



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE SECOND MEETING OF THE
MID ANNUAL SAFETY REPORT TEAM**

(MID-ASRT/2)

(Cairo, Egypt, 4-5 February 2018)

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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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Second meeting of the MID Annual Safety Report Team (MID-ASRT/2) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 4-5 February 2018.

2. OPENING

2.1 The meeting was opened by Mr. Mohamed Smaoui, Deputy Regional Director, ICAO Middle East Office, who welcomed the participants to Cairo.

2.2 Mr. Smaoui highlighted the importance of the ASRT for the collection of information, data analysis and the development of the Annual Safety Reports (ASR), including the identification of focus areas and emerging risks.

2.3 Mr. Smaoui also mentioned that the in-depth analysis conducted by the ASRT would support the MID RAST in the development of the mitigation measures. He also reiterated that the availability of data is vital for the conduct of the root causes analysis.

2.4 In closing, Mr. Smaoui thanked all the participants for their presence and wished the meeting every success in its deliberations.

2.5 Ms. Rose Al Osta, MID-ASRT Rapporteur, addressed also the meeting. She welcomed all the participants and highlighted that the active participation of all members of the team is vital for the success of the development of the ASR.

3. ATTENDANCE

3.1 The meeting was attended by a total of fifteen (15) participants from seven (7) States (Egypt, Iraq, Iran, Jordan, Saudi Arabia, UAE and United States) and three (3) International Organizations/Industries (IATA, IFALPA and IFATCA). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Ms. Rose Al Osta, Regional Manager, Safety and Flight Operations, IATA, Jordan.

4.2 Mr. Mashhor Alblowi, RO/FLS and Mr. Mohamed Chakib, RO/SAF-IMP were the Secretaries of the meeting supported by Mr. Mohamed Smaoui, Deputy Regional Director (DEPRD).

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: Work Programme

Agenda Item 3: Future Work Programme

Agenda Item 4: Any other Business

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The meeting reviewed and adopted the Provisional Agenda as at paragraph 6 of the History of the Meeting.

REPORT ON AGENDA ITEM 2: WORK PROGRAMME***Revised Terms of Reference***

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting recalled that the RASG-MID/6 meeting agreed that the MID-ASRT Terms of References (TORs) be amended to include the main tasks assigned previously to the AIA WG, which are directly related to the identification of focus areas and emerging risks.

2.2 The meeting agreed to highlight in the TORs that the confidentiality/de-identification of data is ensured. This should be also 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.

2.3 Accordingly, the meeting agreed to the revised TORs as at **Appendix 2A** in order to be presented to the RSC/6 meeting (Cairo, Egypt, 25-27 June 2018) for endorsement.

Follow-up on the RASG-MID/6 Conclusions and Decisions

2.4 The subject was addressed in WP/3 presented by the Secretariat. The meeting noted the status of the RASG-MID/6 Conclusions and Decisions relevant to the MID-ASRT and the follow-up actions taken by concerned parties as at **Appendix 2B**.

2.5 The meeting recognized that the top 5 areas of concern listed in Conclusion 6/1 are not in accordance with the standard taxonomy. Therefore, the meeting agreed on the need to use the standard taxonomy for the identified areas of concern. The meeting also underlined the need to clarify the difference between the list of emerging risks and the list of top 5 areas of concern.

Sixth MID Annual Safety Report

2.6 The subject was addressed in WP/4 and PPT/1 presented by the Secretariat and ASRT Rapporteur, respectively.

2.7 The meeting reviewed the Draft version of the Sixth MID-ASR. Based on the analysis of the reactive safety information for the period 2012-2016, and in accordance with the agreed matrix used for the assessment of the different accident categories (frequency X severity), the Focus areas are :

1. Runway Safety (RS)- (mainly RE and ARC during landing);
2. System Component Failure- Power Plant - (SCF-PP); and
3. Loss of Control Inflight - (LOC-I).

2.8 New emerging risks have been identified, as follows:

1. Fire/Smoke (non-impact) – F-NI;
2. Turbulence Encounter (TURB); and
3. Medical (MED)

-
- 2.9 The meeting recalled that the emerging risks endorsed by the RASG-MID are:
- 1) Controlled Flight Into Terrain (CFIT);
 - 2) Near Midair Collision (NMAC);
 - 3) Laser attacks,
 - 4) RPAS/Drones;
 - 5) Wildlife and FOD; and
 - 6) Birdstrike.
- 2.10 The meeting agreed:
- to consolidate the list of Emerging Risks using the ADREP Taxonomy (**Appendix 2C**), based on the previously identified emerging risks, the new emerging risks identified in the Sixth MID-ASR and the top 5 areas of concern endorsed by the RASG-MID/6 meeting based on IATA proposal;
 - that the State of Occurrence Data will be used at this stage;
 - that States provide the ICAO MID Office by end of **March 2018** with the number of accidents, serious incidents and incidents related to each category for the past 3 years (2015 – 2017), using the template in **Appendix 2D**;
 - the ICAO MID Office, in coordination with the MID-ASRT Rapporteur review the data provided and classify the different risk categories in terms of frequency; and
 - the top (**X**) Emerging Risks will be then communicated to States in order to share with the MID-ASRT their data analysis and safety recommendations.
- 2.11 With respect to the proactive safety information, the meeting noted that the regional average overall Effective Implementation (EI) in the MID Region is 70.47 %, which is above the world average 65.15% (as of January 2018). Three (3) States are currently below EI 60%.
- 2.12 Based on the foregoing, the meeting agreed that the the MID Office, in coordination with the ASRT Rapporteur, finalize the Sixth Edition of the MID-ASR in order to be presented to the RSC/6 meeting (Cairo, Egypt, 25-27 June 2018) for endorsement.
- Development of the Seven MID Annual Safety Report***
- 2.13 The subject was addressed in PPT/2 presented by the Secretariat. for the improvement of accidents and serious incidents information data sharing by the MID States.
- 2.14 The meeting highlighted the main Challenges facing the MID-ASRT for the development of the ASRs, in particular:
- incomplete data/information in iSTARS and ECCAIRS;
 - lack of sharing of accidents and serious incidents investigation reports; and
 - ECCAIRS is not yet used by many States.
- 2.15 With respect to the availability of investigation reports, the meeting recalled the Annex 13 provisions related to the release of the Final Reports on accidents and serious incidents. and reiterated the RASG-MID/6 Conclusion 6/10.
- 2.16 The meeting encouraged States to use ECCAIRS for the reporting of accidents and serious incidents to ICAO, and reiterated the RASG-MID/5 Conclusion 5/3.

2.17 The meeting agreed that States be involved in the development of root cause analysis and contributory factors during the next ASRT meetings.

Review and Analysis of Data-New Methodology

2.18 The subject was addressed in WP/5 presented by the Secretariat.

2.19 The meeting agreed to the following improvements to the methodology used for risk assessment:

- a) *improvement of the current risk matrix used for the identification of focus areas (four (4) levels of severity instead of three (3)), as follows:*

Frequency \ Severity	1	2	3	4	5	6
1	1	2	3	4	5	6
2	2	4	6	8	10	12
3	3	6	9	12	15	18
4	4	8	12	16	20	24

- 1) Risk scoring: To facilitate the identification of the safety priority areas; the accidents data is analysed in terms of frequency and severity using the above risk matrix (for Frequency rating: 1 is the most frequent and 6 is the least frequent. For Severity: 1 is the most severe and 4 is the least severe): Calculate the risk score by multiplying the severity by the likelihood: $S (Severity) \times L (Likelihood) = R (Risk\ score)$.
- 2) For grading risks, the scores obtained from the risk matrix are assigned grade as follows:

	1-6: Focus areas
	8-9: Emerging risks
	10-24: Tolerable risks

- b) *introduction/adoption of the “feared consequence” of the risk portfolio of DGAC France at Appendix 2E.*

REPORT ON AGENDA ITEM 3: FUTURE WORK PROGRAMME

3.1 The subject was addressed in WP/7 presented by the Secretariat.

3.2 The meeting agreed that the MID-ASRT/3 meeting be tentatively scheduled to be held during the period 20-22 November 2018. The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

REPORT ON AGENDA ITEM 4: ANY OTHER BUSINESS

4.1 Nothing has been discussed under this Agenda Item.

APPENDICES

APPENDIX 2A

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.

APPENDIX 2B

FOLLOW-UP ON RASG-MID/6 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/1: GLOBAL AVIATION SAFETY PLAN (GASP)</p> <p><i>That, States:</i></p> <p>a) <i>be requested to establish a national aviation safety plan, including goals and targets consistent with the MID Region Safety Strategy, and in line with the GASP objectives, including the global aviation safety roadmap, and based on their operational safety needs; and</i></p> <p>b) <i>be invited to provide ICAO feedback on the new global aviation safety roadmap and suggestions for the future 2020 -2022 edition of the GASP via email to GASP@icao.int, by March 2018.</i></p>	<p>- Development of national aviation safety plan</p> <p>- To get feedback on the safety roadmap</p>	<p>State Letter</p> <p>Feedback</p>	<p>ICAO</p> <p>States</p>	<p>Nov. 2017</p> <p>March 2018</p>	<p>Actioned</p> <p>SL ME4-17/305 dated 2 November 2017. <i>(No replies yet)</i></p>
<p>CONCLUSION 6/2: SAFETY MANAGEMENT IMPLEMENTATION</p> <p><i>That States, regional and international organizations are invited to share tools and examples, which support effective safety management implementation, to be considered for posting on the ICAO safety management implementation website.</i></p>	<p>Sharing of best practices</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Jan. 2018</p>	<p>Actioned</p> <p>SL ME4-18/027 dated 25 January 2018 <i>(No replies yet)</i></p>

MID-ASRT/2-REPORT
 APPENDIX 2B

2B-2

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/3: REGIONAL SAFETY OVERSIGHT ORGANIZATIONS</p> <p><i>That, States support:</i></p> <p>a) <i>the proposed global strategy and action plan to improve RSOOs; and</i></p> <p>b) <i>the conduct of a study related to the proposed global aviation safety oversight system (GASOS).</i></p>	<p>Improvement of RSOO and establishment of GASOS</p>	<p>Supporting the proposed global strategy</p> <p>Study related to the proposed GASOS)</p>	<p>RASG-MID</p>	<p>Sept. 2017</p> <p>TBD</p>	<p>Actioned</p> <p>The study will be shared</p>
<p>CONCLUSION 6/4: SHARING OF SAFETY RECOMMENDATIONS</p> <p><i>That,</i></p> <p>a) <i>States be urged to share their Safety Recommendations after investigation of accidents and incidents; and</i></p> <p>b) <i>MID-SST to coordinate with MID-ASRT, ICAO and stakeholders the development of a RASG-MID Safety Advisory to consolidate a set of safety recommendations addressing the Focus Areas and Emerging Risks in the MID Region.</i></p>	<p>Sharing of safety recommendations in order to agree on mitigation measures at regional level (Best practices)</p>	<p>State Letter</p> <p>RSA</p>	<p>ICAO</p> <p>MID-SST MID-ASRT ICAO Stakeholders</p>	<p>Jan. 2018</p> <p>TBD</p>	<p>Ongoing</p> <p>SL ME4-18/028 dated 25 January 2018 (No replies yet)</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/5: ADOPTION OF ISAGO AND IGOM FOR GROUND HANDLING OPERATIONS</p> <p><i>That, States be invited to:</i></p> <p>a) <i>encourage airlines and aerodrome operators to implement the procedures contained in the IATA Ground Operations Manual (IGOM) for harmonization purpose and to improve safety of Ground Handling Operations; and</i></p> <p>b) <i>use the IATA Safety Audit for Ground Operations (ISAGO) as a source of safety data which provide complementary information for the safety oversight activities of ground handling operations services.</i></p>	<p>Use of IATA Guidance material contained in the IGOM.</p> <p>Use of ISAGO as a source of complementary safety data for safety oversight activities</p>	State Letter	ICAO	Jan. 2018	<p>Actioned</p> <p>SL ME4-18/028 dated 25 January 2018 (No replies yet)</p>
<p>CONCLUSION 6/6: DEVELOPMENT OF ADDITIONAL GROUND HANDLING OPERATIONS PROVISIONS</p> <p><i>That, ICAO be invited to consider the development of additional Ground Handling Operations provisions.</i></p>	Need for additional provisions/guidance on Ground Handling Operations	Additional Ground Handling Operations provisions	ICAO	TBD	Ongoing
<p>CONCLUSION 6/7: EXPANSION OF THE RSP SCOPE</p> <p><i>That, ICAO be invited to consider the expansion of the ICAO Runway Safety Programme (RSP) scope to include the movement area (including aprons).</i></p>	Inclusion of the movement area in RSP scope	Expansion of the ICAO RSP scope	ICAO	TBD	Ongoing

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/10: ACCIDENT AND SERIOUS INCIDENTS FINAL REPORTS</p> <p><i>That,</i></p> <p>a) <i>States be urged to comply with Annex 13 provisions related to the release of Final Reports on accidents and serious incidents; and</i></p> <p>b) <i>for the accidents and serious incidents involving aircraft of a maximum mass over 5700 kg, a copy of the Final Report should be sent to the ICAO HQ and MID Regional Office.</i></p>	<p>Sharing of final reports on accidents and serious incidents</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Jan. 2018</p>	<p>Actioned</p> <p>SL ME4-18/025 dated 25 January 2018 <i>(No replies yet)</i></p>
<p>CONCLUSION 6/11: SHARING OF INCIDENTS ANALYSES</p> <p><i>That, States be invited to present to the ASRT/1 meeting their analyses related to the following top 5 areas of concern:</i></p> <p>1- <i>Near midair Collision (NMAC)-TCAS RA</i> 2- <i>Loss of Separation</i> 3- <i>Take off Clearance with Runway in use</i> 4- <i>Wake Turbulence –Encountered</i> 5- <i>Callsign Confusion</i></p>	<p>Identification of trends and sharing of best practices for mitigation measures</p>	<p>State Letter</p> <p>Safety Data Analyses</p>	<p>ICAO</p> <p>States</p>	<p>Nov. 2018</p> <p>Feb. 2018</p>	<p>Actioned</p> <p>SL ME 4–17/306 dated 2 November 2017 <i>(No replies yet)</i></p>
<p>DECISION 6/12: RASG-MID SAFETY ADVISORY - WILDLIFE MANAGEMENT AND CONTROL</p> <p><i>That, the RASG-MID Safety Advisory (RSA/13) on Wildlife Management and Control at Appendix 3I is endorsed and be published by the ICAO MID Office.</i></p>	<p>Guidance material to the Wildlife Management and Control</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p> <p>SL ME 4–17/292 dated 23 October 2017</p> <p>- RASG-MID Safety Advisory-13 (RSA-13) has been posted on the ICAO MID website.</p>

MID-ASRT/2-REPORT
APPENDIX 2B

2B-6

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>DECISION 6/13: AMENDED RASG-MID SAFETY ADVISORY/12 – LASER ATTACK SAFETY GUIDELINES</p> <p><i>That, the revised version of the RASG-MID Safety Advisory (RSA/12) on Laser Attacks at Appendix 3J is endorsed and be published by the ICAO MID Office.</i></p>	<p>Updated guidance related to the Laser Attack Safety</p>	<p>RSA-Rev. 1</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p> <p>SL ME 4-17/291 dated 23 October 2017</p> <p>RASG-MID Safety Advisory-12 (RSA-12) is available on the ICAO MID website.</p>
<p>CONCLUSION 6/14: REVISED MID REGION SAFETY STRATEGY</p> <p><i>That, the revised version of the MID Region Safety Strategy at Appendix 3N is endorsed.</i></p>	<p>Need to keep pace with developments, including the GASP 2017-2019</p>	<p>MID Region Safety Strategy (Edition 5)</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p>
<p>DECISION 6/15: RASG-MID SAFETY ADVISORY (RSA) – WAKE TURBULENCE IN THE RVSM AIRSPACE</p> <p><i>That, a RASG-MID Safety Advisory (RSA) on Wake Turbulence in the RVSM Airspace, be developed by ICAO, UAE and IATA, taking into consideration UAE safety alert 2017-10 dated 5 July 2017; and other existing practices.</i></p>	<p>Guidance related to the Wake Turbulence in the RVSM airspace</p>	<p>RSA</p>	<p>ICAO UAE IATA</p>	<p>TBD</p>	<p>Ongoing</p>
<p>DECISION 6/16: RASG-MID SAFETY ADVISORY-04 (RSA 04)</p> <p><i>That, the revised RSA-04 related to call sign confusion at Appendix 5B is endorsed.</i></p>	<p>Guidance material related to the Call Sign Confusion</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p>

APPENDIX 2C

LIST OF EMERGING RISKS

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
CFIT	Inflight collision or near collision with terrain, water, or obstacles without indication of loss of control.	
MID Air Collision (MAC)	Airprox/TCAS Alerts, Loss of separation as well as NMAC or collisions between aircraft inflight.	(including, RPAS/Drones, Call Sign Confusion)
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.	
SCF-NP	Failure or malfunction of an aircraft system or component other than the power plant.	
Turbulence Encounter (TURB)	In-flight turbulence encounter.	
BIRD	Occurrences involving collisions/near collisions with bird(s).	
Wildlife (WILD)	Collision with, risk of collision or evasive action by an aircraft to avoid wild life on the movement area of an aerodrome.	

NB: States may share any other national safety concern.

APPENDIX 2D

**TEMPLATE FOR THE COLLECTION OF
 ACCIDENT, SERIOUS INCIDENT AND INCIDENT DATA**

Name of State:

Traffic: Nb. of Departures per year [2015:] [2016:] [2017:]

#	Occurrence Category	2015			2016			2017		
		# Accidents	# Serious incidents	# Incidents	# Accidents	# Serious incidents	# Incidents	# Accidents	# Serious incidents	# Incidents
1	CFIT									
2	Mid Air collision (MAC)									
3	Fire/Smoke (F-NI)									
4	Runway Incursion- (RI)									
5	SCF-NP									
6	Turbulence Encounter (TURB)									
7	BIRD									
8	Wildlife (Wild)									

States should provide the number of accident, serious incidents, and incidents related to each category mentioned in the template above for the past three years (2015-2017)

Scope: State of Occurrence

APPENDIX 2E

Undesirable Event Identification

Nb	Identification of Undesirable Event	Accident types					RE	Damage to aircraft or injury in flight	Damage to aircraft or /injury on ground
		CFIT	LOC-I	MAC	Ground Collision				
UE.1	Unstabilised or non-compliant approach	X	X				X		X
UE.2	Abnormal airplane attitude (Roll, pitch, speed...)		X					X	
UE.3	Events relating to aerodrome conditions (Runway surface condition and aerological parameters)		X				X	X	X
UE.4	En-route encounter of dangerous weather phenomena (Thunderstorm, turbulence, Icing)		X	#				X	X
UE.5	Misuse of aircraft system (Weight and Balance, speed track, aircraft config)	X	X	X	X		X	X	X
UE.6	Event pertaining to works/maintenance operations on or close to a runway		#		X		X		X
UE.7	Bad coordination/execution of ground operations (deicing, loading, stowing, line maintenance, etc)	X	X		X			X	X
UE.8	Runway/taxiway incursion				X		X		X
UE.9	Loss of separation in flight/ and/or airspace infringement /level bust		X				X	X	X
UE.10	Wildlife hazard, including bird strike		X		X		X	X	
UE.11	Ground-onboard interface failure (Misunderstanding, unsuitability of transmitted information, etc)	X	X	X	X		X	X	X
UE.12	Aircraft maintenance event	X	X		#		X	X	X
UE.13	Fire/Smoke in flight	#	X					X	X
UE.14	Aircraft system failure resulting in flight management disturbance	X	X		#		X	X	X
UE.15	Loss of cabin pressure		X	#				X	
UE.16	Aircraft damage due to FOD		X				X	X	X

X: Undesirable Event (UE) leads to the significant increase in the probability of the occurrence of a feared consequence

#: Undesirable event (UE) may exceptionally lead to the feared consequence

ATTACHMENT A

LIST OF PARTICIPANTS

NAME	TITLE
<u>STATES</u>	
EGYPT	
Dr. Eng. Mohamed Abdelhakim GALAL	Head of Compliance and Safety Sector Egyptian Airports Company (EAC) Cairo – EGYPT
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IFATCA Mr. Raouf Helmy Nashed Abdalla	IFATCA Representative National Air Navigation Services Company (NANSC) Cairo-EGYPT

-END-