



International Civil Aviation Organization

MIDANPIRG/23 & RASG-MID/13 Meetings

(Cairo, Egypt, 14 – 18 June 2026)

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

MID REGION AERODROMES PRIORITIES AND CHALLENGES-SAFETY

(Presented by the Secretariat)

SUMMARY

This paper recalls the Conclusions and Decisions endorsed by MIDANPIRG/22 & RASG-MID/12 and highlights their strategic importance, implementation objectives and expected benefits at the global, regional and national levels.

Action by the meeting is at paragraph.

REFERENCE

- MIDANPIRG/22 & RASG-MID/12 Report

1. INTRODUCTION

1.1 The meeting may wish to recall that MIDANPIRG/22 & RASG-MID/12 endorsed a number of Conclusions and Decisions intended to strengthen safety, efficiency and harmonization across the MID Region. The implementation of these outcomes requires sustained commitment and adequate allocation of technical, human and financial resources by States and stakeholders.

2. DISCUSSION

Aerodrome Certification (Conclusion 12/11)

2.1 The meeting may wish to recall that aerodrome certification remains one of the fundamental pillars of the State safety oversight system and a key requirement of ICAO Annex 14, Volume I. Aerodrome certification provides assurance that aerodrome infrastructure, operational procedures, organizational arrangements, and safety management processes comply with applicable ICAO Standards and national regulatory requirements. At the global level, certification contributes to the reduction of operational risks, promotes the implementation of Safety Management Systems (SMS), and supports the establishment of effective continuing surveillance programmes.

2.2 The meeting may wish to note that, within the MID Region, the implementation status of aerodrome certification continues to vary among States. Accordingly, RASG-MID/12 endorsed Conclusion 12/11 to establish a harmonized regional monitoring mechanism for certification implementation. The objective of the Conclusion is to support States in advancing certification activities, facilitate regional monitoring, and enable the ICAO MID Office to provide targeted assistance where required. States are encouraged to allocate the necessary regulatory, technical, and financial resources to ensure the effective certification and continuing oversight of aerodromes.

Local Runway Safety Teams (Conclusion 12/12)

2.3 The meeting may wish to recall that runway incursions and runway excursions continue to be among the most significant operational safety risks identified at both the global and regional levels. In line with the ICAO Global Runway Safety Action Plan (GRSAP), Local Runway Safety Teams (LRSTs) provide a structured platform through which aerodrome operators, air navigation service providers, aircraft operators, and regulators can collaboratively identify hazards, assess risks, and implement local mitigation measures.

2.4 The meeting may wish to note that RASG-MID/12 endorsed Conclusion 12/12 to support the monitoring of LRST implementation throughout the MID Region. The objective of the Conclusion is to ensure that runway safety risks are managed in a systematic and proactive manner through effective stakeholder coordination. The establishment and sustained operation of LRSTs require the commitment of adequate human and organizational resources and contribute directly to improving runway safety performance and reducing the likelihood of runway-related occurrences.

Runway Safety Go-Team Missions (Conclusion 12/13)

2.5 The meeting may wish to recall that ICAO Runway Safety Go-Team missions constitute a practical and performance-based mechanism to support the implementation of runway safety initiatives at aerodromes. These missions bring together subject matter experts to assess local runway safety arrangements, identify operational challenges, and share best practices based on international experience and lessons learned.

2.6 The meeting may wish to note that RASG-MID/12 endorsed Conclusion 12/13 to facilitate the conduct of Runway Safety Go-Team missions within the MID Region. The objective of the Conclusion is to strengthen the effectiveness of Local Runway Safety Teams and support aerodrome operators in addressing identified safety concerns. Active participation by States and aerodrome operators is essential to maximize the benefits of these missions and support the continuous improvement of runway safety performance.

Global Reporting Format (Conclusion 12/14)

2.7 The meeting may wish to recall that the Global Reporting Format (GRF) establishes a globally harmonized methodology for assessing and reporting runway surface conditions. The GRF enhances the quality and consistency of information provided to flight crews and air traffic services, thereby improving operational decision-making and contributing to the reduction of runway excursion risks.

2.8 The meeting may wish to note that RASG-MID/12 endorsed Conclusion 12/14 to support the monitoring of GRF implementation across the MID Region. The objective of the Conclusion is to facilitate harmonized implementation and ensure that States continue to advance their deployment plans in accordance with ICAO provisions. States are encouraged to allocate the necessary resources for training, procedures, equipment, and oversight activities to support the effective implementation of GRF requirements.

ACR-PCR (Conclusion 12/15)

2.9 The meeting may wish to recall that the Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) methodology represents a significant modernization of pavement strength reporting under ICAO Annex 14. The methodology replaces the legacy ACN-PCN system and introduces a more performance-based approach to assessing aircraft-pavement compatibility,

supporting improved infrastructure planning and asset management.

2.10 The meeting may wish to note that RASG-MID/12 endorsed Conclusion 12/15 to support the monitoring of ACR-PCR implementation in the MID Region. The objective of the Conclusion is to facilitate a coordinated transition to the new methodology and assist States in addressing technical, regulatory, and operational challenges associated with implementation. Effective deployment requires the allocation of engineering expertise, data management capabilities, and appropriate regulatory oversight resources.

Wildlife Strike Reporting (Conclusion 12/16)

2.11 The meeting may wish to recall that wildlife strikes continue to pose a significant threat to aviation safety worldwide. Accurate and timely reporting of wildlife strike occurrences is essential to support risk assessment activities, identify trends, and develop effective mitigation strategies. The collection of reliable data remains a cornerstone of wildlife hazard management programmes.

2.12 The meeting may wish to note that RASG-MID/12 endorsed Conclusion 12/16 to strengthen wildlife strike reporting throughout the MID Region. The objective of the Conclusion is to improve the quality, completeness, and consistency of wildlife strike data submitted through ICAO reporting mechanisms. States are encouraged to strengthen reporting processes and support the activities of designated wildlife hazard management focal points.

MID Wildlife Hazard Management Action Group (Decision 12/17)

2.13 The meeting may wish to recall that the MID Region is strategically located along major migratory bird routes and continues to experience increasing wildlife-related safety challenges. Climate change, urban expansion, and changing ecological conditions have contributed to the growing complexity of wildlife hazard management across the Region.

2.14 The meeting may wish to note that RASG-MID/12 endorsed Decision 12/17 establishing the MID Wildlife Hazard Management Action Group (MID WHM AG). The objective of the Decision is to provide a regional platform for coordination, information exchange, capacity building, and the development of harmonized approaches to wildlife hazard management. The activities of the Action Group will support the enhancement of regional expertise and the implementation of effective mitigation measures.

Aerodrome Safety Data Sharing Framework (Conclusion 12/18)

2.15 The meeting may wish to recall that modern aviation safety management increasingly relies on data-driven decision-making and proactive risk management. The systematic collection, analysis, and sharing of safety information allow organizations and regulators to identify emerging risks, assess trends, and implement targeted safety enhancement initiatives before accidents occur.

2.16 The meeting may wish to note that RASG-MID/12 endorsed Conclusion 12/18 establishing the MID Aerodrome Safety Data Sharing Framework. The objective of the Conclusion is to facilitate the collection and exchange of anonymized aerodrome safety information, and promote collaborative learning among States and aerodrome operators. The framework is expected to contribute significantly to the development of future safety enhancement initiatives and the continuous improvement of aerodrome safety performance within the MID Region.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.