



International Civil Aviation Organization

Runway and Ground Safety Working Group

Second Meeting (RGS WG/2)
(Cairo, Egypt, 19 - 21 May 2015)

Agenda Item 2: Implementation of Aerodrome Safety Priorities and Objectives in the MID Region

**DETAILED IMPLEMENTATION PLAN (DIP)
RELATED TO RGS ON AERODROME SAFEGUARDING**

(Presented by Egypt)

SUMMARY

This paper presents the proposed SEIs and DIPs for MID Region to address the Aerodrome Safeguarding.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/4 Report
- RGS WG/1 Report

1. INTRODUCTION

1.1 The First meeting of the Runway and Ground Safety Working Group (RGS WG/1) (Cairo, Egypt, 7 – 9 April 2014) has agreed to develop an additional RGS SEI on Aerodrome Safeguarding. Egypt took the lead to be the Champion for this SEI and share its experience in this area with the MID Region.

2. DISCUSSION

2.1 As Aerodromes grow bigger the potential of growth of the urban area toward these aerodromes increases.

2.2 As discussed in ICAO Assembly-38th Session held in Headquarters in Canada that Aerodromes Safeguarding started to be one of the hot issues affecting Aerodrome's safety as Annex 14 does not provide clear guidance material about duties and responsibilities,

2.3 As a result, ICAO issued its proposal for PANS Aerodrome including safeguarding monitor outside the aerodrome's fence for review by States. Development and implementation of a solid Obstacle's Control System is very complicated and important task shared between different parties and affected by the local Governmental system in each country.

2.4 Egypt is the First African and Middle East country that raised the importance of Aerodromes Safeguarding and started the implementation of its protection system early 80s. It has established a strong Safeguarding regulation and procedures for Obstacle's control and related engineering survey with a strong enforcement base, completed by electronic monitoring system.

2.5 RASG-MID/4, through Conclusion 4/6 agreed to develop an additional RGS SEI/DIP "on Aerodromes safeguarding".

2.6 Egypt with support of Sudan offered to be the champion of this SEI and proposed a draft SEI and DIP as at **Appendices A** and **B** which include:

2.6.1 Conduct safeguarding training upon request (two levels: basic/managers/system).

2.6.2 Conduct a Regional Safeguarding Workshop – January 2016.

2.6.3 Develop a MID-Region Aerodrome Safeguarding Toolkit for States related to Establishment of Safeguarding Committee, Land Use, Lights outside Aerodromes and Air Navigation Protection September 2015.

The Toolkit will include at least the following:

- Presentation shows the relation between Obstacle Limitation Surfaces & Navigation Aids Protecting Surfaces.
- Guidance material on Obstacle Surveillance Procedures, related checklists and forms to be completed.
- The issue of National Law (model).
- Syllabus for Training course in Obstacles assessment.

2.7 As Egypt had provided the first specialized course in Obstacles Assessment and Management in May 2013, Egypt offered to support Sudan with a Safeguarding Workshop in June 2015 as a type of support to MID countries through the Runway Safety Go-Team which officially started its mission by Sudan's visit December 2014.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the SEI and DIP for RGS/4; and
- b) agree on a mechanism for monitoring the progress of implementation of the RGS DIP.

APPENDIX A

RUNWAY GROUND SAFETY (RGS) SEIs – EGYPTIAN CAA

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
MID- RAST/RGS/4	<p><u>First Stage:</u></p> <ol style="list-style-type: none"> Promote Establishment of national SfG department and national SfG committee. Establishment of Local SfG-Teams to be part of the RST local committee Specific training of procedures of quick monitor and control of Obstacles outside the aerodromes. Conduct regional Safeguarding Seminars/Workshops/ different levels of training courses. 	<p>Safety Management Standardization: Consistent Implementation of Safety Management Systems</p> <p>Implementation of Risk-Based Standardization Initiatives</p> <p>Safety Oversight Standardization: Compliance with National Regulations and Adoption of Industry Best Practices</p>	High	Moderate	P2	1	ICAO, IATA, States, and Operators	Short Term	<ul style="list-style-type: none"> Ensure that the national SfG Committee includes all related parties Obstacle Control Training is one of top priority for insuring safety outside aerodromes according to the new document of PANs Aerodromes Ensure SfG procedures and training suites aerodromes variable conditions Provide practical training program ensuring full implementation of OLS control Ensure guidance material is flexible enough to cover all aerodromes surrounding cases
	<p><u>Second Stage:</u></p> <ol style="list-style-type: none"> Develop guidance material and training programs to support creation of action plans by local aerodrome SfG teams with immediate emphasis on: Identification and publication of aerodrome safeguarding process; and accurate notification regarding Obstacles. 								

APPENDIX B

ICAO MID (RGS) SAFEGUARDING DIP- EGYPTIAN CAA

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting Initiative (ICAO Doc 10004, appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
MID-RAST/RGS/4	<ol style="list-style-type: none"> 1. Encourage voluntary reporting related to Obstacles 2. Formalize the State actions against obstacle's increase. <p><u>By :</u></p> <ol style="list-style-type: none"> 1. Promote Establishment of national SfG department and national SfG committee. 2. Establishment of Local SfG-Teams to be part of the RST local committee 3. Specific training of procedures of quick monitor and control of Obstacles outside the aerodromes. 4. Conduct regional Safeguarding Seminars/Workshops/ different levels of training courses. 	<p>Safety Management Standardization: Consistent Implementation of Safety</p> <p>Management Systems Implementation of Risk-Based Standardization Initiatives</p>	High	Moderate	P2	1	States, and Operators	Short Term

Safety Enhancement Action (expanded)	<p>Promote awareness of safeguarding by:</p> <ol style="list-style-type: none"> 1. Encourage voluntary reporting related to Obstacles 2. Promote Establishment of national SfG department and national SfG committee. 3. Establishment of Local SfG-Teams to be part of the RST local committee 4. Specific training of procedures of quick monitor and control of Obstacles outside the aerodromes. 5. Conduct regional Safeguarding Seminars/Workshops/ different levels of training courses.
Statement of Work	<p><u>ICAO Actions</u></p> <ol style="list-style-type: none"> 1. Ensure SEI is added to the MID-Region Strategic Plan. 2. Develop guidance material to support creation of action plans by local aerodrome SfG teams requiring States to implement safety promotion and associated training programmes including strategies to avoid obstacle's increase 3. Review ICAO work program and consider including the subject as part of relevant regional Workshops and existing symposiums where deemed applicable <p><u>States Actions</u></p> <ol style="list-style-type: none"> 1. Establishment of national SfG department and national SfG committee 2. Establishment of Local SfG-Teams to be part of the RST local committee 3. Specific training of procedures of quick monitor and control of Obstacles outside the aerodromes. <p><u>Operators' Actions</u></p> <ol style="list-style-type: none"> 1. Review and ensure staff fully understanding of Obstacles Assessment and Management through ICAO guidance. 2. Ensure that national regulations and Laws include and add safeguarding protection to Local Runway Safety Teams agenda 3. continuous active Obstacle's monitoring <p><u>IATA Actions</u></p> <ol style="list-style-type: none"> 1. Continuous feedback about obstacle's reports to States.
Champion Organization	Egypt , UAE ,ICAO, IATA, Operators
Human Resources	<ul style="list-style-type: none"> • ICAO - International Civil Aviation Organisation (MID and HQ) • States: CAA's & Operators experts • IATA - International Air Transport Association (MENA and HQ)•
Financial Resources	
Relation with Current Aviation Community Initiative	ICAO Runway Safety Program
Performance Goal	Increase Safeguarding awareness among MID States.
Indicators	Reduction of obstacle's reports for 2016 and 2017.
Key Milestones (Deliverables)	<ol style="list-style-type: none"> 1. Safeguarding guidance material to be Published on RASG-MID website. 2. Specific training of procedures of quick monitor and control of Obstacles outside the aerodromes. 3. Sudan's Safeguarding Workshop June 2015. 4. Regional Workshop.

Potential Blockers	Availability of required communication mechanism from involved organisations Availability of financial resources
Responsible	<ul style="list-style-type: none">• ICAO - International Civil Aviation Organisation (MID and HQ)• IATA - International Air Transport Association (MENA and HQ)• Egypt& Sudan• MID-Region States• MID-Region Aircraft Operators
DIP Notes	Obstacles reporting should be one of the top priority of RAST, DIP may be coordinated on global level - or benchmarked against other Regions.

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