



# ICAO MID-ASRG/3

## MID Annual Safety Report 10th Edition-Draft

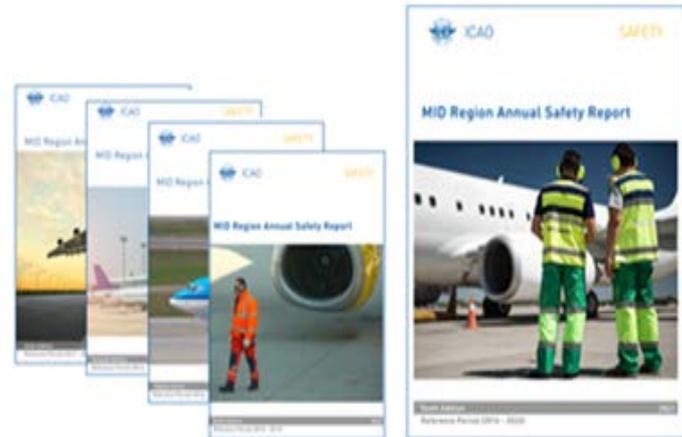
Virtual Meeting 1 July 2021

Chakib Mohamed  
RO-SAF/IMP

# ASRG/3 Virtual Meeting

Third Meeting of the Annual Safety Report Group

1 July 2021



2021



## Welcome and Introduction





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# ASRG/3 virtual Meeting



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## MID Region Annual Safety Report



Tenth Edition  
Reference Period (2016 - 2020)

2021

**Agenda Item 1:** Adoption of the Provisional Agenda

**Agenda Item 2:** Follow up on the outcome of RASG-MID/8

**Agenda Item 3:** Review of 10<sup>th</sup> ASR Draft-PPT1

**Agenda Item 4:** Future work Programme

## 1

### Adoption of the Provisional Agenda

1.1 The Provisional Agenda for the Second virtual meeting of the Annual Safety Report Group (ASRG/3) was submitted to States and concerned Organizations, as attachment to the ICAO MID Regional Office Invitation Letter Ref: ME 4/1.6–20/126 dated 3 June 2020. The Provisional Agenda is at Appendix A.

#### Action by the Meeting

Adopt the Revised Provisional Agenda at **Appendix A**

2

## Follow up on RASG-MID/8 Conclusions & Decisions

The RASG-MID/8 meeting endorsed ten (10) Conclusions and Decisions as at **Appendix A**.

### Action by the Meeting

- a. The meeting is invited to note the follow-up on the outcome of the RASG-MID/8 meeting; and take action, as appropriate



- Objective of ASRG**
- Reactive safety information**
- Proactive/Predictive safety information**
- MID Region Safety Performance**
- MID Region Safety Priorities**
- Sharing of Safety Data and safety information**
- Challenges**

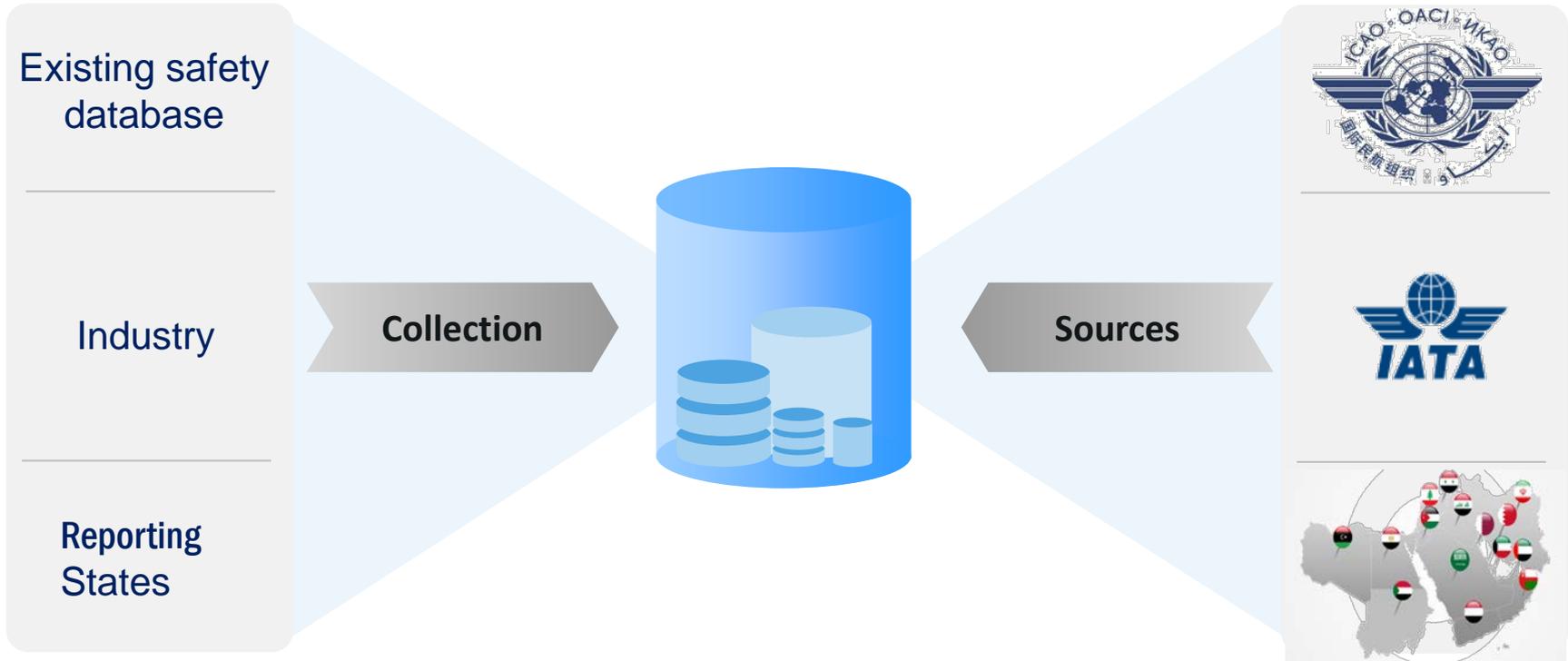


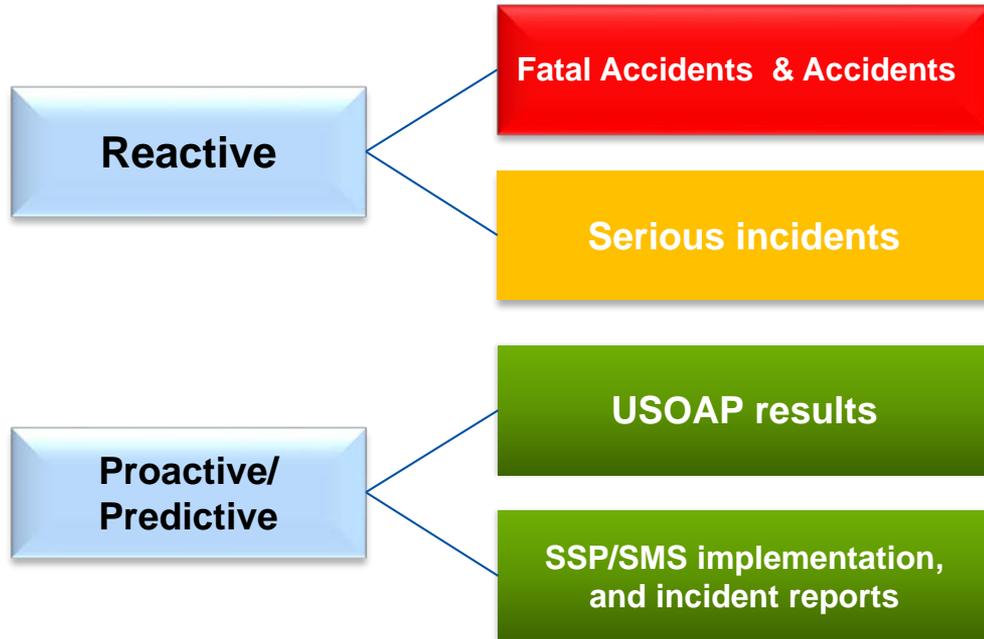
- ❑ Gathering and Analyzing safety information
- ❑ MID Region Safety Priorities
- ❑ Production of the annual safety report

- 1<sup>st</sup> Edition, Nov 2012
- 2<sup>nd</sup> Edition, Jan 2014
- 3<sup>rd</sup> Edition, March 2015
- 4<sup>th</sup> Edition, May 2016
- 5<sup>th</sup> Edition, Jan 2017
- 6<sup>th</sup> Edition, June 2018
- 7<sup>th</sup> Edition, April 2019
- 8<sup>th</sup> Edition, April 20
- 9<sup>th</sup> Edition, March 2020
- 10<sup>th</sup> Edition, **in progress**



## Data for MID ASR (10<sup>th</sup> Edition)

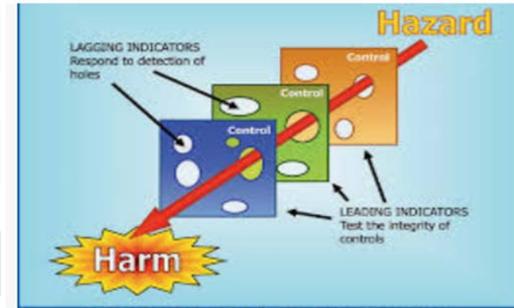




## MID Region Safety Performance – Safety Indicators

### Goals

- 1 Achieve a Continuous Reduction of Operational Safety Risks
- 2 Strengthen States' Safety Oversight Capabilities
- 3 Ensure Appropriate Infrastructure is available to Support Safe Operations
- 4 Expand the use of Industry Programmes
- 5 Implementation of Effective SSPs and SMSs
- 6 Increase Collaboration at the Regional Level to Enhance Safety





One of the GASP goals is for States to improve their effective safety oversight capabilities and to progress in the implementation of SSPs. Thus, GASP calls for States to put in place robust and sustainable safety oversight systems that should progressively evolve into more sophisticated means of managing Safety. In addition to addressing organizational issues, GASP addresses high-risk categories of occurrences, which are deemed global safety priorities:

Regional Operational Safety Risks

Organizational Issues

Emerging Safety Risks



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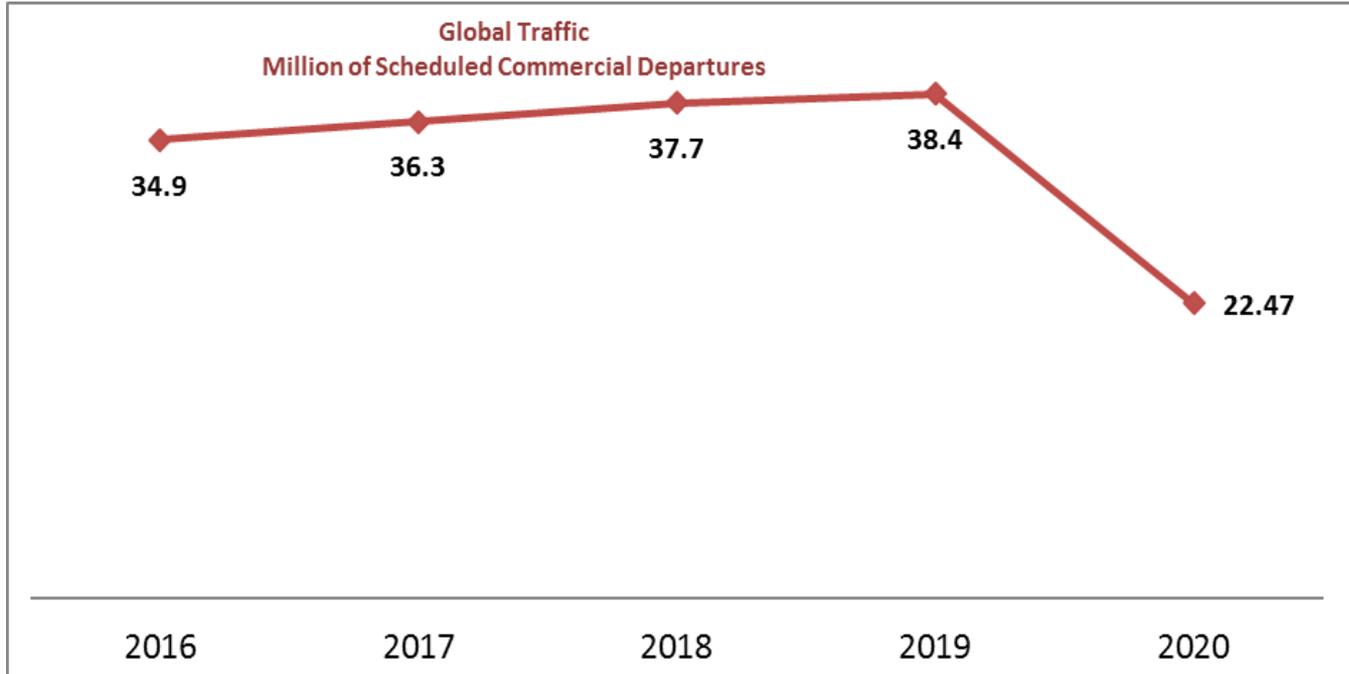
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# Traffic volumes

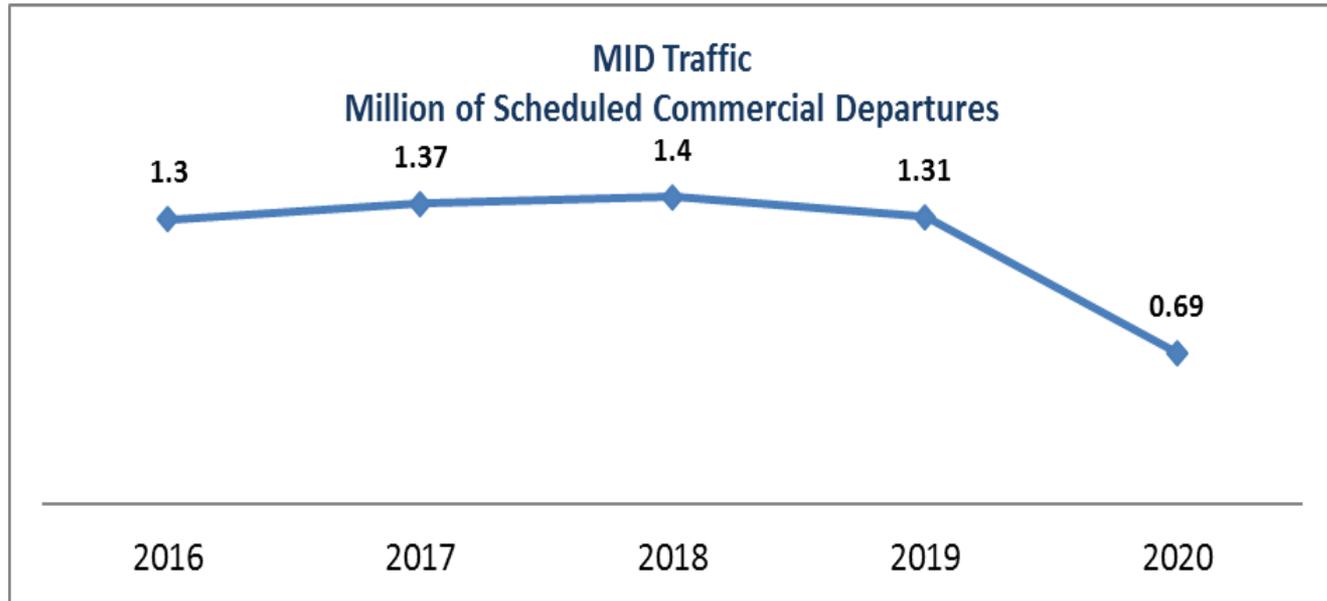




# Global Traffic



(Source ICAO Safety Report 2021)

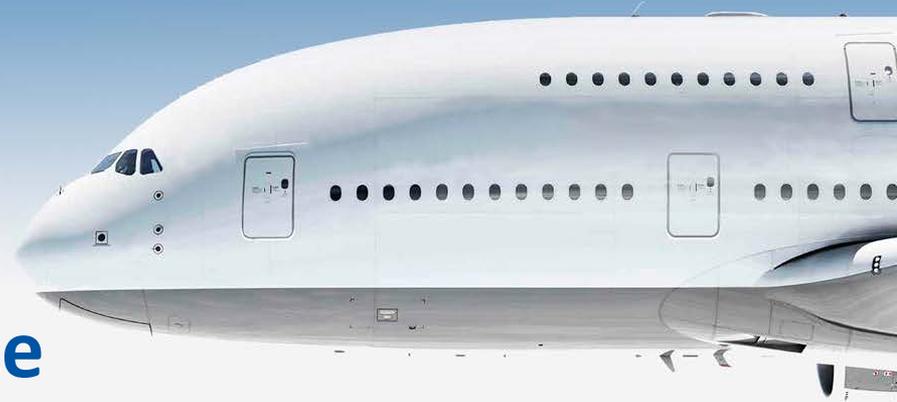


(Source ICAO Safety Report 2021)



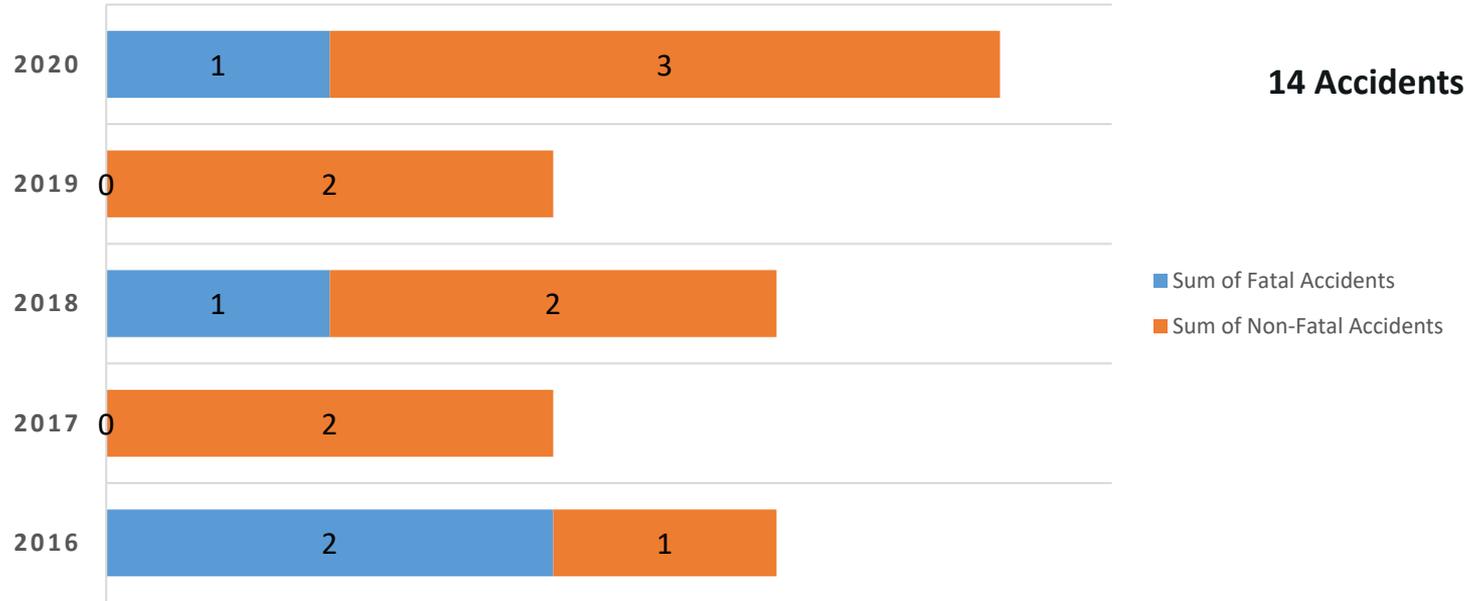
# Reactive Safety Information

## State of Occurrence



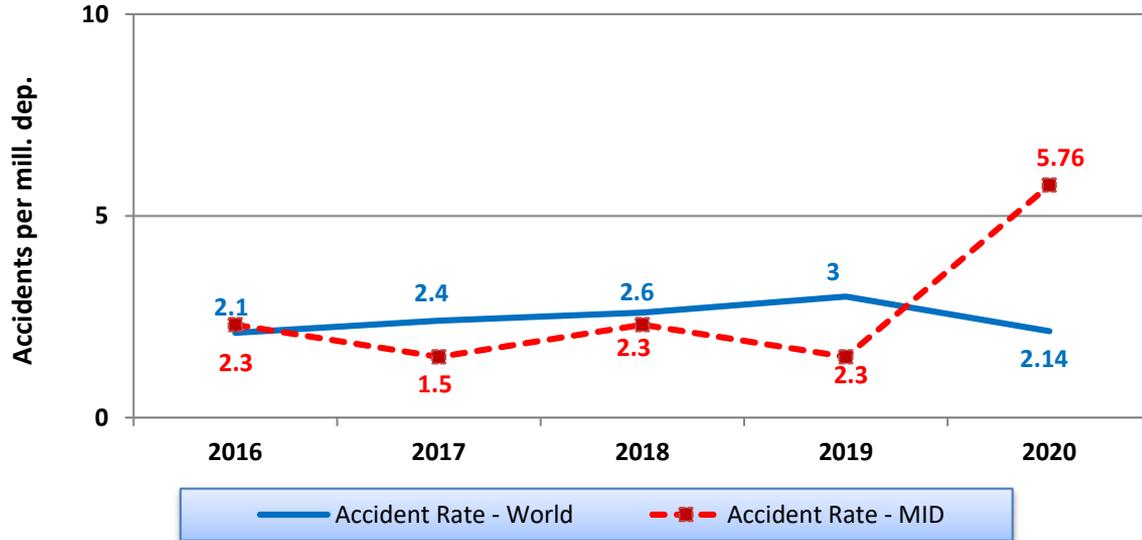


# Number of Fatal Accidents & Accidents



*(Source OVSG Data & ICAO ASR 2021)*

**Accident Rate  
Scheduled Commercial above 5700 kg**



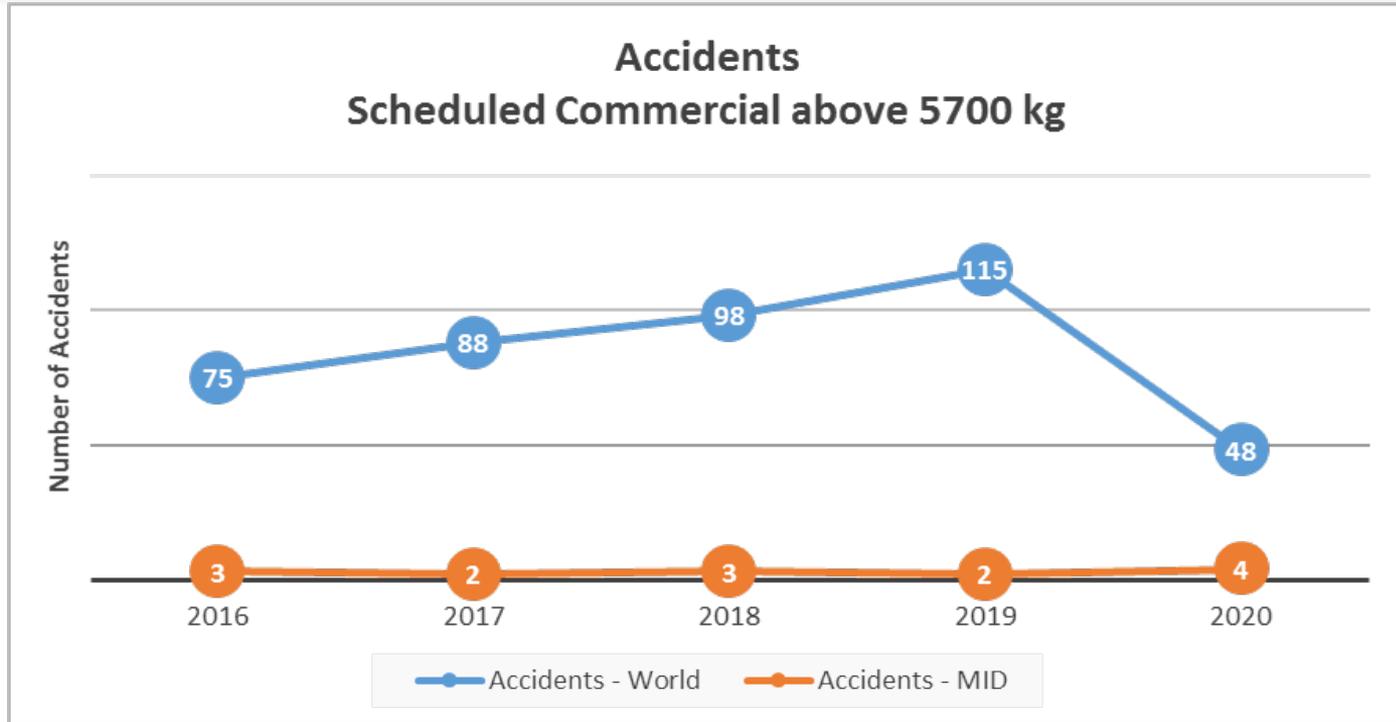
Average 2016-2020

**Average MID  
2.67**

**Average Global  
2.44**

*(Source OVSG Data & ICAO ASR 2021)*

# MID Accidents Vs. Global Accidents

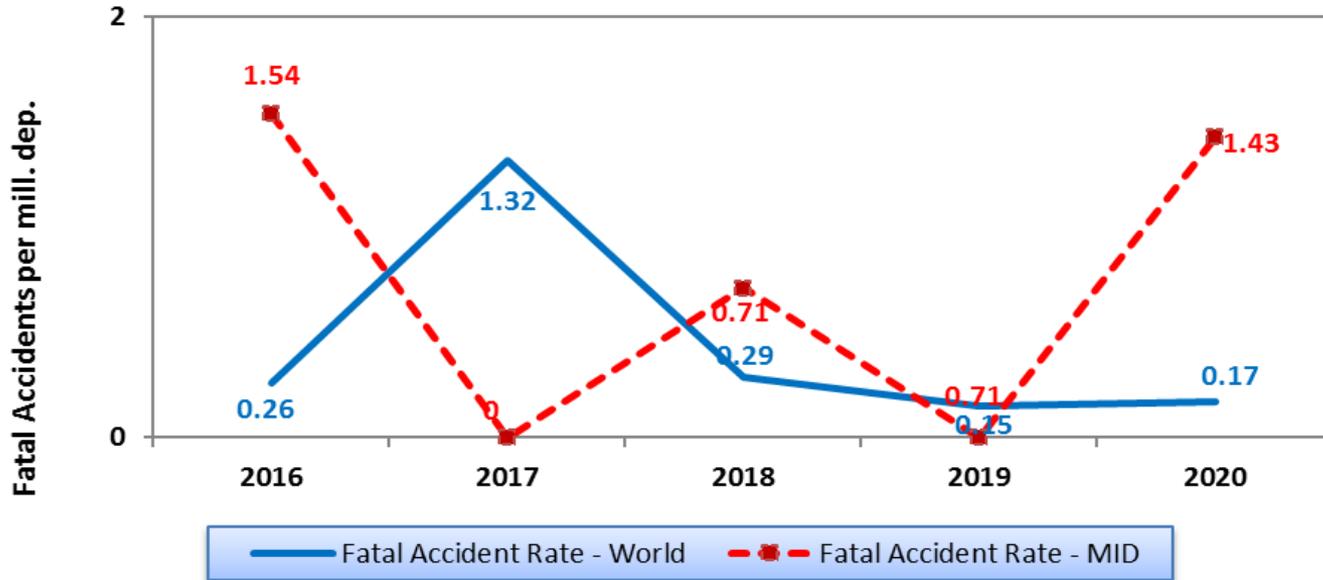


*Number of MID Accidents Vs. Number of Global Accidents Per Year (Source OVSG Data& ICAO ASR 2021)*



# Fatal Accident Rate

Fatal Accident Rate  
Scheduled Commercial above 5700 kg



Average 2016-2020

Average MID  
0.73

Average Global  
0.43

Source OVSG Data & ICAO ASR 2021



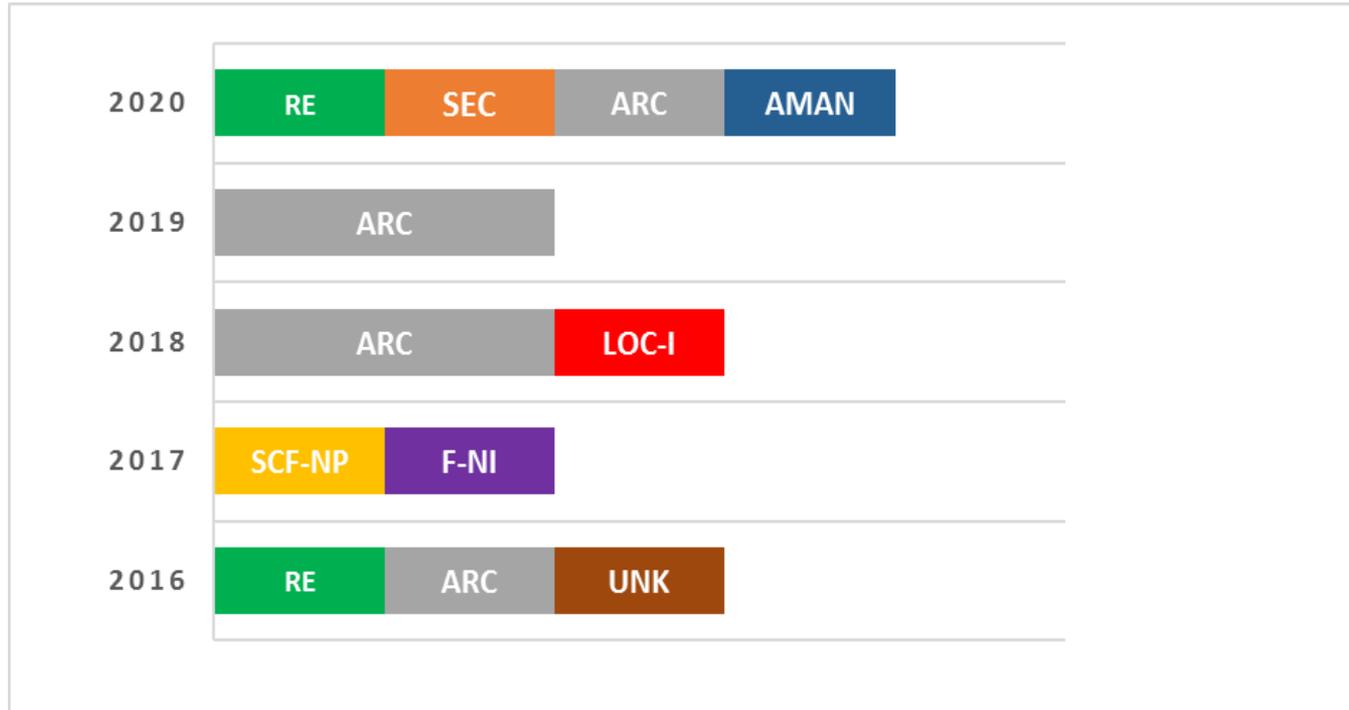
# MID Fatalities Vs. Global Fatalities



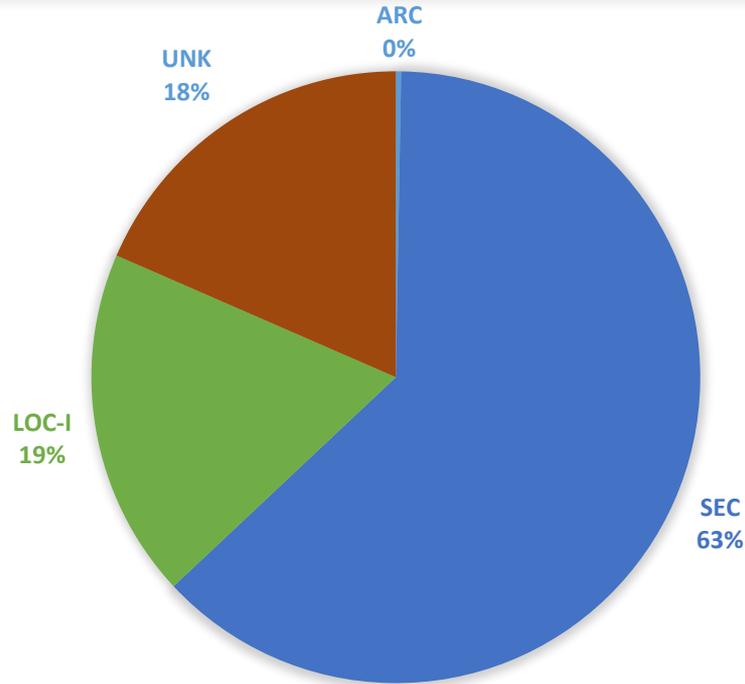
*(Source OVSG Data & ICAO ASR 2021)*



# Distribution of Occurrence Category



Source OVSG Data & ICAO ASR 2021



Source OVSG Data & ICAO ASR 2021



The Key risk area identified according to the State of occurrence's accidents data are:

- 1 Loss of Control – Inflight – (LOC-I)
- 2 Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing
- 3 Security related-(SEC)
- 4 MID Air Collision-(MAC)

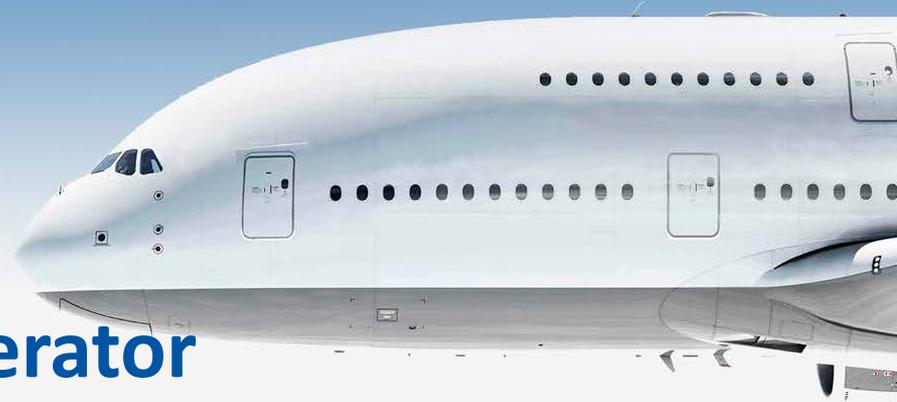


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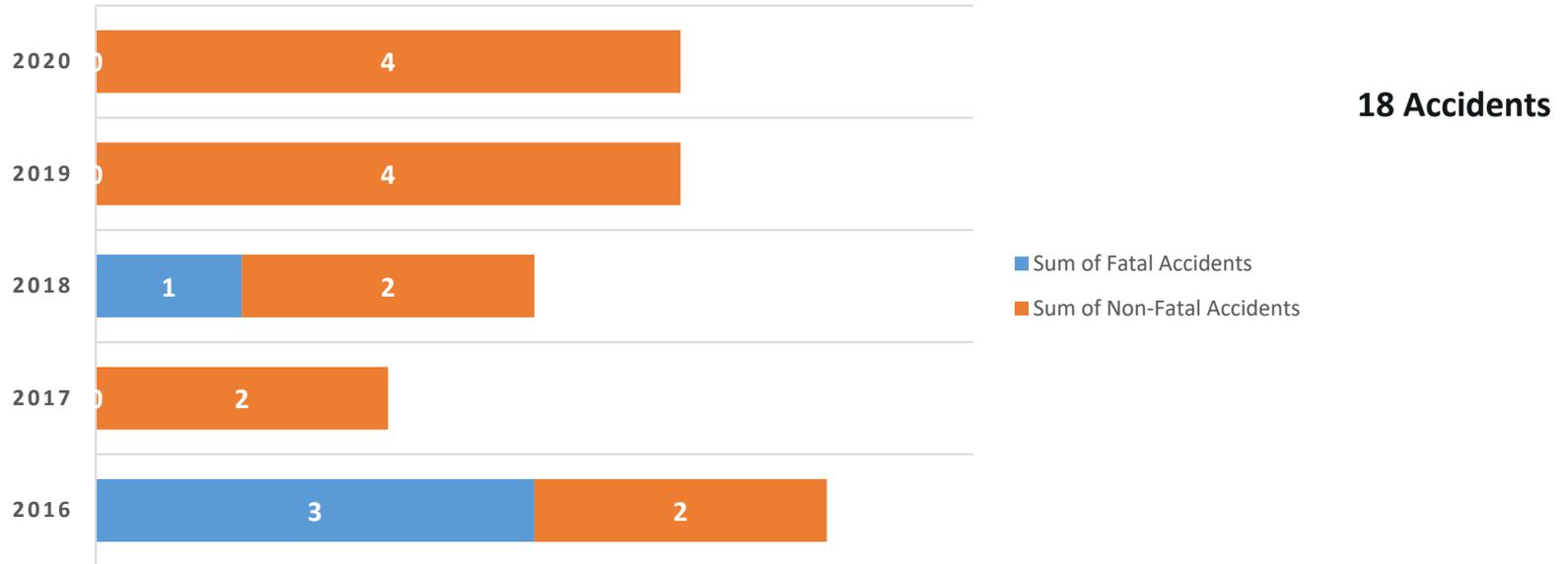
# Reactive Safety Information

## State of Registry & Operator





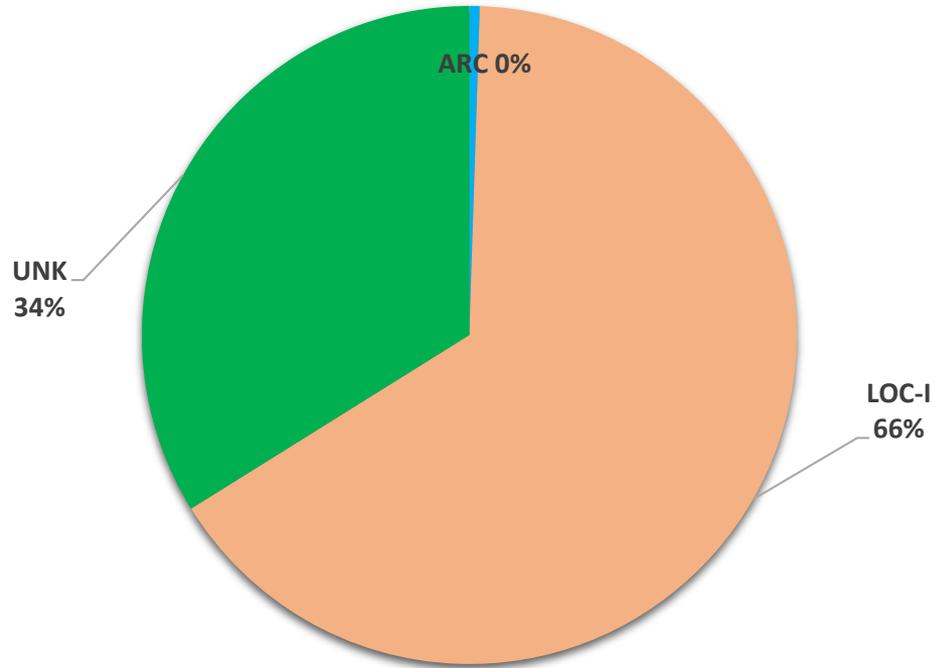
# Number of Fatal Accidents & Accidents



*(Source OVSG Data & ICAO ASR 2021)*



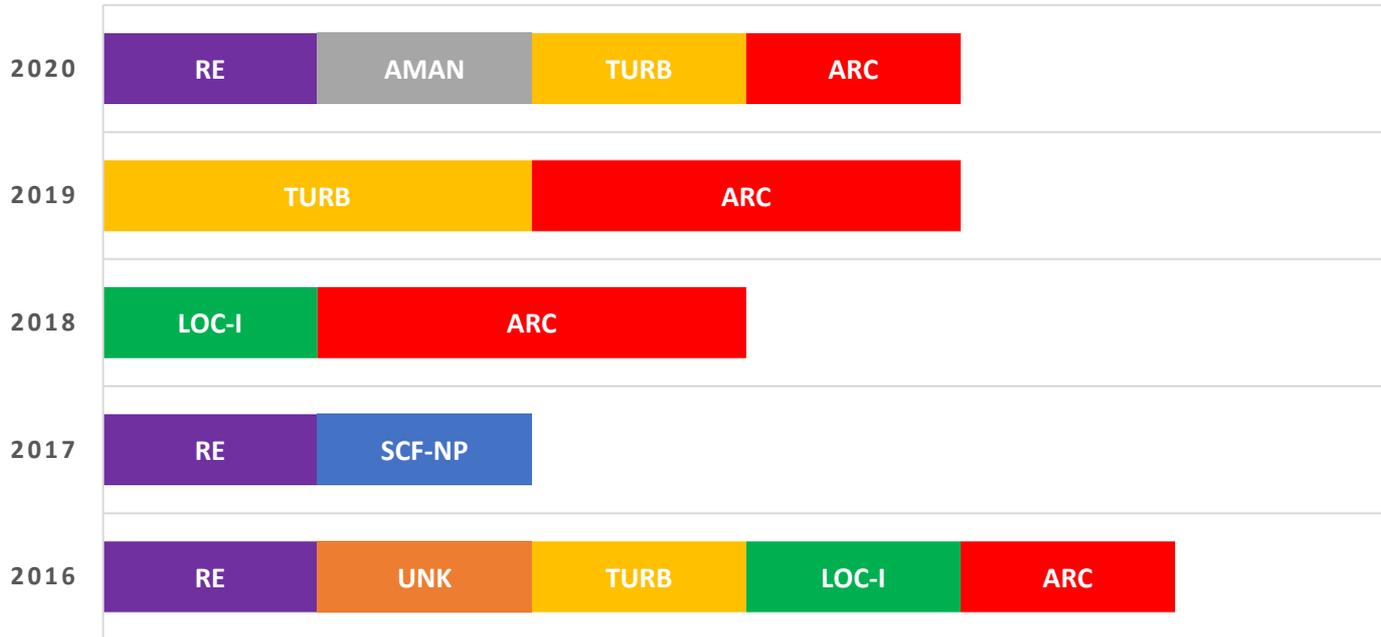
# Fatalities Distribution



Source OVSG Data & ICAO ASR 2021



# Distribution of Occurrence Category



Source OVSF Data & ICAO ASR 2021

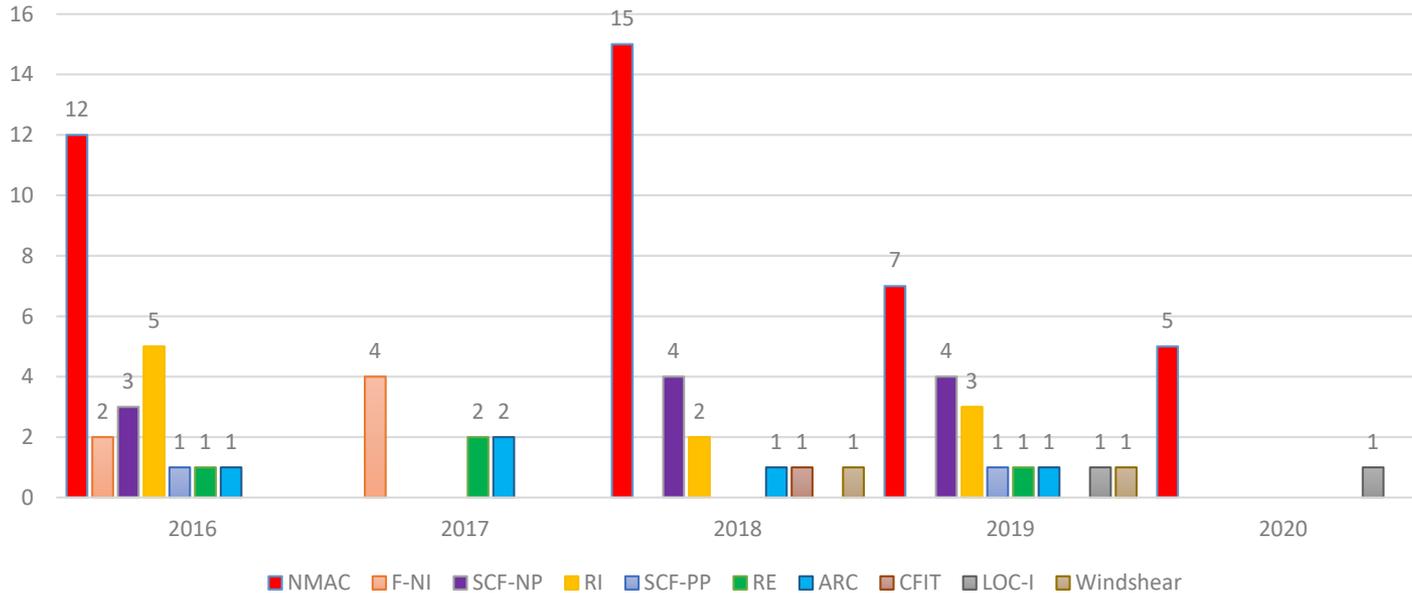


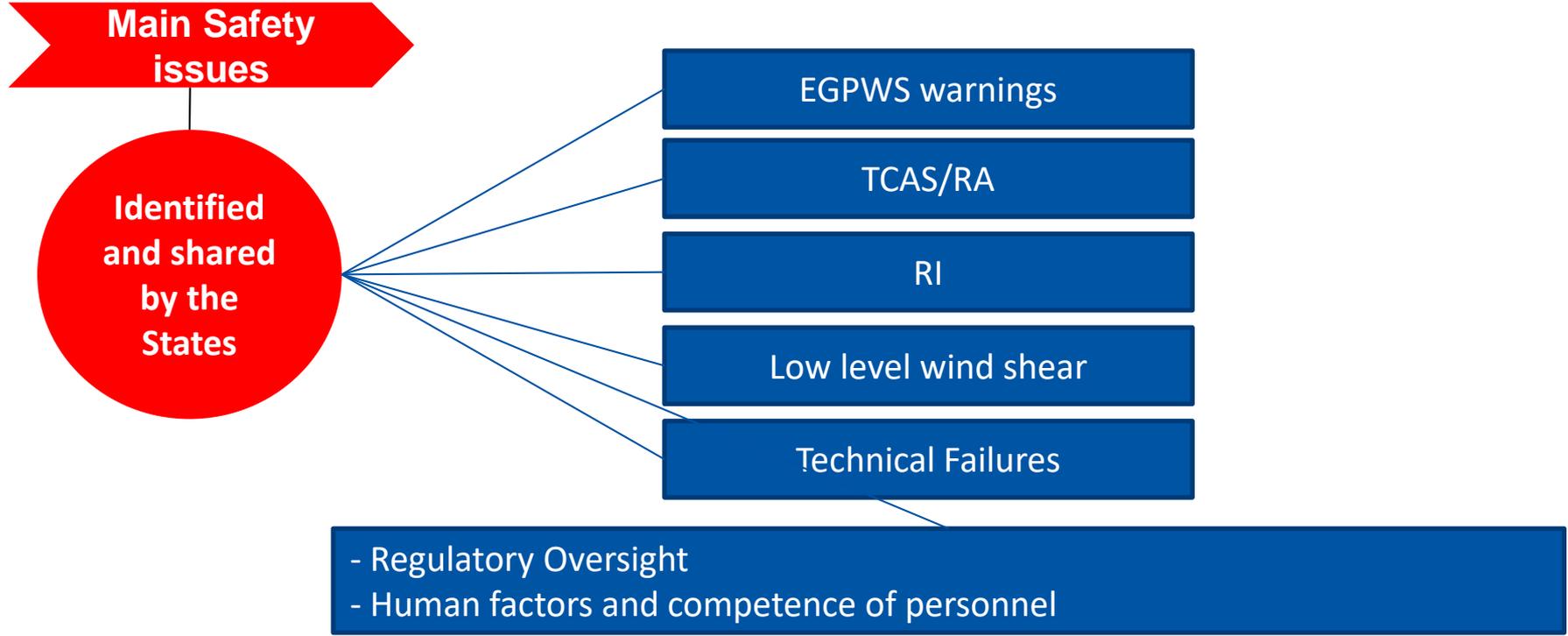
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- 3 MID Air Collision-(MAC)



MID-Serious incident 2016-2020







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# Proactive/Predictive Safety Information

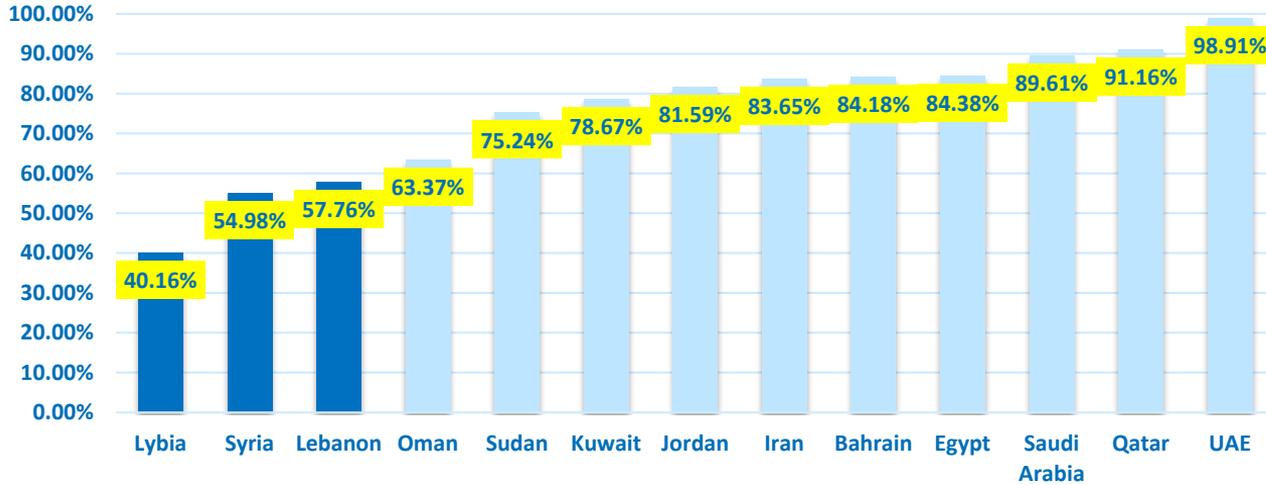




State/organization	Type of activity	Date	Status
<b>Iraq</b>	Audit (desktop)	23 Dec 19 to 19 Feb 20	<b>Completed</b>
<b>Libya</b>	Audit (desktop)	24 Aug to 11 Sep 2020	<b>Completed</b>
<b>Kuwait</b>	ICVM	8 to 15 Jun 2020	<b>Postponed to 2021</b>
<b>Oman</b>	Audit	23 Feb to 4 Mar 2020	<b>Completed</b>
<b>Saudi Arabia</b>	Audit (cost-recovery)	8 to 19 Dec 2020	<b>Postponed</b>



## Effective Implementation (EI)

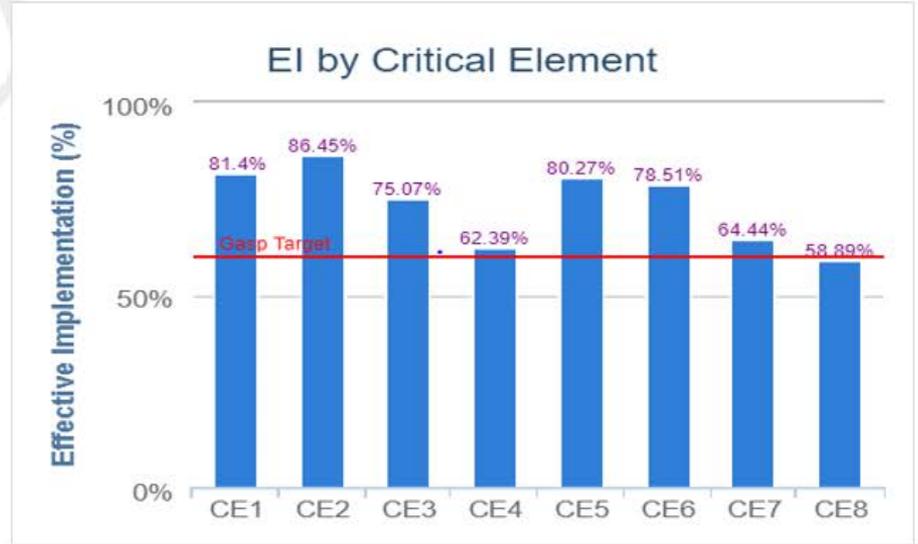
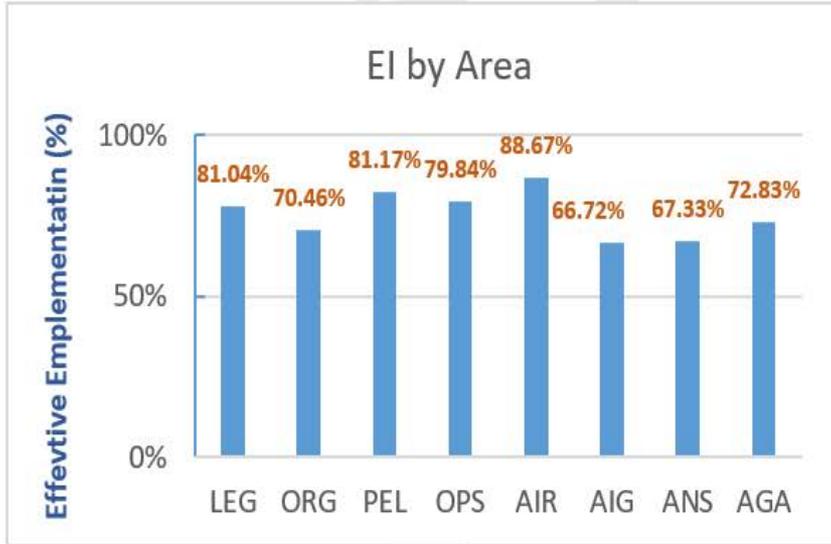


13 out of 15 States have been audited

**Overall MID EI = 76%** which is above Global average (68.68%)

3 states are below 60% (Libya, Syria, Lebanon)

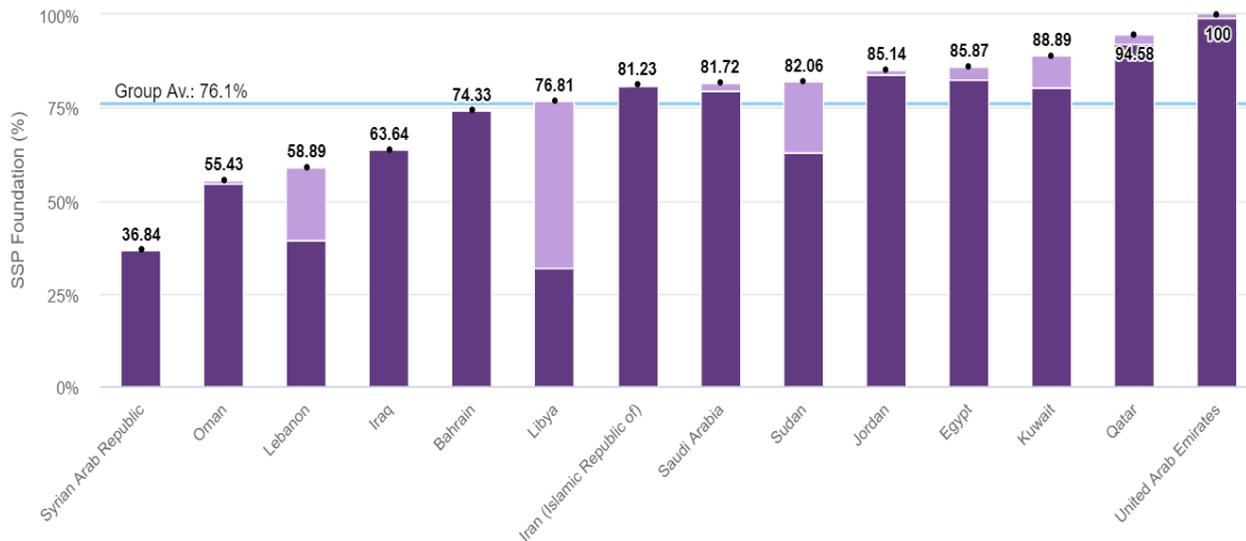
**NO SSC in MID Region**



8 areas and 6 critical elements are above the target of 60%

Critical element CE8 (Resolution of Safety issues) is the lowest in terms of EI (below 60%)

## MID Region State Safety Programme (SSP) Foundation

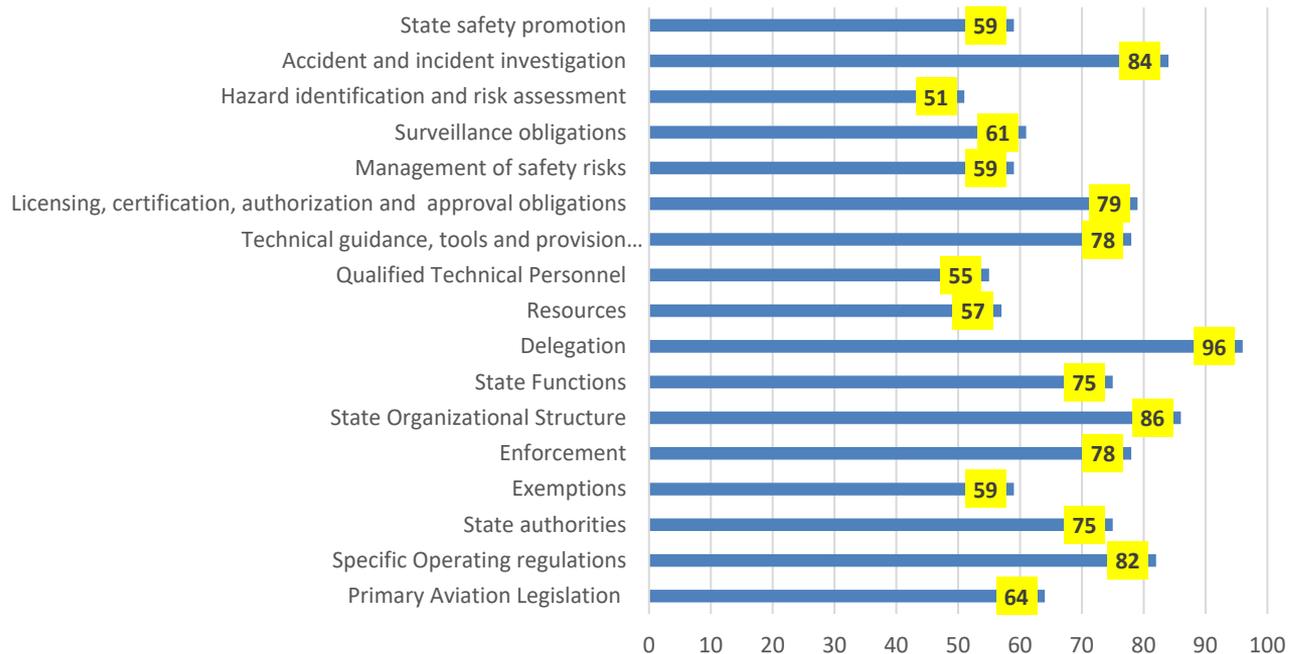


**SSP Foundation**  
Status of SSP Foundation Protocol Questions

Average EI for SSP foundation PQs for States in the MID Region is **76,1%**.

Source: iSTARS as of 24 May 2021)

## Average EI by Safety Management subjects for States in MID Region



States with EI above 60% may still have PQs to address which are fundamental for their SSP

1 July 2021



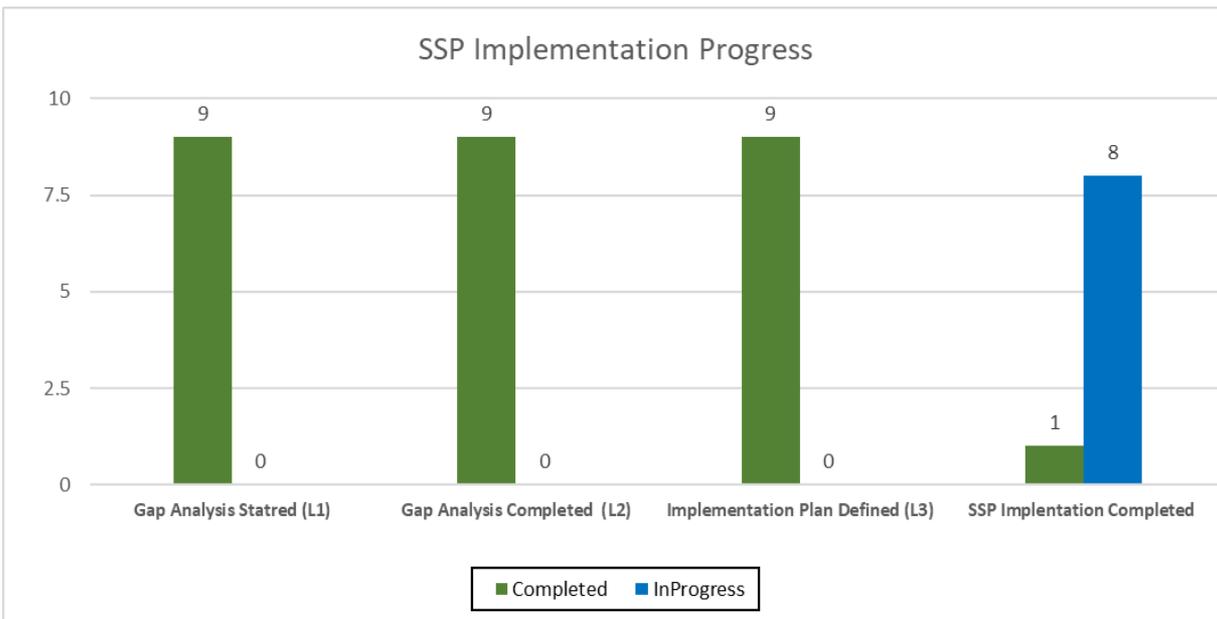
- The application was updated in 2019 to reflect Amendment 1 to Annex 19 and the fourth edition of the SMM.
- It now comprises 62 questions, which cover all the requirements of an SSP; and
- provides project owners the opportunity to develop an implementation plan to address the gaps identified.
- States can use the ICAO iSTARS online to perform an SSP Gap Analysis-SMM 4th Edition.



**SSP Gap Analysis - SMM 4th Ed.**

State Safety Programmes

## SSP Implementation Progress



State Safety Programme (SSP) Implementation	
Level 1	States having started a gap analysis
Level 2	States having reviewed all the gap analysis questions
Level 3	States having defined an action plan for non-implemented questions
Level 4	States having closed all action and fully implemented their SSPs

Source: iSTARS as of 24May 21



- *In 2018, Phase 1 of the SSPIAs was officially launched under the USOAP framework, in which the SSPIAs were still conducted on a voluntary basis but were no longer confidential*
- *reflect* Annex 19 Amdt 1, SMM 4<sup>th</sup> edition and lessons learnt from the voluntary assessments conducted.
- *are not linked to Critical Elements (CEs)* but rather to the applicable SSP component (e.g. State Safety Policy; State Safety Risk Management, State Safety Assurance and State Safety Promotion).
- *are not assessed* as “satisfactory/non-satisfactory”, but in terms of *progress achieved*.



*Under Phase 1, the SSPIA report focused primarily on two aspects:*

- **the State's achievements** (which were shared with all States following completion of the SSPIA process) and “
- **Opportunities for Enhancement”** (which were only shared with the assessed State and highlighted aspects in which the State could make further progress).
- *From 2018 to 2019, ICAO conducted **three voluntary** and non-confidential SSPIAs under Phase 1 (Finland, Spain and the United Arab Emirates)*
- Three additional assessments were scheduled in 2020; however, they were postponed, due to global pandemic restrictions.



1. SSP general aspects (GEN);
2. safety data analysis general aspects (SDA);
3. personnel licensing and training (PEL);
4. aircraft operations (OPS);
5. airworthiness of aircraft (AIR), approved maintenance organization (AMO) aspects only;
6. air navigation services(ANS), air traffic services provider (ATSP) aspects only;
7. aerodromes and ground aids (AGA); and
8. aircraft accident and incident investigation (AIG).



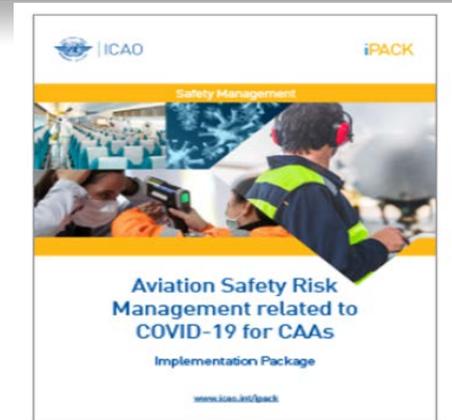
- In 2020, ICAO developed guidance to support the determination of maturity levels for each SSP-related PQ
- The SSP-related PQs, complemented by the maturity level matrices for each of the SSP audit areas, are available in the CMA Library of the USOAP CMA Online Framework (OLF)
- These matrices describe the level of progress for each element of the SSP
  - **Not present and not planned**
  - **Not present but being worked on**
  - **Present**
  - **Present and effective.**

ICAO will use the SSP maturity level matrices for the scheduled SSPIAs under Phase 2, which will begin in 2021. This phase of assessments will utilize the maturity level matrices to provide a more detailed, quantitative measurement of a State's progress in the implementation and maintenance of its SSP

# Example

PQ No.	Protocol Question	References in ICAO Guidance Material	SSP Component	Maturity Levels			
				Not Present and Not Planned	Not Present but Being Worked On	Present	Present and Effective
SSP.SDA.01	What safety data collection and processing systems has the State established to support safety data analysis at the State level?	SMM Ch. 5	State Safety Risk Management	Based on current situation in State	Based on State's work in progress	<ol style="list-style-type: none"> <li>1. There is a mechanism in place to ensure the collection, processing and analysis of safety data at the State level.</li> <li>2. The sources for safety data and safety information include data and information derived from accident and incident investigations, mandatory occurrence reporting systems and other sources, including voluntary reporting.</li> <li>3. There is a mechanism in place at the State level to ensure the categorization of safety data and an agreed upon taxonomy at the State level, with supporting definitions.</li> </ol>	<ol style="list-style-type: none"> <li>1. The safety data that are collected, processed and analyzed contain all relevant data that might be collected.</li> <li>2. The safety data at the State level are categorized using an agreed upon taxonomy and supporting definitions, in a way that supports analysis of the safety data.</li> </ol>

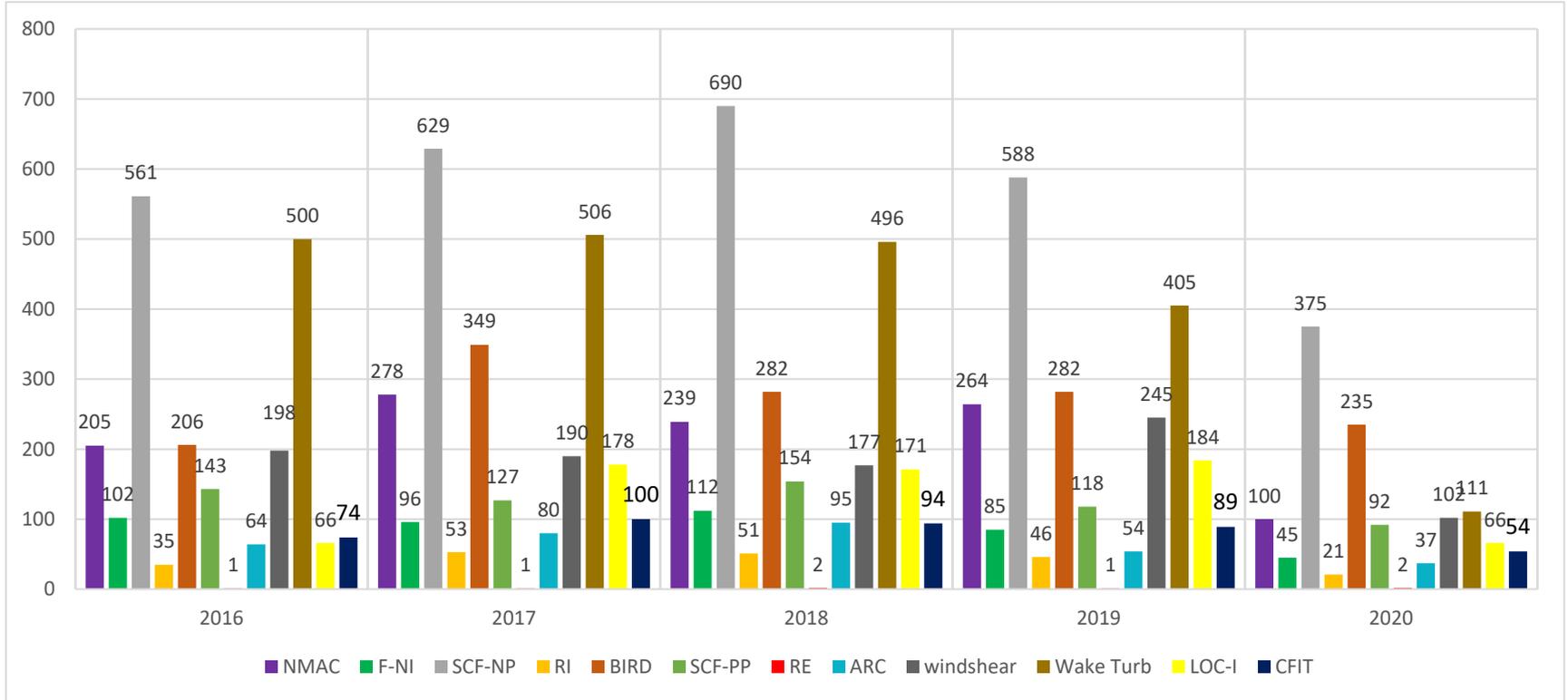
- On 17 July 2020, ICAO issued Electronic Bulletin 2020/40 informing States of the availability of implementation packages (iPacks) to support States in their response, recovery and resilience efforts following the COVID-19 outbreak.
- Guidance material; standardized training; tools; subject matter expertise; and guidance for procurement
- The ASRM related to COVID-19 for CAAs and aerodrome Re-start iPacks have been deployed to support States in the MID region.







# Incidents Reported by the States

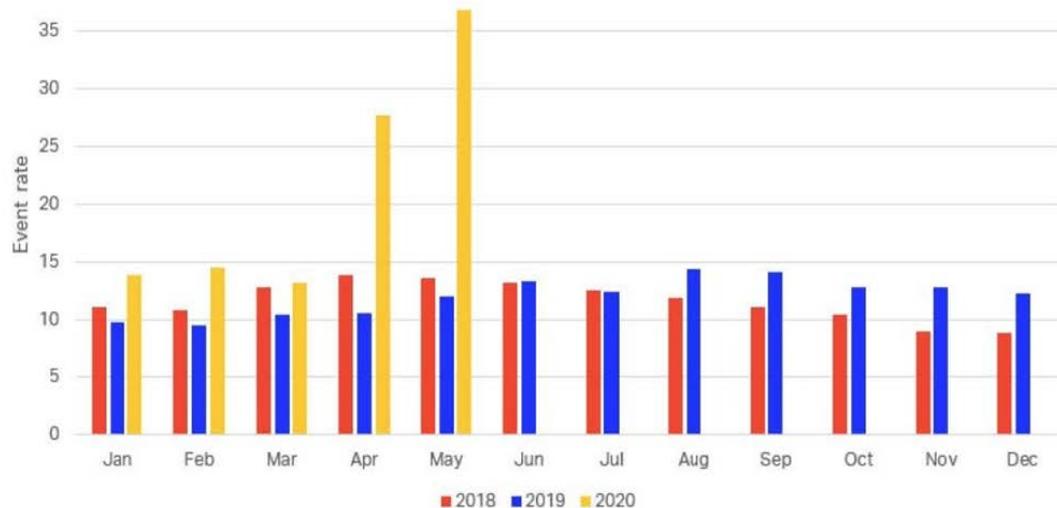


number of incidents provided by the MID States for the period 2016-2020



## Unstable Approaches

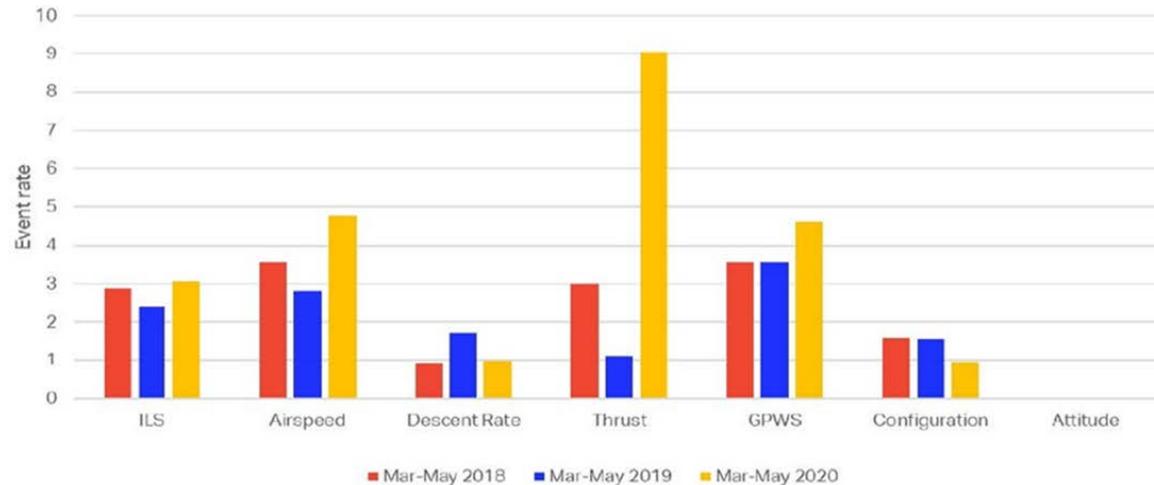
- Aviation Industry experienced an increased number of Unstable Approaches as recorded in the IATA FDX
- IATA's FDX shows an increase in unstable approaches per 1000 operations, when compared to the past two years, over the first half of 2020.
- The data shows deviations from normal flight operations.





## Unstable Approach Contributing Factors

High Airspeed and Low Engine Thrust identified as key contributing factors to the Unstable Approaches Events



## Recommendations:

- Operating crew are urged to follow airline Standard Operating Procedures (SOP); adhere to stabilized approach criteria; and review actions required to conduct a missed approach and go-around.
- Airlines and regulators should consider and encourage decisions to execute go-arounds by crews and there should be a clear non-punitive go-around Policy.





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## MID Region Safety Performance





		Average 2016-2020		2020	
Safety Indicator	Safety Target	MID	Global	MID	Global
Number of accidents per million departures	Reduce/Maintain the regional average rate of accidents to be in line with the global average rate by 2016	2.67	2.44	5.76	2.14
Number of fatal accidents per million departures	Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate by 2016	0.73	0.43	1.43	0.17
Number of Runway Excursion related accidents per million departures	Reduce/Maintain the regional average rate of Runway Excursion related accidents to be below the global average rate by 2016	0.43	0.17 (2017-2020)	1.43	0.4
Number of Runway Incursion accidents per million departures	Regional average rate of Runway Incursion accidents to be below the global average rate	0	0 (2017-2020)	0	0
Number of LOC-I related accidents per million departures	Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016.	0.14	0.07	0	0.04
Number of CFIT related accidents per million departures	Reduce/Maintain the regional average rate of CFIT related accidents to be below the global rate by 2016.	0	0	0	0
Number of Mid Air Collision (accidents)	Zero Mid Air Collision accident	0	0	0	0



Safety Indicator	Safety Target	MID	Remark
A. Regional average EI	a. Increase the regional average EI to be above 70% by 2020	76	Target Achieved
B. Number of MID States with an overall EI over 60%.	11 MID States to have at least 60% EI by 2020	10 States	
C. Regional average EI by area	c. Regional average EI for each area to be above 70% by 2020	6 areas	
D. Regional average EI by CE	d. Regional average EI for each CE to be above 70% by 2020	5 CEs	
E. Number of Significant Safety Concerns	MID States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification.  No significant Safety Concern by 2016.	None	Target Achieved



Safety Indicator	Safety Target	MID	Remark
Number of certified International Aerodrome as a percentage of all International Aerodromes in the MID Region	A. 50% of the international aerodromes certified by 2015.	67%	
	B. 75% of the international aerodromes certified by 2017.		
Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes having established a RST by 2020	57%	Target Achieved



Safety Indicator	Safety Target	MID	Remark
Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities.	A. Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA at all times.	A. 57% (As of Sep 2017)	
	B. All MID States with an EI of at least 60% use the IATA Operational Safety Audit (IOSA) to complement their safety oversight activities by 2018	6 out of 10 States (60%)	
Use of the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States by 2020	6 States out of 10 signed ISAGO MOU 60%	



Safety Indicator	Safety Target	MID	Remark
Number of States that have completed the SSP Gap Analysis on iSTARS	13 MID States by 2020	9 States	
Number of States that have developed an SSP implementation plan	13 MID States by 2020	9 States	
Regional Average overall SSP Foundation (in %)	70% by 2022	76.1%	Target achieved
Number of States that have published a national aviation safety plan	13 MID States by 2022	TBD	
Number of States that have implemented an effective SSP	7 MID States by 2025	TBD	



Safety Indicator	Safety Target	MID	Remark
Number of States attending the RASG-MID meetings	At least 12 States from the MID Region	15 States	
Number of States providing required data related to accidents, serious incidents and incidents to the MID-ASRTASRG	All States from the MID Region	9 States	
Number of States that received assistance/support through the RASG-MID, MENA RSOO and/or other NCLB mechanisms	All States having an EI below 60% to be member of the MENA RSOO	TBD	
	All States having an EI below 60% to have an approved NCLB Plan of Actions for Safety (agreed upon with the ICAO MID Office)	3 States	



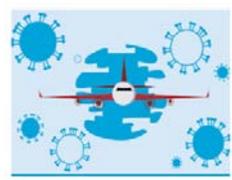
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## MID Region Safety Priorities



# MID Region Safety Priorities



**Operational safety risks**

**Organizational issues**

**Emerging safety risks**

# Regional Operational Safety Risks



Loss of Control In-flight



Runway Excursion/ARC



Controlled Flight into Terrain



Mid Air Collision

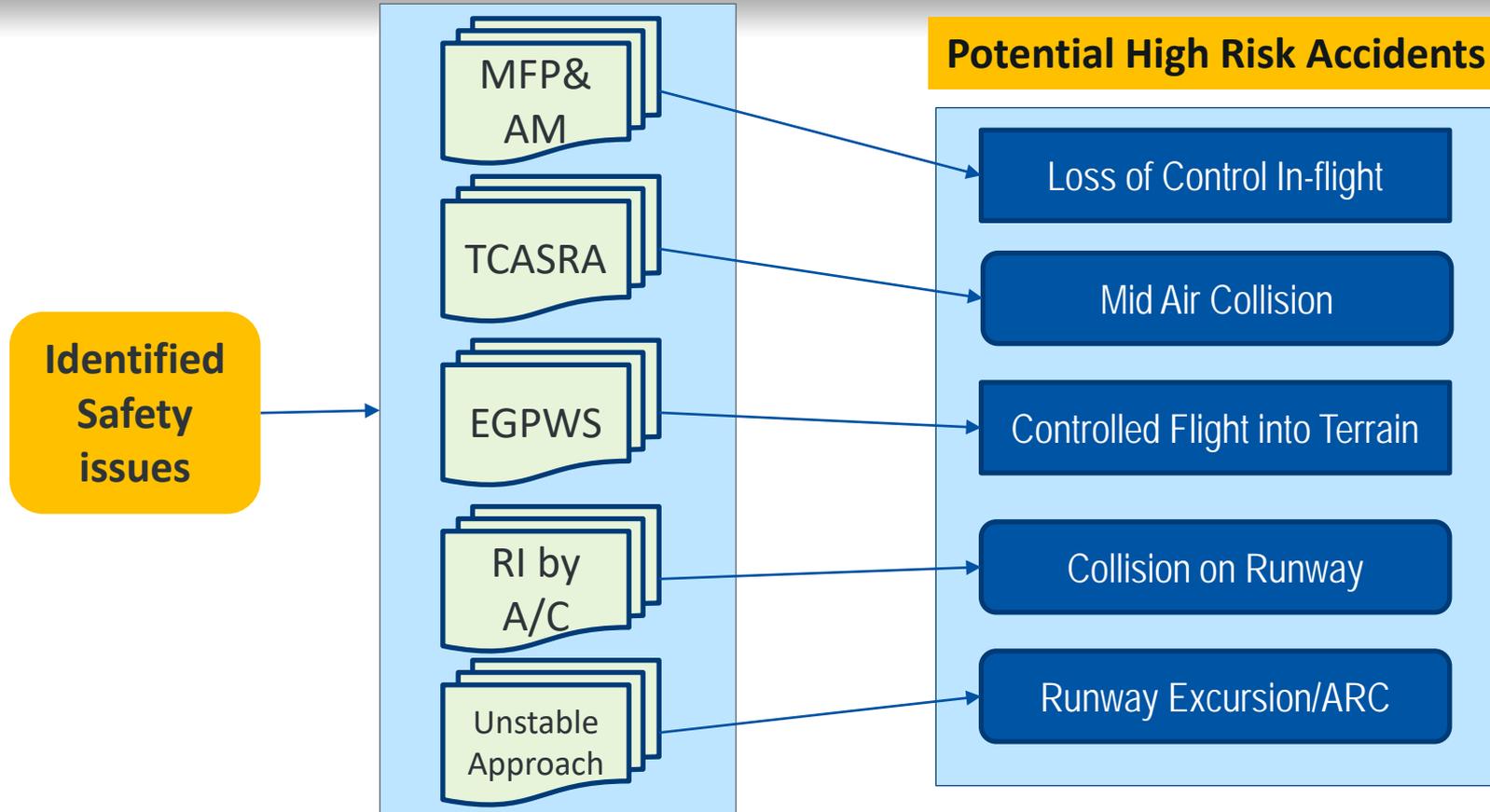


Runway Incursion



Safety Issues	Accident Severity	Potential Accident Outcome						Injury Damage inflight	Injury Damage on Ground
		CFIT	LOC-I	MAC	GCOL	RE/ARC			
Monitoring of flight parameters and automation modes	Catastrophic	x	x				x		
Adverse Convective weather	Catastrophic	x	x				x		
Un-stabilized Approach	Catastrophic		x				x		x
Flight planning and preparation	Catastrophic	x	x	x	x	x			
Crew Resource Management	Catastrophic	x	x	x	x	x			
Handling of technical failure	Catastrophic	x	x		x	x			x
Handling and execution of GOA	Catastrophic	x	x			x			
Loss of separation in flight/ and/or airspace/TCAS RA	Catastrophic			x				x	
Experience, training and competence of Flight Crews	Catastrophic	x	x	x		x			
Deconfliction between IFR and VFR traffic	Catastrophic			x					
Inappropriate flight control inputs	Catastrophic		x				x		

# Identified Safety Issues



# Organizational issues

## Organizational issues

- Human Factors
- Competence of personnel
- SSP/SMS implementation
- States' Safety Oversight capabilities
- Commercial Pressure
- New Business models
- Impact of socio-economic factors on safety

Identified Safety issues

- MFP & AM
- TCASRA
- EGPWS
- RI by A/C
- Handling of technical failure

## Potential High Risk Accidents

- Loss of Control In-flight
- Mid Air Collision
- Controlled Flight into Terrain
- Collision on Runway
- Runway Excursion/ARC



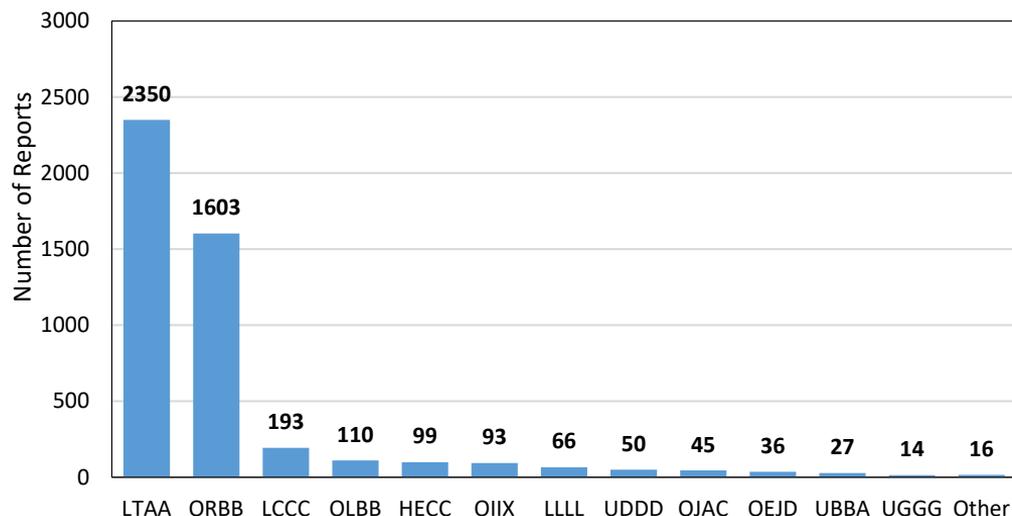
## 1. GNSS/GPS vulnerability

### IATA Incident Exchange Database (IDX)

- A total of 3,373 Aviation Safety Reports
- GNSS/GPS Interference reports from January 2019 to December 2020.
- The majority of GNSS/GPS interference was reported in (Ankara FIR), (Baghdad FIR) and their respective borders, which sum up to 83.8% of total reports, followed by Nicosia FIR and Beirut FIR.

#### Number of Reports by FIR

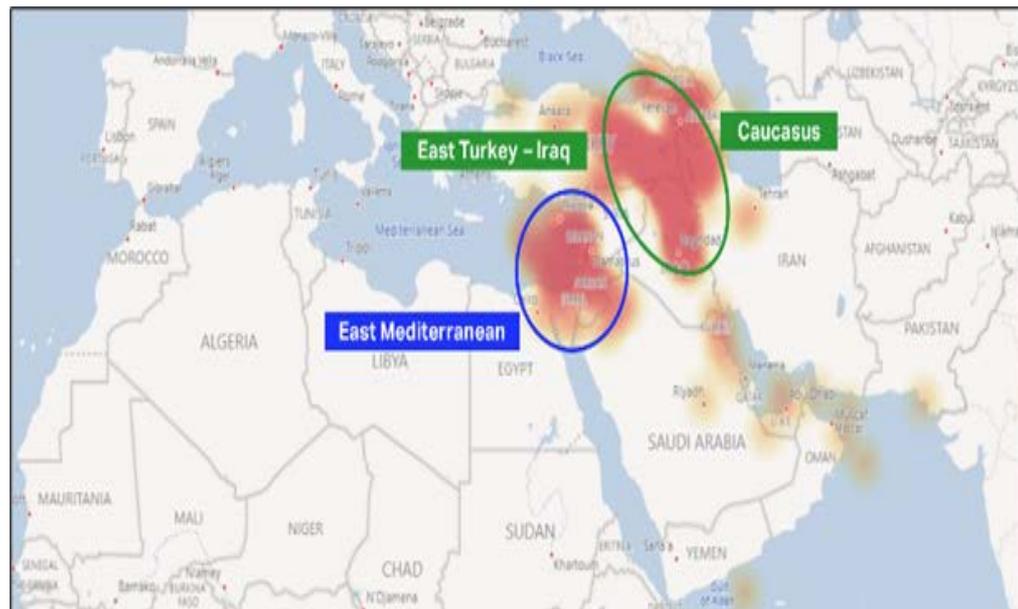
One report may contain GNSS/GPS interference across multiple FIRs.



## GNSS/GPS vulnerability

### Two major clusters were identified

- Eastern Turkish airspace to Iraq, Iran and Armenia (extended to the border between Armenia and Azerbaijan). 2020.
- Eastern Mediterranean airspace to Cyprus, Egypt, Lebanon and Israel (extended to a corridor between Israel and Jordan)

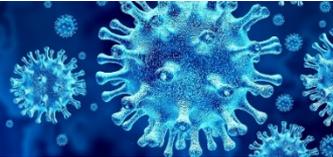




## Recommendations:

To address the on-going risk of GNSS/GPS Interference in the Middle East Region:

1. States and ANSPs to proactively identify the GNSS/GPS interference and promptly notify airspace users with advisories, safety bulletin and NOTAMs.
2. States and ANSPs to analyze the risk level of harmful interference to GNSS and establish contingency procedures and infrastructure as appropriate.
3. Airlines to monitor the NOTAMs and advisories and brief crews to be aware of potential GNSS/GPS interference, its impact and contingency procedures during GNSS capability loss; and
4. Airlines to encourage active reporting of GNSS/GPS interference to relevant national authorities and IATA.

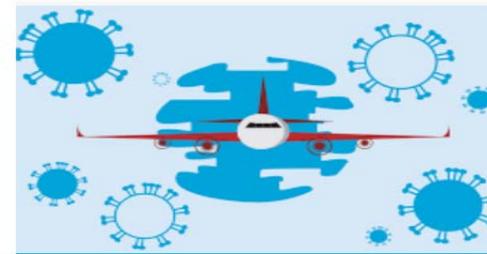


## 2. COVID-19 PANDEMIC OUTBREAK

MID Region Recovery Plan Task Force (RPTF)

### Main Objectives of MID RPTF:

- The MID-RPTF would serve as a platform for coordination and cooperation amongst all stakeholders to support States for the recovery plan of the aviation industry in Middle East during COVID-19 pandemic period and at the same time prepare for the post COVID-19 recovery phase.
- It will also ensure that there is no duplication of efforts with associated Regional Groups.



## MID RPTF Framework & Composition



**Public Health  
Requirements**



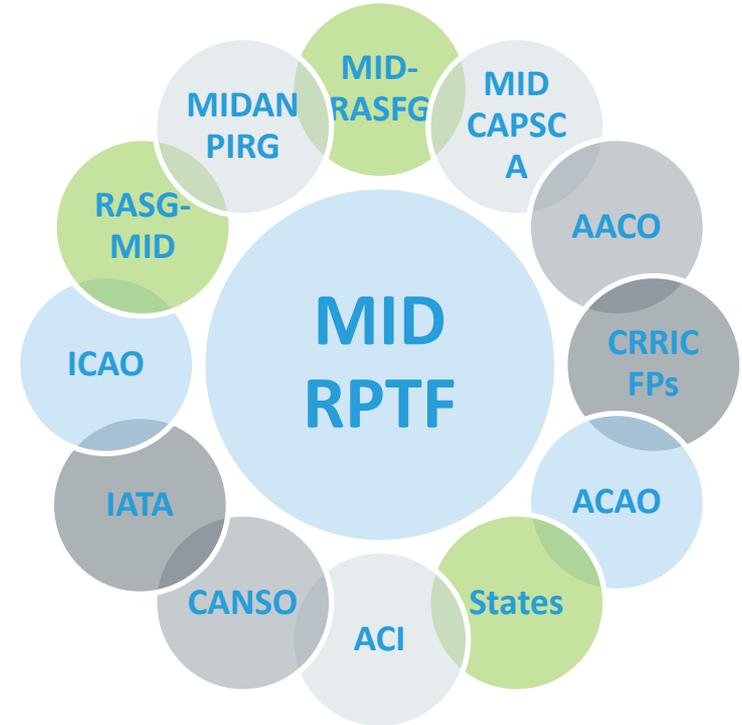
**Operational Safety  
Measures**



**Aviation Security &  
Facilitation**



**ANS/ATM**





## MID RPTF Main/Key Activities

Continuous sharing, communication and promotion of developed guidance material and best practices with MID States and stakeholders on operational safety measures, CAPSCA, AVSEC/FAL and ANS/ATM aspects

Continuous support to States on the use of TE system in line with Recommendation 12 (revised) by providing guidance and continuous coordination and communication

Continuous support to States on the implementation of the CAPSCA Programme

Encourage States to make use of industry guidance on vaccine transportation

Encourage States to report any deficiency/difficulty in the implementation of ICAO CART Recommendations 15 and 16

Encourage States to continue advocating and communicating the CART III Recommendations and guidance for States Administration in the decision-making process

Support State/ANSP readiness, ensuring a safe resumption of flight operations, by:

Supporting the development of business continuity surveys, to highlight issues like ATC licensing, availability of ANS staff (vaccination, skill levels...), calibration of NAVAIDs

Alleviating non-required ATFM measures during the low traffic period; exchanging expected traffic demand to enhance ATS units planning and readiness, support in implementing the ATFM when becomes required according to traffic growth

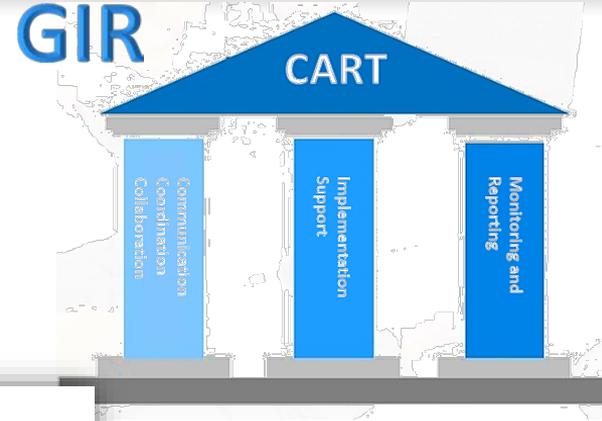


ICAO

UNITING AVIATION

# MID CART Implementation Plan

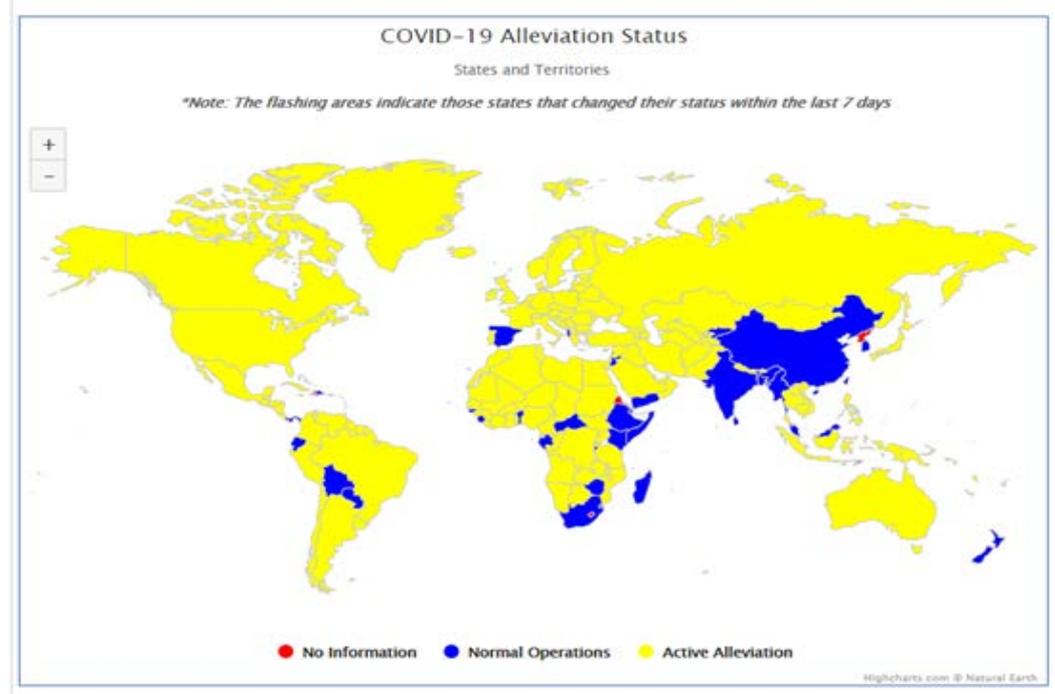
ICAO MID  
COVID19



The MID CART Implementation Plan, which was endorsed by the Third DGCA-MID Virtual Meeting (7 December 2020), is developed in line with and in support of the Global Implementation Roadmap (GIR) to contribute to the restart and recovery of the civil aviation system

## ICAO established the COVID-19 Safety Operational Measures website

- The website enabled States to inform ICAO of any temporary differences determined by the State's COVID-19 contingency measures
- Support the notification and dissemination of temporary differences during this period known as the COVID-19 Contingency-Related Differences (CCRDs) sub-system of the Electronic Filing of Differences (EFOD) system
- Quick Reference Guides (QRGs) and additional guidance addressing the establishment of the alleviations were developed by ICAO



## 3. Ensure the Safe Operations of UAS (drones)

- The number of drones at the global level has increased
- Available evidence demonstrates an increase of drones coming into close proximity with manned aviation and the need to mitigate the associated risk
- The civil aviation authority is responsible for, inter alia, ensuring aviation safety and protecting the public from aviation hazards
- However, additional safety data and safety information are needed for further analysis to identify the underlying safety issues



## 4. Impact of Security on Safety

- The crash of flight MH17 immediately raised the question why the aero plane was flying over an area where there was an ongoing armed conflict.
- Thus, military or terrorist conflicts may occur in any State at any time and pose risks to civil aviation
- Similar events had occurred in the MID region
- This is why it's important for governments, aircraft operators, and other airspace users such as air navigation service providers (ANSPs), to work together to share the most up-to-date conflict zone risk-based information possible to assure the safety of civilian flights.

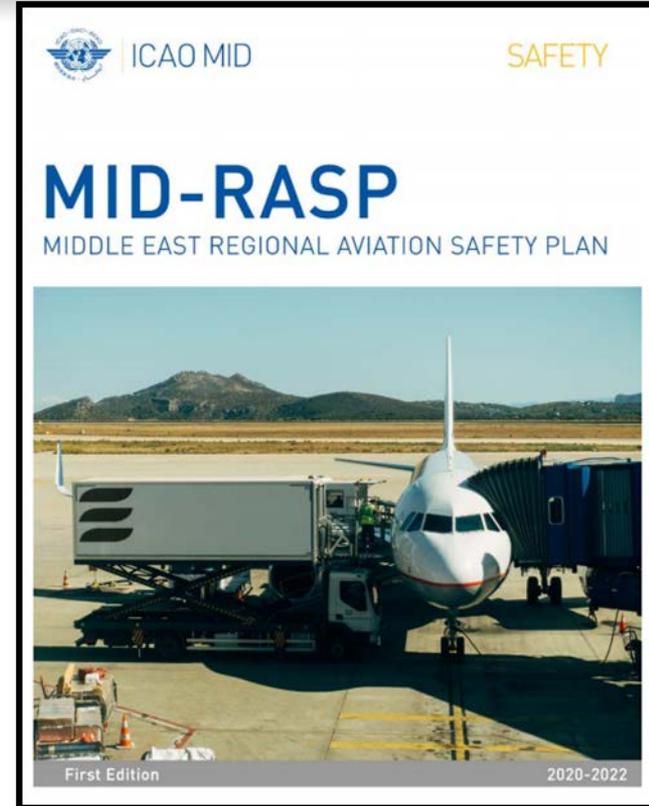


PS 752: Accident site scheme





- The Middle East Regional Aviation Safety Plan (MID-RASP) 2020-2022 Edition considers and supports the objectives and priorities of GASP 2020-2022 Edition.
- MID-RASP also emphasizes the importance of identifying and mitigating risks at MID region level.
- MID-RASP is to create a common focus on regional aviation safety issues as a continuation of the MID region work to improve aviation safety





## Organizational Challenges/Issues

States' Safety Oversight

Safety Management

Human Factors &  
Competence of personnel

Accident and incident  
investigation

## Regional Operational Safety Risks-CAT Aeroplane

LOC-I

CFIT

RE

RI

MAC

## Emerging Risks

COVID-19 Pandemic  
Outbreak

GNSS Outages/  
Vulnerability

Civil Drones (UAS/ RPAS)

Impact of security on  
safety



The Eighth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/8) was held in Cairo, Egypt, Virtual Meetings, 15-22 February 2021; reviewed and endorsed the MID-RASP 2020-2022 Edition including the SEIs list and their respective actions and agreed to the following RASG-MID Conclusion

***RASG-MID CONCLUSION 8/3: MID-RASP 2020-2022 EDITION***

*That, the MID-RASP 2020-2022 Edition is endorsed and be posted on the ICAO MID Website.*



To address:

- a. Regional operational risks: 6 SEIs & 17 actions
- b. Organizational issues and emerging risks: 11 SEIs and 33 actions

# MID Region Safety Priorities

## 10<sup>th</sup> MID Annual Safety Report Draft

### Regional Operational Safety Risks

LOC-I, RE/ARC, MAC, CFIT, and RI

### Organizational Challenges/ Issues

- States' Safety Oversight capabilities
- Safety Management
- Human Factors & competence of personnel

### Emerging Risks

- COVID-19 Pandemic outbreak
- GNSS/GPS Vulnerability
- Ensure Safe ops of UAS (Drones)
- Impact of security on safety



SAFETY

### MID Region Annual Safety Report



Tenth Edition  
Reference Period (2016 - 2020)

2021



## Sharing of Safety Data & safety information



**States are encouraged to provide necessary safety information to the ICAO MID Office, by March 2022**

**The Draft of the 11th edition of the MID ASR will be presented to the ASRG/4 meeting for review (July 2022).**



## Challenges

**01 Challenge:** Low level of safety information, analysis and safety recommendations shared by States (confidentiality concerns); and

**02 Challenge:** Low participation in the meeting from the States and the organizations



1. Review and update as deemed necessary, the Draft version of the 10th MID-ASR at Appendix C, in order to be presented to the RASG-MID/9 meeting for endorsement;

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2. Encourage States and all Stakeholders to provide necessary safety data and information to the MID-ASRG for the development of the next Edition of the Annual Safety Report; and

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3. Endorse the following Draft Conclusion:

## ***DRAFT CONCLUSION 3/1: SHARING OF SAFETY DATA ANALYSIS***

States are encouraged to provide 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 each occurrence category in Appendix A for the past 5 years (2017 – 2021) and using the template in Appendix B



4

## Future work Programme

The meeting may wish to note that the ASRG/4 is planned to be held in Cairo, Egypt, 18-20 July 2022.

### Action by the Meeting

The meeting is invited to agree on the dates and venue of the ASRG/4 meeting.



**AOB**

Any other Business



THANK YOU!