



*International Civil Aviation Organization*

**RASG-MID Steering Committee**

**Sixth Meeting (RSC/6)**  
*(Cairo, Egypt, 25 – 27 June 2018)*

---

**Agenda Item 3: Regional Performance Framework for Safety**

**MID-ASRT TERMS OF REFERENCE**

*(Presented by the Secretariat)*

**SUMMARY**

The aim of this paper is to review and endorse the revised Terms of Reference (TORs) of the MID-ASRT developed by the MID-ASRT/2 meeting.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MID-ASRT Meeting (Cairo, Egypt, 4-6 February 2018)

**1. INTRODUCTION**

1.1 The Annual Safety Report Team (ASRT) was established by the RASG-MID/1 meeting in 2011, to be in charge of collecting and analysing safety information, identification of the safety Focus Areas (FAs) and Emerging Risks in the MID Region and the production of the RASG-MID Annual Safety Report (ASR).

1.2 In 2015, the RASG-MID/4 meeting established the Accident and Incident Analysis Working Group (AIA WG) under the MID-ASRT to review and analyse on an annual basis the accidents and incidents that occurred in the MID Region.

1.3 The RASG-MID/6 meeting (Bahrain, 26-28 September 2017), through Decision 6/8, dissolved the AIA WG due to the difficulties faced the Group.

**2. DISCUSSION**

2.1 The RASG-MID/6 meeting agreed that the MID-ASRT Terms of References (TORs) be amended to include main tasks assigned previously to the AIA WG, which are directly related to the identification of focus areas and emerging risks. Accordingly, the meeting agreed to the following Decision:

*DECISION 6/9: REVISED TERMS OF REFERENCE (TORs) OF THE MID-ASRT*

*That, considering the dissolution of the AIA WG:*

- a) the MID-ASRT develop revised version of its Terms of References (TORs) for review and endorsement by the RSC; and*
- b) face-to-face meetings of the MID-ASRT be organized on an annual basis.*

2.2 In connection with the above, the meeting agreed that for an improved efficiency, the composition of the MID-ASRT should encompass additional active members from States and industry partners.

2.3 The MID-ASRT/2 meeting (Cairo, Egypt, 4-5 February 2018) agreed to highlight in the TORs that the confidentiality/de-identification of data is ensured. It was also underlined that this should be 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.

2.4 Accordingly, the meeting agreed to the revised TORs as at **Appendix A** in order to be presented to the RSC/6 meeting (Cairo, Egypt, 25-27 June 2018) for endorsement.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to review and endorse the revised version of the MID-ASRT Terms of Reference at **Appendix A**, and agree to the following Decision:

*RSC DECISION 6/X: MID-ASRT TERMS OF REFERENCE (TORs)*

*That, the Terms of Reference (TORs) of the MID Annual Safety Report Team (MID-ASRT) be revised as at **Appendix X**.*

-----

## MID ANNUAL SAFETY REPORT TEAM (MID-ASRT)

### TERMS OF REFERENCE

#### A) Purpose of the MID-ASRT:

The MID-ASRT is established to:

- 1) gather safety information from different available sources to identify and determine the main aviation safety risks in the Middle East Region; and
- 2) develop the MID Region Safety Report on annual basis, for review and endorsement by the RASG-MID; ensuring the confidentiality/de-identification of data.

In order to meet its Terms of Reference, the MID-ASRT shall:

- 1) gather information from different available sources on the accidents and serious incidents that:
  - a) occurred in the MID Region (State of Occurrence);
  - b) involved aircraft registered in the MID Region (State of Registry); or
  - c) involved aircraft owned and/or operated by an Air Operator from the MID Region (State of the Operator).
- 2) review and analyse the accidents and serious incidents;
- 3) coordinate with MID States' focal points to get additional information on the accidents and serious incidents, as appropriate;
- 4) identify the risk category focus areas and emerging risks;
- 5) analyse the preliminary and final investigations reports of accidents and serious incidents conducted by States, including relevant safety recommendations; and safety analyses of incidents, and share the outcomes with the MID-ASRT;
- 6) identify root causes and contributing factors, in order to support the MID-RAST in the development of mitigation measures;
- 7) develop an agreed and harmonized MID Regional dataset of accidents and incidents and provide feedback to the ICAO Safety Indicators Study Group (SISG); and
- 8) share the outcome of its meetings with the concerned MIDANPIRG subsidiary bodies, as appropriate.

#### B) Composition:

The MID-ASRT is composed of Members designated by the following RASG MID Member States and Partners:

**States:** All MID States

**Partners:** AACO, AIRBUS, Boeing, IATA, IFALPA and IFATCA

#### C) Roles and Responsibilities:

- MID-RAST Rapporteur – Coordinate MID-ASRT activities and provide overall guidance and leadership;
- ICAO – Support; and
- Partners – Provide technical expertise and collaborate in the development of material as requested by the MID-ASRT Rapporteur.