**REPORT OF THE FIRST MEETING OF THE
RASG-MID STEERING COMMITTEE**

(RSC/1)

(Cairo, Egypt, 18 – 20 June 2012)

Approved by the Meeting
and published by authority of the Secretary General

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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1   The First Meeting of the RASG-MID Steering Committee (RSC/1) was held at the ICAO Middle East Regional Office, Cairo, Egypt, from 18 to 20 June 2012.

2. OPENING

2.1   The Meeting was opened by Mr. Mohamed Khonji, ICAO Regional Director, Middle East Office who welcomed all the participants to Cairo. Mr. Khonji recalled that the RASG/1 meeting, which was hosted by the Ministry of Civil Aviation of Egypt in Cairo, Egypt, from 18 to 19 September 2011, was a kick-off meeting in order to prepare the terrain for the future activity of the Group. In particular, he highlighted that the RASG-MID/1 meeting reviewed and approved the Terms of Reference of the Group and approved the RASG-MID Procedural Handbook, which includes inter-alia, the Working Arrangements, and Organizational Structure for the RASG-MID.

2.2   Mr. Khonji recalled that the RASG-MID Steering Committee (RSC) was established by the RASG-MID/1 meeting 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. He highlighted that the meeting will review the Draft Annual Safety Report, developed by the ASRT, and initiate discussions on the main Safety Enhancement Initiatives and Detailed Implementation Plans for the Region. In addition, and in accordance with the RSC Terms of Reference, the meeting is expected to develop the RASG-MID work programme for 2013, and address other issues such as funding of the RASG-MID activities, SSP/SMS implementation and establishment of RSOOs and RAIOs.

2.3   Finally, Mr. Khonji thanked all Participants for their presence wishing them successful deliberations, productive meeting and a pleasant stay in Cairo.

3. ATTENDANCE

3.1   The meeting was attended by a total of fourteen (14) participants from four (4) States (Bahrain, Egypt, Saudi Arabia, and United Arab Emirates) and six (6) Organizations/Industries (AACO, Boeing, COSCAP-GS, IATA, MEASR-TLST and WFP). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1   The meeting was chaired by the RSC Co-Chair Mr. Ismaeil Mohammed Al Balooshi, Executive Director of Civil of Aviation Safety Affairs Sector, GCAA, UAE.

4.2   Mr. Mohamed R. M. Khonji, ICAO Middle East Regional Director, acted as the Secretary of the Meeting, assisted by Mr. Mohamed Smaoui, Regional Officer, Air Navigation Services/Aeronautical Information Management (ANS/AIM) from the ICAO MID Regional Office and Capt. Miguel Marin, Technical Officer, Flight Operations Section, Air Navigation Bureau, from ICAO Headquarters, Montreal. Mr. Adel Ramlawi, Regional Officer Aerodromes and Ground Aids from the ICAO MID Regional Office also supported the meeting.

5. LANGUAGE

5.1   The discussions were conducted in the English language and documentation was issued in English.

6. AGENDA

6.1   The following Agenda was adopted:

Agenda Item 1:   Adoption of the Provisional Agenda

Agenda Item 2:   Global developments related to aviation safety

Agenda Item 3:   RSC Activities

Agenda Item 4:   Regional Performance Framework for Safety

Agenda Item 5:   RASG-MID Working Arrangements

Agenda Item 6:   Coordination between RASG-MID and MIDANPIRG

Agenda Item 7:   Future Work Programme

Agenda Item 8:   Any other Business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1   The RSC/1 records its actions in the form of Conclusions and Decisions with the following significance:

a)   **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States and its stakeholders/partners, or on which further action will be initiated by the Secretary in accordance with established procedures; and

b)   **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its subsidiary bodies.

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 1/1:   *PROVISION OF SAFETY DATA*

DRAFT CONCLUSION 1/2:   *ESTABLISHMENT OF RUNWAY SAFETY TEAMS*

DRAFT CONCLUSION 1/3:   *ESTABLISHMENT OF THE MID REGIONAL AVIATION SAFETY TEAM (MID-RAST)*

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DRAFT CONCLUSION 1/4:   *REGIONAL COOPERATION FOR THE PROVISION OF ACCIDENT AND INCIDENT INVESTIGATION SERVICES*

DRAFT CONCLUSION 1/5:   *ACCIDENT AND INCIDENT INVESTIGATION ACTIVITIES AND CAPABILITIES IN THE MID REGION*

DRAFT CONCLUSION 1/6:   *FUNDING OF THE RASG-MID WORK PROGRAMME*

DRAFT DECISION 1/7:   *RSC TERMS OF REFERENCE*

DRAFT DECISION 1/8:   *MID-ASRT TERMS OF REFERENCE*

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1:   ADOPTION OF THE PROVISIONAL AGENDA

1.1   The meeting reviewed and adopted the Provisional Agenda as at paragraph 6 of the History of the Meeting.

REPORT ON AGENDA ITEM 2: GLOBAL DEVELOPMENTS RELATED TO AVIATION SAFETY

Global Aviation Safety Plan (GASP)

2.1   The meeting noted that the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP), which represent strategic planning documents, include a series of global initiatives for use by States and the International Aviation Community to continuously improve efficiency and safety.

2.2   The meeting noted that the proposed edition of the GASP provides a proactive strategy to improve aviation safety through incorporation of the latest developments related to safety management practices, providing a multi-disciplinary and, risk-based approach to achieve continuous improvement in global safety performance.

2.3   It was highlighted that the proposed GASP includes a global safety target and 4 supporting targets that serve as high-level indicators used to measure success in attaining the overall GASP goal. The general target is to reduce the number of accidents and related fatalities worldwide irrespective of the volume of traffic. The following supporting targets aim to address the areas of highest safety risk that are known to be present:

      a)   significantly reduce the rate of runway safety related accidents and serious incidents;

      b)   significantly reduce the rate of loss of control in-flight related accidents and serious incidents;

      c)   significantly reduce the rate of accidents and serious incidents associated with system component failures; and

      d)   continue to lower the rate of controlled flight into terrain (CFIT) related accidents and serious incidents.

2.4   The meeting recalled that the revised GASP proposes the following nine (9) Global Safety Initiatives (GSIs):

      GSI 1 – Improving standardization and harmonization.
      GSI 2 – Establishment and management of State safety oversight systems.
      GSI 3 – Access to sufficient numbers of qualified personnel for States and industry.
      GSI 4 – Establishment and management of accident and incident investigation
            systems.
      GSI 5 – Alignment and coordination of safety initiatives.
      GSI 6 – Continuous monitoring and enhancement of aviation safety performance.
      GSI 7 – Implementation of safety management practices.
      GSI 8 – Proactive use and sharing of safety intelligence.
      GSI 9 – Use of technology to enhance safety.

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RASG experience in the different ICAO Regions

2.5   The meeting was apprised of the experience of different ICAO regions in the establishment of RASG, in particular RASG-PA, RASG-APAC and RASG-AFI.

2.6   The meeting was informed about the methodologies used for the implementation of the GASP process for identifying "Operational" risk areas and how a similar process can be employed to support SARP implementation. It was highlighted in this respect that the safety performance framework consists of identifying Risk Areas (RA), proposing Safety Enhancement Initiatives (SEI), developing Detailed Implementation Plans (DIP), monitoring the results and providing feedback, thus initiating the cycle again.

2.7   An excerpt of RASG-PA SEIs was presented and it was suggested that both RASG-PA and RASP-APAC SEIs could form a good basis for the development of an initial set of SEIs for consideration by the RASG-MID. Furthermore, out of the incorporated SEIs (from other Regions) and new SEIs, DIPs should be developed. It was suggested that at least two DIPs from each SEI be prepared for the next RASG-MID meeting.

2.8   The meeting recalled that at the RASG-MID/1 meeting there was some discussion on how initiatives in support of implementation of SARPs by States could be incorporated into the work programme of RASG-MID without duplication of efforts with the existing regional safety bodies. In this respect, the meeting agreed to separate the "operational" initiatives from the "support" initiatives, but keeping the same performance-based approach for both. The meeting noted that in the RASG-AFI, Safety Support Teams (SST) have been created to address SARPs implementation issues for States with Significant Safety Concerns (SSC) and for States that are below the SARPs effective implementation world average which needed to focus on the implementation of the USOAP 8 Critical Elements (CEs).

2.9   The meeting agreed that the creation of a MID Regional Aviation Safety Team (MID-RAST) could be considered to address the operational initiatives. It was also agreed that the analysis of the USOAP data similar to the one developed for the RASG-AFI in support of SARP implementation, should be included in the MID Annual Safety Report for the identification of necessary support for the implementation of specific SARPs.

Initiatives to reduce Loss Of Control In-Flight (Loc-I) Accidents

2.10   The meeting noted that Loss Of Control In-flight (LOC-I) category is responsible for the highest percentage of fatalities–approximately 30% of the total even though less than 5% of all accidents were classified as being related to loss of control.

2.11   The meeting was apprised of ICAO initiatives to reduce safety risks associated with LOC-I. Examples of actions that have been taken by established safety teams in other ICAO Regions to reduce safety risks associated with LOC-I have been also presented.

2.12   The meeting agreed to take into consideration other regions' experience when addressing/developing the MID Region Safety Enhancement Initiatives (SEIs) related to LOC-I.

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Initiatives to reduce the risk of Runway related Accidents

2.13   The meeting noted that Runway Safety Accidents represent 59% of all accidents accounting for 29% of all fatal accidents and 19% of all related fatalities reported between 2006 and 2010.

2.14   The meeting noted that the ICAO Runway Safety Programme has evolved to include prevention and mitigation measures related to Runway Incursion (RI), Runway Excursion (RE) and other occurrences related to runway safety.

2.15   The meeting was apprised of the outcome of the Global Runway Safety Symposium (GRSS) convened in ICAO HQ, Montreal, 24-26 May 2011.

2.16   Examples of actions that have been taken by established safety teams in other ICAO Regions to reduce safety risks of Runway related accidents.

2.17   The meeting agreed to take into consideration other regions' experience when addressing/developing the MID Region Safety Enhancement Initiatives (SEIs) related to Runway Safety.

Initiatives to reduce the risk of CFIT Accidents

2.18   The meeting noted that accident data indicates that Controlled Flight Into Terrain (CFIT) accounts for just over 20% of all fatal accidents. It was highlighted that while ICAO and other organizations have undertaken a number of initiatives over the past 15 years with considerable success, additional efforts should be considered.

2.19   The meeting was apprised of ICAO and the Flight Safety Foundation (FSF) initiatives to reduce the risk of CFIT accidents. Examples of actions that have been taken by established safety teams in other ICAO Regions to reduce safety risks associated with CFIT have been also presented.

2.20   The meeting agreed to take into consideration other regions' experience when addressing/developing the MID Region Safety Enhancement Initiatives (SEIs) related to CFIT.

REPORT ON AGENDA ITEM 3:   RSC ACTIVITIES

3.1   The meeting was apprised of a summary of the activities conducted by the RASG-MID Steering Committee (RSC) since its establishment by the RASG-MID/1 meeting in September 2011.

3.2   It was highlighted that due to the geographical spread, the RSC has worked essentially through emails and Teleconferences. One face-to-face limited meeting was held in Amman on 07 February 2012.

3.3   To achieve its objectives in accordance with the Terms of Reference approved by RASG-MID, the RSC first adopted the conclusions of the work conducted by the Top Level Safety Team (TLST) on the major safety risks in the region/Focus Areas, and decided to focus on initiatives to address Runway Excursions (RE), Loss Of Control In-flight (LOC-I), and Controlled Flight Into Terrain (CFIT), until the analysis being conducted by the Annual Safety Report Team (ASRT) is available.

3.4   The meeting noted that the RSC was apprised of the outcome of the Annual Safety Report Team (ASRT) meeting held in Amman on 6 February 2012. In particular it was highlighted that Ms. Ruby Sayyed from IATA has been designated as the Rapporteur of the ASRT. The RSC also designated Coordinators for the 3 Focus Areas.

3.5   The meeting noted that the RSC has attempted to coordinate safety activities for 2012, however, there has been some duplication due to events planned even before the establishment of the RASG-MID. Accordingly, a Schedule of Safety Events for 2012 has been consolidated by the RSC-Limited Meeting, as at **Appendix 3A** to the Report on Agenda Item 3.

3.6   In connection with the above, the meeting noted that the RSC has established contact with the TLST and the GFSC to coordinate activities in order to avoid duplication and make use of available resources. In this respect, it was re-iterated that, in accordance with the RASG-MID Terms of Reference and Organizational Structure, the RASG-MID is responsible for the development of safety strategies, plans, objectives, initiatives and priorities; and the work of the Contributors (TLST, COSCAP-GS, industry, etc) should be more oriented to provide necessary support to States for the implementation of the RASG-MID strategies, plans, objectives, initiatives and priorities.

3.7   In order to avoid similar situation in 2013, the meeting invited all stakeholders to coordinate with the RSC their plans before September 2012, with a view to present the 2013 Activity Schedule to the RASG-MID/2 meeting scheduled for 12-14 November 2012.

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Appendix 3A to the Report on Agenda Item 3

SCHEDULE SAFETY EVENTS

Date	Event	Venue	Organizer
March			
4-8	ECCAIRS Training	Cairo	ICAO
12-14	SSP Implementation Course	Cairo	ICAO
April			
15-18	Regulators Audit Techniques-Training of GCAA New Joining Inspectors	UAE	COSCAP-GS
22-26	Safety Awareness Campaign	TBD	COSCAP-GS/WFP
May			
30 Apr-04 May	Eu Regulation (airworthiness)	Casa	ACAC
8-9	TEM, Juba (Sudan); Advance Emergency Response Plan	Sharjah, UAE	WFP
8-10	OPS Training	TBD	COSCAP-GS
14-16	Regional Runway Safety Seminar/Workshop (RRSS)	Amman	ICAO
14-17	Regulators Audit Techniques – Training of Kuwait GDCA new Joining Inspectors	Kuwait	COSCAP-GS
21-22	Regional Safety & Security Conference	Bahrain	IATA
23-24	Advanced Part M Workshop	TBD	COSCAP-GS
June			
4-5	Training on FCL Regulations	TBD	COSCAP-GS
10-12	Maintenance Program – MMEL/MEL	TBD	COSCAP-GS
17	TEM in Sudan	Sudan	WFP
18-20	RSC/1	Cairo	ICAO
25-27	Air Safety Committee/29	Rabat	ACAC
July			
2-3	Advance SMS	Amman	WFP
September			
3-6	TEM, Khartoum, Sudan	Khartoum	WFP
3-7	CMA / TCO WS	Casa	ACAC
8-11	Regulators Audit Techniques – Training of Bahrain CAA new Joining Inspectors	Bahrain	COSCAP-GS
26-27	COSCAP-GS 10th Steering Committee Meeting	Dubai	COSCAP-GS
October			
17-18	SMS/SSP WS	Rabat/ TBD	ACAC
9-10	4th GHAC, Amman	TBD	WFP
9-11	MID RVSM Safety Assessment Seminar	Bahrain	ICAO
15-16	FRMS Seminar	Cairo	ICAO
22-23	Training on FCL Regulations	TBD	COSCAP-GS
29-31	Maintenance Program – MMEL/MEL	TBD	COSCAP-GS

November			
25-2 Dec	ITS Training with FAA	TBD	COSCAP-GS
December			
3-5	OPS Training	TBD	COSCAP-GS
10-12	Seminar/Workshop on Regional Safety Oversight Programmes	Rabat	ACAC/ICAO
13-15	Air Safety Committee/30	Rabat	ACAC

REPORT ON AGENDA ITEM 4:   REGIONAL PERFORMANCE FRAMEWORK FOR SAFETY

Review of the Draft version of the First MID Region Annual Safety Report

4.1   The meeting recalled that the Annual Safety Report Team (ASRT) was established by the RASG-MID/1 Meeting, through, Decision 1/3 with the main objective of gathering safety information from different available sources to determine the main aviation safety risks in the MID Region; and developing the MID Region Safety Report on an Annual basis.

4.2   The meeting reviewed the Draft version of the First MID Region Annual Safety Report. It was noted that the Annual Safety Report comprises of three main Sections:

  a) **Reactive** Information;

  b) **Proactive** Information; and

  c) **Predictive** Information.

4.3   The meeting noted that the data analysis carried out by the ASRT identified three main risk areas (Focus Areas) which will be addressed under the RASG-MID framework:

  a) Runway and Ground Safety;
  b) In-flight Damage; and
  c) Loss of Control In-flight.

4.4   It was further noted that the analysis of accidents, incidents, and occurrences, has resulted in the identification of several key contributing factors, including:

  a) deviation from or non-compliance with the Standard Operating Procedures (SOP);
  b) Staff awareness and training;
  c) inefficient ATC infrastructure and service;
  d) environmental conditions, such as weather and wildlife; and
  e) safety culture.

4.5   In connection with the above, the meeting noted that the ICAO MID Regional Office, through State Letter Ref.: AN 11/21.1 -12/100 dated 19 April 2012, invited States to provide their data related to incidents and safety occurrences before **15 May 2012**. A similar action has been undertaken by IATA with its member airlines. The following guidelines were recommended for the provision of data:

  1. What are the top 5 reported incidents/occurrences that you come across? Can you provide us with details; flight phase, root causes, and actions taken?

2. How many of these reports are closed and how many remain pending without a solution? What is the average response time for investigating any incident or occurrence?

3. How do you rate your voluntary reporting system?

4. What are the main three challenges you face with regards to ensuring that a safety culture is maintained within your organization and within your home base operators?

4.6   The meeting noted with concern that, so far, only three (3) States (Jordan, Oman and UAE) provided replies to the above-mentioned State Letter. Accordingly, the meeting urged States and partners that have not yet done so, to provide the requested safety data on incidents and occurrences, before **31 July 2012**.

4.7   It was underlined that all received data and information is considered confidential, and only de-identified information and analysis are reflected in the Annual Safety Report.

4.8   The meeting noted with appreciation the Royal Jordanian's Flight Data Analysis experience using Flight Operations Quality Assurance Programme (FOQA). The meeting agreed that the analysis of trends collected from air operators Flight Data Monitoring systems can contribute to, and feed into the Predictive Data analysis under the Annual Safety Report. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/1:   PROVISION OF SAFETY DATA

That, States:

a) *that have not yet done so, be urged to provide their data related to incidents and safety occurrences to the ICAO MID Regional Office before **31 July 2012**; and*

b) *be invited to encourage their Air Operators to implement Flight Operations Quality Assurance Programme (FOQA) or Flight Data Monitoring Programme and provide Trends derived from such programmes to the ASRT for the identification of operational risks and development of proactive and predictive mitigation measures.*

4.9   The meeting agreed that the final version of the Annual Safety Report should be ready for review by the RSC members by **15 October 2012** before presentation to the RASG-MID/2 meeting for endorsement.

Regional Activities/Initiatives addressing the identified Focus Areas

4.10   The meeting noted that few activities addressing the three (3) identified Focus Areas (Runway and Ground Safety, In-flight Damage and Loss Of Control In-Flight (LOC-I)) have been achieved or initiated in the MID Region. In particular, the meeting was apprised of the outcome of

the Middle East Regional Runway Safety Seminar (MID-RRSS) held in Amman, Jordan, 14-16 May 2012. The MID-RRSS outcomes included the following:

- States should develop action plans to establish Runway Safety Teams (RSTs). RSTs should be hosted by airports and include, as a minimum, representation from aerodromes, air operators and air traffic controllers;

- ICAO to consider the creation of a Regional RST Go Team with participation of ICAO Runway Safety partners to assist States with the creation of RSTs;

- Safety Partners to assist/mentor the RSTs by: performing a gap analysis and assessing the areas identified, providing recommendations to support the implementation of RSTs, and supporting RST as appropriate; and

- Organization of another Runway Safety Seminar/Workshop in 2013, inter-alia, to provide additional guidance on the establishment and running of RSTs.

4.11   Based on the above, the meeting fully supported the establishment of Runway Safety Teams (RSTs) and agreed, accordingly, to the following Draft Conclusion:

> ***DRAFT CONCLUSION 1/2:   ESTABLISHMENT OF RUNWAY SAFETY TEAMS***
>
> *That, States be urged to establish Runway Safety Teams hosted by airports and including, as a minimum, representation from aerodromes, air operators and air traffic controllers, before **31 December 2012**.*

4.12   The meeting agreed that the remaining recommendations emanating from the MID RRSS would be taken into consideration when developing and prioritizing the Safety Enhancement Initiatives for the MID Region.

4.13   The meeting reviewed a list of mitigation measures related to the three (3) identified Focus Areas (Runway and Ground Safety, In-flight Damage and Loss Of Control In-Flight (LOC-I)) which could be considered by the RSC when developing the Safety Enhancement Initiatives for the MID Region.

4.14   The meeting re-iterated that the working methods of the RASG-MID need to be dynamic and follow a performance-based cycle such as the following:

a) identify key stakeholders;
b) gather and analyze data from all available sources;
c) identify risk areas;
d) prioritize;
e) elaborate Safety Enhancement Initiatives (SEIs);
f) create Detailed Implementation Plans (DIPs) with measurable objectives; and
g) monitor/adjust the implementation plans by gathering and analyzing data.

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4.15   The meeting noted that ICAO has developed a software tool to monitor the development and implementation of SEIs, with a view to support the RASGs in the process of implementation of a performance-based safety framework. It was highlighted that tracking the progress of all ICAO Regions in implementing safety enhancements will also be important to determine the effectiveness of the GASP on both regional and global basis. Information concerning implementation plans is centrally stored on an ICAO network server (the RAST group on the ICAO secure site http\\portal.icao.int). Thus, regions that choose to use the tool would not only be able to track the development and implementation of their safety initiatives, but also safety initiatives in other regions.

4.16   Details of the tool are outlined in **Appendix 4A** to the Report on Agenda Item 4.

4.17   Based on the above, the meeting agreed to the establishment of a MID Regional Aviation Safety Team (MID-RAST), which would be responsible mainly for the development and implementation of Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) for the identified Focus Areas.

4.18   The meeting agreed that the MID-RAST should propose to the next RASG-MID/2 meeting draft Terms of Reference (TORs) using the PA-RAST as a baseline.

4.19   The meeting agreed that the MID-RAST should decide on the use of the most appropriate tool for the monitoring of the safety performance framework.

4.20   Although the analysis carried out by the ASRT showed that CFIT is not part of the three Focus Areas (lower risk area), the meeting agreed that some CFIT SEIs/DIPs should be included in the RASG-MID Work Programme for 2013.

4.21   Based on all of the foregoing, the meeting agreed to the following Draft Decision:

> *DRAFT DECISION 1/3:   ESTABLISHMENT OF THE MID REGIONAL AVIATION SAFETY TEAM (MID-RAST)*
>
> *That,*
>
> > a) *a MID Regional Aviation Safety Team (MID-RAST) is established to deal with operational safety initiatives with the following initial tasks:*
> >
> > > i) *develop SEIs using the ones developed by other RASGs for the following Risk Areas:*
> > > - *Runway and Ground Safety;*
> > > - *Loss of Control In-Flight; and*
> > > - *Controlled Flight Into Terrain.*

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    ii) *prepare SEIs for the In-flight Damage risk area identified by*
       the ASRT;

    iii) *prioritize the SEIs; and*

    iv) *develop at least two DIPs for each Risk Area.*

   b) *draft Terms of Reference of the MID-RAST be presented to the*
    RASG-MID/2 meeting for endorsement.

4.22   To facilitate and expedite the process, the meeting agreed that a Coordinator should temporarily be assigned for each of the Focus Areas. The Coordinator should be responsible for the preparation of an initial set of SEIs (5 to 10) related to his/her Focus Area in a prioritized manner. DIPs related to the first two SEIs should be developed for review by the RASG-MID/2 meeting and inclusion in the RASG-MID 2013 Work Programme. The meeting further agreed that at least one of these DIPs should be initiated before the RASG-MID/2 meeting.

4.23   The meeting agreed that SEIs and DIPs from other RASGs will be made available to the MID-RAST on the Excel Template used to import SEIs into the ICAO tool. This will serve two purposes, the MID-RAST will be able to see all SEIs/DIPs with the same format and it will also allow the Team to evaluate the tool.

4.24   With regard to the working methods of the MID-RAST, the meeting agreed that participants should be encouraged to work as informally as possible to have maximum flexibility. Furthermore the meeting agreed to elect **Mr. Haithem J. Gauwas from Saudi Arabia** as the Rapporteur of the MID-RAST. The meeting agreed that States and partners should be requested, through a State Letter issued by the ICAO MID Regional Office, to designate Focal Points for the different RASG-MID Subsidiary bodies, including the MID-RAST.

4.24.1   Runway and Ground Safety: **Mr. Mohamed Al Dossari from UAE** has been designated as the Coordinator of the Runway and Ground Safety Focus Area.

4.24.2   In-flight Damage: **Ms. Ruby Sayyed from IATA** has been designated as the Coordinator of the In-flight Damage Focus Area

4.24.3   Loss Of Control In-Flight (LOC-I): **Mr. Chamsou Andjorin from Boeing** has been designated as the Coordinator of the LOC-I Focus Area.

4.24.4   Controlled Flight Into Terrain: SEIs and DIPs from other RASGs will be presented to the MID-RAST through the Secretariat. Based on the information provided, the MID-RAST is expected to propose a way forward for CFIT SEIs/DIPs. Taking into consideration that CFIT was initially one of the three Focus Areas (as identified by the TLST) and Capt. Richard Hill from IATA (Etihad Airways) was designated as the Coordinator for CFIT, the meeting agreed that he continues to play the role of Coordinator for CFIT responsible for the development/coordination of SEIs/DIPs related to CFIT.

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COSCAP-GS Safety Activities

4.25   The meeting was apprised of the Cooperative Development of Operational Safety and Continuing Airworthiness Projects-Gulf States (COSCAP-GS) main areas of activities and its training events/programme for 2012. The meeting was informed also of the COSCAP-GS work programme for the period 2013.

IATA Safety Activities

4.26   The meeting was apprised of the IATA safety programmes and activities carried out in 2012. The meeting noted that IATA Safety Data Management and Analysis is available via the Global Safety Information Center (GSIC), which includes information from over 420 different organizations such as:

a)   industry accident/ incident data and analysis as well as operational reports captured in the Safety Trend Evaluation, Analysis & Data Exchange System (STEADES) database and annually published in the IATA Safety Report;

b)   aircraft ground damage reports and analysis in a new Ground Damage Database (GDDB);

c)   collated Flight Data Analysis (FDA) information in a global Flight Data Exchange (FDX); and

d)   reviews of IATA Operational Safety Audit (IOSA) and of IATA Safety Audit for Ground Operations (ISAGO) findings.

4.27   The meeting was apprised of the outcome of the IATA Safety and Security held in Bahrain 21-22 May 2012.

4.28   Based on the above, the meeting:

a)   encouraged all stakeholders to organize joint and coordinated (through the RSC Co-Chairs and Secretariat) safety events targeted towards the identified Risk Areas; and

b)   agreed that the outcomes of these events should be reported to the RASG-MID for consideration in the development of SEIs and DIPs.

SSP/SMS Implementation in the MID Region

4.29   The meeting recalled that ICAO safety management provisions require States to establish a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS) in civil aviation. In addition, States shall require, as part of their SSP, the following service providers to implement a Safety Management System (SMS):

a) approved training organizations that are exposed to operational safety risks during their air training operations (i.e.: flight training schools);

b) aircraft operators;

c) approved aircraft maintenance organizations and organizations responsible for type design and/or manufacture of aircraft (applicability date Nov. 2013);

d) air traffic service providers; and

e) certified aerodromes.

4.30   The meeting recalled that the MIDANPIRG/13 meeting held in Abu Dhabi, UAE from 22 to 26 April 2012 recognized the difficulties encountered by States in the implementation of SSP requirements and re-iterated that a step-by-step approach should be followed for managing the transition to an SSP environment. Taking into consideration the scope of SSP implementation, which goes far beyond the safety of air traffic services and aerodrome operations, the meeting agreed with MIDANPIRG/13 that SSP implementation should be monitored by RASG-MID. MIDANPIRG will continue to monitor the SMS implementation by the air traffic services and aerodrome operators.

4.31   The meeting agreed that the RASG-MID 2013 Work Programme should include few activities related to SSP/SMS.

4.32   The meeting was informed that the Safety Management Panel (SMP) has completed the development of Annex 19 and that a State Letter on the subject is expected to be issued in July 2012. Additionally, an unedited advance version of the third edition of the Safety Management Manual (Doc. 9859) is now available in the ICAONET.

Establishment of RSOOs and RAIOs

4.33   The meeting was apprised of the outcome of the DGCA MID/1 meeting held in Abu-Dhabi, UAE, 22 – 24 March 2011, related to Regional Safety Oversight Programmes. In particular, the meeting noted the following DGCA-MID/1 Conclusions:

> DGCA-MID/1 CONCLUSION 1/9 - ESTABLISHMENT OF RSOOs AND RAIOs IN THE MID REGION
>
> *That, in order to strengthen their safety oversight capabilities and solve common safety-related deficiencies, in an effective, cooperative and sustainable manner, MID States:*
>
> a) *cooperate towards the establishment of Regional Safety Oversight Organizations (RSOOs) and Regional Accident and Incident Investigation Organizations (RAIOs); and*
>
> b) *further address the subject within the framework of RASG-MID.*

DGCA-MID/1 CONCLUSION 1/10 - WORKSHOP ON REGIONAL SAFETY OVERSIGHT PROGRAMMES

That, as part of the Regional preparations for the establishment of Regional Safety Oversight Organizations (RSOOs) and Regional Accident and Incident Investigation Organizations (RAIOs), the ICAO MID Regional Office organize a Workshop on Regional Safety Oversight Programmes, in order to address the technical, institutional and financial aspects related to these regional/sub-regional projects.

4.34   The meeting noted that, as a follow-up action to the above DGCA-MID/1 Conclusions, an ACAC/ICAO Seminar/Workshop on Regional Safety Oversight Programmes is scheduled to be held in Rabat, Morocco, 10-12 December 2012.

4.35   Based on the above, the meeting encouraged States and all partners to participate actively in the above-mentioned Seminar/Workshop, which would help to develop a MID Region Strategy/Action Plan related to the establishment of RSOO(s) and RAIO(s) in the MID Region.

4.36   The meeting was apprised of the UAE proposal related to better coordination of the Accident and Incident Investigation activities in the MID Region, which may lead to the establishment of a MID Region Accident and Incident Investigation Organization (RAIO).

4.37   The meeting noted that based on a proposal by UAE, the ACAC 40th Executive Council held in Rabat, Morocco, 14 - 15 May 2012, agreed to the creation of a 'Task Force' to prepare a study on establishing a 'joint investigation Unit' manpowered by ACAC's members' qualified investigators.

4.38   The meeting noted the stepwise approach proposed by UAE at **Appendix 4B** to the Report on Agenda Item 4 and invited States and International Organizations to provide their comments on the proposed approach to the ICAO MID Regional Office, **before 15 October 2012**, for review by the RASG-MID/2 meeting. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/4:   REGIONAL COOPERATION FOR THE PROVISION OF ACCIDENT AND INCIDENT INVESTIGATION SERVICES

*That, States and International Organizations provide their comments on the proposed approach for Regional Cooperation for the provision of Accident and Incident Investigation Services at **Appendix 4B** to the Report on Agenda Item 4, to the ICAO MID Regional Office, **before 15 October 2012**, for review by the RASG-MID/2 meeting.*

4.39   In order to get a general picture of the Accident and Incident Investigation activities and capabilities in the MID Region, the meeting agreed that the ICAO MID Regional Office carry out a survey based on the questionnaire proposed by UAE at **Appendix 4C** to the Report on Agenda Item 4. Accordingly, the meeting agreed to the following Draft Conclusion:

>   *DRAFT CONCLUSION 1/5:*   *ACCIDENT AND INCIDENT INVESTIGATION ACTIVITIES AND CAPABILITIES IN THE MID REGION*
>
>   *That, the questionnaire at **Appendix 4C** to the Report on Agenda Item 4 be used for the conduct of a survey related to Accident and Incident Investigation activities and capabilities in the MID Region.*

4.40   The meeting noted that UAE will organise a Workshop in November 2012 to further analyze the issues associated with regional coordination of the Accident and Incident Investigation activities. The meeting encouraged States to participate actively in the above-mentioned Workshop and requested UAE to report the outcome of the Workshop to the upcoming RASG-MID or RSC meeting.

Funding of the RASG-MID Activities

4.41   The meeting was briefed on the Safety Fund (SAFE) established by the ICAO Council in May 2010; in particular, the process followed for its establishment and the classification of contributions. The meeting was informed also about the project prioritizations process and follow-up actions for States willing to submit projects for funding and/or make contributions to the Fund.

4.42   It was highlighted that SAFE serves as a mechanism for the collection and use of voluntary contributions from States and other donors to support ICAO safety programmes in a responsible, consistent, transparent, efficient and timely manner.

4.43   The meeting noted that contributions to SAFE fall under one of the following two classifications:

>   a)   un-earmarked contributions for safety-related projects that will be identified by ICAO; and
>
>   b)   earmarked contributions that are intended for a specific new or existing safety-related project and/or activities.

4.44   The meeting noted that in order to facilitate the project prioritization, a Project Review Committee (PRC) has been established. The PRC has the mandate to review project proposals and make recommendations for allocations under the Safety Fund. Members of the PRC are responsible for providing policy and normative advice on the design of projects; reviewing the submitted projects; as well as making recommendations to the Secretary General on the allocation of funds to projects based on the validity of each proposal and its adherence to funding criteria.

4.45   The meeting was informed that a State Letter is being prepared to invite Member States and groups of States to submit projects for funding as well as to invite donors to contribute to the Fund. Projects in need of funding are posted on the Safety Collaborative Assistance Network (SCAN) website: www2.icao.int/scan.

4.46   The meeting agreed that for 2013, the RASG-MID activities aiming at the implementation of SEIs and DIPs should continue with the voluntary support of the RASG-MID members and partners, providing that this is coordinated with the RSC Co-Chairs and Secretariat to avoid duplication of efforts. On a parallel track, the meeting agreed that funding issue will be addressed with eventual donors and sponsors, through the ICAO SAFE fund, giving priority to regional initiatives. In this respect, the meeting encouraged all States and partners to use the SAFE earmarked contributions option to secure some funds that could be used for the implementation of the RASG-MID Work Programme.

4.47   Based on the above, the meeting agreed to the following Draft Conclusion:

> *DRAFT CONCLUSION 1/6:*   *FUNDING OF THE RASG-MID WORK*
> *PROGRAMME*
>
> *That,*
> a) *the funding of the RASG-MID Work Programme for 2013, be ensured mainly through voluntary support of the RASG-MID members and partners; and*
> b) *States and partners be encouraged to use the SAFE earmarked contributions option to secure some funds that could be used for the implementation of the RASG-MID Work Programme.*

RASG-MID Work Programme for 2013

4.48   The meeting agreed that the RASG-MID 2013 Work Programme should include, in addition to the activities targeted toward the identified Focus Areas, supporting activities related to SSP/SMS as well as Accident and Incident Investigation. The meeting agreed to monitor the amount of safety support activities and if deemed appropriate the RSC would recommend that the RASG-MID establish a MID Safety Support Team (MID-SST).

4.49   Based on all of the foregoing, and in order to prepare the RASG-MID Work Programme for 2013, for approval by the RASG-MID/2 meeting, the meeting agreed to the following:

> a) the MID-RAST Rapporteur and the Coordinators of the Focus Areas coordinate with all stakeholders the list of events addressing Runway and Ground Safety, In-flight damage and/or LOC-I planned for 2013 before end of August 2012;

b) the MID-RAST Rapporteur and the RSC Co-chairs coordinate with all stakeholders the list of planned events for 2013 addressing the supporting activities (SSP/SMS, Accident and Incident Investigation, etc) before end of August 2012;

c) the RSC Co-Chairs in coordination with the MID-RAST Rapporteur and the Secretariat identify the eventual duplication of efforts and undertake necessary coordination with concerned stakeholders toward the organization of joint events; and

d) the Co-Chairs in coordination with the Secretariat develop the RASG-MID Work Programme for 2013 by end of September 2012.

ICAO Tool for Implementation of the
Regional Safety Performance Framework

1. The Tool provides a process to ensure adherence to Regional Performance Framework and enable ICAO to readily share the outputs between the various RASGs. The APRAST would first identify Safety Enhancement Initiatives (SEIs). These initiatives could be established based on the analysis of data, ICAO initiatives and/or as developed by other organizations/safety teams. While for the most part SEI would be globally applicable, this may not always be the case and the priorities for implementation of SEIs may vary between regions. Recognizing that it will take time to implement SEIs, APRAST could prioritize, using some of criteria below identified SEIs to ensure that those which have the greatest potential for reducing safety risk are examined first. The following information is contained in the SEI template.

   a) GSI (Global Safety Initiative) Number from the GASP;
   b) RAST Number in the form of APRAST /(risk areas)/ (i.e. APRAST/CFIT/1);
   c) Safety Impact (High, Medium or Low) ;
   d) Changeability (Difficult, Moderate and Easy) taking into consideration the political will, commitment / consensus, resource requirements, availability for implementation, potential blockers – what conditions exist that could prevent implementation;
   e) Impact-Changeability (IC) Indicator (P1, P2, P3, etc.);
   f) Priority;
   g) Possible Champion; and
   h) Notes.

2. Subsequently, for each SEI a Detailed Implementation Plan (DIP) would be completed which should contain the following additional information:
   a. Safety Enhancement Action (expanded)
   b. Statement of Work
   c. Human Resources
   d. Financial Resources
   e. Relation with Current Aviation Community Initiative
   f. Performance Goal
   g. Indicators
   h. Key Milestones

3. Once the Detailed Implementation Plans are completed the outputs for each DIP would be defined utilizing the appropriate template. The Outputs Template contains the following information:
   a. Description
   b. Target Initiation Date
   c. Resources
   d. Resource Notes
   e. Timelines
   f. Action
   g. Target Completion Date

   Note: Sample SEI, DIP and Outputs Templates from the ICAO Tool are outlined hereafter:

Rast No	Safety Enhancement Action	GSI	Reference	CAST SE	Safety Impact	Changeability	Indicator	Priority	Champion	Time Frame	Notes
Initiative LOC 1	LOC SOPS (Standard Operating Procedures)			SE 26	Low	Hard					
Initiative LOC 2	Risk Assessment and Management			SE 27	High	Easy					
Initiative LOC 3	Safety Information			SE 28	Medium						
Initiative LOC 4	Flight Crew Proficiency			SE 29	Low	Easy					
Initiative LOC 5	Human Factors and Automation			SE 30	Low						
Initiative LOC 6	Loss of Control Training			SE 31	High	Hard					

Detailed Implementation Plan Template									
Rast No	Safety Enhancement Action	Reference	GSI	CAST SE	Safety Impact	Changeability	Indicator	Priority	Time Frame

Safety Enhancement Action (expanded)	
Statement of Work	
Champion Organization	
Human Resources	
Financial Resources	
Relation with Current Aviation Community Initiative	
Performance Goal	
Indicators	
Key Milestones	
Potential Blockers	
DIP Notes	

Output Template	
Rast No **Output No.**	
Description	
Target Initiation Date	
Resources	
Resource Notes	
Time Line:	
Actions	
Target Completion Date	

RSC/1
Appendix 4B to the Report on Agenda Item 4

**APPROACH FOR REGIONAL COORDINATION FOR
THE PROVISION OF ACCIDENT AND INCIDENT INVESTIGATION SERVICES**

Stage A (this Stage might take up to three years):

1. Establish and approve a list of research institutions and centers, within the member states, specialized in metallurgy, electronics, human factors, flight recorders, composites, etc.

2. Establish and approve a list of investigators, along with their capabilities that other States may utilize in case of an accident.

3. Establish and approve a list of member states' national, as well as international, recognized recorders (FDR & CVR) readout and analysis centers.

4. Establish a common training program to the member states' investigators taking into consideration the continuation, advanced and specialized courses.

5. The UAE GCAA is inviting all interested parties to attend a Workshop in November.

6. The GCAA will organize and host the event in order to discuss the possibility of organizing better coordination. The workshop will be enhanced with ICAO participation for better understanding issues associated with Regional coordination efforts.

7. Form a Regional Air Safety Investigation Society similar to the International Air Safety Investigators 'ISASI' and Asian Societies of Air Safety Investigators 'AsiaSASI'.

8. At the end of this Stage all interested States will agree if there is a need to move to the next Stage.

Stage B (This Stage will be initiated in case Stage A is successfully completed):

1. Sign MOUs between and among the interested parties, for closer coordination.

2. Create a taskforce that will coordinate efforts.

3. Organize a study that will provide a better understanding of the detailed issues.

4. The financial aspects of the project should be thoroughly addressed in the study.

5. Promulgate joint regulations and publications to enable the member states utilize any of the individual member's mutual agreements with a third party State especially in activities pertinent to underwater wreckage recovery, toxicology testing, aviation pathology, etc.

6. At the end of this Stage all interested States will agree if there is need to move to the next Stage which will be to agree to further review for the Middle East Accident Investigation Organization (MID-RAIO).

Stage C:

1. Initiate processes in accordance with Doc 9946 to establish the MID-RAIO.

**ACCIDENT AND INCIDENT INVESTIGATION
ACTIVITIES AND CAPABILITIES IN THE MID REGION**

STATE_____   Date   /   /   /

1. Please provide the contact details of the Accident Investigation focal point within your State.

2. Has the State formally designated and established an organizational structure (specific agency, commission, board or other body) for the investigation of aircraft accidents and serious incidents, supported by appropriate legislative framework?

3. Does the legislation provide for the independence of the accident investigation authority in charge of conducting aircraft accident and serious incident investigations?

4. Has the State established a process for funding the accident investigation authority to investigate accidents and serious incidents which fall into its area of responsibility?

5. Does the State have sufficient human resources to meet its national and international obligations related to aircraft accident investigations?

6. Does the State have its own appropriately qualified personnel identified and charged with aircraft accident and serious incident investigation duties?

7. How many trained accident investigators are employed by the Organisation that performs accident and incident investigation within your State?

8. Does your organisation perform necessary investigation related training?

9. Has the State/investigation authority established minimum qualifications and experience requirements for aircraft accident investigators?

10. If the State does not have its own appropriately qualified personnel, does the State have arrangements (i.e. memoranda of understanding [MOUs]) with other States or with regional organizations to obtain the necessary personnel in an expeditious manner in the event of an accident?

11. Does the investigation authority provide investigators with appropriate equipment to enable the conduct of investigations?

12. Does your organisation have the capability to download DFDRs and/or CVRs?

13. Does your organisation have any type of laboratory assisting your investigations?

14. Has the State established and implemented a mandatory incident reporting system to facilitate the collection of information on actual or potential safety deficiencies?

15. Has the State established and implemented voluntary occurrence reporting system, managed at the State level, to facilitate the collection of information that may not be captured by a mandatory incident reporting system?

16. Has the State promulgated legislation and procedures for ensuring that its voluntary occurrence reporting system is non-punitive and for ensuring protection to the sources of the information?

17. Has the State established an accident and incident database for facilitating the effective analysis of information obtained, including that from its accident and incident reporting systems?

18. Is the database created in a standardized format to facilitate data exchange (is the taxonomy compatible with ADREP/ECCAIRS)?

19. Does the State analyse the information contained in its accident/incident reports and the database to determine any preventive actions required?

20. How many occurrences have you investigated in :

2009_____2010_____

2011_____2012_____

REPORT ON AGENDA ITEM 5: RASG-MID WORKING ARRANGEMENTS

5. 1   The meeting recalled that in view of the regional efforts already being undertaken, the RASG-MID/1 meeting agreed that the RASG-MID should review the existing regional safety bodies and establish a coordination process and structure that would enhance efficiency and eliminate duplicated activities.

5. 2   The meeting recalled that the RASG-MID/1 meeting, through Decision 1/2, agreed to the establishment of the RASG-MID Steering Committee (RSC).

5. 3   The meeting recalled that the composition of the RSC might be updated over time to include only Member States and Partners that could participate actively in the RSC and contribute to its work.

5. 4   The meeting reviewed and updated the RSC Terms of Reference (TOR) as at **Appendix 5A** to the Report on Agenda Item 5. Accordingly, the meeting agreed to the following Draft Decision:

> *DRAFT DECISION 1/7:   RSC TERMS OF REFERENCE*
>
> *That, the RSC Terms of Reference be updated as at **Appendix 5A** to the Report on Agenda Item 5.*

5. 5   The meeting reviewed and updated the Terms of Reference (TOR) of the MID-Annual Safety Report Team (MID-ASRT) as at **Appendix 5B** to the Report on Agenda Item 5. Accordingly, the meeting agreed to the following Draft Decision:

> *DRAFT DECISION 1/8:   MID-ASRT TERMS OF REFERENCE*
>
> *That, the MID-ASRT Terms of Reference be updated as at **Appendix 5B** to the Report on Agenda Item 5.*

5. 6   The meeting reviewed the RASG-MID Procedural Handbook and agreed that an updated version reflecting the outcome of the RSC/1 meeting (updated Terms of Reference, organizational structure, etc) be presented to the RASG-MID/2 meeting for endorsement.

RSC/1
Appendix 5A to the Report on Agenda Item 5

RASG-MID STEERING COMMITTEE (RSC)

TERMS OF REFERENCE

A) Purpose of the RSC:

The RSC is established 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.

In order to meet its Terms of Reference, the RSC shall:

1) assess work that has already been done under existing regional safety initiatives;

2) identify short and medium term regional safety priorities and initiatives;

3) coordinate the activities of the RASG-MID and all GASP/GASR safety related initiatives and adjust strategy as necessary;

4) undertake any action required to ensure that the RASG-MID achieves its objective to reduce aviation risks and minimize or avoid duplication of efforts in the MID Region;

5) provide regular safety environment assessments to the RASG-MID;

6) coordinate establishment of the Regional Aviation Safety Teams (RASTs) that need to be established to address these initiatives, provided that:

    i.   the RSC completes an analysis of the identified key risk areas against work that has already been done in the region to ensure harmonization and avoid duplication;

    ii. the RSC assumes the role of maintaining accountability for the established Teams ensuring that they meet their deliverables; and

    iii. all aviation stakeholders, including Industry and International Organizations, have an active participation in the established Teams.

7) monitor the progress of work and provide guidance to the established RASTs; and

8) propose the RASG-MID work programme.

B) Composition:

The RSC is to be composed of:

a) The RSC Co-Chairpersons.

b) RASG-MID Chairperson and Vice-Chairpersons.

c) RASG-MID Secretary (supported by appropriate Experts from the ICAO MID Regional Office and ICAO HQ, as required).

d) RASG-MID Members/Alternates from the following States:

    −   Bahrain;
    −   Egypt;
    −   Jordan;
    −   Iran;
    −   Oman;
    −   Qatar; and
    −   Saudi Arabia; and
    −   UAE

e) RASG-MID Representatives/Alternates from the following Partners:

–	AACO	Arab Air Carrier Organization;
–	ACAC	Arab Civil Aviation Commission;
–	ACI	Airports Council International;
–	~~AIRBUS~~	~~Airbus Aircraft Manufacturer;~~
–	BOEING	Boeing Commercial Airplane Company;
–	~~CANSO~~	~~Civil Air Navigation Services Organization;~~
–	COSCAP-GS	Cooperative Development of Operational Safety and Continuing Airworthiness Programme-Gulf States;
–	~~EASA~~	~~European Aviation Safety Agency;~~
–	~~FAA-USA~~	~~Federal Aviation Authority – United States of America;~~
–	FSF	Flight Safety Foundation;
–	IATA	International Air Transport Association;
–	IFALPA	International Federation of Airline Pilots Association;
–	MEASR-TLST	Middle East Aviation Safety Roadmap - Top Level Safety Team; and
–	WFP (UN)	World Food Programme (United Nations).

Note: The composition of the RSC might be updated over time to include only Member States and Partners that could participate actively in the RSC and contribute to its work.

C) **Frequency of meetings:**

-   at least one meeting per year (between RASG-MID meetings); and
-   ~~monthly~~ teleconferences as required.

D) **Roles and Responsibilities:**

-   ICAO MID Regional Office – Secretariat;
-   ICAO HQ – Support; and
-   Partners – Commit resources, provide technical expertise and collaborate in RASG-MID initiatives.

MID ANNUAL SAFETY REPORT TEAM (MID-ASRT)

TERMS OF REFERENCE

A)   Purpose of the MID-ASRT :

The MID-ASRT is established to:

1) gather safety information from different available sources to determine the main aviation safety risks in the Middle East Region;

2) organize the Annual Safety Report in three main Sections, one for each safety information category:

    a)   Reactive Information;

    b)   Proactive Information; and

    c)   Predictive Information.

3) based on the risk areas identified in the annual report, make recommendations to the RASG-MID for safety enhancement initiatives; and

4) prepare a draft progress report to the ANC based on the Annual Safety Report, the safety enhancement initiatives and detailed implementation plans.

B)   Composition:

- ~~RASG-MID Partners.~~

The MID-ASRT is composed of Members designated by the following States and Partners:

  States: Bahrain, -Egypt, -Kuwait, Saudi Arabia and UAE

  Partners: AACO, Boeing, COSCAP-GS, IATA, MEASR-TLST and WFP.

C)   Roles and Responsibilities:

- ICAO MID Regional Office and ICAO HQ – Support; and
- Partners – Provide technical expertise and collaborate in the development of material as requested by the ASRT Rapporteur.

REPORT ON AGENDA ITEM 6:   COORDINATION BETWEEN RASG-MID AND MIDANPIRG

6. 1   The meeting was apprised of the outcome of the Thirteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/13) held in Abu Dhabi, UAE, 22 - 26 April 2012, related to safety to improve the process of coordination of activities between RASG-MID and MIDANPIRG and avoid duplication of efforts.

6. 2   The meeting noted that MIDANPIRG/13 raised concerns about the English Language Proficiency (ELP) of the ground support services personnel which was considered as a contributing factor to the runway safety occurrences. Taking into consideration the agreed mechanism for coordination between MIDANPIRG and the RASG-MID, the meeting agreed with MIDANPIRG/13 that the issue of ELP for ground support services personnel be addressed within the framework of RASG-MID. In this respect, the meeting agreed that necessary mitigation measures related to ELP of the ground support services personnel be included in the SEIs/DIPs related to Runway and Ground Safety.

6. 3   Taking into consideration that the scope of SSP implementation goes far beyond the safety of air traffic services and aerodrome operations, the meeting agreed with MIDANPIRG that SSP implementation should be monitored by RASG-MID. MIDANPIRG will continue to monitor the SMS implementation by the air traffic services and aerodrome operators and RASG-MID should monitor the SMS implementation by:

- approved training organizations that are exposed to operational safety risks during their air training operations (i.e.: flight training schools);

- aircraft operators; and

- approved aircraft maintenance organizations and organizations responsible for type design and/or manufacture of aircraft (applicability date Nov. 2013);

6. 4   Based on the above, the meeting agreed that:

- SSP implementation, English Language Proficiency (ELP) and Accidents and Incidents Analysis be addressed within the framework of RASG-MID;

- SMS implementation as well as Runway Safety issues be included in the Work Programmes of both RASG-MID and MIDANPIRG, for some period; and

- RVSM safety monitoring continues to be part of MIDANPIRG Work Programme.

REPORT ON AGENDA ITEM 7:   **FUTURE WORK PROGRAMME**

7.1   In accordance with the RASG-MID Procedural Handbook, the meeting agreed that the RSC/2 meeting be tentatively scheduled to be held during the third quarter of 2013. The venue would be the ICAO MID Regional Office in Cairo, unless a State will be willing to host the meeting.

7.2   The meeting agreed that an "informal" RSC-limited meeting to be held in March-April 2013 might be needed to follow-up the implementation of the RASG-MID Work Programme for 2013. This meeting should be hosted by a RASG-MID Member State or partner.

7.3   The meeting recalled that the RASG-MID/2 meeting is scheduled for 12-14 November 2012. The venue will be Cairo, unless a State is willing to host the meeting. The meeting reviewed and endorsed the RASG-MID/2 meeting Provisional Agenda as at **Appendix 7A** to the Report on Agenda Item 7.

SECOND MEETING OF THE MIDDLE EAST REGIONAL AVIATION SAFETY GROUP

(RASG-MID/2)

PROVISIONAL AGENDA

Agenda Item 1:   Adoption of the Provisional Agenda

Agenda Item 2:   Global developments related to aviation safety

Agenda Item 3:   Regional Performance Framework for Safety

Agenda Item 4:   RASG-MID Working Arrangements

Agenda Item 5:   Coordination between RASG-MID and MIDANPIRG

Agenda Item 6:   Future Work Programme

Agenda Item 7:   Any other Business

RSC/1
Report on Agenda Item 8

REPORT ON AGENDA ITEM 8:   ANY OTHER BUSINESS

8.1   In accordance with the RASG-MID Procedural Handbook, the meeting recalled that each RASG-MID member State should designate a Member, an Alternate and Adviser(s) able to support RASG-MID goals and objectives. It was also agreed that the Partners should designate their Representatives and Alternates to the RASG-MID.

8.2   The meeting recalled that the RASG-MID list of Members, Alternates and Advisers should be updated on a regular basis.

8.3   The meeting reviewed and updated the list of RASG-MID, Members, Alternates, Advisers; and Partners' Representatives and Alternates as at **Appendix 8A** to the Report on Agenda Item 8.

RSC/1
Appendix 8A to the Report on Agenda Item 8

LIST OF RASG-MID MEMBERS/ALTERNATES/ADVISERS

03 October 2011

No	STATE	MEMBER	ALTERNATE	ADVISER(S)
1	BAHRAIN	Mr. Hussain Ahmed Al Shuail Director Corporate Planning , Quality assurance & Safety Fax : +973 – 17321194 Tel : +973- 17321151 E. mail: halshuail@caa.gov.bh	Mr. Abdullatif Ahmed Bucheeri Senior Standard & Licensing Specialist Office Tel: +973- 17321118 Mobile: +39456519 E. Mail : aabdulrahman@caa.gov.bh	
2	EGYPT	Mr. Magdi Kamal El Din Ryad Egyptian Civil Aviaiton Authority Ciaro Airport Road Cairo – Egypt Mobile : 010 1769608 E-mail: capt.magdyryad.caa@link.net	Mr. Mohamed Abbas Soliman Vice President Security, Airports and ANS Egyptian Civil Aviation Authority Cairo International Airport Road Cairo - EGYPT Fax: 202 22688375 Tel: 202 22677382 Mobile: 2012 20091998 E-mail: mohamed.abbas@civilaviation.gov.eg md.soliman@gmail.com	
3	IRAN	Mr. Mehdi Aliasgari Director General of Safety & AIG Department Fax: +98 21 66018659 Tel: +98 21 61022119 E-mail: m-aliasgari@cao.ir		
4	IRAQ			

No	State	Member	Alternate	Adviser(s)
5	Jordan	Eng. Saleh Alamoush Director Airports Safety & Standards P.O.Box 7547 Amman 11110 Jordan Fax/Tel: +962 6 4897483 Mobile: +962 77 7934030 E-mail: dairstand@carc.gov.jo	Dr. Mohammad Al-Husban Director Airworthiness Standards P.O.Box 7547 Amman 11110 Jordan Fax: +962 6 4874710 Tel: +962 6 4887042 Mobile: +962 77 7720266 E-mail: diraws@carc.gov.jo	Eng. Yahia Bataineh Chief Airworthiness Engineering P.O.Box 7547 Amman 11110 Jordan Fax: +962 6 4874710 Tel: +962 6 4892282 Ext 3726 Mobile: +962 77 9546727 E-mail: chiefaed@carc.gov.jo Capt. Mohammad Al-Shredah Chief Transport P.O.Box 7547 Amman 11110 Jordan Fax: +962 6 4872173 Tel: +962 6 4884832 Mobile: +962 79 7389607 E-mail:chief.transport@carc.gov.jo Eng. Muneeb Al-Ali Chief Safety & Standards ANS Systems P.O.Box 7547 Amman 11110 Jordan Fax/Tel: +962 6 4874710 Mobile: +962 79 7714877 E-mail: atmsafety@carc.gov.jo
6	Kuwait			
7	Lebanon			
8	Libya			
9	Oman	Eng. Abdullah Omar AlOjaili Asst. Director General for Safety Public Authority for Civil Aviation Fax: +968 24510824 Tel: +968 24518890 Mobile: +968 99360133 E-mail: alojaili@caa.gov.om	Mr. Nasr Ghalib Al-Busaidy Asst. Director Air Traffic Control Public Authority for Civil Aviation Tel: +968 24518991 Mobile: +968 99024991 E-mail: nasr@caa.gov.om	Mr. Abdullah Nasser Al-Harthy Senior Air Traffic Controller Public Authority for Civil Aviation Fax: + 968 24 51 89 90 Tel: + 968 24 51 92 01 Mobile: + 968 99 47 68 06 E-mail:abdullah_nasser@caa.gov.om
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