



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE FOURTH MEETING OF THE
ANNUAL SAFETY REPORT GROUP**

(ASRG/4)

(Virtual Meeting, 25 July 2022)

The views expressed in this Report should be taken as those of the Regional Aviation Safety Group and not of the Organization. This Report will, however, be submitted to the ICAO Council and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting
and published by authority of the Secretary General

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TABLE OF CONTENTS

Page

PART I - HISTORY OF THE MEETING

1.	Place and Duration.....	1
2.	Opening.....	1
3.	Attendance	1
4.	Officers and Secretariat.....	1
5.	Language.....	1
6.	Agenda.....	1
7.	Conclusions and Decisions - Definition.....	2
8.	List of Draft Conclusions and Draft Decisions.....	2

PART II - REPORT ON AGENDA ITEMS

Report on Agenda Item 1.....	1-1
Report on Agenda Item 2.....	2-1
Report on Agenda Item 3.....	3-2
Report on Agenda Item 4.....	4-1

APPENDICES

Appendix 2A
Appendix 3A-3B

ATTACHMENT

List of Participants	Attachment A
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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Fourth meeting of the Annual Safety Report Group (ASRG/4) was held virtually, on 25 July 2022, using MS Teams.

2. OPENING

2.1 The meeting was opened by Mr. Mashhor Alblowi who welcomed the participants and thanked them for joining this Teleconference and for their continuous support.

2.2 He highlighted that the main role the ASRG is the collection and analysis of safety information, identification of the MID region safety priorities and development of annual safety report.

2.3 Mr. Mashhor Alblowi reiterated that the States and safety partners should be committed to support the ASRG by providing aviation safety data and safety information including safety analysis and safety recommendations, which in turn is vital for the identification of the MID Region safety priorities.

2.4 He thanked all the participants for their attendance and wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of Twenty-nine (29) participants from Ten (10) States (Bahrain, Egypt, Iran, Iraq, Jordan, Oman, Qatar, Saudi Arabia, UAE and USA) and Three (3) Organizations (Boeing, IATA and IFALPA). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 Mr. Jehad Faqir, Assistant Director Safety & Flight Operations has offered to chair the ASRG/4 meeting as the meeting agreed that the election of the Chairperson and Vice-Chairperson of the Annual Safety Report Group (ASRG) will be at the end of the meeting.

4.2 Mrs. Leena Ahmed Alkooheji, Chief, Airport & Air Navigation Audit, Bahrain, and Mr. Erdal Yesilbas, SSP Coordinator, Qatar, were unanimously elected as the Chairperson and Vice-Chairperson of the Annual Safety Report Group (ASRG), respectively.

4.3 Mr. Mohamed Chakib, RO/SAF-IMP was the Secretary of the meeting.

5. LANGUAGE

5.1 Discussions were conducted in English and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda and election of Chairpersons

Agenda Item 2: Follow-up on the RASG-MID/9 Conclusions and Decisions

Agenda Item 3: 11th MID Annual Safety Report

Agenda Item 4: Future Work Programme

Agenda Item 5: Any other Business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The RASG-MID records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group’s terms of reference, merit directly the attention of States and its stakeholders/partners, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its subsidiary bodies.

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 4/1: SHARING OF SAFETY DATA ANALYSIS

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

- 1.1 The subject was addressed in WP/1 presented by the Secretariat..
- 1.2 Mrs. Leena Ahmed Alkooheji, Chief, Airport & Air Navigation Audit, Bahrain, and Mr. Erdal Yesilbas, SSP Coordinator, Qatar, were unanimously elected as the Chairperson and Vice-Chairperson of the Annual Safety Report Group (ASRG), respectively.
- 1.3 The meeting reviewed and adopted the Agenda as at paragraph 6 of the History of the Meeting

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON THE RASG-MID/9 CONCLUSIONS AND DECISIONS***Follow-up on the RASG-MID/9 Conclusions and Decisions***

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the status of the RASG-MID/9 Conclusions and Decisions related to the ASRG and the follow-up actions taken by concerned parties as at **Appendix 2A**.

FOLLOW-UP ACTION PLAN ON RASG-MID/9 CONCLUSIONS AND DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 9/1	<p>SHARING OF THE NASP</p> <p>That States, be urged to develop and implement their NASP in line with the GASP and MID-RASP and share the latest version of their NASPs with ICAO HQ and ICAO MID Office for posting on the GASP public website.</p>	Compliance with Assembly Resolution A40-1	State Letter	ICAO States	May 2022	<p>On-going</p> <p>SL Ref.:AN6/37-22/7 dated 11 March 2022 Reminder: 6/6/2022 Three States developed and shared their NASPs: Kuwait, Lebanon, and Oman. NASPs published in ICAO website.</p>
C. 9/2	<p>10TH ASR</p> <p>That, the Tenth MID Annual Safety Report is endorsed and be posted on the ICAO MID Website.</p>	Sharing the final 10 th MID-ASR for the period 2016-2020 with identified safety priorities	MID-ASR 10 th Edition published on the ICAO website	RASG-MID/9	Feb 2022	<p>Completed</p>
C. 9/3	<p>SHARING OF SAFETY DATA ANALYSIS</p> <p>That, in order to present an improved version of the 11th MID-ASR to the MID-ASRG/4 meeting, States be,</p> <p>a) urged to provide the ICAO MID Office by 30 March 2022 with the number of accidents, serious incidents and incidents, safety data analysis/information, and their associated safety recommendations in Appendix 4.3A for the past 5 years (2017 – 2021) and using the template in Appendix 4.3B.</p> <p>b) encouraged to share the low probability high consequence (LPHC) events.</p>	Collection of safety data for a Harmonized database	safety data analysis for development of ASR	States	May 2022	<p>Completed</p> <p>SL Ref.: ME 4 & ME 4/1.6 dated 22 March 2022 Reminders: 20 April & 30 May 2022</p> <p><i>(Replies: Egypt, Iran, Iraq, Jordan, Kuwait, Oman and UAE)</i></p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 9/4	<p>SMIT HANDBOOK</p> <p>That, the SMIT Handbook including the MID Region SSP assessment tool at Appendix 4.4B is endorsed.</p>	Support States with the development and Implementation of SSP	Development of SSP	RASG-MID/9	Feb 2022	Completed
C. 9/5	<p>DEVELOPMENT OF NATIONAL AVIATION SAFETY PLAN (NASP) IN MID STATES</p> <p>That, States</p> <p>a) be encouraged to request assistance from the ICAO MID Regional Office related to the development of their NASPs including the conduct of assistance missions and/or customized NASP Workshop for each State; and</p> <p>b) share their experiences related to the development of their NASPs during the Regional NASP Workshop to be organized by the ICAO MID Regional Office in 2022.</p>	Compliance with Assembly Resolution A40-1	State Letter	ICAO	May 2022	<p>On-going</p> <p>SL Ref.: FS 1/3-22/033 dated 17 March 2022 NASP Workshop delivered during SSP Workshop held in Casa Blanca during the period 23-27 May 2022 and Saudi Arabia</p>
C. 9/6	<p>RSA ON APRON MANAGEMENT</p> <p>That, the RSA on Apron Management at Appendix 4.5A is endorsed and be posted by the ICAO MID Office on the RASG-MID web page.</p>	Share best practices on Apron Management	Regional Safety Advisory on Apron Management	UAE and Egypt supported by ICAO	November 2021	Completed

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 9/7	<p>QUESTIONNAIRE ON ESTABLISHING A PLATFORM FOR SHARING SAFETY RECOMMENDATIONS</p> <p>That, the questionnaire on establishing a platform for sharing safety information among MENA ARCM member States at Appendix 4.6A be used for the conduct of the survey on the subject.</p>	Collection of safety recommendations for sharing safety information	State Letter	ICAO States	June 2022	<p>On-going</p> <p>SL Ref.: ME 4- 22/113 dated 6 June 2022</p> <p><i>(Replies: Djibouti, Iran, Jordan, Morocco, Oman, Palestine, S. Arabia, Sudan and UAE)</i></p>
D. 9/8	<p>TERMS OF REFERENCE OF THE AIIG</p> <p>That, the Terms of Reference of the AIIG at Appendix 4.6B are endorsed.</p>	TORs	RASG-MID/9	ICAO	Feb 2022	<p>Completed</p>
D. 9/9	<p>FOURTH EDITION OF RASG-MID PROCEDURAL HANDBOOK</p> <p>That, the Fourth Edition of the RASG-MID Procedural Handbook at Appendix 4.8A is endorsed.</p>	Compliance with new ToRs approved by the President of the Council	New Edition of the RASG-MID Procedural Handbook	RASG-MID/9	Feb 2022	<p>Completed</p>
D. 9/10	<p>CIVIL HELICOPTER OPERATIONS WORKING GROUP</p> <p>That, a Civil Helicopter Operations Working Group composed of the following States, is established under ASRG to support the civil helicopter operations activities in the MID Region:</p> <ul style="list-style-type: none"> - Bahrain - Egypt - Iran - Jordan - Oman - Saudi Arabia - Sudan 	Support States with the development of regulations	State Letter	ICAO States	1 June 2022	<p>On-going</p> <p>SL Ref.: ME4 - 22/086 dated 17 May 2022</p> <p>Reminders: 29 May & 7 June 2022</p> <p><i>(Replies: Bahrain, Egypt, Iran, Jordan, Oman and Saudi Arabia)</i></p>

REPORT ON AGENDA ITEM 3: 11TH MID ANNUAL SAFETY REPORT

3.1 The subject was addressed in WP/3 and PPT1 presented by the Secretariat.

MID Region Safety Priorities

3.2 The meeting reviewed the Draft version of the 11th MID-ASR. Based on the analysis of the reactive and proactive safety information for the period 2017-2021, the safety priorities defined for the MID Region are:

Regional Operational Safety Risks

1. Loss of Control Inflight - (LOC-I);
2. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing;
3. Mid Air Collision- (MAC);
4. Controlled Flight Into Terrain- (CFIT); and
5. Runway Incursion- (RI)

In addition to this, safety issues have been identified and mapped to their respective potential accident outcomes.

Organizational issues***States' Safety Oversight Capabilities***

3.3 USOAP-CMA audits had identified that State's inability to effectively oversee aviation operations remains a global concern. In respect of MID Region, the regional average overall Effective Implementation (EI) (13 out of 15 States have been audited) is 74.67 %, which is above the world average 68.68 % (as of 24th May 2021). Three (3) States are currently below EI 60%.

3.4 All eight areas have an EI above 60%. However, the areas of AIG and ANS still need more improvement. Regarding the Critical Elements (CEs), CE4 (Qualified technical personnel) improved and is above 60% (62.39%) EI, whereas CE8 (resolution of safety issues) is the only one below EI 60% (58.89%) EI.

Safety Management

3.5 States should build upon fundamental safety oversight systems to fully implement SSPs according to Annex 19; States shall require that applicable service providers under their authority implement an SMS. The average EI for SSP foundation PQs for States in the MID Region is 76, 18%.

3.1 Implementation of SSP is one of the main challenges faced by the State in the MID Region. The RASG-MID addresses the improvement of SSP implementation in the MID Region as one of the top Safety Enhancement Initiatives (SEIs). In connection with this, the RSC/7 endorsed the MID Region Safety Management Implementation Roadmap and the establishment of the Safety Management Implementation Team (SMIT) to support MID States in the implementation of the SSP. The SMIT handbook endorsed by the RASG-MID/9 to guide the work of the SMIT team to support States in an effective way.

Human Factors and Competence of Personnel

3.6 As new technologies emerge on the market and the complexity of the system continues increasing, it is of key importance to have the right competencies and adapt training methods to cope with new challenges. CRM has been identified as most important human factors issue in the domain of commercial air transport and safety actions would be identified and developed.

Cybersecurity

3.7 The global civil aviation ecosystem is accelerating towards more digitalization. This implies that any exchange of information within any digital workflow of the aviation community needs to be resilient to information security threats which have consequences on the safety of flight or the availability of airspace and beyond. Aware of the complexity of the aviation system and of the need to manage the cybersecurity risk the MID Region needs to consider and address information security risks in a comprehensive and standardized manner across all aviation domains. In addition, it is essential that the aviation industry and civil aviation authorities share knowledge and learn from experience to ensure systems are secure from individuals/organizations with malicious intent.

Emerging Safety Risks

3.8 Emerging safety issues are risks that might impact Safety in the future, these may include a possible new technology, a potential public policy, a new concept, business model or idea that, while perhaps an outlier today, could mature and develop into a critical mainstream issue in the future or become a major trend in its own right.

- GNSS Outages/ Vulnerability
- COVID-19 Pandemic outbreak
- Ensure the Safe Operations of UAS (drones)
- Impact of Security on Safety

3.9 The meeting was apprised with appreciation of the development of the 11th MID-ASR Edition and agreed that the MID Office, in coordination with the ASRG Chairpersons, finalize the 11th MID-ASR to be presented to the RASG-MID/10 for endorsement.

Sharing of Safety Information and Development of the 11th MID Annual Safety Report

3.10 The subject was addressed in WP/3 and PPT/1 presented by the Secretariat. The meeting reiterated the importance of sharing the occurrences and their respective safety analysis by the States in order to produce an improved annual safety reports in the future. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 4/I: SHARING OF SAFETY DATA ANALYSIS

*States are urged to provide the ICAO MID Office by **April 2023** with the number of accidents, serious incidents and incidents, safety data analysis, and their associated safety recommendations related to occurrence category at **Appendix 3A** for the past 5 years (2018 – 2022) and using the template in **Appendix 3B**.*

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

- Shared safety data and safety information including safety analysis, and safety recommendations by the States are limited.

APPENDIX 3A

LIST OF OCCURRENCE CATEGORIES TAXONOMY

Scope: State of Occurrence

The data to be collected be based on scheduled commercial operations involving aircraft having a Maximum Take-off Weight (MTOW) above 5700 kg.

Occurrence Category	ADREP/CICTT taxonomy	Remarks
Runway Excursion (RE)	Veer off or overrun off the runway surface.	
Abnormal Runway Contact (ARC)	Any landing or take-off involving abnormal runway or landing surface contact.	
Loss of Control-Inflight (LOC-I)	Loss of Control while, or deviation from intended flight path, in flight.	
Controlled Flight Into Terrain (CFIT)	Inflight collision or near collision with terrain, water, or obstacles without indication of loss of control.	
MID Air Collision (MAC)/ NMACs	Airprox/TCAS Alerts, Loss of separation as well as NMAC or collisions between aircraft inflight.	
Fire/Smoke (F-NI)	Fire or smoke in or on the aircraft, in flight, or on the ground, which is not the result of impact.	
Runway Incursion (RI)	Any occurrence at aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for landing and takeoff of aircraft.	
System Component Failure –Non-Power Plant (SCF-NP)	Failure or malfunction of an aircraft system or component other than the power plant.	
Turbulence Encounter (TURB)	In-flight turbulence encounter.	
Birdstrike (BIRD)	Occurrences involving collisions/near collisions with bird(s).	
Navigation Errors (NAV)	Occurrences involving the incorrect navigation of aircraft on the ground or in the air	

System Component Failure- Power Plant (SCF-PP)	Failure or malfunction of an aircraft system or components related to the power plant.	
Security related (SEC)	Criminal/Security acts which result in accidents or incidents (per Annex 13 to the Convention on International Civil Aviation).	
Wind shear	Flight into wind shear or thunderstorm	

NB: States may share any other occurrence category or national safety concern.

10	BIRD															
11	Navigation Errors (NAV)															
12	System Component Failure-Power Plant (SCF-PP)															
13	Security related (SEC)															
14	Wind shear															

States should provide the number of accident, serious incidents, and incidents related to each category mentioned in the template above for the past five years (2018-2022)

Scope: State of Occurrence

2- Brief- Safety data Analysis (Root-cause analysis, Trends, Low probability high consequence (LPHC) events if any, etc.)

3- Identified Top Five safety risks

4- Safety mitigations/Recommendations

REPORT ON AGENDA ITEM 4: FUTURE WORK PROGRAMME

4.1 The subject was addressed in WP/4 presented by the Secretariat.

4.2 The meeting agreed that the ASRG/5 meeting be tentatively scheduled to be held virtually next July 2023.

REPORT ON AGENDA ITEM 5: ANY OTHER BUSINESS

5.1 Nothing has been discussed under this Agenda Item.

Fourth Meeting of the Annual Safety Report Group (ASRG/4)
Virtual Meeting, (25 July 2022)
(from 08:00 to 10:00 UTC)

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