International Civil Aviation Organization

AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP

First Meeting (ANSIG/1)
(Cairo, Egypt, 10 – 12 February 2015)

Agenda Item 5: **Air Navigation Safety Matters and Coordination with RASG-MID**

RASG-MID ACTIVITIES AND
COORDINATION BETWEEN MIDANPIRG AND RASG-MID

(Presented by the Secretariat)

SUMMARY
This paper provides an update on the activities of the Regional Aviation Safety Group – Middle East (RASG-MID) and the subjects addressed in coordination between MIDANPIRG and RASG-MID.   Action by the meeting is at paragraph 3.
REFERENCES
- MSG/4 Report   - RASG-MID/3 Report   - RSC/3 Report

1. **INTRODUCTION**

1.1 The meeting may wish to recall that while RASGs have been established to initially deal with safety issues directly related to flight operations, planning should be initiated as soon as circumstances permit to adopt a systems approach so that RASGs address safety issues from an integrated perspective that includes flight operations, aerodrome and ATM safety.

1.2 In order to conduct and manage its activities, the RASG-MID has established the following subsidiary bodies:

  i) the RASG-MID Steering Committee (RSC) to act as an advisory body to the RASG-MID, guide its work and ensure that safety initiatives are accomplished in a timely, effective and efficient manner;

  ii) the MID Annual Safety Report Team (MID-ASRT) to gather safety information from different available sources to determine the main aviation safety risks and Focus Areas (FAs) in the MID Region and develop the MID Annual Safety Reports (MID-ASR);

  iii) the MID Regional Aviation Safety Team (MID-RAST) to support the RSC in the development, implementation and monitoring of Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) related to the identified FAs as well as Emerging Risks (low priorities);

iv) the Runway and Ground Safety Working Group (RGS WG), which was established under the MID-RAST to address all aerodromes safety activities that were transferred from MIDANPIRG to RASG-MID; and

v) the MID Safety Support Team (MID-SST) to support the RSC in the development, implementation and monitoring of SEIs and DIPs related to identified safety issues not directly linked to the agreed FAs such as SSP/SMS implementation, Accident and Incident Investigation and English Language Proficiency.

2. DISCUSSION

2.1 The MID Annual Safety Report (MID-ASR) is composed of three main Sections (Reactive, Proactive and Predictive Safety Information). The safety information presented in the MID-ASR is based on the compilation and analysis of data provided by ICAO, States and Partners (IATA and Boeing).

2.2 The second edition of the MID-ASR, which was endorsed by the RASG-MID/3 meeting (Kuwait, 27 - 29 January 2014), demonstrated that the top three Focus Areas (FAs) in the MID Region are Runway Safety (RS) including Ground Safety, LOC-I and CFIT (in line with the global priorities). These Focus Areas are already addressed within the RASG-MID work programme including the development and implementation of SEIs and corresponding DIPs.

2.3 The third edition of the MID-ASR was reviewed by the RSC/3 meeting (Cairo, 9-11 December 2014) and will be endorsed by the RASG-MID/4 meeting. According to the MID-ASR:

- the MID Region witnesses a stable and continuous growth in traffic volume (1.09 million departures in 2013 comparing to 0.877 million departure in 2009);

- the accident rate in the MID Region has been decreasing continuously since 2009 to 2012 from 14.8 accidents per million departures to 1.9, which is below the global rate 3.1;

- in 2013, the accident rate in the MID Region increased to 3.7 (approximately twice the rate in 2012), which is above the global rate 2.9;

- the MID Region is the safest Region in terms of fatalities (no fatal accident in 2012 and 2013); and

- the three FAs for the MID Region remain unchanged (RS, LOC-I and CFIT).

2.4 The following Emerging Risks have been identified: System/Component Failure or Malfunction-Non-Powerplant (SCF-NP); Near miss (Airprox/TCAS Alert or Loss of Separation); and laser attacks. It's to be highlighted that the RSC/3 meeting recognized the need to review, analyse and categorize the accidents and incidents at regional level and agreed that, subject to the RASG-MID/4 approval, an Accidents and Incidents Analysis Working Group (AIAWG) be established under the MID Annual Safety Report Team (MID-ASRT) to review, analyse and categorize on annual basis the accidents and incidents. The AIA WG should be composed of experts from the safety and ATM fields with grounded knowledge and experience in Accident and Incident Investigation.

2.5 The DGCA-MID/2 meeting (Saudi Arabia, 20 - 22 May 2013) reiterated the need to establish regional and national safety priorities and targets in line with the GASP. Accordingly, the meeting endorsed the MID Region Safety Strategy, which was developed by the First MID Region Safety Summit (Bahrain, 28-29 April 2013). It is to be highlighted that the RASG-MID is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary.

2.6   The MID Region Safety Strategy was revised by the Second MID Region Safety Summit (Muscat, Oman, 27-29 April 2014) and endorsed by the High-Level Meeting, which was held on the third day of the Summit.

2.7   The RASG-MID continuously works on the development and implementation of SEIs and DIPs to address the regional Focus Areas and other safety issues. Detailed information on the SEIs and DIPs is available in the RASG-MID Reports.

2.8   Among the main RASG-MID deliverables, the following have been achieved:

- two MID Region Safety Summits;
- the MID Region Safety Strategy (in line with the GASP);
- three MID Annual Safety Reports;
- Safety Management Workshops;
- USOAP-CMA Workshop;
- MID-Regional Runway Safety Seminar;
- Regional Aerodrome Certification Workshop;
- Workshop on RST establishment
- RASG-MID Safety Advisory (RSA - 001) including Guidance for Harmonising the Use & Management of Stop Bars at Airports;
- RASG-MID Safety Advisory (RSA - 002) including Guidance for Regulatory Framework supporting establishment of Runway Safety Team; and
- establishment of the MID Runway Safety Go-Team (one Go-Team visit was conducted to Khartoum, Sudan, and a Go-Team visit to Muscat, Oman is scheduled for 15-19 March 2015).

2.9   The RASG-MID and MIDANPIRG coordinate some related safety issues such as mitigation measures for CFIT (unstabilized approaches) and call sign confusion and similarity. Other subjects of interest to both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, Language Proficiency for Air Traffic Controllers, RVSM safety monitoring, etc.

2.10   With respect to CFIT, coordination is taking place with IATA to identify the top 10 airports/runways in the MID Region with the highest risk of Runway Excursion and CFIT due to the high number of un-stabilized approach in order implement the DIP related to the implementation of PBN Approach procedures to all runways not currently served by precision approach procedures. Additional DIP is also being developed on specific training for pilots and air traffic controllers and promotion of pilot adherence to Standard Operating Procedures to reduce the number of un-stabilized approaches.

2.11   The MSG/4 meeting (Cairo, Egypt, 24 - 26 November 2014) recognized the urgency of implementing mitigation measures for the call sign confusion and similarity and agreed accordingly to the following Draft Conclusion and Decision:

MSG CONCLUSION 4/22:   CALL-SIGN CONFUSION

That,

a) a survey based on the questionnaire at Appendix 5A related to the acceptance/processing of flight plans containing "alphanumeric" call signs ending with letter(s) be conducted;

b) States that have not yet done so be invited to take necessary measures to comply with ICAO Annex 10 and Doc 4444 provisions related to the acceptance of the alphanumeric call signs; and

c) States be invited to inform the ICAO MID Regional Office of the preferred option for the mitigation of the risks associated with the call sign confusion before 31 January 2015.

MSG DECISION 4/23:   CALL-SIGN CONFUSION AD-HOC WORKING GROUP

That, a Call Sign Confusion ad-hoc Working Group be established in order to:

a) analyze the results of the survey on the acceptance/processing of flight plans containing "alphanumeric" call signs ending with letter(s); and

b) develop solutions to mitigate the risk associated with call sign confusion and similarity.

2.12   The meeting may wish to note that the First meeting of the Call Sign Confusion ad-hoc Working Group (CSC WG/1) will be held in Abu Dhabi, 16-18 February 2015. The outcome of the meeting will be presented to the RASG-MID/4 and MIDANPIRG/15 meetings.

2.13   The meeting may wish to note that the Draft MID RVSM Safety Monitoring Report (SMR 2014) will be presented to the meeting in a separate WP.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) note the information contained in this working paper and take action as appropriate; and

b) encourage States to attend the CSC WG/1 meeting (Abu Dhabi, 16-18 February 2015).

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