



ICAO MID

ASPIG/4

Fourth Meeting of the Aerodromes Safety,
Planning and Implementation Group



CAPACITY & EFFICIENCY

SAFETY



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE AERODROME SAFETY &
PLANNING IMPLEMENTATION GROUP (ASPIG/4)**

(Virtual, 14-16 March 2022)

The views expressed in this Report should be taken as those of the Regional Aviation Safety Group and not of the Organization. This Report will, however, be submitted to the ICAO Council 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 Fourth meeting of the Aerodrome Safety & Planning Implementation Group (ASPIG/4) was held virtually, 14-16 March 2022, using MS Teams.

2. OPENING

1.2 The meeting was opened by Mr. Mohamed Smaoui, Acting Regional Director, ICAO Middle East Office, who welcomed the participants to the ASPIG/4 meeting.

3. ATTENDANCE

1.3 The meeting was attended by a total of Seventy-Six (76) participants from fourteen (14) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, Syria, UAE and Yemen) and five (5) Organizations (ACI and IATA, Boeing, IFATCA and WBA). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

1.4 The meeting was chaired by Mrs. Angie Ahmed Abdalla Mostafa, Counsellor to the Egyptian Civil Aviation, Egypt.

1.5 The meeting was co-chaired by Mrs. Leena Al-Kooheji, Chief, Airport & Air Navigation Audit at Bahrain Aviation Safety & Security Directorate.

1.6 Mr. Mohamed Iheb Hamdi, the Regional Officer for 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 Revised Agenda was adopted:

- | | |
|----------------|---|
| Agenda Item 1: | Election of Chairperson/Vice-Chairperson and Adoption of the Provisional Agenda |
| Agenda Item 2: | Regional Performance Framework for Aerodrome Safety |
| Agenda Item 3: | Regional Performance Framework for Aerodrome Capacity and Efficiency |
| Agenda Item 4: | Future Work Programme |
| Agenda Item 5: | Any other Business |

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The RASG-MID records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States and its stakeholders/partners, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its subsidiary bodies.

8. LIST OF CONCLUSIONS AND DECISIONS

8.1 It is to be noticed that due to the short timeframe difference between the ASPIG/3 Meeting and the ASPIG/4 Meeting, the current report is only summarizing the follow-up actions related to the ASPIG/3 Meeting outcomes, in line with the approved Agenda Items.

PART II – REPORT ON AGENDA ITEMS**REPORT ON AGENDA ITEM 1: ELECTION OF CHAIRPERSON/VICE-CHAIRPERSON AND ADOPTION OF THE PROVISIONAL AGENDA**

1.1 Mrs. Angie Ahmed Abdalla Mostafa, Counsellor to the Egyptian Civil Aviation, Egypt, and Mrs. Leena Al-Kooheji, Chief, Airport & Air Navigation Audit at Bahrain Aviation Safety and Security Directorate, were respectively/unanimously elected as the Chairperson and Vice-Chairperson of the Aerodrome Safety, Planning and Implementation Group (ASPIG).

1.2 The meeting reviewed and adopted the Revised Provisional Agenda as at paragraph 6 of the History of the Meeting.

REPORT ON AGENDA ITEM 2: REGIONAL PERFORMANCE FRAMEWORK FOR AERODROME SAFETY***Follow-up on the endorsed Conclusions related to Aerodrome Safety***

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the RSC/7, MIDANPIRG/18 & RASG-MID/8 Conclusions, as at **Appendix 2A**.

Aerodromes Safety Dashboard Updates

2.2 The subject was addressed in WP/3 presented by the Secretariat. The meeting reviewed and updated the Aerodromes Safety Dashboard as at the **Appendix 2B**.

Global Reporting Format Post Implementation

2.3 The meeting provided a forum where all different stakeholders shared their GRF implementation experiences and, discussed ideas and suggestions from all different aviation domains and perspectives by promoting relevant best practices and ideas, the MID Region.

Obstacle Limitation Surfaces (OLS) new Concept

2.4 The subject was addressed in PPT5 presented by the Secretariat. The meeting was apprised of the comprehensive review of the obstacle limitation surfaces notably the Obstacle Evaluation Surfaces (OES) and the Obstacle Free Surfaces (OFS) to be reflected in Annex 14 Vol I. The meeting reiterated the importance of the development of guidance for conducting aeronautical studies to assess permissible penetrations to the surfaces.

Follow-up of the Aerodromes SEIs included in the MID Regional Aviation Safety Plan (MID RASP) 2020-2022 Edition.

2.5 The subject was addressed in WP/4 presented by the Secretariat. The meeting was informed of the progress of the implementation progress of the referenced Safety Enhancement Initiatives (SEIs) related to AGA-AOP as at **Appendix 2C**.

UASs Integration in Aerodrome Operations and Airspace

2.6 The subject was addressed in PPT/6 presented by the Secretariat. The meeting noted that Unmanned Aircraft Systems are viable tools for commercial or non-recreational purposes as UASs can enhance the efficiency of the Aerodrome operations, with minimal impact on them.

2.7 The meeting highlighted that public and private authorities are now seeing the numerous benefits of this technology and using UAS to conduct unmanned aerial missions for law enforcement, search and rescue, and Aerodrome inspections.

2.8 The meeting recognized that Airport Operators are also seeking to use UASs to benefit from their services from airfield inspections and emergency response to applications in wildlife mitigation.

2.9 The meeting noted that pertinent data can be collected using UASs, which could completely transform the way airport operators perform work in their facilities as UASs would:

- provide accurate and efficient mapping in hours rather than days;
- examine graded Runway Strips;
- monitor pavement slopes and condition;

- survey Aerodrome layout and infrastructure;
- assess Movement Area Makings;
- control Works Areas; and
- check landing/take off areas vs potential obstacles (hazard identification).

2.10 In this regard, the meeting noted that the integration of UASs in day-to-day Aerodromes Operations is a challenge, needs an appropriate regulatory framework scaled to integrate properly and safely UASs into the Aerodrome Airspace. In addition, the meeting encouraged States to proactively assess and evaluate their future needs on UASs integration in Aerodromes Operations and Airspace, as deemed necessary.

Civil Military Cooperation on Aerodrome Design and Operations

2.11 The subject was addressed in WP/7 presented by Egypt. The meeting highlighted the improved civil-military cooperation can be achieved with an appropriate legislation framework. The meeting noted that joint rules and procedures, and working arrangements at the tactical and technical levels is essential for the success of such cooperation.

2.12 In addition, the meeting agreed] that Airport Collaborative Decision-Making methodology would play a major role to keep each party informed, as much as practicable, about the aircraft flight information to which services would be provided.

Certification and Authorization of Water Aerodromes

2.13 The subject was addressed in WP/8 presented by Saudi Arabia. The meeting noted that there are no uniform internationally accepted SARPs related to water aerodromes. Meanwhile, several States have developed their own regulations for water aerodromes for use as a local reference document, such as Canada, Indonesia, Maldives etc. and now Saudi Arabia.

2.14 The meeting noted that Saudi Arabia has more than 90 Islands and is planning to develop about 40 islands in Red Sea to promote high end environment friendly and responsible tourism under its vision 2030. Therefore, GACA has developed comparatively a comprehensive regulation for water aerodromes. Additional information on water aerodrome regulation are available on GACA website through the following link: <https://gaca.gov.sa/web/en-gb/page/laws-regulation>.

2.15 The meeting encouraged MID States to share experience in developing the regulations for Water Aerodromes Certification and/or authorization; as applicable.

2.16 The meeting invited ICAO MID Office to coordinate with ICAO HQ to review the existing SARPs related to aerodromes and to develop specific SARPs for the design, operation, safety management, and certification of water aerodromes.

REPORT ON AGENDA ITEM 3: REGIONAL PERFORMANCE FRAMEWORK FOR AERODROME CAPACITY AND EFFICIENCY***Follow-up on the Endorsed Conclusions related to Aerodrome Capacity and Efficiency***

3.1 The subject was addressed in WP/9 presented by the Secretariat. The meeting reviewed the implementation progress of the of the MIDANPIRG/18 Conclusions, as at **Appendix 3A**.

Aerodromes Capacity and Efficiency Dashboards' Updates:

3.2 The subject was addressed in WP/10 presented by the Secretariat. The meeting reviewed and analyzed the dashboard on the States Needs on Capacity Building for Effective Implementation BBBs requirements, as at **Appendix 3B**.

GANP BBBs (States' Needs on capacity building for the BBBs Implementation)

3.3 The meeting noted the need of the States facing challenge with the full implementation of the Aerodrome Certification process which is considered as the core of the BBBs that will facilitate the implementation of the GANP ASBU Modules. Also, the meeting noted that there is need to raise awareness about Wildlife Hazard Management. Consequently, the World Birdstrike Association (WBA) expressed their interest to collaborate with ICAO MID to organize a Regional Symposium about Wildlife Hazard Management for the MID Region.

3.4 The meeting encouraged States which are able/available for providing technical support to coordinate with ICAO MID Office in order to facilitate the conduct of the necessary technical assistance and Capacity Building Initiatives/Activities, based on the identified States Needs.

ASBU Operational Threads: Airport Collaborative Decision Making (ACDM)

3.5 The meeting reviewed. and updated the Airport Preparedness Dashboard on ACDM Implementation as at the **Appendix 3C**.

3.6 The meeting recalled that the ASPIG/3 Meeting agreed that an ACDM Task Force (ACDM-TF) be established to support and assist in the implementation of ACDM in the MID Region.

3.7 The meeting was informed that the following Draft Conclusion which was agreed on during the ASPIG/3 Meeting was not endorsed by the MIDANPIRG/19 Meeting:

Draft Decision 3/1: Establishment Of The MID Region ACDM Task Force (MID ACDM-TF)

That, the MID Region Airport Collaborative Decision Making Task Force (ACDM MID TF) be established in accordance with the Terms of Reference at Appendix XX.

3.8 The meeting agreed to deeply discuss the matter by involving the Chairpersons of other MIDANPIRG subgroups to clarify the rationale behind the need of the implementation of the Task Force.

ASBU Operational Threads: Surface Operations (SURF)

3.9 The meeting noted the need to organize a Regional Seminar on the Advanced Movement Guidance and Control System (A-SMGCS) with refence to the implementation of the MIDANPIRG Conclusion 18/26.

Review the Air Navigation (AN) Deficiencies – AOP Area

3.10 The subject was addressed in WP/11 presented by the Secretariat. The meeting recalled that the following Draft Conclusion was not endorsed by the MIDANPIRG/18 Meeting:

***DRAFT CONCLUSION 3/2:MID AIR NAVIGATION DEFICIENCIES
MANAGEMENT PROCESS (MID AND-MP)***

*That, in order to encourage consistent reporting of deficiencies, and efficient implementation of their resolutions, MID States and concerned Stakeholders are urged to endorse the MID Air Navigation Deficiencies Management Process (MID AND-MP), as at **Appendix 3E** including the List of the Reporting Areas to be used as a guidance to minimum reporting.*

3.11 The meeting agreed to discontinue the latter initiative and use the reporting tool for the benefit of Aerodrome Safety/Operations matters.

REPORT ON AGENDA ITEM 4: FUTURE WORK PROGRAMME

4.1 The meeting agreed that the ASPIG/5 meeting be tentatively scheduled to be held during the Q1 or Q2 of 2023. The venue would be either virtual or the ICAO MID Regional Office (Cairo), unless a State be expressing their interest to host the meeting.

REPORT ON AGENDA ITEM 5: ANY OTHER BUSINESS

5.1 Nothing was addressed under this agenda item.

APPENDIX 2A

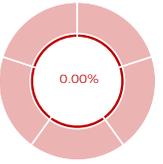
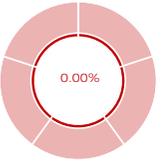
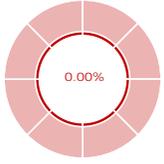
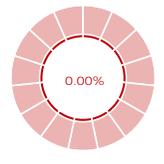
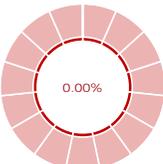
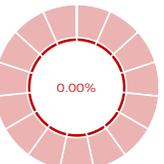
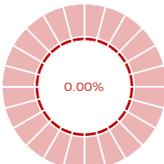
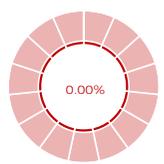
Conclusion ID #	conclusions and decisions	Why: concerns/challenges/rationale	deliverables		When: Deadline	Last Revised Deadline	Drafted by	Endorsed by	status	Date of completion	Actions required by the State	States that didn't reply/take action yet	Remarks
			What: item(s)	Who: responsible									
SAFETY													
RSC C 7/5	Survey on Basic Regulatory Framework FOR Aerodrome Certification								Ongoing				
	That, by May 2020, a Survey on Basic Regulatory Framework for Aerodrome Certification in the MID Region be carried out using the Template at Appendix 3E.	Assurance of the establishment of the necessary Regulatory Framework for Aerodromes Certification by States.	Survey on Basic Regulatory Framework for Aerodrome Certification	States	May-20	15-Aug-21	ASPIG/1	RSC/7			Provide State's Regulatory Framework for Aerodrome Certification	Libya, Yemen	(Revised Date due to the Pandemic Crisis the deadline has been extended to 2021)
RSC C 7/6	Aerodrome Certification Implementation Progress								Ongoing				
	That, States provide the ICAO MID Office, by May 2020 with: a) the status of implementation of the Basic Regulatory Framework for aerodrome certification using the Table 1 of Appendix 3E; and b) their progress/plan for Aerodrome Certification Implementation using the Template at Appendix 3F.	Development of a detailed Aerodrome Certification Implementation Progress/Plan	Progress/Plans on the Aerodrome Certification Implementation	States	May-20	15-Aug-21	ASPIG/1	RSC/7			Provide State's Implementation Plans for Aerodromes certification	Libya, Yemen	(Due to the Pandemic Crisis the deadline has been extended to 2021)
RSC C 7/7	Regional Seminar on Global Reporting Format (GRF)								Completed				
	That, a) a Regional Seminar on Global Reporting Format (GRF) be organized by the ICAO MID Office during the first quarter of 2020; and b) States (CAAs, Airports Operators, ANSPs, Airlines, etc.) and International Organizations are invited to actively participate in this Seminar.	Foster the implementation of the runway condition assessment new methodology in the MID Region: The Global Reporting Format (GRF)	GRF Regional Seminar	ICAO	Q1 of 2020	27-Oct-20	ASPIG/1	RSC/7		27-Oct-20	Participation to the event		(Revised Date. Due to the Pandemic) Replaced by a Regional Webinar conducted on 27 Oct 20
RSC C 7/8	Global Reporting Format (GRF) Implementation and Deployment at Aerodromes								Been replaced and superceded				
	That, States: a) be requested to report on the implementation of the GRF to the ICAO MID Regional Office by July 2020; b) be encouraged to organize at National Level Seminars, Workshops, trainings, etc. related to GRF; and c) ensure full deployment of GRF at their airports.	Effective implementation of the GRF methodology and its deployment at the MID Region Airports	Status report of the GRF implementation and deployment at Airports	States	Jul-20	30-Jul-20	ASPIG/1	RSC/7			Provide Status Report for GRF implementation	All States	Replaced and superceded by PIRG-RASG C 1/2
PIRG-RASG C 1/2	MID REGION GRF IMPLEMENTATION ACTION PLAN								Ongoing				
	That, States be urged to: a) nominate a National GRF implementation Focal Point to coordinate the implementation activities at the National level; b) provide the ICAO MID Office with the contact details of their nominated GRF Focal Points by end of February 2021; and c) provide regular progress reports/updates on the subject to the ICAO MID Office using the MID Region GRF Implementation Plan Template/Milestones at Appendix 3.2C.	Effective implementation of the GRF methodology and its deployment at the MID Region Airports	States' GRF Implementation Plans	States	May-20	29-Jul-21	ASPIG/2	MIDANPIG/18 RASG/8			Provide State's GRF Implementation Plans	Libya	
RSC C 7/9	Runway Safety Team Implementation Plan								Ongoing				
	That, States be urged to provide the ICAO MID Office by May 2020 with a Runway Safety Team Implementation Progress/Plan, using the Template at Appendix 3G.	Development of a detailed RSTs Implementation Progress/Plan including the GRF Deployment at Airports	Progress/Plans on RSTs Implementation including the GRF Deployment at Airports	States	May-20	15-Aug-21	ASPIG/2	RSC/7			Provide State's RST Implementation Plans	Libya, Yemen	(Due to the Pandemic Crisis the deadline has been extended to 2021)

APPENDIX 2B

MID Region
Aerodromes Safety Dashboard

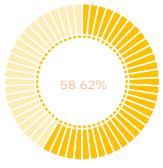
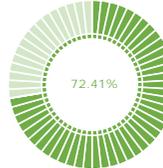
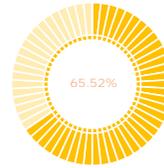
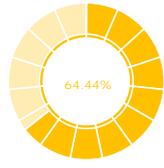
State	Country Code	Total # of AD (AOP Table I-I)	City	Aerodrome Name (AOP Table I-I)	Location Indicator (AOP Table I-I)	Designation (AOP Table I-I)	AD Certification Implementation		AD Local RST Establishment		AD Readiness for GRF Deployment		National GRF Implementation Plan Progress	Aerodrome Traffic Density		
							Certified	Level of Implementation	Established	Level of Implementation	Ready	Level of Deployment		Light	Medium	Heavy
Bahrain	BHR	1	Manama	Bahrain International Airport	OBBI	RS	✓		✓		✓					
Egypt	EGY	7	Borg ElArab	BORG ELARAB INT AIRPORT	HEBA	RS	✓		✓		✓					
			Aswan	ASWAN INT AIRPORT	HESN	RS	✓		✓		✓					
			Cairo	CAIRO INT AIRPORT	HECA	RS	✓		✓		✓					
			Hurghada	HURGHADA INT AIRPORT	HEGN	RS	✓		✓		✓					
			Luxor	LUXOR INT AIRPORT	HELX	RS	✓		✓		✓					
			Marsa Alam	MARSA ALAM INT AIRPORT	HEMA	RNS	✓		✓		✓					
			Sharm El Sheikh	SHARM EL SHEIKH INT AIRPORT	HESH	RS	✓		✓		✓					
Iran	IRN	9	Bander Abbas	Bander Abbas International Airport	OIKB	RS	✓		✓		✗					
			Esfahan	Shahid Beheshti International Airport	OIFM	RS	✗		✓		✓					
			Mashhad	Shahid Hashemi Nejad International Airport	OIMM	RS	✗		✓		✓					
			Shiraz	Shahid Dastghaib International Airport	OISS	RS	✗		✓		✓					
			Tabriz	Tabriz International Airport	OITT	RNS	✗		✓		✓					
			Tehran	Imam Khomeini International Airport	OIIE	RS	✓		✓		✓					
			Tehran	Mehrabad Int/ OIII	OIII	RS	✗		✓		✓					
			Yazd	Shahid Sadooghi International Airport	OYYY	RS	✓		✓		✓					
			Zahedan	Zahedan International Airport	OIZH	RS	✓		✓		✗					
Iraq	IRQ	6	Al-Najaf	Al-Najaf Al-Ashraf International Airport	ORNI	RNS	✗		✗		✗					
			Baghdad	Baghdad International Airport	ORBI	RS	✗		✗		✗					
			Basrah	Basrah International Airport	ORMM	RS	✗		✗		✗					
			Erbil	Erbil International Airport	ORER	RS	✗		✗		✗					
			Mosul	Mosul International Airport	ORBM	RS	✗		✗		✗					
			Sulaymaniyah	Sulaymaniyah International Airport	ORSU	RS	✗		✗		✗					
Jordan	JKO	2	AMMAN	Queen Alia International Airport	OJAI	RS	✓		✓		✓					
			AQABA	King Hussein International Airport	OJQA	RS	✓		✓		✓					

MID Region Aerodromes Safety Dashboard

State	Country Code	Total # of AD (AOP Table I-I)	City	Aerodrome Name (AOP Table I-I)	Location Indicator (AOP Table I-I)	Designation (AOP Table I-I)	AD Certification Implementation		AD Local RST Establishment		AD Readiness for GRF Deployment		National GRF Implementation Plan Progress	Aerodrome Traffic Density		
							Certified	Level of Implementation	Established	Level of Implementation	Ready	Level of Deployment		Light	Medium	Heavy
Kuwait	KWT	1	KUWAIT	Kuwait International Airport	OKBK	RS	✓		✓		✓					
Lebanon	LBN	1	BEIRUT	Rafic Hariri International Airport	OLBA	RS	✗		✗		✗					
Libya	LBY	3	BENGAZI	Benina International Airport	HLLB	RS	✗		✗		✗					
			SEBHA	Sebha International Airport	HLLS	RS	✗		✗		✗					
			TRIPOLI	Tripoli International Airport	HLLT	RS	✗		✗		✗					
Oman	OMN	2	Muscat	Muscat International Airport	OOMS	RS	✓		✓		✓					
			Salalah	Salalah International Airport	OOSA	AS	✓		✓		✓					
Qatar	QAT	2	Doha	Doha International Airport	OTBD	RS	✓		✓		✓					
			Doha	Hamad International Airport	OTHH	RS	✓		✓		✓					

MID Region Aerodromes Safety Dashboard

State	Country Code	Total # of AD (AOP Table I-I)	City	Aerodrome Name (AOP Table I-I)	Location Indicator (AOP Table I-I)	Designation (AOP Table I-I)	AD Certification Implementation		AD Local RST Establishment		AD Readiness for GRF Deployment		National GRF Implementation Plan Progress	Aerodrome Traffic Density					
							Certified	Level of Implementation	Established	Level of Implementation	Ready	Level of Deployment		Light	Medium	Heavy			
Saudi Arabia	SAU	4	DAMMAM	King Fahd International Airport	OEDF	RS	✓		✓		✓		93.33%						
			JEDDAH	King Abdulaziz International Airport	OEIN	RS	✓		✓		✓								
			MADINAH	Prince Mohammad Bin Abdulaziz International Airport	OEMA	RS	✓		✓		✓								
			RIYADH	King Khalid International Airport	OERK	RS	✓		✓		✓								
Sudan	SDN	4	EL OBEID	El Obeid International Airport	HSOB	AS	✓		✓		✓		80.00%						
			KHARTOUM	Khartoum International Airport	HSSS	RS	✓		✓		✓								
			NYALA	Nyala International Airport	HSNN	AS	✗		✓		✓								
			PORT SUDAN	Port Sudan International Airport	HSPN	RS	✓		✓		✓								
Syria	SYR	3	ALEPPO	Aleppo International Airport	OSAP	RS	✗		✓		✗		20.00%						
			DAMASCUS	Damascus International Airport	OSDI	RS	✗		✓		✗								
			LATTAKIA	Lattakia International Airport	OSLK	RS	✗		✗		✗								
UAE	ARE	8	ABU DHABI	Abu Dhabi International Airport	OMAA	RS	✓		✓		✓		100.00%						
			ABU DHABI	Al Bateen International Airport	OMAD	RNS	✓				✓							✓	
			AL AIN	Al Ain International Airport	OMAL	RS	✓				✓							✓	
			DUBAI	Al Maktoum International Airport	OMDW	RS	✓				✓							✓	
			DUBAI	Dubai International Airport	OMBD	RS	✓				✓							✓	
			FUJAIRAH	Fujairah International Airport	OMFJ	RS	✓				✓							✓	
			RAS AL KHAIMAH	Ras Al Khaimah International Airport	OMRK	RS	✓				✓							✓	
SHARJAH	Sharjah International Airport	OMSJ	RS	✓		✓		✓											
Yemen	YEM	5	ADEN	Aden International Airport	OYAA	RS	✗		✗		✗		0.00%						
			HODEIDAH	Hodeidah International Airport	OYHD	RS	✗				✗							✗	
			MUKALLA	Riyan International Airport	OYRN	RS	✗				✗							✗	
			SANA'A	Sana'a International Airport	OYSN	RS	✗				✗							✗	
			TAIZ	Taiz International Airport	OYTZ	RS	✗				✗							✗	

MID Region Aerodromes Safety Dashboard												
State	Region Code	Total # of AD (AOP Table I-1)	AD Certification Implementation		AD Local RST Establishment		AD Readiness for GRF Deployment		National GRF Implementation Plan Progress	Aerodrome Traffic Density		
			Certified	Level of Implementation	Established	Level of Implementation	Ready	Level of Deployment		Light	Medium	Heavy
MID REGION AERODROMES SAFETY DASHBOARD	MID	58	34		42		38			38	17	3

General Guidance:

- **Country Code** : ISO 3-Letter Code of the Country
- **City/Aerodrome**: Name of the city and aerodrome, preceded by the location indicator.
- **Designation**: Operability of the aerodrome as indicated on the MID eANP Vol I (AOP Table I-1):

RS : international scheduled air transport, regular use;
RNS : international non-scheduled air transport, regular use;
AS : international scheduled air transport, alternate use;
ANS : international non-scheduled air transport, alternate use.

Note 1 : when an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown.
[Example : an aerodrome required for both RS and AS use would only be shown as RS in the list.]

Note 2 : when the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

- **Aerodrome certification process:**

Phase 1: Dealing with the expression of interest by an intending applicant for the aerodrome certificate;
Phase 2: Assessing the formal application, including evaluation of the aerodrome manual;
Phase 3: Assessing the aerodrome facilities and equipment;
Phase 4: Issuing or refusing an aerodrome certificate; and
Phase 5: Promulgating the certified status of an aerodrome and the required details in the AIP.

- **Aerodrome Traffic Density**

a) **Light.** The number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements.
b) **Medium.** The number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements.
c) **Heavy.** The number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements.

Note 1. The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.

Note 2. Either a take-off or a landing constitutes a movement.

AERODROME SAFETY MANAGEMENT RELATED PART

AGA-OPS Safety Actions related to the List of SEIs

SEI Code	SEI name	Actions	Owner(s)	Status/Progress	Completion date
Organizational Challenges and Emerging Risks					
Goal 2: Strengthen States' Safety Oversight Capabilities					
G2-SEI-01:	Strengthening of States' Safety Oversight Capabilities	A1- Conduct Capacity Building Activities (Workshops, Training, Webinars, GSI Courses) to promote effective implementation of SARPs, with a focus on the following technical areas: ANS, AGA, and OPS	ICAO	USOAP-CMA webinar conducted on 11 Feb 2021	2022
		A2- Conduct technical assistance and NCLB missions to States	ICAO		2022
		A3- Develop and implement a specific NCLB plan of actions	ICAO and concerned States		2022
Goal 3: Ensure the Appropriate Infrastructure is available to Support Safe Operations					
G3-SEI-01:	Certification of International Aerodromes	A1- Support States on the implementation of the ICAO Annex 14 requirements to achieve compliance with regards to Aerodrome Design and Operations, through Workshops/Training	ICAO and ACI. Supported by ACAO	Training course conducted on implementing Annex 14, during period of 8-12 Nov2020	2022
		A2- Enhance capacity building for States CAAs and Airport operators related to aerodromes certification through Workshops/Training	ICAO and ACI		2022
		A3- Develop guidance material/ share best practices on Apron Management	States (UAE and Egypt)	Completed and ready for endorsement by the RASG-MID	2021
		A4 – Deployment of iPack on Aerodrome Re-Start	ICAO	- iPack deployment started with Syria.	2021

G3-SEI-02:	Establish Runway Safety Team (RST) at International Aerodromes	A1- Conduct of assistance missions by the Runway Safety Go-Team (RST)	ICAO. Supported RSP (Runway Safety Programme Partners)		2022
		A2: Support States to implement the Global Reporting Format Methodology through workshops/trainings: (Action addressed under G1-SEI-02: Runway Excursion)	ICAO and ACI. Supported by CANSO, IATA, FAA and Aircraft Manufactures	Webinar has been conducted on 27 Oct 2020	2022
Goal 4: Expand the Use of Industry Programmes					
G4-SEI-01:	Promote the Use of industry Programmes	A1- Encourage IATA’s IOSA and ISAGO registrations through safety promotion	IATA		2022
		A2- Encourage the implementation of ACI Airport Excellence (APEX) in Safety Programme	ICAO and ACI		2022
Goal 5: Implementation of Effective SSPs and SMSs					
G5-SEI-01:	Implement an effective Safety Management	A1- Conduct SSP training course in Cairo	ICAO	SSP course planned for 26 Oct- 1 Sep 2021	2021
		A2- Conduct SSP Workshop in coordination with ACAO in Casablanca, Morocco	ICAO and ACAO	-Postponed due to COVID-19 -An Event Risk Assessment webinar to be delivered on 7 June 2021 organised by ICAO MID Office	2021
		A3- Provide SSP/SMS workshops for MID States personnel	ICAO. Supported by IATA, CANSO, ACI, and States (UAE)	SSP workshop conducted in Kuwait in March 20	2022
		A4- Develop guidance material/share best practices on occurrence reporting for the CAA personnel on establishing an	States (UAE)		2022

		effective operation of the mandatory and voluntary reporting systems			
		A5- Support and guide States in the development of NASPs through workshops and sharing of best practices	ICAO and States (UAE)	<p>1. ICAO organizing series of RASP webinars.</p> <ul style="list-style-type: none"> - MID-RASP Webinar to be conducted by ICAO on 25 May 2021 <p>2. ICAO organized series of Webinars related to GASP/NASP:</p> <ul style="list-style-type: none"> - 16 March 2021: ICAO's Global Safety Strategy: the Global Aviation Safety Plan. - 30 March 2021: Introduction to the National Aviation Safety Plan - 13 April 2021: Using the Roadmap to Develop a National Aviation Safety Plan 	2022
		A6- Development of guidance/share best practices for the processes and procedures for oversight of SMS	States (UAE)		2022
		A7- Deployment of the Aviation Safety Risk Management iPack	ICAO	Completion of ASRM iPACK related to COVID-19 project with PACA Oman and conducted the closing meeting on 4 May 2021. Planned to be delivered during the year 2021	2020
		A-8- Conduct assistance missions by SMIT to support States with SSP implementation	SMIT. Egypt, Saudi Arabia, Qatar and UAE. Supported by CANSO and IATA	SMIT Handbook is being drafted and be shared with SEIG/3 for review.	2022

Goal 6: Increase Collaboration at the Regional Level to Enhance Safety						
	To be developed in the future					
Regional Operational Safety Risks						
Goal 1: Achieve a continuous reduction in Operational Risks						
G1-SEI-01:	Aircraft upset in flight (LOC-I)	A1- Guidance material on flight crew proficiency	IATA and Aircraft manufacturers		2022	
		A2- Advisory Circular: Mode Awareness and Energy State Management Aspects of Flight Deck Automation	IATA and Aircraft manufacturers. Supported by KSA		2022	
		A3- Conduct Upset Recovery Workshop	ACAO, IATA, and ICAO. Supported by FAA to be confirmed. Host State to be confirmed	ICAO, KSA, and FAA UPRT Feb 20		2022
		A4- Develop guidance material/share best practices on Ground Handling Service Provider Certification Process	IATA and KSA	On going		2022
		A5- Conduct a Ground Handling workshop	ACAO and ICAO. Supported by IATA	On going		2022
G1-SEI-02:	Runway Safety- Runway Excursion	A1- Support States to implement the Global Reporting Format (GRF) Methodology through Webinar/ Workshops/Training	ICAO and ACI. Supported by CANSO, IATA, FAA and Aircraft Manufactures	Maintained as planned (Q4 2021)	2021	
		A2- Guidance material on un-Stabilized Approach	IATA. Supported by CANSO and IFALPA		2022	
		A3- MID Region Action Plan/Milestones on the Global Reporting Format (GRF) Implementation	ICAO	Completed and submitted for the States		2021
		A4: MID Region customized ACI-ICAO Global Reporting Format (GRF) for Runway Surface Conditions for Airport Operators	ACI, ICAO	(05 virtual GRF Training classrooms conducted for the MID Region States/Airport Operators)		2021

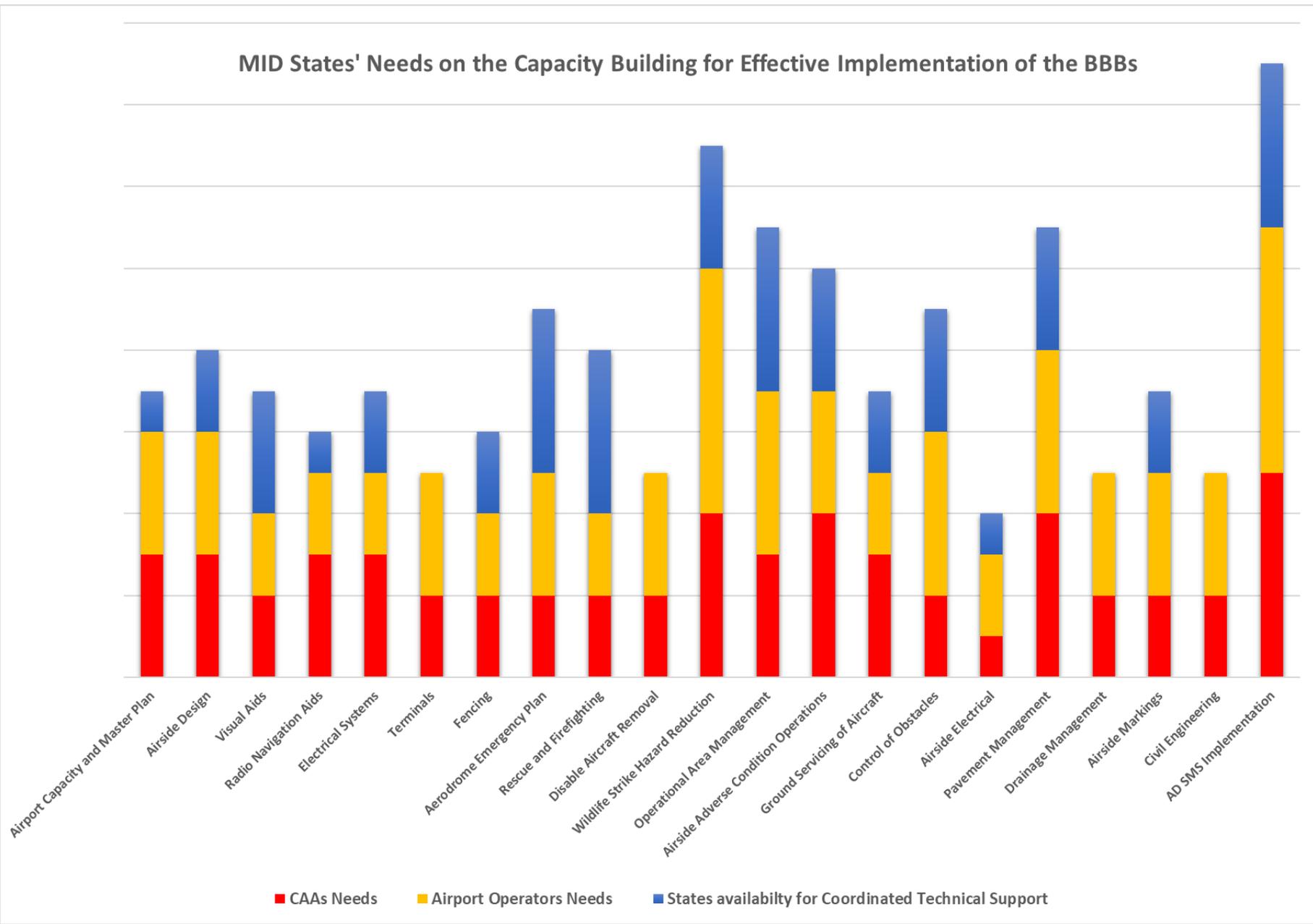
		A5: Develop guidance material/share best practices on GRF Implementation/Deployment	UAE, Iran, Oman and Saudi Arabia		2022
G1-SEI-03:	Runway Safety- Runway Incursion	A1- Support States to implement aerodrome inspection through workshops/trainings/Webinars	ICAO. Supported by FAA and UAE	Regional Webinar planned to be conducted on Aerodrome Safety	2022
G1-SEI-05B:	Ensure the Safe Operations of UAS (drones)	A1- Circulate ICAO developed guidance and advisory circulars: Regulatory framework for the operation of drones to support states' CAA personnel in the implementation and oversight of UAS operations	ICAO	To be circulated on May 2021	2021
		A2- Organize symposium on Drones related subjects	ICAO, ACAO. Supported FAA	Planned to be held in Casa Blanca during 15-17 Dec 2021	2021
		A3- States and regional organizations to share occurrences and/or safety analysis/information involving drones to ASRG to perform a technical analysis of the reported occurrences and come out with recommendations.	ICAO, IATA, ACI, CANSO, and States (TBD)		2022

APPENDIX 3A

Conclusion ID #	conclusions and decisions	Why: concerns/challenges/rationale	deliverables		When: Deadline	Last Revised Deadline	Drafted by	Endorsed by	status	Date of completion	Actions required by the State	States that didn't reply/take action yet	Remarks
			What: item(s)	Who: responsible									
CAPACITY & EFFICIENCY													
MIDANPIRG C 18/24	STATES NEEDS FOR THE BBB-AOP IMPLEMENTATION								Ongoing				
	That, in order to support the implementation of the BBB for Airport Operations and prioritize the necessary technical assistance in line with the MID Region NCLB Strategy: a) States requiring assistance are urged to provide the ICAO MID Office, by March 2021, with their Needs for the BBB-AOP Implementation using the Table at Appendix 5.2J ; and b) States and stakeholders having the required experience and expertise are encouraged to volunteer to joint efforts with ICAO for the provision of necessary technical assistance.	Monitor the MID States BBB-AOP Implementation needs	Survey on MID States BBB-AOP Implementation needs	States	Mar-20	18-Aug-21	ASPIG/2	MIDANPIRG/18			Complete the Questionnaire on MID States BBB-AOP Implementation needs	Libya, Oman, and Yemen	(Revised Date: due to the Pandemic Crisis the deadline has been extended to 2021)
MIDANPIRG C 18/25	AIRPORT PLANNING SEMINAR								Ongoing				
	That, ICAO organize an Airport Planning Seminar in 2022 and States are encouraged to participate actively in this event.	Prepare States to the upcoming requirements on Airport Master plan	Airport Planning Seminar	ICAO	Dec-22		ASPIG/2	MIDANPIRG/18			Participation to the event		At the Draft stage: This conclusion amended the DRAFT CONCLUSION 1/8: AIRPORT PLANNING SEMINAR (ref: ASPIG/1 Meeting Report)
MIDANPIRG C 18/26	A-SMGCS IMPLEMENTATION SEMINAR								Ongoing				
	That, a) ICAO organize an A-SMGCS Implementation Seminar/Workshop in 2021- 2022; and b) States are encouraged to participate actively in this event.	Ensure proper Implementation of the A-SMGCS on Aerodromes as part of the ASBU Block 0 SURF module of the GANP 6th Edition	A-SMGCS Implementation Seminar/Webinar	ICAO	Dec-22		ASPIG/2	MIDANPIRG/18			Participation to the event		At the Draft stage: This conclusion amended the DRAFT CONCLUSION 1/7: A-SMGCS IMPLEMENTATION SEMINAR (ref: ASPIG/1 Meeting Report)
MIDANPIRG C 18/27	MID REGION ACDM IMPLEMENTATION PLAN								Ongoing				
	MID REGION ACDM IMPLEMENTATION PLAN That, by March 2021, concerned States (according to the applicability area included in the MID Region Air Navigation Strategy) be urged to: a) provide the ICAO MID Office with the contact details of their designated National ACDM Implementation Focal Points; and b) populate the Questionnaire on ACDM Implementation Plan, using the template at Appendix 5.2K .	Ensure proper implementation of the ASBU Block 0 ACDM module of the GANP 6th Edition	List of MID States ACDM focal points & Survey on ACDM Implementation Plan	States	Mar-21	18-Aug-21	ASPIG/2	MIDANPIR/18			Provide State's ACDM focal Point & complete the Questionnaire on the State's ACDM Implementation Plan	Kuwait and, Oman	Important Note : States concerned by this conclusion are : SAUDI ARABIA & UAE as agreed and defined on the MID eANP

APPENDIX 3B

MID States' Needs on the Capacity Building for Effective Implementation of the BBBs



Fourth Meeting of the Aerodrome Safety, Planning and Implementation Group (ASPIG/4)
Virtual Meeting, (14-16 March 2022)
(from 08:00 to 11:00 UTC)
14 March 2022

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