



*International Civil Aviation Organization*

**Sixth Meeting of the Aerodrome Safety, Planning & Implementation Group**

**(ASPIG/6) (Muscat, Oman, 27 – 29 May 2024)**

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

**1. INTRODUCTION**

1.1 The MID Region Aerodrome Safety Dashboard provide an overview about the safety level expected by air travelers in the MID Region.

**2. DISCUSSION**

***Aerodrome Safety Management***

2.1 The meeting may wish to note the Aerodromes Safety Dashboard presented 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 indicate that the current list of operational international Airports must be reflected on the MID Regional ANP Vol I, Table I-I. Meanwhile, the meeting noted the following general principles:

- •The plan does not list all the facilities and services existing in the region but only those required as approved by the ICAO Council for international civil aviation operations.
- Air navigation facilities, services and procedures recommended for the area under consideration should form an integrated system designed to meet the requirements of all international civil aircraft operations.
- The plan should meet the requirements of all operations planned to take place in the area during the next five years, but not necessarily limited to that period, taking due account of the long-term planning and implementation strategies.
- **Corrections to the plan should be notified to the ICAO Regional Office accredited to the State.**

2.4 The meeting may wish to recall that during the ASPIG/5 Meeting, States were apprised of the procedure to amend ANPs found in ANPs and the online system to process amendments to eANPs.

2.5 The meeting may wish to note that Airports listed in ANP are not necessarily listed in AIPs since these airports may be planned and are being built but not commissioned. Conversely, all international airports listed in AIP should be listed in the ANP since the AIP shows “operating” airports.

2.6 In conclusion, the meeting may wish to reiterate the following considerations:

- International airports can be found not just in ANPs but also AIPs;
- not all airports listed in ANPs are listed in AIPs but the reverse is true;
- not listing international airports in ANPs does not obviate the need for certification;
- all airports used for international operations to be certified per Annex 14, Vol I, para 1.4.1 irrespective if it is listed/not listed in ANPs; and
- list of certified international airports can be found in a State’s AIP.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to encourage States to:

- a) review/update the list of International Airports present at **Appendix A**, and coordinate with ICAO MID Office to generate the necessary PFAs for their submission to ICAO HQ for validation,
- b) foster the certification of the current list of International Aerodromes as well as the implementation of their respective local RWY Safety Teams, and
- c) complete the GRF Implementation and establish an oversight mechanism to ensure its effective deployment at the aerodrome level.

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Appendix A

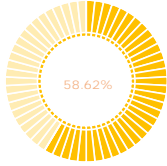
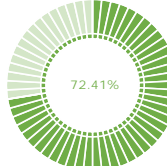
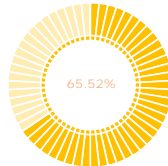
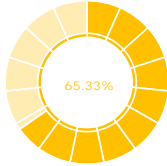
MID Region  
Aerodromes Safety Dashboard

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	✓		✓		✓					
			Hurgada	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 Dastghaib International Airport	OISS	RS	✗		✓		✓					
			Tabriz	Tabriz International Airport	OITT	RNS	✗		✓		✓					
			Tehran	Imam Khomeini International Airport	OIEE	RS	✓		✓		✓					
			Tehran	Mehrabad Int/ 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	✗		✗		✗					
			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	JHU	2	AMMAN	Queen Alia International Airport	OJAI	RS	✓		✓		✓					
			AQABA	King Hussein International Airport	OJQA	RS	✓		✓		✓					

MID Region  
Aerodromes Safety Dashboard

State	Country Code	Total # of AD (AOP Table I-1)	City	Aerodrome Name (AOP Table I-1)	Location Indicator (AOP Table I-1)	Designation (AOP Table I-1)	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	<a href="#">Kuwait International Airport</a>	OKBK	RS	✔		✔		✔					
Lebanon	LBN	1	BEIRUT	<a href="#">Rafic Hariri International Airport</a>	OLBA	RS	✘		✘		✘					
Libya	LBY	3	BENGHAZI	<a href="#">Benina International Airport</a>	HLLB	RS	✘		✘		✘					
			SEBHA	<a href="#">Sebha International Airport</a>	HLLS	RS	✘		✘		✘					
			TRIPOLI	<a href="#">Tripoli International Airport</a>	HLLT	RS	✘		✘		✘					
Oman	OMN	2	Muscat	<a href="#">Muscat International Airport</a>	OOMS	RS	✔		✔		✔					
			Salalah	<a href="#">Salalah International Airport</a>	OOSA	AS	✔		✔		✔					
Qatar	QAT	2	Doha	<a href="#">Doha International Airport</a>	OTBD	RS	✔		✔		✔					
			Doha	<a href="#">Hamad International Airport</a>	OTHH	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
Saudi Arabia	SAU	4	DAMMAM	King Fahd International Airport	OEDF	RS	✓		✓		✓		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	✓		✓		✓		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	✗		✓		✗		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%			
			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	✗		✗		✗		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	✗		✗		✗					

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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.