



*International Civil Aviation Organization*

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

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

**Agenda Item 2: Global Developments related to Aviation Safety**

**THE SECOND HIGH-LEVEL SAFETY CONFERENCE (HLSC/2)  
AND PROPOSALS FOR GASP UPDATE**

*(Presented by the Secretariat)*

**SUMMARY**

The Second High-Level Safety Conference (HLSC/2) provides an opportunity to obtain insights and feedback from stakeholders regarding the update of the Global Aviation Safety Plan (GASP). A consolidated regional feedback from RASGs will be presented to the HLSC/2. In addition, each RASG Chair will present an information paper on their RASG, which is a progress report against the established regional safety priorities and targets.

Action by the meeting is at paragraph 3.

**1. INTRODUCTION**

1.1 The Second High-Level Safety Conference (HLSC/2) will be held at ICAO HQ (Montreal, 2-5 February 2015). The Conference will bring together High-level Civil Aviation Authorities to formulate decisions deemed necessary for the effective and efficient progress of key safety activities. The forum includes an opportunity to obtain insights and feedback from stakeholders regarding the update of the Global Aviation Safety Plan (GASP).

1.2 The 38th Session of the ICAO Assembly endorsed the current version of the GASP. ICAO shall review the GASP every three years.

**2. DISCUSSION**

2.1 The RASGs were tasked to collect input from States, international organizations and industry regarding their views for updating the GASP for consideration by the ICAO Air Navigation Commission (ANC) and Council leading to endorsement by the 39th Session of the ICAO Assembly in 2016. The Regional Aviation Safety Group – Pan America (RASG-PA) was tasked to coordinate with other RASGs and present a consolidate feedback to the Second HLSC.

2.2 The Working Paper, which includes the consolidated RASGs feedback concerning GASP update, is at **Appendix A**.

2.3 The meeting may wish to note that the following comments were also provided:

- The need for a harmonized methodology for the identification/prioritization of the regional priorities to be included in the GASP.

- It is also proposed to change the wording in the GASP (10 key aviation safety policy principles. Principle No.6 (Regional and State aviation safety priorities) to be as follows: “*ICAO Regions, Sub-regions and individual States should establish their own aviation safety priorities coordinated through the RASGs to meet their individual needs and circumstances in line with the global and regional safety objectives*”.
- The GASP should include a clear definition of the Risk Category Runway Safety. In the ICAO Annual Safety Report, it is mentioned that “Runway Safety related events include the following ICAO accident occurrence categories (ARC, BIRD, GCOL, RAMP, RE, RI, LOC-G, CTOL, USOS and ADRM).

2.4 Each RASG Chair will present an Information Paper on their RASG, which is a progress report against the established regional safety priorities and targets, along with any unique information on their RASG which they wish to provide the global audience. A Draft Information Paper on the RASG-MID is at **Appendix B**, which will be presented by the RASG-MID Chair during the Second HLSC.

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

3.1 The meeting is invited to note the information provided in this working paper and take action as appropriate.

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HLSC/15-WP/14  
3/12/14**WORKING PAPER****SECOND HIGH-LEVEL SAFETY CONFERENCE 2015 (HLSC 2015)  
PLANNING FOR GLOBAL AVIATION SAFETY IMPROVEMENT**

Montréal, 2 to 5 February 2015

**Theme 2: Future approach to manage aviation safety**  
**Topic 2.4: Evolution of the Global Aviation Safety Plan****GASP UPDATE – RASGs PERSPECTIVE**

(Presented by the RASG-PA Co-chairperson)

**SUMMARY**

This working paper presents consolidated input from the regional aviation safety groups (RASGs) regarding the ICAO Global Aviation Safety Plan (GASP) updating process, which should be conducted in a collaborative manner involving ICAO Member States, international organizations and industry.

**Action:** The conference is invited to:

- a) note the information provided in this paper;
- b) consider the position presented in this paper, which is based on the feedback provided by States, international organizations and industry; and
- c) agree that the aviation safety strategy and policies contained in the current version of the GASP remain valid and should not change to allow the implementation at regional and national levels to progress.

**1. INTRODUCTION**

1.1 The 38th Session of the ICAO Assembly endorsed the current versions of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP).

1.2 The Global Aviation Safety Plan (GASP) aims to assist ICAO regions and States with aviation safety policy, planning and implementation. Therefore, considering the dynamism of the civil aviation sector, the GASP and GANP should be reviewed periodically in order to align both plans with the prevailing ICAO strategic objectives.

1.3 ICAO shall review the GASP every three years and, if necessary, all relevant aviation safety planning documents through a process that includes consultation with States, international organizations and industry.

1.4 The regional aviation safety groups (RASGs), serving as regional focal points for aviation safety, are the appropriate fora to collaboratively discuss the effective implementation of the ICAO Standards and Recommended Practices (SARPs) and safety improvements at the regional levels with the stakeholders by analysing respective safety information and providing feedback for making the necessary adjustments to the high-level strategy presented in the GASP.

1.5 The coordination between PIRGs and RASGs is also essential to ensure the harmonization of the regional positions for future updates of the GANP and GASP in order to improve civil aviation system safety and efficiency in a seamless manner.

## 2. DISCUSSION

2.1 The RASGs were tasked to collect input from States, international organizations and industry regarding their views for updating the GASP for consideration by the ICAO Air Navigation Commission (ANC) and Council leading to endorsement by the 39th Session of the ICAO Assembly in 2016. As the most mature, the Regional Aviation Safety Group – Pan America (RASG-PA) was tasked to coordinate and present the consolidated regional positions to the Second High-level Safety Conference (HLSC).

2.2 States, international organizations and industry support the current GASP which sets out global aviation safety objectives and priorities, and provides a basis for regions to set regional priorities and targets. A periodic review of the high-level safety strategy is needed and was also supported.

2.3 However, considering that changes proposed to the GASP are not implemented by States at the same pace due to their particular political, economic, technical circumstances, and that significant changes imposed in a short timeframe could lead to system instability, States, international organizations and industry recommend exercising caution in this respect, and that any proposal for changes to the GASP be evaluated thoroughly by the experts in order to comply with the objective of improving safety without adversely affecting the aviation system.

2.4 States, international organizations and industry reiterate the importance of proactively collaborating to manage aviation safety, which is a key GASP component. While it is important to focus on addressing specific operational risk areas, new operational risks may emerge that require attention over time, which should be considered.

2.5 States, international organizations and industry recognize that the GASP should be adequately promoted by ICAO and stakeholders. Therefore, a cycle of workshops/seminars should be considered and organized by ICAO.

2.6 The GASP should promote international, multidisciplinary and coordinated support to States and service providers, and call for mechanisms to be established to secure adequate human and financial resources for this purpose.

2.7 The GASP should clearly define the respective roles of RASGs, regional safety oversight organizations (RSOOs) and Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) in the implementation of the GASP taking into consideration the specificities and capabilities of these groups and organizations.

2.8 The GASP should call for increased cooperation and coordination amongst RASGs, in particular through the respective regional offices, in order to avoid duplication of efforts and to find synergies whenever possible.

2.9 The GASP should clearly identify the modalities of cooperation and coordination between RASGs and PIRGs for harmonious implementation of the GASP and GANP.

2.10 The GASP should remain a high-level strategic document on safety policy and objectives that allows global harmonization and emphasizes the need to address regional specificities. The Best Practices contained in the appendix to the GASP support its effective implementation.

### 3. CONCLUSIONS

3.1 The conference is invited to consider the position presented in this paper based on the feedback provided by States, international organizations and industry in regard to the GASP update; and to agree that the aviation safety strategy and policies contained in the current version of the GASP remain valid and should not change to allow the implementation at regional and national levels to progress.

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## APPENDIX B



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### INFORMATION PAPER

## SECOND HIGH-LEVEL SAFETY CONFERENCE 2015 (HLSC 2015) PLANNING FOR GLOBAL AVIATION SAFETY IMPROVEMENT

Montréal, 2 to 5 February 2015

**Theme 3: Facilitating increased regional cooperation**  
**Topic 3.1: Effective and efficient regional collaboration**

### REGIONAL AVIATION SAFETY GROUP - MIDDLE EAST (RASG-MID)

(Presented by the RASG-MID Chairperson)

#### SUMMARY

This Information Paper presents the establishment of RASG-MID, its organizational structure and work arrangement, activities, deliverables and future plan, as well as, challenges and strategy for success. It also presents the status of safety in Region and the implementation progress of the regional safety priorities and achievement of Safety Targets as outlined in the MID Region Safety Strategy.

## 1. INTRODUCTION

1.1 The RASG-MID has been established further to the ICAO Council Directive (190th Session of the ICAO Council, 25 May 2010) and the agreement of Middle East Directors General of Civil Aviation meeting (DGCA-MID/1, UAE, 22-24 March 2011). The main objectives of the RASG-MID are to support the establishment and operation of a performance-based safety system in the MID Region and the implementation of the Global Aviation Safety Plan (GASP). Its mission is to enhance Civil Aviation Safety in the MID Region by ensuring effective coordination and cooperation between all aviation stakeholders and monitoring progress in the implementation of the GASP and the MID Region Safety Strategy.

1.2 The current RASG-MID Organizational Structure is at **Appendix A**. In order to conduct and manage its activities, the RASG-MID has established the following subsidiary bodies:

- the RASG-MID Steering Committee (RSC) to act as an advisory body to the RASG-MID, guide its work and ensure that safety initiatives are accomplished in a timely, effective and efficient manner;
- the MID Annual Safety Report Team (MID-ASRT) to gather safety information from different available sources to determine the main aviation safety risks and Focus Areas (FAs) in the MID Region and develop the MID Annual Safety Reports (MID-ASR);
- the MID Regional Aviation Safety Team (MID-RAST) to support the RSC in the development, implementation and monitoring of Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) related to the identified FAs as well as Emerging Risks (low priorities);
- the Runway and Ground Safety Working Group (RGS WG), which was established under the MID-RAST to address all aerodromes safety activities that were transferred from MIDANPIRG to RASG-MID; and
- the MID Safety Support Team (MID-SST) to support the RSC in the development, implementation and monitoring of SEIs and DIPs related to identified safety issues not directly linked to the agreed FAs such as SSP/SMS implementation, Accident and Incident Investigation and English Language Proficiency.

1.3 The RASG-MID membership includes representatives from all States within the area of accreditation of the ICAO Middle East Regional Office. The International Organizations, Regional and Sub-regional Organizations, Industry and any other allied organizations/representatives such as AACO, ACAC, ACI, AIRBUS, BOEING, CANSO, COSCAP-GS, FSF, IATA, IFALPA, IFATCA and WFP participate as Permanent Observers to the RASG-MID and contribute to the work of its subsidiary bodies. The members and observers serve as Partners of RASG-MID and their joint commitment is fundamental for success in improving aviation safety.

1.4 The RASG-MID is administered by a Chairperson and a First Vice-Chairperson elected from the Representatives designated by Member States of the Group and a Second Vice-Chairperson elected from other partners (International Organization/Industry). The ICAO MID Regional Director serves as the Secretary of the Group. Currently, the following are the Chairperson and Vice-Chairpersons of RASG-MID:

- RASG-MID Chairperson: Mr. Ismaeil Mohammed Al Balooshi, Assistant Director General, Aviation Safety Affairs Sector, General Civil Aviation Authority (GCAA), UAE;
- First Vice-Chairperson: Eng. Abdullah O. Rajab Al Ojaili, Assistant Director General for Safety, Public Authority for Civil Aviation, Oman; and
- Second Vice-Chairperson: Mr. Achim Baumann, Director Safety and Flight Operations, IATA MENA.

1.5 The RSC is composed of two Co-Chairpersons representing States and other partners, respectively. Currently, the Co-Chairpersons are Mr. Haithem J. Gauwas, Manager Aviation Safety, General Authority of Civil Aviation (GACA), Saudi Arabia, and Mr. Chamsou D. Andjorin, Director Aviation Safety Middle East and Africa, Boeing. Alternates to the two Co-Chairs are Eng. Saleh Al. Amoush, Director of Airports Safety and Standards, Civil Aviation Regulatory Commission (CARC), Jordan and Capt. Souhaïel Dallel, Executive Vice President - AFI/MID Regions, IFALPA.

1.6 The RASG-MID and MIDANPIRG coordinate some related safety issues such as mitigation measures for CFIT and Call-Sign Confusion. Other subjects of interest to both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, Language Proficiency for Air Traffic Controllers, RVSM safety monitoring, etc.

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

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

1.9 The Third Edition of the MID-ASR is in progress and will be endorsed by the RASG-MID/4 meeting (Saudi Arabia, 24-26 February 2015). According to the MID-ASR:

- the MID Region witnesses a stable and continuous growth in traffic volume (1.09 million departures in 2013 comparing to 0.877 million departure in 2009);
- the accident rate in the MID Region has been decreasing continuously since 2009 to 2012 from 14.8 accidents per million departures to 1.9, which is below the global rate 3.1;
- in 2013, the accident rate in the MID Region increased to 3.7 (approximately twice the rate in 2012), which is above the global rate 2.9; and
- the MID Region is the safest Region in terms of fatalities (no fatal accident in 2012 and 2013).

## **2. DISCUSSION**

### **2.1 Regional Safety Priorities and Targets, Implementation Progress and Status**

2.1.1 The DGCA-MID/2 meeting (Saudi Arabia, 20 - 22 May 2013) reiterated the need to establish regional and national safety priorities and targets in line with the GASP. Accordingly, the



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meeting endorsed the MID Region Safety Strategy, which was developed by the First MID Region Safety Summit (Bahrain, 28-29 April 2013).

2.1.2 The RASG-MID is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary. The MID Region Safety Strategy was revised by the Second MID Region Safety Summit (Oman, 27-29 April 2014). The revised version was also endorsed by the DGCAs and CEOs during the High-Level Briefing/Meeting, which was held on the third day of the Summit. The revised version of the strategy is at **Appendix B**, which includes the following Regional Safety Themes endorsed for the monitoring of safety, as well as, the related MID Region Safety Indicators and Targets:

- 1) Accidents;
- 2) Runway Safety (RS);
- 3) Loss of Control In-Flight (LOC-I);
- 4) Controlled Flight Into Terrain (CFIT);
- 5) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);
- 6) Aerodrome Certification; and
- 7) SSP/SMS Implementation.

2.1.3 The Third Edition of the MID-ASR will include the progress and implementation status of the MID Region Safety Indicators and Targets. Updates on the implementation progress and status to achieve the regional Safety Targets are at **Appendix C**.

## 2.2 RASG-MID Activities and Initiatives to Improve Safety, Results and Future Plans

2.2.1 The RASG-MID continuously works on the development and implementation of SEIs and DIPs to address the regional Focus Areas and other safety issues such as SSP implementation in the MID Region. Detailed information on the SEIs and DIPs are included in the RASG-MID reports.

2.2.2 Among the main RASG-MID deliverables are:

- two MID Region Safety Summits;
- the MID Region Safety Strategy (in line with the GASP);
- three MID Annual Safety Reports;
- Safety Management Workshops;
- USOAP-CMA Workshop;
- MID-Regional Runway Safety Seminar;
- Regional Aerodrome Certification Workshop;
- Workshop for Regional RST Go-Teams;
- RASG-MID Safety Advisory (RSA - 001) including Guidance for Harmonising the Use & Management of Stop Bars at Airports; and
- issuance of a regulatory framework supporting establishment of LRSTs (ongoing).

## 2.3 RASG-MID Challenges and Strategy for Success

2.3.1 The success of RASG-MID is dependent on the commitment, participation and contributions of its members and partners from States and industry. However, the level of

attendance/support to the RASG-MID and its subsidiary bodies is still below expectation. In addition, the level of reply to the ICAO MID Regional Office State Letters and questionnaires related to safety is very low.

2.3.2 The Safety Management Workshop (Oman, 11-12 June 2013) discussed safety data sharing challenges, tools, and recommendations to enhance sharing of information on national and regional level. It highlighted the need to develop a strategy of engagement, which involves the top management, in order to enhance safety and reporting culture.

2.3.3 It was highlighted that in order to improve active participation and coordination of Civil Aviation activities in the Region, certain administrative and resource issues should be addressed at the appropriate level (Safety Summit, DGCA-MID meetings, High-level Go- Teams, etc).

2.3.4 Based on the above, a draft Engagement Strategy was developed in order to enhance the RASG-MID efficiency including the active participation of its stakeholders. The Strategy will be presented to the RASG-MID/4 meeting (4-26 February 2015) for endorsement.

2.3.5 The High-Level Briefing/Meeting (DGCAs and CEOs) during the Second MID Region Safety Summit (Oman, 27-29 April 2014), was briefed about the RASG-MID working arrangements, activities and deliverables, as well as, the necessary support and commitment/engagement to achieve the RASG-MID's objectives.

### **3. CONCLUSION**

3.1 The RASG-MID is committed to enhance aviation safety in the MID Region and support the implementation of the GASP by ensuring effective coordination and cooperation between all stakeholders, avoiding duplication of efforts, sharing of resources, and monitoring progress of GASP implementation.

3.2 The MID Region Safety Strategy was established in line with GASP with a Strategic Safety Objective of continuous improvement of aviation safety through a progressive reduction of the number of accidents and related fatalities in the MID Region to be in line with the global average, based on reactive, proactive and predictive safety management practices. It includes the Safety Indicators and Targets to monitor the progress of achieving the GASP and regional objectives and priorities.

3.3 70% of the audited States in the MID Region have a USOAP-CMA EI greater than 60%. Therefore, in accordance with the GASP, these States should work on the full implementation of SSP and accordingly, RASG-MID is aiming also to support the SSP implementation in the MID Region by the development and implementation of SEIs and DIPs.

3.4 The RASG-MID's regional experience in implementing the GASP would be always shared with the States, partners and stakeholders in order to provide feedback and proposals for future updates of the GASP.