



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

**MID REGION MONITORING DASHBOARD
ON LOCAL RUNWAY SAFETY TEAMS IMPLEMENTATION**

(Presented by the Secretariat)

SUMMARY
<p>This working paper introduces the new MID Region Monitoring Dashboard developed to track the progress of Local Runway Safety Teams (LRSTs) implementation across the region.</p> <p>Action by the meeting is at paragraph 3.</p>
REFERENCES
<ul style="list-style-type: none"> - Runway Safety Methodology - ICAO Runway Safety Handbook - Global Runway Safety Action Plan

1. INTRODUCTION

1.1 ICAO Assembly Resolution A37-6 on Runway Safety urges States to enhance runway safety through the establishment of Runway Safety Programmes. These programmes should be implemented using a multidisciplinary approach involving regulators, aircraft operators, air navigation service providers, aerodrome operators, and aircraft manufacturers to prevent and mitigate the risks associated with runway excursions, incursions, and other related events.

2. DISCUSSION

RWY Safety Team Implementation

2.1 The meeting is invited to note that runway safety-related occurrences continue to represent a significant proportion of global aviation accidents, with runway excursions being among the most frequent. The landing and take-off phases are particularly vulnerable to such risks, including incursions and excursions involving aircraft, vehicles, and ground personnel.

2.2 To address these risks, the Global Runway Safety Action Plan (GRSAP) offers targeted recommendations for stakeholders and aligns with the ICAO Global Aviation Safety Plan (GASP) to advance regional and global runway safety objectives. The meeting is encouraged to reaffirm the importance of establishing Local Runway Safety Teams (LRSTs) at aerodromes.

2.3 The meeting is inviting the States to review and update, as appropriate, the monitoring template presented in **Appendix A**, which is intended to facilitate oversight of LRST implementation progress in the MID Region.

RWY Safety Team Efficiency: Performance Monitoring

2.4 The meeting may also note that aerodromes are responsible for maintaining high levels of operational safety, including the establishment of LRSTs and other internal safety committees. These teams should be managed by aerodrome operators and are responsible for key safety functions such as change management during runway closures or works in progress.

2.5 Moreover, aerodromes must implement mechanisms to identify and designate "hot spots" on the movement area based on historical incidents or elevated risk of collision or incursion. Where applicable, approval from the competent authority is required before operating aircraft that exceed certified pavement design parameters.

2.6 The effectiveness of LRSTs should be continuously monitored to ensure their contribution to maintaining safe and regular operations under both normal and adverse conditions.

2.7 The meeting may wish to recall that ICAO's Universal Safety Oversight Audit Programme (USOAP) places emphasis on the proper implementation of these teams.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States to refer to the GRASP to:
 - i. establish runway safety teams comprising all concerned stakeholders at their Aerodromes,
 - ii. establish a runway safety programme to address the issues related to Aerodrome and Air Traffic Management,
- b) review and agree to the following Draft Conclusion to replace and supersede the RSC Conclusions 7/9:

Why	to efficiently monitor the progress of local Runway Safety Teams Implementation in the MID Region
What	State Runways Safety Teams Implementation Plan submitted using the NEW Template at Appendix A
Who	States
When	by Q3 of the current Year

DRAFT CONCLUSION 7/2: RUNWAY SAFETY TEAMS IMPLEMENTATION PLAN PROGRESS ACROSS THE MID REGION

*That, in order to efficiently monitor the Implementation of the Aerodromes Certification across the MID Region, States be urged to provide to the ICAO MID Office, by **Q3 of the current Year**, with progress updates on their LRST Implementation Plans, using the new Template at **Appendix A**.*

c) review and agree to the following Draft Conclusion:

Why	to monitor the actual efficiency and performance the Local RWY Safety Teams at Aerodromes in the MID Region
What	Runway Safety Go-Team: Performance Monitoring Review
Who	Concerned States
When	Q3 of the current Year

***DRAFT CONCLUSION 7/3: RUNWAY SAFETY GO-TEAM
PERFORMANCE MONITORING***

*That, in order to monitor the actual performance and effectiveness of LRSTs and for planning purposes, concerned States be urged to confirm, **by Q3 of the current year** and upon notification from the ICAO MID Office of the selected aerodromes, their acceptance of the conduct of the ICAO Runway Safety Go-Team missions and to facilitate these visits in collaboration with the designated aerodromes.*

- END -

ICAO Region	State	Operational status	Location indicator (ICAO code)	RPAT Safety Team Implementation (1=Yes, 0=No)	Date of implementation (DD/MM/YYYY)	CXA Latest LRST Check Date (DD/MM/YYYY)	RPD Planning for LRST Implementation (1=Yes, 0=No)	LRST Estimated Implementation Date (DD/MM/YYYY)	LRST Effective Implementation Date (DD/MM/YYYY)
AFR	QATAR	Approved for operations	OTB	1					
AFR	QATAR	Disallowed for operations	OTB	1					