICAO HQ Aerodromes Section has developed, in coordination with the Aerodromes and Ground Aids (AGA) Officers in Regional Offices, a new format for ANP AOP FASID. The Form (with examples) is shown in **Appendix 3C** to the Report on Agenda Item 3 with Explanatory Notes in **Appendix 3D** to the Report on Agenda Item 3.

3.7 The meeting noted that the revised form of FASID - AOP1 table is expected to be available electronically on line in May 2012. Modification and suggestions are welcome for necessary adjustment before the 12<sup>th</sup> Air Navigation Conference (November 2012) when decision will be formulated on the official implementation of e-ANP.

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## International Aerodromes Required in the MID Region

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### 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
<b>BAHRAIN</b>		
OBBI	BAHRAIN/Bahrain	RS
<b>EGYPT</b>		
HEAX	ALEXANDRIA/Alexandria	RS
HEBA	ALEXANDRIA/Borg El-Arab	RS
HESN	ASWAN/Aswan	RS
HEAT	ASYUT/Asyut	RS
HECA	CAIRO/Cairo	RS
HEAR	EL ARISH/ El Arish	AS
HEGN	HURGHADA/Hurghada	RS
HELX	LUXOR/Luxor	RS
HEMA	MARSA ALAM/Marsa Alam	RNS
HEPS	PORT SAID/ Port Said	AS
HEOW	SHARK EL OWEINAT/Shark El Oweinat	AS
HESH	SHARM EL SHEIKH/Sharm El Sheikh	RS
HESC	ST. CATHERINE/St Catherine	AS
HETB	TABA/Taba	AS
HEAL	ALAMAIN/Alamain	AS
HEMK	SOHAG/Moubarak	AS

<b>Location Indicator</b>	<b>City/Aerodrome</b>	<b>Designation</b>
<b>IRAN, ISLAMIC REPUBLIC OF</b>		
OIKB	BANDAR ABBASS/Bandar Abbass	RS
OIFM	ESFAHAN/Shahid Beheshti	RS
OIMM	MASHHAD/Shahid Hashemi Nejad	RS
OISS	SHIRAZ/Shahid Dastghaib	RS
OITT	TABRIZ/Tabriz	RNS
OIIE	TEHRAN/Imam Khomai	RS
OIII	TEHRAN/Mehrabad	RS
OIZH	ZAHEDAN/Zahedan	RS
<b>IRAQ</b>		
ORBI	BAGHDAD/Baghdad	RS
ORMM	BASRAH/Basrah	RS
ORER	ERBIL/Erbil	RS
ORSU	SULAYMANIYAH/Sulaymaniyah	RS
ORNI	AL NAJAF/Al Najaf	RNS
ORBM	MOSUL/Mosul	RS

Location Indicator	City/Aerodrome	Designation
<b>JORDAN</b>		
OJAM	AMMAN/Marka	AS
OJAI	AMMAN/Queen Alia	RS
OJAQ	AQABA/King Hussein	RS
<b>KUWAIT</b>		
OKBK	KUWAIT/Kuwait	RS
<b>LEBANON</b>		
OLBA	BEIRUT/ R. B. H - Beirut	RS
<b>OMAN</b>		
OOMS	MUSCAT/ Muscat	RS
OOSA	SALALAH/Salalah	AS
<b>QATAR</b>		
OTBD	DOHA/Doha	RS
OTHH	DOHA/New Doha -(Dec. 12 <sup>th</sup> 2012))	RS
<b>SAUDI ARABIA</b>		
OEDF	DAMMAM/King Fahd	RS
OEJN	JEDDAH/King Abdulaziz	RS
OEMA	MADINAH/Prince Mohammad Bin Abdulaziz	RS
OERK	RIYADH/King Khalid	RS

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

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AOP SG/8  
Appendix 3B to the Report on Agenda Item 3

MID FASID – AOP-1

3-AOP 1-1

TABLE FASID AOP 1 C 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 AX@ and the AX@ 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 A1@, A2@ or A3@ is entered to indicate Category I, II or III, respectively.

*Column*

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

*Note.C* 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 C international scheduled air transport, regular use  
RNS C international non-scheduled air transport, regular use  
AS C international scheduled air transport, alternate use  
ANS C 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 C Approach control service. An AR@ is shown it indicates that the service should be provided with radar.  
TWR C Aerodrome control tower. An AR@ is shown it indicates that the service should be provided with an aerodrome surface movement radar.  
ATIS C Automatic Terminal Information Service.  
AFIS C 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 C non-instrument runway  
 NPA C non-precision approach runway  
 PA1 C precision approach runway Category I  
 PA2 C precision approach runway Category II  
 PA3 C 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 AAS@.

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 AAS@.

*Note 1.C 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.C 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.C 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.C 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 AX@ .

NPA C Non Precision Approach Aid. An AX@ indicates that the aid should be provided.

T C Terminal Navigation Aid. An AX@ 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 C precision approach lighting system, Category I, II or III shown by an AX@ 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 C simple approach lighting system, shown by an AX@ against the runway to be served.

VA C visual approach slope indicator system, shown by an AL@ or an AS@ against the runway to be served. The letter AL@ indicates that the system should be PAPI or T-VASIS (AT-VASIS) and the letter AS@ indicates that the system should be PAPI/(APAPI).

RWY C runway edge, threshold and runway end lighting. An AX@ indicates that these aids should be provided.

**CLL** C runway centre line lighting, shown by an AX@ against the runway to be served.

**TDZ** C runway touchdown zone lighting, shown by an AX@ against the runway to be served.

**TE** C taxiway edge lighting. An AX@ 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** C taxiway centre line lighting. An AX@ indicates that this should be provided for the particular runway with which the entry is associated.

**STB** C stop bars. An AX@ indicates that stop bars should be provided for the runway with which the entry is associated.

**B** C aerodrome or identification beacon. An AX@ 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** C runway designation marking, shown by an AX@ against the runway to be served.

**CLM** C runway centre line marking. An AX@ indicates that the aid should be provided.

**THR** C runway threshold marking, shown by an AX@ against the runway to be served.

**TDZ** C runway touchdown zone marking, shown by an AX@ against the runway to be served.

**SST** C runway side stripe marking. An AX@ indicates that the aid should be provided.

**AMG** C aiming point marking, shown by an AX@ against the runway to be served.

**TWY** C taxiway centre line and, where required, edge marking. An AX@ indicates that the aid should be provided.

**HLD** C taxiway holding position marking, shown by an AX@ 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** C observations should be provided representative of the touchdown zone.

**MID** C observations should be provided representative of the middle of the runway.

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

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CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA	AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS						MARKING AIDS MARQUES SEÑALAMIENTO				RVR			
		RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	T W Y	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	P A	S A	V A	R W Y L Z	C D T T T E C B	S B	D E S	C L M	T H R Z	T D S T G		A M W Y	T L D Y	M L Z D D
				A P P	T W R	A T I S	A A F I S																					
1	2	3	4	5				6	7	8	9	10			11						12				13			
ORMM BASRAH/Basrah Intl RS	ORBI Baghdad	4E	9 8	X	X			15L 33R	PA21 NINST PA1 -NPA/ NINST	X X	3300 B747 340	X	X	X	L L	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	
ORER ERBIL/Erbil Int'l RS	ORSU Sulymaniyah ORBI BaGhdad OSDI Damescus	4C	7	X	X			14 32	NINST NINST PA2	X X	4000 B747 340	X X	X X	X X	L L	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	
								15	PA1	X	2800	X				X	X							X	X	X	X	
								33	NINST																X	X	X	X















CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA	AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS						MARKING AIDS MARQUES SEÑALAMIENTO				RVR					
		RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	T W Y	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	P A	S A	V A	R W L D Y	C L Z	T T E C B	S T T T T T T	B	D E S	C L M		T R Z	T D S T G	A M T Y D	H W L Y D	T M E D I N Z D D
				A P P	T W R	A T I S	A A F I S																							
1	2	3	4	5				6	7	8	9	10			11						12				13					
OMAL AL AIN/Al Ain Intl RS	OMAA OBBI OTBD OMDB OMSJ OOMS <u>OMEGOM</u> <u>FJ</u>	Abu Dhabi Bahrain Doha Dubai Sharjah Muscat <u>FUJAIRAF</u> <u>ujairah</u>	4E	9	<del>XR</del>	X	X		01 19	PA1 NPA	X X	4000 B 747 390	X X		X X	X X	<del>FS</del> <del>FS</del>	<del>XX</del> <del>XX</del>	XX XX	XX XX	X X	X X	X X	X X	X X	X X	X X	X X	<del>XXX</del> <del>XXX</del>	
OMDB DUBAI/Dubai Intl RS	OMAA OMAL OBBI OTBD OOMS OOSA OMSJ <u>OMDW</u>	Abu Dhabi Al Ain Bahrain Doha Muscat Salalah Sharjah <u>Dubai</u>	4E F	10	<del>XR</del>	<del>XR</del>	X		12L 30R  12R 30L	PA3 PA3  PA2 1 PA2 1	X X  X X	4000 A380 560  <u>40004447</u> A380 560	X X  X X		X X	X X	<del>FS</del> <del>FS</del>  <del>FS</del> <del>FS</del>	XX XX  XX XX	XX XX  XX XX	XX XX  XX XX	X X  X X	X X  X X	X X  X X	X X  X X	X X  X X	X X  X X	XX XX  XX XX			













AOP SG/8

Appendix 3C to the Report on Agenda Item 3

Revised ANP FASID AOP1 TABLE - February 2012

Aerodromes Characteristics														Remark	Alternate Aerodromes		
Location indicator- name of City and Aerodrome, Designation	Aerodrome Certification- Implemented/ in progress/Target date for implementation	Aerodrome Reference Code (ARC)			RFF Category			Runway characteristics							Location Indicator/Name of City & aerodrome	Aerodrome Certification- Implemented/In progress/ Target date	Aerodrome Reference Code
		Current	Planned	Target Date	Current	Planned	Target Date	Runway No.	Runway Type			Runway Length	RVR				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Bhutan																	
VQPR Paro/Paro intl RS	certified	3C	4D	Dec-14	5	8	Dec-14	15/ 33	NPA/NPA	PA I/NPA	2013	1800m	Thresholds	A 319 115	VECC Kolkotta, NSCB Intl VGZR Dhaka, Zia Intl	certified	4E
Brunei darussalam																	
WBSB brunei/brunei Intl	In progress/ 2014	4E	4F	2018	9	10	2018	03 21	NPA/PAI	PAI/PAI	2017	3600	Mid	B 747-400	WBKK Kota kinabalu	certified	4E

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III-AOP 1-1

DRAFT

## Table AOP 1

### AIRPORT PLANNING CHARACTERISTICS FOR FACILITIES AND SERVICES

#### EXPLANATION OF THE TABLE

Table AOP 1 shows the operational requirements for physical characteristics at each aerodrome to be considered in planning the facilities for safe and efficient aircraft operations.

The physical characteristics of the aerodrome relate to the Aerodrome Reference Code (ARC), which is selected for aerodrome planning purposes and determined in accordance with the characteristics of the critical design aircraft for which an aerodrome facility is intended. The ARC provides a simple method for inter-relating the numerous specifications concerning the characteristics of aerodromes so as to provide a series of aerodrome facilities that are suitable for the aeroplanes that are intended to operate at the aerodrome. The code is not intended to be used for determining runway length or pavement strength requirements. The physical characteristics of taxiways and aprons should be appropriate for the runways with which they are related.

The granting of an aerodrome certificate signifies to aircraft operators and other organization operating on the aerodrome that at the time of certification, the aerodrome meets the specifications regarding the facility and its operation and that it has, according to the certifying authority, the capability to maintain these specifications for the period of validity of the certificate. The visual aids for navigation, including markings, lighting and signs, etc., at an aerodrome will be provided in accordance with Annex 14, Volume I specifications.

The requirements for alternate aerodromes should be satisfied by regular aerodromes used for international aircraft operations to the greatest practicable extent.

#### *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 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; and  
ANS — international non-scheduled air transport, alternate use.

When an aerodrome is needed for more than one type of use, normally the type which is 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 Aerodromes used for international operations shall be certified in accordance with the specifications contained in Annex 14, Volume I as well as other relevant ICAO specifications. This column show the current status on certification, whether fully implemented or in progress and target date for completion if in progress.
- 3 & 4 Aerodrome reference code (ARC) for aerodrome physical characteristics expressed in accordance with Annex 14, Volume I, Chapter 1. The code letter or number within an element selected for design purposes is related to the critical aero-plane characteristics for which the facilities are provided. Column 3 shows the current ARC based on which the existing aerodrome facilities are provided and column 4 the planned ARC based on which the existing aerodrome facilities will be upgraded.
- 5 Target Date: Expected date of implementation of planned ARC
- 6 & 7 Required Rescue and firefighting service (RFF). The required level of protection expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I. Column 6 shows the current RFF category based on which the RFF facilities are provided. Column 7 shows the planned RFF category based on which the existing RFF facilities available will be upgraded.
- 8 Target Date- Expected Date of Implementation of planned RFF category
- 9 Runway designation numbers
- 10 & 11 Runway Type:
- Column 10 shows the Type of each of the runway 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
- Column 11 shows the planned runway type to be provided.
- 12 Target date- Expected Date of Implementation of planned runway type
- 13 Runway Length:
- Required runway length expressed in terms of a balanced field length which should be adequate to meet the operational requirements of the aeroplanes for which the runway is intended. In planning, account is taken of local conditions (elevation, temperature, runway slope, humidity and runway surface characteristic). If the requirement for alternate use is more critical, the aircraft type and runway length requirements are also indicated below the abbreviation 'AS'.

Critical aircraft for pavement strength and required pavement strength are expressed as the all-up mass in thousands of kilograms. If the aircraft requiring the aerodrome for alternate use is more critical, the aircraft type and runway strength required are also indicated below the abbreviation 'AS'.

*Note — 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.*

14 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 end portion of the runway.

15 Remarks: This column is for showing other information including critical design aircraft selected for determining ARC, critical aircraft selected for determining the RFF category and critical aircraft for pavement strength. Only one critical aircraft type is shown if it is used to determine all the above three elements; otherwise different critical aircraft types need to be shown for different elements.

16, 17 & 18 Alternate aerodromes for the regular aerodromes listed in Column 1. The aerodrome is shown by listing the name of city, airport name and location indicator. Column 17 shows the status of certification and column 18 shows the aerodrome reference code. Where more than one alternate aerodrome is available, the requirements should be based on the types of aircraft each is intended to serve.

(Version dated 2 February 2012)

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AOP SG/8  
Report on Agenda Item 4

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

4.1 Under this Agenda Item the meeting was reminded with the obligation of States with respect to the provision of Safe Airport Operations and the status of Implementation of Certification of Aerodromes requirements in the MID Region.

4.2 The meeting recognized that methods of ownership, operation and surveillance of aerodromes differ among States. Most of 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 recalled that MIDANPIRG/12 meeting was of the view that there is a need to provide detailed information on the status of Implementation of Certification of Aerodromes and Safety Management System at each State's International Aerodrome listed in the MID Basic Air Navigation Plan (Doc 9708) and that a regular follow-up of the status of implementation is to be carried out.

4.4 The meeting recalled also that MIDANPIRG/12 meeting has noted with concern that the level of Implementation of Certification requirements in the MID Region is still beyond expectations and was of the view that implementation of a plan of actions would improve and foster the implementation of ICAO requirements. 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 and to identify if assistance would be required.

4.5 The meeting recalled the Decision 12/5 (Establishment of The Aerodrome Certification Implementation Task Force) from MIDANPIRG /12 to create an Implementation of Aerodrome Certification Task Force and urged MID States to participate Actively in the Task Force.

4.6 The meeting agreed to reiterate on a proposal to create an Implementation of Aerodrome Certification Task Force with the agreed Terms of Reference and Work Programme. UAE confirmed participation in the Task Force and ICAO MID is to issue a letter for members nomination.

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

**DRAFT CONCLUSION 8/2: AERODROMES CERTIFICATION IMPLEMENTATION AND ACTION PLAN**

*That, in accordance with Annex 14 provisions, 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 MID Regional Office with the following information, not later than, 20 March 2012:*

- a) *status of implementation of ICAO requirements in accordance with Annex 14 Volume I including a detailed action plan for each International Aerodrome;*
  - b) *update of table 01 and 02 as shown in Appendix 4A to the Report on Agenda Item 4; and*
  - c) *advise if ICAO assistance is needed.*
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**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	Beginning	Scheduled publication	Beginning	End
Bahrain	1		-	1	-	-	-	
Egypt	<del>15</del> 16		<del>24</del>	<del>13</del> 12	Nov. 2010	<del>1</del>		
Iran	8							
Iraq	5			5				
Jordan	<del>4</del> 33		<del>23</del>	<del>1</del>				
Kuwait	1		<del>1</del>					
Lebanon	1							
Oman	2		<del>1</del>	<del>1</del>				
Qatar	1		<del>1</del>					
Saudi Arabia	4		4	Recertification 4	Sep 2010			
Syria	3							
UAE	<del>6</del> 8		<del>8</del>					
Yemen	5							
<b>Total</b>	<del>61</del> 58							
MID States (not member of MIDANPIRG)								
Libya								
Sudan								

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AOP SG/8  
Report on Agenda Item 5

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

*Status of Implementation of Safety Management System (SMS) Aerodromes in the MID Region*

5.1 The meeting was reminded with 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 recalled that ICAO Safety Management Provisions require States to establish a State Safety Programme in order to achieve an Acceptable Level of Safety (ALoS) in Civil Aviation. In addition, States shall require, as part of their State Safety Programme (SSP), the Certified Aerodrome Operator to implement a Safety Management System (SMS).

5.3 The meeting recalled that AOP SG/7 meeting has noted with concern the low level of Implementation of Safety Management requirements for Aerodrome Operations in the MID Region.

5.4 The meeting noted that service providers' SMS cannot work in isolation. In order for service providers to be fully successful in the implementation of their SMS programmes, they require an enabler on the part of the State to properly implement their activities.

5.5 The meeting recognized that implementation of an effective SSP on the part of States may be challenging and will require a concentrated, structured, and specific plan in order to be effective. In this regard, ICAO has developed an SSP framework made up of four components and eleven elements to assist States in the implementation of the SSP.

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

**DRAFT CONCLUSION 8/3: IMPLEMENTATION OF STATE SAFETY PROGRAMME AND AERODROMES SAFETY MANAGEMENT SYSTEM**

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

- a) take necessary measures to develop and implement State Safety Programme (SSP) according to ICAO SARP's and Guidance materials;*
- b) ensure implementation of Safety Management System (SMS) in Aerodromes as part of Certification requirements; and*
- c) update the ICAO MID Regional Office on status of Implementation*

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AOP SG/8  
Report on Agenda Item 6

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

6.1 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).

6.2 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 aerodrome design, technology, procedures, training, regulations and human error.

6.3 The meeting reiterated the ICAO requirements for reporting accident/incidents with regard to Aviation Safety in accordance with Annex 14 Volume I, which contains requirements pertaining to Runway Safety and Efficiency (minimum separation distances, visual aids, RESA, periodic measurements of the friction characteristics of a runway surface, establishment and implementation of a pavement and visual aids maintenance programme, etc.).

6.4 Based on the Runway Safety Initiatives emanating from the Global Runway Safety Symposium (GRSS) convened in May 2011 by ICAO Headquarters and according to MIDANPIRG/12 meeting Conclusion 12/7 on Runway Safety, ICAO is organizing a Regional Runway Safety Seminar for the MID Region (MID-RRSS) in partnership with IATA. The Seminar is scheduled to be held on 14-16 May 2012 in Amman, Jordan. The outcomes of the GRSS are attached at **Appendix 6A** to the Report on Agenda Item 6.

6.5 The meeting was apprised that over the past six years, ICAO has conducted audits of Member States Implementation of ICAO SARPs and related guidance material under the Universal Safety Oversight Audit Programme (USOAP). The data from these audits related to Runway Safety initiatives could be utilized by the MIDANPIRG to determine the priorities on the development and implementation of safety enhancements. **Appendix 6B** attached to the Report on Agenda Item 6 outlines the Lack of Effective Implementation of ICAO SARPs.

6.6 Qatar indicated that in the aerodrome airside environment, many different people conducting support services such as Wildlife Hazard Control, Safety Inspectors, RFFS or Maintenance organisations are required to cross taxiways or runways. It is essential that these people can communicate clearly in English, particularly with ATC. It is important that clearances to enter taxiways or to cross runways are understood and the read back is clear and intelligible to ATC. The problem becomes critical between non-native English speakers.

6.7 Based on the above, the meeting noted that ATC personnel and pilots are required to achieve an ICAO level 4 English Language Proficiency (ELP) that includes not only understanding of the language, but clear pronunciation [articulation] as well. It is suggested that ICAO consider requirements for ELP for people providing support services. It is further emphasised by the meeting that the issue of ELP for personnel involved in support services be considered by RASG-MID group.

6.8 UAE indicated that Runway End Safety Area (RESA) requirement of 240m has been enforced as a standard in some MID States and suggested that similar action be taken by other MID States. The suggestion was supported by the meeting.



AOP SG/8  
Appendix 6A to the Report on Agenda Item 6

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**Outcomes of the ICAO Global Runway Safety Symposium  
24-26 May 2011**

- One size does not fit all
  - Solutions need to account for local conditions yet be standardized and harmonized to ensure interoperability.
  - Runway incursions and excursions are the main issues but other aspects such as Bird Strike, FOD should not be overlooked.
- Collaborating at multiple levels
  - International organizations have committed to work together to compile and promote proven solutions and endorse best practices.
  - Runway Safety Teams – should be established locally and hosted by the airports.
- Improve Standardization / Harmonization
  - Develop guidance to define and launch Runway Safety Teams.
  - Harmonize “Runway Safety” definitions, taxonomies and reporting of runway conditions and other safety indicators.
  - Standardize and improve communication procedures.
  - ICAO to ensure that Standards and Guidance material are fit for purpose.
  - Implementation of ICAO Standards monitored through the Continuous Monitoring Approach.
- Promote and encourage implementation of solutions, such as:
  - Training & collaboration.
  - Runway & taxiway markings & signage.
  - Runway End Safety Areas.
  - PBN approach implementation.
  - Arresting Systems.
  - EFBs, on-board awareness and alerting systems.
  - All partners have committed to increasing the exchange of runway safety information .
- ICAO Dedicated Runway Safety page
  - Library of downloadable toolkits and documents.
  - Contributions from partner organizations.
  - Links to Skybrary and other runway safety partner sites.
- Regional Runway Safety Seminars
  - All Runway Safety Programme Partners have committed to deliver Regional Runway Safety Seminars.
  - RRSS events will result in action plans to create runway safety teams and provide support to those already in place.
  - Progress will be monitored with updates provided to all partners through RASGs and other appropriate means.
  - Reduction of risks will be monitored on a regular basis, with follow-up actions taken as required.
  - Communication and outreach plans are being established.

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### **USOAP Results Related to Runway Safety**

Note: The following USOAP protocol questions have linkages to Runway Safety. Included at the end of the question is the Lack of Effective Implementation (LEI) in %. The number represents the average LEI based on the audit results of 170 States.

#### **Air Traffic Management**

7.033 Has the State established and implemented a safety oversight system for ensuring the effective implementation of safety-related policy and procedures in the air navigation fields? ANS Doc 9734, Part A, C2- LEI 66.

7.169 Does the State ensure that the ATS provider implemented a safety management system acceptable to the State? ANS STD A11, 2.26 - LEI 74

7.189 Has the State promulgated a regulation to require the establishment and implementation of a runway safety programme? ANS PANS Doc 4444, 2.5.2 - LEI 68

#### **Aerodromes**

8.083 Has the State established a process for the certification of aerodromes? AGA CC Art.15; STD A14, Vol.I, 1.4.1 & 1.4.3; RP A14, Vol. I, 1.4.2; Doc 9774, 3B.3.2 - LEI 56

8.099 Does the State's aerodrome certification process include procedures for accepting a non-compliance with the established requirements, including a risk assessment mechanism and notification procedure? AGA Doc 9734, Part A, 3.3.7; Doc 9774, App. 3 – LEI 65

8.147 Does the State ensure that aerodrome operators have a process for determining and providing relevant information that a runway, or part of, may be slippery when wet, including the minimum friction level for reporting of slippery runway conditions and the type of friction measuring device used? AGA STD A14, Vol. I, 2.9.5, 2.9.6, 2.9.7 & 10.2.3, RP, 2.9.8 - LEI 68

8.163 Has the State promulgated a regulation for the provision of runway end safety areas (RESA) at aerodromes? AGA STD A14, Vol. I, 3.5.1, 3.5.2 & 3.5.4, RP A14, Vol. I, 3.5.3 & 3.5.5 - LEI 50

8.165 If the requirements for RESAs have not been implemented at all aerodromes open to public use, how does the State satisfy itself that the runway surroundings are safe for use by aircraft in the event of an aircraft overrunning or undershooting the runway? AGA STD A14, Vol. I, 3.5.1, 3.5.2 & 3.5.4; RP A14, Vol. I, 3.5.3 & 3.5.5 - LEI 68

8.205 Has the State established a process to ensure that an aerodrome operator's plan for lighting, signs and markings is integrated as a whole into the aerodrome's runway incursion and collision avoidance strategy, taking account of different traffic intensities and visibility conditions? AGA Doc 9734, Part A, 2.4.7 & 3.9.4; Doc 9476, C2 - LEI 63

8.221 Does the State ensure that an aerodrome's SMGCS is designed to prevent inadvertent incursions of aircraft and vehicles onto an active runway or taxiway, taking into account the elements listed in Annex 14, Vol. I? AGA STD & RP A14, Vol. I, 7.1.7 & 9.8; Doc 9734, Part A, 2.4.7 b) iv); Doc 9476; Doc 9380; Doc 9157, Part 4 – LEI 54

8.363 Has the requirement for certified aerodromes to have a SMS in operation been implemented for all aerodromes receiving international flights? AGA SARPs A14, Vol. I, 1.4.4, 1.4.5 & 1.4.6; Doc 9774, 1.2.3, C3, 3B.3.2 e) & 3D.4 - LEI 80

8.369 Has the State developed and issued guidance for aerodrome operators and regulatory staff on the use of aeronautical studies/risk assessments and their evaluation? AGA Doc 9774, C3, Sect. E, App. 3; Doc 9734, Part A, 3.3.7 & 3.6 - LEI 79

8.371 Is the regulatory technical staff trained in the development, use and evaluation of SMS, including aeronautical studies and risk assessments? AGA Doc 9774, C 3, Sect. E, 4.4.3 & App. 3; Doc 9734 Part A, 3.5 -LEI 65

8.407 How does the State ensure that, as part of their SMS, aerodrome operators monitor and analyse accident and incident occurrences and trends and take appropriate action? AGA Doc 9734, 3.9.8; Doc 9774, Part 5 f) –LEI 66

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AOP SG/8  
Report on Agenda Item 7

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**REPORT ON AGENDA ITEM 7: AERODROME EMERGENCY PLANNING**

7.1 The meeting recalled that MIDANPIRG/12 Meeting was of the view that there is a need to provide more detailed information on the status of Implementation of Aerodromes Emergency Planning and Safety Management System at each State's International Aerodrome listed in the MID Basic Air Navigation Plan (Doc 9708) and that a regular follow up of the status of implementation is to be carried out.

7.2 The meeting recalled that MIDANPIRG/12 Meeting agreed on Action Plan template as at **Appendix 7A** to the Report on Agenda Item 7 and agreed on the following Decision:

*DECISION 12/6: 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) the result of the survey be analyzed by ICAO MID Regional Office and presented to AOP SG/8 for further course of actions as appropriate.*

7.3 In reply to the MID Regional Office State Letter Ref. ME 3/56.4 – 11/275 dated 02 November 2011 on State actions to implement MIDANPIRG/12 Conclusions relevant to Aerodrome Operations; only four States (Jordan, Qatar, Saudi Arabia and UAE) have provided responses.

7.4 The responses received indicated that the Implementation of Aerodromes Emergency Planning for Aerodrome Operation Requirements 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 about 30% of total number of MID States.

7.5 The meeting was of the view that States should complete the survey using the form at **Appendix 7A** to the Report on Agenda Item 7 and send to ICAO MID Office for further course of actions as appropriate.

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AOP SG/8  
Report on Agenda Item 8

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**REPORT ON AGENDA ITEM 8: REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE AOP FIELD**

8.1 The meeting recalled that MIDANPIRG/12 noted with concern that many deficiencies continue to persist for a number of years.

8.2 It was further recalled that MIDANPIRG/12 underlined the lack of sufficient number of qualified technical staff is the highest contributing factor for the non-elimination of the safety deficiencies in the MID Region (both air navigation deficiencies and USOAP findings).

8.3 The meeting recalled that MIDANPIRG/12 through Conclusion 12/47 agreed that the “*Percentage of air navigation deficiencies priority “U” eliminated*”, should be used as one Metric (MID Metric 6) for performance monitoring of the air navigation systems in the MID Region. In this respect, the meeting agreed to set the performance target value of 15% for the elimination of air navigation deficiencies with priority U.

8.4 The meeting noted that the DGCA-MID/1 meeting (Abu Dhabi, UAE, 22-24 March 2011) noted the concerns expressed by the various ICAO organs including the Council, the Air Navigation Commission (ANC) and MIDANPIRG on the serious impact the long standing deficiencies have on safety.

8.5 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. It was also highlighted that the Regional Safety Oversight Organizations (RSOOs) once established could play an important and effective role in this respect.

8.6 In connection with the above, the meeting urged States to take the necessary follow-up actions to the following MIDANPIRG/12 Conclusion 12/75 and the DGCA-MID/1 Conclusion 1/2:

*CONCLUSION 12/75: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION*

*That, MID States be urged to:*

- a) 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 prior to 31 March 2011;*
- b) 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) accord high priority to eliminate all air navigation deficiencies with emphasis on those with priority “U”; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, who are provided with appropriate initial, on-the-job and recurrent training; and*
- d) seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.*

AOP SG/8  
Report on Agenda Item 8

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*DGCA-MID/1 CONCLUSION 1/2: ELIMINATION OF AIR NAVIGATION  
DEFICIENCIES IN THE MID REGION*

*That, States:*

- a) accord high priority to the elimination of air navigation deficiencies; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, and provide appropriate initial, on-the-job and recurrent training;*
- b) work cooperatively towards the elimination of common deficiencies; and*
- c) consider the use of the Regional Safety Oversight Organizations (RSOOs) as an efficient mechanism for, inter-alia, the provision of appropriate training to technical staff and elimination of common deficiencies.*

8.7 The meeting reviewed and updated the List of Deficiencies in the AOP field as at **Appendix 8A** to the Report on Agenda Item 8, respectively, and urged States to use the MANDD for the online update of their deficiencies

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AOP SG/8  
 Appendix 8A to the Report on Agenda Item 8

MIDANPIRG/12  
 Appendix 6.1A to the Report on Agenda Item 6.1

**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, 2011	U

<sup>(1)</sup> 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	This restriction require runway upgrade and length extensionCAA 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. (PFA of MID FASID AOP1-Tables)  <u>Plan to extend Runway</u>	ECAA	January 2013 <del>Dec, 2011</del>	A

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

6.1A-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
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	<p>Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations.</p> <p>State: Implemented for 4 Airports .Cairo, Sharm El Sheikh,, Hurghada, Maersa Alam</p> <p>In Progress ASWAN, LuXer, Borg El-Arab, Taba,</p> <p>The rest is planned for <del>Nov.2014</del> <u>Nov2014</u></p>	ECAA	<u>Nov 2014</u> <del>Nov, 2014</del>	U

<sup>(1)</sup> 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	<p>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.</p> <p>State: implemented: Cairo, Sharm El-Sheikh, Hurghada, Mersa Alam,</p> <p>In Progress: Luxor, Aswan Borg Al-Arab, Taba</p> <p>The rest is planned <del>for Nov 2012</del> <u>Nov 2014</u></p>	ECAA	<del>Nov, 2012</del> <u>Nov 2014</u>	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	<p>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.</p> <p><u>Runway is closed for extension and upgrade</u></p>	EAC	<del>Nov, 2011</del> <u>January 2013</u>	U

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

6.1A-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
5	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	<del>Dec, 2011</del> <u>Closed</u>	A
6	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 <u>Main runway is now open.</u> <u>RWY 35 is now TXY</u>	EAC	<del>Nov, 2012</del> <u>Closed</u>	A

<sup>(1)</sup> 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 Khomani, 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	CAO & IAC	Dec, 2011	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Emam Khomani, 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.	CAO & IAC	Dec, 2011	U

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

6.1A-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 OperationsDec, <u>Sulymaniah &amp; Erbil completed</u> State: Dec 2010 except for Baghdad & Najaf June 2011	ICAA	<u>January 2014</u> <del>Dec, 2011</del>	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 <u>Sulymaniah &amp; Erbil completed</u>	ICAA	<u>January 2014</u> <del>Dec, 2011</del>	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  <u>Queen Alia and Aqaba airport completed</u>	Jordan CARC	<del>September 2013</del> <del>Sep, 2011</del>	U

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

6.1A-9

**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									

<sup>(1)</sup> 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	LCAA	Dec, 2011	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	Dec, 2011	U

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

6.1A-11

**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 devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate  <u>Slalah started</u>	DGCAM  <u>Civil Aviation Affairs -Oman</u>	<u>Dec 2013</u>  <del>Dec, 2011</del>	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	<u>Dec 2013</u>  <del>Dec, 2011</del>	U

<sup>(1)</sup> 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
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  <u>Closed</u>	CAA	<u>Closed</u>  <del>Dec, 2011</del>	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 develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti  <u>completed</u>	CAA	<u>Closed</u>  <del>Dec, 2011</del>	U

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**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									

<sup>(1)</sup> 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	Dec, 2011	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	Dec, 2011	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	Dec, 2011	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	Dec, 2011	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	Dec, 2011	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

6.1A-15

**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									

<sup>(1)</sup> 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	DGCA	Dec, 2011	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 devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti	GCAA	Dec, 2011	U

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<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

AOP SG/8  
Report on Agenda Item 9

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**REPORT ON AGENDA ITEM 9: MID REGION AERODROMES PERFORMANCE OBJECTIVES**

9.1 The meeting recalled that the Performance-Based Approach (PBA) adheres to 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. The assessment of achievements is periodically checked through a performance review, which in turn requires adequate performance measurement and data collection capabilities. In this regard, 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. It is to be noted that the 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.

9.2 In connection with the above, the meeting noted that MIDANPIRG/12 adopted *Conclusion 12/47: MID Region Performance Metrics* related to performance monitoring of the Air Navigation Systems in the MID Region and tasked *the MIDANPIRG subsidiary bodies to monitor the Metrics related to their work programmes; and develop associated performance targets and provide feed-back to MIDANPIRG.*

9.3 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 the following uniform set of metrics for the Aerodrome Operational Planning (AOP) SG:

- a) *MID AOP Metric 1: Number of certified international aerodromes;*
- b) *MID AOP Metric 2: Number of Runway incursions and excursions per year; and*
- c) *MID AOP Metric 3: Number of air navigation deficiencies in the aerodrome area of priority “U” eliminated.*

9.4 Based on the above, the meeting reviewed and updated the Regional AOP Performance Framework Forms (PFF) and suggested minor changes as at **Appendix 9A** to the Report on Agenda Item 9 and urged those States that have not yet done so to develop their National Performance Framework Forms. Accordingly, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 8/5: NATIONAL PERFORMANCE FRAMEWORK***

*That, MID States to adopt a National Performance Framework in the aerodrome area on the basis of ICAO guidance material and ensure their alignment with the regional performance objectives for aerodromes and the global ATM operational concept.*

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## MID REGIONAL PERFORMANCE

### FRAMEWORK FORM IN THE AERODROME FIELD (Updated)

#### 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**.

**MID REGIONAL PERFORMANCE OBJECTIVES  
AERODROMES PERFORMANCE OBJECTIVES**

<b>AERODROME CERTIFICATION</b>	
<b>Benefits</b>	
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Improved safety of aerodromes operation</li> <li>• Reduced number of incident/accident.</li> <li>• Safety level improved</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Reduced emissions through effective aerodrome operation.</li> </ul>
<b>Capacity</b>	<ul style="list-style-type: none"> <li>• Increased capacity through better planning and operation</li> </ul>
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>• Improved aerodrome capacity and level of service.</li> </ul>
<b>Performance Measurement</b>	
<b>Performance Metrics:</b>	<ul style="list-style-type: none"> <li>• Number of States having fully implemented certification of aerodromes.</li> <li>• Number of certified aerodromes</li> <li>• Number of deficiency related to the aerodromes field</li> <li>• Number of States having implemented QMS</li> <li>• Number of runway incursion/excursion.</li> <li>• Number for adequate aerodromes for NLA operation.</li> </ul>

<i>Strategy</i>					
<b>ATM Operational Concept Components</b>	<b>Projects/Tasks</b>	<i>Linkage to ASBU Module</i>	<b>Timeframe Start/End</b>	<b>Responsibility</b>	<b>Status</b>
<b>AO</b> (Aerodrome operations), <b>CM</b> (Conflict management) <b>DCB</b> (Demand and capacity balancing) <b>AUO</b> (Airspace user operation)	<ul style="list-style-type: none"> <li>• Establish a regulatory framework specifying the requirement for aerodrome Certification.</li> </ul>	B0-65	2013	States	valid
	<ul style="list-style-type: none"> <li>• Establish a regulatory authority</li> </ul>	B0-65	2014	States	valid
	<ul style="list-style-type: none"> <li>• Develop and maintain aerodrome certification regulations &amp; standards</li> </ul>	B0-65	ongoing	States	valid
	<ul style="list-style-type: none"> <li>• Facilitate the implementation of aerodrome certification by conducting courses and technical support.</li> </ul>	B0-30	2013	ICAO & AOP	valid
	<ul style="list-style-type: none"> <li>• monitor the implementation of aerodrome certification by all MID States</li> </ul>	B0-80	Ongoing	ICAO & AOP	valid
	<ul style="list-style-type: none"> <li>• review and update the deficiencies in the aerodrome field and provide necessary guidance for their elimination</li> </ul>	B0-80	Ongoing	ICAO & AOP	valid

<i>Strategy</i>					
<b>ATM Operational Concept Components</b>	<b>Projects/Tasks</b>	<b><i>Linkage to ASBU Module</i></b>	<b>Timeframe Start/End</b>	<b>Responsibility</b>	<b>Status</b>
	<ul style="list-style-type: none"> <li>ensure promulgation of information on status of certification of aerodromes in the State AIP</li> </ul>	B0-30	Ongoing	States	valid
	<b>SMS AT CERTIFIED AERODROMES</b>				
	<ul style="list-style-type: none"> <li>Facilitate the implementation of SMS by conduct of courses and guidance materials.</li> </ul>	B0-75	Ongoing	ICAO & AOP	valid
	<ul style="list-style-type: none"> <li>establishment of a requirement for SMS to be part of aerodrome certification</li> </ul>	B0-75	2013	States	valid
	<ul style="list-style-type: none"> <li>implementation of SMS</li> </ul>	B0-75 B1-80	Ongoing	States	valid
	<ul style="list-style-type: none"> <li>Develop action plan on safety targets and hazard reporting</li> </ul>	B0-75	2011-2016	States	valid
	<ul style="list-style-type: none"> <li>Surveillance, internal audit and Safety Oversight Programmes</li> </ul>	B0-75	Ongoing	ICAO & States	valid
	<ul style="list-style-type: none"> <li>implementation of digital data exchange with originators</li> </ul>	B0-30	2013-2018	States	valid
	<ul style="list-style-type: none"> <li>foster the integrated improvement of AIS/AIM through proper training and qualification of the AIS/AIM personnel in the MID Region and certification of the AIM Services</li> </ul>	B0-30	2011-2016	ICAO & AIM TF & States	valid

<i>Strategy</i>					
<b>ATM Operational Concept Components</b>	<b>Projects/Tasks</b>	<b><i>Linkage to ASBU Module</i></b>	<b>Timeframe Start/End</b>	<b>Responsibility</b>	<b>Status</b>
	<b>AERODROME EMERGENCY PLANNING</b>				
	<ul style="list-style-type: none"> <li>conduct a survey to assess the level of implementation on aerodrome emergency planning</li> </ul>	B0-80	2011-2012	ICAO	valid
	<ul style="list-style-type: none"> <li>Establish a requirement of aerodrome emergency planning</li> </ul>	B0-80	2013	States	valid
	<ul style="list-style-type: none"> <li>development of aerodrome emergency planning document</li> </ul>	B0-80	2013	States	valid
	<ul style="list-style-type: none"> <li>Conduct full scale aerodrome emergency exercise at intervals not exceeding two years</li> </ul>	B0-75 B0-80	Ongoing	States	valid
	<ul style="list-style-type: none"> <li>Conduct partial emergency exercise in the intervening year to ensure that deficiencies found during the full scale exercise have been corrected.</li> </ul>	B0-75 B0-80	Ongoing	States	valid
	<ul style="list-style-type: none"> <li>Facilitate the implementation of aerodrome emergency planning by conduct of courses and guidance materials</li> </ul>	B0-80	2012-2016	ICAO & AOP SG	valid
<b>Linkage to GPIs</b>	GPI-5: Performance-based navigation GPI-13: Aerodrome design and management GPI-14: Runway operations GPI-18: Aeronautical Information				

**MID REGIONAL PERFORMANCE OBJECTIVES  
AERODROMES PERFORMANCE OBJECTIVES**

<b>RUNWAY SAFETY PROGRAMME</b>	
<b>Benefits</b>	
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Improved safety of runway operation</li> <li>• Reduced number of incident/accident.</li> <li>• Safety level improved</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Reduced emissions through effective aerodrome operation.</li> </ul>
<b>Capacity</b>	<ul style="list-style-type: none"> <li>• Increased capacity through better planning and operation</li> </ul>
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>• Improved aerodrome capacity and level of service.</li> </ul>
<b>Performance Measurement</b>	
<b>Performance Metrics:</b>	<ul style="list-style-type: none"> <li>• Number of runway incursions per year.</li> <li>• Number of runway excursions per year.</li> <li>• Number of accident per 100,00 departures.</li> </ul>

<i>Strategy</i>					
<b>ATM Operational Concept Components</b>	<b>Projects/Tasks</b>	<i>Linkage to ASBU Module</i>	<b>Timeframe Start/End</b>	<b>Responsibility</b>	<b>Status</b>
<b>AO</b> (Aerodrome operations), <b>CM</b> (Conflict management) <b>DCB</b> (Demand and capacity balancing) <b>AUO</b> (Airspace user operation)	<ul style="list-style-type: none"> <li>• Facilitate the implementation of runway safety programme by conducting seminars and workshops..</li> </ul>	B0-75	2013	ICAO & Partners	valid
	<ul style="list-style-type: none"> <li>• Establish a Runway safety Team</li> </ul>	B0-75	2014	Sates	valid
	<b>Runway Incursion Prevention</b>				valid
	<ul style="list-style-type: none"> <li>• establish Runway Incursion Prevention programme, identify its goals as part of the national Runway Safety programme and monitor implementation plan</li> </ul>	B0-75	2014	Sates	valid
	<ul style="list-style-type: none"> <li>• implement, where warranted, precise surface movement guidance to and from a runway to improve capacity, safety and efficiency</li> </ul>	B0-75	2015	States	valid
	<ul style="list-style-type: none"> <li>• develop, at aerodromes a positioning system for all vehicles and aircrafts operating on the movement area on a cost-benefit basis</li> </ul>	B0-75	2013 – 2016	States & AOP SG	valid

<i>Strategy</i>					
<b>ATM Operational Concept Components</b>	<b>Projects/Tasks</b>	<b><i>Linkage to ASBU Module</i></b>	<b>Timeframe Start/End</b>	<b>Responsibility</b>	<b>Status</b>
	<ul style="list-style-type: none"> <li>implement procedures and technologies to enhance the performance of runway operations and optimize runway capacity</li> </ul>	B0-75	2013 – 2016	States & AOP SG	valid
	<ul style="list-style-type: none"> <li><b>Runway Excursion Prevention</b></li> </ul>				
	<ul style="list-style-type: none"> <li>establish collaborative bodies with ATM, aircraft operators and aerodrome operators for implementing plans aimed at prevention of runway excursions</li> </ul>	B0-75	2012 – 2016	States	valid
	<ul style="list-style-type: none"> <li>harmonize, coordinate and support the Runway Excursion Prevention measures and implementation activities on a regional basis</li> </ul>	B0-75	2012 – 2017	ICAO, States & AOP SG	valid
	<ul style="list-style-type: none"> <li>develop and implement an integrated maintenance programme at aerodromes that includes pavement and visual aids</li> </ul>	B0-75	2010-2016	States & AOP SG	valid
	<ul style="list-style-type: none"> <li>implement and monitor Runway End Safety Area (RESA) requirements at aerodromes</li> </ul>	B0-75	Ongoing	ICAO, States & AOP SG	valid
	<ul style="list-style-type: none"> <li>monitor and ensure meeting Runway strip characteristics.</li> </ul>	B0-75	Ongoing	States & AOP SG	valid
	<ul style="list-style-type: none"> <li>develop measures and ensure inspection of the movement area including control of Foreign Object Debris (FOD)</li> </ul>	B0-75	Ongoing	States & AOP SG	valid
	<ul style="list-style-type: none"> <li>provision of enhanced visual aids and markings on runway and movement area.</li> </ul>	B0-75	2014	States	valid
	<ul style="list-style-type: none"> <li>monitor and ensure meeting Runway strip frangibility requirements</li> </ul>	B0-75	Ongoing	States & AOP SG	valid

<i>Strategy</i>					
<b>ATM Operational Concept Components</b>	<b>Projects/Tasks</b>	<i>Linkage to ASBU Module</i>	<b>Timeframe Start/End</b>	<b>Responsibility</b>	<b>Status</b>
	<b>Runway Pavement Maintenance</b>				
	<ul style="list-style-type: none"> <li>• promote the awareness about the requirements for the provision of Pavement Maintenance in the movement area</li> </ul>	B0-75	ongoing	ICAO & AOP SG	valid
	<ul style="list-style-type: none"> <li>• develop and implement a runway maintenance programme</li> </ul>	B0-75	2012-2014	States & AOP SG	valid
	<ul style="list-style-type: none"> <li>• harmonize, coordinate and support the Runway pavement maintenance guidance for implementation activities on a regional basis</li> </ul>	B0-75	201-2015	ICAO & AOP SG	valid
	<ul style="list-style-type: none"> <li>• Seminar on runway surface friction measurement</li> </ul>	B0-75	2014	ICAO	valid
	<ul style="list-style-type: none"> <li>• measurement and reporting of friction characteristics of wet paved runways.</li> </ul>	B0-75	201-2015	Sates	valid
	<ul style="list-style-type: none"> <li>• Availability of a friction measurement equipment</li> </ul>	B0-75	2012-2014	States	valid
	<ul style="list-style-type: none"> <li>• establishment of maintenance friction level below which corrective action should be initiated.</li> </ul>	B0-75	2012-2014	States & AOP SG	valid
	<ul style="list-style-type: none"> <li>• identify minimum friction level below which information that a runway may be slippery when wet should be made available</li> </ul>	B0-75	2012-2014	States & AOP SG	valid
	<ul style="list-style-type: none"> <li>• monitor the removal of runway contaminants in particular; rubber deposits and accumulated sand</li> </ul>	B0-75	Ongoing	States & AOP SG	valid
	<ul style="list-style-type: none"> <li>• monitor implementation of the requirements for measurement and reporting of the friction characteristics and carrying out appropriate corrective maintenance in accordance with defined maintenance performance level</li> </ul>	B0-75	Ongoing	ICAO, States & AOP SG	valid
<b>Linkage to GPIs</b>	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				

**MID REGIONAL PERFORMANCE OBJECTIVES  
AERODROMES PERFORMANCE OBJECTIVES**

<b>AERODROME SAFETY</b>	
<b>Benefits</b>	
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Improved safety of aerodromes operation</li> <li>• Reduced number of incident/accident.</li> <li>• Safety level improved</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Reduced emissions through effective aerodrome operation.</li> <li>• Reduced aircraft noise impact on residential and commercial areas around the aerodrome</li> </ul>
<b>Capacity</b>	<ul style="list-style-type: none"> <li>• Increased capacity through better planning and operation</li> </ul>
<b>Efficiency</b>	<ul style="list-style-type: none"> <li>• Improved aerodrome capacity and level of service.</li> </ul>
<b>Performance Measurement</b>	
<b>Performance Metrics:</b>	<ul style="list-style-type: none"> <li>• Number of obstacles penetrating obstacle limitation surface.</li> <li>• Number of certified aerodromes</li> <li>• Number of deficiency related to the aerodromes field</li> <li>• Number of runway incursion/excursion.</li> </ul>

<i>Strategy</i>					
<b>ATM Operational Concept Components</b>	<b>Projects/Tasks</b>	<i>Linkage to ASBU Module</i>	<b>Timeframe Start/End</b>	<b>Responsibility</b>	<b>Status</b>
<b>AO</b> (Aerodrome operations), <b>CM</b> (Conflict management) <b>DCB</b> (Demand and capacity balancing) <b>AUO</b> (Airspace user operation)	<b>• OBSTACLE LIMILTATION</b>				
	<ul style="list-style-type: none"> <li>• Establish a regulatory framework on Obstacle Limitation Surfaces (OLS) around the aerodrome</li> </ul>	B0-65	2014	States	valid
	<ul style="list-style-type: none"> <li>• Monitor the height of buildings or structures within the boundaries of OLS</li> </ul>	B0-65	ongoing	States	valid
	<b>WILDLIFE HAZARD CONTROL</b>				
	<ul style="list-style-type: none"> <li>• survey and collect information on state's practice with respect to airport wild life control</li> </ul>	B0-80	2013	ICAO	valid
	<ul style="list-style-type: none"> <li>• establishment of national bird control committee.</li> </ul>	B0-80	2013	States	valid
	<ul style="list-style-type: none"> <li>• organize a seminar on wildlife hazard reporting, assessment and reduction.</li> </ul>	B0-80	2013	ICAO & AOP	valid
	<ul style="list-style-type: none"> <li>• landuse management inside and in the vicinity of aerodrome.</li> </ul>	B0-30	Ongoing	States	valid

<i>Strategy</i>					
<b>ATM Operational Concept Components</b>	<b>Projects/Tasks</b>	<b><i>Linkage to ASBU Module</i></b>	<b>Timeframe Start/End</b>	<b>Responsibility</b>	<b>Status</b>
	<ul style="list-style-type: none"> <li>establishment of a national procedure for recording and reporting wildlife strikes to aircraft.</li> </ul>	B0-75	2013	States	valid
	<ul style="list-style-type: none"> <li>collect wildlife strike reports and forward to ICAO for inclusion in the ICAO IBIS database.</li> </ul>	B0-75	Ongoing	States	valid
<b>Linkage to GPIs</b>	GPI-5: Performance-based navigation GPI-13: Aerodrome design and management GPI-14: Runway operations GPI-18: Aeronautical Information				

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AOP SG/8  
Report on Agenda Item 10

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**REPORT ON AGENDA ITEM 10: AIR NAVIGATION GLOBAL DEVELOPMENTS**

10.1 The meeting noted that the Twelfth Air Navigation Conference (AN-Conf/12) will be held in Montreal from 19 to 30 November 2012. The meeting was apprised of the Provisional Agenda of the AN-Conf/12.

10.2 The Conference will consider proposed Aviation System Block Upgrades (ASBUs) and would also provide stakeholders with an opportunity to set priorities and refine the way forward based on lessons learned. Special consideration would be given to utilization of existing capacity of enabling systems and planning for their expansion, taking into consideration user requirements.

10.3 It was highlighted that ICAO is addressing the challenge of the integration, interoperability and harmonization of the systems leading to the concept of “One Sky” which is the theme of AN-Conf/12. The One Sky concept revolves around conceiving the notion globally, developing the implementation plans regionally, and implementing the infrastructure locally. It addresses International traffic flows from end to end with the purpose of increasing overall capacity, efficiency and improving safety, while also reducing the impact on the environment.

10.4 The AN-Conf/12 will allow to work together toward establishment of a global strategy for air navigation planning and implementation. Furthermore, it would set priorities, review major operational objectives. This is to bring the Global Aviation Community into agreement on an agenda to drive the next ten years of air navigation planning and implementation. It would allow ICAO to plan work programmes of Panels and Planning and Implementation Regional Groups (PIRGs) toward finalization of operational improvements objectives and provide a stimulus to air navigation planning and implementation.

10.5 The meeting strongly encouraged States and International Organizations to actively participate in the AN-Conf/12.

10.6 The meeting recalled that ICAO hosted the Global Air Navigation Industry Symposium (GANIS) from 20 to 23 September 2011. The event was considered a great success, with over 500 participants from Industry, States and International Organizations in attendance.

10.7 The meeting noted with appreciation that ICAO MID Office, in coordination with Headquarters, conducted a Seminar for High Level Briefing on Aviation System Block Upgrade (ASBU) on 30 January 2012 in Cairo. The seminar was attended by representatives from MID States and International Organizations.

10.8 The meeting noted that “ASBU Working Document” contains detailed explanations of the Block Upgrades concept and its components, was unveiled to industry. Following the GANIS, ICAO collected feedback from industry and States on the Working Document. This feedback was reviewed and used to develop an updated version of the ASBU Working Document.

AOP SG/8  
Report on Agenda Item 10

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10.9           The ASBUs concept will be included into the revision of the GANP and presented to the AN-Conf/12. The latest version of the ASBU Working Document, containing the detailed explanations of the blocks, can be found at the ICAO website at: [www.icao.int/anconf12/asbu](http://www.icao.int/anconf12/asbu). The meeting urged MID States to provide feedback to ICAO on the ASBU Working Document.

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AOP SG/8  
Report on Agenda Item 11

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**Report on Agenda Item 11: Future Work Programme**

11.1 The meeting noted that the Terms of Reference of the AOP Sub-Group has been updated and was of the view that it is valid for the current and near future work programme of the Sub-Group. Accordingly, the meeting agreed to maintain the same TOR without changes.

11.2 The meeting noted that MIDANPIRG/13 Meeting is scheduled for April 2012 and MIDANPIRG/14 tentatively scheduled for the second half of 2013. Accordingly, the meeting agreed that the AOP SG/9 meeting be held in the first half of 2013. The venue will be Cairo, unless a State is willing to host the meeting.

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AOP SG/8  
Report on Agenda Item 12

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**REPORT ON AGENDA ITEM 12: ANY OTHER BUSINESS**

12.1 Qatar made a reference to the "Safety Meeting" to be held in Dubai towards the end of April 2012. One of the subjects under discussion will be "Safety Management Systems". It has been suggested that Aerodrome Regulators attend in order to ensure the SMS of Aerodromes is put into the perspective of that coordinating the various SMS that will be in place by other Organizations e.g. Airlines or ANSPs.

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AOP SG/8  
Attachment A to the Report

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