INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

(ASRG/3)

(Virtual Meeting, 1 July 2021)

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

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PART I – HISTORY OF THE MEETING

1.   PLACE AND DURATION

1.1   The Third meeting of the Annual Safety Report Group (ASRG/3) was held virtually, on 1 July 2021, using MS Teams.

2.   OPENING

2.1   The meeting was opened by Mr. Theeb Abdullah Al Otaibi, Director of Safety Analysis, Aviation Investigation Bureau (AIB), Kingdom of Saudi Arabia.

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

2.3   Mr. Theeb thanked all the participants for their attendance and wished the meeting every success in its deliberations.
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3.   ATTENDANCE

1.2   The meeting was attended by a total of Twenty-One (21) participants from Ten (10) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Qatar, Saudi Arabia, USA and Yemen) and Three (3) Organizations (IATA, IFALPA and IFATCA). The list of participants is at **Attachment A**.

4.   OFFICERS AND SECRETARIAT

4.1   The meeting was chaired by Mr. Theeb Abdullah Al Otaibi, Director of Safety Analysis, Aviation Investigation Bureau (AIB), Kingdom of Saudi Arabia.

4.2   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

Agenda Item 2:   Follow-up on the RASG-MID/8 Conclusions and Decisions

Agenda Item 3:   10th 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 3/1: *SHARING OF SAFETY DATA ANALYSIS*

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1:   ADOPTION OF THE PROVISIONAL AGENDA

1.1   The subject was addressed in WP/1 presented by the Secretariat. The meeting reviewed and adopted the Agenda as at paragraph 6 of the History of the Meeting

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REPORT ON AGENDA ITEM 2:   FOLLOW-UP ON THE RASG-MID/8 CONCLUSIONS AND DECISIONS

Follow-up on the RASG-MID/8 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/8 Conclusions and Decisions related to the ASRG and the follow-up actions taken by concerned parties as at **Appendix 2A**.

APPENDIX 2A

FOLLOW-UP ACTION PLAN ON RASG-MID/8 CONCLUSIONS AND DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 8/1	**9TH ASR** That, the Ninth MID Annual Safety Report is endorsed and be posted on the ICAO MID Website.	Sharing the final 9th MID-ASR for the period 2015-2019 with identified safety priorities	MID-ASR 9th Edition published on the ICAO website	RASG-MID/8	Feb 2021	**Completed**
C. 8/2	**SHARING OF SAFETY DATA ANALYSIS** That, in order to present an improved version of the 10th MID-ASR to the MID-ASRG/3 meeting, States, be urged to provide the ICAO MID Office by **30 April 2021** with the number of accidents, serious incidents and incidents, safety data analysis/information, and their associated safety recommendations for the occurrence categories listed in **Appendix 4.2D** for the past 5 years (2016 – 2020), using the Template in **Appendix 4.2E**	Collection of safety data for a Harmonized database	safety data analysis for development of ASR	States	31 May 2021	**Completed** SL ME4 & ME4/1.6-21/033 dated 18 March 2021 Reminder: 29/4/2021 *(Replies: Iran, Iraq, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, UAE, and Yemen)*
C. 8/3	**MID-RASP 2020-2022 EDITION** That, the MID-RASP 2020-2022 Edition is endorsed and be posted on the ICAO MID Website.	Compliance with Assembly Resolution A40-1	MID-RASP 2020-2022 EDITION published on the ICAO website	RASG-MID/8	Feb 2021	**Completed**

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 8/4	**NATIONAL AVIATION SAFETY PLAN (NASP)** That, a) be requested to establish a NASP in line with the GASP, MID-RASP, ICAO Doc 10131 and Circular 358; and considering the operational safety needs identified at National level; b) nominate NASP' Focal Points to provide progress/update on the development and implementation of their NASPs; c) consider the recommended MID-RASP SEIs for inclusion in their NASPs, as appropriate; d) be encouraged to participate in the series of webinars on the GASP and NASP implementation organized by ICAO; e) be encouraged to share their experiences related to the development and implementation of their NASPs during the MID NASP Webinar/Workshop to be organized end of 2021 or beginning of 2022; and f) provide a progress report on the development and implementation of their NASPs for presentation to the RASG-MID/9 meeting	Compliance with Assembly Resolution A40-1	State Letter	ICAO States	April 2021	**On-going** SL FS 1/2 – 21/048 dated 5 April 2021 Reminder: 5/5/2021 *(Replies: Bahrain, Jordan, Oman, Qatar, Saudi Arabia and Syria)*
D. 8/5	**TERMS OF REFERENCE OF THE SEIG** That, the Terms of Reference of the SEIG at **Appendix 4.2F** are endorsed.	TORs	RASG-MID/8	ICAO	Feb 2021	**Completed**

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 8/6	**RASG-MID CART IMPLEMENTATION PLAN OF ACTIONS** That, the RASG-MID CART Implementation Plan of Actions at **Appendix 4.2G** is endorsed,	Support implementation of the MID CART Implementation Plan	RASG-MID CART Implementation Plan of Actions	RASG-MID/ICAO MID	Feb 2021	**Completed**
D. 8/7	**FREQUENCY OF THE RASG-MID MEETINGS** That, the RASG-MID meetings be organized on an annual basis concurrently with the MIDANPIRG in an in-person setting, unless decided otherwise (the meetings could be organized in a virtual or hybrid setting, if decided so by the Groups, considering the circumstances, availability of host, resources, global and regional developments, feedback from States and progress and outcomes of the Groups).	Compliance with new ToRs approved by the President of the Council	Enhancement of RASG-MID work arrangement	RASG-MID	Feb 2021	**Completed**
D. 8/8	**DISSOLUTION OF THE RSC** That, a) the RSC is dissolved; and b) the RASG-MID Organizational Structure be updated as at **Appendix 4.3A**.	Compliance with new ToRs approved by the President of the Council	Enhancement of RASG-MID work arrangement	RASG-MID	Feb 2021	**Completed** Since RASG-MID will meet on an annual basis and considering that the membership/composition of the RSC is identical to that of RASG-MID, the RSC was dissolved

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
D. 8/9	**RASG-MID TERMS OF REFERENCE (TOR)** That, the RASG-MID Terms of Reference (ToR) be amended as at **Appendix 4.3C**, in line with the Generic TOR of RASGs approved by the President of the Council on 7 August 2020.	Compliance with new ToRs approved by the President of the Council	Amended RASG-MID TOR	ICAO	Feb 2021	**Completed**
D. 8/10	**FOURTH EDITION OF RASG-MID PROCEDURAL HANDBOOK** That, the ICAO MID Office, in coordination with the RASG-MID Chairpersons, develop a new Edition of the RASG-MID Procedural Handbook, for presentation to and endorsement by the RASG-MID/9 meeting.	Compliance with new ToRs approved by the President of the Council	New Edition of the RASG-MID Procedural Handbook	ICAO	RASG-MID/9 meeting	**In Progress**

REPORT ON AGENDA ITEM 3:   10ᵀᴴ 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 10th MID-ASR. Based on the analysis of the reactive and proactive/predictive safety information for the period 2016-2020, 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 76 %, 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, 1%.

3.6   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 is being drafted to guide the work of the SMIT team to support States in an effective way.

Human Factors and Competence of Personnel

3.7   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.

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 agreed to include the "Crew Fatigue" as a safety issue in the Risk Safety Portfolio and IATA to provide safety information/analysis on Crew Fatigue.

3.10   The meeting was apprised with appreciation of the development of the 10th MID-ASR Edition   and agreed that the MID Office, in coordination with the ASRG Chairperson, finalize the 10th MID-ASR to be presented to the RASG-MID/9 for endorsement.

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

3.11   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 3/1:_   _SHARING OF SAFETY DATA ANALYSIS_
>
> _States are urged to provide the ICAO MID Office by **March 2022** 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 (2017 – 2021) and using the template in **Appendix 3B.**_

3.12   The IATA provided a presentation with detailed safety analysis on accident overview and IOSA update Programme performance.

3.13   The meeting highlighted the main Challenges facing the ASRG for the development of the ASRs, in particular:

- lack of shared safety data and safety information, safety analysis, and safety recommendations by the States; and
- low participation in the meetings from the States and the Organizations.

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.

APPENDIX 3B

TEMPLATE FOR THE COLLECTION OF

ACCIDENT, SERIOUS INCIDENT AND INCIDENT DATA AND SAFETY ANALYSIS

Name of State: ……………………..

1- **Occurrences:** *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	2017			2018			2019			2020			2021		
		# Accidents	# Serious incidents	# Incidents	# Accidents	# Serious incidents	# Incidents	# Accidents	# Serious incidents	# Incidents	# Accidents	# Serious incidents	# Incidents	# Accidents	# Serious incidents	# Incidents
1	Runway Excursion (RE)															
2	Abnormal Runway Contact (ARC)															
3	Loss of Control-Inflight (LOC-I)															
4	Controlled Flight Into Terrain (CFIT)															
5	Mid Air collision (MAC)/ NMAC															
6	Fire/Smoke (F-NI)															
7	Runway Incursion- (RI)															
8	System Component Failure-Non-Power Plant (SCF-NP)															
9	Turbulence Encounter (TURB)															

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 (2017-2021)

Scope: State of Occurrence

2- <u>Brief- Safety data Analysis (root-cause analysis, trends, etc.)</u>

3- <u>Identified Main safety risks</u>

4- <u>Safety Recommendations</u>

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/4 meeting be tentatively scheduled to be held during the period 18-20 July 2022.   The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

REPORT ON AGENDA ITEM 5:   ANY OTHER BUSINESS

5.1   Nothing has been discussed under this Agenda Item.

Third Meeting of the Annual Safety Report Group (ASRG/3)

Virtual Meeting, (*1 July 2021*)

(from 08:00 to 10:00 UTC)

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