International Civil Aviation Organization

MIDANPIRG/22 & RASG-MID/12 Meetings

(Doha, Qatar, 4 – 8 May 2025)

Agenda Item 4.2 Outcomes of the RASG-MID Groups (ASRG, SEIG, ASPIG and AIIG)

OUTCOMES OF THE ASPIG/7 MEETING

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the Seventh Aerodromes Safety Planning and Implementation Group (ASPIG/7) Meeting dealing with Aerodromes Design and Operations matters.

Action by the meeting is at paragraph 3.

REFERENCE

- MIDANPIRG/21_RASG-MID/12 Report
- ASPIG/7 Report

1. INTRODUCTION

1.1 The Seventh Aerodromes Safety Planning and Implementation Group (ASPIG/7) Meeting was successfully held in Riyadh, Saudi Arabia, from 6 to 10 April 2025. The Meeting was gratefully hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia.

1.2 The Seventh Meeting of the Aerodrome Safety, Planning and Implementation Group (ASPIG/7) was attended by a total of fifty-three (53) in-person participants from seven (7) States (Bahrain, Egypt, Iraq, Jordan, Oman, Saudi Arabia, and Yemen) and Ten (10) online participants from four (4) States (Kuwait, Qatar, Sudan and Syria) and supported by Six (6) International Organizations (ACI, CANSO, Eurocontrol, IATA, IFALPA, and WBA).

1.3 This meeting marked a vital milestone in MID States collective efforts to enhance aerodrome safety and planning, strengthen regional implementation, and align AGA activities with the Global/Regional Aviation Safety Plan (GASP) and the Global/Regional Air Navigation Plan (GANP).

2. DISCUSSION

2.1 The ASPIG/7 meeting addressed the following topics.

Follow-up on the endorsed Conclusions related to Aerodrome Safety

2.2 The meeting reviewed the progress achieved in implementing the previously endorsed Conclusions and Decisions, as at **Appendix A**.

2.3 The meeting noted that, the International Civil Aviation Organization (ICAO) has proposed significant amendments to Annex 14, Volume I, concerning Obstacle Limitation Surfaces (OLS). These amendments introduce a new concept comprising two sets of surfaces: Obstacle Free Surfaces (OFS) and Obstacle Evaluation Surfaces (OES), each with distinct purposes based on runway type, Aeroplane Design Group (ADG), and available flight procedures. The proposed changes aim to better align with modern aircraft performance and air navigation systems, addressing deficiencies in the existing OLS framework. These amendments are scheduled to become applicable on 23 November 2028.

2.4 In this regard, the meeting agreed that, in accordance with PIRG/RASG MID Conclusion 19/2 concerning the nomination of Obstacle Limitation Surfaces (OLS) Focal Points, the designated AGA Focal Point should establish a Technical Team responsible for revising national regulations and implementing forthcoming amendments. Consequently, MID States are urged to communicate their nominations to the ICAO MID Office at their earliest convenience.

Follow-up of the Aerodromes SEIs included in the MID Regional Aviation Safety Plan (MID RASP) 2023-2025 Edition.

2.5 The meeting was briefed on the progress made in the implementation of Safety Enhancement Initiatives (SEIs) related to AGA.

Aerodromes Safety Dashboard Updates

2.6 The meeting reviewed. and updated the Aerodromes Safety Dashboard as at the **Appendix B.**

2.7 The meeting recalled that the list of International Airports subject to monitoring should be updated in accordance with each State's published Aeronautical Information Publication (AIP). Saudi Arabia provided an updated list of its International Airports intended for inclusion in the MID Air Navigation Plan (MID ANP), AOP Table I-1. The meeting encouraged all States to submit similar updates to the ICAO MID Office at their earliest convenience

Aerodromes Certification Implementation in the MID Region

2.8 The meeting reviewed the status of aerodrome certification in the MID Region, emphasizing that ICAO mandates such certification to ensure compliance with Annex 14, Volume I standards. States are required to certify international aerodromes and are encouraged to certify public-use aerodromes as well. Certification confirms compliance with infrastructure and operational requirements and supports ongoing regulatory oversight. The process is also a key element assessed under ICAO's USOAP through specific Protocol Questions. In support of regional safety objectives, the ICAO MID Office monitors progress and urges States to keep it informed of any updates to their certification implementation plans.

2.9 In connection with the above, States updated and agreed about the new Template, at **Appendix C**, to be used for the monitoring of the Aerodrome Certification Implementation progress in the MID Region.

2.10 The meeting agreed to the following Draft Conclusion, to be presented to the RASG MID/12 for endorsement to replace, and supersede the previous related RSC Conclusions 7/5, and 7/6:

Why	to efficiently monitor the Aerodrome Certification Implementation progress in the MID Region
What	State Aerodromes Certification Implementation Plan submitted using the **NEW reporting Template as at Appendix C**
Who	States
When	**By Q3 of the current Year**

RASG-MID DRAFT CONCLUSION 12/XX: MONITORING OF AERODROMES CERTIFICATION IMPLEMENTATION IN THE MID REGION

That, to facilitate effective monitoring and support the advancement of aerodrome certification activities within the MID Region, States are urged to submit updated progress on their Aerodrome Certification Implementation Plans to the ICAO MID Office ***by the third quarter (Q3) of the current year****, utilizing the revised reporting template provided in* ***Appendix C****.*

Runway Safety Teams Implementation in the MID Region

Local RWY Safety Team Implementation

2.11 The meeting recognized that runway safety-related accidents, particularly excursions, remain a major safety concern in aviation. It noted that the landing and take-off phases pose heightened risks for runway incursions and excursions involving aircraft, vehicles, or personnel. In response to these challenges, the Global Runway Safety Action Plan (GRSAP) was developed to promote coordinated, stakeholder-driven actions aimed at mitigating such risks. The GRSAP aligns with the ICAO Global Aviation Safety Plan (GASP) and calls for the implementation of Local Runway Safety Teams (LRSTs) at aerodromes to support global runway safety objectives and reduce accident rates and fatalities.

2.12 In this regard, the meeting reviewed the new Template, at **Appendix D**, to be used for the monitoring of the progress of local Runway Safety Teams Implementation in the MID Region.

2.13 The meeting agreed to the following Draft Conclusion, to be presented to the RASG MID/12 for endorsement to replace, and supersede the previous related 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 D**
Who	States
When	**by Q3 of the current Year**

RASG-MID DRAFT CONCLUSION 12/XX: MONITORING THE IMPLEMENTATION OF LOCAL RUNWAY SAFETY TEAMS IN THE MID REGION

That, to effectively track and support the establishment of Local Runway Safety Teams (LRSTs) in the MID Region, States are urged to submit, ***by the third quarter (Q3) of the current year****, updates on the progress of their LRST Implementation Plans to the ICAO MID Office, utilizing the updated reporting template provided in* ***Appendix D.***

RWY Safety Team Efficiency: Performance Monitoring

2.14 The meeting underscored the responsibility of aerodromes to uphold high safety standards through the establishment of Local Runway Safety Teams (LRSTs) and other operator-led safety mechanisms. These frameworks must effectively manage changes during operational disruptions such as work in progress, runway closures, or suspensions. Aerodromes are also expected to identify "hot spots" using incident history and risk assessments. Operations involving aircraft exceeding pavement design specifications require prior approval from the competent authority, supported by technical evaluations. The performance of LRSTs should be regularly monitored to ensure their effectiveness, and their implementation is a key focus of ICAO's USOAP audits.

2.15 The meeting agreed to the following Draft Conclusion, to be presented to the RASG MID/12 for endorsement:

RASG-MID DRAFT CONCLUSION 12/XX: FACILITATION OF ICAO RUNWAY SAFETY GO-TEAM PERFORMANCE MISSIONS

That, in order to assess the effectiveness and operational performance of Local Runway Safety Teams (LRSTs) at selected aerodromes across the MID Region, concerned States be urged to confirm, ***by the third quarter (Q3) of the current year****, their acceptance of the ICAO Runway Safety Go-Team missions. This confirmation should follow the formal notification from the ICAO MID Office regarding the aerodromes selected for review. States be further encouraged to facilitate the coordination and logistical arrangements necessary to enable these missions, in close collaboration with the designated aerodrome operators.*

National Aviation Safety Committee

2.16 The meeting noted that Saudi Arabia has implemented a comprehensive State Safety Programme (SSP) aligned with ICAO Annex 19, Doc 9859, GASP, MID-RASP, and the national NASP, tailored to its aviation system and supported by service providers operating SMS.

2.17 The meeting highlighted that the SSP is governed by the **National Aviation Safety Committee (NASC)**, chaired by the President of GACA as the SSP Accountable Executive. The NASC:

- Meets quarterly
- Includes senior civil and military representatives
- Defines safety policies and plans
- Allocates resources for oversight

2.18 The meeting noted that **SSP Working Groups (WGs)**—including AGA, OPS, AIR, and ANS/MET—support implementation by providing risk-based assessments and recommendations to NASC.

2.19 The meeting emphasized the role of the **AGA Working Group**, composed of aerodrome and ground handling experts, which

- Reviews safety data and identifies latent hazards
- Advises on runway safety and wildlife hazard management
- Reports quarterly to NASC via its Secretariat

2.20 The meeting noted that issues requiring high-level decisions are escalated to NASC to enable timely regulatory actions and encouraged States to adopt a similar structured SSP governance model, including the establishment of AGA Working Groups with clear roles in data analysis, risk identification, and coordination with national safety oversight mechanisms.

GRF Implementation in the MID Region

2.21 States that have not yet completed GRF implementation were urged to expedite the process to ensure compliance and enhance flight safety. The meeting encouraged coordination with the ICAO MID Office to address training and technical support needs for effective implementation.

2.22 The meeting took note of the sample Action Milestones for GRF Implementation provided in **Appendix E** and agreed on the use of the updated monitoring template presented in **Appendix F**. This template shall serve as the standard reporting tool for tracking the progress of GRF implementation across the MID Region.

2.23 The meeting agreed to the following Draft Conclusion, to be submitted to the RASG-MID/12 for endorsement, replacing and superseding the earlier related PIRG-RASG Conclusion 1/2:

Why	to efficiently monitor the progress of GRF Implementation in the MID Region
What	GRF Implementation/Deployment Plans submitted using the NEW Template at **Appendix F**
Who	States
When	**by Q3 of the current Year**

RASG-MID DRAFT CONCLUSION 12/XX: MONITORING OF GLOBAL REPORTING FORMAT (GRF) IMPLEMENTATION IN THE MID REGION

That, in order to ensure effective monitoring and support the timely implementation of the Global Reporting Format (GRF) methodology at aerodromes in the MID Region, States are urged to submit, ***by the third quarter (Q3) of the current year****, updates on the progress of their GRF Deployment Plans to the ICAO MID Office, utilizing the standardized reporting template provided in* ***Appendix F*** *and with reference to the action milestones illustrated in* ***Appendix E****.*

ACR-PCR Implementation in the MID Region

2.24 The meeting recalled that the ICAO Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) methodology became effective in July 2020 to be applicable in November 2024. In this context:

- Aircraft manufacturers were expected to begin publishing Aircraft Classification Ratings (ACRs);

- Training programmes could be launched for Civil Aviation Authorities (CAAs), airport operators, and aircraft manufacturers;
- CAAs should initiate the incorporation of the new standard into national regulatory frameworks;
- Aerodrome operators would consequently begin applying the new methodology.

2.25 In this context, the meeting reviewed and updated the sample Action Milestones for ACR-PCR Implementation provided in **Appendix G,** and agreed on the new monitoring template in **Appendix H**, which is to be used by States for reporting progress on ACR-PCR deployment.

2.26 The meeting agreed to the following Draft Conclusion, to be submitted to RASG-MID/12 for endorsement:

Why	to efficiently monitor the progress of ACR-PCR Implementation in the MID Region
What	ACR-PCR Implementation/Deployment Plans submitted using the NEW Template at **Appendix H**
Who	States
When	**by Q3 of the current Year**

RASG-MID DRAFT CONCLUSION 12/XX: MONITORING OF ACR-PCR METHODOLOGY IMPLEMENTATION IN THE MID REGION

*That, in line with the Action Milestones sample for ACR-PCR Implementation as at **Appendix G**, and with a view to ensuring effective monitoring of the deployment of the ACR-PCR methodology in the MID Region, States are urged to submit, **by the third quarter (Q3) of the current year**, progress updates on the implementation of their Aerodrome ACR-PCR Deployment Plans to the ICAO MID Office, using the standardized template provided in **Appendix H**.*

Wildlife Strike Reporting Enhancement in the MID Region

2.27 The meeting reiterated the importance of reporting wildlife strikes to ICAO, as stipulated in ICAO Annex 14. It was recalled that, starting from 2023, ICAO revised the reporting timelines, consolidating submissions into a single annual report covering the preceding calendar year. For the 2022 reporting cycle, the deadline was 4 September 2023. From 2024 onwards, the deadline for submitting the previous year's reports has been set to the end of the first quarter (Q1) each year.

2.28 The meeting noted with concern the weak wildlife strike reporting level in the MID Region. Accordingly, States must ensure compliance with this requirement and adhere strictly to the reporting deadlines as per the guidance outlined in the **Appendix I**.

2.29 The meeting agreed the following Draft Conclusion, to be presented to RASG-MID/12 for endorsement:

Why	to strengthen wildlife strike reporting in the MID Region
What	wildlife strike reports, **for the current year**, consolidated and submitted to ICAO in accordance with the guidance provided in Appendix I
Who	States
When	**no later than the end of the first quarter (Q1) of the subsequent year.**

RASG-MID DRAFT CONCLUSION 12/XX: STRENGTHENING WILDLIFE STRIKE REPORTING IN THE MID REGION

*That, recognizing the critical importance of systematic wildlife strike reporting for enhancing aviation safety in the MID Region, States be urged to ensure that, through their designated IBIS Focal Points, all **wildlife strike reports for the current year** are consolidated and submitted to ICAO in accordance with the guidance provided in **Appendix I**, **no later than the end of the first quarter (Q1) of the subsequent year**.*

2.30 Furthermore, the meeting was apprised of the Egypt experience on Wildlife Management and encourage States to share their respective experience on subject during the upcoming ASPIG meetings.

2.31 In addition, the meeting recognized the strategic importance of the Middle East as a critical migratory corridor for Central Asian bird populations, noting that this presents unique and growing challenges to aviation safety as indicated by WBA. Particular concern was raised over the increasing frequency and unpredictability of wildlife hazards, driven by climate-related shifts in migratory patterns and habitat behaviour.

2.32 The meeting recalled that key migratory bottle neck points in the region currently lack protective measures or formal monitoring mechanisms, thereby exposing air navigation operations to heightened risk. The meeting highlighted the need for targeted surveillance, habitat management, and tailored capacity building initiatives.

2.33 It was noted that ICAO data continues to underrepresent the true scale of wildlife strike risk in the region, largely due to inconsistent reporting. The meeting emphasized that airports with established Wildlife Hazard Management (WHM) programmes report significantly higher detection rates, reinforcing the need for systematic reporting mechanisms and capacity-building activities.

2.34 In light of these concerns, the meeting acknowledged the value of establishing a dedicated MID Wildlife Hazard Management Working Group (MID WHM WG), drawing on best practices from other ICAO regions such as APAC. The proposed WHM WG would serve as a regional platform to coordinate efforts, foster data-driven approaches, and develop certification and training frameworks tailored to regional needs.

2.35 The meeting supported the proposal submitted by the World Bird Strike Association (WBA) to establish the MID WHM WG, with its Terms of Reference (ToR) to be developed during its first meeting and subsequently presented to MIDANPIRG/23-RASG-MID/13 for endorsement:

RASG-MID DRAFT DECISION 12/XX: ESTABLISHMENT OF THE MID WILDLIFE HAZARD MANAGEMENT WORKING GROUP (MID WHM WG)

That, recognizing the growing threat posed by wildlife hazards to aviation operations in the MID Region, and the need for a coordinated and proactive regional approach, the MID Wildlife Hazard Management Working Group (MID WHM WG) be established. The Working Group shall develop and agree on its Terms of Reference during its inaugural meeting and submit them to the MIDANPIRG/23-RASG-MID/13 meeting for endorsement.

Ground Handling Operations

2.36 The meeting acknowledged the critical role of ground handling operations in aerodrome safety and highlighted the structured implementation of SMS by Ground Handling Service Providers (GHSPs). Saudi Ground Services was presented as a model, demonstrating best practices aligned with GACAR Part 151 and ICAO standards.

2.37 The provider's strong safety culture, supported by dedicated roles, just culture, and data-driven tools, led to improved safety performance exceeding IATA benchmarks. Full compliance with safety, training, and emergency preparedness requirements was noted, along with advanced safety assurance practices in line with GACAR Part 5.

2.38 The meeting encouraged States to consider GACAR Part 151 as a reference and promote knowledge-sharing to enhance GHSP safety performance in the MID Region.

Aerodromes Fire Firefighting

2.39 The meeting acknowledged a presentation by Saudi Arabia on the global transition away from the use of firefighting foams containing Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonic Acid (PFOS), in view of their environmental persistence and potential adverse health impacts. These substances, commonly used in Aircraft Rescue and Firefighting (ARFF) operations, are part of a broader group known as polyfluoroalkyl substances (PFAS). These PFAS-based substances, commonly used in ARFF operations, pose risks of soil and water contamination and have been linked to serious health conditions.

2.40 Saudi Arabia highlighted international efforts including those by the U.S., EU, UK, Australia, and Canada to phase out PFAS foams and promote fluorine-free alternatives, despite technical, operational, and financial challenges.

2.41 The meeting noted that Saudi Arabia emphasized the importance of ensuring continued ICAO compliance during the transition, while adopting foam solutions free from other hazardous substances. States were encouraged to establish national regulations, eliminate existing PFAS stocks, manage legacy contamination, and collaborate regionally to ensure harmonized and safe implementation across the MID Region.

MID Region Aerodrome Safety Reporting and Data Sharing Initiative

2.42 The meeting discussed the importance of establishing a regional mechanism to share data on significant or challenging non-compliances at aerodromes, particularly those successfully mitigated through the implementation of effective corrective action plans. This initiative is intended to foster a cooperative safety culture across the MID Region.

2.43 The meeting noted that the Minimum Reporting Areas of Significant/Challenging Non-Compliance, as outlined in **Appendix J**, were endorsed by RASG-MID/11 through Conclusion 11/8. In

this context, the meeting agreed on the need to establish a regional repository referred to as the Aerodrome Safety Data Sharing Framework based on anonymous data contributions.

2.44 The meeting emphasized the importance of building a regional database that captures meaningful safety performance intelligence related to aerodrome design and operations. States were encouraged to coordinate with their aerodrome operators to collect and transmit anonymized data on significant non-compliance events that have been resolved through appropriate safety measures.

2.45 The meeting highlighted the role of Aerodrome Safety Committees and Local Runway Safety Teams in identifying and reporting on these events, and encouraged the use of the endorsed reporting template in **Appendix J** to ensure consistency and comparability.

2.46 It was further noted that, upon collection and validation, these datasets should be submitted to the ICAO MID Office to support regional analysis and the development of targeted safety enhancement initiatives.

2.47 The meeting agreed the following Draft Conclusion, to be presented to RASG-MID/12 for endorsement:

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 J**)
Who	States
When	By Q3 of the current year

RASG-MID DRAFT CONCLUSION 12/XX: ESTABLISHMENT OF THE MID AERODROME SAFETY DATA SHARING FRAMEWORK

That, in order to support a proactive and collaborative approach to aerodrome safety in the MID Region, States are urged to:

a) Coordinate with aerodrome operators to collect anonymized data on significant and challenging non-compliances, particularly those addressed through effective corrective action plans;
*b) Promote the use of the standardized reporting template, endorsed in **Appendix J**, by Aerodromes Safety Committees and Local Runway Safety Teams;*
*c) Submit the compiled datasets to the ICAO MID Office **by the third quarter (Q3) of the current year** to support the establishment of the MID Aerodrome Safety Data Sharing Framework.*

Aerodromes Safety vs State Oversight Capability

2.48 The meeting was briefed on the scope of the ICAO Universal Safety Oversight Audit Programme (USOAP), which monitors States' compliance with their safety oversight responsibilities under the Chicago Convention through audits based on eight Critical Elements (CEs), with Effective Implementation (EI) scores used to benchmark performance, including in the AGA domain.

2.49 An overview of USOAP results in the MID Region revealed that while the regional average EI for AGA stands at 71.26%, there are significant disparities. States such as Saudi Arabia,

Oman, Bahrain, Egypt, Qatar, and the UAE achieved EI scores above 80%, indicating strong oversight systems. In contrast, countries like Iraq, Libya, Lebanon, Syria, and Yemen showed low or no audit activity, highlighting critical regulatory gaps.

2.50 The meeting noted inconsistencies between oversight scores and actual aerodrome safety performance in some States, where high EI scores did not necessarily correlate with improved safety outcomes, and vice versa.

2.51 The UAE, Oman, and Qatar were recognized for demonstrating both high EI scores and consistent aerodrome safety performance, reflecting institutional maturity and sustained ICAO compliance.

2.52 The meeting emphasized the importance of ICAO support mechanism, such as training, missions, and technical assistance, to help lower-performing States strengthen their oversight systems and close implementation gaps.

2.53 States were encouraged to continuously assess the alignment between oversight capabilities and aerodrome safety outcomes, make use of available ICAO resources, and institutionalize data-driven safety monitoring through aerodrome safety committees.

Heliports, Vertiports and Drones Operations

2.54 The meeting was briefed on Saudi Arabia's regulatory framework developed by GACA to support the design and safe operation of vertiports, in anticipation of Advanced Air Mobility (AAM) and VTOL aircraft integration. This includes Advisory Circular AC 140-01 (Vertiports Design Specification – VDS) and Chapter 17 of GACA E-Book Volume 7, which outline vertiport design standards, authorization procedures, and operational oversight in line with ICAO Annex 14, Volume II and global best practices.

2.55 The meeting acknowledged the detailed technical specifications provided in the Advisory Circular, covering physical characteristics, visual aids, lighting, OLS, and RFFS requirements, along with a structured end-to-end authorization process. Saudi Arabia's active participation in the ICAO Vertical Flight Infrastructure Working Group was also recognized, with its framework recommended as a reference model for other States.

2.56 Additionally, the meeting was briefed on Egypt's heliport certification framework under ECAR 138, covering onshore and offshore facilities, including petroleum-related aerodromes. Egypt's approach involves rigorous design approval, training audits, operational readiness assessments, and structured re-certification processes.

2.57 The meeting encouraged States to consider both the Saudi and Egyptian models when developing national regulatory frameworks for vertiports and heliports, to ensure ICAO alignment, interoperability, and the safe integration of vertical flight infrastructure in the MID Region.

Water Aerodromes Design and Operations

2.58 The meeting was briefed on Saudi Arabia's regulatory approach to water aerodrome certification, established through GACAR Part-137. This regulation outlines the certification, authorization, and operational framework for water aerodromes, in alignment with international guidance developed by the ICAO APAC Office.

2.59 Since its adoption, Saudi Arabia has certified two water aerodrome; Ummahat Island and Sheybarah Island, and initiated the regulatory process for three additional sites along the Red Sea coast.

The certification process follows a structured, multi-phase approach involving documentation review, technical inspections, and stakeholder coordination.

2.60 The meeting acknowledged Saudi Arabia's collaboration with the Maldives to support capacity-building in water aerodrome operations and its active contribution to the ICAO Water Aerodrome Working Group (WAWG), promoting globally harmonized guidance material.

2.61 States were encouraged to consider Saudi Arabia's GACAR Part-137 as a reference model when developing national frameworks for water aerodromes. Regional collaboration was recommended to address shared challenges, including SMS integration and alignment with maritime regulatory authorities.

3. ACTION BY THE MEETING

3.1 The meeting is invited to endorse the proposed Draft Conclusions outlined in the following paragraphs:

- 2.10 – Monitoring of Aerodrome Certification Implementation in the MID Region;
- 2.13 – Monitoring of Local Runway Safety Teams Implementation in the MID Region;
- 2.15 – Facilitation of ICAO Runway Safety Go-Team Performance Missions;
- 2.23 – Monitoring of Global Reporting Format (GRF) Implementation in the MID Region;
- 2.26 – Monitoring of ACR-PCR Methodology Implementation in the MID Region;
- 2.29 – Strengthening of Wildlife Strike Reporting in the MID Region;
- 2.47 – Establishment of the MID Aerodrome Safety Data Sharing Framework;

and to endorse the Draft Decision contained in paragraph:

- 2.35 – Establishment of the MID Wildlife Hazard Management Working Group (MID WHM WG).

- END -

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	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	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 superceeded**				
	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 it 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 superceeded 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 it 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		
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	Yemen	(Due to the Pandemic Crisis the deadline has been extended to 2021)
PIRG-RASG C 2/1	**HLCC RECOMMENDATIONS**								**Ongoing**				
	That, States: a) be encouraged to support and implement the HLCC recommendations; and b) actively participate and support the RASG-MID and its subsidiary groups meetings/activities.	Implementation of the HLCC recommendations	HLCC recommendations implemented	States	Continous		**NIL**	MIDANPIG/19 RASG/9			Endorsed		
PIRG-RASG C 2/2	**NATIONAL OLS IMPLEMENTATION FOCAL POINT**								**Ongoing**				
	That, States be urged to nominate a National OLS implementation Focal Point to coordinate the OLS implementation activities at the National level.	Improvement of the effectiveness of the corrective action process for Aerodromes design and Operations at the regional level	State OLS Focals Points	States	Dec-24		**NIL**	MIDANPIG/19 RASG/9			Endorsed		
RASG-MID C11/8	**ANONYMOUS DATASET COLLECTION FOR AERODROMES SAFETY**								**Completed**				
	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.	Improvement of the effectiveness of the corrective action process for Aerodromes design and Operations at the regional level	# Lists of Minimum Reporting Areas of non-compliance # State Focals Points	States	Mar-24		**ASPIG/5**	MIDANPIG/21 RASG/11			Endorsed		**Template Endorsed** **States Focal Points contact details to be collected**

MID Region
Aerodromes Safety Dashboard

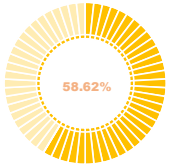
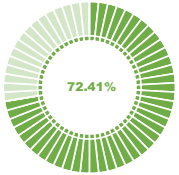
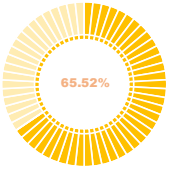
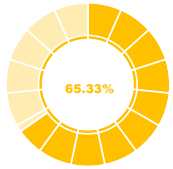
State	Country Code	Total # of AD (AOP Table I-I)	City	Aerodrome Name (AOP Table I-I)	Location Indicator (AOP Table I-I)	Designation (AOP Table I-I)	AD Certification Implementation		AD Local RST Establishment		AD Readiness for GRF Deployment		National GRF Implementation Plan Progress	Aerodrome Traffic 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	✓	100.00%	✓	100.00%	✓	100.00%	100.00%			
Egypt	EGY	7	Borg ElArab	BORG ELARAB INT AIRPORT	HEBA	RS	✓	100.00%	✓	100.00%	✓	100.00%	100.00%			
			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 Abass	Bandar Abbas International Airport	OIKB	RS	✓	44.44%	✓	100.00%	✗	77.78%	80.00%			
			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	✗		✓		✓					
			Tahran	Imam Khomaini International Airport	OIIE	RS	✓		✓		✓					
			Tahran	Mehrabad Intl/ OIII	OIII	RS	✗		✓		✓					
			Yazd	Shahid Sadooghi International Airport	OIYY	RS	✓		✓		✓					
			Zahedan	Zahedan International Airport	OIZH	RS	✓		✓		✗					
Iraq	IRQ	6	Al-Najaf	Al-Najaf Al-Ashraf International Airport	ORNI	RNS	✗	0.00%	✗	0.00%	✗	0.00%	13.33%			
			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	HKJ	2	AMMAN	Queen Alia International Airport	OJAI	RS	✓	100.00%	✓	100.00%	✓	100.00%	93.33%			
			AQABA	King Hussein International Airport	OJAQ	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	✓	100.00%	✓	100.00%	✓	100.00%	100.00%			
Lebanon	LBN	1	BEIRUT	Rafic Hariri International Airport	OLBA	RS	✗	0.00%	✗	0.00%	✗	0.00%	0.00%			
Libya	LBY	3	BENGHAZI	Benina International Airport	HLLB	RS	✗	0.00%	✗	0.00%	✗	0.00%	0.00%			
			SEBHA	Sebha International Airport	HLLS	RS	✗		✗		✗					
			TRIPOLI	Tripoli International Airport	HLLT	RS	✗		✗		✗					
Oman	OMN	2	Muscat	Muscat International Airport	OOMS	RS	✓	100.00%	✓	100.00%	✓	100.00%	100.00%			
			Salalah	Salalah International Airport	OOSA	AS	✓		✓		✓					
Qatar	QAT	2	Doha	Doha International Airport	OTBD	RS	✓	100.00%	✓	100.00%	✓	100.00%	100.00%			
			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	✓	100.00%	✓	100.00%	✓	100.00%	93.33%		■	
			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	✓	75.00%	✓	100.00%	✓	100.00%	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	✗	0.00%	✓	66.67%	✗	0.00%	20.00%	■		
			DAMASCUS	Damascus International Airport	OSDI	RS	✗		✓		✗				■	
			LATTAKIA	Lattakia International Airport	OSLK	RS	✗		✗		✗			■		
UAE	ARE	8	ABU DHABI	Zayed International Airport	OMAA	RS	✓	100.00%	✓	100.00%	✓	100.00%	100.00%		■	
			ABU DHABI	Al Bateen International Airport	OMAD	RNS	✓		✓		✓			■		
			AL AIN	Al Ain In International Airporttl	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 In International Airporttl	OMSJ	RS	✓		✓		✓				■	
Yemen	YEM	5	ADEN	Aden International Airport	OYAA	RS	✗	0.00%	✗	0.00%	✗	0.00%	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	Country Code	Total # of AD (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
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.*

ICAO Region	State	Location name	Location indicator [ICAO code]	Accepting International Flights (1=Yes, 0=No)	Needs to be Certified as per the National regulation (1=Yes, 0=No)	Aerodrome Certified (1=Yes, 0=No)	If not Certified is it Operationally Licensed (1=Yes, 0=No)	Latest Date of Certification-License [DD/MM/YYYY]	Current Validity Date of Certification-License [DD/MM/YYYY]	Regulated Period of Certificate-License Validity (in Years)	Aerodrome Planned for Certication-License Oversight (1=Yes, 0=No)	Estimated Certification-License Date [DD/MM/YYYY]	Effetive Certification-License Date [DD/MM/YYYY]
MID	QATAR	NIL	NIL		0	0							
MID	QATAR	NIL	NIL		0								

ICAO Region	State	Location name	Location indicator (ICAO code)	RWY Safety Team Implemented (1=Yes, 0=No)	Date of Implementation (DD/MM/YYYY)	CAA Latest LRST Check Date (DD/MM/YYYY)	AD Planning for LRST Implementation (1=Yes, 0=No)	LRST Estimated Implementation Date (DD/MM/YYYY)	LRST Effective Implemenation Date (DD/MM/YYYY)
MID	QATAR	HAMAD INTERNATIONAL	OTHH	1					
MID	QATAR	DOHA INTERNATIONAL	OTBD	1					

ACTION MILESTONES FOR THE ESTABLISHEMNT AND IMPLEMENTATION OF THE ICAO GLOBAL REPORTING FORMAT METHODOLOGY

(to be tailored/customized and detailed by each State)

[STATE NAME]

[State focal point name: xxxxxxxxx]

[State focal point email address: xxxxxxxxx]

Milestone ID	ACTION	ENTITY RESPONSIBLE	TARGET DATE[1]	EFFECTIVE DATE	REMARKS
GRF 1	Review ICAO provisions and guidance and other Organisations guidance (see below)	CAA	**31/01/2021**		
GRF 2	Designate a focal point to coordinate implementation activities at the national level	CAA	**31/01/2021**		
GRF 3	Identify concerned focal points in each entity (CAA, Airport, ANSP, Aircraft operators – include BA, GA and military as applicable)	CAA, Airports, ANSP, Aircraft operators	**31/01/2021**		
GRF 4	Establish an Implementation Coordination Team including staff from the identified stakeholder entities (as appropriate)	CAA	**15/01/2021**		
GRF 5	Coordinate and support the conduct the initial training for the CAA, Airports, ANSP and Aircraft Operators' personnel (e.g. ICAO/ACI/IATA online courses, national awareness workshop, etc.)	CAA	**15/02/2021**		
GRF 6	Identify regulations, standards, procedures and guidance material to be developed/amended	National Focal Point and the Implementation Coordination Team	**15/02/2021**		

[1] Target dates are indicative only and should be replaced by realistic dates determined by individual State

Milestone ID	ACTION	ENTITY RESPONSIBLE	TARGET DATE[1]	EFFECTIVE DATE	REMARKS
GRF 7	Develop a detailed national implementation plan and safety risk assessment. Each entity should also establish its specific implementation plan and safety risk assessment.	CAA, Airports, ANSP, Aircraft operators	**28/02/2021**		
GRF 8	Identify the necessary means and resources for the implementation (human, financial and material resources)	National Focal Point and the Implementation Coordination Team	**28/02/2021**		
GRF 9	Coordinate with Airport Runway Safety Teams	Airports	**28/02/2021**		
GRF 10	Develop and promulgate regulations and standards	CAA	**30/03/2021**		
GRF 11	Develop procedures and guidance material (translate if required)	National Focal Point and the Implementation Coordination Team	**15/04/2021**		
GRF 12	Provide the necessary means and resources for the implementation (human, financial and material resources)	CAA, Airports, ANSP, Aircraft operators	**31/05/2021**		
GRF 13	Conduct On-the-Job Training (OJT) on the implementation	CAA, Airports, ANSP, Aircraft operators	**30/06/2021**		
GRF 14	Perform tests/trials prior to the effective implementation	All	**31/07/2021**		
GRF 15	Applicability date for the new methodology for assessing and reporting runway surface conditions	All	**4/11/2021**		

Notes: ICAO Runway Safety Go-Team Assistance Missions are available to support States and Airports. ACI APEX Safety Reviews are also available to support Airports.

References:

- ICAO GRF web site https://www.icao.int/safety/Pages/GRF.aspx

ICAO Region	State	Aerodrome Location name	Location Indicator [ICAO code]	AD GBF Deployed (1=Yes, 0=NO)	Date of Implementation [DD/MM/YYYY]	CAA Latest GBF Deployment Check Date [DD/MM/YYYY]	Is the Aerodrome planning GBF Deployment (1=Yes, 0=NO)	Estimated AD GBF Deployment Date [DD/MM/YYYY]	Effective AD GBF Deployment Date [DD/MM/YYYY]
MID	QATAR	HAMAD INTERNATIONAL	OTHH						
MID	QATAR	DOHA INTERNATIONAL	OTBD						

ACTION MILESTONES FOR THE ESTABLISHMENT AND IMPLEMENTATION OF THE ICAO ACR-PCR METHODOLOGY

(to be tailored/customized and detailed by each State)

[STATE NAME]

[State focal point name: xxxxxxxxx]

[State focal point email address: xxxxxxxxx]

Milestones	ACTION	RESPONSIBLE ENTITY	TARGET DATE [1]	OBSERVATIONS
PCR 1	Designate a focal point to coordinate activities at National Level.	CAA		
PCR 2	Identify stakeholder focal points (aerodrome operator, aeronautical publication service provider).	CAA, (AGA and ANS), provider of aeronautical publications, aerodrome operators (AO)		
PCR 3	Establish a Mechanism/Team to ensure the proper implementation of the ACR-PCR Method, which includes personnel from the identified stakeholder	CAA		
PCR 4	Ensure the Training of the Team responsible of the Milestone PCR 3	CAA and concerned Stakeholders		
PCR 5	Identify regulations, standards, and procedures (e.g. overload operations) that will be developed/amended.	National focal point and work team		

[1] Target dates are indicative only and should be replaced by realistic dates by each State

Milestones	ACTION	RESPONSIBLE ENTITY	TARGET DATE [1]	OBSERVATIONS
PCR 6	Develop and promulgate regulations and standards, incorporating Amendment 15 to Annex 14, Vol. 1, adopted in March/2020 and in force on Nov/24/2024 (ACR/PCR).	CAA		
PCR 7	Develop and publish guidance material regarding PCR calculation.	National focal point and work team		
PCR 8	Conduct training/outreach events for AO staff.	CAA		
PCR 9	Develop an implementation schedule. Each AO must establish an implementation schedule (consider the need to carry out evaluations of the movement area pavements [2]).	CAA, AO		
PCR 10	Provide the means and resources (human, financial and material) necessary to determine the PCR(s) at the aerodrome [3].	AO		
PCR 11	Deadline to send information to the aeronautical information services for the preparation of the publications [*to be defined according to the State AIS regulations in coordination with the CAA´s ANS]*	All of them		
PCR 12	Date of effective application of the new methodology to report the resistance of the pavements of the movement area.	All of them	28 November 2024	

References:

- Annex 14 (Vol I) – date of applicability 28 Nov 2024.
- PANS Aerodromes (Doc 9981), Amendment No. 4.
- Aerodrome Design Manual (Doc. 9157) Part 3 « Pavements », Third Edition 2022.

[2] Those aerodromes that have a comprehensive evaluation of pavements older than 5 years (or at the discretion of the CAA).
[3] It is considered convenient for the determination of a long-term PCR, to carry it out through the Technical Method.

ICAO Region	State	Aerodrome Location name	Location Indicator (ICAO code)	AD ACR-PCR Implemented	AD ACR-PCR Implementation Date (DD/MM/YYYY)	Latest CAA AD ACR-PCR Deployment Check (DD/MM/YYYY)	AD Planning ACR-PCR Deployment (Yes / No)	AD ACR-PCR Estimated Deployment Date (DD/MM/YYYY)	AD ACR-PCR Effective Deployment Date (DD/MM/YYYY)
MID	QATAR	HAMAD INTERNATIONAL	OTHH						
MID	QATAR	DOHA INTERNATIONAL	OTBD						

Guidance for IBIS State Focal Points on the Submission of **Current-Year** Wildlife Strike Reports (IBIS): Action Required by 31 March of the **Following Year**

IBIS State Focal Points should note that ICAO will be kindly **requesting the submission of the current wildlife reports on yearly basis**. As the designated IBIS Focal Point for your State, **no formal letter is required**. A **simple reply to the ICAO email with the relevant file attached will suffice**. Please ensure that you follow the submission guidelines outlined below:

a) **For those States not using ECCAIRS:** Submit the reports using the excel template developed by ICAO to ensure standardization. The template is available for download on the IBIS website, located in the Aerodromes Public Portal **(www.icao.int/aerodromes) under the "TEMPLATES" section**. If your State has its own system for collecting a large volume of reports, you may use an alternative Excel format that best suits your needs;

b) **For those States using ECCAIRS:** Submit the reports in the ECCAIRS file format. Please note that ICAO's current ECCAIRS version can only process files with "e5e" and "e5f" extensions. Files with the "e5x" extension cannot be opened. If your reports are in the "e5x" format, we kindly request you to use the Excel template mentioned above (see letter "a"); or

c) **For those States which have already submitted to ICAO wildlife reports for the Current Year:** If you have already submitted the Current reports in accordance with the instructions outlined in **this Appendix** and **have received confirmation of the submission**, you may disregard the ICAO email requesting the report. However, if there are updates or additional data to share, please feel free **to resubmit all Current reports, including any updated information**.

Additionally, please note that:

a) Beginning in 2023, the deadline for wildlife report submissions has been consolidated into a single annual deadline to simplify the process. Moving forward, the deadline will fall at the end of the first quarter of each year; and

b) All IBIS related messages should be sent to the email address wildlife@icao.int with a copy to icaomid@icao.int .

Lastly, ICAO kindly request that all Current wildlife reports be submitted by **31 March the following Year**. Your cooperation in meeting this deadline is greatly appreciated.

ANONYMOUS DATASET FOR AERODROME SAFEY

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.				

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
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.				

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**
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				

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
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.				

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 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.				

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
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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							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 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				

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.

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