



International Civil Aviation Organization

MIDANPIRG AIM Sub-Group

Second Meeting (AIM SG/2)
(Kish Island, Iran, 31 August-2 September 2015)

Agenda Item 3: Global/Regional developments related to AIM and SWIM

OUTCOME OF THE DGCA-MID/3 MEETING RELATED TO AIS/AIM

(Presented by the Secretariat)

SUMMARY

This Paper presents the outcome of the DGCA-MID/3 meeting related to AIS/AIM.

Action by the meeting is at paragraph 3.

REFERENCES

- DGCA-MID/3 Report

1. INTRODUCTION

1.1 DGCA-MID/3 meeting was held in Doha, Qatar from 27 to 29 April 2015. The meeting was attended by a total of Eighty Two (82) participants, which included experts from Fifteen (15) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Mauritania, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, United Arab Emirates and United States) and Seven (7) International/Regional Organizations (AACO, ACAC, CANSO, GCC, IATA, IFALPA and IFATCA). The meeting developed six (6) Conclusions.

2. DISCUSSION

MID Region AIM Database (MIDAD) Project

2.1 The DGCA-MID/3 meeting was presented with the progress of the MIDAD Project. The meeting noted that, in line with the DGCA-MID/2 Conclusion 2/7, the Civil Aviation Affairs of Bahrain (BCAA) published a Call for Tender for the development of the specifications for the MIDAD Detailed Study on 15 August 2013. After evaluation of tenders, ITV was selected as the Consultant and a contract was signed on 10 February 2014. The meeting noted with appreciation that Bahrain, Qatar, Saudi Arabia and UAE covered the cost of the mentioned contract on the basis of equal contribution.

2.2 The meeting noted that, in accordance with the Action Plan/Timelines related to the MIDAD Project and based on the Specifications for the Detailed Study, a Call for Tender for the

MIDAD Detailed Study was published by UAE on 25 November 2014. Offers were received from Two (2) Companies by 1 March 2015: NATS and a joint venture (Helios, Group EAD and APAC).

2.3 Taking into consideration the outcomes of the MSG/4, MAEP SC/1 and MIDAD TF/2 meetings, it was agreed that there is a strong link between the funding mechanism of the MIDAD project and the legal framework (signature of contract, collection of contributions, etc.). Accordingly, the meeting agreed that the MIDAD Project (Detailed Study, implementation, operation, etc.) be managed as a TCB project under the MAEP framework. The meeting agreed that the final decision on the funding mechanism of the MIDAD Project should be addressed by the upcoming MIDAD TF/3 and MAEP SC/Board meetings.

2.4 Based on the above, the meeting agreed to the following Conclusion:

DGCA-MID/3 CONCLUSION 3/4 – MIDAD PROJECT

That,

- a) the MIDAD Project be managed as a TCB project under the MAEP framework;*
- b) the final decision on the funding mechanism of the MIDAD Project be addressed by the MIDAD TF and MAEP SC/Board;*
- c) States committed to the MIDAD Project ensure that their representatives to the upcoming MIDAD TF and MAEP SC/Board meetings have the authority to decide on the funding of the MIDAD Detailed Study; and*
- d) a progress report on the MIDAD Project be presented to the DGCA-MID/4 meeting.*

Aircraft Noise Management

2.5 The DGCA-MID/3 meeting noted that the aircraft noise is the most significant cause of adverse community reaction related to the operation and expansion of airports that could have a negative influence on the future growth of the aviation industry. The meeting was informed of the Assembly Resolution A38-17 parts related to aircraft noise and the ICAO environment-related technical activities which are undertaken by the Committee on Aviation and Environmental Protection (CAEP).

2.6 The meeting was appraised of the status of implementation of Noise Abatement Operational Procedures and Noise Monitoring Systems at International Aerodromes in the MID Region, as at **Appendix A**. It was noted that the magnitude and scope of the utilization of specific noise abatement operational procedures to achieve noise reduction should be determined through a comprehensive noise study, taking into consideration all positive and negative impacts on safety and environment.

2.7 The meeting noted that airport management plan can be a valuable tool to help estimate future noise levels. Management plan includes information about air traffic at present and for a planned period into the future. Management plan also includes information on the number of people affected by aircraft noise, or other environmental indicators within certain zones surrounding the airport, and any land-use restrictions already in place within those zones. Housing requirements and restrictions and noise contours for current and planned traffic corresponding to the noise index used for establishing the above-mentioned housing restrictions may also be part of the management plan.

2.8 The DGCA-MID/3 meeting noted that the objective of land use planning and management is to direct incompatible land use (such as houses and schools) away from the airport environs and to encourage compatible land use (such as industrial and commercial use) to locate around airport facilities. The meeting stressed that airport authority should work closely with those authorities responsible for land-use management to educate them regarding the noise impact of aviation operations. It was highlighted that States should provide a leadership role by encouraging local authorities to implement land-use planning and management around airports through appropriate early action and cooperative mechanisms between interested stakeholders, such as coordination committees.

2.9 Based on the above, the meeting agreed to the following Conclusion:

DGCA-MID/3 CONCLUSION 3/6 NOISE MONITORING AND CONTROL

That, States be urged to:

- a) conduct a comprehensive noise study in order to identify the airports where mitigation measures are necessary to minimize the number of people affected by aircraft noise, and develop associated plans of action, accordingly; and*
- b) send an update on the results of the study and actions implemented/planned to the ICAO MID Regional Office by December 2015.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information provided in this paper.

APPENDIX A

STATUS OF THE NOISE ABATEMENT PROCEDURES AND NOISE MONITORING SYSTEM AT THE MID STATES' INTL AERODROMES

SUMMARY:

- Total number of International Airports: 66
- Number of Airports considering Noise Abatement Procedure: 19 (29 %)
- Number of Airport with Noise monitoring system: 3 (5 %)

STATE/ AD Location Indicator	City/Aerodrome	Procedure Description	Noise monitoring system
BAHRAIN			
OBBI	BAHRAIN/Bahrain Intl	AIP SUP 02/04: Airport Noise Management at Bahrain International Airport (see AIP SUP 02/04)	-
		<p>AIP Page OBBI AD 2.21:</p> <p>1- Circuit directions at BAHRAIN INTERNATIONAL airport are: R WY 30L / 30R: right hand; RWY 12L / 12R: left hand.</p> <p>2- Departing and arriving flights are not permitted to operate within the eighty - degree arc subtended by the 180° and 260° Radials of the BAH DVOR, and containing the main Bahrain Islands. Exceptionally, flights which the Controlling Authority has deemed operationally essential may be permitted to operate within this arc, provided they can remain either visually clear of the land, or be vectored clear by BAHRAIN APPROACH.</p> <p>3- Usage of reverse thrust: Usage of reverse thrust more than idle is not permitted during landing between the hours of 2100 and 0300, unless an aircraft is in an emergency and has been cleared to use the reverse thrust by the ATC.</p> <p>4- Engine Run Ups at BAHRAIN INTERNATIONAL airport between the</p>	NO

STATE/ AD Location Indicator	City/Aerodrome	Procedure Description	Noise monitoring system
		hours of 2100 and 0300, testing of aircraft engines is permissible at ground idle power only. Settings above this, however brief, are not allowed.	
EGYPT			
HEAX	ALEXANDRIA/Alexandria Intl	NIL	NO
HEBA	ALEXANDRIA/Borg El-Arab Intl	NIL	NO
HESN	ASWAN/Aswan Intl	NIL	NO
HEAT	ASYUT/Asyut Intl	NIL	NO
HECA	CAIRO/Cairo Intl	<p>FAN JET AIRCRAFT</p> <p>Low drag low power approach: IFR flights should be conducted in clean configuration, as long as possible, unless otherwise instructed. Aircraft should maintain 250 knots IAS below FL 100. Speed should be reduced continuously so as to reach 170 knots IAS, shortly prior to 5NM from any RWY threshold. These speed restrictions should be maintained within a tolerance of ± 10 knots and are compulsory, except when ceiling is below 500FT and /or ground visibility is less than 2 KM. Pilots unable to comply should advise ATC.</p> <p>Landing: -Idle reverse thrust is recommended during landing.</p> <p>Departure :</p> <ul style="list-style-type: none"> - Take off to 1800 FT QNH, take off power and take off flaps. - Climb at V2+ (10 to 20 knots) or as limited by body angle. - At 1800 FT QNH: Reduce thrust to not less than climb power 1800 FT to 3300FT QNH, climb at V2 + (10 to 20 knots) or as limited by body angle. - At 3300 FT QNH: Accelerate with flap retraction on schedule to en-route climb 250 knots below FL100. 	YES
HEAR	EL ARISH/ El Arish Intl	NIL	NO
HEGN	HURGHADA/Hurghada Intl	NIL	YES
HELX	L UXOR/Luxor Intl	NIL	NO
HEMA	MARSA ALAM/Marsa Alam Intl	NIL	NO

STATE/ AD Location Indicator	City/Aerodrome	Procedure Description	Noise monitoring system
HEPS	PORT SAID/ Port Said Intl	NIL	NO
HEOW	SHARK EL OWEINAT/Shark El Oweinat Intl	NIL	NO
HESH	SHARM EL SHEIKH/Sharm El Sheikh Intl	NIL	YES
HESC	ST. CATHERINE/St Catherine Intl	NIL	NO
HETB	TABA/Taba Int	NIL	NO
HEAL	ALAMAIN/Alamain Intl	NIL	NO
HESG	SOHAG/Sohag Intl	NIL	NO
IRAN, ISLAMIC REPUBLIC OF			
OIKB	BANDAR ABBAS/Bandar Abbas Intl	NIL	NO
OIFM	ESFAHAN/Shahid Beheshti Intl	<p>1- If Traffic condition permits and Tail wind component is 10 kt or less, Noise abatement procedures may be applied as follow:</p> <p>a. RWY 08L/R may be used for takeoff and RWY 26R/L may be used for landing.</p> <p>b. Delay may be occurred to all DEP and ARR flights from 1900 to 0230(1800-0130) UTC, due to Noise Abatement.</p> <p>c. Left turn for departing aircraft from RWY 26R/L and right turn for departing aircraft from RWY 08R/L are not authorized between 1930-0230 (1830-0130) UTC.</p>	NO
OIMM	MASHHAD/Shahid Hashemi Nejad Intl	NIL	NO
OISS	SHIRAZ/Shahid Dastghaib Intl	<p>1 - RWY 29L/R is not used for take-off during 1930-0230(1830-0130), except tailwind component for RWY 11L/R is 5KT or more, or traffic/adverse weather condition.</p> <p>2 - aircraft making Visual approach between 1930-0230(1830-0130) should not descend below 8000 FT AMSL until passing middle of right downwind RWY 29 except all flight in emergency situation.</p>	NO

STATE/ AD Location Indicator	City/Aerodrome	Procedure Description	Noise monitoring system
		- Visual Right turn for departing aircraft from RWY 29L/R is not authorized between 1930-0230 (1830-0130).	
OITT	TABRIZ/Tabriz Intl	NIL	NO
OIIE	TEHRAN/Imam Khomains Intl	NIL	NO
OIII	TEHRAN/Mehrabad Intl	1- RWY 11L/R is not used for take-off during 1730-0430 (1630-0330), except tail wind component for RWY 29L/R is 10 KT or more. 2- Aircraft type IL76 (except military), is not authorized to operate at Mehrabad AD between 1930-0330 (1830-0230).	NO
OIZH	ZAHEDAN/Zahedan Intl	NIL	NO
IRAQ			
AIP ENR	ENR 1.1.1 Minimum Safe Height	Civilian aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared. However, over cities, other densely populated areas and assemblies of persons, this height shall be at least 1 000 FT (300 m) above the highest obstacle within a radius of 600 m of the aircraft. Elsewhere, this height shall be at least 500 FT (150 m) above ground or water.	Not Applicable
ORBI	BAGHDAD/Baghdad Intl	NIL	<i>Information Not Available</i>
ORMM	BASRAH/Basrah Intl	ORMM 2.21.1 Omni Directional Departures Take –Off Minimums: RWY 14/32 Standard RWY 14: Climb Gradient 3.3% Climb on Track 134.68 to 600' before proceeding on course. RWY 32: Climb Gradient 3.3% Climb on Track 314.69 to 600' before proceeding on course.	<i>Information Not Available</i>
ORER	ERBIL/Erbil Intl	ORER 2.21.1 Aircraft are to avoid over flying the airport buildings, construction sites, other aircraft, or fuel point/trucks below 1 000FTAGL whenever possible.	<i>Information Not Available</i>

STATE/ AD Location Indicator	City/Aerodrome	Procedure Description	Noise monitoring system
ORSU	SULAYMANIYAH/Sulaymaniyah Intl	NIL	<i>Information Not Available</i>
ORNI	AL NAJAF/AI Najaf Intl	ORNI 2.21.1 Departures: aircraft departing RWY 28 shall execute an immediate left turn out, above 500 FT AGL and not later than 1000 FT AGL. ORNI 2.21.2 Arrivals: Not required	<i>Information Not Available</i>
ORBM	MOSUL/Mosul Intl	NIL	<i>Information Not Available</i>
JORDAN			
OJAM	AMMAN/Marka Intl	Aircraft of AUW more than 5700 KGS departing from AMMAN/Marka RWY 24 shall climb with take-off thrust to 4000 FT at V2 + 10KT, At 4000 FT QNH reduce to climb thrust and continue at V2 + 10KT. At 5500, FT QNH accelerates to normal climbing speed.	<i>Information Not Available</i>
OJAI	AMMAN/Queen Alia Intl	NIL	<i>Information Not Available</i>
OJAQ	AQABA/King Hussein Intl	NIL	<i>Information Not Available</i>
KUWAIT			
OKBK	KUWAIT/Kuwait Intl	Non Noise Certificated Subsonic Aeroplane (NNC) operations restricted daily between 1830/ 0530 UTC.	<i>Information Not Available</i>
LEBANON			
OLBA	BEIRUT/ R. B. H - Beirut Intl-	<p>1. Restriction on non-noise certificated aircraft.</p> <p>1.1 A subsonic jet aircraft must not land or take-off from Beirut airport unless:</p> <p>a) That aircraft has a valid noise certificate issued by the Aeronautical Authority of a country which is a signatory to the Convention on International Civil Aviation or</p> <p>b) There is other documentary proof of compliance with the noise standards prescribed in Annex 16 to the Convention on International Civil Aviation applicable to the aircraft, or</p> <p>c) Special dispensation from the provisions of the Navigation (Aircraft Noise) Regulations, has been obtained. Such dispensation will be granted by the Directorate General of Civil Aviation if requested.</p> <p>1.2 Aircraft operator/owners are also reminded that the Noise Certificate or documentary proof of compliance must be carried on board and must be</p>	NO

STATE/ AD Location Indicator	City/Aerodrome	Procedure Description	Noise monitoring system
		forwarded by the Pilot in command of the aircraft subject to inspection if so requested by an authorized officer	
LIBYA			
HLLB	BENGAZI/Benina	Non Noise Certificated subsonic airplane (NNC) operations restricted daily between sunset/sunrise.	NO
HLLS	SEBHA/Sebha	Non Noise Certificated subsonic airplane (NNC) operations restricted daily between sunset/sunrise.	NO
HLLT	TRIPOLI/Tripoli Intl	Non Noise Certificated subsonic airplane (NNC) operations restricted daily between sunset/sunrise.	NO
OMAN			
OOMS	MUSCAT/ Muscat Intl	NIL	Information Not Available
OOSA	SALALAH/Salalah	NIL	Information Not Available
QATAR			
OTBD	DOHA/Doha Intl	NIL	Information Not Available
OTHH	DOHA/Hamad Intl	NIL	Information Not Available
SAUDI ARABIA			
OEDF	DAMMAM/King Fahd Intl	NIL	NO
OEJN	JEDDAH/King Abdulaziz Intl	2.21.1. Jet aircraft taking off from 34L shall not normally be allowed to turn further left than the JDW RDL 310 until at least 5 NM north of JDW DVORTAC unless: a) ATC requirements necessitate such a turn; or b) aircraft are making VFR circuits. 2.21.2. Overflight of the city of Jeddah is prohibited below ALT 5000 FT except for the purposes of take-off and landing in accordance with ATC instructions.	NO
OEMA	MADINAH/Prince Mohammad Bin Abdulaziz Intl	NIL	NO
OERK	RIYADH/King Khalid Intl	NIL	NO
SUDAN			

STATE/ AD Location Indicator	City/Aerodrome	Procedure Description	Noise monitoring system
HSKA	KASSALA/Kassala	NIL	<i>Information Not Available</i>
HSSS	KHARTOUM/Khartoum	<p>2.21.1 GENERAL The following noise abatement procedures shall apply for fan jet aircraft.</p> <p>2.21.2 RUNWAY USAGE Runway 18/36 will be used for departures and arrivals.</p> <p>2.21.3 ARRIVALS LOW-POWERED /LOW-DRAG APPROACH Aircraft should maintain 250KT IAS (\pm 10KT) below FL100. Speed should be reduced continuously so as to reach 160KT IAS (\pm 10KT) shortly prior to 5nm from runway threshold except when ceiling is below 500ft and /or ground visibility is less than 2600m. Pilots unable to comply with should advice ATC.</p> <p>2.21.4 DEPARTURES Take-off until passing 2760ft: Take-off power, Take-off flaps, Climb at V^2+10KT TO 20KT (or as limited by body angle) Between 2760-4260ft: Reduce thrust to not less than climb power, Climb at V^2+10KT to 20KT (or as limited by body angle) AT 4260ft or above: Accelerate with flap retraction on schedule to en-route; Climb at 250KT IAS below FL 100</p> <p>2.21.5 LANDINGS REVERSE THRUST It is recommended to use idle reverse thrust whenever possible.</p> <p>2.21.6 RUN-UP TESTS Run-up tests will be done on runway before take-off-for one minute. If more time is needed, it is to be requested from ATC.</p>	<i>Information Not Available</i>
HSPN	PORT SUDAN/Port Sudan	NIL	<i>Information Not Available</i>
SYRIAN ARAB REPUBLIC			
OSAP	ALEPPO/Aleppo Intl	<i>Information Not Available</i>	<i>Information Not Available</i>
OSLB	LATTAKIA/Bassel Al-Assad Intl	<i>Information Not Available</i>	<i>Information Not Available</i>

STATE/ AD Location Indicator	City/Aerodrome	Procedure Description	Noise monitoring system
OSDI	DAMASCUS/Damascus Intl	<i>Information Not Available</i>	<i>Information Not Available</i>
UNITED ARAB EMIRATES			
OMAA	ABU DHABI/Abu Dhabi Intl	NIL	<i>Information Not Available</i>
OMAD	ABU DHABI/AI Bateen	<p>2.21.1. The area OMR 66 (ABU DHABI city) is primarily a noise abatement area and restricted for over flights below 2000 FT between 1830 - 0200 UTC. Helicopters shall avoid this area except for authorised VIP and CASEVAC flights to/from city helipads and hospitals.</p> <p>2.21.2. Aircraft Engine ground runs</p> <p>2.21.2.1 Engine runs at idle settings</p> <ol style="list-style-type: none"> a. Approval required from ATC b. Engine runs at idle power only permitted between 0400 - 1600 UTC c. Engine runs on Apron D and E require the aircraft to be parked nose-in to the Apron d. Aircraft are to be given start clearance stating "idle power only" <p>2.21.2.2 High power Engine runs</p> <p>High power Engine runs may only be conducted on RWY 31 THR in a line up position aligned with the RWY CL</p> <ol style="list-style-type: none"> a. Approval required from ATC b. Engine runs only permitted between 0400 - 1600 UTC c. All fixed wing aircraft are to use RWY <p>2.21.3. Hovering work</p> <p>Helicopters requesting hover work engine runs can be accommodated on TWYs and on the RWY as traffic permits</p>	<i>Information Not Available</i>
OMAL	AL AIN/AI Ain Intl	NIL	<i>Information Not Available</i>
OMDB	DUBAI/Dubai Intl	2.21.1. Except for passenger operations, aircraft not in possession of noise certification in accordance with the standards of Annex 16 to the ICAO and/or aircraft whose noise certification does not conform to the minimum standards set out in Annex 16, Chapter, 3 Part 2, Volume 1 are not permitted to operate to/from OMDB.	<i>Information Not Available</i>

STATE/ AD Location Indicator	City/Aerodrome	Procedure Description	Noise monitoring system
OMDW	DUBAI/AI Maktoum Intl	NIL	<i>Information Not Available</i>
OMFJ	FUJAIRAH/Fujairah Intl	2.21.1 Avoid overflying the city below 5,000 FT.	<i>Information Not Available</i>
OMRK	RAS AL KHAIMAH/Ras Al Khaimah Intl	NIL	<i>Information Not Available</i>
OMSJ	SHARJAH/Sharjah Intl	NIL	<i>Information Not Available</i>
YEMEN			
OYAA	ADEN/Aden Intl	<i>Information Not Available</i>	<i>Information Not Available</i>
OYHD	HODEIDAH/Hodeidah Intl	<i>Information Not Available</i>	<i>Information Not Available</i>
OYRN	MUKALLA/Riyan Intl	<i>Information Not Available</i>	<i>Information Not Available</i>
OYSN	SANA' A/Sana' a Intl	<i>Information Not Available</i>	<i>Information Not Available</i>
OYTZ	TAIZ/Taiz Intl	<i>Information Not Available</i>	<i>Information Not Available</i>

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