



**REPORT OF THE SECOND MEETING OF THE  
RASG-MID STEERING COMMITTEE**

**(RSC/2)**

*(Amman, Jordan, 28 – 30 October 2013)*

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

Approved by the Meeting  
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## **PART I – HISTORY OF THE MEETING**

### **1. PLACE AND DURATION**

1.1 The Second Meeting of the RASG-MID Steering Committee (RSC/2) was hosted by the International Air Transport Association (IATA) at their Regional Office for Middle East and North Africa (IATA-MENA) premises in Amman, Jordan, from 28 to 30 October 2013.

### **2. OPENING**

2.1 The Meeting was opened by Mr. Mohamed Smaoui, ICAO Deputy Regional Director, Middle East Office who welcomed all the participants to Amman. He expressed ICAO's sincere gratitude and appreciation to IATA for hosting this important meeting in Amman and to the Civil Aviation Regulatory Commission (CARC), Jordan, for the support provided and excellent hospitality.

2.2 Mr. Smaoui recalled that the main purpose of the RASG-MID is to develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety.

2.3 Mr. Smaoui highlighted that all aviation stakeholders, including States, Industry and International Organizations, should have an active role within the framework of RASG-MID. He reiterated that the Chairpersons and Rapporteurs of the RASG-MID subsidiary bodies have an important role for the coordination and management of the activities of their Teams/Groups, and should provide leadership for achieving the agreed objectives, in close coordination with the Secretariat and the members of their Teams/Groups.

2.4 Mr. Smaoui recalled that the DGCA-MID/2 meeting held in Jeddah, Saudi Arabia, 20-22 May 2013, through DGCA-MID/2 Conclusion 2/9, endorsed the MID Region Safety Strategy developed by the First MID Region Safety Summit.

2.5 Mr. Smaoui highlighted that the meeting is expected to review a Draft of the Second Annual Safety Report and provide comments/inputs, review and update the Safety Enhancement Initiatives and Detailed Implementation Plans which will be presented to RASG-MID/3 for endorsement, and develop the RASG-MID work programme for 2014. He reiterated that the collaboration between all stakeholders and the avoidance of duplication of efforts is a key factor for an efficient implementation of the RASG-MID work programme.

2.6 Finally, Mr. Smaoui thanked all participants for their presence wishing them successful deliberations, productive meeting and a pleasant stay in Amman.

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2.7 Mr. Jawdat Al Bqaen, Deputy Chief Commissioner of the CARC, extended a warm welcome to all participants and wished them a pleasant stay in Jordan. He highlighted that GASP and GANP were developed with close coordination and participation of the industry, and they provide a common framework to ensure that regional, sub-regional and national initiatives are coordinated to deliver a harmonized, safe and efficient International Civil Aviation System.

2.8 Mr. Achim Baumann, Regional Director SO&I, IATA, welcomed all the participants. He expressed IATA's pleasure to host the RSC/2 meeting. He highlighted the excellent cooperation with the ICAO MID Regional Office and the organisation of events in partnership such as the First MID Safety Summit, Bahrain, 28-29 April 2013 and the Safety Management Workshop, Muscat, Oman, 11-12 June 2013. He recalled that the main outcome of the Safety Summit was the development of the MID Safety Strategy, which was endorsed later by the DGCA/MID/2 meeting in May 2013.

2.9 Mr. Baumann thanked ICAO for all their support and cooperation, and CARC Jordan and Royal Jordanian Airlines for their support.

### 3. ATTENDANCE

3.1 The meeting was attended by a total of eighteen (18) participants from seven (7) States (Egypt, Iran, Jordan, Oman, Saudi Arabia, and United Arab Emirates, United States of American-FAA) and four (4) Organizations/Industries (Boeing, COSCAP-GS, IATA and WFP). The list of participants is at **Attachment A** to the Report.

### 4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Chamsou D. Andjorin, Director Aviation Safety Middle East and Africa, Boeing.

4.2 Mr. Mashhor Alblowi, Regional Officer, Flight Safety, acted as the Secretary of the Meeting, assisted by Adel Ramlawi, Regional Officer Aerodromes and Ground Aids. Mr. Mohamed Smaoui, ICAO Deputy Regional Director supported the meeting.

### 5. LANGUAGE

5.1 The discussions were conducted in the English language and documentation was issued in English.

### 6. AGENDA

6.1 The following Agenda was adopted:

- Agenda Item 1: Adoption of the Provisional Agenda and election of the first Co-Chair
- Agenda Item 2: Global developments related to aviation safety
- Agenda Item 3: Regional Performance Framework for Safety

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- Agenda Item 4:     Coordination between RASG-MID and MIDANPIRG
- Agenda Item 5:     Future Work Programme
- Agenda Item 6:     Any other Business

## 7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1               The RSC/2 records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States and its stakeholders/partners, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its subsidiary bodies.

## 8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 2/1:   ESTABLISHMENT OF RUNWAY SAFETY TEAM GO-  
TEAM

DRAFT CONCLUSION 2/2:   LASER ATTACKS ON AIRCRAFT

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**PART II: REPORT ON AGENDA ITEMS**

**REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF THE FIRST CO-CHAIR**

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

1.2 The meeting recalled that **Mr. Omar R. Kaddouha**, Director of Flight Safety, DGCA Lebanon, was elected as the Co-Chair of the RSC. However, Mr. Kaddouha has indicated that he is no longer able to assume the function of RSC Co-Chair. Accordingly, the meeting unanimously elected **Mr. Haithem J. Gauwas**, Aviation Safety Manager, General Authority of Civil Aviation, Saudi Arabia, as the new Co-Chair of the RSC.

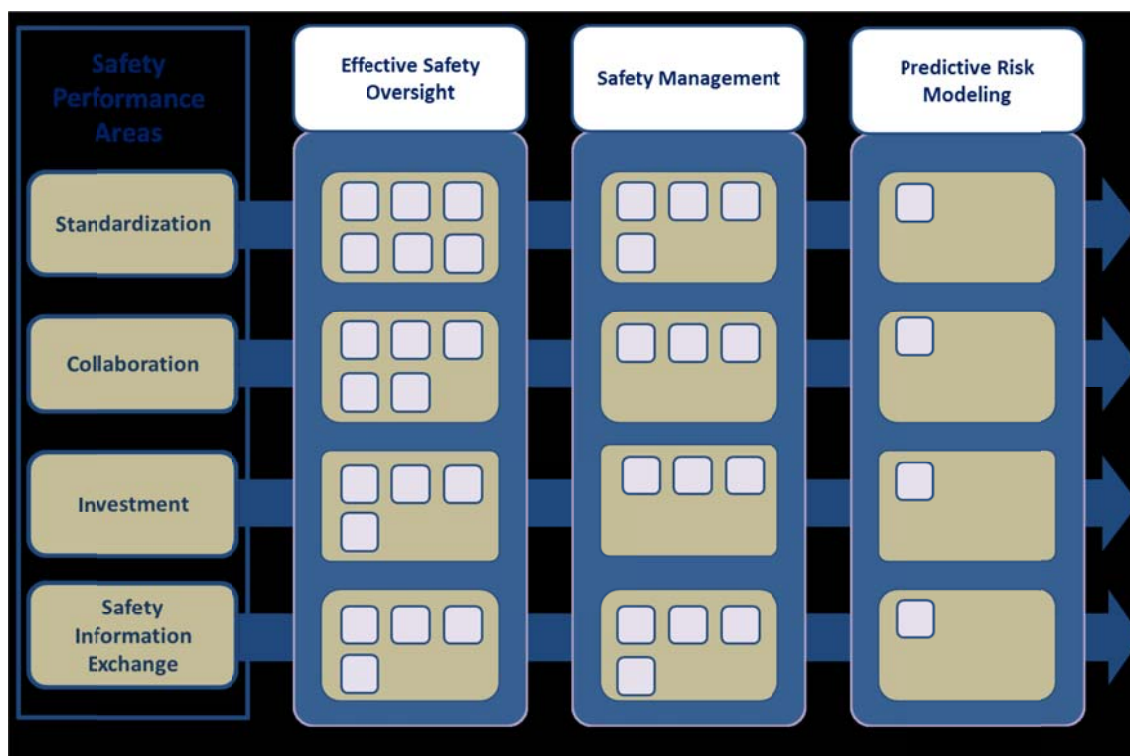
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**REPORT ON AGENDA ITEM 2: GLOBAL DEVELOPMENTS RELATED TO AVIATION SAFETY**

2.1 The meeting noted that the 38th Session of the ICAO Assembly (September 2013) endorsed the First Edition of the revised Global Aviation Safety Plan (GASP), ICAO Doc 10004.

2.2 A key priority of the 2013 GASP is to continually reduce the global accident rate through a structured and progressive approach comprising near-, mid- and long-term targets. Furthermore, the GASP objectives are supported through specific safety initiatives that are categorized according to distinct Safety Performance Enablers. These performance enablers provide common thematic threads that run through each stage of the global objectives.

2.3 The GASP can be mapped using the Safety Strategy diagram as presented in **Figure 1**. This diagram shows how the four Safety Performance Enablers and the three major GASP objectives near-term (by 2017), mid-term (by 2022) and long-term (by 2027) come together to form a continuous strategy for improving aviation safety.



**Figure 1 – Safety Strategy Diagram**

2.4 In **Figure 1** above, the columns show the evolution of the objectives of the plan. Each row represents a performance enabler that creates a common thematic thread in support of the objectives throughout the GASP. As a State's safety system matures, it progresses through the plan by addressing the objectives in prioritized succession. Taking the standardization thread as an example, **Figure 2** shows its path throughout the GASP.



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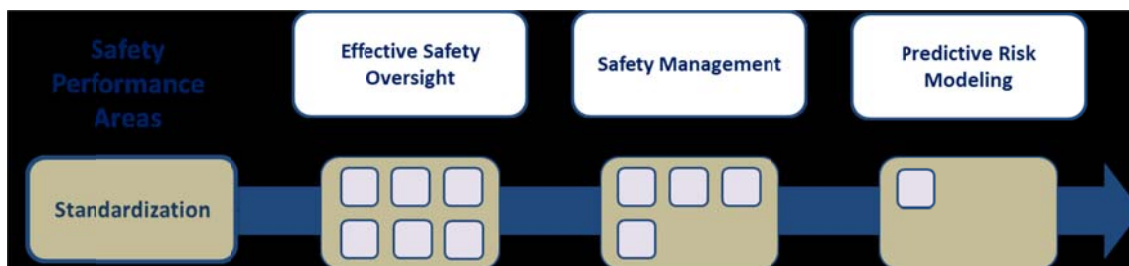


Figure 2 - Progress path of the Standardization Safety Performance Enabler.

2.5 There are one or more safety initiatives at the intersection of each Safety Performance Enabler and objective. These initiatives are represented by the individual boxes that are found at the intersection between the Standardization Safety Performance Enabler and the near-term GASP objective. For example, the consistent implementation of International Standards is one of six Standardization safety initiatives associated with the implementation of effective safety oversight as indicated by the yellow box below in Figure 3.

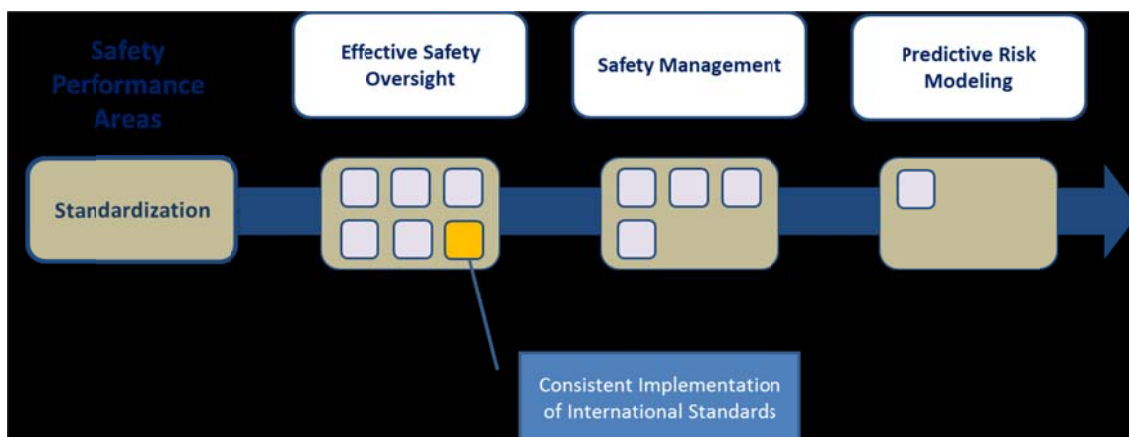


Figure 3 – Safety Initiatives

2.6 It is recognized that these processes are not completely linear and sequential, and that there may be parallel work undertaken in near- and mid-term objectives, thus ensuring a structured and progressive approach to evolving the State’s safety system.

2.7 The Global Aviation Safety Performance Enablers contained in the GASP are common to each of the objectives. Specific initiatives are identified for each Safety Performance Enabler/objective combination. To help guide the implementation of initiatives, best practice guidance material has been developed in support of each Safety Performance Enabler.

2.8 The meeting agreed that the Draft RASG-MID SEIs and DIPs developed so far, should be aligned with the new Edition of the GASP.

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**REPORT ON AGENDA ITEM 3: REGIONAL PERFORMANCE FRAMEWORK FOR SAFETY**

*Follow-up to the RASG-MID/2 meeting*

3.1 The meeting reviewed the progress made on the implementation of the RASG-MID/2 Conclusions and Decisions, as at **Appendix 3A** to the Report on Agenda Item 3.

3.2 The meeting noted with concern the low level of States' replies to ICAO State Letters related to safety information, and reiterated the need to establish an effective mechanism to collect safety information from States. The meeting agreed that the ASRT should develop a Strategy on the subject to be presented to RASG-MID/3 for further discussion and consideration.

*Outcome of the DGCA-MID/2 meeting related to Safety*

3.3 The meeting was apprised of the outcome of the Second Meeting of Directors General of Civil Aviation – Middle East Region (DGCA-MID/2) related to safety.

3.4 The meeting noted that the DGCA-MID/2 meeting, through DGCA-MID/2 Conclusion 2/9, endorsed the MID Region Safety Strategy developed by the First MID Region Safety Summit (Bahrain, from 28 to 29 April 2013).

3.5 The meeting noted that the DGCA-MID/2 meeting, through DGCA-MID/2 Conclusions 2/10 and 2/11, endorsed the Strategies for the establishment of RSOO(s) and RAIO(s) developed by the ACAC/ICAO Seminar/Workshop on Regional Safety Oversight Programmes (Rabat, Morocco, from 10 to 12 December 2012).

3.6 The meeting noted that the DGCA-MID/2 meeting agreed that the follow-up on NGAP National Plans Development and implementation should be included in the RASG-MID work programme. The meeting noted that the DGCA-MID/2 meeting encouraged States to provide national focal points for the implementation of a proposed regional safety information exchange mechanism related to unsafe aircraft/air carriers, as an effective method to promote the regional aviation safety and tasked RASG-MID to follow-up. Accordingly, the meeting assigned the MID-SST to follow up on these subjects.

*RASG-MID Steering Committee (RSC) Activities*

3.7 The meeting was apprised of a summary of the activities conducted by the RASG-MID Steering Committee (RSC) since RASG-MID/2 meeting in November 2012, including the outcome of the Second Meeting of the Limited RSC meeting held in Amman on 28 February 2013.

3.8 The meeting noted that the Limited RSC/2 meeting agreed on the work plans of the MID-RAST and MID-SST.

3.9 The meeting noted that the Limited RSC/2 meeting agreed on the development of one DIP for the top priority SEIs using a standard DIP format.

***Review of the Draft of the Second MID Region Annual Safety Report***

3.10 The meeting recalled that the ASRT was established by the RASG-MID/1 meeting, through Decision 1/3 with the main objective of gathering safety information from different available sources to determine the main aviation safety risks in the MID Region; and developing the MID Region Safety Report on an Annual basis.

3.11 The meeting reviewed the Draft version of the Second MID Region Annual Safety Report (ASR) and commended the work of the MID-ASRT and especially its Rapporteur for the efforts put in place for the collection of safety information and consolidation of the ASR. Notwithstanding, it was noted that the draft version of the ASR contains details which might be removed when consolidating the final version. In this respect, the meeting agreed that the size of the ASR should not exceed 30 pages, as it is the case in RASG-PA and RASG-APAC.

3.12 The meeting noted that ICAO is in the process of developing a new Annual Safety Report (ASR) Template and accordingly, agreed to take this development into consideration during the review of the MID ASR and the development of the final version which will be presented to RASG-MID/3 for endorsement.

3.13 The meeting recalled that the First Edition of the MID Region ASR was posted on a restricted webpage of the ICAO MID Regional Office website and agreed that starting from the Second Edition, the ASR would be available to the public on the ICAO MID website.

3.14 Based on the above, the meeting agreed that the ASR should be a high level document. The detailed information providing thorough analysis of the contributing factors, etc, should be reflected in a supporting document during the presentation of the ASR to the RSC and RASG-MID.

3.15 The meeting noted that the data analysis carried out by the ASRT identified that the most frequent Accidents Categories for the period 2008 – 2012 for the MID Region are:

- i. Runway / Taxiway Excursions;
- ii. Loss of Control In-flight;
- iii. Hard Landing;
- iv. Gear-up Landing / Gear Collapse; and
- v. In-flight Damage

3.16 It was also noted that the top three accidents categories in term of fatalities are:

- i. LOC-I;
- ii. Runway/Taxiway Excursions; and
- iii. CFIT

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3.17 The meeting agreed that in order to facilitate the identification and prioritization of the main Focus Areas (FAs), the accidents should be categorized in term of frequency and severity. The severity assessment is based on the fatalities, injuries and damage to aircraft, property and equipment. The level of severity is categorized as follows:

- 1- Catastrophic: multiple deaths; serious damage to aircraft/equipment (destroyed).
- 2- Major: serious injury/fatalities; major aircraft/equipment damage;
- 3- Minor: little consequences.

3.18 Based on the above, the meeting agreed to the following matrix, for the prioritization of the MID Region Focus Areas:

Frequency Severity	1	2	3	4	5
1	1	2	3	4	5
2	2	4	6	8	10
3	3	6	9	12	15

3.19 In accordance with the matrix, the meeting agreed to the following categorization/assessment:

Accident Category	Frequency	Severity	Frequency/Severity
Runway / Taxiway Excursions	1	2	2
Loss of Control In-flight	2	1	2
Hard Landing	3	3	9
Gear-up Landing / Gear Collapse	4	3	12
In-flight Damage	5	2	10
CFIT	6	1	6

3.20 Based on the above, the meeting agreed that the three (3) Focus Areas (FAs) in the MID Region are:

- a) Runway and Ground Safety (including RWY/TWY Excursions);
- b) Loss of Control In-flight (LOC-I); and
- c) Controlled Flight Into Terrain (CFIT)

3.21 The meeting agreed that, although the RAST has been established mainly for the development, implementation and monitoring of Safety Enhancement Initiatives (SEIs) related to the identified Focus Areas (FAs), a mechanism should be agreed on to address the other emerging (low priority) areas (i.e: Hard Landing, Gear-up Landing / Gear Collapse and In-flight Damage).

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3.22 The meeting recalled that States and airlines have been invited to contribute to the MID-ASRT by providing incidents/occurrences data. In this respect, it was highlighted that, as a follow-up action to the RASG-MID/2 Conclusion 2/1, the ICAO MID Regional Office urged States to provide their data related to incidents and safety occurrences. It was underlined that all data and information provided by States and airlines would be considered confidential, and only de-identified information and analysis would be reflected in the Annual Safety Report. Notwithstanding, the meeting noted with concern that only five (5) States provided replies to the following questions:

1. What are the top 5 reported incidents/occurrences that you come across? Can you provide us with details; flight phase, root causes, and actions taken?
2. How many of these reports are closed and how many remain pending without a solution? What is the average response time for investigating any incident or occurrence?
3. How do you rate your voluntary reporting system?
4. What are the main three challenges you face with regards to ensuring that a safety culture is maintained within your organization and within your home base operators?

3.23 In connection with the above, the meeting questioned about the mechanism to be used for the collection of safety data for the development of the ASR. Accordingly, the meeting agreed that the ASRT will develop a Draft Strategy for the collection of safety data for review and consideration by the RASG-MID/3 meeting.

3.24 The meeting noted with appreciation the FAA's offer to support safety data sharing through partnership with the Commercial Aviation Safety Team (CAST) under the Aviation Safety Information Analysis and Sharing (ASIAS) program.

***Development and Implementation of SEIs and DIPs***

3.25 The meeting agreed that all Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) should be aligned with the framework of the new GASP as outlined in ICAO Doc 10004 (GASP), to include a reference to the GASP safety initiatives and best practices.

***SEIs and DIPs related to RGS***

3.26 The meeting noted that Global Runway Safety accidents represented 59% of all accidents accounting for 29% of all fatal accidents and 19% of all related fatalities reported between 2006 and 2010. In the MID Region, Runway Safety accidents represent 63% of all accidents accounting for 50% of all fatal accidents and 18% of all related fatalities reported and runway excursions represent 43% of the Runways Safety related accidents.

3.27 The meeting reviewed the drafts SEIs related to Runway and Ground Safety (RGS) as at **Appendix 3B** to the Report on Agenda Item 3. The meeting also reviewed the associated DIPs as at **Appendix 3C** to the Report on Agenda Item 3, which focus on pilot and ATC training activities. The meeting agreed to the SEIs and DIPs contents and concluded that the SEIs and DIPs formats need to be aligned with the new GASP.

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3.28 The meeting noted that the Ninth Meeting of the MIDANPIRG Aerodrome Operational Planning Sub-Group (AOP SG/9) was held in Cairo, Egypt, 23-25 May 2013. The AOP SG/9 realised the need for a second Runway Safety Seminar/Workshop and agreed to the following Draft Conclusion:

*DRAFT CONCLUSION 9/3: SECOND REGIONAL RUNWAY SAFETY SEMINAR (MID-RRSS/2)*

*That,*

- a) the Second MID Regional Runway Safety Seminar (RRSS) be organized by ICAO in partnership with IATA and other interested safety partners;*
- b) the agenda of the RRSS take into account the RASG-MID work programme related to Runway safety, in particular the SEIs and DIPs related to RSTs; and*
- c) MID States, Service Provider, and International Organizations be encouraged to support and actively participate in the Seminar.*

3.29 The meeting noted with appreciation that UAE will host the MID-RRSS/2 in **Dubai, 2-5 June 2014**. It was agreed that one of the breakout sessions of the Seminar/Workshop will be dedicated to the Aerodrome Certification implementation.

3.30 The meeting recalled that the RASG-MID/2 meeting supported the establishment of Runway Safety Teams (RSTs) and accordingly agreed to the following Conclusion:

*RASG-MID/2 CONCLUSION 2/4: ESTABLISHMENT OF RUNWAY SAFETY TEAMS*

*That, States be urged to establish Runway Safety Teams (RST) hosted by airports and including, as a minimum, representation from aerodromes, air operators and air traffic controllers, before 1 March 2013.*

3.31 To accelerate the establishment of Runway Safety Teams by MID States, the meeting agreed that the MID-RRSS/2 will be used as a platform to launch an RST Go-Team initiative. It was highlighted that the main objective of the RST Go-Teams will be the expeditious establishment of RSTs and improvement of Runway Safety in the MID Region through visits to selected States/Aerodromes that require assistance for the certification of their aerodromes.

3.32 Based on the above, the meeting agreed to the following Draft Conclusion:

*DRAFT CONCLUSION 2/1: ESTABLISHMENT OF RUNWAY SAFETY TEAM GO-TEAM*

*That, the mechanism of RST Go-Team be endorsed to expedite the establishment of RSTs and improve Runway Safety in the MID Region.*

3.33 The RST GO-Team will be composed of experts from MID States, ICAO, IATA and other international organizations and stakeholders.

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3.34 The meeting noted that AOP SG/9 meeting reviewed the new proposals for the MIDANPIRG Organizational Structure and recognized that most of the activities related to the Aerodromes Operational Planning and Aerodrome Certification (including Emergency Planning and Safety Management System) would fit more within the RASG-MID Framework. Accordingly, and in order to avoid duplication of efforts, the AOP SG/9 meeting, through Draft Decision 9/5 agreed that the activities of the AOP SG and ADCI TF be transferred to the RASG-MID framework.

3.35 The meeting supported the AOP SG/9 Draft Decision 9/5 and agreed to the establishment of an RGS Working Group under the MID-RAST to address all aerodrome safety issues. The Terms of Reference (TOR) of the RGS WG should be presented to the RASG-MID/3 meeting for endorsement.

3.36 The meeting supported a proposal to organize a Training Course on Heliports for the MID Region and agreed to consider its inclusion in the RASG-MID work programme.

***SEIs and DIPs related to IFD***

3.37 The meeting reviewed the SEIs, as at **Appendix 3D** to the Report on Agenda Item 3, and reconfirmed that the SEIs to mitigate In-flight Damage are prioritized as follows:

- 1) Improve aviation safety in the MID Region through mitigation of birdstrike, wildlife and FOD hazards.
- 2) Lower the number of In-flight Damage accidents/incidents related to SOPs/SOPs Adherence by Flight Crew and Maintenance Personnel.
- 3) Increase awareness on means and tools of handling situations where a natural disaster occurs.

3.38 The meeting also reviewed the DIP for the top priority SEI, as at **Appendix 3E** to the Report on Agenda Item 3, and agreed to the following:

- a) Conduct a survey and assessment of airports in the region to identify and understand animal habitat around airports, and methods used by the airport for controlling hazardous wildlife by June 2014.
- b) Establish a regional guidance document that addresses key issues such as vegetation (like tall grass policy) by November 2014.
- c) Convene a workshop for pilots and ATCO to increase awareness on wildlife avoidance during flight.

3.39 The meeting noted that the IATA/ICAO FOD-Wildlife Workshop is included in the RASG-MID Work Programme for 2014 to be conducted in Cairo, Egypt, from 20 to 21 January 2014.

3.40 It was noted that according to the matrix of identification and prioritization of the main FAs, IFD is no longer considered as one of the main risk areas. Accordingly, the meeting agreed that the IFD will be addressed under the “Emerging Risks” Area. In this respect, the meeting agreed that Ms. Ruby Sayyed from IATA who used to be the Coordinator of the IFD FA would be the Coordinator for the Emerging Risks Area under RAST.

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***SEIs and DIPs related to LOC-I***

3.41 The meeting reviewed the SEIs and DIP for LOC-I as at **Appendices 3F** and **3G** to the Report on Agenda Item 3.

3.42 The meeting agreed to delay the implementation of the DIP related to LOC-I until May 2014, due to the fact that ICAO-HQ will host the Loss of Control In-flight (LOC-I) Symposium Montreal, from 20 to 22 May 2014, and is working with stakeholders (ICATEE, etc) on the development of a comprehensive Manual of Upset Prevention and Recovery Training with sections pertaining to pilots, instructors, training providers and regulators. It will be referred to in ICAO Annex 1 and Annex 6. Specific text will also be added to ICAO Doc. 9868 PANS-TRG. An addendum to ICAO Doc. 9625 Manual of Criteria for the Qualification and Testing of Flight Simulation Training Devices (FTSD) will include FTSD recommendations mentioned above.

***SEIs and DIPs related to CFIT***

3.43 The meeting reviewed the SEIs, at **Appendix 3H** to the Report on Agenda Item 3, and reconfirmed that the SEIs to mitigate CFIT are prioritized as follows:

- 1) the construction, approval and implementation of RNAV(GNSS)/RNP-AR procedures to all runways not currently served by precision approach procedures;
- 2) promote, implement and mandate best practice Standard Operating Procedures with respect to CFIT amongst Aircraft Operators and Air Navigation Service Providers; and
- 3) mandate the incorporation of the latest standard CFIT warning and prevention technology onboard operators' aircraft and within ANSP's facilities.

3.44 The meeting reviewed the DIP, at **Appendix 3I** to the Report on Agenda Item 3 and noted that the DIP developed for the top priority SEI, includes the following actions:

- a) ensure that RNAV (GNSS) and RNP-AR approach design and procedures are adequate and provide sufficient altitude protection during the approach and landing phase;
- b) ensure that pilots and controllers training and guidance in the use of RNAV(GNSS) & RNP-AR is adequate, current, uniformly conducted and supports the optimum utilization of automation resources so that individuals can take a monitoring role; and
- c) work with the MID PBN Support Team (MPST) to accelerate the implementation of PBN in the Region.

3.45 The meeting agreed that the DIP might need to be revised in order to include concrete action(s) to be coordinated with the MIDANPIRG PBN SG which could be implemented within the agreed timeframe.



***Study on the establishment of RSOO(S)***

3.46 The meeting noted that through the DGCA-MID/2 Conclusion 2/10, the DGCA-MID/2 meeting endorsed the Strategy for the establishment of RSOO(s) and agreed that ICAO support ACAC in conducting a study on the establishment of RSOO(s) for the ACAC and ICAO MID States and the States and stakeholders contribute to the cost of the study.

3.47 The meeting agreed that a step-by-step approach should be followed. During the first phase a simplified questionnaire should be sent to the ACAC and ICAO MID States in order to get their commitment to participate in the study. It was highlighted that the replies to this questionnaire will be the basis for the planning of visits to States by an appropriate Consultant during phase 2 of the Study.

3.48 It was underlined that the study should result in a proposal for the establishment of the RSOO(s) including well-defined legal, organizational, and financial frameworks and a work plan with clear deliverables and timelines. The meeting noted that the Final Report of the study would be presented to the DGCA-MID/3 meeting in 2015 and the ACAC General Assembly/Council for review and agreement on the way forward.

3.49 The meeting noted that the cost of the study is total estimated to be around (US\$ 100,000). It was underlined that the contribution of States that confirm commitment to participate in the study will vary from US\$ 5,000 to US\$ 15,000 per State, depending on the number of participating States.

3.50 The meeting noted with appreciation that Boeing reconfirmed its financial contribution to the study and the exact amount to be paid will be communicated to ICAO in due course.

3.51 Based on the above, the meeting reviewed and supported the initial questionnaire at **Appendix 3J** to the Report on Agenda Item 3, to be sent to the ACAC and ICAO MID States, and urged States and stakeholders to support the conduct of the study on the establishment of RSOO(s) and contribute to the cost of the study.

***MID Safety Support Team (MID-SST)***

3.52 The meeting was apprised of the work done under the MID-SST and reconfirmed that the top priority SEIs are as follows:

- 1- Improve status of implementation of State Safety Programs (SSPs) in the MID region;
- 2- Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s); and
- 3- Improve regional cooperation for the provision of Accident & Incident Investigation.

3.53 Accordingly, the meeting agreed that the SEIs at **Appendix 3K** to the Report on Agenda Item 3, should be amended to reflect the above.

3.54 The meeting recognized the challenges facing the MID-SST to implement its work programme, in particular related to SSP implementation in the MID Region. The meeting agreed that effort should be put toward the establishment of an RSOO to support States in the implementation of SSP in an expeditious manner. It was agreed that this should be the main DIP under the MID-SST.

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3.55 Based on the above, the meeting agreed that the DIP at **Appendix 3L** to the Report on Agenda Item 3 should be revised accordingly.

3.56 The meeting noted that the initial questionnaire, to be sent to the ACAC and ICAO MID States to get States' commitment to participate in the RSOO study includes the SSP implementation as one of the common area of interest. Accordingly, the meeting urged States to participate in the study and identify SSP implementation as an area of interest (activity to be carried out by the RSOO).

***Safety Management Workshop***

3.57 The meeting was apprised of the outcome of the Safety Management Workshop, which was jointly organized by IATA and ICAO and hosted by Oman Air in Muscat, Oman from 11 to 12 June 2013. The Summary of Discussion of the Safety Management Workshop is at **Appendix 3M** to the Report on Agenda Item 3.

3.58 The meeting noted with appreciation that the Workshop was very well attended and achieved the expected objectives. It was highlighted that the Workshop provided an overview of the safety management concept, the SMS/SSP frameworks and phased approach to implementation in the region including action plans, which, will form a base for the future work of the MID Safety Support Team (MID-SST) and the development of SEIs and DIPs addressing the implementation of SMS/SSP. In addition, the Workshop discussed safety data sharing challenges, tools, and recommendations to enhance sharing of information on national and regional level.

3.59 The meeting supported the Workshop Recommendation to provide a High-level briefing on safety management (half-day) to the Top management (DGs and CEOs) concurrently with the next MID Safety Summit in 2014.

3.60 The meeting noted that in order to assess current SSP/SMS implementation status in the MID Region, the ICAO MID Regional Office, through State Letter Ref.: AN 11/21.1-13/195 dated 24 July 2013, requested States to complete an SSP/SMS Questionnaire (capturing Phase 1 only, as a first step). The meeting noted that only four (4) States provided replies to the mentioned State Letter.

3.61 The meeting noted that during the Workshop, it was agreed that the COSCAP-GS website would be used to create a web-page for follow-up/monitoring of progress of SMS/SSP implementation (indicators/targets). Next step is to use the same web-page to monitor all safety indicators/objectives under MID Safety Strategy.

3.62 The meeting noted that the ICAO MID Regional Office, through State Letter Ref.: AN 11/21.1-13/189 dated 16 July 2013, requested States to take the necessary measures to implement the provisions of the RASG-MID Conclusion 2/1, including the encouragement of Air Operators to utilize IATA STEADES and FDX database for sharing of safety data.

3.63 The meeting agreed that the MID-SST should follow up on the outcome of the Workshop.

***MID Region Safety Summit***

3.64 The meeting was apprised of the outcome of the First MID Region Safety Summit held in the Bahrain from 28 to 29 April 2013. The Summary of all sessions of the Summit is at **Appendix 3N** to the Report on Agenda Item 3.

3.65 The meeting agreed that the Second MID Region Safety Summit be tentatively scheduled for the second half of April 2014.

3.66 The meeting noted with appreciation the proposal from Egypt to host the Second MID Region Safety Summit. It was also noted that Bahrain, during the First Summit, has indicated its willingness to host the Second Summit. Taking into consideration that IATA and ICAO have already started informal coordination with a number of States that have shown interest in hosting the Summit, the meeting agreed that a final decision on the venue of the Second MID Region Safety Summit would be coordinated between IATA and ICAO.

3.67 The meeting noted that more up-to-date information related to the Second MID Region Safety Summit, including the venue, agenda, work programme, etc, will be presented to the RASG-MID/3 meeting.

***MID Region Safety Strategy***

3.68 The meeting noted that the DGCA-MID/2 meeting endorsed the MID Region Safety Strategy through the following Conclusion:

*DGCA-MID/2 CONCLUSION 2/9– REGIONAL SAFETY STRATEGY*

*That:*

- a) the MID Region Safety Strategy is endorsed as at Appendix 6A to the Report on Agenda Item 6; and*
- b) the RASG-MID:*
  - i. monitor and measure the agreed safety indicators, at regional level; and*
  - ii. develop and implement action plans to reach the agreed safety targets.*

3.69 It was underlined that the DGCA-MID/2 meeting urged States to:

- 1- develop national safety implementation plans, ensuring the alignment with and support to the agreed regional safety priorities (Metrics, Indicators and Targets); and
- 2- provide necessary data and regular updates to the ICAO MID Regional Office and/or RASG-MID appropriate Teams on the level of progress achieved through measurement of the agreed safety indicators, at national level.

3.70 Accordingly, the meeting agreed that the ASRT, SST and ICAO Secretariat should take necessary measures to collect/consolidate necessary information for determining the values of the different safety indicators included in the MID Safety Strategy.

*Next Generation of Aviation Professionals (NGAP)*

3.71 The meeting recalled that the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 - 22 May 2013) supported the MIDANPIRG/13 Conclusion 13/62 related to the development of Next Generation of Aviation Professionals (NGAP) National Plan. The DGCA-MID/2 meeting re-iterated that it is imperative that States endorse a proactive approach and develop national plans for human resources related to aviation personnel. This is to cope with the expected future growth of air traffic and associated high demand for air traffic controllers, pilots, and aviation professionals in the other aviation sectors.

3.72 The DGCA-MID/2 meeting agreed that the follow-up on NGAP National plans development and implementation should be included in the RASG-MID work programme and urged States to:

- a) develop Next Generation of Aviation Professionals (NGAP) National Plan, with a clear mechanism for the identification of staffing needs for the short and medium term; and
- b) take appropriate measures, including availability of necessary resources, planning for training, etc.; to ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system.

3.73 The meeting noted that the Regional Symposium on the Next Generation of Aviation Professionals (NGAP) and TRAINAIR PLUS – Europe and the Middle East was held in Istanbul, Turkey, from 17 to 19 June 2013. The Symposium was organized by ICAO and hosted by the Turkish Aviation Academy.

3.74 The Symposium provided a forum to exchange best practices and experiences on various NGAP and TRAINAIR related matters as well as in aviation training including the implementation of competency-based training methodology. In addition, the Symposium aimed to develop awareness and establish effective communication links at a regional level. More information can be found at: <http://www.icao.int/safety/TrainairPlus/Pages/RegionalSymposia.aspx>.

3.75 The meeting agreed that the issue of Training (related to safety) could be addressed within the framework of SSP implementation and tasked the MID-SST to take this into consideration. Furthermore, the meeting noted that the initial questionnaire, to be sent to the ACAC and ICAO MID States to get States' commitment to participate in the RSOO study includes Training as one of the common area of interest. Accordingly, the meeting agreed that States which need assistance in training may wish to indicate this in their reply to the questionnaire (area of interest/activity to be carried out by the RSOO).

3.76 Based on the above, the meeting agreed that the NGAP National Plans development and implementation follow-up should be included in the SST work programme.

***IOSA-ISAGO Workshop***

3.77 The meeting was briefed on the IOSA-ISAGO Workshop held in Dubai, UAE from 20 to 21 October 2013. The workshop was followed by an ISAGO Auditor's Training Course from 22 to 24 October 2013. The meeting noted that the workshop provided regulators, airports, and airlines with an overview of IOSA and ISAGO programs. During the workshop presentations and testimonials were provided by regulators in the Region that have already made use of IATA audit programs. The workshop included also hands-on sessions with case studies on how IOSA and ISAGO can be used by a regulator and how the two programs can be used to complement safety oversight activities.

***Laser attacks on aircraft***

3.78 The meeting noted that the Middle East Region has recently experienced an increase in laser attacks on aircraft, which was considered as a threat to aviation safety and security. Accordingly, the meeting agreed that a survey be conducted under the MID-ASRT to collect additional information on the subject necessary for the assessment of the associated risks and development of mitigation measures.

3.79 Based on the above, the meeting agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 2/2: LASER ATTACKS ON AIRCRAFT***

*That, in order to support the MID-ASRT in conducting a survey on laser attacks to aircraft, States be urged to provide necessary information to the ICAO MID Regional Office on laser attacks incidents that have been reported during the past 3 years.*

***RASG-MID Work Programme for 2014***

3.80 The meeting was informed about the 2014 ICAO MID Office tentative schedule of safety events.

3.81 The meeting agreed that the RSC Co-Chairs in coordination with the Secretariat, the Rapporteurs of the Teams, the Coordinators of the Focus Areas and all safety partners develop the RASG-MID Work Programme for 2014 before **15 November 2013**.

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RSC/2  
Appendix 3A to the Report on Agenda Item 3

**FOLLOW-UP ACTION PLAN ON RASG-MID/2 CONCLUSIONS AND DECISIONS**

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 2/1: PROVISION OF SAFETY DATA</b></p> <p>That, States</p> <p>a) that have not yet done so, be urged to provide their data related to incidents and safety occurrences to the ICAO MID Regional Office before <b>31 December 2012</b>; and</p> <p>b) be invited to encourage their Air Operators to implement Flight Operations Quality Assurance Programme (FOQA) or Flight Data Monitoring Programme and provide Trends derived from such programmes to the ASRT for the identification of operational risks and development of proactive and predictive mitigation measures.</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p>	<p>Data related to incidents and safety occurrences</p> <p>Trends derived from FOQA or Flight Data Monitoring Programmes</p>	<p>2013</p>	<p>On-going</p> <p>SL Ref.:11/21.1 – 13/038, dated 28 January 2013</p> <p>SL Ref.: AN 11/21.1-13/189, dated 16 July 2013</p> <p>(5) State replied</p>
<p><b>CONC. 2/2: FIRST MID REGION ANNUAL SAFETY REPORT</b></p> <p>That, the First MID Region Annual Safety Report be made available to the civil aviation community through a restricted webpage on the ICAO MID Regional Office website.</p>		<p>ICAO</p>	<p>ASR-ICAO MID Website</p>		<p>Completed</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>DEC. 2/3: ESTABLISHMENT OF THE MID REGIONAL AVIATION SAFETY TEAM (MID-RAST)</b></p> <p>That, the MID Regional Aviation Safety Team (MID-RAST) be established with Terms of Reference as at Appendix 3B to the Report on Agenda Item 3.</p>		ICAO			Completed
<p><b>CONC. 2/4: ESTABLISHMENT OF RUNWAY SAFETY TEAMS</b></p> <p>That, States be urged to establish Runway Safety Teams (RST) hosted by airports and including, as a minimum, representation from aerodromes, air operators and air traffic controllers, before 1 March 2013.</p>	Implementation of the Conclusion	ICAO States	Number of established RSTs		On-going  SL Ref.: 11/21.1-13/039, dated 28 January 2013. (6) States replied
<p><b>DEC. 2/5: ESTABLISHMENT OF THE MID SAFETY SUPPORT TEAM (MID-SST)</b></p> <p>That, the MID Safety Support Team (MID-SST) be established with Terms of Reference as at Appendix 3L to the Report on Agenda Item 3.</p>	Implementation of the Conclusion	ICAO			Completed
<p><b>CONC. 2/6: REGIONAL COOPERATION FOR THE PROVISION OF ACCIDENT AND INCIDENT INVESTIGATION SERVICES</b></p> <p>That, States and International Organizations provide their comments on the proposed approach for Regional Cooperation for the provision of Accident and Incident Investigation Services at Appendix 3M to the Report on Agenda Item 3, to the ICAO MID Regional Office, before 31 January 2013.</p>	Implementation of the Conclusion	ICAO States			On-going  SL Ref.: 14/3 – 13/040, dated 28 January 2013. (6) States replied

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 2/7: ACCIDENT AND INCIDENT INVESTIGATION ACTIVITIES AND CAPABILITIES IN THE MID REGION</b></p> <p>That, States that have not yet done so, be urged to send their replies to the questionnaire at Appendix 3N to the Report on Agenda Item 3 related to Accident and Incident Investigation activities and capabilities in the MID Region, to the ICAO MID Regional Office before 31 January 2013.</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p>			<p>On-going</p> <p>SL Ref.: 14/3 – 13/040, dated 28 January 2013.</p> <p>(6) States replied</p>
<p><b>CONC. 2/8: FUNDING OF THE RASG-MID WORK PROGRAMME</b></p> <p>That,</p> <p>a) the funding of the RASG-MID Work Programme for 2013, be ensured mainly through voluntary support of the RASG-MID members and partners; and</p> <p>b) States and partners be encouraged to use the SAFE earmarked contributions option to secure some funds that could be used for the implementation of the RASG-MID Work Programme.</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p>			<p>On-going</p>



RSC/2-REPORT  
 APPENDIX 3A

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p><b>CONC. 2/9: RSC TERMS OF REFERENCE</b></p> <p>That, the RSC Terms of Reference be updated as at Appendix 4A to the Report on Agenda Item 4.</p>	<p>Implementation of the Conclusion</p>				<p>Completed</p>
<p><b>CONC. 2/10: MID-ASRT TERMS OF REFERENCE</b></p> <p>That, the MID-ASRT Terms of Reference be updated as at Appendix 4B to the Report on Agenda Item 4.</p>	<p>Implementation of the Conclusion</p>				<p>Completed</p>

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RSC/2  
Appendix 3B to the Report on Agenda Item 3

# Runway Ground Safety (RGS) SEIs

DIP	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
X	Specific training for pilots and air traffic controllers to avoid unstabilized approaches and promotion of pilot adherence to Standard Operating Procedures for approaches including go-around decision making	MID-RAST/RGS/1		High	Moderate	P2	1	ICAO, IATA, CANSO, IFALPA, States and Operators	Short Term	<p>Pilot training is top priority of RAST-PA and RAST-AP. DIP may be coordinated on global level - or benchmarked against other regions.</p> <p>ASR Comment: 4.1.3.2.1 - RE Accidents - 83% occur during landing and 67% during daytime - "Flight Crew Procedures" meaning non-compliance with SOPs was present in 59 accidents. - - See 4.1.2.4.1 and 2 - Top Common incidents/occurrences from MID reports - "Unstable Approach" with Root Cause airport/airline of SOP Compliance and Training.</p>
X	Develop guidance material and training programs to support creation of action plans by local aerodrome runway safety teams.	MID-RAST/RGS/2		High	Easy	P1	2	ICAO-MID - Nominated State Champion - ACI - COSCAP	Mid-Term	<p>ASR Comment: 4.1.3.2.1 - RE Accidents - 83% occur during landing and 67% during daytime - weather is contributing in 47% (1st rain/2nd windshear)</p> <p>Runway Incursion data not included in RASG-MID ASR - First Edition - however acknowledged by RSC/01 Agenda Item 2 paragraph 2.14</p>
	<p>Focus on Aerodrome Infrastructure and Maintenance Management with priority given to the following:</p> <ul style="list-style-type: none"> <li>- Promote /monitor Implementation RESA including other means such as arresting systems;</li> <li>- Regulation, guidance and specific training in relation to maintaining aerodrome runway/taxiway related markings; and</li> <li>- Regulation, guidance and specific training in relation to maintaining runways in accordance with Annex 14</li> </ul>	MID-RAST/RGS/3		High	Difficult	P3	3	ICAO-MID - Nominated State Champion	Long Term	<p>ASR Comments: 4.1.3.2.1 - Ground damage in 33% of accidents related to inadequate markings or signage or inadequate RESA.</p> <p>4.1.3.2.1 - bar chart of contributing factors</p>

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### Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
MID-RAST/RGS/01	Specific training for pilots and air traffic controllers to avoid unstabilized approaches and promotion of pilot adherence to Standard Operating Procedures for approaches including go-around decision making		9	High	Moderate	P2	1	Short Term

<b>Safety Enhancement Action (expanded)</b>	Promote specific training for pilots and air traffic controllers to avoid unstabilized approaches and pilot adherence to Standard Operating Procedures for approaches including go-around decision making through ICAO guidance, States' oversight and guidance, Operators' SMS and industry lead awareness and training initiatives. The initiatives seeks to leverage existing regulatory framework and industry events.
<b>Statement of Work</b>	<p><b>ICAO Actions</b></p> <ol style="list-style-type: none"> <li>1. Publish circular requiring States to provide increased oversight Audits using risk based approach and the necessary guidance on pilot adherence to SOPs.</li> <li>2. Publish circular requiring States to implement safety promotion and associated training programmes including strategies to avoid unstabilized approaches for Pilots and Air Traffic Controllers.</li> <li>3. Review ICAO work programme and consider including the subject as part of relevant regional workshops and existing symposiums where deemed applicable.</li> <li>4. Ensure SEI is added to the MID-Region Strategic Plan.</li> </ol>
<b>Champion Organization</b>	ICAO, IATA, FSF, IFALPA, IFATCA and CANSO
<b>Human Resources</b>	<ul style="list-style-type: none"> <li>• ICAO - International Civil Aviation Organisation (MID and HQ)</li> <li>• IATA - International Air Transport Association (MENA and HQ)</li> <li>• IFALPA - International Federation of Airline Pilot's Association</li> <li>• CANSO - Civil Air Navigation Services Organisation</li> <li>• States</li> <li>• Aircraft Operators</li> </ul>
<b>Financial Resources</b>	
<b>Relation with Current Aviation Community Initiative</b>	<p>ICAO Runway Safety Program            ICAO/IATA Runway Excursion Risk Reduction Toolkit            FSF Approach and Landing Accident Reduction (ALAR) Toolkit (version June 2010)            FSF Runway Safety Initiative (RSI) - "Reducing the Risk of Runway Excursions"            FSF Operators Guide to Human Factors in Aviation (FSF European Advisory Committee)            FSF Annual Flight Safety Conference (most recent in September 2012)            France Directorate General of Civil Aviation - Unstabilized Approaches            France Directorate General of Civil Aviation - Stabilised Approaches Good Practice Guide            France Directorate General of Civil Aviation - Synthesis on Unstable Approaches            EWGRS - European Action Plan for the Prevention of Runway Excursions            Airbus - Safety Library - Flight Operations Briefing Notes - Approach Techniques</p>

<b>Performance Goal</b>	Reduce relative number of runway excursions. MID-Regional Safety Strategy: Reduce Runway Excursions related accidents by 50% by the end of 2017.
<b>Indicators</b>	Reduction of runway excursions resulting from unstable approaches, as a percentage of total movements, for 2013 and 2014.
<b>Key Milestones</b>	<p><b>To be completed by year end 2015</b></p> <p><b>ICAO</b></p> <ol style="list-style-type: none"> <li>1. Publish circular requiring States to provide increased oversight Audits regarding pilot adherence to SOPs.</li> <li>2. Publish circular requiring states to implement strategies to avoid unstabilized approaches for Pilots and Air Traffic Controllers.</li> <li>3. Confirm Review of ICAO program and inclusion of SEI in regional workshops and existing symposiums</li> <li>4. Ensure SEI is added to the MID Region Strategic plan.</li> </ol> <p><b>States</b></p> <ol style="list-style-type: none"> <li>1. Review of regulation and guidance material - as per timing in ICAO Circular</li> <li>2. Ensure that safety oversight activities include SEI specific items - as per timing in ICAO Circular</li> <li>3. Ensure Operators' SMS include a link to and participation in the local aerodrome runway safety programs - 12 month check</li> <li>4. Ensure the Operators are capturing unstabilized approach through SMS - 12 month check</li> <li>5. Items 4 and 5 maybe support by State bulletin to Operators</li> </ol> <p><b>Operator</b></p> <ol style="list-style-type: none"> <li>1. Review and ensure that induction, training and awareness initiatives - 12 month check</li> <li>2. Ensure SMS includes a link/actions to and participation in the local aerodrome runway safety programs - 12 month check</li> <li>3. Ensure SMS process has identified these the above risks as part the formal Safety Risk Management process - 12 month check</li> </ol> <p><b>IATA - IFALPA - CANSO</b></p> <ol style="list-style-type: none"> <li>1. Review and ensure that regional strategy and awareness initiatives specifically address the SEI</li> </ol>
<b>Potential Blockers</b>	Availability of required human resources from identified organisations Availability of financial resources
<b>Responsible</b>	<ul style="list-style-type: none"> <li>• ICAO - International Civil Aviation Organisation (MID and HQ)</li> <li>• IATA - International Air Transport Association (MENA and HQ)</li> <li>• IFALPA - International Federation of Airline Pilot's Association</li> <li>• CANSO - Civil Air Navigation Services Organisation</li> <li>• Mid-Region States</li> <li>• Mid-Region Aircraft Operators</li> </ul>
<b>DIP Notes</b>	<p>Pilot training is top priority of RAST-PA and RAST-AP. DIP may be coordinated on global level - or benchmarked against other regions.</p> <p>ASR Comment: 4.1.3.2.1 - RE Accidents - 83% occur during landing and 67% during daytime - "Flight Crew Procedures" meaning non-compliance with SOPs was present in 59 accidents. - - See 4.1.2.4.1 and 2 - Top Common incidents/occurrences from MID reports - "Unstable Approach" with Root Cause airport/airline of SOP Compliance and Training.</p>

## Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
RAST-MID/RGS/2	Develop guidance material and training programs to support creation of action plans by local aerodrome runway safety teams.		9	High	Easy	P1	2	Mid-Term

<b>Safety Enhancement Action (expanded)</b>	Develop guidance material and training programs to support creation of action plans by local aerodrome runway safety teams with immediate emphasis on - identification and publication of aerodrome Hot Spots and timely; and - accurate notification regarding runway conditions and weather by AIS and ATS units.
<b>Statement of Work</b>	<ol style="list-style-type: none"> <li>1. Establishment of Regional RST Go-Teams</li> <li>2. Conduct regional Runway Safety Seminars/Workshops</li> <li>3. Establishment of Local Runway Safety Teams</li> <li>4. Enhance coordination with ICAO Runway Safety Programme including exchange of data</li> <li>5. Create supporting regulation and guidance including Runway Safety Team (RST) Handbook</li> </ol>
<b>Champion Organization</b>	ICAO, IATA, FSF, IFALPA, IFATCA, ACI and CANSO

<p><b>Human Resources</b></p>	<ul style="list-style-type: none"> <li>• ICAO - International Civil Aviation Organisation (MID and HQ)</li> <li>• IATA - International Air Transport Association (MENA and HQ)</li> <li>• IFALPA - International Federation of Airline Pilot's Association</li> <li>• CANSO - Civil Air Navigation Services Organisation</li> <li>• ACI - Airport Council International</li> <li>• States</li> <li>• Aircraft Operators</li> </ul>
<p><b>Financial Resources</b></p>	
<p><b>Relation with Current Aviation Community Initiative</b></p>	<p>ICAO Runway Safety Program  ICAO/IATA Runway Excursion Risk Reduction Toolkit  FSF Approach and Landing Accident Reduction (ALAR) Toolkit (version June 2010)  FSF Runway Safety Initiative (RSI) - "Reducing the Risk of Runway Excursions"  FSF Operators Guide to Human Factors in Aviation (FSF European Advisory Committee)  FSF Annual Flight Safety Conference (most recent in September 2012)  European Action Plan for the Prevention of Runway Excursions  European Action Plan for the Prevention of Runway Incursions  Airbus - Safety Library - Flight Operations Briefing Notes - Approach Techniques</p>
<p><b>Performance Goal</b></p>	<p>Reduce relative number of runway excursions.  MID-Regional Safety Strategy: Reduce Runway Excursions related accidents by 50% by the end of 2017.  MID-Regional Safety Strategy: Reduce Runway Incursions related accidents by 50% by the end of 2017.</p>
<p><b>Indicators</b></p>	<p>See above/below</p>

<p><b>Key Milestones</b></p>	<p><b>ICAO Actions</b></p> <ol style="list-style-type: none"> <li>1. Publication of Runway Safety Team (RST) Handbook (currently in draft)</li> <li>2. Establishment of Regional RST Go-Teams</li> <li>3. Conduct regional Runway Safety Seminars/Workshops</li> <li>4. Coordinate with States to provide transparency to and harmonise initiatives of ICAO's Runway Safety Programme with Regional and State initiatives (i.e. information gathering, information sharing, surveys, RST hosting platform, etc.)</li> </ol> <p><b>States' Actions</b></p> <ol style="list-style-type: none"> <li>1. Conduct national Runway Safety Seminars/Workshops</li> <li>2. Promotion of RST Handbook</li> <li>3. Creating supporting regulation and guidance material at a State level</li> <li>4. Focus oversight on SMS Safety Risk Management as related to runway and ground safety</li> <li>5. Support Regional Go-Teams</li> </ol> <p><b>Operators' Actions</b></p> <ol style="list-style-type: none"> <li>1. Conduct local Runway Safety awareness campaigns</li> <li>2. Establish local runway safety teams (or equivalent)</li> <li>3. Participate in Regional Go-Teams</li> </ol> <p><b>Others' Actions</b></p> <ol style="list-style-type: none"> <li>1. Conduct local Runway Safety awareness campaigns</li> </ol>
<p><b>Potential Blockers</b></p>	<p>Availability of required human resources from identified organisations</p>
<p><b>Responsible</b></p>	<ul style="list-style-type: none"> <li>• ICAO - International Civil Aviation Organisation (MID and HQ)</li> <li>• IATA - International Air Transport Association (MENA and HQ)</li> <li>• IFALPA - International Federation of Airline Pilot's Association</li> <li>• CANSO - Civil Air Navigation Services Organisation</li> <li>• Mid-Region States</li> <li>• Mid-Region Aircraft Operators</li> </ul>

**DIP Notes**

Noting SEIs from other regions it is worthwhile RSTs consider the following:

- Air traffic Control Training - general and scenario based
- Review of Aerodrome and ATC Standard Operating Procedures including RT Phraseology and Clearance Procedures
- Pilot Training - general and scenario based
- Scenario Based Training for Tower Controller
- Scenario Based Training for Pilots

- Note the various ICAO Global and Regional Runway Safety Initiatives related to Runway Safety and RSTs. IFALPA and CANSO may be training resources (see AP SEIs).

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<b>In-Flight Damage (IFD) SEIs</b>											
RAST No	Safety Enhancement Action	Reference	GASP Safety Initiative	Best Practices Supporting GSI	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/IFD/01	Improve aviation safety in the MID region through mitigation of birdstrike, wildlife and FOD hazards	N/A	<b>Safety Management Standardization:</b> Implementation of risk-based standardization  <b>Safety Oversight Standardization:</b> Promotion of Compliance with National Regulations and Adoption of Industry Best Practices	1. BP-GEN-1 2. BP-GEN-2 3. BP-GEN-4 4. BP-STD-S-12 5. BP-STD-S-13 6. BP-SIE-S-2	High	Moderate	P1	1	1. IATA	Mid-Term	
RAST-MID/IFD/02	Lower the number of In-flight Damage accidents/incidents related to SOPs/SOPs Adherence by Flight Crew and Maintenance Personnel	N/A	<b>Safety Oversight Standardization:</b> Promotion of Compliance with National Regulations and Adoption of Industry Best Practices	1. BP-GEN-1 2. BP-GEN-2 3. BP-GEN-4 4. BP-STD-S-12 5. BP-STD-S-13	Medium	Moderate	P2	2	1. IATA 2. ICAO 3. IFALPA 4. AACO	Mid-Term	DIPS might include: 1. Launch Competency Basec Training (CBT) awareness for maintenance personnel and provide support in the form of "Go Team" visits where required 2. Develop guidance material which includes best practices on enhanced aircraft inspection practices and procedures collected from airlines and manufacture

RAST-MID/IFD/03	Increase awareness on means and tools of handling situations where a natural disaster occurs	N/A	<p><b>Safety Management Standardization:</b></p> <p>Implementation of risk-based standardization</p> <p><b>Safety Oversight Standardization:</b></p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>1. BP-GEN-1 2. BP-GEN-2 3. BP-GEN-4 4. BP-STD-S-12 5. BP-STD-S-13</p>	High	Difficult	P3	3	<p>1. IATA 2. ICAO</p>	Long Term	<p>DIPS might include:</p> <ol style="list-style-type: none"> <li>1. Conducting a survey and assessment of airports in the region to identify and understand animal habitat around airports, and methods used by the airport for controlling hazardous wildlife. This survey to include assessment of the States' implementation of ICAO Annex 14 standards in Chapter 9 - 9.4 , and analysis of the data collected.</li> <li>2. Convening training and workshops for pilots and ATCO to increase awareness on wildlife avoidance during flight</li> <li>3. Promote voluntary reporting of bird strikes by airlines, airports, and regulators. Various tools are available such as ICAO Bird Strike Information System (IBIS), IATA Bird Strike Database, etc.</li> </ol>
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RSC/2  
 Appendix 3E to the Report on Agenda Item 3

## Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	GASP Safety Initiative	Best Practices Supporting GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
MID-RAST/IFD/01	Improve aviation safety in the MID region through mitigation of birdstrike, wildlife and FOD hazards	<p><b>Safety Management Standardization:</b></p> <p>Implementation of risk-based standardization</p> <p><b>Safety Oversight Standardization:</b></p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<ol style="list-style-type: none"> <li>1. BP-GEN-1</li> <li>2. BP-GEN-2</li> <li>3. BP-GEN-4</li> <li>4. BP-STD-S-12</li> <li>5. BP-STD-S-13</li> <li>6. BP-SIE-S-2</li> </ol>	High	Moderate	P1	1	Mid Term
<p><b>Safety Enhancement Action (expanded)</b></p>		<p>In-flight damage is the third biggest safety challenges for the Middle East region based on analysis carried out for accidents between 2008 and 2011. Highest contributing factor is aircraft malfunction followed by equal distribution over contributing factors including maintenance events, wildlife/FOD/birdstrike, meteorology, and SOP/SOP Adherence.</p> <p>For the purpose of this DIP, the main contributing factor that is addressed is wildlife/FOD/birdstrike.</p>						

<p><b>Statement of Work</b></p>	<p>This project aims at promoting practices and tools for mitigation of birdstrike and FOD hazards at airports in the MID region, through;</p> <p>a) Conducting a survey and assessment of airports in the region to identify and understand animal habitat around airports, and methods used by the airport for controlling hazardous wildlife  b) Establishing a regional guidance document that addresses key issues such as vegetation (like tall grass policy)  c) Convening a workshop for pilots and ATCO to increase awareness on wildlife avoidance during flight</p>
<p><b>Champion Organization</b></p>	<p>IATA</p>
<p><b>Human Resources</b></p>	<p>Airlines, Regulators, Manufacturers, Airports, International and Regional organizations and associations</p>
<p><b>Financial Resources</b></p>	<p>1) Sponsorship of workshop for Wildlife/FOD/Birdstrike</p>
<p><b>Relation with Current Aviation Community Initiative</b></p>	<p>1. RASG-PA Bird Strikes Risk Reduction Program  2. IATA Bird Strike Database  3. ICAO Bird Strike Database  4. CAP 772: Birdstrike Risk Management for Aerodromes  5. UAE Aerodrome Mandatory Reporting System</p>
<p><b>Performance Goal</b></p>	<p>1) Collect further data and information  2) Launch a Wildlife/FOD Risk Reduction Program in the region  3) Achieve SEI indicator</p>
<p><b>Indicators</b></p>	<p>Reduce In-flight Damage related accidents by 50% by the end of 2017</p>

<b>Key Milestones (Deliverables)</b>	<ol style="list-style-type: none"> <li>1. Conduct a survey and assessment of airports in the region to identify and understand animal habitat around airports, and methods used by the airport for controlling hazardous wildlife by June 2014</li> <li>2. Establish a regional guidance document that addresses key issues such as vegetation (like tall grass policy) by November 2014</li> <li>3. Convene a workshop for pilots and ATCO to increase awareness on wildlife avoidance during flight by March 2014</li> </ol>
<b>Potential Blockers</b>	<p>Availability of required human resources from identified organisations Timely collection of data and information</p>
<b>Responsible</b>	<p>Core Team:</p> <ol style="list-style-type: none"> <li>1. Samir Sajet, WFP</li> <li>2. Adel Ramlawi, ICAO</li> <li>3. Eng. Ahmed Arafaa, ECAA</li> <li>4. Kamil Al Awadhi, KU</li> </ol>
<b>DIP Notes</b>	<p>None</p>

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**Loss of Control In-Flight (LOC-I)**

DIP	RAST No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
	RAST-MID/LOC-I/1	Policies and Procedures to prevent LOC-I, including clear SOPs, Risk management, Communication, and flight crew proficiency	SE26, 27, 28 and 29	7	Medium	Easy	P4	1	IATA/ICAO/Manufacturers	short	<b>OPERATORS:</b> This safety enhancement ensures that all airline operators publish and enforce clear, concise, and accurate flight crew SOPs. These SOPs should include expected procedures during pre/post flight and all phases of flight; i.e., checklists, simulator training, PF/PM duties, transfer of control, automation operation, rushed and/or unstabilized approaches, rejected landings and missed approaches, inflight pilot icing reporting, and flight crew coordination. Operator instructors and check airmen should ensure these SOPs are trained and enforced in their aircrew proficiency and standardization programs. <b>STATES:</b> Verify that Policies and Procedures are in place and actively followed.
	RAST-MID/LOC-I/3	Training to prevent LOC-I: Human Factors and Automation	SE 30	9	High	Moderate	P1	2	IATA/ICAO/Manufacturers	Long	This safety enhancement collects and provides advanced maneuver training material and encourages Part 121 operators to use these materials to implement advanced maneuver ground and flight training using appropriate flight training equipment. Emphasis should be given to stall onset recognition and recovery, unusual attitudes, upset recoveries, effects of icing, energy awareness and management, and causal factors that can lead to loss of control.
	RAST-MID/LOC-I/2	Training to prevent LOC-I – Advanced Maneuvers – Implement Ground and Flight Training (1-3)	SE 31	9	High	Moderate	P1	3	ICATEE	Long	Advanced Maneuvers Training (AMT) refers to training to prevent and recover from hazardous flight conditions outside of the normal flight envelope. Examples include in flight upsets, stalls, ground proximity and wind shear escape maneuvers, and inappropriate energy state management conditions.

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## DETAILED IMPLEMENTATION PLANS (DIPs)

Rast No.	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
RAST-MID/LOC-I/3	To improve the overall performance of flight crews to recognize and prevent loss of control accidents, through effective use of automation procedures	SE 30		High	Moderate	P2	3	Short
<b>Safety Enhancement:</b>	To improve the overall performance of flight crews to recognize and prevent loss of control accidents, through effective use of automation based navigation technology is utilized, at such airfields, to provide the highest level of safety during the conduct of an approach and landing towards the runway.							
<b>Statement of Work:</b>	To reduce loss of control accidents, operators will be encouraged to adopt consensus policies and procedures relating to mode awareness and energy state management aspects of flight deck automation, as appropriate to their respective operations.							
<b>Champion Organization:</b>	MID-RAST							
<b>Human Resource:</b>	IATA, Pilot Associations; Safety, Flight Operations and Training managers; ICAO, CAA's, aircraft manufacturers, training centers							
<b>Financial Resource:</b>								
<b>Relation Current Aviation Community Initiative:</b>	<p>The following are some of the activities related to this project:</p> <ul style="list-style-type: none"> <li>Incident data has shown that flight deck automation is a core issue that needs to be addressed. To enhance safety, a CAST working group, including aircraft manufacturers, pilot associations, etc. developed a tactical approach and distributed policies and procedures relating to mode awareness and energy state management.</li> <li>The COSCAP GS could use this material to develop a generic advisory circular.</li> <li>CAST Flight Deck Automaton Working Group has been formed to recommend and prioritize actions to address, for current and projected operational use, the safety and efficiency of modern flight deck systems for flight path management (including energy state management).</li> <li>The Human Factors and Pilot Training Group of the ALPA, Air Safety Structure has identified its position regarding CRM and Human Factors with respect to the use of automation.</li> <li>SAE-G10, Aerospace Behavioral Engineering Technology (ABET) Committee, deals with the philosophies, principles and criteria by which designers, engineers, pilots and behavioral scientists structure systems to achieve maximum human workload compatibility for automation efficiency. The committee has several subcommittees with on-going work into human factors and automation</li> </ul>							
<b>Performance Goal</b>	<p>Goal 1: Mitigate the effects of mode confusion and energy state management as contributing factors in loss of control accidents.  Indicator: A measurable reduction of loss of control incidents and accidents related to automation.  Goal 2: Mode awareness and energy state management aspects of flight deck automation advisory circular is readily available.  Indicator: Each ICAO contracting State in the region has issued an advisory circular and distributed it to each operator's in the State. Completion of Output 3.  Goal 3: All operators incorporate mode awareness and energy state management aspects of flight deck automation guidance in their approved training programs.  Indicator: Mode awareness and energy state management aspects of flight deck automation guidance is provided to all transport airplane pilots Completion of Output 4.</p>							
<b>Indicators:</b>	Maintain the MID CFIT accident rate at 2012 level							
<b>Key Milestones:</b>	<p>The following milestones are based on the date of Steering Committee Approval (SCA) (months):</p> <ul style="list-style-type: none"> <li>Review MID advisory circular IATA SCA+6</li> <li>Issue generic advisory circular ICAO Output 1 +1</li> <li>Issuance of advisory circular by States in the Region. CAAs Output 2 +6</li> <li>Operators develop guidance based on the AC and train pilots. Operators Output 3 + 18</li> <li>Track implementation MID-RAST SCA +12 and yearly</li> </ul>							
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li>Operator might not embrace advisory circular material,</li> <li>Operators might not accept the potential cost of this training,</li> <li>Operators may not recognize the safety enhancement benefits,</li> <li>States may opt not to adopt and issue the advisory circular.</li> </ul>							
<b>Responsible</b>								
<b>DIP Notes:</b>	<i>To reduce loss of control accidents, air carriers will be encouraged to adopt consensus policies and procedures relating to mode awareness and energy state management, as appropriate to their respective operations.</i>							
<b>RAST-PA/LOC-I/6 Output 1:</b>	<p>Description: Review and evaluate the advisory circular to be created by the ICAO</p> <ul style="list-style-type: none"> <li>AACO / IFALPA / IATA team to review and evaluate the advisory circular created by the ICAO related to mode awareness and energy state management of flight deck automation.</li> <li>Based on this review create a generic advisory circular for the region</li> </ul> <p>Resources:</p> <p>Resource Notes: AACO, IFALPA, IATA, Flight Operations, Safety and Training managers, and Aircraft Manufacturers.</p> <p>Actions: AACO / IFALPA / IATA will convene a team to analyze the advisory circular, to verify policies and procedures related to mode awareness and energy state management are appropriate for the region. The team will develop a generic mode awareness and energy state management aspects of flight deck automation advisory circular for MID.</p> <p>Target Completion Date:</p> <p>Time Line: SCA + 6 months</p>							
<b>RAST-PA/LOC-I/6 Output 2:</b>	<p>Description: ICAO will distribute a copy of the developed generic advisory circular to each State in the region.</p> <p>Resources:</p> <p>Resource Notes: ICAO</p> <p>Actions: ICAO regional Offices will prepare a cover letter and disseminate the generic advisory circular to each member State in the region.</p> <p>Target Completion Date:</p> <p>Time Line: Completion of Output 1+ 1 months</p>							
<b>RAST-PA/LOC-I/6 Output 3:</b>	<p>Description: Each State in the region will use the generic advisory circular as a template to prepare a State advisory circular on mode awareness and energy state management aspects of flight deck automation.</p> <p>Resources:</p> <p>Resource Notes: State regulatory authorities</p> <p>Actions: States in the region to issue their own advisory circular on mode awareness and energy state management aspects of flight deck automation.</p> <p>Target Completion Date:</p> <p>Time Line: Completion of output 2 + 6 months</p>							
<b>RAST-PA/LOC-I/6 Output 4:</b>	<p>Description: Mode awareness and energy state management aspects of flight deck automation guidance is provided by operators to all of their pilots.</p> <p>Resources:</p> <p>Resource Notes: Operator's flight operations, standards and training departments.</p> <p>Actions: Each operator should carefully developed procedures and guidelines that support the proper use of mode awareness and energy state management aspects of flight deck automation in their training programs. Each transport airplane pilot should be trained to the flight deck automation procedures and guidelines developed by their organization.</p> <p>Target Completion Date:</p> <p>Time line: Completion of Output 3 + 18 months</p>							

RSC/2  
 Appendix 3H to the Report on Agenda Item 3

**Controlled Flight Into Terrain (CFITs)**

DIP	RAST No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
	RAST-MID/CFIT/3	The construction, approval and implementation of RNAV(GNSS) / RNP-AR procedures to all runways not currently served by precision approach procedures	N/A	12	High	Difficult	P1	1	IATA/CANSO	Long-term	
	RAST-MID/CFIT/7	Promote,implement and mandate best practice Standard Operating Procedures with respect to CFIT amongst Aircraft Operators and Air Navigation Service Providers	N/A	1	High	Medium	P2	2		Mid-term	
	RAST-MID/CFIT/4	Mandate the incorporation of the latest standard CFIT warning and prevention technology onboard operators' aircraft and within ANSP's facilities	N/A	12	High	Difficult	P3	3		Long-term	

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b) Regulatory.

c) Oversight.

d) Enforcement.

e) Safety management (SSP)

f) Other.

4) What areas of activity would you like RSOO(s) to address? Please explain in terms of the following:

a) Flight Safety (flight operations, aircraft airworthiness and personnel licensing).

b) Aerodromes, including certification thereof.

c) Air Navigation Services (ATM, PANS-OPS, AIM, CNS, MET, SAR)

- d) Other.
- 5) What specific tasks would you like to see carried out by an RSOO for ACAC States? Please explain in terms of the following::
- a) Drafting and harmonizing regulations.
  - b) Developing guidance material, procedures and inspector handbooks.
  - c) Conducting surveillance activities, such as inspections and audits.



h) Conducting pre-audits in preparation for ICAO audits/ CMA.

i) Carrying out Post-audit activities in support of the State Corrective Action Plan

j) Other.

6) Is your State already a member of any other RSOOs (including COSCAPs)?

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Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
Improve regional cooperation for the provision of Accident & Incident Investigation	SST-MID/01		Moderate	Difficult		P1	UAE	Mid-Term	
Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s)	SST-MID/02		High	Difficult		P1	ICAO & ACAC	Mid-Term	
Improve status of implementation of State Safety Programs (SSPs) in the MID	SST-MID/03		High	Difficult		P1	ICAO	Mid-Term	

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## Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
SST-MID/01	Improve regional cooperation for the provision of Accident & Incident Investigation							

<b>Safety Enhancement Action (expanded)</b>	The DGCA MID/1 meeting which was held in Abu-Dhabi, UAE, 22 – 24 March 2011, agreed That, in order to strengthen their safety oversight capabilities and solve common safety-related deficiencies, in an effective, cooperative and sustainable manner, MID States required to establish Regional Accident and Incident Investigation Organizations (RAIOs).as per ICAO Manual on Regional Accident and Incident Investigation Organization (Doc 9946).
<b>Statement of Work</b>	This plan aims at..... <ol style="list-style-type: none"> <li>1. Develop a strategy for regional cooperation to enhance accident and incident investigation</li> <li>2. Carry out a study related to regional capabilities for accident &amp; incident investigation</li> <li>3. Sharing investigation capabilities</li> <li>4. Establish a Regional/Sub-regional Accident &amp; Incident Investigation Organization(s) (RAIO(s)) based on results of the study</li> </ol>
<b>Champion Organization</b>	UAE
<b>Human Resources</b>	<ol style="list-style-type: none"> <li>1. SST</li> <li>2. ICAO</li> <li>3. States</li> <li>4. Industry</li> <li>5. ACAC</li> </ol>

<b>Financial Resources</b>	<p>Required to complete the study</p> <p>At a later stage funds will be required to support establishment of RAIO(s)</p> <p>Options will be explored by SST (funds from States or other safety partners)</p>
<b>Relation with Current Aviation Community Initiative</b>	ASRT (proactive and predictive safety data analysis)
<b>Performance Goal</b>	<p>Active &amp; proactive investigation of accidents and incidents</p> <p>This will assist in preventing future accidents</p> <p>Effective identification of root cause, contributing factors, and latent conditions to enhance safety performance</p>
<b>Indicators</b>	TBD
<b>Key Milestones</b>	To be taken from the developed strategy with clear timelines (reference to Rabat Workshop/Seminar, Abu Dhabi Workshop, and rASG-MID/2 Meeting)
<b>Potential Blockers</b>	<ol style="list-style-type: none"> <li>1. Regional Cooperation</li> <li>2. Institutional issues</li> <li>3. Financial constraints</li> </ol>
<b>DIP Notes</b>	

## Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
SST-MID/02	Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s)							

<b>Safety Enhancement Action (expanded)</b>	The DGCA MID/1 meeting which was held in Abu-Dhabi, UAE, 22 – 24 March 2011 agreed That, in order to strengthen their safety oversight capabilities and solve common safety-related deficiencies, in an effective, cooperative and sustainable manner, MID States required to cooperate towards the establishment of Regional Safety Oversight Organizations (RSOOs) .
<b>Statement of Work</b>	This plan aims at..... 1. Develop a strategy & carry out a study related to estbishment of regional/sub-regional safety oversight organization(s) 2. Evolution of COSCAP-GS into an RSOO 3. Establish a Regional/Sub-regional Safety Oversight Organization based on results of the study
<b>Champion Organization</b>	ICAO & ACAC
<b>Human Resources</b>	1. SST 2. ICAO 3. States 4. Industry 5. ACAC

<b>Financial Resources</b>	Required to complete the study At a later stage funds will be required to support establishment of RSOO(s) Options will be explored by SST (funds from States or other safety partners)
<b>Relation with Current Aviation Community Initiative</b>	ASRT: proactive safety information RAST: support all safety initiatives
<b>Performance Goal</b>	1. Improve effective implementation of USOAP Critical Elements (CEs)
<b>Indicators</b>	The average EI in the MID Region is around 54%, which is below the world average (60%) and more than half of the States audited (7 States) show a EI percentage below 70%. <b>States should target their efforts to improve and maintain the effective implementation above 60%.</b>
<b>Key Milestones</b>	To be taken from the developed strategy with clear timelines
<b>Potential Blockers</b>	1. Regional Cooperation 2. Institutional issues 3. Financial constraints
<b>DIP Notes</b>	

## Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
SST-MID/03	Improve status of implementation of State Safety Programs (SSPs) in the MID							

<b>Safety Enhancement Action (expanded)</b>	ICAO safety management provisions require States to establish a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS) in civil aviation.
<b>Statement of Work</b>	<p>This plan aims at.....</p> <ol style="list-style-type: none"> <li>1. Carry out a gap analysis (using ICAO iSTAR tool), supplemented by targeted questionnaire or visit to specific States. This will provide a clearer picture of where States in the region are and where they plan to be. It will also help us in evaluating gaps and the best course of action</li> <li>2. Sharing of experience through workshops, and seminars</li> <li>3. Establish a mechanism for safety data sharing and promoting a safety culture</li> <li>4. Seek options to address lack of expertise for the effective implementation of SSP. One of the options might be the establishment/use of a Regional/Sub-regional Safety Oversight Organization(s) capabilities to support SSP implementation at State level, subject to the approval of DGs.</li> </ol>
<b>Champion Organization</b>	ICAO
<b>Human Resources</b>	<ol style="list-style-type: none"> <li>1. SST</li> <li>2. ICAO</li> <li>3. States</li> <li>4. Industry</li> <li>5. ACAC</li> </ol>

<b>Financial Resources</b>	Options will be explored by SST as required (funds from States or other safety partners)
<b>Relation with Current Aviation Community Initiative</b>	ASRT: safety information (reactive, proactive, predictive) RAST: support all safety initiatives
<b>Performance Goal</b>	1. Achieve acceptable level of safety in civil aviation
<b>Indicators</b>	TBD
<b>Key Milestones</b>	TBD
<b>Potential Blockers</b>	1. Lack of necessary expertise Subject to the course of action that will be take: 1. Regional Cooperation 2. Institutional issues 3. Financial constraints
<b>DIP Notes</b>	

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# Safety Management Workshop

11-12 June 2013  
Muscat, Oman



## SUMMARY OF DISCUSSIONS

### I. General

#### 1. Place and Duration

The Safety Management Workshop was successfully held in Muscat, Oman on 11-12 June 2013. The event was organized jointly by IATA and ICAO and hosted by Oman Air.

#### 2. Attendance

The workshop was attended by 99 representatives from States' regulators and Air Navigation Service Providers, airlines, airports, and Organizations. The list of participants is at **Attachment A** to this Summary.

#### 3. Agenda

The agenda was developed around the main following topics:

1. Introduction and Expectations
2. ICAO SMS/SSP Framework
3. SMS and IOSA
4. Regional best practices
5. Safety data sharing
6. How can we accelerate SSP/SMS implementation
7. Conclusions and closing session

A copy of the detailed Agenda/Work Programme is available at:  
<https://extranet2.iata.org/sites/smw-june/default.aspx>

From extensive feedback it was confirmed that the Agenda was well balanced, informative and interesting and that it met the expectations of the participants.

#### 4. Objective

The purpose of the Safety Management Workshop was to promote the RASG-MID and in particular its Safety Support Team (SST) activities related to safety management and stimulate a dynamic exchange of knowledge and experience on the development and effective



implementation of SSP/SMS with an emphasis on the need to improve the reporting and sharing of safety data at national and regional level.

## **II. Summary and Outcome of Discussions**

The Workshop provided a balance between the time allocated to presentations covering concepts, “institutional and training” issues and practical experiences related to safety management and a forum for open discussions, exchange of knowledge and experience. Much thought and effort had been put into the development of the presentations by the speakers who have been thanked for the time and effort they dedicated to the Workshop and the enthusiasm and commitment to their subjects.

All the presentations are available at: <https://extranet2.iata.org/sites/smw-june/default.aspx>

### **1. ICAO SMS/SSP Framework**

The objective of this session was to set the scene for further discussion on all safety management-related issues.

Mohamed Smaoui, Regional Officer ANS/AIM, ICAO, gave an overview of the safety management concept, the SMS/SSP frameworks and phased approach to implementation in the region.

The session provided the participants with the basis for discussions during the break-out sessions on the second day of the workshop.

### **2. SMS and IOSA**

This session was supported by two presentations; the first one addressed the SMS provisions captured under IOSA standards and level of conformance with these standards on a regional level; and the second presentation was about the IATA available tools and training courses to support SMS implementation.

Ruby Sayyed, Assistant Director SO&I and Richard Howard, Safety Instructor, both from IATA delivered the presentations in this session.

### **3. Regional Best Practices**

This session was supported by presentations from different organizations highlighting progress and challenges of SMS implementation. Four presentations were delivered during this session:

- a) Airline perspective by Capt. Henry Donohoe, Senior Vice President, Emirates Airlines
- b) CANSO perspective by Marthinus Olivier, MASI, Serco Middle East
- c) ANSP perspective by Michael Boyd, ATS Safety Manager, Serco Middle East
- d) Airport perspective by Jamal Zaal, Vice President, Dubai Airports Company

The session was facilitated by Capt. Henry Donohoe, Senior Vice President, Emirates Airlines.

### **4. Break Out Session 1: Safety Data Sharing**

This session was a brain storming session that engaged all participants in discussions on safety data sharing challenges, tools, and recommendations to enhance sharing of information on national and regional level. To set the scene three presentations were delivered:

- a) Safety Data and Information requirements under the Annual Safety Report Team, presented by Ruby Sayyed, Assistant Director SO&I.
- b) Regulator experience in safety reporting, presented by Ghanim Abdulla, Sr. Cabin Inspector/Flight Operations, GCAA
- c) Airline perspective on safety reporting presented by Captain Hesham Noor, Manager Flight Safety & Human Factors, Gulf Air

The session was facilitated by Ruby Sayyed, Assistant Director SO&I.

The presentations were followed by interactive discussions with the audience that led to the following conclusions:

- A High-level briefing on safety management is to be provided to the Top management (DGs and CEOs) concurrently with the next MID Safety Summit in 2014;
- Use of existing tools to enhance safety data reporting (IATA and ICAO Tools);
- Enhance safety culture to promote reporting, through;
  - Management commitment and leadership
  - Non-punitive approach (Safety Culture)
  - Safety Promotion (training and communication)
  - Motivation: Incentives and rewards
  - Ownership
  - Transparency
  - Feedback after reporting (action taken)
- Adopting a collaborative approach and pooling of resources (RSOOs, forums, event) for sharing of expertise and best practices;
- Importance of the role of the regulator in achieving effective safety reporting culture.

## 5. Break Out Session 2: How can we accelerate SSP/SMS implementation?

This session was a brain storming session that engaged all participants in discussions on SMS/SSP implementation and associated action plans. To set the scene three presentations were delivered;

- a) Mohamed Smaoui, Regional Officer ANS/AIM, ICAO
- b) Capt. R. Dharamraj, Sr. Manager. Safety, Quality and Standards, Qatar Airways
- c) Chamsou Andjorin, Director Aviation Safety Africa & ME, Boeing

The session was facilitated by Mohamed Smaoui, Regional Officer ANS/AIM, ICAO.

The presentations were followed by interactive discussions with the audience that led to the following conclusions:

- To assess current SSP/SMS implementation status:
  - An SMS/SSP Questionnaire will be circulated through an ICAO State Letter
  - 
  - Personalized phone interviews by SST will follow the ICAO State Letter
  - As a first step, only Phase 1 will be captured in the questionnaire
  - Use data from other sources USOAP-CMA, IOSA, ISAGO, etc.

- Visits to States to assess level of SSP/SMS implementation (gap analysis and support driven by SST in the form of Go-Teams) will be launched in 2014
- COSCAP-GS website will be used to create a web-page for follow-up/monitoring of progress of SMS/SSP implementation (indicators/targets). Next step is to use same web-page to monitor all safety indicators/objectives under MID Safety Strategy.
- Regular meetings of SST to discuss SSP/SMS implementation
- The following volunteered to join and support the work of the SST:
  - Ghanim Abdulla, UAE GCAA
  - Jamal Zaal, Dubai Airports
  - Capt. Manin Al Said, Oman Air
  - Salem Al Harthy, OAMC
  - Abdullah Alhudaifi, Yemen CAMA
  - Two representatives from GFSC (names to be provided later)

The outcomes of this workshop will be presented to the SST for follow-up and further actions.

### **III. Closing**

The importance of gathering all stakeholders and providing forums for discussion of safety management issues was highlighted. In this respect, the participants expressed their gratitude to IATA and ICAO for organizing the Safety Management Workshop and to Oman Air for hosting the Workshop in Muscat; and invited ICAO and IATA to continue on this pace and to the maximum extent, organize joint events.

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# First MID Region Safety Summit

*28-30 April 2013*

*Bahrain*



الطيران المدني  
CIVIL AVIATION



مملكة البحرين  
Kingdom of Bahrain

وزارة المواصلات  
MINISTRY OF TRANSPORTATION

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7. Break Out Session 3: Performance Management & Safety
8. Break Out Session 4: Loss of Control (LOC-I) mitigation and prevention

## **III. Supporting and Reference Documents**

## **I. General**

### **1. Place and Duration**

The First MID Region Safety Summit was held in Bahrain on 28-29 April, followed by a RASG-MID Steering Committee Meeting (RSC) on 30 April.

### **2. Opening**

The Summit was opened by Mr Ahmed Nemat Ali, Acting Undersecretary of Ministry of Transportation's Civil Aviation Affairs, who welcomes all participants to Bahrain. In his remarks, Mr. Ahmed Nemat stressed on safety being a pressing issue in the aviation industry. He also affirmed the Kingdom of Bahrain's commitment in adopting latest international practices and standards, and adhering to the strictest regulations to ensure air safety and security.

Following Mr. Nemat's opening speech; the ICAO Middle East Regional Director Mr. Mohamed R. Khonji further reiterated the importance of aviation safety. He mentioned that improving the safety of the global air transport system is ICAO's guiding and most fundamental strategic objective with cooperation being the key to its success. He expressed that the main outcome expected from the summit is the development of a Middle East Safety Strategy which will provide the framework for the development of regional, sub-regional, and national implementation plans.

Representing IATA, the Regional Director of Safety, Operations, and Infrastructure for the Middle East and North Africa, Mr Achim Baumann concluded the opening session with a call on all stakeholders to work together for a safer, more secure, and sustainable operations under clearly defined rules. He reiterated that safety continues to be a number one priority and it is imperative that everyone works towards improving safety records and sharing the tools that support addressing safety concerns.

### **3. Attendance**

The Summit was attended by 110 representatives from airlines, airports, regulators, Air navigation Service Providers, and Organizations. The list of participants is attached to this summary under **Appendix A**.

## **II. Summary and Outcome of Discussions**

### **1. Regional Safety Perspective: lessons learned & current initiatives**

This session highlighted the lessons and learned and current initiatives from various organizations and provided an overview of the evolution of RASG-MID and its role. This session emphasized the need for joint and consolidated efforts rather than fragmented activities.

William Mermelstien, VP Commercial Operations representing the GFSC, gave an overview of the various activities under the Gulf Flight Safety Committee (GFSC) and how the GFSC will now work with RASG-MID. Mashhor Alblowi, Regional Officer Flight Safety from ICAO MID Office, gave an overview of RASG-MID, how it was established, and what is the working structure of this group. The session was moderated by Capt. Richard Hill, COO from Etihad Airways.

During the session, the participants were encouraged to actively take part in the various activities and initiatives under RASG-MID. The GFSC, Airbus, MEEBA, and Egypt Air volunteered to take part in the various activities and support RASG-MID and its teams.

### **2. The Annual Safety Report – Key Safety Risk Areas for the MID Region**

The analysis and safety data under the Annual Safety Report were presented by the Annual Safety Report Team Rapporteur, Ruby Sayyed, the Assistant Director SO&I MENA, IATA. During the presentation key challenges to collecting safety data were highlighted, and the participants were encouraged to take part in and support the Annual Safety Report Team (MID-ASRT). Egypt Air and SERCO UAE offered to provide safety data and support the work of the MID-ASRT.

Furthermore, the outline of the new edition of the Annual Safety Report was highlighted with expanded analysis under proactive and predictive safety data.

### **3. RASG Activities: RAST, and SST**

This session provided an overview of the activities and work program under the Regional Aviation Safety Team (MID-RAST) and the Safety Support Team (MID-SST).

Haitham Gawas, the Rapporteur of MID-RAST, Manager Aviation Safety, GACA, gave an overview of the structure and work program of MID-RAST and the developed Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs).

Thomas Curran, Senior Air Accident Investigator from UAE GCAA, on behalf of Mr. Ismaeil Abdelwahed, Rapporteur of the MID-SST, gave an overview of the structure and work program of SST and illustrated the main focus areas including accident and incident investigation and implementation of SMS and SSP.

### **4. Building on the work of RASG-MID: Developing a Regional Safety Strategy**

This session was a panel discussion among representative of different organization; SL Wong, Senior Manager, Technical & Industry Affairs from ACI, Achim Baumann, Regional Director SO&I MENA from IATA, Chamsou Andjorin, Director for Africa and Middle East from Boeing, Maggie Geraghty, Air Traffic Organization Safety and Technical Training representing CANSO, and Mohamed Smaoui, Regional Officer Air Navigation Services/AIM from ICAO MID. The session was moderated by Mohamed Elamiri, Deputy Director of the Air Navigation Bureau, ICAO.

The aim of the session was to set the base for a MID Region Safety Strategy covering short-term, mid-term and long-term objectives and targets (2017, 2022 and 2027). The presentations and discussions highlighted the key safety priorities, safety objectives and indicators that should be captured in the MID Region Safety Strategy.



The discussion in this session along with the outcome of the break-out sessions led to safety objectives and safety performance metrics and indicators, which are captured in the MID Region Safety Strategy document.

## **5. Break Out Session 1: How to enhance runway safety?**

This session aimed at discussing safety objectives that feed into the MID Region Safety Strategy and agreeing on action plans that will enable to achieve the expected goals through identifying the roles played by the different stakeholders. The session was driven by four facilitators;

- Mohammad Al Dossari, Director Air Navigation Department, GCAA
- Aaron Wilkins, FAA Senior Representative, Abu Dhabi (Middle East) Civil Aviation Attaché, FAA
- Adel Ramlawi, Regional Officer, Aerodromes & Ground Aids, ICAO
- Chris Glaeser, Global Head of Safety, IATA

The discussions led to agreement on specific safety targets and action plans related to runway safety and aerodrome certification. These are captured in the MID Region Safety Strategy document.

## **6. Break Out Session 2: Fatigue Risk Management**

This session aimed at discussing the implications of fatigue on safety and efficiency, and how fatigue related to the other accidents categories addressed under RASG-MID. Implications of fatigue on both pilots and ATCOs were addressed in the session. The session was driven by four facilitators;

- Maggie Geraghty, Air Traffic Organization Safety and Technical Training, CANSO
- Ashley Nunes, Principal Scientist, ISA Software
- John Alford, SVP Fleet, Emirates Airlines
- Grant Marpole, Team Leader ATC Safety, SERCO UAE
- Corne Venter, ATCO, SERCO Bahrain

The main outcomes of the session focused on the following action items to address fatigue risk:

1. Training (for family regarding fit for duty, for management, and for regulators)
2. Sharing of information
3. The need for standardized regulatory requirements for pilots (GA/Commercial)
4. Develop and adapt available guidance material
5. Incorporation into SMS system

## **7. Break Out Session 3: Performance Management & Safety**

This session aimed at discussing safety objectives that feed into the MID Region Safety Strategy and agreeing on action plans to expedite SSP and SMS implementation in the Region following a stepwise approach through identifying the roles played by the different stakeholders. The session was driven by four facilitators;

- Mohamed Smaoui, Regional Officer Air Navigation Services/AIM, ICAO
- Khalil Radhi, Senior Manager Safety, Gulf Air
- Haithem Guawas, Manager Aviation Safety, GACA
- David Jones, Safety Manager, SERCO Bahrain

The discussions led to agreement on specific safety indicators and targets related to SSP and SMS and associated action plans. These are captured in the MID Region Safety Strategy document

## **8. Break Out Session 4: Loss of Control (LOC-I) mitigation and prevention**

This session aimed at discussing safety objectives that feed into the MID Region Safety Strategy and agreeing on action plans enabling the achievement of the agreed objectives through identifying the roles played by the different stakeholders. The session was driven by four facilitators;

- Chamsou Andjorin, Director for Africa and Middle East , Boeing
- R. Dharamraj, Sr. Manager Safety, Quality &Standards, Qatar Airways
- Mashhour Alblowi, Regional Officer Flight Safety, ICAO

The discussions led to agreement on specific safety indicators and targets related to LOC-I and associated action plans. These are captured in the MID Region Safety Strategy document.

### **III. Supporting and Reference Documents**

All RASG-MID documents and reports are accessible on the ICAO MID web-site <http://www.icao.int/MID/Pages/rasgmid.aspx>.

All documents related to MID Region Safety Summit, including presentations, list of participants, and photos are available on the event page. To access this page, the instructions below should be followed;

1. Register to the site by clicking on the link <http://www2.iata.org/registration/getemailpage.aspx?siteurl=mid-safety-submit>
2. The page will prompt you to enter your email in two fields
3. Once you submit your request for registration you will receive a generic email to validate your email address
4. Once you validate your email address, you will receive a password to access the site for the MID Safety Summit (<https://extranet2.iata.org/sites/mid-safety-submit/default.aspx>).

For questions or inquiries regarding access to the event page, an email should be sent to [QadduraN@iata.org](mailto:QadduraN@iata.org).

**REPORT ON AGENDA ITEM 4: COORDINATION BETWEEN RASG-MID AND MIDANPIRG**

4.1 The meeting recalled that the creation of RASGs by the Council, similar to PIRGs, has raised concern related to the parallels that were being drawn between the PIRG framework in which regional, and national implementation plans are being developed and implemented and the RASG framework that would monitor progress, coordinate actions among States to facilitate implementation of Global Aviation Safety Plan (GASP).

4.2 The meeting noted 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.

4.3 The meeting recalled that the RASG-MID/2 meeting agreed with MIDANPIRG that SSP implementation should be monitored by RASG-MID.

4.4 Taking into consideration the global and regional developments, including the endorsement of the MID Region Safety Strategy by the DGCA-MID/2 meeting, the meeting agreed with the MSG/3 meeting (Cairo, Egypt, from 17 to 19 June 2013) that SMS implementation as well as Runway Safety issues be fully addressed by RASG-MID. Thus, all aerodrome safety issues, which represent the main activity of the current MIDANPIRG AOP Sub-Group and ADCI Task Force would be transferred to RASG-MID, pending final approval by the MIDANPIRG/14 meeting planned for December 2013 and RASG-MID/3 meeting planned for January 2014.

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**REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME**

5.1 The meeting recognized the need to review and update the RASG-MID Organizational Structure, to reflect the establishment of the RGS WG and agreed that an updated version of the Organizational Structure along with the Terms of Reference of the RGS WG should be presented to the RASG-MID/3 meeting for approval.

5.2 In accordance with the RASG-MID Procedural Handbook, the meeting agreed that the RSC/3 meeting be tentatively scheduled for 9-11 June 2014. The venue would be the ICAO MID Regional Office in Cairo, unless a State will be willing to host the meeting.

5.3 The meeting agreed that an “informal” RSC-Limited meeting be tentatively scheduled to be held in February-March 2014 in the IATA premises in Amman.

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**REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS**

6.1 In accordance with the RASG-MID Procedural Handbook, the meeting recalled that each RASG-MID member State should designate a Member, an Alternate and Adviser(s) able to support RASG-MID goals and objectives. It was also agreed that the Partners should designate their Representatives and Alternates to the RASG-MID.

6.2 The meeting recalled that the RASG-MID list of Members, Alternates and Advisers should be updated on a regular basis.

6.3 The meeting reviewed and updated the list of RASG-MID, Members, Alternates, Advisers; and Partners' Representatives and Alternates as at **Appendix 6A** to the Report on Agenda Item 6.

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Appendix 6A to the Report on Agenda Item 6

**LIST OF RASG-MID MEMBERS/ALTERNATES/ADVISERS**

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RSC/2  
Attachment A to the Report

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