



International Civil Aviation Organization

RASG-MID Steering Committee

Fifth Meeting (RSC/5)

(Amman, Jordan, 23-25 January 2017)

Agenda Item 3: Regional Performance Framework for Safety

RASG-MID ENGAGEMENT STRATEGY

(Presented by the Secretariat)

SUMMARY
This paper presents the implementation status of the RASG-MID Engagement Strategy.
Action by the meeting is at paragraph 3.
REFERENCES
- RASG-MID/5 Report

1. INTRODUCTION

1.1 The RASG-MID/4 meeting (Jeddah, Saudi Arabia, 30 March - 1 April 2015), through Conclusion 4/13 endorsed the RASG-MID Engagement Strategy. The main objectives of the Engagement Strategy are:

- Regional, National, and Local knowledge and awareness;
- buy-in;
- commitment;
- effective contribution to the work under RASG-MID;
- active participation to meetings, events, and forums; and
- harmonization of efforts.

2. DISCUSSION

2.1 The RASG-MID/5 meeting (Doha, Qatar, 22-24 May 2016), commended the achievements of the RASG-MID since its establishment; nevertheless it was recognized that the level of attendance/support to the RASG-MID and its subsidiary bodies was still not up to expectation.

2.2 It was reiterated that the success of RASG-MID is dependent on the commitment, participation and contribution of its members and partners from States, industry and Regional and Sub-regional Organizations through financial and in-kind support.

2.3 The role of the different RASG-MID stakeholders was underlined. In particular, it was highlighted that participation in Safety Teams should be by specialists in the subjects under consideration. Such specialists should have relevant experience in the field concerned. Accordingly, the meeting urged all stakeholders to secure necessary resources to support the RASG-MID activities in an efficient manner.

2.4 The RASG-MID/5 meeting agreed to an Engagement Criteria, which requires a feedback from all RASG-MID stakeholders and partners. Accordingly, the attached Feedback Questionnaire was developed to be used as the basis of the customers' satisfaction survey. Accordingly, a Feedback Questionnaire was developed and an ICAO State Letter (ME 4-16/296, dated 23 October 2016) was issued requesting States to complete the Questionnaire. Three States (Bahrain, Iraq and Qatar) and two International Organizations (CANSO and IATA) have completed the Questionnaire. A summary of feedbacks is at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the feedbacks summary to the customers' satisfaction survey at **Appendix A**;
- b) urge States and Stakeholders to complete Feedback Questionnaire; and
- c) urge all stakeholders to secure necessary resources to support the RASG-MID activities in an efficient manner.

APPENDIX A

RASG-MID Feedback Questionnaire

Excellent (1) Very Good (2) Good (3) Fair (4) Poor (5)

States	Bahrain					Iraq					Qatar					CANSO					IATA				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
Level of Participation in RASG-MID activities			x				x				x						x						x		
Effective implementation of Safety Action Plans and Mitigation Measures		x						x					x				x					x			
Achievement of Safety Targets within set timelines	x							x					x					x					x		
Streamlining of Efforts and Avoidance of Duplication of Efforts	x							x					x			x								x	
Level of Communication with Stakeholders as per set plans	x					x							x			x							x		
Effectiveness of RASG-MID Publications such as MID Annual Safety Report (MID-ASR) and Safety Advisories (RSAs)	x						x					x					x						x		
Overall Satisfaction of RASG-MID	x						x				x							x					x		
<i>Comments/Suggestions</i>	No comment					Iraq CAA thanks ICAO MID and Qatar CAA to held RASG-MID/5 and would like to have ICAO MID assistance under ICAO MID NCLB to develop an initial action plan to establish USOAP CMA (CE1-CE5) .					States should be more involved in the RASG-MID activities.					Yes, it is very important to achieve the safety targets with a set timelines , but we should make sure of maintaining the results as well RASG-MID Publications are very important, but what after publishing them, how we can make sure that people are making use of them, and if they did, are they satisfied! Still ATM SMS needs to be seriously addressed by RASG-MID the same way Airlines and airports SMS are tackled. Maybe ATM SMS should be tackled by MIDANPIRG since it the body dealing with ATM and ANSPs issues. This is only a thought hope to be considered.					Need more contribution and support from States .				