



International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7 Meeting

(Cairo, Egypt, 15 – 18 April 2019)

Agenda Item 4: Coordination between MIDANPIRG and RASG-MID

SUBJECTS OF COMMON INTEREST FOR MIDANPIRG AND RASG-MID

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the subject of common interest for MIDANPIRG and RASG-MID. The subjects have been coordinated for an improved efficiency of both Groups and to avoid duplication of efforts through the agreed coordination mechanism.

Action by the meeting is at paragraph 3.

REFERENCES

- ASRT/3 Report
- ATM SG/4 meeting
- MIDANPIRG/16 Report
- MRC/4 Minutes
- MSG/6 Report
- RASG-MID/6 Report
- RSC/6 Report
- SST/5 Report

1. INTRODUCTION

1.1 The RASG-MID and MIDANPIRG have been coordinating safety-related issues based on the outcome of the PIRG-RASG Global Coordination meeting (Montreal, 5 February 2015) and in accordance with the Handbooks of each Group.

1.2 The meeting may wish to note that the Fourth MIDANPIRG/RASG-MID Coordination meeting (MRC/4) was held in Bahrain on 25 September 2017 as a side meeting of the RASG-MID/6 meeting. The MRC/4 meeting reviewed and updated the table listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group as at **Appendix A**.

2. DISCUSSION

Accidents and Incidents Analysis

2.1 The meeting may wish to note that the Annual Safety Report Team (ASRT/3) meeting (Cairo, Egypt, 20-22 November 2018) noted that the 7th MID-ASR provides analysis of the accidents,

serious incidents and incidents that occurred in the MID Region for the period (2013-2017). Based on the analysis of the reactive and proactive safety information for the period 2013-2017, 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:

- a) Runway Safety (RS)- (mainly RE and ARC during landing);
- b) Loss of Control Inflight - (LOC-I);
- c) Controlled Flight Into Terrain- (CFIT); and
- d) MID Air Collision- (MAC).

2.2 The emerging risks, which have been identified in the 7th ASR, based on the analysis of the data available, are:

- a) Fire/Smoke (non-impact) – (F-NI);
- b) Wake turbulence;
- c) Runway Incursion-(RI);
- d) Bird Strike- (BIRD); and
- e) Security- (SEC).

2.3 The ATM SG/4 meeting agreed that in respect to Turbulence Encounter (TURB), it would be beneficial if the analysis would be break down (at the level of the ATM SG) to the monitoring of the component related to Wake Turbulence (VORTEX).

2.4 The ATM SG/4 meeting noted with concern the significant increase in the MAC occurrences (Near Mid Air Collisions) and agreed on the establishment of an Action Group composed of the ATM SG Chairpersons and Secretariat and experts from Saudi Arabia, UAE and IATA to carry out further analysis of the reported occurrences, based on the safety analyses and recommendations emanating from the SMSs of concerned States, and provide feedback to the ASRT. Accordingly, the meeting agreed to the following Draft Decision:

Why	To carry out further analysis of the reported occurrences related to MAC
What	Establishment of NMAC Action Group
Who	MIDANPIRG/17
When	April 2019

DRAFT DECISION 4/7: NEAR MID AIR COLLISION (NMAC) ACTION GROUP

That, the NMAC Action Group be established to carry out further analyses of the reported MAC incidents and provide feedback to the ASRT.

Reduced Vertical Separation Minima (RVSM)

2.5 The RSC/6 meeting encouraged States to visit the Middle East Regional Monitoring Agency (MIDRMA) website (www.midrma.com) for information, reports and tools related to the RVSM implementation.

2.6 The RSC/6 meeting noted that, based on the initial results of the MID RVSM Safety Monitoring Report (SMR) 2017, the key safety objectives as set out by MIDANPIRG, through Conclusion 12/16, continue to be met.

- 2.7 Based on the above, the RSC/6 meeting urged States to take necessary measures to:
- a) reduce the level of reported LHDs;
 - b) ensure compliance of their registered aircraft with Annex 6 requirements related to RVSM; and
 - c) keep their MIDRMA Airworthiness/Flight Operations focal points up-to-date to ensure effective coordination with the MIDRMA for RVSM approval related matters.
- 2.8 RVSM implementation is addressed in details in WP/7 and WP/8.

Performance Based Navigation (PBN)

2.9 The meeting may wish to note that the implementation of PBN is still far below the agreed target. It was recommended that priority for implementation of PBN with vertical guidance (PBN APV) should be given to the runway ends which are not served with ILS. Based on the status of PBN implementation in the Region as presented in WP/36 (Appendix D), 111 runway ends out of 166 are equipped with approach with vertical guidance (10 runway ends equipped with PBN APV but no ILS and 101 runway ends equipped with ILS). Accordingly, priority for PBN implementation should be given to the 55 runway ends without ILS approach.

2.10 The RSC/6 meeting noted that the MID Flight Procedure Programme is on-going, with planned start of operation in 2019. The draft MID FPP Project Document was circulated for States' review and comments. The MID FPP main objective in Phase 1 is building the MID States' regulatory, oversight and service provisions capabilities related to instrument flight procedure, which eventually will foster PBN Implementation. Accordingly, the meeting urged States to join the MID FPP.

2.11 The MSG/6 meeting noted with appreciation that the PBN OPS-Approval Course was conducted at the MID FPP premises in Beirut from 26-30 November 2018 free of charge as in-kind contribution from IATA to the MID FPP; twenty-two (22) experts from the Region benefited from the course.

2.12 The ICAO PBN OPS-Approval Workshop is planned to be held at the MID FPP premises in Beirut, Lebanon from 25 to 29 November 2019. The cost is USD1999 per participant with 10% discount for registration before 31 October 2019. The invitation letter will be issued soon. However, the registration is already open through the following link and the: <https://store.icao.int/pbn-operational-approvals-workshop-beirut-lebanon-november-2019-new-version.html>

Contingency Planning

2.13 The meeting may wish to note that some airspace users continue to circumnavigate Baghdad, Damascus, Tripoli FIRs and Yemen Airspaces due to the conflict zones.

2.14 Several Contingency Coordination Teams (CCTs) have been established in accordance with the MID Region ATM Contingency Plan, which succeeded in the provision of a forum for sharing information, identifying the challenges and implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations.

2.15 With respect to Baghdad FIR, a recovery Plan for the normalization of traffic operation through Iraq Airspace has been successfully implemented since 29 November 2017 with continuous enhancements.

2.16 Considering the information received that some airlines would resume operations through Damascus Airspace, the First ATM Contingency Coordination Meeting for Syria was held in Amman, Jordan, 10-11 March 2019, based on the decision of the CCT for Syria.

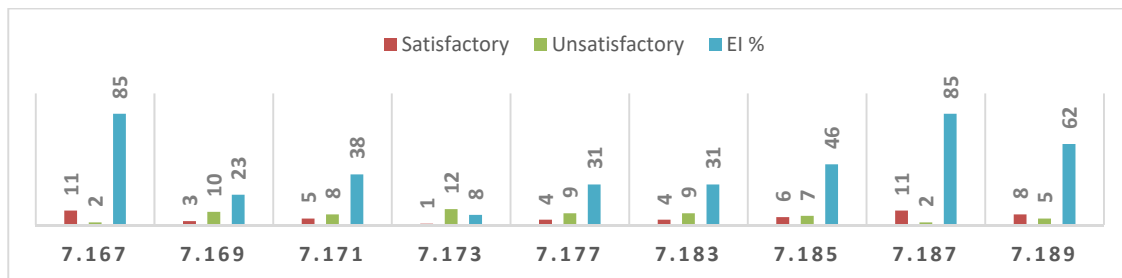
2.17 More information on contingency planning is provided in WP/29.

English Language Proficiency (ELP) for ATCOs

2.18 The Fifth meeting of the MID Safety Support Team (MID-SST/5, Cairo, Egypt, 19-21 February 2019) noted with appreciation the progress of developing a draft questionnaire to be used as the basis of a survey to assess the implementation of ELP requirements in the MID Region. The final version of the Questionnaire is presented in WP/15.

SMS Implementation

2.19 The ATM SG/4 meeting noted that the SSP/SMS is addressed under the framework of RASG-MID. However, the MIDANPIRG ATM SG is the responsible body to follow-up on the implementation of SMS for ATS. The meeting noted with concern that the regional level of Effective Implementation (EI) of the ICAO USOAP CMA Protocol Questions (PQs) related to SMS with reference mainly to Doc 4444 and Doc 9859 as reflected in **Graph 1** is far below expectation:



Graph 1

2.20 The ATM SG/4 meeting noted that the CANSO Middle East SMS Training Workshop for ATS was gratefully hosted by the Public Authority of Civil Aviation –PACA in Muscat, Oman from 27 to 29 November 2017. The Workshop was organized by CANSO in coordination with ICAO MID Office and supported by NAV CANADA. The Workshop was attended by twenty-eight (28) participants from Oman, Qatar, Saudi Arabia, Sudan and UAE.

2.21 The MID SST/5 meeting noted with concern the slow progress related to the actions to improve the status of implementation of SMS by ANSPs (ATM). The meeting agreed to the establishment of an Ad-Hoc Action Group in order to expedite the process and foster the implementation of the required actions. More details on the subject are addressed in WP/15.

GNSS Vulnerabilities

2.22 The meeting may wish to note that a Draft RASG-MID Safety Advisory on GNSS Vulnerabilities will be presented in WP/9 for the meeting review and endorsement.

Remotely Piloted Aircraft (RPAS)

2.23 The RSC/6 meeting encouraged States to use the guidance material related to RPAS provided in the ICAO Doc 10019 and the information available on the RPAS webpage: <https://www4.icao.int/rpas>

2.24 The RSC/6 meeting encouraged States to consider the developments related to RPAS, and take necessary measures for the amendment of the relevant civil aviation regulations and procedures in a timely manner, in order to ensure safe integration of the RPA into the non-segregated airspace. In accordance with the RASG-MID Conclusion 5/18, the meeting urged States to report any safety occurrence related to RPA operations to the ICAO MID Regional Office on regular basis.

USOAP CMA

2.25 The MID-SST/5 meeting noted with appreciation the in-depth analysis of the USOAP CMA results for the operations (OPS) and Aerodrome and Ground Operations (AGA) areas, developed by the Secretariat and recognized that the in-depth analysis of the USOAP-CMA data could be very useful for the identification of areas of concern, common deficiencies, etc.; and would provide good insight for the prioritization of the assistance/NCLB activities in the MID Region. Accordingly, the meeting agreed to the following:

- conduct similar in-depth analyses for the remaining areas (PEL, AIR, AIG and ANS);
- extend the analyses from the aggregate regional level to include analyses State by State;
- propose to the RASG-MID to develop a new SEI related to Dangerous Goods; and
- invite the RGS WG to look into the analyses related to AGA and conduct more in-depth analyses.

MID Air Navigation Deficiencies

2.26 It is to be highlighted that no deficiency priority “U” had been reported in the MIDANPIRG Air Navigation Deficiency Database. Air navigation deficiencies are addressed in details in WP/38.

Fatigue Risk Management

2.27 The meeting may wish to note that Fatigue Risk Management (FRM) with respect to ATC will be addressed by the ATM SG/5 meeting. It is to be highlighted that a Workshop on FRMS-ATC will be held during the IFATCA Regional Conference (Tunis, Tunisia, 13 – 15 November 2019).

Airborne Collision Avoidance Systems (ACAS)

2.28 All States shall require the carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons and provide the ICAO MID Office with the reference to their Civil Aviation Regulations. It is to be highlighted that three (3) States have not yet provided the ICAO MID Office with information related to their National Regulations requiring carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons (Iraq, Libya and Syria).

3. ACTION BY THE MEETING

3.1 The meeting is invited to discuss the subjects addressed in the paper and take actions, as appropriate, including the agreement on the proposed Draft Conclusion in para 2.4.

APPENDIX A

Coordination between MIDANPIRG and RASG-MID

Subjects of interest for MIDANPIRG and RASG-MID	Responsible/Leading Group	
	RASG-MID	MIDANPIRG
Aerodrome Operational Planning (AOP)		X
Runway and Ground Safety	X	
AIM, CNS and MET safety issues		X
CFIT	X	
SSP Implementation	X	
SMS implementation for ANS and Aerodromes	X	
Accidents and Incidents Analysis and Investigation	X	
English Language Proficiency	X	
RVSM safety monitoring		X
SAR and Flight Tracking		X
PBN		X
Civil/Military Coordination		X
Airspace management		X
Call Sign Similarity and Confusion		X
Conflict Zones		✗
Contingency Planning		X
USOAP-CMA	X	
COSCAP, RSOO and RAIO	X	
Air Navigation Deficiencies		X
Training for ANS personnel		X
Training other civil aviation personnel	X	
Laser attack	X	
Fatigue Risk Management	X	
RPAS		X
GPS Jamming GNSS vulnerability		X
Aeromedical	✗	
Airborne Collision Avoidance System (ACAS)		X

- END -