

PART II: REPORT ON AGENDA ITEMS**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF RSC CHAIRS**

1.1 The subject was addressed in WP/1 presented by the Secretariat. The meeting noted that Mrs. Suha Daher, Commissioner, Civil Aviation Regulatory Commission (CARC), Jordan, has left CARC and will not be able to resume the position of the RSC Co-Chair. In addition, Mr. Ken Sewell, Ex-Regional Director, Safety and Flight Operations, Middle East & North Africa, IATA, is not able to resume the other position of the RSC Co-Chairs. With respect to the Alt Co-Chairs, Mrs. Angie A. Abdalla Mostafa, has been assigned as the Representative of Egypt to the ICAO Council. Furthermore, Capt. Souhail Dallel from IFALPA has not been actively participating in the RSC activities.

1.2 Taking into consideration the generic Terms of Reference of the RASGs approved by the ICAO Council, the meeting agreed to elect as a first step, a Chairperson for the RSC, pending the final decision of the RASG-MID with regard to the chairmanship of both the RASG-MID and RSC.

1.3 The meeting noted that Qatar nominated Capt. Abdulrahman Al Hammadi, Director of Air Safety Department, Civil Aviation Authority for the position of RSC Chairperson, who was not able to attend the meeting. Qatar requested to postpone the election of the Chairperson to the second day of the meeting; however, the meeting voted to have the election on the first day.

1.4 Saudi Arabia, Egypt and UAE nominated Mr. Mohammad Faisal Al Dossari, Assistant Director General-Air Accident Investigation, General Civil Aviation Authority (GCAA), United Arab of Emirates to be the Chairperson of the RSC. Accordingly, Mr. Al Dossari, was elected as the Chairperson of the RSC.

REPORT ON AGENDA ITEM 2: GLOBAL DEVELOPMENT RELATED TO AVIATION SAFETY***Global Development related to Aviation Safety***

2.1 The subject was addressed in WP/2 presented by the Secretariat providing an update on the Global Aviation Safety Plan (GASP 2020-2022), Roll-out of SSP Implementation Assessments (SSPIAs) under USOAP CMA and Global Aviation Safety Oversight System (GASOS).

2020-2022 E2dition of the GASP

2.2 The meeting recalled that the 2020-2022 edition (third edition) of the GASP, which was endorsed by the 40th Session of the ICAO Assembly outlines key safety enhancement initiatives for the triennium. It includes the following goals:

- Goal 1: Achieve a continuous reduction of operational safety risks
- Goal 2: Strengthen States' safety oversight capabilities
- Goal 3: Implement effective State safety programmes
- Goal 4: Increase collaboration at the regional level
- Goal 5: Expand the use of industry programmes
- Goal 6: Ensure the appropriate infrastructure is available to support safe operations

2.3 The following HRCs, in no particular order, have been identified for the 2020-2022 edition of the GASP: controlled flight into terrain; loss of control in-flight; mid-air collision; runway excursion; and runway incursion.

2.4 The GASP indicates that emerging issues include concepts of operations, technologies, public policies, business models or ideas that might impact safety in the future, for which insufficient data exists to complete typical data-driven analysis. The management of emerging issues, particularly potential safety risks, can provide opportunities to foster innovation. The use of new technologies, procedures and operations should therefore be encouraged.

2.5 The meeting noted that in line with the GASP, each region and State is encouraged to develop a regional aviation safety plan and national aviation safety plan, respectively, in which the strategic direction for the management of aviation safety for a set time period will be presented. Each plan should be developed in line with the GASP goals, targets and HRCs.

2.6 The meeting recalled the Assembly Resolution A40-1 – ICAO global planning for safety and air navigation; Appendix A (bullet 3 and 4):

“Urges Member States to implement national aviation safety plans consistent with the GASP to continually reduce fatalities and the risk of fatalities”; and

“Urges Member States, regional safety oversight organizations (RSOOs), regional aviation safety groups (RASGs) and international organizations concerned to work with all stakeholders to implement regional aviation safety plans consistent with the GASP to continually reduce fatalities and the risk of fatalities”

2.7 Based on the forgoing, the meeting agreed to the following Conclusions:

RSC CONCLUSION 7/1: DEVELOPMENT AND IMPLEMENTATION OF NATIONAL AVIATION SAFETY PLANS (NASP)

That, States:

- a- be requested to establish a National Aviation Safety Plan consistent with Global Aviation Safety Plan (GASP), including the global aviation safety roadmap, and the MID Region Safety Strategy; and based on their operational safety needs;*
- b- present a progress report on the development and implementation of their NASP to the SEIG/1 and RASG-MID/8 meetings.*

RSC CONCLUSION 7/2: DEVELOPMENT OF THE MID REGIONAL AVIATION SAFETY PLAN (RASP)

That,

- a- the Secretariat, in coordination with the RASG-MID members/focal points, review and amend the MID Region Safety Strategy to upgrade it to a Regional Aviation Safety Plan (RASP) consistent with the GASP 2020-2022; and*
- b- present a Draft Version of the MID Regional Aviation Safety Plan (RASP) to the SEIG/1 meeting in September 2020 for review and further inputs, before presentation to the RASG-MID/8 meeting for endorsement.*

2.8 The meeting noted with appreciation that the ICAO/ACAO Global Aviation Safety Plan (GASP 2020-2022) and National Aviation Safety Plan (NASP) Workshop was held at the ICAO MID Office, Cairo, Egypt, 1-2 March 2020, with the objective to develop competencies in the planning and implementation of national aviation safety plan, in alignment with the ICAO Global Aviation Safety Plan (GASP) and the regional aviation safety plan. The Workshop materials are available at: <https://www.icao.int/MID/Pages/2020/GASP%20and%20NASP%20%282%29.aspx>.

Roll-out of SSP Implementation Assessments (SSPIAs) under USOAP CMA

2.9 The meeting was apprised of the Plans for Phase II of SSPIAs, as follows:

- In 2020, ICAO will start developing guidance to support the determination of maturity levels (0: not present and not planned, 1: not present but being worked on, 2: present, 3: present and effective, 4: present and effective for years and in continuous improvement) for each PQ.
- The target is to start using in 2021 the SSP-related PQs including guidance to support the determination of maturity levels. This will enable a quantitative measurement of the level of progress achieved by the State in SSP implementation.

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- The first SSPIA to be conducted under Phase 2 will start no earlier than 6 months after the publication of the assessment tool (i.e. SSP-related PQs + guidance to support the determination of maturity levels) on the OLF.

2.10 The meeting noted the criteria to prioritize the scheduling of SSPIAs, as follows:

- level of implementation of SSP Foundation PQs and evidence of:
 - a) a robust and sustainable safety oversight system and aircraft accident/serious incident investigation system; and
 - b) an effective mandatory safety reporting system, State aircraft accident and incident database and safety analyses; and
- effective completion and updates of PQ self-assessment by the State (for all PQs, including SSP-related PQs).

Global Aviation Safety Oversight System (GASOS)

2.11 The meeting recalled the main objectives of GASOS and underlined that under GASOS, States maintain responsibility for safety oversight, accident investigation and safety management under the Chicago Convention and its Annexes.

2.12 The meeting recalled that the Assembly Resolution A40-6 supported the implementation and further development of GASOS in order to develop the necessary measures to strengthen, assess, and support RSOOs and RAIOS.

REPORT ON AGENDA ITEM 3: REGIONAL PERFORMANCE FRAMEWORK FOR SAFETY***Follow-up on the RASG-MID/7 Conclusions and Decisions***

3.1 The subject was addressed in WP/3 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the RASG-MID/7 Conclusions and Decisions as at **Appendix 3A**.

3.2 With respect to the RASG-MID/7 Conclusion 7/11, the meeting noted that Qatar did not propose any Draft for the SEI on Team Resource Management (TRM) and requested Qatar to present a Draft SEI to the SEIG/1 meeting for further review and consideration..

Status of Safety Indicators and Targets

3.3 The subject was addressed in PPT/1 presented by the Secretariat. The meeting noted MID Region Safety Strategy (6th Edition), which was endorsed by RASG-MID/7 meeting, includes selected goals and safety indicators from the new GASP 2020-2022 Edition, taking into consideration the regional specific objectives and priorities with specific timeframes in order to achieve the established safety targets. The MID Region Safety Strategy includes the following goals:

- Aspirational Goal: Zero fatality by 2030
- Goal 1: Achieve a continuous reduction of operational safety risks
- Goal 2: Strengthen States' safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results
- Goal 3: Improve aerodrome safety
- Goal 4: Expand the use of Industry Programmes
- Goal 5: Implementation of effective SSPs and SMSs
- Goal 6: Increase Collaboration at the Regional Level to enhance safety
- Goal 7: Ensure the appropriate infrastructure is available to support safe operations
- Goal 8: Monitor the fleet age

3.4 The meeting noted the current status of the different Safety Indicators and Targets included in the MID Region Safety Strategy.

Outcomes of the Annual Safety Report Group (ASRG/1)

3.5 The subject was addressed in WP/4 presented by the Secretariat. The meeting noted that the First meeting of the ASRG/1 was held at the ICAO Middle East Regional Office in Cairo, Egypt, 25-27 November 2019.

3.6 The meeting noted that the majority of ASRG members did not attend the meeting, which raised concerns about the commitment and effectiveness of the Group.

Eighth MID Annual Safety Report

3.7 The meeting was apprised of the new risk assessment methodology to proactively identify the focus areas and emerging risks. Based on the analysis of the reactive and proactive safety information for the period 2014-2018, and in accordance with the agreed new methodology for the risk assessment, the meeting agreed that the main focus areas in the MID Region are:

- 1) Runway Safety (RS)- (mainly RE and ARC during landing);
- 2) Loss of Control Inflight - (LOC-I);

- 3) Controlled Flight Into Terrain- (CFIT); and
- 4) MID Air Collision- (MAC)

3.8 The meeting consolidated the list of Emerging Risks using the ADREP Taxonomy, based on the previous and the newly identified emerging risks. Accordingly, the meeting agreed to the following list of emerging risks

1. Fire/Smoke (non-impact) – (F-NI);
2. Wake turbulence;
3. Runway Incursion-(RI);
4. Bird Strike- (BIRD);
5. Security- (SEC);
6. System Component Failure- Power Plant - (SCF-PP)
7. System Component Failure- Non-Power Plant (SCF-NP); and
8. Windshear

3.9 Based on the forgoing, the meeting reviewed and endorsed the 8th Edition of the MID-ASR and urged States and Stakeholders to provide necessary support to the MID-ASRG. The meeting confirmed that in accordance with the ASRG Terms of Reference the confidentiality/de-identification of data is ensured. It was also highlighted that a Disclaimer on the subject is included in the ASRs. Accordingly, the meeting agreed to the following RSC Conclusion:

RSC/7 CONCLUSION 7/3: 8th ASR

*That, the Eighth MID Annual Safety Report at **Appendix 3B** is endorsed.*

Ninth MID Annual Safety Report

3.10 The meeting reiterated the importance of sharing the number of occurrences and their safety data analyses by the States in order to produce improved Annual Safety Reports in the future; and urged States to provide the ICAO MID Office by end of **May 2020** with the number of accidents, serious incidents and incidents, safety data analysis, and their associated safety recommendations related to each occurrence category in **Appendix 3C** for the past 5 years (2015 – 2019), using the Template in **Appendix 3D**. Accordingly, the meeting agreed to the following RSC Conclusion:

RSC/7 CONCLUSION 7/4: SHARING OF SAFETY DATA ANALYSIS

*That, States be urged to provide the ICAO MID Office by **31 May 2020** with the number of accidents, serious incidents and incidents, safety data analysis, and their associated safety recommendations related to each occurrence category in **Appendix 3C** for the past 5 years (2015 – 2019) and using the Template in **Appendix 3D**.*

3.11 The meeting highlighted the main challenges facing the ASRG for the development of the ASRs, in particular:

- low level of serious incidents and incidents reporting by the States;
- lack of shared safety data analysis and safety recommendations by the States; and
- low participation in the meeting from the States and the organization.

Outcomes of the Aerodrome Safety Planning and Implementation Group (ASPIG/1)

Aerodrome Certification Implementation

3.12 The subject was addressed in WP/5 presented by the Secretariat. The meeting noted that the First meeting of the Aerodrome Safety, Planning and Implementation Group (ASPIG/1) was held at the ICAO Middle East Regional Office in Cairo, Egypt, from 19 to 21 November 2019.

3.13 The meeting highlighted the importance for States to establish a National Regulatory Framework, which includes the criteria and procedures for the Certification of Aerodromes comprising the implementation of the Aerodrome Safety Management System (SMS).

3.14 The meeting noted that the monitoring of the progress of the Aerodrome Certification relies on up-to-date and relevant information regarding Aerodrome Certification. The meeting agreed that States should not only provide the certification status for their individual International Aerodromes to the ICAO MID Office, but also an Aerodrome Certification Implementation Progress/Plan using the Template at **Appendix 3E**.

3.15 Based on the forgoing, the meeting agreed to the following Conclusions:

RSC CONCLUSION 7/5: SURVEY ON BASIC REGULATORY FRAMEWORK FOR AERODROME CERTIFICATION

*That, by May 2020, a Survey on Basic Regulatory Framework for Aerodrome Certification in the MID Region be carried out using the Template at **Appendix 3F**.*

RSC CONCLUSION 7/6: AERODROME CERTIFICATION IMPLEMENTATION PROGRESS

That, States provide the ICAO MID Office, by May 2020 with:

- a) the status of implementation of the Basic Regulatory Framework for aerodrome certification using the **Table 1 of Appendix 3F**; and*
- b) their progress/plan for Aerodrome Certification Implementation using the Template at **Appendix 3E**.*

Global Reporting Format (GRF)

3.16 The meeting noted that the runway excursion is a top safety challenge, which can happen during landing or take off and one main contribution factor involves adverse weather that results in runway surface being contaminated.

3.17 The meeting noted that the harmonized methodology developed by ICAO to help mitigate the risk of excursion by assessing and reporting of runway surface conditions. This methodology, known as Global Reporting Format (GRF), will be globally applicable as of 5 November 2020.

3.18 The meeting highlighted that the GRF methodology will have an impact on the States' Regulations, Aerodrome, ATM and AIS Operating Manuals including the reporting format. It is therefore paramount that States ensure that appropriate training is provided to concerned stakeholders, in order to achieve a harmonized global implementation of GRF. Accordingly, the meeting agreed to the following Conclusions:

RSC CONCLUSION 7/7: REGIONAL SEMINAR ON GLOBAL REPORTING FORMAT (GRF)

That,

- a) *a Regional Seminar on Global Reporting Format (GRF) be organized by the ICAO MID Office during the first quarter of 2020; and*
- b) *States (CAAs, Airports Operators, ANSPs, Airlines, etc.) and International Organizations are invited to actively participate in this Seminar.;*

RSC CONCLUSION 7/8: GLOBAL REPORTING FORMAT (GRF) IMPLEMENTATION AND DEPLOYMENT AT AERODROMES

That, States:

- a) *be requested to report on the implementation of the GRF to the ICAO MID Regional Office by July 2020; and*
- b) *be encouraged to organize at National level Seminars, Workshops, trainings, etc. related to GRF; and*
- c) *ensure full deployment of GRF at their airports.*

Progress on Runway Safety Team Implementation

3.19 The meeting noted that Runway safety-related accidents continue to represent the most significant source of aviation accidents worldwide and remain aviation's number one safety risk category.

3.20 The meeting was apprised of the Global Runway Safety Action Plan (GRSAP) that provides recommended actions for all runway safety stakeholders, with the aim of reducing the global rate of runway excursions and runway incursions. The meeting noted that the GRSAP guides the integrated activities of States, Airports, Airlines, Air Navigation Service Providers and Manufacturers to implement runway safety improvement and risk reduction measures, with an overall objective of reducing runway safety related fatalities and accidents globally.

3.21 The meeting reiterated the importance of establishing Runway Safety Teams at International Airports to improve safety and urged States to submit their detailed Runway Safety Implementation Progress/Plan as at **Appendix 3G** including the GRF deployment at the Airport level. Accordingly, the meeting urged States, that have not yet done so, to use the guidance included in the GRASP for the establishment of Runway Safety Teams; and agreed to the following Conclusion:

RSC CONCLUSION 7/9: RUNWAY SAFETY TEAM IMPLEMENTATION PLAN

*That, States be urged to provide the ICAO MID Office by **May 2020** with a Runway Safety Team Implementation Progress/Plan, using the Template at **Appendix 3G**.*

Progress of the Safety Enhancement Initiatives (SEIs)

3.22 The subject was addressed in WP/7 and WP/8 presented by the Secretariat. The meeting recalled that the following SEIs were endorsed by the RASG-MID:

1. improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region;
2. strengthening of States' Safety Oversight capabilities;
3. improve Regional cooperation for the provision of Accident & Incident Investigation;
4. improve implementation of ELP requirements in the MID Region;
5. sharing and analysis of safety recommendations related to accidents and serious incidents; and
6. Dangerous Goods (New).

3.23 The meeting noted the progress achieved in the implementation of the different SEIs endorsed by the RASG-MID as at **Appendix 3H**.

3.24 With respect to the SSP/SMS implementation in the MID Region, the meeting reviewed and supported the development of the MID Region Safety Management Implementation Roadmap. Accordingly, the meeting agreed to the following RSC Conclusions:

RSC CONCLUSION 7/10: MID REGION SAFETY MANAGEMENT IMPLEMENTATION ROADMAP

That, the MID Region Safety Management Implementation Roadmap at Appendix 3I is endorsed

RSC CONCLUSION 7/11: SAFETY MANAGEMENT IMPLEMENTATION TEAM

That,

- a) the Safety Management Implementation Team (SMIT) is established as the main Regional Framework for the provision of assistance to States through Safety Management Assistance Missions; and*
- b) the ICAO MID Office develop a SMIT handbook for presentation to and endorsement by the RASG-MID/8 meeting.*

3.25 With regard to the SEI related to ELP, the meeting noted that the ELP Questionnaire was sent to the MID States through State Letter Ref.: ME 4-19/320 dated 21 October 2019 and Reminder State Letter Ref.: ME 4-19/361 2018 dated 24 Nov 2019 was issued. Five (5) States, namely, Egypt, Iraq, Oman, Qatar, and UAE, replied to the Questionnaire. The meeting reviewed the results of the ELP Questionnaire analysis at **Appendix 3J**.

3.26 Through PPT/2, Egypt shared with the meeting their experience related to training programme to enhance ELP for pilots and ATC.

3.27 For the SMS implementation by ANSPs (ATM), the meeting noted with concern the slow progress related to the actions to improve the status of implementation of SMS by ANSPs (ATM). The meeting noted with appreciation the offer provided by CANSO to organize SMS workshop for ANSPs in 2021.

3.28 With regard to the status of SMS implementation by air operators, aerodromes, maintenance and training organizations, the meeting noted with concern the slow progress in the implementation of the agreed actions.

3.29 With regard to the new SEI related to Dangerous Goods, the meeting agreed to the following SEI “Enhance State Oversight on Dangerous Goods” with actions including capacity building of States Inspectors and development of guidance materials for the oversight of DG (RASG-MID Safety Advisory, etc.). The meeting noted the FAA’s willingness to support the SEI related to Dangerous Goods.

3.30 With respect to Aerodrome Operations, the meeting noted the updated progress related to the SEIs as at **Appendix 3K**, as follows:

1. Development of guidance material and training Programmes to support the creation of action Plans by the Runway Safety Team (RST);
2. Development of guidance material and training Programmes to support Aerodrome Infrastructure and Maintenance Management;
3. Aerodrome Safeguarding;
4. Wildlife Hazard Management and Controls;
5. Laser Attacks;
6. Ground Handling Operations and Safety;
7. ARFF and Emergency Planning;
8. Safety Management; and
9. Runway Excursions

3.31 The meeting underlined the need to review the list of current SEIs endorsed by the RASG-MID to ensure full alignment with the 2020-2022 GASP; and urged States to develop their National SEIs in accordance with the new GASP in order to support the development of Regional SEIs considering the areas of common interest/concern and the High Risk Categories (HRCs) identified in the GASP and the MID ASR. Accordingly, the meeting agreed to the following Conclusion:

RSC CONCLUSION 7/12: SAFETY ENHANCEMENT INITIATIVES (SEIs)

That,

- a) *States be urged to develop and share their SEIs and present them to the SEIG/1 meeting in **September 2020**; and*
- b) *the SEIG review:*

- i. *the list of current RASG-MID SEIs to ensure full alignment with the 2020-2022 GASP;*
- ii. *States' SEIs to identify the areas of common interests/concerns*

UAE Experience related to SSP

3.32 The subject was addressed in PPT/2 presented by UAE. The meeting was apprised of UAE's experience and practices related to the implementation of SSP.

Accident & Incident Investigation Regional Cooperation Mechanism (ARCM) Implementation Action Plan

3.33 The subject was addressed in WP/9 presented by the Secretariat. The meeting recalled that the Strategy for the enhancement of cooperation among the MENA States in the provision of AIG functions at **Appendix 3L** was endorsed by the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017).

3.34 The meeting recalled also that the RASG-MID/7 meeting, through Conclusion 7/9, endorsed the Roadmap for AIG Regional Cooperation at **Appendix 3M**; and the AIG Regional Cooperation Mechanism (ARCM) at **Appendix 3N** was endorsed by the DCGA-MID/5 meeting, through conclusion 5/4 (Kuwait, 4-6 November 2019).

3.35 The ACAO Representative highlighted that the Strategy for the enhancement of cooperation among the MENA States in the provision of AIG functions and the Roadmap for AIG Regional Cooperation were also endorsed by the ACAO EC. He also informed the meeting that the ARCM Implementation Action Plan endorsed by the meeting will be presented to the ACAO ASC/44, Casablanca, Morocco, 26-27 March 2020 and later to the ACAO EC for endorsement.

3.36 The meeting reviewed and updated the ARCM Implementation Action Plan at **Appendix 3O**, and endorsed the following Draft Conclusion.

RSC CONCLUSION 7/13: AIG REGIONAL COOPERATION MECHANISM ACTION PLAN

That,

- a) *the AIG Regional Cooperation Mechanism (ARCM) Action Plan at Appendix 3O is endorsed; and*
- b) *an ARCM Technical Coordination meeting be organized by the ICAO MID Office in Cairo, 1-4 June 2020.*

REPORT ON AGENDA ITEM 4: COORDINATION BETWEEN RASG-MID AND MIDANPIRG***ANS Safety Issues***

4.1 The subject was addressed in WP/10 presented by the Secretariat. The meeting reviewed the Table reflecting the subjects of common interest to MIDANPIRG and RASG-MID at **Appendix 4A**.

Call Sign Similarity and Confusion (CSC)

4.2 The meeting noted with appreciation that an important decrease in the number of incidents related to call sign similarity/conflict was observed in the Emirates FIR (around 40% decrease). Therefore, the implementation of the alphanumeric call signs has resulted in the decrease of the number of incidents. Consequently, the meeting agreed that call sign similarity and confusion should no longer be considered as a high risk in the Region. In addition, the meeting noted that call sign conflicts/similarities would continue to exist and ANSPs should place increased emphasis on the detection/alerting of call sign conflicts before they occur.

4.3 The meeting recalled that the ATM-SG/5 meeting encouraged States/ANSPs to develop unified procedures if/when potential exists and to consider that their future ATM systems should provide a 'built-in' detection and alerting tool to Air Traffic Controllers. The ATM-SG/5 meeting encouraged States and airspace users to:

- a) support the MID Region CSC initiatives ensuring effective implementation and cooperation;
- b) take note of and support the work of the UAE; and
- c) promote the reporting of call sign similarity events to the email addresses: MIDCSC@icao.int and MENACSSU@iata.org

Reduced Vertical Separation Minima (RVSM)***Large Height Deviation (LHD) Reporting***

4.4 The meeting noted with concern that without the LHDs reports related to all categories mainly A, B, C, D, E, H, J and K, the MIDRMA will not be able to assess compliance with Safety Objective 2 (Overall risk of collision due all causes).

4.5 The meeting recognized the need to raise the awareness with respect to the importance of the LHD Reports and their impact on the assessment of the safe implementation of RVSM in the MID Region. Accordingly, the meeting urged States to report LHDs and exchange information in a timely manner and provide necessary data to the MIDRMA.

Height-Keeping Monitoring Requirements

4.6 The meeting noted that failure to respond to the required height monitoring requirements may jeopardize safety as well as risk the implementation of RVSM. The meeting noted that the MIDRMA continues to coordinate very closely with other RMAs to exchange all available height monitoring results, particularly with the EUR RMA, which is providing height-monitoring results to the MIDRMA for any MID RVSM approved aircraft flying over their Height Monitoring Units (HMUs).

4.7 The meeting urged States to continuously check and comply with their Monitoring requirements as published on the MIDRMA website <https://midrma.com/en/monitoringResults>. The meeting noted that the MIDRMA Board/16 also encouraged States to use the Auto Online MMR Tool that was developed to enable the Civil Aviation Authorities to check their MMR for each air operator under their responsibility and identify aircraft that are non-compliant with the ICAO Annex 6 requirements for height-keeping performance.

Development of the MID RVSM Safety Monitoring Report (SMR) 2018 and 2019

4.8 The meeting noted with concern that for the first time the Safety Objective 2 could not be assessed due to the lack of LHDs reports related to LHD Categories A, B, C, D, H, J and K. Accordingly, the MIDRMA was not able to demonstrate that safety within the RVSM Airspace is maintained.

4.9 Based on the above, the meeting urged States to take necessary follow-up actions with their ANSPs to send the required LHD Reports to the MIDRMA in order to finalize the SMR 2018 and SMR 2019 and present them to the upcoming MSG/7 meeting.

Search and Rescue issues

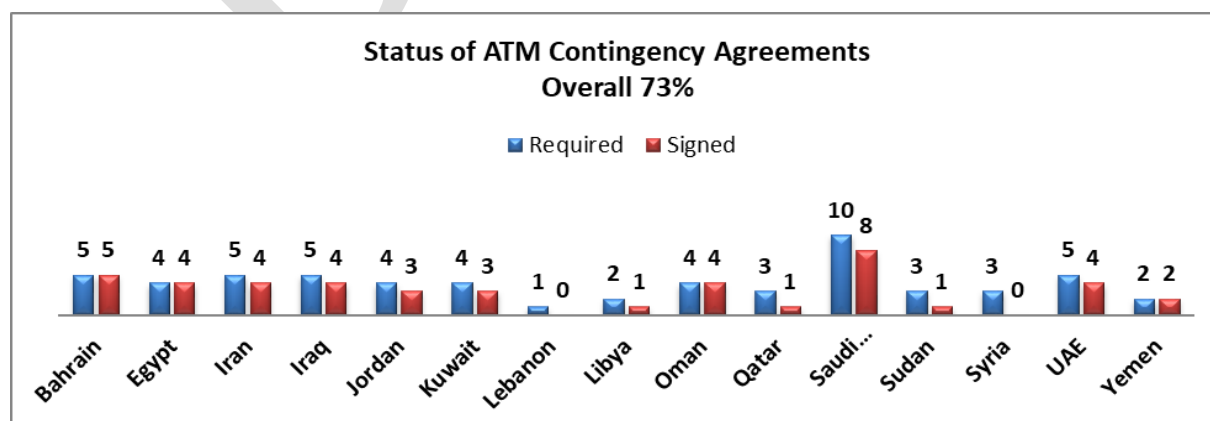
4.10 The meeting noted the main deficiencies and USOAP CMA SAR findings in the MID Region are related to.

- Implementation of the Regional SAR Plan;
- Lack of Comprehensive National SAR Plans;
- Local cooperation among stakeholders involved in SAR;
- SAR is more retro-active rather than pro-active approach;
- 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.

Contingency Planning

4.11 The meeting was apprised of the activities related to contingency planning in the MID Region and the status of the various Contingency Coordination Teams (CCTs).

4.12 The meeting was informed also about the status of signed contingency agreements between adjacent ACCs as reflected in the **Graph 1** below:



4.13 The subject was addressed in WP/11 presented by the Secretariat. The meeting noted that the 6th Edition of the GANP brought relevant changes to the Airport Operations Performance Improvement Area and requested the ASPIG to monitor the A-CDM and SURF threads in accordance with the new changes and report the level of their implementation to the MIDANPIRG and MSG.

4.14 The meeting recalled that MIDANPIRG/17, through Conclusion 17/1, agreed to organize a joint ACAO/ICAO ASBU Symposium in 2020. Accordingly, the meeting encouraged States (including airport operators) and stakeholders to actively participate in the ACAO/ICAO ASBU Symposium, Cairo, Egypt, 16-19 March 2020.

Operational thread: SURF (Surface Operations)

4.15 The meeting was apprised of the ASBU Operational Thread SURF, which aims to enhance the situational awareness of Air Traffic Controllers and pilots during ground operations by the provision of the aerodrome surface situation on their respective A-SMGCS displays including some initial alerting services for the prevention of runway incursions or electronic maps in the cockpit.

4.16 The meeting noted that there is a need to raise awareness on Surface operation concept through capacity building initiative.

4.17 Based on the above, the meeting noted the following Draft Conclusion, proposed by the ASPIG/1 meeting, to be endorsed by the MSG/7 meeting:

DRAFT CONCLUSION 1/7: A-SMGCS IMPLEMENTATION SEMINAR

That,

- a) ICAO organize an A-SMGCS Implementation Seminar in 2020; and*
- b) States are encouraged to participate actively in this event.*

4.18 The meeting was informed that ICAO is coordinating with ACAO to organize an A-SMGCS Seminar in September 2020; and encouraged States (including airport operators) and stakeholders to actively participate in the Seminar.

Airport Planning Challenges (States/Airports)

4.19 The meeting noted that the lack of strategic planning can lead to the development of objectives that fail to consider how airport projects contribute to the longer-term sustainable development strategy. The meeting highlighted that without a coherent strategy, Airports may not address basic functional and safety requirements and intrinsic needs for the future.

4.20 The meeting recognized that effective airport master planning is vital in building the airport capacity in a timely and phased approach, thus avoiding significant delays in the future due to capacity constraints. It was highlighted that Airport capacity may be increased and airport delays may be reduced through more precise and up-to-date airport planning.

4.21 The meeting noted the following Draft Conclusion, proposed by the ASPIG/1 meeting, to be endorsed by the MSG/7 meeting:

DRAFT CONCLUSION 1/8: AIRPORT PLANNING SEMINAR

That, ICAO organize an Airport Planning Seminar in 2021 and States are encouraged to participate actively in this event.

REPORT ON AGENDA ITEM 5: WORKING ARRANGEMENTS AND FUTURE WORK PROGRAMME***Working Arrangements and Future Work Programme***

5.1 The subject was addressed in WP/12, WP/13 and WP/14 presented by the Secretariat.

Terms of Reference (ToR) of the RASG-MID and RSC

5.2 The meeting noted that the RASG-MID/7 meeting highlighted the need to review and update the RASG-MID ToR, taking into consideration the new/generic ToR of the RASGs at **Appendix 5A**, endorsed by the President of the Council in July 2019, and tasked the RSC to follow up on the subject including the required update to the ToR of the RASG-MID and the RSC before the formal endorsement by the RASG-MID/8 meeting.

5.3 The meeting reviewed the draft ToR of the RASG-MID and the RSC at **Appendices 5B and 5C**, respectively, and urged States to review them and provide comments/feedback before the formal endorsement by the RASG-MID/8 meeting. Accordingly, the meeting agreed to the following RSC Conclusion:

RSC CONCLUSION 7/14: STATES' REVIEW AND FEEDBACK ON THE TERMS OF REFERENCE (TOR) OF THE RASG-MID AND RSC

*That, States review the Draft Terms of Reference (ToR) of the RASG-MID and RSC at **Appendices 5B and 5C**, respectively, and provide comments/feedback to the ICAO MID Regional Office by **November 2020** for the consolidation of the final version to be presented to the RASG-MID/8 for endorsement.*

New RASG-MID Organizational Structure

5.4 The meeting recalled that based on the feedback and proposals received from the stakeholders and different RASG-MID subsidiary bodies, the RASG-MID/7 meeting endorsed the revised RASG-MID Organizational Structure at **Appendix 5D** with the establishment of the following Groups:

- Annual Safety Report Group (ASRG)
- Aerodromes Safety, Planning and Implementation (ASPIG)
- Safety Enhancement Implementation Group (SEIG)
- Accident and Incident Investigation (AIIG)

ToR of the new Groups

5.5 The meeting recalled that the RASG-MID/7 meeting agreed that the ToR of each Group should be developed at their first meeting, for review and endorsement by the RSC/7 meeting. Accordingly, the meeting reviewed and endorsed the ToR developed for the ASRG and ASPIG at **Appendices 5E** and **5F**, respectively; and agreed to the following RSC/7 Decisions:

RSC DECISION 7/15: TERMS OF REFERENCE (TOR) OF THE ASRG

*That, the Terms of Reference (ToR) of the Annual Safety Report Group (ASRG) are endorsed as at **Appendix 5E**.*

DECISION 7/16: TERMS OF REFERENCE (TOR) OF THE ASPIG

*That, the Terms of Reference (ToR) of the Aerodromes Safety Planning and Implementation Group (ASPIG) are endorsed as at **Appendix 5F**.*

RASG-MID Procedural Handbook

5.6 The meeting recalled that the RASG-MID Procedural Handbook provides a consolidation of material, particularly of a procedural nature, about the work of the RASG-MID. It contains the Terms of Reference (ToR) of the Group, the working arrangements and other internal procedures and practices governing the conduct of business.

5.7 As a follow up to the RASG-MID Decision 7/10, the Secretariat consolidated the Draft Fourth Edition of the RASG-MID Procedural Handbook at **Appendix 5G**, for presentation to the RSC/7 meeting before the formal endorsement by the RASG-MID/8 meeting, reflecting:

- the new Organizational Structure of the RASG-MID, which was endorsed by the RASG-MID/7 meeting;
- the new Terms of Reference (ToR) of the RASG-MID complying with the generic ToR of RASGs, which were endorsed by the ICAO Council; and
- the ToR of the ASRG and ASPIG, which was developed by the first meeting of each Group (for review and endorsement).

5.8 The meeting reviewed the Draft Fourth Edition of the RASG-MID Procedural Handbook at **Appendix 5G**, and requested the Secretariat to prepare the final Draft for presentation to the RASG-MID/8 meeting for formal endorsement. Accordingly the meeting agreed to the following Decision:

RSC DECISION 7/17: FOURTH EDITION OF RASG-MID PROCEDURAL HANDBOOK

That, the ICAO MID Office consolidate the Fourth Edition of the RASG-MID Procedural Handbook for presentation to and endorsement by the RASG-MID/8 meeting.

Future Work Programme

5.9 The meeting noted that the DGCA-MID/5 meeting agreed that the MIDANPIRG and RASG-MID should meet on biennial basis (every two years), concurrently (similar to the MIDANPIRG/17 and RASG-MID/7), to the extent possible, around March-April of the odd years (2021, 2023, 2025, etc.). The MIDANPIRG Steering Group and the RASG-MID Committee should meet also on biennial basis during the even years (2020, 2022, 2024, 2026, etc.). Accordingly, the meeting agreed that the RSC/8 meeting be held during the first quarter of 2022; the venue will be the ICAO MID Office in Cairo, unless a State is willing to host the meeting.

5.10 The meeting explored the possibility to organize the fifth MID Region Safety Summit back-to-back with the MIDANPIRG/18 and RASG-MID/8 meetings. However, the meeting agreed that the Summit should be organized separately to reduce the burden on the host State and the Secretariat.

5.11 In this respect, the meeting was in view of organizing the Summit before the RASG-MID/8 meeting, with the objective to gather all stakeholders to develop a draft MID RASP, taking into consideration the 2020-2022 GASP and MID Region Safety Strategy, in order to be presented to the RASG-MID/8 meeting for review and endorsement. Accordingly, the meeting agreed to the following RSC/7 Conclusion:

RSC CONCLUSION 7/18: FIFTH MID REGION SAFETY SUMMIT

That, the Fifth MID Region Safety Summit be organized beginning of 2021 with objective to develop a draft MID RASP for presentation to the RASG-MID/8 meeting for review and endorsement.

REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS

6.1 Nothing has been discussed under this Agenda Item.

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