



International Civil Aviation Organization

RASG-MID Steering Committee

Fifth Meeting (RSC-5)

(Amman, Jordan 23-15 January 2016)

Agenda Item 3: Regional Performance Framework for Safety

MID-RAST ACTIVITIES

(Presented by RAST Rapporteur)

SUMMARY

This paper describes the activities and progress achieved on the implementation of SEIs and DIPs for the key safety focus areas identified by the Annual Safety Report Team (ASRT) report edition 4 , namely; Runway Safety (RS), Loss of Control In Flight (LOC-I) and System/Component Failure or Malfunction (SCF).

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/5 Report
- RAST-MID/LOC-1/1,1/2 and 1/3

1. INTRODUCTION

1.1 The MID-RAST is one of three RASG-MID working groups, it has been established at the First meeting of the RASG–MID Steering Committee (RSC/1) held in Cairo in 18-20 June, 2012 and is responsible for identifying and developing Safety Enhancement Initiatives (SEIs) and associated DIPS for each of the three top risk areas identified by the Fourth Annual Safety Report that includes: Runway safety, Loss of Control In-Flight (LOC-I) and the System Component Failure or Malfunction (SCF).

2. DISCUSSION

2.1 MID-RAST has been following the progress of the approved DIPs and providing support to DIP champions.

2.2 MID-RAST, as a data-driven team, is utilizing the RASG-MID Annual Safety Report and statistical data to support the development of related SEIs/DIPS for the identified focus areas.

Runway Safety (RS)

2.3 Runway Safety (RS) DIPs status update will be covered by a separate Working Paper.

LOC-I

2.4 LOC-I was identified as a high risk category for MID Region to be addressed within the framework of Reginal Aviation Safety Group-Middle East (RASG-MID) due to its high non-survivability.

2.5 Three Safety Advisories (SAs) released by ICAO MID Regional Office as a result of Safety Enhancement Initiatives launched by RASG-MID to reduce the risk of loss-of-control accidents. These advisories are distributed to MID States authorities for follow up with airlines registered in their respective countries.

- a. RSA 09 - Airplane States Awareness (ASA) - Low Speed Alerting. To improve flight crew awareness of low airspeed, manufacturers should develop and regulators should ensure implementation of systems that alerts flight crews when airplane reaches its minimum maneuvering speed. Airline operators to incorporate existing service bulletins from manufacturers that provide low speed alert functionality.
- b. RSA 07 - Standard Operating Procedures Effectiveness and Adherence. To ensure that all airline operators publish and enforce clear, concise and accurate flight crew Standard Operating Procedures (SOPs) to reduce the risk of LOC-I accidents.
- c. RSA 08 - Airplane States Awareness (ASA) - Training -Flight Crew training (approach to Stall & Up Set Recovery) Verification and Validation. To improve flight crew proficiency in handling issues that can lead to loss of Airplane State Awareness (ASA). Airline operators should review, incorporate, and adopt the best practices with regards to upset prevention and recovery training and to comply with ICAO amendment 38 to Annex 6 (Operations of Aircraft) to include upset prevention and recovery training.

2.6 IATA MENA office has circulated the three advisories to MID member airlines (per e-mail dated 23 August 2016). A second reminder send to MID member airlines on 4 October 2016 requesting them to provide an update on action or planned action to implement the recommendations of the Safety Advisories.

2.7 Five responses received from member airlines. Three airlines already implemented all the recommended practices referenced in the Safety Advisories. They did evaluate the effectiveness of implementation after receiving the Safety Advisories recommendations, and they confirmed the full implementation and satisfactory effectiveness of the recommendations.

2.8 The other two airlines are in process of developing and implementing the recommendations of the Safety Advisories.

2.9 IATA will continue the efforts to get the status of the implementations of the Safety Advisories from the MID Region member airlines.

2.10 The status of the progress achieved on DIPs RAST-MID/LOC-I/1, RAST-MID/LOC-I/2 and RAST-MID/LOC-I/3 is at **Appendix A**.

System Component Failure or Malfunction (SCF).

2.11 RASG-MID /5 agreed that SCF-PP and SCF-NP be combined into one risk area (SCF). In addition, since only one CIFT accident occurred in the last five years which would not be considered anymore as one of the focus areas but rather as an emerging risk.

2.12 The DIP related to CIFT address the implementation of BPN Approach procedures to all runways not currently served by precision approach procedures. The status of the implementation is at **Appendix B**. Two PBN procedures implemented in Ras Al Khaima (UAE) and Najaf (Iraq) airports.

2.13 Based on the recommendation of RASG-MID/5 meeting, Boeing as a champion with the support of IATA and ICAO was tasked to develop new SEIs and DIPs to address the System Component Failure (SCF) in order to be presented to the RSC/5 meeting.

2.14 Boeing will coordinate with Airbus and EMBRAER to collect SCF data and provides the manufactures support and recommendations/guidance related to SCF.

2.15 Boeing after coordination with EMBRAER could not substantiate and justify the development of SEI due to insufficient data for the MID Region to support the fact that SCF is an emerging risk. More evidences are required. Boeing and EMBRAER companies are contacted to provide further comments.

2.16 The current success of the Work Programme developed by the MID-RAST is slow. In order to ensure the success and expedite implementation of DIP activities, active participation by all stakeholders is needed.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this Working Paper;
- b) review and provide guidance on item 2.15; and
- c) continue with the success of RAST-MID initiative, all RASG-MID stakeholders are requested to actively participate in MID-RAST, core activity.

APPENDIX A

LOC-I DIPs Status

DIP	Description	Output	Deadline	Status	Comments
LOC-I/1	Airplane State Awareness (ASA)-Low Airspeed Alerting	<ol style="list-style-type: none"> 1. Consulted with airframe manufacturers on status of mod on aircraft 2. Track implementation 	29 Sept.2016	1 & 2 Completed On going	1.Safety Advisory RSA 09 issued
LOC-I/2	Standard Operating Procedures Effectiveness and Adherence	<ol style="list-style-type: none"> 1. Ensure Air Carriers SOPs updated 2. Assessments by Air Carriers to determine level of adherence current SOP 	31 Jan. 2016 31 March 2017	Completed On going	Safety Advisory RSA 07 issued
LOC-I/3	ASA-Training-Flight Crew Training Verification and Validation	<ol style="list-style-type: none"> 1. IATA to organize a Seminar to promote and roll-out LOC-I Programme 2. Air Carrier Standard Operating procedures (SOP) reviewed, and updated as needed. 3. Track implementation. 	30 June 2016 31 July 2018	Completed Completed On going	<ol style="list-style-type: none"> 1. LOC-I Seminar organized 3 March 2016 in Dubai 2. Safety Advisory RSA 08 issued 3. Provided advanced maneuvers manual to MENA air operators

APPENDIX B

CIFT DIP Status

DIP	Description	Output	Deadline	Status	Comments
CIFIT/1	The implementation of BPN Approach Procedures to all runways not currently served by precision Approach Procedures	<ol style="list-style-type: none"> 1. Identify and prioritize the airports/runways which require specific PBN approaches. 2. Concerned States, CANSO, IATA and ICAO to establish a Work Force to develop an appropriate detailed action plan for the implementation of PBN approaches at the identified airports/runways. 3. Implementation of PBN approach procedures at the identified airports/ runways in accordance with their associated action plans. 	Long Term	<ol style="list-style-type: none"> 1. Completed 2. on going 3. on going 	<p>Runway priorities</p> <p>1. OMRK 16/34 (Completed)</p> <p>2. OIMM 13</p> <p>3. OISS 11 /29</p> <p>4. HEBA 14</p> <p>5. ORMM 14/32 (in progress)</p> <p>6. ORNI 10 (Completed)</p>

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