



International Civil Aviation Organization

**Third Meeting of the RASG-MID Steering Committee  
(RSC/3)**

*(Cairo, Egypt, 9 – 11 December 2014)*

**Agenda Item 3: Regional Performance Framework for Safety**

EMERGING RISKS AREA

*(Presented by the Secretariat)*

**SUMMARY**

Emerging Risks (low priority), which are not identified under the Focus Areas (FAs), are addressed under the “Emerging Risks Area” within the MID-RAST.

This paper provides updates on the Emerging Risks in the MID Region and the related activities.

Action by the meeting is at paragraph 3.

**REFERENCES**

- RASG-MID/3

**1. INTRODUCTION**

1.1 The RASG-MID/3 meeting (Kuwait, 27 - 29 January 2014) noted that, although the RAST has been established mainly for the development, implementation and monitoring of SEIs and DIPs related to the identified Focus Areas (FAs), a mechanism should be agreed upon to address other emerging areas (low priority) such as Call-sign Confusion and Laser attacks. Accordingly, the meeting agreed that all emerging risks will be addressed under the “Emerging Risks Area” within MID-RAST.

**2. DISCUSSION**

***In-Flight Damage (IFD)***

2.1 The RASG-MID/3 meeting 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. Therefore, IFD is addressed under the Emerging Risks Area. It was also noted that the implementation of the developed DIP for the top priority SEI “Improve Aviation Safety in the MID Region through Mitigation of Birdstrike, Wildlife and FOD Hazards” will be carried out in 2014.

2.2 Wildlife and Foreign Object Debris (FOD) were identified as contributors to IFD and accordingly mitigation measures were developed DIP including the organization of a Wildlife/FOD Workshop.

2.3 The Wildlife and FOD Workshop was held in Cairo, Egypt on 24-26 March 2014. The main objective of the Workshop was to address the hazards, risk assessment and mitigation measures associated with Wildlife and FOD.

2.4 It is proposed that further mitigation measures and action plans might be addressed by the Runway and Ground Safety Working Group (RGS WG).

### ***Call-sign Confusion***

2.5 Pursuant to the RASG-MID/2 meeting, a study on Call-sign Confusion was conducted to collect reliable data over a specified period of time, ascertain the magnitude of the problem, and confirm the categories of contributing factors causing Call-sign Confusion in the MID Region.

2.6 The analysis and results of the study on Call-sign Confusion are included in the second edition of the Middle East Annual Safety Report (MID ASR), which was endorsed by the RASG-MID/3 meeting.

2.7 The meeting may wish to note that although Call-sign Confusion and similarity has been identified as a safety issue by the RADG-MID/2 meeting, mitigation measures are now addressed under the MIDANPIRG framework in coordination with RASG-MID.

### ***Laser Attacks on Aircraft***

2.8 The RASG-MID/3 meeting noted that the MID Region has experienced an increase in Laser Attacks on aircraft, which is considered as a threat to aviation safety and security. The meeting agreed that a survey should be conducted under the ASRT to collect additional information on the subject for the assessment of the associated risks and development of mitigation measures.

2.9 The results of the Laser Attacks analysis and survey will be presented in WP/11. Mitigation measures related to Laser Attacks will be addressed Emerging Risks Area including the development of guidance material that would serve as best practices for mitigating Laser Attacks.

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review the updates related to the Emerging Risks in the MID Region and related activities;
- b) agree that further mitigation measures and action plans related to IFD be addressed by the Runway and Ground Safety Working Group (RGS WG); and
- c) agree that mitigation measures related to Call-sign Confusion be addressed under the MIDANPIRG framework in coordination with RASG-MID.