



International Civil Aviation Organization

RASG-MID Steering Committee

Sixth Meeting (RSC/6)
(Cairo, Egypt, 25 - 27 June 2018)

Agenda Item 3: Regional Performance Framework for Safety

FOLLOW-UP ON THE RASG-MID/6 CONCLUSIONS AND DECISIONS

(Presented by the Secretariat)

SUMMARY
This paper presents the status of the RASG-MID/6 Conclusions and Decisions and the follow-up actions taken by the concerned parties. Action by the meeting is at paragraph 3.
REFERENCES
- RASG-MID/6 Report

1. INTRODUCTION

1.1 The RASG-MID/6 meeting was hosted by Bahrain Civil Aviation Affairs (Bahrain, 26 – 28 September 2017). The meeting adopted 10 Conclusions and 6 Decisions.

2. DISCUSSION

2.1 An updated follow-up action plan on RASG-MID/6 Conclusions and Decisions is at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the status and follow-up actions on the outcome of RASG-MID/6 meeting and take actions, as appropriate.

FOLLOW-UP ON RASG-MID/6 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/1: GLOBAL AVIATION SAFETY PLAN (GASP)</p> <p>That, States:</p> <p>a) be requested to establish a national aviation safety plan, including goals and targets consistent with the MID Region Safety Strategy, and in line with the GASP objectives, including the global aviation safety roadmap, and based on their operational safety needs; and</p> <p>b) be invited to provide ICAO feedback on the new global aviation safety roadmap and suggestions for the future 2020 -2022 edition of the GASP via email to GASP@icao.int, by March 2018.</p>	<p>- Development of national aviation safety plan</p> <p>- To get feedback on the safety roadmap</p>	<p>State Letter</p> <p>Feedback</p>	<p>ICAO</p> <p>States</p>	<p>Nov. 2017</p> <p>March 2018</p>	<p>Actioned</p> <p>SL ME4-17/305 dated 2 November 2017. <i>(No reply received)</i></p>
<p>CONCLUSION 6/2: SAFETY MANAGEMENT IMPLEMENTATION</p> <p>That States, regional and international organizations are invited to share tools and examples, which support effective safety management implementation, to be considered for posting on the ICAO safety management implementation website.</p>	<p>Sharing of best practices</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Jan. 2018</p>	<p>Actioned</p> <p>SL ME4-18/027 dated 25 January 2018 <i>(No reply received)</i></p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/3: REGIONAL SAFETY OVERSIGHT ORGANIZATIONS</p> <p>That, States support:</p> <p>a) the proposed global strategy and action plan to improve RSOOs; and</p> <p>b) the conduct of a study related to the proposed global aviation safety oversight system (GASOS).</p>	<p>Improvement of RSOO and establishment of GASOS</p>	<p>Supporting the proposed global strategy</p> <p>Study related to the proposed GASOS)</p>	<p>RASG-MID</p>	<p>Sept. 2017</p> <p>TBD</p>	<p>Actioned</p> <p>The study was released</p>
<p>CONCLUSION 6/4: SHARING OF SAFETY RECOMMENDATIONS</p> <p>That,</p> <p>a) States be urged to share their Safety Recommendations after investigation of accidents and incidents; and</p> <p>b) MID-SST to coordinate with MID-ASRT, ICAO and stakeholders the development of a RASG-MID Safety Advisory to consolidate a set of safety recommendations addressing the Focus Areas and Emerging Risks in the MID Region.</p>	<p>Sharing of safety recommendations in order to agree on mitigation measures at regional level (Best practices)</p>	<p>State Letter</p> <p>RSA</p>	<p>ICAO</p> <p>MID-SST MID-ASRT ICAO Stakeholders</p>	<p>Jan. 2018</p> <p>TBD</p>	<p>Actioned</p> <p>SL ME4-18/028 dated 25 January 2018 (No reply received)</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/5: ADOPTION OF ISAGO AND IGOM FOR GROUND HANDLING OPERATIONS</p> <p>That, States be invited to:</p> <p>a) encourage airlines and aerodrome operators to implement the procedures contained in the IATA Ground Operations Manual (IGOM) for harmonization purpose and to improve safety of Ground Handling Operations; and</p> <p>b) use the IATA Safety Audit for Ground Operations (ISAGO) as a source of safety data which provide complementary information for the safety oversight activities of ground handling operations services.</p>	<p>Use of IATA Guidance material contained in the IGOM.</p> <p>Use of ISAGO as a source of complementary safety data for safety oversight activities</p>	State Letter	ICAO	Jan. 2018	<p>Actioned</p> <p>SL ME4-18/028 dated 25 January 2018 <i>(No reply received)</i></p>
<p>CONCLUSION 6/6: DEVELOPMENT OF ADDITIONAL GROUND HANDLING OPERATIONS PROVISIONS</p> <p>That, ICAO be invited to consider the development of additional Ground Handling Operations provisions.</p>	Need for additional provisions/guidance on Ground Handling Operations	Additional Ground Handling Operations provisions	ICAO	TBD	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/10: ACCIDENT AND SERIOUS INCIDENTS FINAL REPORTS</p> <p>That,</p> <p>a) States be urged to comply with Annex 13 provisions related to the release of Final Reports on accidents and serious incidents; and</p> <p>b) for the accidents and serious incidents involving aircraft of a maximum mass over 5700 kg, a copy of the Final Report should be sent to the ICAO HQ and MID Regional Office.</p>	<p>Sharing of final reports on accidents and serious incidents</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Jan. 2018</p>	<p>Actioned</p> <p>SL ME4-18/025 dated 25 January 2018 (No reply received)</p>
<p>CONCLUSION 6/11: SHARING OF INCIDENTS ANALYSES</p> <p>That, States be invited to present to the ASRT/1 meeting their analyses related to the following top 5 areas of concern:</p> <p>1- Near midair Collision (NMAC)-TCAS RA 2- Loss of Separation 3- Take off Clearance with Runway in use 4- Wake Turbulence –Encountered 5- Callsign Confusion</p>	<p>Identification of trends and sharing of best practices for mitigation measures</p>	<p>State Letter</p> <p>Safety Data Analyses</p>	<p>ICAO</p> <p>States</p>	<p>Nov. 2018</p> <p>Feb. 2018</p>	<p>Actioned</p> <p>SL ME 4–17/306 dated 2 November 2017</p> <p>Replies received from 7 States</p>

<p>DECISION 6/12: RASG-MID SAFETY ADVISORY - WILDLIFE MANAGEMENT AND CONTROL</p> <p>That, the RASG-MID Safety Advisory (RSA/13) on Wildlife Management and Control at Appendix 3I is endorsed and be published by the ICAO MID Office.</p>	<p>Guidance material to the Wildlife Management and Control</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p style="text-align: center;">Completed</p> <p>SL ME 4-17/292 dated 23 October 2017</p> <p>RASG-MID Safety Advisory-13 (RSA-13) has been posted on the ICAO MID website.</p>
<p>DECISION 6/13: AMENDED RASG-MID SAFETY ADVISORY/12 – LASER ATTACK SAFETY GUIDELINES</p> <p>That, the revised version of the RASG-MID Safety Advisory (RSA/12) on Laser Attacks at Appendix 3J is endorsed and be published by the ICAO MID Office.</p>	<p>Updated guidance related to the Laser Attack Safety</p>	<p>RSA-Rev. 1</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p style="text-align: center;">Completed</p> <p>SL ME 4-17/291 dated 23 October 2017</p> <p>RASG-MID Safety Advisory-12 (RSA-12) is available on the ICAO MID website.</p>
<p>CONCLUSION 6/14: REVISED MID REGION SAFETY STRATEGY</p> <p>That, the revised version of the MID Region Safety Strategy at Appendix 3N is endorsed.</p>	<p>Need to keep pace with developments, including the GASP 2017-2019</p>	<p>MID Region Safety Strategy (Edition 5)</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p style="text-align: center;">Completed</p>

<p>DECISION 6/15: RASG-MID SAFETY ADVISORY (RSA)– WAKE TURBULENCE IN THE RVSM AIRSPACE</p> <p>That, a RASG-MID Safety Advisory (RSA) on Wake Turbulence in the RVSM Airspace, be developed by ICAO, UAE and IATA, taking into consideration UAE safety alert 2017-10 dated 5 July 2017; and other existing practices.</p>	<p>Guidance related to the Wake Turbulence in the RVSM airspace</p>	<p>RSA</p>	<p>ICAO UAE IATA</p>	<p>TBD</p>	<p>Ongoing</p>
<p>DECISION 6/16: RASG-MID SAFETY ADVISORY-04 (RSA 04)</p> <p>That, the revised RSA-04 related to call sign confusion at Appendix 5B is endorsed.</p>	<p>Guidance material related to the Call Sign Confusion</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p>