



International Civil Aviation Organization

**Second Meeting of the RASG-MID Steering Committee
(RSC/2)**

(Amman, Jordan, 28 – 30 October 2013)

Agenda Item 3: Regional Performance Framework for Safety

**UPDATE ON DEVELOPMENT AND IMPLEMENTATION
OF SIES & DIPS RELATED TO IFD**

(Presented by IFD Coordinator)

SUMMARY

This paper presents the Final Safety Enhancement Initiatives (SEIs) and one Detailed Implementation Plan (DIP) to mitigate risks of In Flight Damage (IFD).

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 Based on the analysis done by the Annual Safety Report Team (MID-ASRT) for the period 2008 to 2011, In-flight Damage was identified as one of the high risk areas to be addressed within the framework of RASG-MID.

1.2 Under the developed MID Region Safety Strategy, it was agreed to reduce In-flight Damage accidents in the MID Region by 50% by 2017, through the development of regional guidance, and conducting awareness training.

2. DISCUSSION

2.1 The MID Region Aviation Safety Team (MID-RAST) agreed to the following Safety Enhancement Initiatives (SEIs) to mitigate In-flight Damage:

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

2.2 As a priority, the MID-RAST has selected the SEI reference RAST-MID/IFD/01 and addressing the mitigation of birdstrike, wildlife and FOD hazards to be a priority SEI for the work plan within 2014.

2.3 A related Detailed Implementation Plan (DIP) to SEI RAST-MID/IFD/01 was developed which is attached to this Working Paper. Main actions that will be carried out within 2014 under this DIP are:

- 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 by March 2014.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and endorse the SEIs and DIP for IFD as in **Appendices A and B** to this working paper; and
- b) support the action plans proposed for the mitigation of birdstrike, wildlife and FOD hazards.

In-Flight Damage (IFD) SEIs - Ms. Ruby Sayyed - IATA											
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	Safety Management Standardization: Implementation of risk-based standardization Safety Oversight Standardization: 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	Safety Oversight Standardization: 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 Base 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

<p>RAST-MID/IFD/03</p>	<p>Increase awareness on means and tools of handling situations where a natural disaster occurs</p>	<p>N/A</p>	<p>Safety Management Standardization: Implementation of risk-based standardization Safety Oversight Standardization: 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>	<p>High</p>	<p>Difficult</p>	<p>P3</p>	<p>3</p>	<p>1. IATA 2. ICAO</p>	<p>Long Term</p>	<p>DIPS might include: 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. 2. Convening training and workshops for pilots and ATCO to increase awareness on wildlife avoidance during flight 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.</p>
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APPENDIX B

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>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p> <p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<ol style="list-style-type: none"> 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	Mid Term
<p>Safety Enhancement Action (expanded)</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>Statement of Work</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> <ul style="list-style-type: none"> 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>Champion Organization</p>	<p>IATA</p>
<p>Human Resources</p>	<p>Airlines, Regulators, Manufacturers, Airports, International and Regional organizations and associations</p>
<p>Financial Resources</p>	<p>1) Sponsorship of workshop for Wildlife/FOD/Birdstrike</p>
<p>Relation with Current Aviation Community Initiative</p>	<ul style="list-style-type: none"> 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>Performance Goal</p>	<ul style="list-style-type: none"> 1) Collect further data and information 2) Launch a Wildlife/FOD Risk Reduction Program in the region 3) Achieve SEI indicator
<p>Indicators</p>	<p>Reduce In-flight Damage related accidents by 50% by the end of 2017</p>

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