



International Civil Aviation Organization

Annual Safety Report Group

Sixth Meeting (ASRG/6)
(Virtual Meeting, 2 October 2024)

Agenda Item 2: Regional Performance Framework for Safety

FOLLOW-UP ON THE RASG-MID/11 CONCLUSIONS AND DECISIONS

(Presented by the Secretariat)

SUMMARY

This paper presents the status of the PIRG/RASG and RASG-MID/11 Conclusions and Decisions and the follow-up actions taken by concerned parties.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/11 Report (Abu Dhabi, UAE, 4-8 March 2024)

1. INTRODUCTION

1.1 The Eleventh meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/11) was held in Abu Dhabi, UAE, 4-8 March 2024.

2. DISCUSSION

2.1 The RASG-MID/11 and PIRG/RASG meeting endorsed eight (8) Conclusions and three (3) Conclusions and one (1) Decision as at **Appendices A** and **B** respectively.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the follow-up on the outcome of the RASG-MID/11 and PIRG/RASG meeting; and take action as appropriate.

FOLLOW-UP ACTION PLAN ON RASG-MID/11 CONCLUSIONS AND DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 11/1	<p>12TH ASR</p> <p>That, the Twelfth MID Annual Safety Report is endorsed and be posted on the ICAO MID Website.</p>	<p>Sharing the final 12th MID-ASR for the period 2018-2022 with identified MID Region safety priorities and an update on safety performance</p>	<p>MID-ASR 12th Edition published on the ICAO website</p>	<p>RASG-MID/11</p>	<p>April 2024</p>	<p>Completed</p>
C. 11/2	<p>SHARING OF SAFETY DATA ANALYSIS</p> <p>In respect of the next MID ASR edition, States are encouraged to provide necessary safety information and safety data analysis to the ICAO MID Office, by May 2024 related to each occurrence category in Appendix 4B for the past 5 years (2019– 2023) and using the templates in Appendix 4C and Appendix 4D. The Draft of the 13th edition of the MID ASR will be presented to the ASRG/6 meeting for review.</p>	<p>Collection of safety data analysis for a Harmonized database</p>	<p>Safety Data Analysis for development of ASR</p>	<p>States</p>	<p>April 2024</p>	<p>Completed</p> <p>SL Ref: ME 4-24/059 dated 4 April 2024</p>
C.11/3	<p>GNSS INTERFERENCE AND SPOOFING</p> <p>That,</p> <p>a) ICAO with the support of states and IATA to establish a regionally determined minimum operational network (MON) of conventional navigation aids for use in case of GNSS interference /Spoofing;</p> <p>b) States be urged to develop mitigation measures to be used in case of GNSS interference;</p>	<p>Definition of the minimum operational network (MON) of conventional navigation aids for use in case of GNSS interference/Spoofing.</p> <p>Lack of mitigation</p>	<p>minimum operational network (MON) of conventional navigation aids for use in case of GNSS interference/Spoofing.</p> <p>Proposed mitigation</p>	<p>ICAO, IATA and States</p> <p>States</p>	<p>Tentatively</p> <p>October 2024</p>	<p>Actioned</p> <p>(To be revised actioned during the CNS SG/13)</p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
	<p>c) States to maintain adequate infrastructure to enable aircraft operators use of conventional navigation aids as appropriate during GNSS RFI or Spoofing;</p> <p>d) Original Equipment Manufacturers (OEMs) to provide further guidance and information on the effects and mitigations of GNSS RFI (including interference, jamming and spoofing) from the perspective of aircraft equipment;</p> <p>e) States to foster Civil-military coordination and cooperation; and</p> <p>f) ICAO with the support of States, ACAO, IATA and IFALPA to amend RASG-MID Safety Advisory – 14 including the update of the GNSS RFI statistics and to include GNSS spoofing effect and mitigation measures.</p>	<p>measures to be used in case of GNSS interference.</p> <p>Operations Continuity dung GNSS RFI or Spoofing</p> <p>Lack of coordination with Original Equipment Manufacturers (OEMs)</p> <p>Lack of coordination with the Military</p> <p>Amendment of the current RSA 14</p>	<p>measures to be used in case of GNSS interference.</p> <p>Alternatives ensuring Operations Continuity dung GNSS RFI or Spoofing</p> <p>Establishment of coordination with OEMs</p> <p>Establishment of coordination with the Military side</p> <p>Amended RSA 14</p>	<p>States</p> <p>States</p> <p>States</p> <p>ACAO, ICAO, IATA, IFALPA.</p>		
C. 11/4	<p>IMPLEMENTATION PROGRESS ON THE SAFETY ENHANCEMENT INITIATIVES (SEIs)</p> <p>That,</p> <p>a) The implementation progress of the Safety Enhancement Initiatives (SEIs) and safety actions included in the MID-RASP 2023-2025 Edition at Appendix 4G is endorsed; and</p> <p>b) States, international organizations and industry are urged to support the MID-RASP 2023-2025 Edition activities including SEIs and safety actions</p>	support the MID-RASP 2023-2025 Edition activities including SEIs and safety actions	Implementation of SEIs and safety actions	States, organizations, and industry	April 2024	Ongoing
C. 11/5	CARRIAGE AND TRANSPORT OF LITHIUM BATTERIES GUIDANCE MATERIAL	Continuous reduction of incidents related to	Circulate GM material to all states	ICAO & IATA	May 2024	Completed. Email sent on 28 May 2024

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
	That, the guidance material document on the carriage and transport of lithium batteries at Appendices 4H & 4I is endorsed.	Lithium batteries issues				
C. 11/6	<p>DEVELOPMENT OF NATIONAL AVIATION SAFETY PLAN (NASP) IN MID STATES</p> <p>That, States be:</p> <p>a) urged to develop and implement the NASP in line with the GASP and MID-RASP, if not yet done so;</p> <p>b) encouraged to share the latest version of their NASPs with ICAO HQ and ICAO Regional MID office for posting on the GASP public website;</p> <p>c) encouraged to continue to use existing ICAO guidance material and tools to implement their NASPs;</p> <p>d) 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>e) encouraged to share their experiences related to the development of their NASPs during the SEIG meetings and/or Regional NASP Workshop to be organized by the ICAO MID Regional Office in 2025.</p>	Compliance with Assembly Resolution A40-1	State Letter	ICAO	April 2024	<p>Ongoing</p> <p><i>SL Ref: ME 4-24/062 dated 8 April 2024</i></p> <p><i>Regional NASP workshop to be conducted Oct 2024</i></p>
C. 11/7	<p>DEVELOPMENT OF SSP IN MID STATES</p> <p>That, States be:</p> <p>a. encouraged to effectively implement their State Safety Programme in a timely manner, and to strengthen the</p>	Support States with the development and Implementation	MID States SSP development	ICAO	April 2024	<p>Ongoing</p> <p><i>SSP workshops being conducted.</i></p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
	<p>implementation of safety management systems in their aviation industry;</p> <p>b. encouraged to request assistance from the ICAO MID Regional Office related to the development and implementation of their SSPs including the conduct of assistance missions and/or customized SSP implementation and Safety Risk Management Workshops for each State;</p> <p>c. encouraged to support the SMIT activities;</p> <p>d. share their experiences on the development of their SSPs during the SEIG meetings; and</p> <p>e. encouraged to share their latest version of SSP manuals with ICAO MID Office.</p>	of SSP				
C. 11/8	<p>ANONYMOUS DATASET COLLECTION FOR AERODROMES SAFETY</p> <p>That, in order to promote safety and improve the effectiveness of the corrective action process at the regional level, MID States and concerned Stakeholders are urged to:</p> <p>a) endorse the Template listing of Minimum Reporting Areas of non-compliance to be reported, as presented at Appendix 4K, to ICAO MID Office for consolidation and follow-up actions, and</p> <p>b) nominate a Main/National Focal Point responsible for the anonymous communication of these datasets using the Template.</p>	promote safety and improve the effectiveness of the corrective action process at the regional level, MID States and concerned Stakeholders	Anonymous Dataset Collection for Aerodromes Safety	States	May 2024	<p>On-going</p> <p>(Finalizing the collection of the National Focal Points contacts)</p>

FOLLOW-UP ACTION PLAN ON MIDANPIRG/21 & RASG-MID/11 CONCLUSIONS AND DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 1	<p>PUBLISHING OF THE NASP</p> <p>That, States, be urged to publish their NASP and to provide it to ICAO HQ and ICAO MID Office for posting on the ICAO NASP Library website (www.icao.int/nasplibrary).</p>	Compliance with Assembly Resolution A40-1	State Letter	States	April 2024	<p>Completed</p> <p>SL Ref: ME 4-24/062 dated 8 April 2024</p>
C. 2	<p>MENA ACRM</p> <p>That States, States be encouraged to sign the MENA AIG Regional Cooperation Mechanism (MENA ACRM) MoU, if not yet done.</p>	Enhancement of cooperation among MENA States in the provision of AIG area	Sign the MoU to support States in AIG area	States	May 2024	<p>Actioned</p> <p>Discussed during MENA ARCM/5 meeting</p>
D. 3	<p>ESTABLISHMENT OF THE MID REGION ACDM TASK FORCE (MID ACDM-TF)</p> <p>That the MID Region Airport Collaborative Decision-Making Task Force (MID ACDM-TF) be established, subject to review and confirmation of ASPG/6, in accordance with the Terms of Reference at Appendix 2A.</p>	Lack of efficient interface between the CAAs and the Server Providers	MID ACDM-TF (Confirmed by ASPIG/6)	ICAO Partners and States	May 2024	<p>Actioned</p> <p>Further coordination to be made with the ICAO Partners the set the ACDM TF composition</p>
C. 4	<p>RISKS RELATED TO ALTIMETER SETTING ERRORS DURING APV BARO-VNAV AND NON-PRECISION APPROACH OPERATIONS</p> <p>That, ICAO MID promotes the EUR OPS BULETIN at Appendix 3B on Risks related to altimeter setting errors during APV Baro-VNAV and non-precision approach operations and ensures the widespread dissemination of this bulletin among member States.</p>	To sensitizing the MID aviation community to vulnerabilities of Baro-VNAV approaches, in particular their dependence on correct altimeter setting	State Letter	States	June 2024	<p>Completed.</p> <p>ICAO MID has disseminated the EUR OPS Bulletin 2023_001 to all of its Member States by means of State Letter</p>