



*International Civil Aviation Organization*

**Aerodrome Operational Planning  
Sub-Group (AOP SG)**

**Eighth Meeting**  
*(Cairo, 13– 15 February 2012)*

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**Agenda Item 7: Aerodromes Emergency Planning**

**AERODROMES EMERGENCY PLANNING IN THE MID REGION**

*(Presented by the Secretariat)*

**SUMMARY**

This working paper presents the results of Follow-up of Implementation of Actions taken by States regarding the Implementation of Aerodrome Emergency Planning as required in Annex 14, Volume I. In order to assist and monitor the implementation of Aerodrome Certification in the MID Region, **Appendix A** attached to this working paper was developed for States to provide information.

Action by the meeting is at paragraph 3.

**REFERENCES**

- Annex 14 – Volume I
- ICAO Manual Doc 9774
- MIDANPIRG/12 Report
- Surveys through State Letters from ICAO MID Regional Office

**1. INTRODUCTION**

1.1 An important aspect for the meeting is the recognition that global trend towards greater autonomy and privatization of aerodromes and that the role of the aerodrome operator, in many cases, has changed hands from the State to the private sector. The methods of ownership, operation and surveillance of aerodromes differ among States. Most of MID States have created Aerodrome Authorities/Companies or other governmental entities to manage and operate their aerodromes, however, it is recognized that the role of States to ensure safety remains unchanged in accordance with Article 28 of the Chicago Convention and ICAO SARPs.

1.2 The Aerodrome Emergency Plan is an essential part of the certification process requirement.

## 2. DISCUSSION

2.1 The meeting may wish to recall 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.

2.2 The meeting may wish to recall also that MIDANPIRG/12 Meeting agreed on Action Plan template as contained at **Appendix A** to this working paper 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.*

2.3 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; the meeting is invited to note that only four States (Qatar, UAE, Jordan, and Saudi Arabia) have provided responses that cannot be used to identify the root causes of lack of implementation in the MID Region and propose concrete measures for improving situation. Therefore, the meeting is invited to reiterate MIDANPIRG/12 Decision 12/6.

2.4 The responses received indicated that the implementation of Aerodromes Emergency Planning for Aerodrome Operation Requirements in four States 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. The meeting may wish to agree that analysis of responses would not be indicative due to insufficient information.

## 3. ACTION BY THE MEETING

3.1 The AOP SG/8 is invited to:

- a) note the information provided on this working paper;
- b) reiterate and follow-up MIDANPIRG/12 Decision 12/6 and suggests actions as appropriate; and
- c) agree on the following Draft Decision:

*DRAFT DECISION 8/X: SURVEY ON AERODROME EMERGENCY PLAN AND EMERGENCY OPERATION CENTRE*

*That, States that have not yet done so, be urged to provide necessary data to complete –a survey on Aerodrome Emergency Plan and Emergency Operation Centre be conducted in the MID Region.*

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