PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1:   ADOPTION OF THE PROVISIONAL AGENDA

1.1   The meeting reviewed and adopted the Provisional Agenda as at paragraph 6 of the History of the Meeting.

REPORT ON AGENDA ITEM 2: **GLOBAL DEVELOPMENT RELATED TO AVIATION SAFETY**

2.1   The subject was addressed in PPT/1, WP/2, WP/3 and WP/4 presented by the Secretariat. The meeting was apprised of the latest developments related to safety at the Global level, including the global accident rates based on preliminary 2015 data, the updated GASP, Amendment No. 1 to Annex 19, the new RASGs web site and the ICAO global and regional implementation support programmes, including the new iMPLEMENT tools for safety analysis, prioritization, monitoring and reporting.

Update of the Global Aviation Safety Plan (GASP)

2.2   The meeting noted that the proposed draft 2017-2019 Edition of the Global Aviation Safety Plan (GASP), envisaged to be approved by the Council during its 208th Session in May/June 2016 and to be presented for endorsement at the 39th Session of the Assembly (27 September – 7 October 2016), reflects changes made pursuant to the recommendations of the 38th Session of the Assembly, as well as those of the Second High-level Safety Conference 2015 (HLSC 2015). It includes the newly developed Global Aviation Safety Roadmap (GASR). It also contains updates made to improve the document structure and content while maintaining its stability in the safety policy, strategy and priorities for ongoing implementation. Accordingly, the meeting:

   a) encouraged States to support the endorsement of the 2017 - 2019 Edition of the GASP (Doc 10004) during the next Assembly;

   b) requested States to establish regional and national priorities and targets consistent with the GASP objectives and the operational safety needs; and

   c) invited States to provide ICAO feedback on the new Global Aviation Safety Roadmap and suggestions for the future 2020 – 2022 Edition of the GASP.

Progress Report on the Implementation of the ICAO USOAP-CMA

2.3   The meeting was apprised of a progress report on the implementation and activities of the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP-CMA) during 2015, and planned for 2016. It was highlighted that the average Effective Implementation (EI) rate for the MID Region had not improved over the last year, and that implementation of most Corrective Action Plans (CAPs) had not started. The possibility of a State's EI rate reducing following an ICAO audit, if a State did not maintain or improve its safety oversight system, was forewarned. Lastly, although ICVMs theoretically could only result in EI rate increases, Significant Safety Concerns (SSC) could be identified during the validations process.

2.4   The resolution of the SSC in Lebanon was applauded resulting in the MID Region not having any outstanding SSC. UAE having the highest EI rate globally was also commended.

2.5   Based on the above, the meeting agreed to the following Conclusion:

   CONCLUSION 5/1:   ICAO USOAP-CMA IMPLEMENTATION

   That, States:

   a) *be urged to prioritise and take action as needed to improve their safety oversight system, with particular attention to:*

    i. *the implementation of Corrective Action Plans (CAP) and reporting the progress on the On-line Framework (OLF); and*

    ii. *the completion of the self-assessments and uploading of the relevant evidences on the OLF;*

  b) are encouraged to request assistance from ICAO, as required.

Enhancing Support for Safety Management Implementation

2.6   The meeting noted that the first amendment to Annex 19 will become effective on 11 July 2016 with an applicability date of 7 November 2019. The meeting was informed that ICAO is working on the following tasks to enhance the support for the implementation of State Safety Programmes (SSPs) and Safety Management Systems (SMS), to be available by July 2017:

  a) a revision to the Safety Management Manual (SMM) (Doc 9859);

  b) an update to the ICAO Safety Management website;

  c) an update to the ICAO Safety Management Standardized Training Programme; and

  d) an update to the iSTARS SSP Gap Analysis tool and a new SMS Gap Analysis tool.

2.7   Additional plans include the delivery of a webinar in July 2016 to communicate ICAO's enhanced support of safety management implementation, and the delivery of three regional symposia, followed by a series of regional safety management seminars, commencing early 2018. The plans for updating and including the USOAP SSP-related protocol questions (PQs) in the scope of USOAP activities have also been agreed based on the implementation support plans.

2.8   The meeting noted with appreciation that the MID Region recorded a good progress related to the use of the iSTARS gap analysis tool.

2.9   The meeting urged States to:

  a) continue the implementation of SSP and report on progress using the SSP Gap Analysis Tool on iSTARS/SPACE and completing the USOAP PQ self-assessments on the OLF;

  b) identify any additional areas of clarification needed or additional subjects that need to be covered in the 4th edition of the SMM;

  c) assist the Secretariat in identifying appropriate SSP examples and tools for inclusion in the update to the ICAO safety management website;

  d) identify potential instructors for the ICAO Safety Management for Practitioners Course that meet the qualifications; and

  e) inform ICAO of any additional activities which could be provided to support the implementation of SSP.

Review of RASG-MID/4 Report by the ANC

2.10   The subject was addressed in WP/5 presented by the Secretariat. The meeting noted that the ANC reviewed the Report of the RASG-MID/4 meeting (Jeddah, Saudi Arabia, 30 March-1 April 2015) through AN-WP/8984 and approved the actions recommended therein. It was noted with appreciation that the RASG-MID had made great progress and had achieved some very important milestones in terms of cooperation, analysis, reporting and the development of guidance material appropriate to the MID Region.

2.11   The ANC commended the RASG-MID for the quality and publication of the Third MID Region Annual Safety Report and for the issuance of the MID Region Safety Strategy.

2.12   The ANC highlighted that the work on Low Airspeed Alerting Provisions was excellent material and referred this work to the Airworthiness Panel (AIRP) for further review.

2.13   With respect to RASG-MID Conclusion 4/14, regarding the IATA Operational Safety Audit (IOSA) Programme, it was felt that the use of the term "acceptable means of compliance" was not appropriate and that the wording of the Conclusion may be misleading. The IOSA compliance does not replace a State's oversight activities but rather provided complementary information.

2.14   In connection with the above, and based on the outcome of the RSC/4 meeting (Cairo Egypt, 15 – 17 December 2015), the meeting agreed to the following Conclusion, which replaces and supersedes the RASG-MID Conclusion 4/14:

> *CONCLUSION 5/2:   IATA-IOSA PROGRAMME*
>
> *That, States be encouraged to use all sources of safety data for the conduct of their safety oversight activities, including the IATA IOSA results, which provide complementary information for the safety oversight activities; and send their feedback to the ICAO MID Office by **15 October 2016**.*

RASG Organizational Guidelines

2.15   The meeting noted that new RASG Organizational Guidelines have been developed by ICAO Headquarters and agreed that the RASG-MID Procedural Handbook might need some amendments to be aligned with the new Guidelines.

RASG Activities in other Regions

2.16   The meeting was apprised of the RASG activities in other Regions.

REPORT ON AGENDA ITEM 3:   REGIONAL PERFORMANCE FRAMEWORK FOR SAFETY

Follow-up on the RASG-MID Conclusions and Decisions

3.1   The subject was addressed in WP/6 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the RASG-MID/4 Conclusions and Decisions as at **Appendix 3A**.

3.2   The meeting agreed that Conclusion 4/2 related to mandatory and voluntary reporting is still valid, reiterated it and agreed that it should be followed up by a State Letter:

> CONCLUSION 4/2:   MANDATORY AND VOLUNTARY REPORTING SYSTEMS
>
> *That, States, be invited to take necessary measures to:*
>
> *a) enhance their mandatory reporting system; and*
>
> *b) establish, if not already done, an effective voluntary confidential and non-punitive reporting system, to enhance the collection of data on hazards and associated safety risks that may not be captured by the mandatory reporting system.*

Review and Endorsement of the Fourth MID Annual Safety Report (MID-ASR)

3.3   The subject was addressed in WP/7 and PPT/2 presented by the MID-ASRT Rapporteur. Based on the analysis of the reactive safety information for the period 2010-2014, and in accordance with the agreed matrix used for the assessment of the different accident categories (frequency x severity), the accident categories are classified in the following order:

1- Runway Safety (RS);
2- Loss of Control In Flight (LOC-I);
3- System Component Failure-power plant (SCF-PP);
4- Controlled Flight Into Terrain (CFIT); and
5- System Component Failure-Non power plant (SCF-NP).

3.4   The meeting agreed that SCF-PP and SCF-NP be combined into one risk area (SCF). In addition, taking into consideration that the only CFIT accident in the MID Region occurred in 2010, the meeting agreed that CFIT would not be considered anymore as one of the Focus Areas but rather as an Emerging Risk. Accordingly, the main Focus Areas in the MID Region are:

1- Runway Safety (RS);
2- Loss of Control In Flight (LOC-I); and
3- System Component Failure (SCF).

3.5   Based on the above, the meeting tasked the MID-RAST to develop new SEIs and DIPs to address the System Component Failure (SCF) in order to be presented to the RSC/5 meeting end of 2016. In this regard, it was noted that Boeing will be the Champion for the SCF with the support of IATA and ICAO. Boeing will coordinate with Airbus and EMBRAER and provide the manufactures support and recommendations/guidance related to SCF.

3.6   The meeting recalled that according to the analysis of the previous Edition of the MID-ASR, the System Component Failure or Malfunction (SCF), Near Midair Collision (NMAC) and Laser attacks were considered as Emerging Risks. However, based on the results of the Fourth MID-ASR, the meeting agreed that Emerging Risks in the MID Region will be as follows:

1- Controlled Flight Into Terrain (CFIT);
2- Near Midair Collision (NMAC);
3- Laser attacks;
4- Aerodrome safeguarding; and
5- Wildlife management.

3.7   With respect to reporting of accidents and serious incidents, it was underlined that ECCAIRS should be used for the reporting of accidents and serious incidents to ICAO. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 5/3:   USE OF ECCAIRS

*That, States that have not yet done so, be urged to use ECCAIRS for the reporting of accidents and serious incidents; and send their feedback to the ICAO MID Office by **15 October 2016**.*

3.8   According to the results of the ICAO USOAP-CMA, it was noted that the average overall Effective Implementation (EI) in the MID Region is **68.23%**, which is above the world average **62.62 %**. However, five (5) States (Egypt, Jordan, Lebanon, Libya and Syria) have an EI below **60%.**

3.9   With respect to the SSC in Lebanon related to OPS-AOC, the meeting was informed that an ICVM was conducted in Beirut, Lebanon, 9-13 May 2016, to verify actions taken by the State to resolve the SSC. Accordingly, based on the results of the ICVM and the outcome of the SSC Committee at ICAO-HQ, the meeting noted with satisfaction that the SSC has been removed. The meeting thanked the ICAO MID Office for the support provided to Lebanon for the removal of the SSC.

3.10   The meeting noted that with respect to the predictive safety information section of the MID-ASR, it is underlined that SSP implementation is still one of the main challenges in the Region, which requires States to share their experiences including challenges and best practices in order to properly provide recommended actions to support and expedite SSP implementation at the regional level.

3.11   Based on the foregoing, the meeting reviewed and endorsed the MID-ASR and urged States and all Stakeholders to provide necessary safety data to the MID-ASRT for the development of the next Edition of the Annual Safety Report. Accordingly, the meeting agreed to the following Decision:

DECISION 5/4:   FOURTH MID ANNUAL SAFETY REPORT

That, the Fourth Edition of the MID Annual Safety Report (ASR) is endorsed and be published on the ICAO MID website.

Accidents and Incidents Analysis Working Group (AIA WG)

3.12   The subject was addressed in WP/8 presented by the AIA WG Chairman. The meeting noted that the First meeting of AIA WG (AIA WG/1) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 29- 31 March 2016.

3.13   It was noted that ICAO iSTARS (ADREP et al.) application contains an aggregation of different accident and incident data sources. This application is used for the development of the ICAO Safety Reports. It's a web-based platform for the reporting and analysis of safety information and provides quasi real-time information on occurrences as reported by various official and media sources. The data in the application is updated automatically every 24 hours. It was highlighted that the data fields provided by those sources cover information about the flight history, the aircraft, the operator and the location of occurrence, and that more data fields would be needed to allow for useful safety analysis.

3.14   It was highlighted that, currently there are no features allowing users to create or modify occurrences in iSTARS ADREP application/database. The meeting noted that the application is being enhanced by ICAO-HQ to include the following features:

1) an occurrence data form containing a limited number of fields, for the collection and analysis purposes;

2) auto-population mechanism of fields based on the aircraft registration number;

3) create and upload function to allow authorized users to add data;

4) editing and reviewing function to allow authorized users (creators and selected reviewers) to modify existing data, correct or add missing information; and

5) validation function to allow the regional office (on behalf of the RASG) in coordination with concerned States to validate the information.

3.15   Based on the above, and in order to fulfil the mandate assigned to the AIA WG (collection/reporting, validation and analysis of data), the meeting agreed that a Core Team led by the Chairman of the AIA WG be established to advance the work of the AIA WG between the face-to-face meetings. Accordingly, the meeting agreed to the following Decision:

> *DECISION 5/5:*   *ESTABLISHMENT OF AIA WG CORE TEAM*
>
> *That, the AIA WG Core Team composed of the following experts, is established to advance the work of the AIA WG between the face-to-face meetings:*
>
> – *Mr. Adnan Mohamed Malak from Saudi Arabia (Chairman);*
> – *Ms. Leena Ahmed Al Koohej from Bahrain;*
> – *Mr. Amr Mokhtar from Egypt;*
> – *Mr. Hassan Rezaeifar from Iran;*
> – *Dr. Abdallah Falah Suleiman Al-Samarat from Jordan;*
> – *Mr. Kamil Ahmed Mohamed from Sudan;*
> – *Ms. Rose Al Osta from IATA;*
> – *Capt. Fadi Khalil from IFALPA;and*
> – *Mr. Mashhor Alblowi from ICAO.*

3.16   The meeting reviewed the draft Form "*iSTARS ADREP Occurrence Data Form*", which includes the data fields to be used for adding/modifying accidents/incidents data through iSTARS ADREP application as at **Appendix 3B**. It was highlighted that in order to foster and facilitate the reporting, the form contains a very limited number of mandatory fields; the rest of the information would be generated automatically by the application (based on the aircraft registration) or entered at a later stage. The meeting noted that the Form is being finalized by the AIA WG Core Team.

3.17   With respect to the processes to be implemented for the creation of an occurrence, addition and amendment of data to existing occurrences as well as for the validation process, it was noted that for each action/function, there's a need to clearly define the WHO, WHAT and HOW. For the validation process, there will be different layers of validation (initial validation and final validation), which will involve ICAO, the AIA WG Core Team, the concerned State and the RASG-MID. It was highlighted that the validation process related to voluntary safety information might also be different from the process related to mandatory information.

3.18   For the purpose of analysis, it was agreed that the *iSTARS ADREP Occurrence Data Form* should include fields related to the main root cause and contributing factors. The meeting noted that Standard and limited lists of main root causes and contributing factors are being developed by the AIA WG Core Team. A step-by-step approach will be followed for the development of the analysis function.

3.19   Based on the foregoing, the meeting agreed to the following Decision:

> *DECISION 5/6:*   *iSTARS ADREP OCCURRENCE DATA FORM*
>
> *That, the AIA WG Core Team:*
>
> a) *further review and finalize the iSTARS ADREP Occurrence Data Form;*
>
> b) *develop guidelines for the use of the Form;*
>
> c) *establish a validation process of data provided; and*
>
> d) *develop standard and limited lists of main root causes and contributing factors to be included in the Form.*

3.20   The meeting noted that the new application including *iSTARS ADREP Occurrence Data Form* is being developed for the MID Region will be used as a prototype for other regions.

3.21   The meeting recognized the difficulties facing some States and stakeholders to share data related to accidents/incidents through iSTARS ADREP application, due to national policy. Accordingly, the meeting encouraged States and stakeholders to support the AIA WG activities and provide/share available data related to safety occurrences, and agreed to the following Conclusion:

> *CONCLUSION 5/7:*   *PROVISION OF SAFETY DATA USING iSTARS APPLICATION*
>
> *That, States be urged to allow their regulators and service providers (ANSPs, Aerodrome Operators, Airlines, etc.) to provide/share available data related to safety occurrences using the dedicated iSTARS application.*

Update on Development and Implementation of SEIs & DIPs related to RGS

3.22   The subject was addressed in WP/10 presented by the RGS WG Chairperson.

MID-RAST/RGS/2

3.23   The meeting noted with appreciation that the DIP actions have been fully completed. It was recalled that the MID-RAST/RGS/2 focuses on the development of guidance material and training programmes to support the creation of action plans by the Runway Safety Team (RST) and

that UAE is the Champion of this SEI. A summary of actions related to the MID-RAST/RGS/2 DIP is at **Appendix 3C.**

MID-RAST/RGS/3

3.24   The MID-RAST/RGS/3 focuses on the development of guidance material and training programmes to support Aerodrome Infrastructure and Maintenance Management. It was noted with appreciation that UAE, the Champion of this SEI, has completed three out of the five required actions of this DIP.

3.25   A summary of actions related to the MID-RAST/RGS/3 DIP is at **Appendix 3D**.

3.26   The meeting reviewed and endorsed the Safety Advisory related to periodic surveillance audits of aerodrome infrastructure and maintenance. Accordingly, the meeting endorsed the RASG-MID Safety Advisory at **Appendix 3E** and agreed to the following Decision:

> *DECISION 5/8:*   *RASG-MID SAFETY ADVISORY-PERIODIC SURVEILLANCE AUDIT OF AERODROME INFRASTRUCTURE AND MAINTENANCE*
>
> *That, the RASG-MID Safety Advisory at **Appendix 3E** is endorsed and be published by the ICAO MID Office.*

MID-RAST/RGS/4

3.27   The MID-RAST/RGS/4 focuses on Aerodrome Safeguarding. Egypt is the Champion of this DIP with the support of UAE and Sudan. The meeting noted that work is in progress for the development of a Safeguarding Guidance Toolkit and that a Regional Workshop on Aerodrome Safeguarding is planned for July 2016. A summary of the planned actions related to the MID-RAST/RGS/4 DIP is at **Appendix 3F**.

MID-RAST/RGS/5

3.28   The MID-RAST/RGS/5 focuses on Wildlife Management and Controls. Sudan is the Champion of this DIP supported by Bahrain, Egypt, Oman, UAE and IFATCA. A summary of the planned actions related to the MID-RAST/RGS/5 DIP is at **Appendix 3G**.

MID-RAST/RGS/6

3.29   The MID-RAST/RGS/6 focuses on Laser Attacks. Egypt is the Champion of this DIP supported by Bahrain, Sudan and UAE. A summary of the planned actions related to the MID-RAST/RGS/6 DIP is at **Appendix 3H**.

3.30   In connection with the above, the meeting appreciated the progress achieved in the implementation of the SEIs and DIPs related to RGS and commended the work of Egypt, Sudan, UAE and the RGS Working Group. The meeting agreed that effort should be pursued to complete the pending actions in a timely manner.

Aerodrome Certification and Runway Safety Issues

3.31   The subject was addressed in WP/11 presented by the Secretariat.

Aerodrome Certification

3.32   The meeting reviewed the status of implementation of Aerodrome Certification at **Appendix 3I**. It was highlighted that 31 out of the 59 MID States International Aerodromes have been certified. This number represents 53% of the International Aerodromes listed in the MID ANP. This percentage exceeds the MID Safety Strategy target of 50% for year 2015. However, the meeting agreed that more efforts are needed to meet the Strategy target of 75% for year 2017.

Runway Safety Team and Go-Team

3.33   The meeting noted that the DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2015) supported the RASG-MID/4 Conclusion 4/9 encouraging MID States to foster the implementation of Runway Safety Teams (RST) and request Runway Safety Go-Team visits, as needed.

3.34   The meeting noted with appreciation that, as a follow-up to the RS Go-Team Visit to Khartoum, the UAE GCAA conducted a training course on Aerodrome Airside Operations in Khartoum, Sudan, 6 -10 September 2015. Also, the Egyptian Civil Aviation Authority conducted a Training Workshop on Aerodrome Safeguarding from 29 to 31 March 2016 to the Sudanese Civil Aviation Authority of Sudan (SCAA).

3.35   Upon request from Kuwait Directorate General of Civil Aviation (DGCA), the second RS Go-Team visit was successfully conducted, to Kuwait International Airport from 15 to 18 February 2016. The meeting noted that Bahrain, Jordan, Oman, Qatar and Saudi Arabia indicated interest to receive the MID RS Go-Team. The RS Go-Team visit to Jordan is tentatively planned for the first week of September 2016.

3.36   The meeting reiterated that States should take necessary actions to ensure establishment of RST at international aerodromes and request RS Go-Team visit, as required.

Heliports

3.37   The meeting noted that the ICAO MID Regional Office has successfully conducted the ICAO Heliport Seminar (IHS), graciously hosted by UAE, in Dubai from 8 to 10 December 2015. The Seminar highlighted the need for Heliport safety oversight and provided an overview of the operator's perspectives. The IHS work programme and outcomes are available at the ICAO MID Regional Office website: http://www.icao.int/MID/Pages/2015.aspx.

3.38   The outcomes of the IHS included the following recommendations:

1) encourage States to implement ICAO provisions related to Heliports (Annex 14 Volume II) through national Regulations and Safety Oversight. This should include implementation of adequate SMS;

2) encourage States to establish and maintain database for Heliports. This should include monitoring new Heliports construction;

3) invite ICAO to consider inclusion of core training elements (CAA inspectors & Heliport operator) as part of the Heliport Design and services Manual; and

4) report the outcome of this Seminar to RASG-MID and share with the other RASG's.

3.39   The meeting was apprised of the outcomes of the Fifth meeting of the MIDANPIRG Steering Group (MSG/5), held in Cairo, Egypt, 18-20 April 2016, related to the establishment of heliports database.

First Edition of the Procedures for the Air Navigation Services – Aerodromes (PANS-Aerodromes – Doc 9981)

3.40   The meeting noted that, the MSG/5 meeting supported the organization of a Seminar/Workshop on the implementation of PANS-Aerodromes (Doc 9981) in 2017 (Conclusion 5/1 refers). The meeting noted that, for an improved efficiency, the Seminar/Workshop might be held back-to-back with the RGS WG/3 meeting and urged States to participate actively in the Seminar/Workshop on implementation of PANS-Aerodromes.

Loss of Control In Flight (LOC-I)

3.41   The subject was addressed in WP/9 presented by the RAST Rapporteur. The meeting reviewed the progress made with regard to the implementation of the LOC-I DIPs as at **Appendix 3J**.

3.42   With regard to the RAST-MID/LOC-I/1 DIP "Airplane State Awareness (ASA)-Low airspeed alerting", the meeting noted that further to the work previously done related to Low Airspeed Alerting Provisions, which was commended by the ANC and referred to the Airworthiness Panel (AIRP) for further review, a RASG-MID Safety Advisory was developed by the MID-RAST as at **Appendix 3K**.

3.43   With respect to the RAST-MID/LOC-I/2 DIP "Standard Operating Procedures effectiveness and adherence", the RASG-MID Safety Advisory at **Appendix 3L** was developed to improve flight crew adherence to SOPs and reduce the risk of lost awareness of airplane state.

3.44   For the RAST-MID/LOC-I/3 DIP "ASA-Training-Flight Crew Training Verification and Validation", the RASG-MID Safety Advisory at **Appendix 3M** was developed to improve flight crew proficiency in handling issues that can lead to loss of airplane State awareness (ASA).

3.45   Based on the foregoing, the meeting reviewed and endorsed the RASG-MID Safety Advisories and agreed to the following Decisions:

> ***DECISION 5/9:***   ***AIRPLANE STATE AWARENESS (ASA)-LOW AIRSPEED ALERTING***
>
> *That, the RASG-MID Safety Advisory related to Airplane State Awareness (ASA)-Low Airspeed Alerting at **Appendix 3K** is endorsed and be published by the ICAO MID Office.*
>
> ***DECISION 5/10:***   ***STANDARD OPERATING PROCEDURES EFFECTIVENESS AND ADHERENCE***
>
> *That, the RASG-MID Safety Advisory related to Standard Operating Procedures effectiveness and adherence at **Appendix 3L** is endorsed and be published by the ICAO MID Office.*

DECISION 5/11:   *AIRPLANE STATES AWARENESS (ASA) -TRAINING FLIGHT CREW TRAINING (APPROACH TO STALL & UP SET RECOVERY) VERIFICATION AND VALIDATION*

That, the RASG-MID Safety Advisory related to the Airplane States Awareness (ASA) -Training –Flight Crew Training (Approach to Stall & Up set recovery) Verification and Validation at **Appendix 3M** *is endorsed and be published by the ICAO MID Office.*

3.46   The meeting noted that IATA with the support of Boeing and Airbus organized the Loss of Control Inflight Workshop, which was hosted by Emirates Airlines in Dubai, UAE, on 3 March 2016. The Workshop aimed at raising safety awareness for accidents and incidents related to LOC-I and provided airlines with tools to enhance safety and develop prevention measures to address LOC-I.

Implementation of the RASG-MID Safety Advisories (RSAs)

3.47   The meeting recognized the need to monitor the implementation of the RASG-MID Safety Advisories in the MID Region. Accordingly, the meeting tasked the different RASG-MID subsidiary bodies to follow up with States and stakeholders the implementation of the issued RSAs.

Emerging Risks Area

3.48   The subject was addressed in in WP/9 presented by the RAST Rapporteur. With respect to CFIT, it was highlighted that based on the fourth Edition of the MID-ASR, it is considered as an Emerging Risk. The meeting reviewed the progress achieved with regard to the implementation of the DIP (RAST-MID/CIFIT/1) "The implementation of BPN Approach procedures to all runways not currently served by precision approach procedures", as at **Appendix 3N**.

3.49   With respect to Near MID Air Collision (NMAC), it was noted that it will be addressed under the AIA WG in order to conduct some analysis and provide feedback on the contributing factors to be considered for the development of mitigation measures.

3.50   The meeting noted that other Emerging Risks such as Laser Attacks, Wildlife and Foreign Object Debris (FOD) are addressed under the RGS WG.

Outcome of the Safety Support Team (MID-SST)

3.51   The subject was addressed in WP/12 presented by the MID-SST Rapporteur. The meeting noted that the Terms of Reference (TORs) of the Team was revised to reflect the new way of doing business, with a focus on targeted assistance, sharing of expertise, experience, and best practices in order to agree on recommended actions and provide assistance related to the implementation of the SEIs. Accordingly, the meeting agreed to the following Decision:

DECISION 5/12:   *SST Revised Terms of Reference (TORs)*

That, the Terms of Reference of the SST be revised as at **Appendix 3O**.

3.52   With respect to the first SEI "improve status of implementation of SSP in MID Region", the meeting noted that the following DIPs have been completed:

> 1- (MID-SST/01) related to the establishment of an RSOO to support the SSP implementation in the Region;
>
> 2- (MID-SST/02) related to SMS guidance material; and
>
> 3- (MID-SST/03) related to SSP/SMS Workshop.

3.53   The meeting noted that in order to monitor the progress of the SSP implementation and keep ICAO informed on the process, States should continuously update the Gap Analysis on iSTARS. It was highlighted that the Gap Analysis could be shared by selecting this option on iSTARS. Accordingly, the meeting urged States to update the Gap Analysis on iSTARS on a regular basis and encouraged them to use the option which allows the sharing of their Gap Analysis.

3.54   Since SMS implementation is one of the aerodrome certification challenges and that the subject would be addressed under the framework of the MID-SST in coordination with the RGS WG, it was noted that Saudi Arabia is coordinating with Egypt and will provide feedback on the action plan related to enhancement of SMS implementation at MID International Aerodromes.

3.55   With regards to the second SEI "Strengthening of States' Safety Oversight Capabilities", it was agreed that States should share their information including current status, main obstacles, needs and work programme to complete PQs and CAPs, technical assistance received, comments on the CMA-OLF, and any other information to be presented by the National Continuous Monitoring Coordinators (NCMCs). In this regard, the meeting noted that the MID-SST/3 meeting will be held in Abu Dhabi, UAE, 10-13 October 2016 and will include in its agenda a 1-day NCMCs meeting. Accordingly, the meeting urged States to support the MID-SST/3 meeting and ensure active participation of the NCMCs.

3.56   It was underlined that the progress of updating the Corrective Action Plans (CAPs) to address identified findings from the USOAP-CMA is low. Accordingly the meeting urged States to take necessary measures to update their CAPs including the progress of implementation.

3.57   With respect to the third SEI "Regional Cooperation for the Provision of Accident & Incident investigation", it was agreed that the Strategy for the establishment of Regional Accident and Incident Investigation Organization(s) (RAIOs), needs to be revised in order to reach a mature level of regional cooperation before considering any feasibility study on the establishment of RAIO(s).

3.58   The meeting noted that the RSC/4 reviewed a revised version of the Strategy prepared by UAE in coordination with Bahrain, Saudi Arabia and Sudan and agreed, through Draft Conclusion 4/9, to invite States to review the revised Strategy and provide feedback/comments to the ICAO MID Regional Office by 15 March 2016. As a follow-up action, the ICAO MID Regional Office issued State Letter Ref: ME 4/1 - 16/026 dated 26 January 2016. Few comments have been received. The revised version of the Strategy is at **Appendix 3P**. Considering that the Strategy was initially developed during the joint ACAC/ICAO Seminar held in Rabat in 2012, and in order to further fine tune it, taking into account States' needs and plans, the meeting agreed that an ACAC/ICAO joint Workshop be organized in 2017 to address issues related to Accident and Incident Investigation, with a special focus on Regional Cooperation. One of the main deliverables of this Workshop should be the revised Strategy for the establishment of a Middle East RAIO. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 5/13:   *ACAC/ICAO AIG WORKSHOP*

That,

     a) *a joint ACAC/ICAO AIG Workshop be organized in 2017;*

     b) *the Strategy for the establishment of a Middle East RAIO be finalized by the Workshop, for final endorsement by RASG-MID and the ACAC Executive Council; and*

     c) *States are encouraged to attend and support the Workshop.*

3.59   In connection with the above, the meeting noted with appreciation the offer from Saudi Arabia to champion a DIP on the subject and to host the ACAC/ICAO AIG Workshop in Saudi Arabia in 2017.

3.60   The meeting was apprised of other activities related to the MID-SST work programme, such as the Safety Management Workshop (Kuwait, 25 -27 May 2015), Human factors in Accident Investigation training in Abu Dhabi (1-2 November 2015) and MENASASI Seminars.

Findings of a Safety Culture Survey

3.61   The subject was addressed in WP/19 and PPT/4 presented by AACO and ACI. The meeting thanked AACO and ACI for their initiative to conduct a survey on safety culture for the APAC and MID States.

3.62   The meeting noted the results of the survey and agreed to wait for the outcome of the Safety Management International Collaboration Group (SM ICG), which is working on a Safety Culture Checklist, in order to take appropriate decisions.

Outcome of the Interregional English Language Proficiency Workshop

3.63   The subject was addressed in WP/15 presented by the Secretariat. The meeting was apprised of the outcome of the Interregional English Language Proficiency Workshop, which was jointly organized by the ICAO APAC, EUR/NAT and MID Regional Offices and gratefully hosted by Kuwait (9-11 November 2015).

3.64   The main outcomes of the Workshop are as follow:

- Licenses should be endorsed based on ICAO recognized tests.

- Need to enhance States' safety oversight capabilities related to LPRs implementation, including through ICAO Home of English Language Proficiency Programme (iHELPP) and training of concerned regulators' staff.

- Regulators should maintain regular contact with the Test Service Providers.

- ICAO to consider inclusion of ELP related procedures in the PANS Training document (Doc 9868), as appropriate.

- ICAO to consider developing additional ELP (testing) related Protocol Questions (PQs) within the USOPA CMA framework.

- Based on identified requirements (safety case), ICAO to consider the development of provisions related to ELP for other aviation safety related disciplines (e.g. AIM, MET, firefighting, flight attendants, ground staff).

- Cooperation and sharing of information, sharing of resources at regional/sub-regional level to be encouraged.

- ICAO ELP training material (i.e. sound samples) to be used and further developed, including the development of a Computer Based Training (CBT).

3.65   The meeting supported the outcome of the Workshop and agreed that the MID-SST take them into consideration in its future work programme to recommend necessary follow-up actions.

Establishment of MENA-RSOO

3.66   The subject was addressed in WP/14 presented by the Secretariat. The meeting recalled that Nine (9) States (Bahrain, Egypt, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia and Sudan) signed the Letter of Intent and committed to the process of establishing the MENA RSOO during the DGCA-MID/3 meeting (Doha, 27-29 April 2015) and that the signed Letter of Intent was handed to the Director General of ACAC for presentation to the ACAC Executive Council (Rabat, Morocco, 5-7 May 2015) and necessary follow-up action with concerned States and ICAO.

3.67   It was highlighted that, in accordance with the Future Activities and Work Plan proposed by the Study (concluded in April 2015), the MENA RSOO Steering Committee, which should be composed of the Directors General of the States that signed the Letter of Intent, should have been established and held its first meeting in June 2015. In this regard, the meeting noted that ACAC called for a meeting, which was initially intended to be the First meeting of the MENA RSOO Steering Committee (Rabat, 16-17 March 2016). However, due to the low level of attendance and the absence of the DGs or delegated officials, the meeting was considered as preparatory meeting for the Steering Committee. The meeting was attended by Morocco, Saudi Arabia, ACAC and ICAO.

3.68   The meeting was informed that the ACAC Executive Council met in Jeddah, Saudi Arabia, 16-17 May 2017 and that Saudi Arabia, re-confirmed its commitment to support the establishment of the MENA RSOO, and offered to cover the cost of the detailed Study related to the establishment of the MENA RSOO, which includes the development of the legal, organizational and financial frameworks and associated documents, such as the business and financial plans.

3.69   Based on the foregoing, the meeting reiterated that MENA RSOO should be aligned with the RASG-MID priorities and objectives. Therefore, ACAC should effectively and continuously coordinate the implementation of the project with the ICAO MID Office and the RASG-MID.

MID Region Safety Targets and Revised MID Region Safety Strategy

3.70   The subject was addressed in WP/13 presented by the Secretariat. The meeting reviewed the current status of the different Safety Indicators included in the MID Region Safety Strategy as at **Appendix 3Q**.

3.71   With respect to the reactive part of the Strategy, it was noted that although the MID Region average accidents rates are slightly above the global rates, the regional average rates for the period (2010-2014) show a good improvement compared to (2009-2013).

3.72   The meeting recognized that the review of the safety recommendations related to past investigation activities could be very beneficial to learn from past experiences, and agreed that the MID-SST coordinate with the stakeholders the development of a RASG-MID Safety Advisory, which consolidates a set of safety recommendations addressing the Focus Areas and Emerging Risks in the MID Region.

3.73   The meeting noted that the priorities identified by the RASG-MID and included in the MID Region Safety Strategy helped all stakeholders to work towards the achievement of the agreed safety targets and that, as a whole, good progress has been registered, especially in the RGS area. However, there is still room for improvement, but this necessitates to address the following main challenges:

   a)   the escalated political/security situation in some of the MID States, which affected the achievement of the regional safety targets;

   b)   insufficient technical and/or financial resources at State level to implement the Global Aviation Safety Plan (GASP) objectives, the SEIs and contribute to the achievement of the agreed safety targets and support the RASG-MID Work Programme;

   c)   difficulty to find voluntary Champions/Coordinators (from States or the Industry) to progress the work related to the identified SEIs and DIPs;

   d)   some States do not have sufficient number of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities;

   e)   lack of adequate training provided to technical and inspectorate staff;

   f)   slow progress in the implementation of the work programme of the MID Safety Support Team (USOAP-CMA, SSP/SMS, AIG, etc.); and

   g)   low level of reporting of safety data (incidents and hazards).

3.74   Based on the above, the meeting agreed that the implementation of the MID Region NCLB Strategy/Plan could provide means to overcome the regional challenges by collaboration of all stakeholders to provide targeted assistance to those States in need, as prioritized by the RASG-MID, which will foster the achievement of the safety targets included in the Doha Declaration and MID Region Safety Strategy.

3.75   In connection with the above, the meeting endorsed the revised version of MID Region Safety Strategy, as proposed by the RSC, which includes the following changes:

   –   inclusion of two new Safety Indicators: "*Average Fleet Age*" and "*Percentage of fleet above 20 years of age*", based on the outcome of the HLSC 2015 related to core Safety Performance Indicators (SPIs);

   –   inclusion of new Safety Indicator related to ECCAIRS: "*Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents*";

   –   deletion of the wording "acceptable means of compliance" from the Safety Target related to the use of the IATA Operational Safety Audit (IOSA); and

– deletion of the indicator related to IATA Safety Audit for Ground Operations (ISAGO) due to the difficulties related to the measurement/monitoring and unavailability of required information including the total number of Ground Services Providers.

3.76   Accordingly, the meeting agreed to following Conclusion:

CONCLUSION 5/14:   REVISED MID REGION SAFETY STRATEGY

That, the revised version of the MID Region Safety Strategy is endorsed.

3.77   With respect to the newly added Safety Indicators: Average Fleet Age, Percentage of fleet above 20 years of age and Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents, the meeting agreed that the RSC should coordinate with the Safety Teams in order to identify related Safety Targets.

MID Region NCLB Strategy/Plan

3.78   The subject was addressed in WP/18 presented by the Secretariat. It was highlighted that the NCLB campaign highlights ICAO's efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs). The main objective of the NCLB initiative is to better identify and coordinate assistance to States in need so that they may foster sustainable local and regional prosperity and fully benefit from improved global connectivity.

3.79   The meeting agreed with the RSC/4 that focus should be on the States with the greatest needs (Low EI, SSC, etc.) and that the RASG-MID should be involved in the prioritization of required assistance. In this respect, it was highlighted that prioritization should be based on the USOAP-CMA data, the safety and air navigation performance indicators included in the MID Region Safety and Air Navigation Strategies, considering also the volume of traffic and other pertinent data.

3.80   The meeting recognized that the Doha Declaration and the MID Region Safety Strategy, address regional policy targets, with regional performance targets, but do not specify what needs to be achieved by each State (accountability for accomplishment), in order to contribute to the accomplishment of the regional targets.

3.81   The meeting noted that the MID NCLB Strategy/Plan will bring a new vision and scope of the regional activities to improve effective implementation status of Member States, and to set measureable and accountable deliverables and specific expected outcomes. The MID NCLB Strategy/Plan aims at a new leadership approach to transform the way business is done through agreement with concerned States on specific and measureable outcomes, and clear definition of accountability for the achievement of the set goals. It necessitates a proactive approach and outreach by the ICAO Regional Director and his team, to foster political will and senior level commitment, transforming the status quo of business as usual that does not impact the resolution of many long standing deficiencies, and applying hand holding concepts where needed, identifying Champion States or stakeholder to provide required assistance. Therefore, a plan of action is to be developed for each State; and the progress achieved will be monitored on continuous basis, with progress reports delivered to the State's senior management (DG or Minister) as well as to the DGCA-MID, RASG-MID and MIDANPIRG.

3.82   Based on the above, the meeting supported the development of the MID NCLB Strategy/Plan for endorsement by the DGCA-MID/4 meeting.

RASG-MD Engagement Strategy- Implementation Status

3.83   The subject was addressed in WP/16 presented by the Secretariat. The meeting reviewed the RASG-MID Engagement Strategy and discussed its implementation status and effectiveness. It was reiterated that the success of RASG-MID is dependent on the commitment, participation and contribution of its members and partners from States, industry and Regional and Sub-regional Organizations through financial and in-kind support.

3.84   The meeting commended the achievements of the RASG-MID since its establishment; nevertheless it was recognized that the level of attendance/support to the RASG-MID and its subsidiary bodies was still not up to expectation.

3.85   The meeting recalled that the main objectives of the Engagement Strategy are:

- Regional, National, and local knowledge and awareness;
- buy-in;
- commitment;
- effective contribution to the work under RASG-MID;
- active participation to meetings, events, and forums; and
- harmonization of efforts.

3.86   The role of the different RASG-MID stakeholders was underlined. In particular, it was highlighted that participation in Safety Teams should be by specialists in the subjects under consideration. Such specialists should have relevant experience in the field concerned. Accordingly, all stakeholders should support the work of the Safety Teams by providing experts able to contribute to the work (voluntary basis), including the review of the RASG-MID deliverables.

3.87   In accordance with the Engagement Strategy, the meeting agreed to the following assessment using a ranking from 1 (poor) to 5 (very good):

Engagement Criteria	Assessment	Remarks
Level of participation in RASG-MID activities	3	
Effective implementation of safety action plans and mitigation measures	3	
Achievement of safety targets within set timelines	3	
Streamlining of efforts and avoidance of duplication of efforts	2	
Level of communication with stakeholders as per set plans	4	
Feedback Questionnaire (customers satisfaction surveys) from RASG-MID stakeholders and partners	N/A	First survey to be conducted end of 2016

3.88   Based on the above, the meeting urged all stakeholders to secure necessary resources to support the RASG-MID activities in an efficient manner.

RASG-MID Work Programme for 2016

3.89   The subject was addressed in WP/17 presented by the Secretariat. The meeting reviewed the Schedule of 2016 safety events and noted that almost all the events included therein are ICAO events. The meeting noted with concern, that many events held in the MID Region are not coordinated with the RASG-MID, which may cause an overlap of events and duplication of efforts.

3.90   The meeting reiterated that one of the main objectives of the RASG-MID is to ensure effective coordination and cooperation between all stakeholders, in particular for the organisation of safety events. Accordingly, the meeting urged all stakeholders to ensure that their activities are properly coordinated with the RASG-MID and included in the Work Programme through the ICAO MID Regional Office.

CAPSCA

3.91   The subject was addressed in WP/20 presented by the Secretariat. The meeting recalled that the Aerodrome Emergency Plan (AEP) should include public health emergencies and that ICAO initiative which addresses public health is the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA), which provides technical assistance programmes, Airport Assistance Visits, and training to support States, ANSPs, airport and aircraft operators' implementation of the public health related SARPs.

3.92   The meeting recalled that the Third meeting of the Directors General of Civil Aviation - Middle East Region (DGCA-MID/3, Doha, Qatar, 27-29 April 2015) noted the progress made by CAPSCA programme and urged MID States that have not yet done so, to (1) join the CAPSCA-MID Project, (2) request Assistance Visits and support and (3) provide voluntary contributions to the CAPSCA-MID project. The meeting noted that around 120 States joined CAPSCA out of them 11 States are from the MID Region.

3.93   The meeting was apprised of the outcomes of the Fifth CAPSCA Regional meeting (CAPSCA-MID/5) and Training Workshop which were conducted in Cairo, Egypt from 29 February to 3 March 2016. The CAPSCA-MID/5 work programme, presentations and report are available on the ICAO MID website http://www.icao.int/MID/Pages/capsca-mid.aspx.

3.94   The meeting recognized the importance of CAPSCA programme to address public health issues and urged States that have not yet done so, to join the CAPSCA-MID project. In addition, the meeting encouraged States to host and support future CAPSCA-MID meetings.

REPORT ON AGENDA ITEM 4:   RASG-MID WORKING ARRANGEMENTS

RASG-MID Working Arrangements

4.1   The subject was addressed in WP/21 presented by the Secretariat.

RASG-MID Procedural Handbook-Third Edition

4.2   The meeting reviewed and endorsed the RASG-MID Procedural Handbook-Third Edition at **Appendix 4A**, which reflects the outcome of the RASG-MID/4 meeting; and agreed to the following Decision:

> *DECISION 5/15:   ENDORSEMENT OF RASG-MID PROCEDURAL HANDBOOK-THIRD EDITION*
>
> *That, the RASG-MID Procedural Handbook-Third Edition at Appendix 4A is endorsed.*

Election of a Second Vice Chairperson for the RASG-MID

4.3   The meeting recalled that Mr. Achim Baumann, Regional Director, Safety and Flight Operations, IATA-MENA left IATA. The meeting thanked Mr. Baumann for his contributions to the RASG-MID. Mr. Jehad Faqir, Head of Safety & Flight Operations, IATA- MENA was unanimously elected as the new Second Vice-Chairperson of the RASG-MID.

RASG-MID and RSC Working Arrangements

4.4   In order to improve the efficiency of the RASG-MID and give enough authority to the RASG-MID Steering Committee (RSC) to advance the work, the meeting agreed that:

- the RSC could approve on behalf of the RASG-MID, as deemed necessary:

  1) the MID Annual Safety Reports; and

  2) RASG-MID Safety Advisories.

- the RASG-MID should meet every **15 to 18 months** to allow sufficient time for technical work to be completed by the subsidiary bodies; and the RSC could approve, on behalf of RASG-MID, those Draft Conclusions/Decisions emanating from the subsidiary bodies, which necessitate urgent follow-up action(s).

4.5   Based on the above, the meeting agreed that the RSC Terms of Reference (TORs) should be updated to reflect the above; and agreed to the following Decision:

> *DECISION 5/16:   RSC TERMS OF REFERENCE (TORs)*
>
> *That,*
>
> *a) the RSC* is delegated the authority to approve on behalf of the RASG-MID:
>
> *1) the MID Annual Safety Reports;*

2)   *the RASG-MID Safety Advisories; and*

3)   *those Draft Conclusions/Decisions emanating from the subsidiary bodies, which necessitate urgent follow-up action(s).*

b)   *the RSC TORs should be updated to reflect the above.*

RASGs Terms of Reference (TORs)

4.6   The meeting recognized the need to update the RASGs TORs to keep pace with latest developments, including the recommendation of the HLSC-2015 and ICAO NCLB Initiative, and agreed accordingly to the following Conclusion:

> *CONCLUSION 5/17:   REVISION OF THE RASGS TERMS OF REFERENCE*
>
> *That, ICAO consider the revision of the RASGs Terms of Reference (TORs) taking into consideration the latest developments including the outcomes of the HLSC 2015 and ICAO NCLB Initiative.*

REPORT ON AGENDA ITEM 5:   UPDATE FROM AND COORDINATION WITH MIDANPIRG

5.1   The subject was addressed in WP/22 presented by the Secretariat. The meeting was apprised of the latest air navigation activities related to safety.

5.2   The meeting recalled that the First MIDANPIRG/RASG-MID Coordination (MRC/1) meeting (Bahrain, 10 June 2015), endorsed the Table for the subjects of common interest to MIDANPIRG and RASG-MID with the associated leading Group as at **Appendix 5A**.

Call Sign Confusion (CSC)

5.3   The meeting recalled that the ICAO MID Regional Office issued the RASG-MID Safety Advisory- RSA-04 through State Letter Ref.: ME 4-15/152 dated 26 May 2015, to provide a set of guidelines and similarity rules for use by airline operators and air traffic controllers. Accordingly, the meeting encouraged States and aircraft operators to implement the RSA-04.

5.4   The meeting was apprised of the MIDANPIRG/15 meeting outcome related to call sign similarity and confusion. The meeting supported the following MIDANPIRG/15 Conclusion and urged States to take necessary measures to implement its provisions:

> *CONCLUSION 15/2:   CALL SIGN SIMILARITY PROVISIONS AND GUIDELINES*
>
> *That, States be urged to:*
>
> a) *take necessary measures to ensure that their Aircraft Operators (AOs) implement a mechanism to de-conflict call similarity between the same AO flights and thereafter between their local AOs and other Middle East AOs flights;*
>
> b) *report call sign similarity/confusion cases using the template at Appendix 4.1C; and*
>
> c) *develop a simplified mechanism to trigger the reporting of call sign similarity/confusion by ATCOs.*

5.5   The meeting was updated on the initiative related to CSC implemented under the framework of the MID Region ATM Enhancement Programme (MAEP), by the MAEP Interim Project Management Office (MAEP IPMO) with Etihad Airways as the Champion, supported by IATA and the ICAO MID Regional Office. The meeting reviewed the progress report on the CSC initiative as presented to the Second Meeting of the MAEP Steering Committee (MAEP SC/2). Accordingly, the meeting encouraged States to cooperate with the CSC Initiative Team, for successful future testing.

Performance Based Navigation (PBN)

5.6   The meeting was apprised of the latest developments related to PBN. The meeting noted that MIDANPIRG/15 endorsed the MID Region PBN Implementation Plan (MID Doc 007), which offers appropriate guidance for air navigation service providers, airspace operators and users, regulators, and international organizations on the evolution of navigation capabilities as one of the key systems supporting air traffic management, and which describes the RNAV and RNP navigation applications that should be implemented in the short, medium and long term at the regional level. The Plan as revised by MSG/5 meeting is available on the ICAO MID Regional Office Website: https://portal.icao.int/RO_MID/Pages/MIDDocs.aspx

5.7   The meeting recognized that the main identified challenge impeding the advancement of PBN implementation in addition to the low number of qualified PBN Experts (PANS-OPS, Airspace planner, OPS Approval and Instructors) is the lack of necessary regulations enabling service providers to implement and the air operators to use PBN procedures Accordingly, the meeting encouraged States to take necessary measures to develop/update their civil aviation regulations to cover the PBN requirements.

5.8   The meeting noted that the establishment of the MID Flight Procedure Programme (MID FPP) under the framework of MID Region ATM Enhancement Programme (MAEP) is on-going, based on the experience gained from the AFI and Asia/Pacific FPPs. The MID FPP main objective in Phase 1 is the building of the MID States' capabilities related to PBN, which eventually will foster the PBN Implementation.

5.9   The meeting recalled that the MSG/5 meeting reviewed the outcome of the PBN SG/2 meeting (Sharm El Sheikh, Egypt, 22-25 February 2016). The meeting was informed of the Amendment 6 to the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, DOC 8168) and the new ICAO Circular 336 on the transition from RNAV to RNP approach chart identification.

5.10   The MSG/5 meeting was apprised of the latest developments related to the Visual Guided Approaches (VGAs). The meeting noted that VGAs are established at specific aerodromes to enhance safety, improve efficiency and for environmental/noise considerations. In this respect, the meeting encouraged States to work closely with the air operators to make available the required regulations/provisions and certification process, and to implement VGAs where needed/applicable.

Civil/Military Coordination

5.11   The meeting recalled that the MIDANPIRG/15 meeting established the MID Civil/Military Support Team, with a view to expedite the implementation of the FUA Concept in the MID Region. Accordingly, the meeting encouraged States to request the ICAO MID Regional Office to coordinate the conduct of a Support Team visit, which includes in its work programme a Civil/Military Cooperation Workshop.

Conflict Zones

5.12   The meeting noted that some airspace users continue to circumnavigate Baghdad, Damascus and Tripoli FIRs due to the conflict zones. With regard to Sana'a FIR, some air operators resumed operations through Sana'a FIR using the ATS routes over the high seas.

5.13   The meeting commended the work of the Contingency Coordination Teams (CCTs), established in accordance with the MID Region ATM Contingency Plan, which succeeded in the provision of a forum for sharing information, identifying the challenges and implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations.

5.14   The meeting noted that the majority of the information posted on the ICAO Conflict Zone Information Repository (CZIR) is related to the MID Region. In this respect, States were encouraged to provide updated information related to conflict zones, in accordance with the interim procedure to disseminate information on risks to civil aviation arising from conflict zones attached to State Letter Ref.: SMM 1/4-15/16 dated 20 March 2015.

Search and Rescue (SAR)

5.15   The meeting noted that the Council at its 206th Session approved the recommendation of the ANC on the amendment to Annex 6 Part 1 in relation to Normal Tracking with applicability of 2018; and the Air Navigation Commission (ANC) at its 200th Session gave final review to amendments to Annex 6 Part 1 in relation to Flight Data Recovery and Distress Tracking with applicability in 2021.

5.16   The meeting noted that in accordance with the USOAP-CMA results, SAR Effective Implementation at global level is **61.9%** and at the MID regional level is **65.18%.** The main findings are related to lack of:

- English Language Proficiency for RCC radio operators;
- Appropriate training programmes/plans of SAR experts;
- lack of signature of SAR agreements;
- lack of plans of operations for the conduct of SAR operations and SAR exercises;
- lack of provision of required SAR services; and
- non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

5.17   It was highlighted that the MSG/5 meeting established a MID SAR Action Group composed of SAR Experts from volunteer States (Bahrain, Egypt, Iran, Saudi Arabia and UAE) and ICAO to develop the MID SAR Plan and an Action Plan for the conduct of regional/sub-regional SAR training exercises.

5.18   The meeting encouraged States to attend the Inter-regional AFI/APAC/MID SAR Workshop that will be held in Seychelles from 19 to 22 July 2016.

Remotely Piloted Aircraft System (RPAS)

5.19   The subject was addressed in WP/23 and PPT/3 presented by the Secretariat. The meeting was apprised of the latest developments related to RPAS. The meeting noted that the ANC during its 196th Session in May 2014 established the RPAS Panel to replace the Unmanned Aircraft Systems Study Group (UASSG).

5.20   The main objective of the RPAS Panel is to develop SARPs, procedures and guidance to facilitate safe, secure an efficient integration of Remotely Piloted Aircraft (RPA) into non-segregated airspace and aerodromes, maintaining the existing level of safety for manned aviation, with priority to Instrument Flight Rules (IFR) operations in controlled airspace. The meeting noted that the personnel licensing provisions related to RPAS will be adopted in 2018.

5.21   The meeting encouraged States to use the guidance material related to RPAS provided in the ICAO Doc 10019 and the information available on the RPAS webpage: https://www4.icao.int/rpas

5.22   The meeting encouraged States to consider the developments related to RPAS, and take necessary measures for the amendment of the relevant civil aviation regulations and procedures in a timely manner, in order to ensure safe integration of the RPA into the non-segregated airspace.

5.23   The meeting agreed that the RASG-MID should address the RPAS safety-related issues. The meeting agreed to the following Conclusion:

> *CONCLUSION 5/18:*   *REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS) OCCURRENCES*
>
> *That, States be urged to report any safety occurrence related to RPA operations to the ICAO MID Regional Office by on periodic basis, for review and analysis by the Accident and Incident Analysis Working Group (AIA WG).*

Reduced Vertical Separation Minima (RVSM)

5.24   The subject was addressed in WP/24 presented by the Middle East Regional Monitoring Agency (MIDRMA). The meeting was apprised of the MIDRMA activities.

5.25   The meeting noted that the MIDANPIRG/15 meeting reviewed and endorsed the MID RVSM Safety Monitoring Report (SMR) 2014, which presents evidence that, according to the data and methods used, the key safety objectives as set out by MIDANPIRG, continue to be met.

5.26   The meeting was apprised of the MIDRMA activities related to the Minimum Monitoring Requirements (MMR). The meeting noted with appreciation that the MIDRMA developed an Auto Online MMR Tool to enable the Civil Aviation Authorities in the MID Region to check their MMR for each air operator under their responsibility and identify the aircraft that are non-compliant with the Annex 6 requirements for height-keeping performance. Accordingly, the meeting urged States to use the Auto Online Minimum Monitoring Requirements (MMR) Tool, available on the MIDRMA website.

5.27   The meeting emphasized that, in an RVSM airspace, the operation of an aircraft which does not comply with stringent altimetry system performance requirements, constitutes a significant risk to mid-air collision. The same risk exists for an approved aircraft which is configured differently to the configuration for which the approval was granted.

5.28   The meeting noted that recently, the Airworthiness Authorities in UAE and Qatar managed to certify all their C17s aircraft and Oman certified some other types which are used by their military, while the Airworthiness Authority in Kuwait is still reviewing the certification process of their C17s aircraft. It was highlighted that the MIDRMA is continuously monitoring the activities of the non-approved military cargo aircraft operating in the Middle East airspace and expects an increase in the number of violations to the RVSM airspace. Accordingly, the meeting encouraged States to implement a process for the RVSM approval of their military aircraft, if not yet done so.

5.29   The meeting reviewed and updated the MIDRMA Airworthiness/Flight Operations focal points as at **Appendix 5B**.

A-SMGCS and A-CDM

5.30   The subject was addressed in WP/11 presented by the Secretariat. The meeting noted that Advanced Surface Movement Guidance and Control Systems (A-SMGCS) and Airport Collaborative Decision Making (A-CDM) are part of the identified air navigation priorities in the MID Region. The meeting was apprised of the advantages related to the implementation of A-SMGCS and A-CDM, which aims to improve aerodrome safety and capacity.

REPORT ON AGENDA ITEM 6:   FUTURE WORK PROGRAMME

6.1   The subject was addressed in WP/25 presented by the Secretariat. The meeting noted that the RSC/5 meeting will be hosted by IATA-MENA in Amman, Jordan, 28-30 November 2016.

6.2   The meeting noted with appreciation the offer from Bahrain to host the RASG-MID/6 meeting during the second half of 2017, pending final confirmation. The exact date will be coordinated with the ICAO MID Regional Office and the RASG-MID Chairman.

6.3   The meeting noted with appreciation also that the Fourth MID Region Safety Summit will be hosted by Saudi Arabia in Riyadh in 2018.

REPORT ON AGENDA ITEM 7:   ANY OTHER BUSINESS

Areas of Interest to the United States at the 29th ICAO Assembly

7.1   The subject was addressed in WP/26 presented by the United States. The meeting was provided with an overview of United States' areas of interest for the 39th ICAO Assembly highlighting aviation challenges for the next Triennium. The United States' proposals for the 39th Assembly concerns mainly the following subjects:

-   Encourage a Performance-Based Approach.

-   Ensure Global Viability of New Standards and Recommended Practices.

-   Manage Integration of New Technologies and Entrants.

-   Improve Airport Planning and Runway Safety.

-   Environment (Global Market Based Measures (GMBM)).

-   Promote Safe and Secure Operations (Cyber security, GASeP).

7.2   The meeting encouraged States to review the United States' papers to be presented to the 39th ICAO Assembly and support the proposed initiatives, as appropriate.