



International Civil Aviation Organization

**Seventh Meeting of the Aerodrome Safety, Planning & Implementation Group
(ASPIG/7) (Riyadh, Saudi Arabia, 6-10 April 2025)**

Agenda Item 2: Regional Performance Framework for Aerodrome Safety

**AERODROMES SAFETY
PORTFOLIOS IN THE MID REGION**

(Presented by the Secretariat)

SUMMARY

This working paper presents the data requirements and framework for establishing Aerodromes Safety Portfolios in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- ASPIG/6 Report
- RASG/11 Report

1. INTRODUCTION

1.1 The Aerodromes Safety Portfolios initiative in the MID Region represents a collaborative effort aimed at fostering a voluntary, data-driven partnership across the aviation community. The objective is to support enhanced analysis and sharing of aerodrome-related safety data to strengthen safety oversight in the areas of Aerodrome Design and Operations.

2. DISCUSSION

2.1 The meeting is invited to note that the overarching vision for the MID Region is to establish a collaborative, data-centric environment where aviation stakeholders work together to enhance safety performance across the regional aviation system, particularly in the AGA domain.

2.2 This initiative is designed to effectively manage the growing volume of safety data collected across various States. It promotes the collection and anonymous sharing of such data to facilitate comprehensive analysis of aerodrome safety risks on a regional scale.

2.3 The key objectives of this initiative include:

- a) Streamlining the increasing volumes of aerodrome safety data held by individual States;
- b) Establishing a consolidated and anonymous dataset to support regional analysis and collaboration;
- c) Centralizing safety analysis capabilities via a unified platform to enable prediction, evaluation, and mitigation of systemic safety risks.

2.4 The meeting may wish to recall that RASG-MID/11 emphasized that inefficiencies in addressing non-compliances at individual aerodromes can erode public confidence in aviation safety and negatively impact air travel demand in the region.

2.5 The meeting highlighted the potential benefits of establishing an anonymous dataset for aerodrome safety, including:

- a) Enabling identification of regional trends and common safety deficiencies;
- b) Supporting the development of more effective corrective action plans;
- c) Facilitating the exchange of best practices between aerodromes and civil aviation authorities;
- d) Promoting consistency in safety standards across the region; and
- e) Functioning as an early warning system for emerging risks related to aerodrome design and operations.

2.6 The meeting agreed that such a dataset would be instrumental in promoting a strong safety culture and improving the effectiveness of corrective actions at the regional level. It would also provide a foundation for harmonized reporting, trend identification, and prioritization of follow-up actions by the ICAO MID Office and other relevant entities.

2.7 Accordingly, the RASG/11 meeting endorsed to the following Conclusion:

RASG-MID CONCLUSION 11/8: ANONYMOUS DATASETS COLLECTION FOR AERODROMES SAFETY

That, in order to promote safety and improve the effectiveness of the corrective action process at the regional level, MID States and concerned Stakeholders are urged to:

- a) endorse the Template listing of Minimum Reporting Areas of non-compliance to be reported, as presented at Appendix 4K, to ICAO MID Office for consolidation and follow-up actions, and*
- b) nominate a Main/National Focal Point responsible for the anonymous communication of these datasets using the Template.*

2.8 To support this objective, the meeting is invited to encourage States to ensure that their Aerodrome Safety Committees and Local Runway Safety Teams utilize the endorsed Template to report significant non-compliances encountered and resolved at their respective airports.

2.9 Airport Operators should transmit these datasets, along with related Corrective Action Plans, to the State Civil Aviation Authorities, who will then anonymize and forward them to the ICAO MID Office for analysis.

2.10 The meeting is also invited to support the establishment of Aerodromes Safety Portfolios in the MID Region through the anonymous data collection approach described in **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review and agree to the following Draft Conclusion:

Why	Ensure adequate data is collected to generate the Aerodromes Safety Portfolios in the MID Region
What	Significant/challenging non-compliance data reported by airport operators using the endorsed Template (Appendix A)
Who	States
When	By Q3 of the current year

DRAFT CONCLUSION 7/7: MID AERODROMES SAFETY PORTFOLIOS

*That, in order to facilitate the development of Aerodromes Safety Portfolios in the MID Region, States be urged to provide the ICAO MID Office, **by Q3 of the current year**, with anonymized datasets related to significant non-compliances in the AGA area, as captured by Aerodrome Safety Committees and/or Local Runway Safety Teams using the Template in **Appendix A**.*

- END -

ANONYMOUS DATASET FOR AERODROME SAFETY

MINIMUM REPORTING AREAS OF CHALLENGING/SIGNIFICANT NON-COMPLIANCES

AERODROMES OPERATIONS (AOP)									
	ICAO Reference	National Reference	Description	First reporting Date	Remarks/ Impact of non-implementation	STATE/ Concerned Aerodrome (s)	Corrective Action Plan(s) (CAP(s))		
							Document of the Corrective Action Plan accepted by the State for each concerned Aerodrome	Residual impediment(s)/obstacles faced during the implementation of each CAP and action thereon	Estimated Date for CAP completion / Status
AERODROME DESIGN									
1.	Annex 14 - Vol 1, Chapter 1 PANS- Aerodromes, Part 1, 2		Aerodrome Master Plan		The lack of airports master plans affect their short to medium term capacity and efficiency enhancement projects; restricting their ability to fulfil operational needs.				
2.	Annex 14 - Vol 1, Chapter 2, 3 PANS- Aerodromes, Part 1, 2 MID ANP, Vol II - AOP		Runways		In view of the vital function of runways in providing for safe and efficient aircraft landings and take-offs, it is imperative that their design take into account the operational and physical characteristics of the aeroplanes expected to use the runway, as well as engineering considerations.				

MINIMUM REPORTING AREAS OF NON-COMPLIANCES

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3.	Annex 14 - Vol 1, Chapter 2, 3 PANS-Aerodromes, Part 1, 2		Taxiways		A properly designed taxiway system ensures a smooth, continuous flow of aircraft ground traffic, operating at the highest level of safety and efficiency and contributes to optimum aerodrome utilization				
4.	Annex 14 - Vol 1, Chapter 2, 3 PANS-Aerodromes, Part 1, 2		Aprons		Apron design should take into account safety procedures for aircraft manoeuvring and contribute to a high degree of efficiency for aircraft movements and dispensing apron services.				
5.	Annex 14 - Vol 1, Chapter 2, 5, 6, 7 PANS-Aerodromes, Part 1 MID ANP, Vol II - AOP		Visual Aids		Visual aids contribute to the safety and operational efficiency of aircraft and vehicle movements. Design and Good maintenance of these aids is essential to ensure that the cues that they provide are available in all circumstances.				

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6.	Annex 10 - Vol 1, Chapter 3		Radio Navigation Aids		Radio Navigation Aids contribute to the safety and operational efficiency of aircrafts. Good maintenance of these aids is essential to ensure that the cues that they provide are available in all				
7.	Annex 14 - Vol 1, Chapter 8 PANS-Aerodromes, Part 1 MID ANP, Vol II - AOP		Electrical Systems		Electrical systems contribute to the safety and operational efficiency of aircraft and vehicle movements. Their design and good maintenance of these aids is essential to ensure that the cues that they provide are available in all circumstances				

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8.	Annex 14 - Vol 1, Chapter 1		Terminals		Architectural and infrastructure-related requirements for the optimum implementation of international civil aviation security measures shall be integrated into the design and construction of new facilities and alterations to existing facilities at an aerodrome.				
9.	Annex 14 - Vol 1, Chapter 9 PANS-Aerodromes, Part 1		Fencing		Lack of fences on an aerodrome could lead to the entrance to the movement area of animals large enough to be a hazard to aircraft.				

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AERODROME OPERATIONS									
10.	Annex 14 - Vol 1, Chapter 2 PANS- Aerodromes, Part 1, 2 MID ANP, Vol II - AOP		Aerodrome Data		Determination and reporting of aerodrome-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-users of aeronautical data				
11.	Annex 14 - Vol 1, Chapter 9 PANS- Aerodromes, Part 1		Emergency planning		Lack of adequately effective emergency planning can seriously affect the effects of an emergency, particularly in respect of saving lives and maintaining aircraft operations.				

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12.	Annex 14 - Vol 1, Chapter 2, 9 PANS-Aerodromes, Part 1 MID ANP, Vol II – AOP		Rescue and Firefighting		Lack of adequately effective rescue and firefighting service can affect capabilities to save lives in the event of an aircraft accident or incident occurring at, or in the immediate vicinity				
13.	Annex 14 - Vol 1, Chapter 2, 9 PANS-Aerodromes, Part 1		Disable Aircraft Removal		Disabled aircraft can interfere with normal activity of an aerodrome. In addition, runway and taxiway closures can substantially reduce the number of arrivals and departures and restrict movement around the aerodrome, resulting in the reduction of the aerodrome capacity.				

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14.	Annex 14 - Vol 1, Chapter 9 PANS-Aerodromes, Part 1		Wildlife Strike Hazard Reduction		Lack of measures (successful bird/wildlife control programme) on an airport and in its vicinity to minimize the likelihood of collisions between wildlife and aircraft will increase the risk to aircraft operations				
15.	Annex 14 - Vol 1, Chapter 2, 9 PANS-Aerodromes, Part 1		Operational Area Management		Lack of appropriate airport operational services will affect the safety and efficiency of aircrafts operations.				
16.	Annex 14 - Vol 1, Chapter 9		Ground Servicing of Aircraft		Lack of appropriate Ground Servicing of Aircraft will affect the safety and efficiency of aircrafts operations.				

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17.	Annex 14 - Vol 1, Chapter 4, 6 PANS-Aerodromes, Part 1		Control of obstacles		The airspace around aerodromes shall be maintained free from obstacles so as to permit the intended aeroplane operations at the aerodromes to be conducted safely and to prevent the aerodromes from becoming unusable by the growth of obstacles around the aerodromes				
18.	Annex 14 - Vol 1, Chapter 10 PANS-Aerodromes, Part 1		Aerodrome Maintenance		A maintenance programme, shall be established at an aerodrome to maintain facilities in a condition which does not impair the safety, regularity or efficiency of air navigation				

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19.	Annex 14 _ Vol1, Chapter 2 PANS-Aerodromes, Part 2		Global Reporting Format		Assessing and reporting the condition of the movement area and related facilities is necessary in order to provide the flight crew with the information needed for safe operation of the aeroplane. The runway condition report (RCR) is used for reporting assessed information.				
20.	Annex 14 - Vol 1, Chapter 1 PANS-Aerodromes, Part 1		Safety Management		Implementation of SMS seeks to proactively mitigate safety risks before they result in aviation accidents/ incidents and improve operational efficiencies.				

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AERODROME CERTIFICATION									
21.	Annex 14 - Vol 1, Chapter 1 to 10 PANS- Aerodromes, Part 1, 2		Aerodrome Certification		Lack of certification of an aerodrome means that aerodrome does not meet the specifications regarding the facility and its operation				
22.	PANS- Aerodromes, Part 1		Safety assessments and Aerodrome Compatibility		The compatibility between aeroplane operations and aerodrome infrastructure and operations when an aerodrome accommodates an aeroplane that exceeds the certificated characteristics of the aerodrome should be assessed				

MINIMUM REPORTING AREAS OF NON-COMPLIANCES

Important Note:

* : Please include the reference of the CAP for each concerned Aerodrome with a hyperlink to the CAP Document as a [separate Attachment/Folder](#).

General Guidance on the minimum elements that any CAP should include:

Overall, establishing a CAP for each reported non-compliance is important for ensuring that safety concerns are addressed in a timely and effective manner. By investigating the non-compliance, **identifying the root causes and their related corrective measures, assigning responsibility, establishing timelines, monitoring progress, and evaluating effectiveness**, aerodrome operators and aviation authorities could ensure that safety risks are minimized, and that each aerodrome remains a safe environment for all users.
