



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**FIRST MEETING OF THE RUNWAY AND GROUND SAFETY  
WORKING GROUP**

**(RGS WG/1)**

*(Cairo, Egypt, 7 – 9 April 2014)*

The views expressed in this Report should be taken as those of the MID Region Runway and Ground Safety Working Group (RGS WG) and not of the Organization. This Report will, however, be submitted to the RAS-MID and any formal action taken will be published in due course as a Supplement to the Report.

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

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

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

1.1. The First Meeting of the Runway and Ground Safety Working Group (RGS WG/1) was held in the Conference hall of the ICAO Middle East (MID) Regional Office, Cairo, Egypt, 7-9 April 2014.

### **2. OPENING**

2.1. Mr. Mohamed Smaoui, Deputy Regional Director of the ICAO Middle East Office, welcomed the participants to Cairo and wished them a successful and fruitful meeting. He highlighted the agreement of MIDANPIRG/14 and RASG-MID/3 meetings for the transfer of the aerodrome safety activities to the RASG-MID framework.

2.2. Mr. Smaoui recalled that the RGS WG was established by the RASG-MID/3 meeting to promote the runway and ground safety in the MID Region in line with the MID Aviation Safety Strategy. It will support the RASG-MID Steering Committee (RSC) and Regional Aviation Safety Team (MID-RAST) in the development, implementation, and monitoring of Safety Enhancement Initiatives (SEIs) related to the RGS Focus Area (FA).

2.3. In closing, Mr. Smaoui highlighted that the first RGS WG meeting will review the agreed Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) in the area of RGS and recommend implementation actions. In addition, the meeting will discuss the ways forward to launch a Go-Team to support the establishment of Runway Safety Teams (RST) at the International Airports.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of forty eight (48) participants, from eight (8) States (Bahrain, Egypt, Libya, Oman, Qatar, Saudi Arabia, Sudan and UAE). The list of participants is at the **Attachment A** to the Report.

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

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

### **5. LANGUAGE**

5.1 Discussions were conducted in English and documentation was issued in English.

**6. AGENDA**

6.1 The following Agenda was adopted:

- Agenda Item 1: Adoption of the Provisional Agenda and election of Chairperson
- Agenda Item 2: Implementation of Aerodrome Safety priorities and objectives in the MID Region
- Agenda Item 3: Coordination between RASG-MID and MIDANPIRG in the area of Aerodrome Safety
- Agenda Item 4: Future Work Programme
- Agenda Item 5: Any other business

**7. CONCLUSIONS AND DECISIONS - DEFINITIONS**

7.1 All RASG-MID Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with the 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 DRAFT DECISIONS**

*DRAFT CONCLUSION 1/1: RISK REDUCTION OF UN-STABILIZED APPROACH*

*DRAFT CONCLUSION 1/2: ADDITIONAL RGS SEIS*

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**PART II: REPORT ON AGENDA ITEMS**

**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF CHAIRPERSONS**

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

1.2 The meeting recalled that Mr. Mohammad Faisal Al Dossari, Director, Air Navigation & Aerodromes Department, General Civil Aviation Authority (GCAA), UAE has been acting as the RGS Coordinator under the MID-RAST. Accordingly, the meeting unanimously elected Mr. Al Dossari as the Chairperson of the RGS WG.

1.3 The meeting has also unanimously elected Eng. Angie Ahmed Abd Alla Mostafa, Head of Aerodromes Safety and Standards, Egyptian Civil Aviation Authority, as the Vice-Chairperson of the of the RGS WG.

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**REPORT ON AGENDA ITEM 2: IMPLEMENTATION OF AERODROME SAFETY PRIORITIES AND OBJECTIVES IN THE MID REGION*****Outcome of RASG-MID/3***

2.1 The meeting reviewed the RASG-MID/3 meeting (Kuwait, 27-29 January 2014) Decision and Conclusions. The meeting recalled that the RASG-MID/3 agreed through Decision 3/1 to the establishment of Runway and Ground Safety Working Group (RGS WG) and that the RASG-MID Organizational Structure be updated to reflect the establishment of the RGS WG as at **Appendix 2A**.

***SEIs and DIPs related to RGS***

2.2 The meeting recalled that the SEIs related to Runway and Ground Safety (RGS) have been endorsed by the RASG-MID/3 meeting as at **Appendix 2B**. The meeting also noted that the RGS SEIs have been consolidated to three SEIs and they were aligned with the new Global Aviation Safety Plan (GASP).

***DIP of MID-RASG/RGS/1***

2.3 The meeting recalled that the objective was to reduce the number of un-stabilized approaches through specific training for pilots and air traffic controllers and promotion of pilot adherence to Standard Operating Procedures for approaches. In this respect, it was highlighted that the First MID Annual Safety Report demonstrated that un-stabilized approaches were a major contributing factor to Runway Excursions.

2.4 The meeting noted that IATA agreed to be the Champion of this DIP and that IATA will coordinate with CANSO in order to provide the DIP milestones taking into consideration the following:

- 1) During the first PBN Sub-Group meeting (Cairo, Egypt, 1-3 April 2014), it was decided that States would provide information on runway ends that have reported Un-Stabilized approaches as to determine causal factors and trend. IATA will distribute an information request to Airlines as to identify specific aerodrome runway ends with Un-Stabilized approaches.
- 2) Data received from the States and IATA will be reviewed by the RGS Working Group as to align with aerodrome technical visits to address Un-Stable approaches.

2.5 Sudan suggested to consider adding training of aerodrome operators as part of this DIP and Bahrain indicated that they had a successful experience with reduction of the number of Un-Stabilized approaches. The amount of go-around was reduced from 1 per every 500 arrivals in 2012 to 1 per every 1000 arrivals in 2013 after adopting the following measures and changes:

- 1) Final and downwind fixes/parameters were defined and depicted on the approach display.
- 2) Speed control limitations and short cut limitations were mandated to reduce the controller's contribution in unstable approaches.

- 3) The implementation of 3 NM separation within 10 NM final.
- 4) Automatic transfer of control of IFR arrivals within 4 NM (application of VFR separation by Tower within 4 NM).

2.6 Egypt presented a study on missed approach cases during 2013 at Cairo International Airport. The study analyzed the causes behind the missed approaches (un-stabilized approach was one of the major causes) and suggested measures to decrease the number of missed approach by 50% in year 2014.

2.7 Based on the above, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION I/1: RISK REDUCTION OF UN-STABILIZED APPROACH***

*That, States that have not yet done so, be urged to minimize the risk of un-stabilized approach through (but not limited to):*

- a) training of operators (pilots, air traffic controllers/air navigation service providers, and aerodrome operators;*
- b) development of relevant Guidance materials;*
- c) mandatory reporting of un-stabilized approaches, assessment and mitigation of the associated risk and conduct of necessary safety oversight, as part of SMS implementation; and*
- d) review of Standards Operation Procedures.*

2.8 The meeting agreed that the above should be taken into consideration by IATA when finalizing the DIP RGS/1.

***DIP of MID-RASG/RGS/2***

2.9 The meeting recalled that the objective was to develop guidance material and training programmes to support the creation of action plans by local aerodrome Runway Safety Teams (RST).

2.10 The meeting noted with appreciation that UAE offered to be the Champion of this DIP. The DIP milestones are as follows:

- 1) Organise a Workshop for Regional RST Go-Teams - June 2014.
- 2) Develop and issue regulatory framework supporting establishment of LRSTs - September 2014.
- 3) Develop and issue stop bar guidance documentation for consideration of LRSTs - April 2014.
- 4) Develop and issue a model checklist for LRSTs - December 2014.

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***DIP of MID-RASG/RGS/3***

2.11 The meeting recalled that this Safety Enhancement Initiative was related to Aerodrome Infrastructure and Maintenance Management.

2.12 The meeting noted with appreciation that UAE offered to be the Champion of this DIP. The DIP milestones are as follows:

- 1) Conduct a MID-Regional Runway Safety Seminar - June 2014.
- 2) Organise a Regional Aerodrome Certification Workshop - June 2014.
- 3) Develop a MID-Region Aerodrome Certification toolkit for States including core items of Certification Documentation, Safety Management Systems, Physical Characteristics, Runway Surface Friction, Wildlife Hazard Control & Habitat Management, Apron Management, Aerodrome Ground Lighting, Aerodrome Safeguarding, Runway/Taxiway Incursion Prevention, Aerodrome Infrastructure Projects and Runway & Movement Areas - January 2015.
- 4) Develop and issue guidance material on periodic surveillance audits of Aerodrome Infrastructure and Maintenance - April 2015.
- 5) Develop and issue guidance material on proactive oversight of Aerodrome Infrastructure Development - June 2015.

2.13 UAE welcomed contribution from other States to the above milestones/deliverables. The following Experts agreed to support the implementation of the DIPs RGS/2 and RGS/3 especially by participating in the review and improvement of the guidance material which will be produced:

- a) Eng. Angie Ahmed Abd Alla Mostafa, Egypt;
- b) Mr. Abdulla Hassan Al Qadhi, Bahrain;
- c) Mr. Gordon Bradely, Qatar;
- d) Mr. Omar Tailamoun, Libya; and
- e) Mr. Jasem Hamed Al-Rusheidi, Oman.

***Outcome of the Wildlife/FOD Workshop***

2.14 The meeting was apprised of the outcome of the Wildlife and Foreign Object Debris (FOD) Workshop which was successfully held in Cairo, Egypt from 24 to 26 March 2014. The event was jointly organized by ICAO and IATA and hosted by the Egyptian Civil Aviation Authority (ECAA). The Egyptian Airports Company (EAC) and Cairo Airports Company (CAC) sponsored the event.

2.15 The main objective of the Workshop was to address the hazards, risk assessment and available mitigation measures associated with Wildlife and FOD. The detailed programme of the Wildlife/FOD Workshop is attached in **Appendix 2C**. The Workshop highlighted the following:

- 1) the importance of data collection and sharing among industry stakeholders;

- 2) the need to improve reporting culture;
- 3) States Regulators and Aerodrome Operators should be aware of existing standards and best practices (ICAO, FAA, ACI and other Organizations);
- 4) the importance of collaboration and communication among operators, ATCs, Aerodromes and CAAs (including local authorities) to detect and mitigate wildlife/ FOD hazards;
- 5) technology is a great tool, yet not the only effective solution;
- 6) risk assessment is an important start to develop a Wildlife/FOD program. The Wildlife/FOD hazard management program should be a live document that is continually updated;
- 7) roles and responsibilities should be defined for Wildlife/FOD programs so that Regulators set the requirement while Aerodromes Operators and ATCs implement the programs;
- 8) In accordance with ICAO Doc 9774, Wildlife Hazard Management Plan is should be part of the Aerodrome Certification requirements; and
- 9) Wildlife and FOD Control are to be included in the work programme of the RST.

***Additional SEIs and DIPs related to RGS***

2.16 The meeting agreed to develop an additional RGS SEI/DIP on Aerodrome Safeguarding and noted with appreciation that Egypt offered to be the Champion of this DIP. Sudan offered to work with Egypt on this DIP. Based on a proposal by Sudan, the meeting agreed to develop an additional SEI related to Wildlife Control with Sudan as the Champion of the DIP supported by Egypt and UAE.

2.17 The meeting was apprised of Egypt's experience related to laser attacks to aircraft in particular the mitigation measures that have been adopted. UAE advised that laser attack has been a concern especially around Dubai International Airport and that a new law has been issued to control the laser attack against aircraft.

2.18 The meeting discussed various ways to mitigate the laser attacks including, but not limited to: regulation development and enforcement, training and awareness, coordination with police and other governmental bodies, use of technology such as special protection aircraft windshield, in addition to procedures to be implemented by pilots and aerodrome operators in case of laser attack.

2.19 Based on the above, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 1/2: ADDITIONAL RGS SEIS***

*That, additional RGS SEIs be developed as follows:*

- a) *RGS/4 on Aerodrome Safeguarding with Egypt as Champion supported by Sudan;*

- 
- b) *RGS/5 on Wildlife Control with Sudan as Champion supported by Egypt and UAE; and*
  - c) *RGS/6 on laser attacks with Egypt as Champion supported by UAE.*

2.20 The meeting noted with appreciation that:

- a) Eng. Angie Ahmed Abd Alla Mostafa, Egypt as the focal point for DIP RGS/4.
- b) Mr. Fakhreldin Osman Ahmed Mehadi, Sudan as the main focal point.
- c) Eng. Mahmoud Sharaf Al-Deen, Egypt as the main focal point for RGS/6.

2.21 The meeting agreed that the main focal points will submit draft proposals on their specific areas by 31 August 2014 for presentation to the RSC/3 Meeting.

### ***Aerodrome Certification***

2.22 The meeting reviewed the updated status of Aerodromes Certification in the MID Region as at **Appendix 2D**. It was highlighted that 28 out of 71 International Aerodromes (representing 39%) had been certified in the MID Region.

2.23 The meeting reconsidered the need to establish an Aerodrome Certification Support Team (MID-ADCST), as directed by RASG-MID/3 and agreed that as a first step, the support for Aerodrome Certification will be included in the work programme of the Runway Safety Go-Team missions. In this regard, the meeting noted with appreciation an offer from UAE to conduct assistance visits to States in coordination with ICAO MID Regional Office.

2.24 The meeting invited States to review their list of International Aerodromes taking into consideration the user needs. Egypt indicated that they are in the final phase of reconsidering the list of International Aerodromes which might be reduced to a total of seven (7) International Aerodromes.

2.25 The meeting recognized the need for prioritization of actions to improve the level of Aerodrome Certification in the MID Region and achieve the Safety Target of 50% by 2015. Accordingly, three (3) States have been identified as potential for action in the short term: Egypt, Jordan and Sudan. Sudan expressed interest to receive a Go-Team supported by UAE. Libya requested also assistance to improve the level of Aerodrome Certification.

### ***Runway Safety Programme Update***

2.26 The meeting noted that ICAO has recently published the First Edition of the ICAO Runway Safety Team (RST) Handbook which is available at <http://www.icao.int/safety/RunwaySafety/Pages/Toolkits.aspx>.

2.27 In collaboration with its Safety Partners, ICAO has released the Runway Safety i-Kit which is available at:

<http://www.icao.int/safety/Implementation/Pages/iKITs.aspx>;  
<http://www.icao.int/safety/RunwaySafety/Pages/default.aspx>; and  
[http://cfapp.icao.int/tools/RSP\\_ikit/story.html](http://cfapp.icao.int/tools/RSP_ikit/story.html) .

2.28 The contents of the Runway Safety iKIT have been made available on USBs (donated by IATA) for distribution. ICAO MID Regional Office distributed samples of the i-KIT USB to the meeting participants (as one to each State delegation).

2.29 The meeting noted that ICAO MID Regional Office will organize the Second Regional Runway Safety Seminar (MID-RRSS/2) in Dubai, UAE, 2-4 June 2014. The MID-RRSS/2 will be hosted by the UAE General of Civil Authority Aviation (GCAA). The Seminar will include Workshops on RST and Aerodrome Certification.

2.30 The meeting noted that ICAO is developing a Runway Safety Go-Team guide which should be ready for presentation during the MID-RRSS/2. In addition, copies of the recently released “Draft Runway Safety Go-Team Methodology” have been distributed to the meeting participants for comments and feedback. The meeting reviewed the Methodology and agreed to adopt it as base for the MID Runway Safety Go-Team work programme. However, few comments have been made in order to improve the methodology; in particular, it was underlined that the wording used in this Methodology should be improved to be in line with the objective of the Runway Safety Go-Team, which is mainly about assistance and not audit. Therefore, it should avoid wordings such as deficiencies, corrective action plans, evidences, etc.

***The MID Region Safety Strategy related to RGS***

2.31 The meeting reviewed the MID Region Safety Indicators and Safety Targets related to RGS as detailed in the table at **Appendix 2E**. The meeting also reviewed analysis prepared by ICAO on Runway Safety related accidents (Global/MID) as at **Appendix 2F**.

2.32 In this regard, the meeting noted that ICAO HQ has grouped the categories RE, RI and WILD, among others, in RS (Runway Safety). Accordingly, the meeting agreed to the following:

- 1) change the safety theme “Runway and Ground Safety (RGS)” to “Runway Safety”;
- 2) combine the two safety indicators “Number of Runway Excursion related accidents as a percentage of all accidents” and “Number of Runway Incursion related accidents as a percentage of all accidents” to “ Number of Runway Safety related accidents per million departures; and
- 3) amendment of the RGS Safety Indicators and Targets as at **Appendix 2G**.

2.33 The meeting was apprised of the Airport Council International (ACI) Airport Excellence for Safety Programme (APEX). It was highlighted that the Memorandum of Cooperation (MOC) signed between ACI and ICAO on 15 June 2012 supports the development of the ACI APEX. The meeting noted that ACI has completed 19 safety reviews and plan for 20 reviews during 2014.

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**REPORT ON AGENDA ITEM 3: COORDINATION BETWEEN RASG-MID AND MIDANPIRG IN THE AREA OF AERODROME SAFETY**

3.1 The meeting recalled that the RASG-MID/3 meeting agreed that SMS implementation as well as Runway Safety issues be fully addressed by RASG-MID. Thus, all Aerodrome Safety issues, which represent the main activity of the MIDANPIRG AOP Sub-Group would be transferred to the RASG-MID.

3.2 The meeting recalled that the AOP deficiencies related to the Safety Management System (SMS) implementation in the fields of AGA and ATM were removed from the MANDD, since they are addressed under the framework of the RASG-MID and USOAP-CMA.

3.3 The meeting noted that MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15-19 December 2013) underlined the need to reduce to the extent possible the interference between the air navigation deficiencies and USOAP-CMA findings. Furthermore, MIDANPIRG/14 recognized the need to review the methodology used for the prioritization of the air navigation deficiencies emphasizing that the deficiencies priority "U" have a direct impact on safety and require immediate corrective measures.

3.4 The meeting noted that MIDANPIRG/14 agreed to the following Conclusion:

*CONCLUSION 14/32: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION*

*That, States be urged to:*

- a) use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies; and*
- b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.*

3.5 Based on the above, the meeting reviewed and updated the list of deficiencies related to aerodromes as at **Appendix 3A**. It was noted that a number of deficiencies recorded against Egypt and Oman have been already eliminated based on the mitigation measures implemented by Egypt and Oman and accordingly, the meeting urged Egypt and Oman to send Formal Letters to the ICAO MID Regional Office requesting the elimination of these deficiencies from the MANDD with necessary evidences, in accordance with MIDANPIRG/14 Conclusion 14/32.

***Seminar on Heliport***

3.6 The meeting recalled that MIDANPIRG/14 meeting recognized the need for an awareness campaign on the application of Annex 14 Volume II (Heliports) and agreed to the following Conclusion:

*CONCLUSION 14/8: SEMINAR ON HELIPORTS*

*That,*

- a) ICAO consider organising a Seminar on Heliports; and*
- b) MID States and International/Regional Organizations be encouraged to host and support the Seminar and to invite Service Providers and Safety Partners for attendance and active participation.*

3.7 The meeting agreed that the Seminar be planned for the first half of 2015 and suggested involvement of heliports stakeholders such as Regulators, Helicopter Operators, Hospitals and Medi-Flight Operators, Oil Companies, and Helipad owners in addition to Helideck Certification Agencies (HCA).

3.8 Egypt and UAE indicated initial interest to host the Seminar. The meeting agreed that States who are interested in hosting the Seminar will need to express that in writing to the ICAO MID Regional Director.

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**REPORT ON AGENDA ITEM 4: FUTURE WORK PROGRAMME**

4.1 The meeting reviewed the Terms of Reference (TOR) of the RGS WG and agreed that they are still valid and current.

4.2 Taking into consideration the expected dates for the RASG-MID/4 and RSC/4 meetings, the meeting agreed that the RGS WG/2 meeting be planned for the Second Quarter of 2015. The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

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**REPORT ON AGENDA ITEM 5: ANY OTHER BUSINESS**

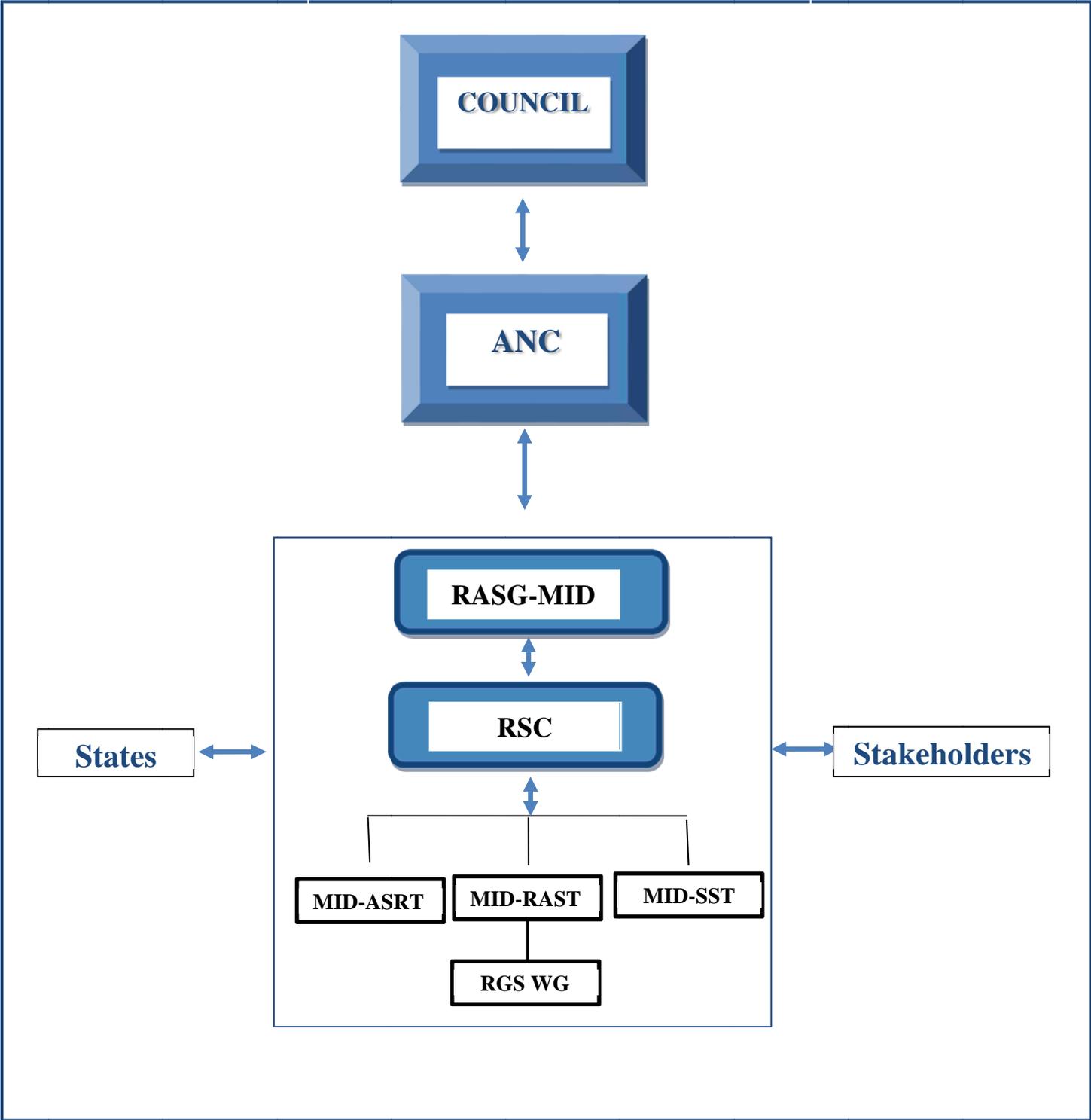
5.1            Nothing has been discussed under this Agenda Item.

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# *APPENDICES*

APPENDIX 2A

**RASG-MID  
ORGANIZATIONAL STRUCTURE**



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APPENDIX 2B

RUNWAY GROUND SAFETY (RGS) SEIs - MOHAMMAD AL DOSSARI - UAE GENERAL CIVIL AVIATION AUTHORITY

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
MID-RAST/RGS/1	Specific training for pilots and air traffic controllers to avoid unstabilized approaches and promotion of pilot adherence to Standard Operating Procedures for approaches including go-around decision making	<p><b>Safety Management Standardisation:</b> Consistent Implementation of Safety Management Systems</p> <p>Implementation of Risk-Based Standardization Initiatives</p> <p><b>Safety Oversight Standardization:</b> Compliance with National Regulations and Adoption of Industry Best Practices</p>	BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-I-1 BP-STD-I-4	High	Moderate	P2	1	ICAO, IATA, CANSO, IFALPA, States and Operators	Short Term	<p>Pilot training is top priority of RAST-PA and RAST-AP. DIP may be coordinated on global level - or benchmarked against other regions.</p> <p>ASR Comment: 4.1.3.2.1 - RE Accidents - 83% occur during landing and 67% during daytime - 'Flight Crew Procedures" meaning non-compliance with SOPS was present in 59 accidents. - - See 4.1.2.4.1 and 2 - Top Common incidents/occurrences from MID reports - "Unstable Approach" with Root Cause airport/airline of SOP Compliance and Training.</p>
MID-RAST/RGS/2	Develop guidance material and training programs to support creation of action plans by local aerodrome runway safety teams.	<p><b>Safety Management Collaboration:</b> Promotion of a Multi-Disciplinary Risk Management Approach</p> <p><b>Safety Information Exchange:</b> Support of Safety Management Implementation</p>	BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-GEN-6 BP-STD-I-4 BP-SIE-I-3	High	Easy	P1	2	ICAO-MID - Nominated State Champion - ACI - COSCAP	Mid-Term	<p>ASR Comment: 4.1.3.2.1 - RE Accidents - 83% occur during landing and 67% during daytime - weather is contributing in 47% (1st rain/2nd windsheer)</p> <p>Runway Incursion data not included in RASG-MID ASR - First Edition - however acknowledged by RSC/01 Agenda Item 2 paragraph 2.14</p>

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
MID-RAST/RGS/3	Focus on Aerodrome Infrastructure and Maintenance Management with priority given to the following: - Promote /monitor Implementation RESA including other means such as arresting systems; - Regulation, guidance and specific training in relation to maintaining aerodrome runway/taxiway related markings; and - Regulation, guidance and specific training in relation to maintaining runways in accordance with Annex 14	<p><b>Safety Management Standardization:</b> Consistent Implementation of Safety Management Systems</p> <p><b>Safety Oversight Standardization:</b> Consistent Implementation of International Standards</p> <p>Compliance with National Regulations and Adoption of Industry Best Practices</p>	BP-STD-S-11 BP-STD-I-2 BP-STD-I-4	High	Difficult	P3	3	ICAO-MID - Nominated State Champion	Long Term	ASR Comments: 4.1.3.2.1 - Ground damage in 33% of accidents related to inadequate markings or signage or inadequate RESA. 4.1.3.2.1 - bar chart of contributing factors

APPENDIX 2C



# Wildlife & FOD Workshop

24 – 26 March 2014  
Cairo, Egypt



Day 1– 24 March 2014

Time	Agenda Item
08:00 -09:00	<b>Registration</b>
09:00– 10:00	<b>Welcome &amp; Opening</b>  <b>Keynote speakers and welcome remarks</b> <ul style="list-style-type: none"><li>- Captain Hossam Kamal, Minister of Egyptian Civil Aviation</li><li>- Mr. Mohamed Smaoui, ICAO</li><li>- Mr. Achim Baumann, IATA</li><li>- Dr. Ashraf Ahmed Zaki, Egyptian Holding Company for Airports &amp; Air Navigation</li><li>- Captain Mahmoud Taha El Zanaty, Head of Egyptian Civil Aviation Authority (ECAA)</li><li>- Captain Gad El Karim Nasr Mohamed, Chairman, Egyptian Airports Company (EAC)</li></ul>
<b>Coffee Break – 30 minutes</b>	
10:30 – 11:30	<b>Wildlife and FOD accidents, incidents, and trends</b> <ul style="list-style-type: none"><li>- Achim Baumann, IATA</li><li>- Chamsou I-Andjorin, Boeing</li></ul>
11:30– 12:30	<b>The Current Situation</b> <ul style="list-style-type: none"><li>- John Weller, FAA</li><li>- Adel Ramlawi, ICAO</li><li>- Mashhor Alblowi, ICAO</li></ul>
<b>Lunch Break – one hour</b>	
13:30 – 15:00	<b>Regional Examples</b>  <b>Exchanging Experiences</b> <ul style="list-style-type: none"><li>- Adnan Takroui, RJ</li><li>- Ahmed Helmy, CAC</li><li>- Waleed ElSageer from EAC</li><li>- Tarek Mokhtar, Egypt Air</li><li>- Saja Salaj, CARC</li><li>- Abdulla Hassan Al Qadhi, BH ATC</li><li>- George Rhodes (Moderator)</li></ul>
15:00 – 15:30	<b>Conclusions and preparation for Day -2</b>

**Dinner Hosted By**



Day 2 – 25 March 2014

Time	Agenda Item
09:00 – 10:30	<b>Interactive Discussion 1: Assessing Risk</b> <ul style="list-style-type: none"> <li>- <b>Hazard assessment</b> <ul style="list-style-type: none"> <li>- <i>Salim Ali Al Harthy, Oman Airports Management Company</i></li> <li>- <i>Mohammad al Dossari, UAE GCAA</i></li> <li>- <i>John Weller, FAA</i></li> <li>- <i>Eoin Ryan, Dublin Airports (Moderator)</i></li> </ul> </li> </ul>
<b>Coffee Break – 30 minutes</b>	
11:00 – 12:00	<b>Technology</b> <ul style="list-style-type: none"> <li>- <i>Eoin Ryan, Dublin Airports</i></li> <li>- <i>Smael Banse, AIG</i></li> <li>- <i>Jamal Zaal, Dubai Airports</i></li> </ul>
<b>Lunch Break – one hour</b>	
13:00 – 14:30	<b>Interactive Discussion 2: A MID Region Wildlife &amp; FOD Risk Reduction Program</b> <ul style="list-style-type: none"> <li>- <i>Savio Dos Santos, Embraer</i></li> <li>- <i>Angie Abdalla from ECAA</i></li> <li>- <i>Moaid Samir Kabli, GACA</i></li> <li>- <i>Mohamed Saeed, NANSO</i></li> <li>- <i>Salim Ali Al Harthy, Oman Airports Management Company</i></li> <li>- <i>Awad Khir Elden, Technical Bureau of Ops Sector, CAC (moderator)</i></li> </ul>
<b>Coffee Break – 30 minutes</b>	
15:00 – 15:30	<b>Wrap-up Session: Conclusions &amp; future steps (projects)</b>

Day 3 – 26 March 2014

Time	Agenda Item
10:00 – 15:00	<b>Field Visit to Cairo International Airport</b>

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APPENDIX 2D

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	3				3					0	0%	
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	55	4	9	3	71	26	1	1	0	28	39%	
	% certified						47%	25%	11%	0%	39%		

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**APPENDIX 2E**

**MID REGION SAFETY STRATEGY TARGETS**

	<b>Theme</b>	<b>Safety Indicator</b>	<b>Safety Target</b>	<b>Enablers</b>
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.	<ul style="list-style-type: none"> <li>- Establishment and support of local Runway Safety Teams.</li> <li>- Establishment of Regional RST GO-Team.</li> <li>- Effective reporting system to exchange and analyze safety information.</li> <li>- Runway Safety Seminar/ Workshop.</li> <li>- Adopt specific regulations related to runway safety.</li> <li>- Identify hazards and mitigation measures on runway excursions/ incursions and un-stabilized approach, and develop guidance material and specific training.</li> </ul>
		Number of Runway incursion related accidents as a percentage of all accidents.	Reduce Runway Incursions related accidents by 50% by the end of 2017.	

	<b>Theme</b>	<b>Safety Indicator</b>	<b>Safety Target</b>	<b>Enablers</b>
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. b) 80% of the International Aerodromes Certified by the end of 2016.	<ul style="list-style-type: none"> <li>- Establish process and identify a certification model</li> <li>- SMS implementation</li> <li>- Airport Emergency Plan.</li> <li>- Review initial and refresher training to ensure aerodromes certification requirements are met.</li> <li>- Develop regional guidance and a phased approach of aerodromes certification implementation.</li> <li>- Conduct airport visits and airport technical missions to improve maintenance of runways and runway/taxiway related lighting and markings in accordance with Annex 14</li> </ul>

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APPENDIX 2F

**Runway Safety related Accidents (Global/MID)**

**World Traffic Volume**

Annually Scheduled Commercial Departures

Source: ICAO-iSTARS

	2008	2009	2010	2011	2012	2013
Traffic Million departure	29.6	28.5	29.7	30.7	30.9	31.3

**Regional Traffic Volume**

Annually Scheduled Commercial Departures

Source: ICAO-iSTARS

	2008	2009	2010	2011	2012	2013
Traffic Million departure	0.772	0.877	0.983	1.032	1.07	1.09

**Number of Accidents in the world** by Risk category and by Year of occurrence, limited to Scheduled Commercial Air Transport on aircraft above 2250kg between 2006 and 2012 Source: ICAO-iSTARS

Year	F-NI	TURB	LOC-I	RS	OTH	CFIT	UNK	SCF	Totals
2006	1	11	1	71	8	5	2	13	112
2007	0	16	6	72	6	2	3	16	121
2008	3	12	7	81	5	5	2	17	132
2009	3	16	2	62	10	4	3	10	110
2010	2	9	6	69	11	4	4	16	121
2011	5	16	4	56	19	2	8	15	125
2012	2	19	1	43	8	3	9	14	99
Totals	16	99	27	454	67	25	31	101	820

**Number of Accidents in MID** by Risk category and by Year of occurrence, limited to Scheduled Commercial Air Transport on aircraft above 2250kg between 2006 and 2012 Source: ICAO-iSTARS

Year	F-NI	TURB	LOC-I	RS	OTH	CFIT	UNK	SCF	Totals
2006	0	0	0	4	0	0	0	0	4
2007	0	0	0	3	0	0	0	0	3
2008	0	0	0	1	1	0	0	1	3
2009	1	0	0	7	1	0	1	1	11
2010	1	0	1	8	1	0	1	1	13
2011	1	0	1	2	1	0	0	0	5
2012	0	0	0	1	1	0	0	0	2
Totals	3	0	2	26	5	0	2	3	41

**Total Accidents**

	2008	2009	2010	2011	2012	Average
<b>World</b> Total Accident per Million departure	4.5	3.9	4.1	4.1	3.2	<b>4</b>
<b>MID</b> Total Accident per Million departure	3.9	12.5	13.2	4.8	1.8	<b>7.2</b>

**RS**

<b>World</b>	2008	2009	2010	2011	2012	Average
Number of RS Accident	81	62	69	56	43	<b>62</b>
RS Accident per Million departure	2.74	2.18	2.32	1.82	1.39	<b>2.1</b>
% of RS Accident vs Total Accident	62%	56%	57%	45%	43%	<b>52%</b>

<b>MID</b>	2008	2009	2010	2011	2012	Average
Number of RS Accident	1	7	8	2	1	<b>3.8</b>
RS Accident per Million departure	1.29	7.98	8.13	1.94	0.93	<b>4.1</b>
% of Total Accident	33%	64%	62%	40%	50%	<b>50%</b>

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**APPENDIX 2G**

	<b>Theme</b>	<b>Safety Indicator</b>	<b>Safety Target</b>	<b>Enablers</b>
2	Runway Safety (RGS)	Number of Runway safety related accidents per million departures.	Reduce the runway safety related accidents to be below the global rate.	<ul style="list-style-type: none"> <li>- Establishment and support of local Runway Safety Teams.</li> <li>- Establishment of Regional RST GO-Team.</li> <li>- Effective reporting system to exchange and analyze safety information.</li> <li>- Runway Safety Seminar/Workshop.</li> <li>- Adopt specific regulations related to runway safety.</li> <li>- Identify hazards and mitigation measures on runway excursions/incursions and un-stabilized approach, and develop guidance material and specific training.</li> </ul>

	<b>Theme</b>	<b>Safety Indicator</b>	<b>Safety Target</b>	<b>Enablers</b>
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. b) 75% of the International Aerodromes Certified by the end of 2017.	<ul style="list-style-type: none"> <li>- Establish process and identify a certification model</li> <li>- SMS implementation</li> <li>- Airport Emergency Plan.</li> <li>- Review initial and refresher training to ensure aerodromes certification requirements are met.</li> <li>- Develop regional guidance and a phased approach of aerodromes certification implementation.</li> <li>- Conduct airport visits and airport technical missions to improve maintenance of runways and runway/taxiway related lighting and markings in accordance with Annex 14</li> </ul>

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**APPENDIX 3A**

**Deficiencies in the Aerodrome 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									

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the Aerodrome 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) <u>MID Air Navigation Plan</u>	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  <u>New airport is under a construction (to be deleted) Egypt to send a formal letter</u>	F O	<del>Plan to extend Runway</del> <u>No CAP submitted</u>	Egypt	<del>Jan, 2013</del> <u>31 Dec 2014</u>	A

<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	
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	<p>- <u>Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations.</u></p> <p><u>State: Implemented for 4 Airports .Cairo, Sharm El Sheikh., Hurghada, Maersa Alam</u></p> <p><u>In Progress ASWAN, LuXer, Borg El-Arab, Taba.</u></p> <p><u>The rest is planned for Nov 2014</u></p> <p><u>Egypt is reclassifying aerodromes</u></p>	F H	<p><del>Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations.</del></p> <p><u>State: Implemented for 4 Airports</u></p> <p><u>.Cairo, Sharm El Sheikh., Hurghada, Maersa Alam</u></p> <p><u>In Progress</u></p> <p><u>ASWAN, LuXer, Borg El-Arab, Taba;</u></p> <p><u>The rest is planned for Nov 2014</u></p> <p><u>No CAP submitted</u></p> <p><u>(Covered by USOAP)</u></p>	Egypt	Nov, 2014	U <del>A</del>

<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, <del>Almaza, Taba, Alamain, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports</del>	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	- <u>List of aerodromes will be amended by Egypt</u>	F H	<p><del>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.</del></p> <p>State: <del>implemented: Cairo, Sharm El-Sheikh, Hurghada, Mersa Alam,</del></p> <p>In-Progress: <del>Luxor, Aswan Borg Al Arab, Taba</del></p> <p><del>The rest is planned for Nov 2014</del></p> <p><del>No CAP submitted</del></p> <p><del>(Covered by USOAP)</del></p>	Egypt	Nov, 2014	<del>U</del> <del>A</del>
4	Annex 14 Vol. I <del>IFASID Table AOP-IMID/3 Rec-1/3</del>	Alexandria Int'l Airport	No runway demarcation lines available on RWY 18/36, to identify the entry position to RWY 04/22	May, 2007	- <u>Runway permanently closed</u> <u>To be deleted</u>	F	<p>Runway is closed for extension and upgrade</p> <p><u>No CAP submitted</u></p>	Egypt	<del>Jan, 2013</del> 31 Dec 2014	<del>U</del> <del>A</del>

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the Aerodrome Field**

**IRAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Emam Khomeini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations  No CAP submitted  (Covered by USOAP)	Iran	Jan, 2013  31 Dec 2014	U/A
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Emam Khomeini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting Certification of Aerodrome.  No CAP submitted  (Covered by USOAP)	Iran	Jan, 2013  31 Dec 2014	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 Aerodrome Field**

**IRAQ**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Baghdad /Basrah/Erbil /Sulaymaniyah/ Al Najaf Int'l. Airports	Implementation of Aerodrome Operations Safety Management Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations Dec;  State: Dec 2010 except for Baghdad & Najaf June 2011  <u>No CAP submitted</u>  <u>(Covered by USOAP)</u>	Iraq	Dec, 2014	<u>U</u> <u>A</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>No CAP submitted</u>  <u>(Covered by USOAP)</u>	Iraq	Jan, 2014	<u>U</u> <u>A</u>

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the Aerodrome 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	<del>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</del>  <u>No CAP submitted</u> <u>(Covered by USOAP)</u>	Jordan CARC	<del>Sep, 2013</del> <u>31 Dec 2014</u>	<u>U<del>A</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 Aerodrome 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  <u>No CAP submitted</u> <u>(Covered by USOAP)</u>	Lebanon	Jan, 2013  <u>31 Dec 2014</u>	<u>U</u> <u>A</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  <u>No CAP submitted</u> <u>(Covered by USOAP)</u>	Lebanon	Jan, 2013  <u>31 Dec 2014</u>	<u>U</u> <u>A</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

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	- <u>To be deleted</u> <u>Oman to send formal letter to ICAO MID</u>	H	<del>Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate</del>  <u>No CAP submitted</u> <u>(Covered by USOAP)</u>	Oman	Dec, <del>2013</del> <u>2014</u>	<u>U</u> <del>A</del>
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	- <u>To be deleted</u> <u>Oman to send formal letter to ICAO MID</u>	H	<del>Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations</del>  <u>No CAP submitted</u> <u>(Covered by USOAP)</u>	Oman	Dec, <del>2013</del> <u>2014</u>	<u>U</u> <del>A</del>

<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
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**

**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 <u>NO CAP submitted</u>	Syria	Jan, 2013  Dec 2014	<u>U</u> <u>A</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 <u>No CAP submitted</u>	Syria	Jan, 2013  Dec 2014	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int'l Airport	<del>DAM/DVOR 116 MHZ Out of Service</del>	Jun, 2004	-	F	The VOR/DME to be replaced <u>NO CAP submitted</u> <u>Not AGA</u>	Syria	Jan, 2013  Dec 2014	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  <u>No CAP submitted</u> <u>(Covered by USOAP)</u>	Syria	Jan, 2013  Dec 2014	<u>U</u> <u>A</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
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  <u>No CAP submitted</u> <u>(Covered by USOAP)</u>	Syria	<del>Jan, 2013</del> <u>Dec 2014</u>	<u>U</u> <del>A</del>

<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**

**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	- <u>Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations</u>	F H	<u>Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations</u>  <u>No CAP submitted</u> <u>(Covered by USOAP)</u>	Yemen	<u>Jan, 2013</u>  <u>Dec 2014</u>	<u>U</u> <u>A</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	<u>Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to grant</u>  <u>No CAP submitted</u> <u>(Covered by USOAP)</u>	Yemen	<u>Jan, 2013</u>  <u>Dec 2014</u>	<u>U</u> <u>A</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

***ATTACHMENT***

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