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Outcome of the
MID-ASRT/2 meeting

History of the meeting

- The Second meeting of the MID Annual Safety Report Team (MID-ASRT/2) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 4-5 February 2018

- The meeting was opened by Mr. Mohamed Smaoui, Deputy Regional Director, ICAO Middle East Office, who welcomed the participants to Cairo and wished them a successful and fruitful meeting.

- Mr. Smaoui highlighted the importance of the ASRT for the collection of information, data analysis, identification of focus areas and emerging risks; and the development of the aviation safety reports

- Mr. Smaoui also mentioned that the in-depth analysis conducted by the ASRT would support the MID RAST in the development of the mitigation measures. He also reiterated that the availability of data is vital for the conduct of the root cause analysis

Agenda Item 1:   Adoption of the Provisional Agenda

REF	Actions/Conclusions
WP/1	The meeting reviewed and adopted Agenda

Agenda Item 2: Work Programme

REF	Actions/Conclusions
WP/2	**MID-ASRT Terms of Reference :** - The meeting agreed to highlight in the TORs that the confidentiality/de-identification of data is ensured. This should be also highlighted in the State Letters issued by the ICAO MID Office to request the provision of serious incidents/incidents data by States and IATA, for review and analysis by the MID-ASRT. Therefore, all data and information provided by States and stakeholders, will be confidential and only de-identified information and analysis will be reflected in the ASRs. - The meeting reviewed and agreed to the revised TORs as at **Appendix 2A** in order to be presented to the RSC/6 meeting (Cairo, Egypt, 25-27 June 2018) for endorsement.

Agenda Item 2: Work Programme

REF	Actions/Conclusions

WP/3	Follow-up on the RASG-MID/6 Conclusions and Decisions:
	- The meeting noted the status of the RASG-MID/6 Conclusions and Decisions relevant to the MID-ASRT and the follow-up actions taken by concerned parties as at **Appendix 2B**.
	- Conclusion 6/11 related to sharing of the analyses of top 5 areas of concern:
	    1- Near midair Collision (NMAC)-TCAS RA
	    2- Loss of Separation
	    3- Take off Clearance with Runway in use
	    4- Wake Turbulence –Encountered
	    5- Call sign Confusion
	
	- The meeting agreed on the need to use the standard taxonomy for the identification of the identified area of concern. The meeting also underlined the need to clarify the difference between the list of emerging risks and the list of top 5 areas of concern.

Agenda Item 2: Work Programme

REF	Actions/Conclusions

WP/4 PPT/1	**Review of the Sixth MID Annual Safety Report :**
	
	• The meeting reviewed the Draft version of the Sixth MID Annual Safety Report.
	
	• The meeting agreed with the conclusions of the ASR, including:
	  - The Focus areas are:
	    1. Runway Safety (RS)- (mainly RE and ARC during landing);
	    2. System Component Failure- Power Plant - (SCF-PP); and
	    3. Loss of Control Inflight - (LOC-I).

Agenda Item 2: Work Programme

REF	Actions/Conclusions
WP/4 PPT/1	- New Emerging Risks: 1. Fire/Smoke (non-impact) – F-NI; 2. Turbulence Encounter (TURB); and 3. Medical (MED) - The meeting recalled that the emerging risks endorsed by the RASG-MID are: 1. Controlled Flight Into Terrain (CFIT); 2. Near Midair Collision (NMAC); 3. Laser attacks, 4. RPAS/Drones; 5. Wildlife and FOD; and 6. Birdstrike.

Agenda Item 2: Work Programme

REF	Actions/Conclusions
WP/4 PPT/1	The meeting agreed : - to consolidate the list of Emerging Risks (**Appendix 2C**) using the ADREP Taxonomy, based on the previously identified emerging risks, the new emerging risks identified in the 6th ASR and the top 5 areas of concern endorsed by the RASG-MID/6 meeting based on IATA proposed template (**Appendix 2D**) - that initially the State of occurrence data will be used - that States provide the ICAO MID Office by end March 2018 with the number of accident, serious incidents and incident related to each category for the past 3 years (2015 – 2017)

Agenda Item 2: Work Programme

REF	Actions/Conclusions
WP/4 PPT/1	The meeting agreed that: - the ICAO MID Office, in coordination with the MID-ASRT Rapporteur review the data provided and classify the different risk categories in terms of frequency. - the top (X) Emerging Risks will be then communicated to States in order to share with the MID-ASRT their data analysis and safety recommendations.

Agenda Item 2: Work Programme

REF	Actions/Conclusions
PPT/2	**Development of the Seventh MID Annual Safety Report :** The meeting noted the main Challenges: - incomplete data/information in iSTARS and ECCAIRS - lack of sharing of accidents and serious incidents preliminary investigation reports - ECCAIRS is not yet used by many States

Agenda Item 2: Work Programme

REF	Actions/Conclusions
PPT/2	**Development of the Seventh MID Annual Safety Report :** **The way forward:** - Implementation of the RASG-MID Conclusion 6/10: Accident & serious incidents final reports and Conclusion 5/3: use of ECCAIRS - States are urged to provide additional details information/data on accidents and serious incidents through States' focal points for the purpose of analysis - States be involved in the development of root cause analysis and contributory factors during the next ASRT meetings

Agenda Item 2: Work Programme

REF	Actions/Conclusions

WP/5	**Development of the Seventh MID Annual Safety Report :**
	
	- The meeting agreed to the following improvements to the methodology used for risk assessment:
	
	    a) improvement of the current risk matrix used for the identification of focus areas (four (4) levels of severity instead of three (3)); and
	    b) introduction/adoption of the "feared consequence" of the risk portfolio of DGAC France

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