**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**ADCI TF/2**

*(Doha, Qatar, 12 – 14 May 2013)*

The views expressed in this Report should be taken as those of the MIDANPIRG Aerodrome Certification Implementation Task Force and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be included in the Report of the MIDANPIRG.

Approved by the Meeting
and published by authority of the Secretary General

# TABLE OF CONTENTS

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

**PART II - REPORT ON AGENDA ITEMS**

ADCI TF/2
History of the Meeting

## PART I -   HISTORY OF THE MEETING

### 1.     PLACE AND DURATION

1.1            The Second Meeting of the MIDANPIRG Aerodrome Certification Implementation Task force (ADCI TF/2) was hosted by Qatar Civil Aviation Authority (QCAA) with a sponsorship from Qatar Airways and held at Rotana Oryx Hotel, Doha, Qatar, 12- 14 May 2013. The meeting was sponsored by Qatar Airways.

### 2.     OPENING

2.1            On behalf of the Qatar Civil Aviation Authority and Qatar Airways, Mr. Akbar Al Baker, CEO of Qatar Airways and CEO of Doha International Airport opened the meeting.  Mr. Al Baker extended a warm welcome to all delegates to Qatar and expressed his Honour to host this important meeting in Doha.  He highlighted that Aerodrome Certification is very topical across the Middle East Region that is clearly making waves in today's dynamic global aviation industry.

2.2            Mr. Jehad Faqir, ICAO Middle East Deputy Regional Director, welcomed all delegates to Doha. He expressed ICAO's sincere gratitude and appreciation to Qatar for hosting this important meeting and for the generous hospitality by Qatar Airways.  Mr. Faqir highlighted the importance of Aerodromes Certification as a requirement of ICAO SARP's and to support Air Navigation activities to accommodate the rapid growth of air transport in the MID Region.  In closing, Mr. Faqir thanked the participants for their presence and wished the meeting every success in its deliberations

### 3.     ATTENDANCE

3.1            The meeting was attended by a total of twenty seven (27) participants , including experts, from eight (8) States (Bahrain, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, and UAE) and (2) two International Organizations (EASA and FAA).  The list of participants is at the **Attachment A** to the Report.

### 4.     OFFICERS AND SECRETARIAT

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

### 5.     LANGUAGE

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

ADCI TF/2
History of the Meeting

## 6.  AGENDA

6.1  The following Agenda was adopted:

**Agenda Item 1:**  Adoption of Provisional Agenda

**Agenda Item 2:**  Follow-up on Conclusions and Decisions relevant to Aerodrome Certification

**Agenda Item 3:**  Aerodromes Certification Requirement

**Agenda Item 4:**  Certification Process and Implementation Issues

**Agenda Item 5:**  Future Work Programme

**Agenda Item 6:**  Any other business.

## 7.  CONCLUSIONS AND DECISIONS – DEFINITION

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

a)  **Conclusions** deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and

b)  **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies.

## 8.  LIST OF DRAFT CONCLUSIONS AND DECISIONS

*DRAFT CONCLUSION 2/1:*  *AERODROME CERTIFICATION WORKSHOP*

*DRAFT DECISION 2/2:*  *ESTABLISHMENT OF MID AERODROME CERTIFICATION SUPPORT TEAM (ADCST)*

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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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**REPORT ON AGENDA ITEM 2:** **FOLLOW-UP CONCLUSIONS AND DECISIONS RELEVANT TO AERODROME CERTIFICATION**

2.1        The meeting noted the status of relevant MIDANPIRG/13 Conclusions and Decisions related to the ADCI TF and the follow up actions taken by States, the secretariat and other parties concerned as at **Appendix 2A** to the Report on Agenda Item 2.  The meeting urged States to take appropriate actions to complete the requirements of MIDANPIRG/13 Conclusions.

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ADCI TF/2
Appendix 2A to the Report on Agenda Item 2

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

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

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

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**REPORT ON AGENDA ITEM 3:   AERODROME CERTIFICATION REQUIREMENT**

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

3.2         The meeting was briefed on Draft Conclusions and Decisions that have been developed by the ADCI TF/1 Meeting held in Cairo 15-17 October 2012 as listed in **Appendix 3A** to the Report on Agenda Item 3.  Based on a proposal from UAE, the meeting agreed to combine the ADCI TF/1 Draft Conclusion 1/3 and Conclusion 1/4 with one Conclusion related to the Aerodrome Certification Workshop and urged States to take appropriate actions to support the ADCI Draft Conclusions.

3.3         The meeting welcomed the offer from UAE to host a Workshop on Aerodrome Certification during the Second Quarter of year 2014 subject to active attendance and participation from States and International Organizations.   Accordingly, the meeting agreed to replace Draft Conclusion 1/3 and Conclusion 1/4 from ADCI TF/1 Meeting by the following Draft Conclusion:

> *DRAFT CONCLUSION 2/1:         AERODROME CERTIFICATION WORKSHOP*
>
> *That,*
>
> a)  *ICAO to consider organizing a Workshop, hosted by UAE, on Aerodrome Certification.*
>
> b)  *The Workshop is to provide guidance and training to MID States on the certification process, airport inspection, and use of Aeronautical Studies.*
>
> c)  *MID States and International Organizations be encouraged to attend and support the Workshop.*

3.4         UAE presented a Working Paper on their approach for Birdstrike and Wildlife Hazard Management.  The UAE Aerodrome Certification Process requires that the aerodrome operator should include details on Wildlife Hazard Management Plan within the aerodrome Manual and formally established classifications to support Bird & Wildlife Hazard analysis and mandatory reporting. The meeting appreciated UAE offer to work in coordination with ICAO MID Office to work closely with MID States for development of their Wildlife Hazard Management and Reporting. The meeting appreciated UAE offer to work, in coordination with ICAO MID Office, closely with MID States, that require assistance, for development of their Wildlife Hazard Management and Reporting System.

3.5         The meeting was informed by ICAO that the Egyptian Civil Aviation Authority (ECAA) has indicated their intention to host a Seminar on Birdstrike and Wildlife Control in Cairo. Accordingly, ICAO is working together with IATA and ECAA on preparation of this seminar.  Once confirmed, invitations will be sent to MID States indicating date and venue of the event.

3.6         The meeting was briefed on the First MID Safety Summit held in Bahrain 28-30 April 2013.  The Summit brought together all the safety partners including, States, Organizations and Airlines/Industry to join efforts and share expertise and views on key regional safety concerns, mitigation measures, and the way forward to address the these concerns.

3.7        The Summit consisted of two day sessions and break-out sessions focusing on the development of Regional Action Plans to achieve the agreed safety targets in order to be included in the MID Regional Safety Strategy.  The third day was reserved for the RASG-MID Steering Committee limited meeting for review & approval of the Regional Safety Strategy.

3.8        The four break-out sessions addressed the following:  Enhancement of Runway Safety; Loss of Control in Flight (LOC-I); Fatigue Risk Management; and Performance and Management of Safety.  Accordingly, a Draft Regional Safety Strategy has been developed to include, among others, Near-term (2017), Mid-term (2022) and Long-term (2027) objectives, indicators and targets as shown in **Appendix 3B** to the Report on Agenda Item 3.

3.9        According to the Draft MID Safety Strategy, there is a requirement for the near term objectives to reduce Runway Excursions and Incursions Accidents in the MID Region by 50% by 2017, through establishment and activation of Runway Safety Teams (RST's), Aerodromes Certification, and Implementation of Airport Safety Management System (SMS).  In additions, the following targets have been established for Aerodromes Certification:

        a)  50% of the International Aerodromes Certified by the end of 2015.
        b)  80% of the International Aerodromes Certified by the end of 2016.

3.10        Oman suggested a target of 100% Certification of Aerodromes in the MID Region by end of 2018 and requested that States follow the ICAO requirements to publish Certification Status in the AIP.

3.11        The European Aviation Safety Agency (EASA) delivered a presentation on the origin and functioning of EASA.  EASA's goals and regulatory means were explained and the advantages of the rule structure were presented.  In addition, the structure of the EASA rule hierarchy and advantages to its international partners was laid out.

3.12        The role of EASA in relation to aerodromes as a rule making body, who aids the EU member states in complying with their ICAO obligations in accordance with Annex 14 and Annex 19 was presented; the rule structure for aerodromes which will be fully in place by start of 2014, was explained in detail. The rules and concepts (certification specifications, Equivalent Level of Safety, Special Condition and DAAD) were further explained.

3.13        The relationship of the EASA rules to ICAO Annex 14 was explained in detail and illustrated in terms of two examples, RESA requirement and aerodrome inspector qualifications.  The concept of the certification basis and the use of the Certification Specifications for Aerodromes was explained.

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# DRAFT CONCLUSIONS AND DECISION FROM ADCI TF/1

*DRAFT CONCLUSION 1/1:*        *ACTION PLAN AND PROGRESS REPORTS*

*That,*

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

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

*That,*

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

*DRAFT CONCLUSION 1/3:*        *AERODROME INSPECTION SEMINARS*

*That,*

a) *ICAO to consider development of Training Seminars/Workshops for MID States Aerodrome Inspectors; and*

b) *MID states, Aviation Partners, and International Organizations be encouraged to support and host the Seminars/Workshops.*

*DRAFT CONCLUSION 1/4:*        *AERONAUTICAL STUDY SEMINAR/WORKSHOP*

*That,*

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

b) *MID States be encouraged to host and support the Seminar/Workshop.*

*DRAFT CONCLUSION 1/5:*          *IMPLEMENTATION OF AERODROMES SAFETY MANAGEMENT SYSTEM*

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

a)  *assure implementation of Safety Management System in Aerodromes as part of Certification requirements; and*

b)  *update ICAO MID Office on the status of SMS implementation.*


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

*That,*

a)  *ICAO MID Office to conduct a survey on availability of an Aerodrome Certification Process in MID States;*

b)  *MID States, that have not yet done so, be urged to develop necessary aerodrome certification implementation process.*

c)  *MID States be encouraged to advise ICAO MID Office if assistance is needed.*


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

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


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# First MID Region Safety Summit

*28-30 April 2013*

*Bahrain*

**ATTACHMENT A**

# Middle East - Regional Aviation Safety Group (RASG-MID)

# MID Region Safety Strategy

**Table of Contents:**

# MID Region Safety Strategy

## Strategic Safety Objective:

**Continuous improvement of aviation safety through a progressive reduction of the number of accidents and related fatalities in the MID Region to be in line with the global average, based on reactive, proactive and predictive safety management practices.**

## Safety Objectives:

States and regions must focus on their safety priorities as they continue to foster expansion of their air transport sectors.

The ICAO Global Aviation Safety Plan (GASP) establishes targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders.

The GASP includes a framework comprised of measurable objectives, supported by Safety Performance Areas and associated safety initiatives.

The MID Region safety objectives are in line with the global safety objectives and address specific safety risks identified within the framework of the Middle East Regional Aviation Safety Group (RASG-MID), based on the analysis of available safety data.

The enhancement of communication and information exchange between aviation Stakeholders and their active collaboration under the framework of RASG-MID would help achieving the MID Region safety objectives in an expeditious manner.

### *Near-term Objective (2017):*

In the near term, States will ensure that they have the resources as well as the legal, regulatory and organizational structures necessary to fulfill their safety oversight obligations and in collaboration with all stakeholders achieve the following near-term objectives:

- all MID States should establish an effective safety oversight system and progressively increase the USOAP-CMA Effective Implementation (EI) score with a baseline of 60% for all States by 2017, through, mainly the reinforcement of the entities responsible to carry out regulatory and safety oversight functions with qualified and trained technical staff, and/or the delegation of certain safety oversight functions to a Regional Safety Oversight Organization (RSOO);
- reduce Runway Excursions and Incursions accidents in the MID Region by 50% by 2017, through establishment and activation of Runway Safety Teams (RST's), Aerodromes Certification, and implemetation of Airport Safety Managmennt System (SMS);
- reduce In-flight Damage accidents in the MID Region by 50% by 2017, through the development of regional guidance, and conducting awareness training;
- reduce Loss Of Control In-flight (LOC-I) related accidents in the MID Region by 50% by 2017, through appropriate Standard Operating Procedures (SOPs) related to mode awareness and energy state management, and Advance Manoeuvers Training;
- maintain the rate of Controlled Flight Into Terrain related accidents in the MID Region below the global rate, through pilot training, use of Fatigue Risk Management Systems (FRMS) framework, and implementation of PBN; and
- States with an effective safety oversight score (EI) over 60% proceed to fully implement SSP following a phased approach supported by high-level management with the availability of necessary resources and safety promotion through the provision of appropriate training, communication and dissemination of safety information and improvement of the safety culture.

## *Mid-term Objective (2022):*

The mid-term objective is to achieve full implementation of State Safety Programme (SSP) by States and Safety Management Systems (SMS) by concerned service providers (namely air navigation service providers, airlines, airports and other aviation stakeholders) to facilitate the proactive management of safety risks. The mid-term objective therefore represents the evolution from a purely compliance-based oversight approach to one which proactively manages risks through the identification and control of existing or emerging safety issues. In addition, service providers will strive to gain safety benefits from the common implementation of the different modules of the Aviation System Block Upgrades (ASBUs). The target implementation date for the mid-term objective is 2022.

## *Long-term Objective (2027):*

The focus of the long-term objective is the implementation of proactive and predictive systems that ensure safety in a real-time, collaborative decision-making environment. Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities (e.g. full trajectory-based operations) that increase capacity while maintaining or enhancing operational safety margins and manage existing and emerging risks. The long-term safety objective is intended to support a collaborative decision making environment characterized by increased automation and the integration of advanced technologies on the ground and in the air, as contained in ICAO's Aviation System Block Upgrades (ASBUs) strategy. The target implementation date for the long-term objectives is 2027.

# Measuring and monitoring Safety Performance:

The monitoring of safety performance and its enhancement is achieved through identification of relevant Safety Metrics and Indicators as well as the adoption and attainment of Aviation safety Targets.

The following are the MID Region Safety Metrics endorsed for the monitoring of safety performance:

1) Accidents and serious incidents;

2) Runway and Ground Safety (RGS);

3) In-Flight Damage (IFD)

4) Loss of Control In-Flight (LOC-I);

5) Controlled Flight Into Terrain (CFIT);

6) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);

7) Aerodrome Certification; and

8) SSP/SMS Implementation.

The MID Region Safety Indicators and Safety Targets are detailed in the Table below:

| | **Metric** | **Safety Indicator** | **Safety Target** | **Action Plan** |
|---|---|---|---|---|
| 1 | Accidents and serious incidents | Number of accidents per million departures | Progressively reduce the accident rate to be in line with the global average by the end of 2017. | - Establish a regional framework for safety data sharing to effectively analyze trends, identify risks and hazards, and develop mitigation strategies<br><br>- Progressively implement the Detailed Implementation Plans (DIPs) based on the developed Safety enhancement Initiatives (SEIs) under MID-RAST and MID-SST. |
| | | Number of fatal accidents per million departures | Progressively reduce the rate of fatal accidents to be in line with the global average by the end of 2017. | |
| 2 | Runway and Ground Safety (RGS) | Number of Runway excursion related accidents as a percentage of all accidents | Reduce Runway Excursions related accidents by 50% by the end of 2017 | - Establishment and support of local Runway Safety Teams.<br><br>- Establishment of Regional RST GO-Team.<br><br>- Effective reporting system to exchange and analyze safety information.<br><br>- Runway Safety Seminar/Workshop.<br><br>- Adopt specific regulations related to runway safety.<br><br>- Identify hazards and mitigation measures on runway excursions/incursions and un-stabilized approach, and develop guidance material and specific training. |
| | | Number of Runway incursion related accidents as a percentage of all accidents | Reduce Runway Incursions related accidents by 50% by the end of 2017 | |

| | Metric | Safety Indicator | Safety Target | Action Plan |
|---|---|---|---|---|
| 3 | In-Flight Damage (IFD) | Number of In-flight Damage related accidents as a percentage of all accidents | Reduce In-flight Damage related accidents by 50% by the end of 2017 | - Identifying and understanding wild life habitat around airports, and methods used by the airport for controlling hazardous wildlife by assessing airports in the region<br><br>- Establishing a regional guidance document that addresses key issues such as wildlife and vegetation<br><br>- Convening a workshop for pilots and ATCOs to increase awareness on wildlife avoidance during flight |
| 4 | Loss of Control In-Flight (LOC-I) | Number of LOC-I related accidents as a percentage of all accidents | Reduce LOC-I related accidents by 50% by the end of 2017 | - Upset Prevention and Recovery Training or AMT - Adopt ICAO UPRT Manual (2014)<br><br>- Develop legislative and regulatory framework that supports data protection for individual reporters and data providers<br><br>- Utilize FDM , Voluntary Reporting and LOSA for trend analysis and identifying precursors<br><br>- Emphasis on robust standard operating procedures (SOPs) and crew resource management (CRM) through training, monitoring and validation |

| | Metric | Safety Indicator | Safety Target | Action Plan |
|---|---|---|---|---|
| | | | | - Develop and implement Fatigue Risk Management Strategies<br><br>- Encourage aircraft manufacturers to pursue innovation in practical and cost effective technology to mitigate LOC risks<br><br>- Address ATC contribution to potential LOC events through guidance material, awareness workshop, and training. |
| 5 | Controlled Flight Into Terrain (CFIT) | Number of CFIT related accidents as a percentage of all accidents | Maintain CFIT related accidents below the global rate | - Develop a regionally customized CFIT training and guidance material provided to all air transport operators and Training Centers<br><br>- Embodying FRMS within individual organizations' SMS<br><br>- Implementing of PBN and APV operations (Approaches with Vertical guidance) in the MID region in a phased approach:<br>&#10148; 30% in Dec 2015<br>&#10148; 70% in Dec 2018<br>&#10148; 100% in Dec 2020<br><br>- Mandating RNP-AR approaches for approaches with unacceptably high CFIT risk |

| | Metric | Safety Indicator | Safety Target | Action Plan |
|---|---|---|---|---|
| 6 | Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO) | USOAP-CMA Effective Implementation (EI) results: <br> a. Number of States with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA) <br><br> b. Number of States with an overall EI over 60% | Progressively increase the USOAP-CMA EI scores/results: <br> a. Max 3 States with an EI score less than 60% for more than 2 areas (i.e. Min 12 States having at least 60% EI for 6 out of the 8 areas) and an overall EI over 60%, by the end of 2015; and <br><br> b. all the 15 MID States to have at least 60% EI by the end of 2016 . | - Availability of sufficient number of qualified and trained technical staff, to carry out regulatory and safety oversight functions in an effective manner; <br><br> - Establishment of Regional Safety Oversight Organization(s) (RSOOs) to enhance safety oversight capabilities of member States; <br><br> - ICAO assistance to States through the organization of Continuous Monitoring Approach (CMA) Workshops, mission to States, etc. |
| | | Number of Significant Safety Concerns | a. States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification <br><br> b. No significant Safety Concern by end of 2016 | |
| | | Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities | a. Maintain at least 60% of the MID airlines to be certified IATA-IOSA by the end of 2015 at all times <br><br> b. All MID States to accept the IATA Operational Safety Audit (IOSA) as an acceptable Means of Compliance (AMC) by 2015 to complement their safety oversight activities. | - All MID States to mandate all airlines with an Air Operator Certificated issued by a State accredited to MID (other than air taxi or general aviation) to obtain an IATA Operational Safety Audit (IOSA) certification <br><br> - IATA to conduct awareness training and workshops for States and airlines about the use and benefit of IOSA |

| | Metric | Safety Indicator | Safety Target | Action Plan |
|---|---|---|---|---|
| | | | | - Use of IOSA by States to complement oversight activities such as aircraft leasing, issuing FOC for Hajj flights, etc. |
| | | Number of Ground Handling service providers in the MID Region having the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers | a. 50% of the Ground Handling service providers to be certified IATA-ISAGO by the end of 2015<br><br>b. all Ground Handling service providers to be certified IATA-ISAGO by the end of 2017<br><br>c. The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States by end of 2015. | - All MID States to mandate all Ground Handling service providers at all airports to obtain an IATA Safety Audit for Ground Operations (ISAGO) certification<br><br>- IATA to conduct awareness training and workshops for States, Ground Handling service providers, and airlines about the use and benefit of ISAGO<br><br>- Use of ISAGO by States to complement oversight activities such as out-stations audits and qualifying new Ground Handling service providers. |
| 7 | Aerodrome Certification | Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region | a. 50% of the international aerodromes certified by the end of 2015<br><br>b. 80% of the international aerodromes certified by the end of 2016 | - Establish process and identify a certification model<br><br>- SMS implementation<br><br>- Airport Emergency Plan.<br><br>- Review initial and refresher training to ensure aerodromes certification requirements are met. |

| | Metric | Safety Indicator | Safety Target | Action Plan |
|---|---|---|---|---|
| | | | | - Develop regional guidance and a phased approach of aerodromes certification implementation.<br><br>- Conduct airport visits and airport technical missions to improve maintenance of runways and runway/taxiway related lighting and markings in accordance with Annex 14 |
| 8 | SSP/SMS Implementation | Number of States having completed implementation of SSP Phase 1 | a. 5 States by the end of 2014;<br>b. 10 States by the end of 2015; and<br>c. all the 15 MID States by the end of 2016. | - Improvement of safety culture;<br><br>- Establishment of effective reporting systems which include mandatory and voluntary reporting systems;<br><br>- Safety training and awareness (SSP, SMS, etc), including high-level management safety briefings;<br><br>- Internal & external communication and dissemination of safety information;<br><br>- Sharing of safety data at national and regional level;<br><br>- Sharing of best practices;<br><br>- ICAO SSP, SMS and ECCAIRS trainings, including CBT;<br><br>- Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc); |
| | | Number of States having completed implementation of SSP Phase 2 | a. 5 States by the end of 2015;<br>b. 10 States by the end of 2016; and<br>c. all the 15 MID States by the end of 2017. | |
| | | Number of States having completed implementation of SSP Phase 3 | a. 5 States by the end of 2016;<br>b. 10 States by the end of 2017; and<br>c. all the 15 MID States by the end of 2018. | |

| | | Metric | Safety Indicator | Safety Target | Action Plan |
|---|---|---|---|---|---|
| | | | | | - Establishment of Regional Safety Oversight Organization(s) (RSOO) to assist States in the implementation of SSP in an expeditious manner. |
| | | | Number of Service Providers having completed implementation of SMS Phase 1, as a percentage of all service providers required to implement SMS | a. 40% of the service providers having completed implementation of SMS Phase 1 by the end of 2014;<br><br>b. 75% of the service providers having completed implementation of SMS Phase 1 by the end of 2015; and<br><br>c. all the service providers having completed implementation of SMS Phase 1 by the end of 2016 | - Improvement of safety culture;<br><br>- Establishment of effective reporting systems which include mandatory and voluntary reporting systems;<br><br>- Safety training and awareness (SSP, SMS, etc), including high-level management safety briefings;<br><br>- Internal & external communication and dissemination of safety information;<br><br>- Sharing of safety data at national and regional level;<br><br>- ICAO SSP, SMS and ECCAIRS trainings, including CBT;<br><br>- Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc). |
| | | | Number of Service Providers having completed implementation of SMS Phase 2, as a percentage of all service providers required to implement SMS | a. 40% of the service providers having completed implementation of SMS Phase 2 by the end of 2015;<br><br>b. 75% of the service providers having completed implementation of SMS Phase 2 by the end of 2016; and<br><br>c. all the service providers having completed implementation of SMS Phase 2 by the end of 2017 | |
| | | | Number of Service Providers having completed implementation of SMS Phase 3, as a percentage of all service providers required to implement SMS. | a. 40% of the service providers having completed implementation of SMS Phase 3 by the end of 2016;<br><br>b. 75% of the service providers having completed implementation of SMS Phase 3 by the end of 2017; and | |

| | Metric | Safety Indicator | Safety Target | Action Plan |
|---|---|---|---|---|
| | | | c. all the service providers having completed implementation of SMS Phase 3 by the end of 2018 | |

*Note*: *The different phases of implementation of SSP and SMS as defined in the Safety Management Manual (Doc 9859)*

## Action Plans:

RASG-MID through its activities under the various safety teams will continue to develop, update and monitor the implementation of Action Plans to achieve the safety targets.

A progress report on the implementation of the Action Plans and achieved targets will be presented to the MID Safety Summit.

## Governance:

The MID Region Safety Strategy is to be endorsed by the MID States' Directors General of Civil Aviation.

The MID Region Safety Strategy will guide the work of RASG-MID and all its member States and partners.

The RASG-MID will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

Progress on the implementation of the MID Region Safety Strategy and the achievement of the agreed Safety Targets will be reported to the ICAO Air navigation Commission (ANC), through the review of the RASG-MID reports; and to the stakeholders in the Region during the MID Region Safety Summits.

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ADCI TF/2
Report on Agenda Item 4

**REPORT ON AGENDA ITEM 4:   CERTIFICATION PROCESS AND IMPLEMENTATION ISSUES**


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

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

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

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

4.5             The meeting noted that ICAO MID Regional Office issued State Letter (Ref. ME 3/56.16- 13/093 dated 10 April 2013) asking MID States to respond to a survey on the Status of Implementation of Aerodrome Certification.  Based on the latest feedback provided by States, the Aerodromes Certification Implementation table has been update as shown in **Appendix 4C** to the Report on Agenda Item 4.  The table shows that 28 of the 68 MID States International Aerodromes have been certified.  This number represents 41% of the International Aerodromes listed in the ANP.

4.6             In addition, the table shows that MID ANP includes 52 Aerodromes designated for International Air Transport for Regular Use (RS) of which 26 Aerodromes (50%) have been certified. There is only one Aerodrome designated as International non-scheduled Air Transport for Regular Use (RNS) certified out of the reported 4 Aerodromes representing 25%. Other than that, 8% of aerodromes designated as International scheduled Air Transport for Alternate Use (AS) were certified and none of the International non-scheduled Air Transport for Alternate Use (ANS) has yet been certified.

4.7             The above mentioned table has included 8 International Aerodromes from Sudan following the decision to include Libya and Sudan to the MID ANP.  Libyan CAA has not responded to ICAO questionnaire about their number of International Aerodromes and the Certification status. The percentage of Certified Aerodromes, without consideration of the Aerodromes in Libya and Sudan would be 45% as shown in **Appendix 4D** to the Report on Agenda Item 4.

4.8             The meeting noted that States have given lower priority for Certification to the RNS, AS, and ANS Aerodromes.  This can be related to their lower traffic volumes when compared to the RS Aerodromes.  Accordingly, the meeting agreed that RS Aerodromes may take first priority in the process of Aerodromes Certification while keeping in mind that all International Aerodromes should be certified according to Annex 14 Vol. I.

ADCI TF/2
Report on Agenda Item 4

4.9        Based on the above, the meeting has agreed to consider the following States as high priority to improve the percentage of their Aerodromes Certifications:  Iran, Iraq, Lebanon, Sudan and Yemen.

4.10        Sudan delivered a Power Point Presentation highlighting the process of Certification of Khartoum International Airport (KIA).  The presentation described the five processes used to conduct Airport Certification.  Sudan indicated that all International Aerodromes are planned to be certified by end of year 2016.

4.11        In this respect, Sudan Civil Aviation Authority has adopted the UAE model which was presented in the ADCI TF/1 Meeting.  Sudan also has benefited from Jordanian Aerodromes Regulatory Framework and received support from Egyptian Aerodrome Operators Experts.  The meeting appreciated Sudan's progress and initiatives to use other MID States model to expedite their Aerodromes Certification.

4.12        Doha International Airport Company presented its experience and challenges related to the Certification of the existing Doha International Airport in 2011 and the Certification of the new Hamad International Airport in Doha in 2012 from the perspective of the aerodrome operator and licensee.  In the last three years, Doha International Airport and Qatar Civil Aviation Authority were faced with as diverse challenges during the Certification of a legacy airport that was grown out of proportion and operating beyond its original design capacity on one hand, as well as the Certification of a brand new State of the art greenfield airport on the other hand.

4.13        The European Aviation Safety Agency (EASA) presented practical examples of deviations found at Aerodromes.  The presentation suggested ways in which the deviations can be handled and documented in the Aerodrome Certification with the concept of Equivalent Level of Safety, Special Condition and DAAD (Deviations Acceptance and Action Document).  The presentation is however to be seen as examples only, since the situation at every airport may differ substantially and need to be assessed individually.

4.14        EASA informed the meeting about a potential upcoming training opportunity on the EASA body of rules and their use in the 2nd Q of 2014.  This training is still subject to a decision by the governance of the programme through which it would be funded.  As soon as the funds are approved by the governance of the programme EASA will coordinate with the ICAO MID Office to invite States to attend the training.

4.15        The United States Federal Aviation Administration (FAA) presented a Working Paper on Airport Certification as a way to improve and aid Airport Safety.  FAA Working Paper highlighted recent improvements in the US Aerodrome Certification Program.  In the United States there are 546 airports certificated by the FAA and the Certification Regulation, which was updated in 1988 and 2004, was recently updated in March 2013.

4.16        FAA has undertaken a number of initiatives to improve Airport Certification in the US.  First, an Instructional System has been designed effort to identify competencies associated with Aerodrome Inspectors and improve their training and qualification process.  Second, the Wildlife Hazards Program has been extensively updated with rulemaking action and the revision of all related advisory circulars associated with Wildlife Hazard Control.  Another area of improvement is the improvement of runway safety areas and the deployment of Engineered Materials Arresting Systems (EMAS).

4.17        To date there have been 66 EMAS systems installed.  Finally, Safety Management Systems has been an area of concern to the FAA.  The paper has also overviewed programs that the FAA has found to be relevant and important to the critical effort of Aerodrome Certification.

4.18        Oman and UAE presented Working Papers addressing the competency of aerodrome personnel.  The papers discussed the variation worldwide in regulating and assessing aerodromes safety competency and highlighted the importance of the aerodrome personnel competency.

4.19        Bahrain proposed that States, as a minimum, be urged to develop regulatory requirement for aerodromes operator key personnel as part of their Aerodrome Certification Regulations. The proposal was supported by Oman, Saudi Arabia, Sudan and UAE.

4.20        The meeting noted that ADCI TF/1 revealed a variation in the level of Aerodromes Certification Implementation.  Some MID States have certified all their International Aerodromes achieving 100% Certification of Aerodromes listed the ANP whereas some other States have not certified any Aerodrome.  Accordingly, the meeting agreed to the establishment of MID ADCI Support Team (ADCST) on a similar model to the MID PBN Support Team (MPST) which was established under MIDANPIRG/13 Decision 13/48.  Based on the above, the meeting agreed to the following Draft Decision:

> ***DRAFT DECISION 2/2:        ESTABLISHMENT OF MID AERODROME CERTIFICATION SUPPORT TEAM (ADCST)***
>
> *That, ADCST be established with TOR as at **Appendix 4E** to the Report on Agenda Item 4.  The ADCST shall, upon request, support States that may require assistance in their Aerodrome Certification.*

4.21        The composition of the GO Team would be of experts from ICAO, Bahrain, Qatar and UAE as a champion as suggested by Sudan and Lebanon.  FAA has agreed in principle to join the Go Team and final confirmation will made at later stage.

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**Deficiencies in the AOP Field**

**BAHRAIN**

| Item No | Identification | | Deficiencies | | | Corrective Action | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Requirement | Facilities/ Services | Description | Date First Reported | Remarks/ Rationale for Non-elimination | Description | Executing Body | Date of Completion | Priority for Action |
| | | | No Deficiencies Reported | | | | | | |

[1] Rationale for non-elimination:   "F"= Financial     "H"= Human Resources     "S"= State (Military/political)     "O"= Other unknown causes

**Deficiencies in the AOP Field**

**EGYPT**

| Item No | Identification | | Deficiencies | | | | Corrective Action | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **Requirement** | **Facilities/ Services** | **Description** | **Date First Reported** | **Remarks/ Rationale for Non-elimination** | | **Description** | **Executing Body** | **Date of Completion** | **Priority for Action** |
| 1 | MID Basic ANP & FASID (Doc 9708) | Alexandria Int`l Airport | Runway is short and current distance is 7221 FT with runway all up weight maximum 68000kgs | Jul, 2004 | Cannot be served as an alternate | F O | Plan to extend Runway | Egypt | Jan, 2013 | A |
| 2 | Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4 | Luxor, Aswan, Borg El Arab, Alexandria, ALamainTaba, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports | Implementation of Aerodrome Operations Safety Management | Nov, 2006 | - | F H | Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations. State: Implemented for 4 Airports .Cairo, Sharm El Sheikh,, Hurghada, Maersa Alam In Progress ASWAN, LuXer, Borg El-Arab, Taba, The rest is planned for Nov 2014 | Egypt | Nov, 2014 | U |

<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 | Need to develop an Aerodrome Manual for each listed international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate.  State:  implemented: Cairo, Sharm El-Sheikh,Hurghada, Mersa Alam,  In Progress:  Luxor,Aswan Borg Al-Arab, Taba  The rest is planned for Nov 2014 | Egypt | Nov, 2014 | U |
| 4 | Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3 | Alexandria Int`l Airport | No runway demarcation lines available on RWY 18/36, to identify the entry position to RWY 04/22 | May, 2007 | - | F | Runway is closed for extension and upgrade | Egypt | Jan, 2013 | U |

[1] Rationale for non-elimination:   "F"= Financial                "H"= Human Resources                "S"= State (Military/political)                "O"= Other unknown causes

## Deficiencies in the AOP Field

## IRAN

| Item No | Identification | | Deficiencies | | | | Corrective Action | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Requirement | Facilities/ Services | Description | Date First Reported | Remarks/ Rationale for Non-elimination | | Description | Executing Body | Date of Completion | Priority for Action |
| 1 | Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4 | Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airports | Implementation of Aerodrome Operations Safety Management | Nov, 2006 | - | F H | Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations | Iran | Jan, 2013 | U |
| 2 | Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4 | Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airport, | Implementation of Certification of Aerodromes used for international operations | Nov, 2006 | - | F H | Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting Certification of Aerodrome. | Iran | Jan, 2013 | U |

[1] Rationale for non-elimination:   "F"= Financial          "H"= Human Resources          "S"= State (Military/political)          "O"= Other unknown causes

**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,<br><br>State: Dec 2010 except for Baghdad & Najaf June 2011 | Iraq | Dec, 2014 | U |
| 2 | Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4 | Baghdad/ Basrah/ Erbil /Sulaymaniyah / Al Najaf Intl. Airports | Implementation of Certification of Aerodromes used for international operations | Nov, 2006 | - | F H O | Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting certification of aerodrome.<br>State: Dec, 2010 except for Baghdad & Najaf June 2011 | Iraq | Jan, 2014 | U |

(1) Rationale for non-elimination:  "F"= Financial          "H"= Human Resources          "S"= State (Military/political)          "O"= Other unknown causes

**Deficiencies in the AOP Field**

**JORDAN**

| Item No | Identification | | Deficiencies | | | | Corrective Action | | | |
|---------|----------------|--|--------------|--|--|--|-------------------|--|--|--|
| | **Requirement** | **Facilities/ Services** | **Description** | **Date First Reported** | **Remarks/ Rationale for Non-elimination** | | **Description** | **Executing Body** | **Date of Completion** | **Priority for Action** |
| 1 | Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4 | Amman/Queen Alia, Amman/Marka, King Hussien/Aqaba Intl. Airports | Implementation of Aerodrome Operations Safety Management | Nov, 2006 | State Safety Programme has been established, SMS is implemented at King Hussein Int.l Aerodrome only. | S | Need to ensure implementation of SMS for aerodrome operations at Queen Alia, and Marka Int'l Aerodromes in order to achieve an acceptable level of safety | Jordan CARC | Sep, 2013 | U |

(1) Rationale for non-elimination:   "F"= Financial          "H"= Human Resources          "S"= State (Military/political)          "O"= Other unknown causes

**Deficiencies in the AOP Field**

**KUWAIT**

| Item No | Identification | | Deficiencies | | | Corrective Action | | | |
|---|---|---|---|---|---|---|---|---|---|
| | **Requirement** | **Facilities/ Services** | **Description** | **Date First Reported** | **Remarks/ Rationale for Non-elimination** | **Description** | **Executing Body** | **Date of Completion** | **Priority for Action** |
| | | | | No Deficiencies Reported | | | | | |

(1) Rationale for non-elimination: "F"= Financial          "H"= Human Resources          "S"= State (Military/political)          "O"= Other unknown causes

**Deficiencies in the AOP Field**

**LEBANON**

| Item No | Identification | | Deficiencies | | | | Corrective Action | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **Requirement** | **Facilities/ Services** | **Description** | **Date First Reported** | **Remarks/ Rationale for Non-elimination** | | **Description** | **Executing Body** | **Date of Completion** | **Priority for Action** |
| 1 | Annex 14 Vol. 1.4.1, 1.4.4 | R.B.H. Beirut Intl. Airport | Implementation of Certification of Aerodromes used for international operations | Nov, 2006 | - | F H | Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate | Lebanon | Jan, 2013 | U |
| 2 | Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4 | R.B.H. Beirut Intl. Airport | Implementation of Aerodrome Operations Safety Management | Nov, 2006 | - | F H | Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations | Lebanon | Jan, 2013 | U |

[1] Rationale for non-elimination:   "F"= Financial        "H"= Human Resources        "S"= State (Military/political)        "O"= Other unknown causes

4A-9

ADCI TF/2- REPORT
APPENDIX 4A

## Deficiencies in the AOP Field

## OMAN

| Item No | Identification | | Deficiencies | | | | Corrective Action | | | |
|---------|----------------|--|--------------|--|--|--|-------------------|--|--|--|
| | Requirement | Facilities/ Services | Description | Date First Reported | Remarks/ Rationale for Non-elimination | | Description | Executing Body | Date of Completion | Priority for Action |
| 1 | Annex 14 Vol. 1.4.1, 1.4.4 | Muscat/ Salalah Intl. Airports | Implementation of Certification of Aerodromes used for international operations | Nov, 2006 | - | H | Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate | Oman | Dec, 2013 | U |
| 2 | Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4 | Muscat/ Salalah Intl. Airports | Implementation of Aerodrome Operations Safety Management | Nov, 2006 | - | H | Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations | Oman | Dec, 2013 | U |

[1] Rationale for non-elimination:  "F"= Financial         "H"= Human Resources         "S"= State (Military/political)         "O"= Other unknown causes

**Deficiencies in the AOP Field**

**QATAR**

| Item No | Identification | | Deficiencies | | | Corrective Action | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Requirement | Facilities/ Services | Description | Date First Reported | Remarks/ Rationale for Non-elimination | Description | Executing Body | Date of Completion | Priority for Action |
| | | | | No Deficiencies Reported | | | | | |

[1] Rationale for non-elimination:  "F"= Financial  "H"= Human Resources  "S"= State (Military/political)  "O"= Other unknown causes

4A-11

**Deficiencies in the AOP Field**

**SAUDI ARABIA**

| Item No | Identification | | Deficiencies | | | Corrective Action | | | |
|---------|----------------|---|--------------|---|---|-------------------|---|---|---|
| | **Requirement** | **Facilities/ Services** | **Description** | **Date First Reported** | **Remarks/ Rationale for Non-elimination** | **Description** | **Executing Body** | **Date of Completion** | **Priority for Action** |
| | | | | No Deficiencies Reported | | | | | |

[1] Rationale for non-elimination: "F"= Financial        "H"= Human Resources        "S"= State (Military/political)        "O"= Other unknown causes

## Deficiencies in the AOP Field

## SYRIA

| Item No | Identification | | Deficiencies | | | | Corrective Action | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **Requirement** | **Facilities/ Services** | **Description** | **Date First Reported** | **Remarks/ Rationale for Non-elimination** | | **Description** | **Executing Body** | **Date of Completion** | **Priority for Action** |
| 1 | Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3 | Damascus int`l Airport | Apron lighting inadequate | Sep, 2003 | - | F H | Apron lighting is to be improved | Syria | Jan, 2013 | U |
| 2 | Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3 | Damascus int`l Airport | Runway surface rough and damaged. Runway markings unsatisfactory | Sep, 2003 | - | F H | RWY Surface to be repaired and refurbished, Markings are to be improved | Syria | Jan, 2013 | A |
| 3 | Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3 | Damascus int`l Airport | DAM/DVOR 116 MHZ Out of Service | Jun, 2004 | - | F | The VOR/DME to be replaced | Syria | Jan, 2013 | A |
| 4 | Annex 14 Vol. 1.4.1, 1.4.4 | Damascus, Aleppo, Bassel Al-Assad Int`l. Airports | Implementation of Certification of Aerodromes used for international operations | Nov, 2006 | - | F H | Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate | Syria | Jan, 2013 | U |
| 5 | Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4 | Damascus, Aleppo, Bassel Al-Assad Intl. Airports | Implementation of Aerodrome Operations Safety Management | Nov, 2006 | - | F H | Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations | Syria | Jan, 2013 | U |

[1] Rationale for non-elimination:  "F"= Financial          "H"= Human Resources          "S"= State (Military/political)          "O"= Other unknown causes

**Deficiencies in the AOP Field**

**UAE**

| Item No | Identification | | Deficiencies | | | Corrective Action | | | |
|---------|----------------|---|--------------|---|---|-------------------|---|---|---|
| | **Requirement** | **Facilities/ Services** | **Description** | **Date First Reported** | **Remarks/ Rationale for Non-elimination** | **Description** | **Executing Body** | **Date of Completion** | **Priority for Action** |
| | | | No Deficiencies Reported | | | | | | |

(1) Rationale for non-elimination:  "F"= Financial  "H"= Human Resources  "S"= State (Military/political)  "O"= Other unknown causes

**Deficiencies in the AOP Field**

**YEMEN**

| Item No | Identification | | Deficiencies | | | | Corrective Action | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **Requirement** | **Facilities/ Services** | **Description** | **Date First Reported** | **Remarks/ Rationale for Non-elimination** | | **Description** | **Executing Body** | **Date of Completion** | **Priority for Action** |
| 1 | Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4 | Sanaa, Aden, Hodeibah, Taiz Intl. Airports | Implementation of Aerodrome Operations Safety Management | Nov, 2006 | - | F H | Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations | Yemen | Jan, 2013 | U |
| 2 | Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4 | Sanaa, Aden, Hodeibah, Taiz Intl. Airports | Implementation of Certification of Aerodromes used for international operations | Nov, 2006 | - | F H | Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti | Yemen | Jan, 2013 | U |

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(1) Rationale for non-elimination: "F"= Financial    "H"= Human Resources    "S"= State (Military/political)    "O"= Other unknown causes

ADCI TF/2-REPORT
APPENDIX 4B

IFALPA Annex 29 Part 3
ADCI TF/2
Appendix 4B to the Report on Agenda Item 4
October 2011
29-3-MID-1

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

| Subsection | IFALPA Deficiency | Action Required/Remarks |
|---|---|---|

## EGYPT                                                    EALPA

### Aswan (HESN) (ASW)                          DEFICIENT [Oct 2011]

| Subsection | IFALPA Deficiency | Action Required/Remarks |
|---|---|---|
| AGA (1) | First 200m RWY 35 unusable. No displaced threshold markers | Markers required. |

### Cairo International (HECA) (CAI)             DEFICIENT [Oct 2010]

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

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

### Luxor (HELX) (LXR)                          DEFICIENT [Oct 2011]

| Subsection | IFALPA Deficiency | Action Required/Remarks |
|---|---|---|
| AGA (1) | Runway has heavy rubber accretion | |
| AGA (3) | PAPIS/VASIS not available | |

### Sharm el Sheik Int'l (HESH) (SSH)           DEFICIENT [Oct 2011]

| Subsection | IFALPA Deficiency | Action Required/Remarks |
|---|---|---|
| AGA (1) | RWY 04 undulating with heavy rubber accretion | |
| AGA (5) & (6) | Taxiway lighting inadequate<br>Apron lighting inadequate | |
| AGA (5) RAC (1) | Confusion in taxiway instructions | |

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

| Subsection | IFALPA Deficiency | Action Required/Remarks |
|---|---|---|

## LEBANON

### Beirut (OLBA)                DEFICIENT [Oct 2011]

| Subsection | IFALPA Deficiency | Action Required/Remarks |
|---|---|---|
| SECURITY | Domestic houses built inside airport perimeter close to the movement area. | |

## LIBYA

### Benghazi (HLLB)             DEFICIENT [Oct 2011]

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

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

### SYRIA

### Damascus (OSDI) (DAM)         DEFICIENT [Oct 2011]

| Subsection | IFALPA Deficiency | Action Required/Remarks |
|---|---|---|
| AGA (6) | Apron lighting and guidance system inadequate. | Always follow the marshallers instructions |
| MET (6) | No VOLMET available. | |

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

**STATUS OF AERODROME CERTIFICATION IMPLEMENTATION IN MID REGION**

| Sr | State | Listed aerodromes | | | | | Certified Aerodromes | | | | | Percentage certified | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | RS | RNS | AS | ANS | Total | RS | RNS | AS | ANS | Total | | |
| 1 | Bahrain | 1 | | | | 1 | 1 | | | | 1 | 100% | |
| 2 | Egypt | 8 | 1 | 7 | | 16 | 4 | | | | 4 | 25% | |
| 3 | Iran | 7 | 1 | | | 8 | 2 | | | | 2 | 25% | |
| 4 | Iraq | 5 | 1 | | | 6 | 2 | | | | 2 | 33% | |
| 5 | Jordan | 2 | | 1 | | 3 | 1 | | | | 1 | 33% | |
| 6 | Kuwait | 1 | | | | 1 | 1 | | | | 1 | 100% | |
| 7 | Lebanon | 1 | | | | 1 | 0 | | | | 0 | 0% | |
| 8 | Libya | | | | | | | | | | | | No available information |
| 9 | Oman | 1 | | 1 | | 2 | 1 | | 1 | | 2 | 100% | |
| 10 | Qatar | 2 | | | | 2 | 2 | | | | 2 | 100% | |
| 11 | Saudi Arabia | 4 | | | | 4 | 4 | | | | 4 | 100% | |
| 12 | Sudan | 5 | | | 3 | 8 | 1 | | | | 1 | 13% | |
| 13 | Syria | 3 | | | | 3 | 0 | | | | 0 | 0% | |
| 14 | UAE | 7 | 1 | | | 8 | 7 | 1 | | | 8 | 100% | |
| 15 | Yemen | 5 | | | | 5 | 0 | | | | 0 | 0% | |
| | Total | 52 | 4 | 9 | 3 | 68 | 26 | 1 | 1 | 0 | 28 | 41% | |
| | % certified | | | | | | 50% | 25% | 11% | 0% | 41% | | |

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**STATUS OF AERODROME CERTIFICATION IMPLEMENTATION IN MID REGION**

| Sr | State | Listed aerodromes | | | | | Certified Aerodromes | | | | | Percentage certified | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | RS | RNS | AS | ANS | Total | RS | RNS | AS | ANS | Total | | |
| 1 | Bahrain | 1 | | | | 1 | 1 | | | | 1 | 100% | |
| 2 | Egypt | 8 | 1 | 7 | | 16 | 4 | | | | 4 | 25% | |
| 3 | Iran | 7 | 1 | | | 8 | 2 | | | | 2 | 25% | |
| 4 | Iraq | 5 | 1 | | | 6 | 2 | | | | 2 | 33% | |
| 5 | Jordan | 2 | | 1 | | 3 | 1 | | | | 1 | 33% | |
| 6 | Kuwait | 1 | | | | 1 | 1 | | | | 1 | 100% | |
| 7 | Lebanon | 1 | | | | 1 | 0 | | | | 0 | 0% | |
| 8 | Libya | | | | | | | | | | | | No available information |
| 9 | Oman | 1 | | 1 | | 2 | 1 | | 1 | | 2 | 100% | |
| 10 | Qatar | 2 | | | | 2 | 2 | | | | 2 | 100% | |
| 11 | Saudi Arabia | 4 | | | | 4 | 4 | | | | 4 | 100% | |
| 12 | Sudan | | | | | | | | | | | | |
| 13 | Syria | 3 | | | | 3 | 0 | | | | 0 | 0% | |
| 14 | UAE | 7 | 1 | | | 8 | 7 | 1 | | | 8 | 100% | |
| 15 | Yemen | 5 | | | | 5 | 0 | | | | 0 | 0% | |
| | Total | 47 | 4 | 9 | 0 | 60 | 25 | 1 | 1 | 0 | 27 | 45% | |
| | % certified | | | | | | 53% | 25% | 11% | | 45% | | |

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**TERMS OF REFERENCE FOR
MID ADC SUPPORT TEAM (ADCST)**

1. **TERMS OF REFERENCE:**

   a)   promote Aerodrome Certification (ADC) and convince Stakeholders to support the ADC;

   b)   gap Analysis and ADC Implementation Plan update/improvement; and

   c)   implementation of ADC. This would result in the engagement at a working level to coordinate and provide assistance to States.

2. **WORK PROGRAMME:**

   a)   collection of required data and practices to maintain data integrity;

   b)   conducting analysis and assessments;

   c)   completion and improvement of ADC implementation plans;

   d)   guidance to establish the regulatory framework, certification process and other mechanisms necessary for implementation and sustainment of ADC capabilities;

   e)   assist in operational approval;

   f)   providing guidance to States in ADC implementation, and

   g)   undertake other functions relevant to implementation of ADC as assigned by the ADCI TF and report to ADCI TF

3. **COMPOSITION OF THE TASK FORCE**

   Experts from MID Region States and International/Regional Organizations.

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ADCI TF/2
Report on Agenda Item 5

**REPORT ON AGENDA ITEM 5:**     **FUTURE WORK PROGRAMME**

5.1          The meeting noted the outcome of the First MID Safety Summit and agreed that Future Work Programme will be aligned with the Safety Summit Strategy and Targets. The Safety Summit suggested actions for Aerodromes Certification and for Runway & Ground Safety will be observed by the ADCI TF team.

5.2          Taking into consideration that MIDANPIRG/14 is planned to be held in 15-19 December 2013 in Jeddah, Saudi Arabia, the meeting agreed that the next meeting (ADCI TF/3) be held during the Second Quarter of 2014.  Considering UAE tentative offer to host a Workshop on Aerodromes Certification, UAE agreed to host the ADCI TF/3 to be back to back with the Workshop. The meeting has appreciated UAE offers in support of the Aerodromes Certification Implementation Task force.

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ADCI TF/2
Report on Agenda Item 6

**REPORT ON AGENDA ITEM 6:   ANY OTHER BUSINESS**

6.1          Nothing has been discussed under this Agenda Item.


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ADCI TF/2
Attachment A to the Report

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