International Civil Aviation Organization

Aerodrome Safety & Planning Implementation Group

Fourth Meeting (ASPIG/4)
(Virtual Meeting, 14-16 March 2022)

Agenda Item 2: Regional Performance Framework for Aerodrome Safety

AERODROME SAFETY DASHBOARD

(Presented by the Secretariat)

SUMMARY

This working paper provides updates on the status on the Aerodrome Certification and Runway Safety Team Implementation including the Global Reporting Format (GRF) in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- ASPIG/1 Report
- RSC/7 Report
- Annex 14, Volume I — Aerodrome Design and Operations
- Doc 9774, Manual on Certification of Aerodromes

1. INTRODUCTION

1.1 The design, maintenance and the planning of operations at aerodromes contribute together on the safety of aircrafts operations.

2. DISCUSSION

Aerodrome Safety Management

2.1 The meeting may wish to note the Aerodromes Safety Dashboard at **Appendix A**, for aerodromes included in the MID eANP Vol I / AOP Table I-1 and, providing the levels of implementation in terms of:

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

2.2 The meeting may wish to note that the Aerodromes Safety Dashboard is key tool for an informed decision-making to be taken by ICAO and MID States in order to define the way forward on effective Aerodrome Safety Management.

2.3 The meeting may wish to agree that the RASG-MID Annual Safety Report (ref: https://www.icao.int/MID/MIDANPIRG/Documents/Plans/MIDASR9.pdf) be updated to include a dedicated Aerodrome Safety Management Part reflecting the data reported as per the Aerodromes Safety Dashboard.

2.4 The meeting may wish to note that under Article 38 of the Chicago Convention, contracting States are required to notify ICAO of any differences between their national regulations and practices and the international standards contained in the annexes. States are also invited to extend such notification to any difference from the Recommended Practices, when the notification of such differences is important for the safety of air navigation. Accordingly, States, which didn't implement yet their national GRF requirements, shall promptly notify ICAO on those differences.

2.5 The meeting may wish to note that the ICAO MID Office received a request from Iran and Iraq in order to update theirs International Aerodromes lists and their related data respectively included in the MID eANP Tables AOP I-1 and AOP II-1. Accordingly, ICAO MID Office is coordinating with both States in order to issue a Proposal for Amendment (PFA) to amend the MID eANP in accordance with the PFA approval process.

3. ACTION BY THE MEETING

3.1 The meeting is invited to encourage States to:

a) certify Aerodromes included in MID eANP Vol I (AOP Table I-1) through a comprehensive regulatory framework;

b) notify ICAO MID Office promptly about any update/modification of the their detailed Aerodrome Certification and RST Implementation Plans; and

c) foster the GRF Implementation and it deployment on aerodromes.

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%	86.67%			
			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	✓		✓		✓					

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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	✓	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	✓		✓		✓			■		

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							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	Abu Dhabi 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														
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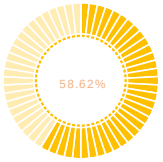
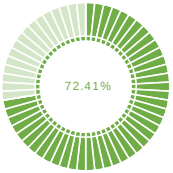
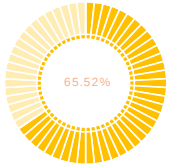
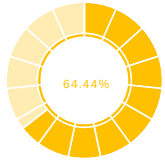
				Certified	Level of Implementation	Established	Level of Implementation	Ready	Level of Deployment		Light	Medium	Heavy
MID REGION AERODROMES SAFETY DASHBOARD	MID	58		34		42		38			38	17	3

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***

  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.*