



*International Civil Aviation Organization*

**RASG-MID Steering Committee**

**Fourth Meeting (RSC/4)**  
*(Cairo, Egypt, 15 – 17 December 2015)*

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**Agenda Item 3: Regional Performance Framework for Safety**

**RUNWAY SAFETY RELATED ISSUES**

*(Presented by the Secretariat)*

**SUMMARY**

This paper provides an update on the status of aerodrome certification in the MID Region and other runway safety related issues that were covered under the RGS WG/2 meeting.

Action by the meeting is at paragraph 3.

**REFERENCES**

- RGS WG/2 Report

**1. INTRODUCTION**

1.1 The Second meeting of the Runway and Ground Safety Working Group (RGS WG/2) was held in Cairo, Egypt, 19-21 May 2015. The meeting was attended by a total of forty one (41) participants from seven (7) States (Bahrain, Egypt, Kuwait, Libya, Saudi Arabia, Sudan and UAE) and four (4) International Organizations/Industries (Airbus, IATA, IFALPA and IFATCA).

**2. DISCUSSION**

***Aerodrome Certification***

2.1 The meeting may wish to recall that the RASG-MID/4 meeting recognized the variation in the level of Aerodromes Certification implementation in the MID Region. Some States have certified all their International Aerodromes achieving 100% Certification of Aerodromes listed in the ANP, whereas some other States have not certified any of their international aerodromes. Accordingly, it has been agreed that Runway Safety Go-Team can be used as a tool to support States, which have not yet done so, to complete the certification of their international aerodromes.

2.2 The meeting may wish to note that the ICAO MID Regional Office received requests from Egypt, Iran and Sudan for a change to the list of their international aerodromes. Accordingly, ICAO MID Office processed a Proposal for Amendment (PFA) to update the AOP table of the MID Basic ANP.

2.3 Based on the latest feedback provided by States and the amended AOP table, the Aerodromes Certification implementation table has been updated as at **Appendix A**. The table shows that 31 out of the 59 MID States international aerodromes have been certified. This number represents 53% of the international aerodromes listed in the MID ANP.

2.4 The current Aerodrome Certification percentage is 53% which exceeds the MID Safety Strategy target of 50% for 2015. However, more efforts are needed to meet the Strategy target of 75% for 2017.

2.5 In connection with the above, the meeting may wish to recall that the AOP Table of ANP does not include some of the MID Region aerodromes which are required/used for international operations. Accordingly, the concerned States were invited to review the current Basic ANP and send an updated list of international aerodromes to the ICAO MID Regional Office, taking into consideration the users' needs.

2.6 It is to be highlighted that States need to notify the air carriers and aerodrome users of any change to aerodrome category or type of use and report their action plan to complete certification of their aerodromes.

#### ***Aerodrome Safety Management System (SMS)***

2.7 The RGS WG/2 meeting noted that SMS implementation is one of the Aerodromes Certification challenges. Accordingly, it was agreed to address the aerodrome SMS implementation under the framework of the MID Safety Support Team (MID-SST) in coordination with RGS WG. Saudi Arabia offered to champion this SEI/DIP with support from Egypt.

#### ***Runway Safety Team and Go-Team***

2.8 The meeting may wish to recall that based on RASG-MID/3 Conclusion 3/2, the MID RS Go-Team was launched as an outcome of the MID-RRSS/2 (Dubai, UAE, 2-4 June 2014) to expedite the implementation of RST in the MID Region aerodromes. ICAO MID Regional Office was mandated to lead the RS Go-Team visits with support from UAE, Egypt, ACI, FAA, and IATA.

2.9 The main objective of the RS Go-Team is to expedite the establishment of RSTs and improve Runway Safety in the MID Region. This is to be through Go-Team Visits which will also provide support on Aerodrome Certification and other safety related issues, as required by the States. Accordingly, the first RS Go-Team Visit was successfully conducted upon Sudan's request to Khartoum International Airport (30 November - 04 December 2014). The Go-Team Visit was well appreciated by the Civil Aviation Authority of Sudan and the Khartoum International Airport management.

2.10 As a follow-up to the RS Go-Team Visit to Khartoum, the UAE GCAA has conducted a training course on Aerodrome Airside Operation in Khartoum, Sudan from 6 to 10 September 2015. Also, coordination is going on with the Civil Aviation Authority of Sudan for Egypt to conduct a course on Aerodrome Safeguarding.

2.11 The ICAO MID Regional Office received a request from Kuwait DGCA for a Go-Team Visit to Kuwait International Airport and coordination is ongoing to have it conducted on 14-18 February 2016. Qatar and Bahrain have also indicated interest to receive the MID RS Go-Team.

2.12 The meeting may wish to note that RASG-MID/4 reviewed the Recommendations of the MID-RRSS/2 and RSC/3, and agreed to the following Conclusion:

*CONCLUSION 4/9: RUNWAY SAFETY TEAM (RST) AND RUNWAY SAFETY GO-TEAM*

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

- a) foster the implementation of Runway Safety Teams (RST) at their international aerodromes and associated safety management systems, making use of the Runway Safety Implementation Kit (I-Kit) which includes the RST Handbook and Runway Safety Go-Team methodology;*
- b) consider supporting the regional Runway Safety Go-Team activities; and*
- c) encourage their aerodrome operators to request Runway Safety Go-Team visits, as required.*

2.13 In connection with the above, the meeting may wish to note that the DGCA-MID/3 (Doha, Qatar, 27-29 April 2015) supported the RASG-MID/4 Conclusion 4/9 and highlighted that potential candidates for the RS Go-Team Visits include Muscat, Jeddah, Cairo, Imam Khomeini, and Amman airports. The meeting reiterated that the Go-Team does not conduct audits and encouraged MID States and aerodrome operators to request RS Go-Team Visits to support the establishment of RST as an effective and inexpensive tool to enhance runway safety.

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

2.14 The RGS WG/2 meeting reviewed the MID Region Safety Indicators and Safety Targets related to RGS as detailed in the table at **Appendix B**. In this regard, the meeting noted that the RASG-MID/4 meeting endorsed the inclusion of new Safety Indicator “Number of established Runway Safety Team (RST) at MID International Aerodromes” in the MID Region Safety Strategy.

2.15 As a follow up to RASG-MID MID Conclusion 4/9, the ICAO MID Regional Office issued State Letter Ref. AN 5/24 - 15/220 dated 30 July 2015 requesting MID States to take necessary measures to ensure the implementation of the Conclusion and send feedback to the ICAO MID Regional Office. It has been reported that RSTs were established as follows: Bahrain (1), Egypt (1), Kuwait (1), Saudi Arabia (4), Sudan (4) and UAE (8). This represents 32% of the required RST in the MID Region international aerodromes.

#### ***Heliports***

2.16 The meeting may wish to note that the General Civil Aviation Authority (GCAA), UAE, in partnership with the aviation industry; has adopted a proactive approach to the formulation and introduction of UAE national regulation applicable to heliports. This approach has gained the support of stakeholders, which has been an essential element in the process, particularly in a Region where aviation growth continues at a rapid rate.

2.17 The meeting may wish to note that the ICAO MID Regional Office has successfully conducted the ICAO Heliport Seminar (IHS) which was graciously hosted by UAE in Dubai from 8 to 10 December 2015. The Seminar was conducted with objectives to provide an overview on ICAO Standards and Recommended Practices (SARPs) related to Heliports with a focus on design and operation requirements. The Seminar highlighted the need for Heliport regulations and safety oversight, and provided an overview on the operator’s perspectives.

2.18 The IHS was attended by almost one hundred (100) participants from ten (10) States, four (4) of them were from the MID Region. Concurrently with the (IHS), the GCAA hosted the Heliport Design Working Group (HDWG) in Dubai, UAE. This was a great opportunity for the HDWG member to participate in the IHS and interact with the MID States for all Heliports issues.

2.19 The outcomes of the IHS included the following recommendations:

- 1) encourage States to implement ICAO provisions related to Heliports (Annex 14 Volume II) through national Regulations and Safety Oversight. This should include implementation of adequate SMS;
- 2) encourage States to establish and maintain database for Heliports. This should include monitoring new Heliports construction;
- 3) invite ICAO to consider inclusion of core training elements (CAA inspectors & Heliport operator) as part of the Heliport Design and services Manual; and
- 4) report the outcome of this Seminar to RASG-MID and share with the other RASG's.

### ***Runway Overrun Protection System (ROPS)***

2.20 The meeting may wish to recall that reduction of Runway Excursions is one of the top priorities of global aviation industry and the RGS WG. In this regard, the RGS WG/2 meeting noted with appreciation a presentation from Airbus on ROPS technology. This is a cockpit software upgrade aiming at alerting pilots in case of runway overrun risk. It is based on real time continuous aircraft performance computation of stopping distance compared to the remaining runway length. The solution is a combination of ATC/crew procedures, airport infrastructures and avionics improvements.

2.21 It was highlighted that ROPS is already certified on AIRBUS A380, A320 Family, A350 and as of June 2015 on the A330. It was installed and operated today by several MID Region carriers. ROPS technology is today open to other aircraft manufacturers and EASA as well as NTSB consider an installation mandate of this avionics solution.

### ***ICAO Wildlife Strike Hazard Reduction Symposium***

2.22 The meeting may wish to note that ICAO will organize a Wildlife Strike Hazard Reduction Symposium to be held in ICAO HQ, Montreal, Canada from 10 to 12 May 2016. All MID States and International Organizations are encouraged to participate and share their experience on wildlife management.

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information and updates contained in this working paper and take action as appropriate; and
- b) urge States to take necessary actions and advise the ICAO MID Regional Office of any update related to the implementation status of the safety targets.

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APPENDIX A

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	6	1			7	4				4	57%	
3	Iran	8	1			9	4				4	44%	
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	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	2		2	0	4	2				2	50%	
13	Syria	3				3	0				0	0%	
14	UAE	7	1			8	7	1			8	100%	
15	Yemen	5				5	0				0	0%	
	Total	51	4	4	0	59	29	1	1	0	31	53%	
	% certified						57%	25%	25%		53%		

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**APPENDIX B**

**MID Region Safety Indicators and Safety Targets related to RGS**

	<b>Theme</b>	<b>Safety Indicator</b>	<b>Safety Target</b>
2	Runway Safety (RS)	Number of Runway Safety related accidents per million departures	Reduce/Maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016.
			Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016.
		Number of established Runway Safety Team (RST) at MID International Aerodromes	50% of the International Aerodromes by 2020.
6	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 2015. b) 75% of the International Aerodromes Certified by 2017.

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