



International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Fifth Meeting (RASG-MID/5)
(Doha, Qatar, 22-24 May 2016)

Agenda Item 3: Regional Performance Framework for Safety

FOLLOW-UP ON THE RASG-MID CONCLUSIONS AND DECISIONS

(Presented by the Secretariat)

SUMMARY

This paper presents the status of the RASG-MID/4 Conclusions and Decisions and the follow-up actions taken by concerned parties.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/4 Report
- RSC/4 Report

1. INTRODUCTION

1.1 The RASG-MID/4 meeting was held in Jeddah, Saudi Arabia, from 30 March to 01 April 2015. The meeting adopted 12 Conclusions and 3 Decisions.

2. DISCUSSION

2.1 Based on the outcome of the different RASG-MID subsidiary bodies, an updated follow-up action plan on RASG-MID/4 Conclusions and Decisions is at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the follow-up on the outcome of RASG-MID/4 meeting and take action, as appropriate.

APPENDIX A

FOLLOW-UP ACTION PLAN ON RASG-MID/4 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	STATUS	REMARKS
<p>CONC. 4/1: THIRD MID REGION ANNUAL SAFETY REPORT</p> <p>That, the Third MID Region Annual Safety Report is endorsed.</p>	Completed	Endorsed by the RASG-MID/4 meeting
<p>CONC. 4/2: MANDATORY AND VOLUNTARY REPORTING SYSTEMS</p> <p>That, States, be invited to take necessary measures to:</p> <p><i>a)</i> enhance their mandatory reporting system; and</p> <p><i>b)</i> establish, if not already done, an effective voluntary confidential and non-punitive reporting system, to enhance the collection of data on hazards and associated safety risks that may not be captured by the mandatory reporting system.</p>	Ongoing	<p>The subject is addressed by MID Safety Team (MID-SST).</p> <p>It was further discussed and recommended as a Conclusion of the MID Safety Management Workshop (Kuwait, 25-27 May 2015)</p>
<p>DEC. 4/3: STUDY ON THE ESTABLISHMENT OF A MID REGION SAFETY DATABASE</p> <p>That, the MID-SST conduct a study on the need and feasibility of establishing a MID Region Safety Database.</p>	Overcome by events	<p>In accordance with the outcome of the Safety Management Workshop (Kuwait, 25-27 May 2015), the SST/2 meeting (Cairo, Egypt, 27 – 29 October 2015) and the RSC/4 meeting (Cairo, Egypt, 15 – 17 December 2015) agreed that the establishment of a Regional/Sub-regional safety database should be considered by the MENA RSOO, when established.</p>
<p>CONC. 4/4: FLIGHT DATA EXCHANGE (FDX) RASG-MID SAFETY ADVISORY</p> <p>That, the Draft RASG-MID Safety Advisory at Appendix 3A be further reviewed and finalized by ICAO in coordination with IATA and all concerned stakeholders in order to be posted on the ICAO MID website.</p>	Completed	<p>RASG-MID Safety Advisory-06 (RSA-06) has been posted on the ICAO MID website.</p>

CONCLUSIONS AND DECISIONS	STATUS	REMARKS
<p>DEC. 4/5: ACCIDENT AND INCIDENT ANALYSIS WORKING GROUP (AIA WG)</p> <p>That, the Accidents and Incidents Analysis Working Group (AIA WG) be established with Terms of Reference (TOR) as at Appendix 3B.</p>	<p>Completed</p>	<p>AIA WG has been established and had its First meeting, AIA WG/1 (Cairo, Egypt, 29 – 31 March 2016)</p>
<p>CONC. 4/6: ADDITIONAL RGS SEIS</p> <p>That, additional RGS SEIs be developed as follows:</p> <p><i>a)</i> RGS/4 on Aerodrome Safeguarding with Egypt as Champion supported by Sudan;</p> <p><i>b)</i> RGS/5 on Wildlife Control with Sudan as Champion supported by Egypt and UAE; and</p> <p><i>c)</i> RGS/6 on Laser-attacks with Egypt as Champion supported by UAE.</p>	<p>Actioned</p>	<p>The Conclusion is being addressed and implemented by the RGS WG</p>
<p>CONC. 4/7: REDUCTION OF UN-STABILIZED APPROACH RISK</p> <p>That, States that have not yet done so, be urged to minimize the risk of unstabilized approach through (but not limited to):</p> <p><i>a)</i> training of operators (pilots, air traffic controllers/air navigation service providers, and aerodrome operators);</p> <p><i>b)</i> development of relevant Guidance materials;</p> <p><i>c)</i> encouraging the reporting of un-stabilized approaches, assessment and mitigation of the associated risk and conduct of necessary safety oversight, as part of SMS implementation; and</p> <p><i>d)</i> review of Standards Operation Procedures.</p>	<p>Completed</p>	<p>SL Ref.: AN 5/24 - 15/219 dated 30 July 2015</p>

CONCLUSIONS AND DECISIONS	STATUS	REMARKS
<p>CONC. 4/8: DEVELOPMENT OF ADDITIONAL RUNWAY SAFETY PROVISIONS</p> <p>That, ICAO consider the development of additional Runway Safety provisions.</p>	<p>Completed</p>	<p>The ANC agreed that the development of additional runway safety provisions will be included in the Work Programme and that a requirement to establish runway safety teams to be applicable in the next edition of the PANS Aerodrome.</p>
<p>CONC 4/9: RUNWAY SAFETY TEAM (RST) AND RUNWAY SAFETYGO-TEAM</p> <p>That, MID States, that have not yet done so, be encouraged to:</p> <p>a) foster the implementation of Runway Safety Teams (RST) at their international aerodromes and associated safety management systems, making use of the Runway Safety Implementation Kit (I-Kit) which includes the RST Handbook and Runway Safety Go-Team methodology;</p> <p>b) consider supporting the regional Runway Safety Go-Team activities; and</p> <p>c) encourage their aerodrome operators to request Runway Safety Go-Team visits, as required.</p>	<p>Completed</p>	<p>SL Ref.: AN 5/24 - 15/220 dated 30 July 2015</p>
<p>CON. 4/10 GUIDANCE MATERIAL RELATED TO CALL SIGN SIMILARITY</p> <p>That, the RASG-MID Safety Advisory at Appendix 3J providing guidance related to call sign similarity, including the call sign similarity rules is endorsed.</p>	<p>Completed</p>	<p>RASG-MID Safety Advisory-04 (RSA-04) has been issued and posted on the ICAO MID website.</p>
<p>CONC. 4/11: MID REGION SAFETY STRATEGY</p> <p>That,</p> <p>a) the MID Region Safety Strategy at Appendix 3Q is endorsed; and</p> <p>b) States be urged to provide necessary information/feedback to the ICAO MID Regional Office related to all Safety Indicators included in the MID Region Safety Strategy.</p>	<p>Completed</p>	<p>The MID Region Safety Strategy was endorsed by the RASG-MID/4 meeting.</p>

CONCLUSIONS AND DECISIONS	STATUS	REMARKS
<p>CONC. 4/12: TRACKING SSP IMPLEMENTATION VIA THE GAP ANALYSIS TOOL ON iSTARS</p> <p>That, States, that have not yet done so, be urged to complete their SSP Gap Analysis on iSTARS and request assistance from ICAO, as deemed necessary, to complete this task before 1 June 2015.</p>	<p>Completed</p>	<p>SL Ref.: ME 4 - 15/242 dated 3 September 2015.</p> <p>9 States completed the SSP Gap Analysis on iSTARS.</p>
<p>CONC. 4/13: RASG-MID ENGAGEMENT STRATEGY</p> <p>That, the RASG-MID Engagement Strategy at Appendix 3T is endorsed.</p>	<p>Completed</p>	<p>The RASG-MID Engagement Strategy has been endorsed by the RASG-MID/4 meeting</p>
<p>CONC. 4/14: IATA-IOSA PROGRAMME</p> <p>That, States be encouraged to accept the IATA-IOSA Programme as an acceptable means of compliance that would complement their safety oversight activities.</p>	<p>Ongoing</p>	<p>To be replaced and superseded (WP/5 refers)</p>
<p>DEC. 4/15: RASG-MID CHAIRMANSHIP</p> <p>That, Mr. Ismaeil Mohammed Al Blooshi, Mr. Abdullah O. Rajab Al Ojaili and Mr. Achim Baumann, continue to serve as the RASG-MID Chairperson, First Vice-Chairperson and Second Vice-Chairperson, respectively, for three additional meetings.</p>	<p>Completed</p>	<p>Mr. Achim Baumann, Regional Director, Safety and Flight Operations, IATA, MENA has left IATA. Accordingly, a Second Vice Chairperson should be elected from the partners.</p>