



International Civil Aviation Organization

Seventh Meeting of the Aerodrome Safety, Planning & Implementation Group (ASPIG/7)

(Riyadh, Saudi Arabia, 6-10 June 2025)

Agenda Item 2: Regional Performance Framework for Aerodrome Safety

AERODROME SAFETY DASHBOARD

(Presented by the Secretariat)

SUMMARY

This working paper presents an update on the status of Aerodrome Certification and the implementation of Runway Safety Teams, including the deployment of the Global Reporting Format (GRF) within the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- ASPIG Reports
- Annex 14, Volume I — Aerodrome Design and Operations

1. INTRODUCTION

1.1 The MID Region Aerodrome Safety Dashboard provides an overview of the expected level of safety for air travelers within the MID Region.

2. DISCUSSION

Aerodrome Safety Management

2.1 The meeting is invited to take note of the Aerodrome Safety Dashboard, as presented in **Appendix A**, which encompasses the aerodromes listed in the MID Air Navigation Plan Volume I / AOP Table I-1. The dashboard illustrates the level of implementation in the following areas:

- Aerodromes Certification,
- Aerodromes Runway Safety Teams Establishment,
- Aerodromes Readiness for GRF Deployment, and
- States' National GRF Implementation Plans Progress.

2.2 It is important to emphasize that the Aerodrome Safety Dashboard serves as a key tool to support informed decision-making by ICAO and MID States. It facilitates the identification of the necessary steps to ensure the effective management of aerodrome safety.

2.3 The meeting is also invited to acknowledge that the current list of operational international airports must be accurately reflected in the MID Regional ANP Volume I, Table I-1. Furthermore, the meeting noted the following general principles:

- The plan includes only those facilities and services essential to international civil aviation operations, as approved by the ICAO Council.
- Air navigation facilities, services, and procedures recommended for the area should form an integrated system designed to meet the requirements of international civil aviation operations.
- The plan should cater to the requirements of all anticipated operations over the next five years, while considering long-term planning and implementation strategies.
- Any corrections to the plan should be communicated to the ICAO Regional Office accredited to the concerned State.

2.4 Additionally, the meeting may recall that during the ASPIG/5 and ASPIG/6 Meetings, States were informed of the procedures for amending the ANPs, which are detailed in the ANPs and facilitated through the online system for processing eANP amendments.

2.5 The meeting should also take note that airports listed in the ANP are not necessarily included in the AIPs, as these may be airports that are planned or under construction but not yet operational. Conversely, all international airports listed in the AIP should be included in the ANP, as the AIP reflects operational airports.

2.6 In conclusion, the meeting is invited to reaffirm the following considerations:

- International airports may be listed in both the ANP and AIP;
- Not all airports listed in the ANP are reflected in the AIP, but all operational international airports listed in the AIP should be included in the ANP;
- The absence of an airport from the ANP does not exempt it from the requirement for certification;
- All airports used for international operations must be certified in accordance with Annex 14, Volume I, paragraph 1.4.1, regardless of their inclusion in the ANP; and
- The list of certified international airports can be found in each State's AIP.

3. ACTION BY THE MEETING









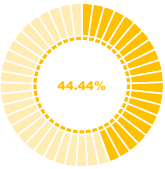

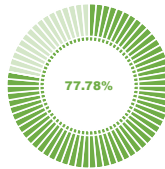

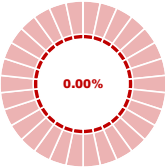
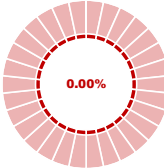
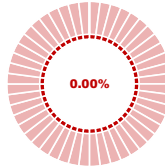
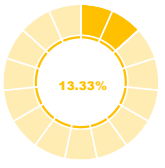



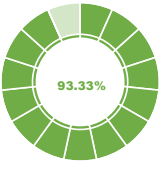
3.1 The meeting is invited to encourage States to:

- a) review and update the list of international airports included in **Appendix A**, and coordinate with the ICAO MID Office to prepare the necessary PFAs for submission to ICAO Headquarters for validation;
- b) foster the certification of all listed international aerodromes and the establishment of their respective Runway Safety Teams; and
- c) complete the implementation of the GRF and establish an oversight mechanism to ensure its effective deployment at the aerodrome level.

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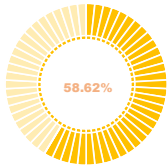
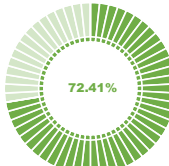
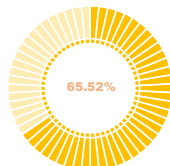
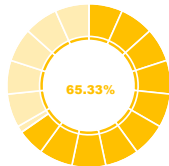
Appendix A

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	Bandar Abbas International Airport	OIKB	RS	✓		✓		✗					
			Esfahan	Shahid Beheshti International Airport	OIFM	RS	✗		✓		✓					
			Mashhad	Shahid Hashemi Nejad International Airport	OIMM	RS	✗		✓		✓					
			Shiraz	Shahid Dastgheib International Airport	OISS	RS	✗		✓		✓					
			Tabriz	Tabriz International Airport	OITT	RNS	✗		✓		✓					
			Tehran	Imam Khomeini International Airport	OIIE	RS	✓		✓		✓					
			Tehran	Mehrabad Intl/ OIHH	OIHH	RS	✗		✓		✓					
			Yazd	Shahid Sadooghi International Airport	OIYY	RS	✓		✓		✓					
Iraq	IRQ	6	Zahedan	Zahedan International Airport	OIZH	RS	✓		✓		✗					
			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	✗		✗		✗					
Jordan	JKU	2	AMMAN	Queen Alia International Airport	OJAI	RS	✓		✓		✓					
			AQABA	King Hussein International Airport	OJQA	RS	✓		✓		✓					

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							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	BENGHAZI	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										

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Saudi Arabia	SAU	4	DAMMAM	King Fahd International Airport	OEDF	RS										
			JEDDAH	King Abdulaziz International Airport	OEJN	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										
			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										
			DAMASCUS	Damascus International Airport	OSDI	RS										
			LATTAKIA	Lattakia International Airport	OSLK	RS										
UAE	ARE	8	ABU DHABI	Zayed International Airport	OMAA	RS										
			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										
			HODEIDAH	Hodeidah International Airport	OYHD	RS										
			MUKALLA	Riyani International Airport	OYRN	RS										
			SANA'A	Sana'a International Airport	OYSN	RS										
			TAIZ	Taiz International Airport	OYTZ	RS										

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			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**

- 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.
- 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.
- 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.