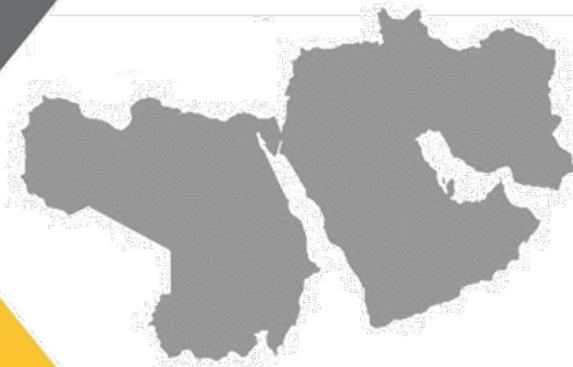


→  MIDANPIRG/18

→  RASG-MID/8

VIRTUAL MEETINGS



15-22 February 2021

Coordination between MIDANPIRG and RASG-MID

Follow-up on the joint Conclusions of MIDANPIRG/17 and RASG-MID/7;

&

Subjects of interests between MIDANPIRG and RASG-MID (NMAC, RPAS, GRF, etc.)



ICAOMID

Follow-up on the joint Conclusions of MIDANPIRG/17 and RASG-MID/7

- The Seventeenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group and Seventh meeting of the Regional Aviation Safety Group-Middle East was held in Cairo, Egypt, from 15 to 18 April 2019.
- The MIDANPIRG/17 & RASG-MID/7 meeting endorsed Three (3) Joint Conclusions and One (1) Joint Decision as at **Appendix A**.

Subjects of interests between MIDANPIRG and RASG-MID

The Table listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group is at **Appendix B.**

Subjects of interests between MIDANPIRG and RASG-MID

Accidents and Incidents Analysis:

The meeting may wish to note that the MID Annual Safety Report Group (Ninth edition) - 9th MID-ASR provides analysis of the accidents, serious incidents and incidents that occurred in the MID Region for the period (2015-2019). Based on the analysis of the reactive and proactive safety information for that period, and in accordance with the agreed new methodology for the risk assessment, the main Operational safety risks in the MID Region are:

1. Loss of Control-In Flight (LOC-I);
2. RE and ARC during landing;
3. Controlled Flight into Terrain (CFIT);
4. Mid-Air Collision (MAC); and
5. Runway incursion

Subjects of interests between MIDANPIRG and RASG-MID

The meeting may wish to recall that the MIDANPIRG/17 and RASG-MID/7 agreed to the following Decision.

PIRG/RASG-MID DECISION 3: NEAR MID AIR COLLISION (NMAC) ACTION GROUP

That, the NMAC Action Group be:

- a) established to carry out further analyses of the reported MAC incidents and provide feedback to the ATM SG and ASRT; and*
- b) composed of members designated by Bahrain, Iran, Oman, Saudi Arabia, UAE, IATA and ICAO*

Subjects of interests between MIDANPIRG and RASG-MID

Near Mid Air Collision (NMAC)

- The SEIG/1 meeting noted that the Action Group has not yet been activated and some States shared their NMAC incidents through the safety data collection for the development of MID ASR.
- **G1-SEI-05: Airborne Conflict (Mid-Air Collisions)**

Actions: A1-A2

A1- States and regional organizations to share occurrences and/or safety analysis/information related to Near Mid Air Collisions (NMACs) including to the “Loss of separation between civil and military aircraft” and ATM-SG to perform a technical analysis of the reported occurrences and and/or safety analysis/information and then come out with recommendations. The technical analysis of the reported occurrences and recommendations be shared with ASRG.

A2- Guidance/raising awareness/coordination related to the civil and military cooperation in particular about aircraft operating over high seas

Subjects of interests between MIDANPIRG and RASG-MID

Remotely Piloted Aircraft system (RPAS) & Unmanned Aircraft Systems (UAS)

- The meeting may wish to recall that the MIDANPIRG/17 and RASG-MID/7 meeting encouraged States to consider the developments related to RPAS, and take necessary measures for the establishment of the required legislative and regulatory framework to ensure safe integration of the RPAS into the non-segregated airspace.
- The SEIG/1 meeting addressed the Safe Operations of UAS (drones) in the MID-RASP 2020-2022 edition and agreed on a SEI with the following actions to be covered under Goal 1: Achieve a continuous reduction in Operational Risks - Airborne Conflict (Mid-Air Collisions).
- **Drone Enable Symposium:** 13-15 April and 20-21 April 2021 (virtual)
- ICAO MID will conduct jointly with ACAO a **Drones Symposium** 15-17 Dec 2021.

Subjects of interests between MIDANPIRG and RASG-MID

Global Reporting Format For Runway Surface Conditions (GRF)

- The meeting may wish to note that in order to support States to implement the Global Reporting Format Methodology a Webinar has been conducted on 27 October 2020 as part of the SEIs' actions included in the MID RASP to continually reduce fatalities and the risk of fatalities related to Runway Excursions.
- The meeting may wish to review and agree on the milestones defined on the MID Region GRF Implementation Plan Template/Milestones.

Subjects of interests between MIDANPIRG and RASG-MID

Global Reporting Format For Runway Surface Conditions (GRF)

Accordingly, the meeting may wish to endorse the following Draft Conclusion in order to replace and supersede the RSC Conclusions 7/8 on GRF Implementation and Deployment at Aerodromes:

PIRG/RASG-MID DRAFT CONCLUSION : MID REGION GRF IMPLEMENTATION ACTION PLAN

That, each States is urged to,

- a) nominate a National GRF implementation Focal Point to coordinate the implementation activities at the national level and communicate his contact details to the ICAO MID secretariat by end of February 2021; and*
- b) provide regular progress reports/updates on the subject to the ICAO MID Office using the MID Region GRF Implementation Plan Template/Milestones.*

NEW ICAO METHODOLOGY FOR ASSESSING AND REPORTING RUNWAY SURFACE CONDITIONS (GRF)

MID REGION GRF IMPLEMENTATION ACTION PLAN TEMPLATE

(to be tailored and detailed by each State)

STATE NAME _____

Milestone ID	ACTION	ENTITY RESPONSIBLE	TARGET DATE ¹	EFFECTIVE DATE	REMARKS
GRF 1	Review ICAO provisions and guidance and other Organisations guidance (see below)	CAA	31/01/2021		
GRF 2	Designate a focal point to coordinate implementation activities at the national level	CAA	31/01/2021		
GRF 3	Identify concerned focal points in each entity (CAA, Airport, ANSP, Aircraft operators – include BA, GA and military as applicable)	CAA, Airports, ANSP, Aircraft operators	31/01/2021		
GRF 4	Establish an Implementation Coordination Team including staff from the identified stakeholder entities (as appropriate)	CAA	15/01/2021		
GRF 5	Coordinate and support the conduct the initial training for the CAA, Airports, ANSP and Aircraft Operators' personnel (e.g. ICAO/ACI/IATA online courses, national awareness workshop, etc.)	CAA	15/02/2021		
GRF 6	Identify regulations, standards, procedures and guidance material to be developed/amended	National Focal Point and the Implementation Coordination Team	15/02/2021		
GRF 7	Develop a detailed national implementation plan and safety risk assessment. Each entity should also establish its specific implementation plan and safety risk assessment.	CAA, Airports, ANSP, Aircraft operators	28/02/2021		

¹ Target dates are indicative only and should be replaced by realistic dates determined by individual State

Milestone ID	ACTION	ENTITY RESPONSIBLE	TARGET DATE ¹	EFFECTIVE DATE	REMARKS
GRF 8	Identify the necessary means and resources for the implementation (human, financial and material resources)	National Focal Point and the Implementation Coordination Team	28/02/2021		
GRF 9	Coordinate with Airport Runway Safety Teams	Airports	28/02/2021		
GRF 10	Develop and promulgate regulations and standards	CAA	30/03/2021		
GRF 11	Develop procedures and guidance material (translate if required)	National Focal Point and the Implementation Coordination Team	15/04/2021		
GRF 12	Provide the necessary means and resources for the implementation (human, financial and material resources)	CAA, Airports, ANSP, Aircraft operators	31/05/2021		
GRF 13	Conduct On-the-Job Training (OJT) on the implementation	CAA, Airports, ANSP, Aircraft operators	30/06/2021		
GRF 14	Perform tests/trials prior to the effective implementation	All	31/07/2021		
GRF 15	Applicability date for the new methodology for assessing and reporting runway surface conditions	All	4/11/2021		

Notes: ICAO Runway Safety Go-Team Assistance Missions are available to support States and Airports. ACI APEX Safety Reviews are also available to support Airports.

References:

- ICAO GRF web site <https://www.icao.int/safety/Pages/GRF.aspx>
- ICAO MID GRF Regional Webinar: <https://www.icao.int/Meetings/webinar-series/Pages/Global-Reporting-Format-Methodology-Webinar.aspx>

Action by the Meeting

The meeting is invited to:

- a) take note of the update related to the subjects of common interest between MIDANPIRG and RASG-MID; and take action, as appropriate; and*
- b) endorse the Draft Conclusion related to GRF.*





APPENDIX A

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

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 1	<p>AVIATION DATA & ANALYSES AND AIRPORTS & AIR NAVIGATION CHARGES SEMINARS/ WORKSHOPS</p> <p>That, in order to foster dialogue on the development of an economically viable civil aviation system (airlines, airports, air navigation services providers, etc.) and enhance its economic efficiency and transparency:</p> <p>a) ICAO organize jointly with ACAO on regular basis the Aviation Data and Analyses and the Airports and Air Navigation Charges Seminars/Workshops; and</p> <p>b) States are encouraged to participate actively in these events..</p>	<p>Need to raise awareness for the implementation of ICAO guidelines and tools related to aviation data analyses and airports and air navigation charges</p>	<p>Aviation Data and Analyses and the Airports and Air Navigation Charges Seminars/ Workshops</p>	<p>ICAO and ACAO</p>	<p>TBD</p>	<p>Ongoing</p>
C. 2	<p>STATE LETTERS ONLINE MONITORING TOOL (SLOMT)</p> <p>That, in order to support States in the process of follow-up and effective provision of replies to the ICAO MID Office State Letters:</p> <p>a) ICAO to develop a State Letter Online Monitoring Tool (SLOMT); and</p> <p>b) States to designate Focal Points to support the design, development, testing and implementation of the SLOMT.</p>	<p>Low level of reply to ICAO State Letters</p>	<p>Development of SLOMT</p>	<p>ICAO</p>	<p>TBD</p>	<p>Actioned</p> <p>Budget to develop the SLOMT was ensured and some delay was observed for the development of the tool due to COVID-19</p>
D. 3	<p>NEAR MID AIR COLLISION (NMAC) ACTION GROUP</p> <p>That, the NMAC Action Group be:</p> <p>a) established to carry out further analyses of the reported MAC incidents and provide feedback to the ATM SG and ASRT; and</p> <p>b) composed of members designated by Bahrain, Iran, Oman, Saudi Arabia, UAE, IATA and ICAO.</p>	<p>MAC identified as an emerging risk in the MID Region</p>	<p>Establishment of the NMAC Action Group</p>	<p>MIDANPIRG/17 & RASG-MID/7</p>	<p>Apr. 2019</p>	<p>Actioned</p> <p>Delay in the completion of the required action observed.</p>

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C. 4	<p>WORKSHOP ON TEAM RESOURCE MANAGEMENT (TRM) FOR ATM</p> <p>That:</p> <p>a) a Team Resource Management (TRM) Workshop for ATM be organized jointly by ACAO and ICAO, with support from Qatar; and</p> <p>b) States be encouraged to participate actively in this Workshop.</p>	<p>Importance of Human Factors and Team Resource Management in ATM</p>	TRM Workshop	Qatar, ICAO & ACAO	TBD	Pending

APPENDIX B

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		X
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	

Subjects of interest for MIDANPIRG and RASG-MID	Responsible/Leading Group	
	RASG-MID	MIDANPIRG
Laser attack	X	
Fatigue Risk Management	X	
UAS/RPAS		X
GPS Jamming (GNSS vulnerability)		X
Aeromedical	X	
Airborne Collision Avoidance System (ACAS)		X
NMAC		X
GRF	X	

- END -