International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Fourth Meeting (RASG-MID/4)
(Jeddah, Saudi Arabia, 30 March - 1 April 2015)

Agenda Item 2:   **Global Developments related to Aviation Safety**

RASG ACTIVITIES IN OTHER REGIONS

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This paper provides an update on the activities of Regional Aviation Safety Groups (RASGs) in ICAO Regions other than the MID Region. **Action**: The RASG is invited to note and discuss the information contained in this working paper.

Strategic Objective:	This paper relates to Strategic Objective A: *Safety* – *Enhance global civil aviation safety.*
References:	**RASG Meetings** 1. RASG-AFI/2, Dakar (Senegal), 1-2 November 2013 (http://www.icao.int/WACAF/Pages/rasg-afi.aspx) 2. RASG-APAC/4, Hong Kong (China), 20-21 November 2014: Restricted (https://portal.icao.int/RO_APAC/Meetings/Pages/2014-RASG-APAC4.aspx) 3. RASG-EUR/04, Paris (France), 25-26 February 2015: Restricted (https://portal.icao.int/RASGEUR/Pages/default.aspx) 4. RASG-PA/7, Willemstad, (Curaçao), 9-12 September 2014 (http://www.icao.int/NACC/Pages/meetings-2014-rasgpa7.aspx) 5. RASG-MID/3, Kuwait, 27-29 January 2014 (http://www.icao.int/MID/Pages/rasgmid.aspx) **Regional Annual Safety Reports** 6. APAC Annual Safety Report, second edition, November 2014: Restricted https://portal.icao.int/RO_APAC/Meetings/Documents/APAC%20Safety%20Report%202014.pdf) 7. ICAO EUR region Annual Safety Report, first edition to be published by the end of May 2015 8. RASG-MID Annual Safety Report, second edition, January 2014 (Third Edition will be approved at RASG-MID/4 Meeting in April 2015) (http://www.icao.int/MID/Pages/rasgmid.aspx) 9. RASG-PA Annual Safety Report, fourth edition, July 2013 (Fifth Edition to be published in April 2015)

(http://www.rasg-pa.org/)
RASG Procedural Handbooks
10. RASG-AFI (see RASG-AFI/1 WP/6 and RASG-AFI/2 WP/4: (http://www.icao.int/WACAF/Pages/rasg-afi.aspx)
11. RASG-APAC (See APRAST/4, WP-07 AI_6 - Proposed changes to APRAST structure)
12. RASG-EUR, third edition (See RASG-EUR/04 - WP/02, Attachment A) (https://portal.icao.int/RASGEUR/Pages/default.aspx)
13. RASG-PA http://www.icao.int/RASGPA/Documents/RASG-PA/RASGPAProceduralHndbkBL.pdf
14. RASG-MID Procedural Handbook , second edition (see RASG-MID/2 Final Report, Appendix 4C: http://www.icao.int/MID/Pages/rasgmid.aspx)

1.   **INTRODUCTION**

1.1   On 25 May 2010, with the aim of supporting a regional performance framework for the management of safety, the 190th Session of the Council of ICAO approved the establishment of the following Regional Aviation Safety Groups (RASGs): RASG-AFI for the African Region, RASG-APAC for the Asia and Pacific Regions, RASG-EUR for the European Region, RASG-MID for the Middle East Region, and RASG-PA for the Caribbean, South American and North American Regions (including Central America). This paper provides an update on RASG activities in the other regions.

2.   **DISCUSSION**

2.1   This paper presents a summary of RASG achievements in the different regions, for the benefit of the other RASGs.

The Regional Aviation Safety Group – Africa (RASG-AFI)

2.2   The fourth meeting of Directors General of Civil Aviation of Eastern and Southern African (ESAF) and Western and Central African (WACAF) States (DGCA/4), which was held in Matsapha (Swaziland) on 8 and 9 November 2010, approved the concept of the RASG and its proposed organizational structure reflecting membership, as well as its relationship with existing cooperative development of operational safety and continuing airworthiness programme (COSCAPs) and regional safety oversight organizations (RSOOs).

2.3   The RASG-AFI was officially established in March 2012 at its first meeting (Kampala, Uganda, 26 and 27 March 2012), during which the administrative structure and terms of reference of the group were agreed. The meeting elected key officials to the positions of Chairperson, Vice Chairpersons and Industry Representative of the group. The meeting also elected Champions of the established subsidiary bodies, called the *Safety Support Teams*. In total, four Safety Support Teams were established in line with the identified areas of priority:

        a) Significant Safety Concerns (SSCs), with the objective of providing assistance to States for the timely resolution of SSCs;

b) Fundamentals of Safety Oversight (FSO), for the establishment of effective safety oversight systems;

c) Accident Investigation (AI), to facilitate and coordinate support towards the establishment of effective regional accident investigation organizations (RAIO); and

d) Emerging Safety Issues, including runway safety, loss of control (LOC) and controlled flight into terrain (CFIT).

2.4   The second meeting of the RASG-AFI was held in Dakar, Senegal in November 2013. This meeting approved the terms of reference of the Safety Support Teams and the proposed RASG-AFI work programme, which was developed based on the prioritization of key safety issues and safety targets adopted by the Abuja Ministerial Meeting in July 2012. The meeting also adopted the AFI Regional Safety Performance Dashboard, which would facilitate the monitoring of progress of Abuja aviation safety targets implementation. The current RASG-AFI organization is at Attachment A hereto.

2.5   RASG-AFI 2014 Activities:

- Hosted the First AFI Aviation Safety Symposium held in Dakar, Senegal from 27 to 28 May 2014 and attended by 281 participants. One notable outcome was a Collaborative Implementation Programme to be implemented by relevant stakeholders to achieve the regional safety targets, improve aviation safety and air navigation performance in the AFI Region.

- Development and launch of the Runway Safety Project related to the Regional Focus Area on Emerging Safety Issues - Runway Safety.

- Establishment of Runway Safety Teams at Six International Airports (Nairobi, Harare, Lusaka, Luanda, Kinshasa, Dakar).

- Through implementation of RASG-AFI activities, Guidance material and tools (in French and English) were developed for the use of the RASG AFI Runway Safety Go-Team and Establishment of a Runway safety team at Dakar International Airport.

2.6   RASG-AFI 2015 Scheduled Meetings:

- The Second AFI Aviation Safety Symposium to be held in Maputo, Mozambique, May 20-21, 2015.

- RASG-AFI/3, 16-17 October, Cape Verde.

The Regional Aviation Safety Group – Asia and Pacific (RASG-APAC)

2.7   The forty-seventh meeting of Directors General of Civil Aviation of the APAC Regions (DGAC/47), held in Macau (China) from 25 to 29 October 2010, agreed to the establishment of the RASG-APAC. The RASG's first meeting was held in Noumea (New Caledonia) on 10 and 11 October 2011.

2.8   The RASG-APAC elected a structure similar to that of APANPIRG, whereby the Chairperson and Vice Chairpersons are elected from amongst member States. Contributing bodies such

as working groups and ad hoc groups report to the RASG-APAC through the Asia/Pacific Regional Aviation Safety Team (APRAST), which is a subsidiary body that is co-chaired by a member State and an industry partner. The RASG-APAC agreed to establish two ad hoc working groups (AWGs): the Safety Reporting and Programme WG (APAC-SRP) and the Accident Investigation WG (APAC-AIG). The current RASG-APAC organization is at Attachment B hereto. There will be an election of RASG-APAC Chair and Vice-chair at RASG-APAC/4 in November 2014 as the 3-year term of previous office bearers is up. The RASG-APAC structure described in Attachment B will change if the proposal for re-structuring of APRAST is approved at RASG-APAC/4.

2.9   RASG-APAC has produced two editions of the "RASG-APAC Annual Safety Report." The 2014 edition contains reactive information relating to hull loss and fatal accidents, both on the ground and in flight, involving commercial aeroplanes operated by (or registered with) the member States/Administrations of the RASG-APAC. This edition also includes proactive information as well as developments in predictive information. It is anticipated that further data will be included in these sections as capability matures. In this report the top three accident categories (in accordance with ICAO/CAST taxonomy) relating to fatality risks, as well as other significant emerging safety hazards in the Asia Pacific region, are identified..

2.10   RASG-APAC 2014 Activities:

- Implementation of regional priorities and safety targets endorsed by RASG-APAC.

- Published APAC Annual Safety Report.

- Developed the APAC Code of Conduct on Cooperation relating to Civil Aviation Accident/ Incident Investigation to assist States in accident/incident investigations.

- Facilitated regional initiatives to improve the independence in accident investigation and shortage of qualified investigators. Developed incident reporting requirements for States and implemented through RASG-APAC and APRAST.

- Developed Model Advisory Circulars (ACs) and Best Practices and Guidance Materials e.g. Model AC on Precision-like Approach Standard Operating Procedures.

- Model AC on Minimum Safe Altitude Warning (MSAW), Checklist for Runway Safety Maturity and Guidance on runway maintenance and operations to guide States/Administrations/Industries for safety enhancements on CFIT and runway safety.

- Malaysian Air MH370 accident related activities.

2.11   RASG-APAC Scheduled 2015 Meetings:

- RASG-APAC/5 - Manila, Philippines, 26-27 October

The European Regional Aviation Safety Group (RASG-EUR)

2.12   The high-level meeting of European (EUR) Directors General of Civil Aviation, held on 15 and 17 February 2011, agreed to the establishment of the European Regional Aviation Safety Group (RASG-EUR) for the entire ICAO EUR Region. A meeting regarding the actual establishment of the

RASG-EUR was convened in Paris in May 2011. The first meeting of the RASG-EUR (RASG-EUR/01) took place in Paris (France) in January 2012.

2.13   The RASG-EUR Co-ordination Group (RCOG) was established by RASG-EUR/01 to coordinate RASG-EUR activities.

2.14   The second meeting of RASG-EUR (RASG-EUR/02, February 2013) agreed to establish the IE-REST as proposed by the RCOG, with the IE-REST reporting to the RASG-EUR via the RCOG and being co-chaired by a State representative and an industry representative. The meeting also approved the RASG-EUR Procedural Handbook, endorsed overall priorities for the RASG-EUR work programme and agreed to promote the "multi-labelling" of safety events in the ICAO EUR Region, as well as to strengthen cooperation with the European Commercial Aviation Safety Team (ECAST) and the EASA Network of Analysts (NoA) through exchange of information and participation in meetings as observers. The current RASG-EUR organization is at Attachment C to this paper.

2.15   The fourth meeting of the RASG-EUR (RASG-EUR/04) was held in Paris (France) from 25 to 26 February 2015.

2.16   In line with the outcome of the HLSC 2015, the ICAO Secretariat made the following recommendations for the RASG-EUR area:

- State Plans of Action (PoA) should be established for priority States based on safety risk;

- Efforts should be made to align the regional activities of the ICAO Regional Office, the RASG-EUR, the European Aviation Safety Agency (EASA), and the Interstate Aviation Committee (IAC) against priority States and regional safety targets;

- Actions should be prioritized to support improvements in order to resolve SSCs and enhance safety oversight capabilities of the weakest States (with EIs < 60);

- States should request Technical Assistance from ICAO when needed;

- States should request ICAO Coordinated Validation Missions (ICVMs) and/or off-site activities once ready in order to have their EI score updated after validation by ICAO; and

- States should report against regional safety targets and safety performance indicators.

2.17   The RASG-EUR approved a revision (Third Revision) of the RASG-EUR Procedural Handbook (contained in Appendix M to this report), which was required in order to reflect the creation in 2014 of the RCOG Reporting Group (R-REP).

2.18   RASG-EUR 2014 Activities:

- Adoption of prioritized safety targets and metrics for the European Regional Aviation Safety Group (RASG EUR).

- Implementation of regional priorities and targets for safety as endorsed by RASG-EUR.

- Effective operation, despite limited resources, of the Regional Aviation Safety Group (RASG-EUR) and in particular the ICAO EUR Regional Expert Safety Team (IE-REST), established in February 2013 to support the implementation of safety enhancement initiatives in non-EASA States of the ICAO EUR Region.

2.19   RASG-EUR 2015 Scheduled Meetings:

- IE-REST/05 - Moscow, Russia, 19-20 May 2015

- RCOG/05 - Paris Office, 03-04 November 2015

The Regional Aviation Safety Group – Middle East (RASG-MID)

2.20   RASG-MID has been established following the ICAO Council directive and the Middle East Directors General of Civil Aviation meeting agreement (DGCA-MID/1, United Arab Emirates, 22 - 24 March 2011. The First Meeting of the Middle East Regional Aviation Safety Group (RASG-MID/1) was hosted by the Ministry of Civil Aviation of Egypt in Cairo, Egypt, 18-19 September 2011.

2.21   Following the second meeting of the RASG-MID (RASG-MID/2, November 2012), the RASG-MID Steering Committee (RSC) held its Second Limited Meeting (February 2013) to agree on the work plans of the teams (i.e. the MID-ASRT, MID-RAST and MID Safety Support Team (SST)). The current RASG-MID organization is at Attachment D hereto.

2.22   The RASG-MID/3 Meeting was held in January 2014. The meeting endorsed the Second MID Region ASR, which revealed that the three focus areas (FAs) in the MID Region were: runway and ground safety (RGS), loss of control in-flight (LOC-I) and controlled flight into terrain (CFIT). It endorsed three safety enhancement initiatives for each FA. The meeting also endorsed one detailed implementation plan for the top-priority SEI related to RGS and CFIT. However, the meeting agreed that the DIP related to LOC-I should be further reviewed and finalized, taking into consideration the outcome of the LOC-I Symposium (Montreal, 20 to 22 May 2014) and the guidance material contained in the *Manual on Aeroplane Upset Prevention and Recovery* (Doc 10011), which was to be published during the first quarter of 2014.

2.23   The Second MID Region Safety Summit was successfully held (Muscat, Oman from 27 to 29 April 2014) including a High-Level Briefing/Meeting (DGCAs and CEOs) on the third day of the Summit. The Summit addressed the revised GASP and the link between the global and regional safety plans, the RASG-MID working arrangements/activities including challenges faced and the support required, status of the RS, LOC-I and CFIT related accidents (Globally and Regionally) including development and implementation of SEIs and DIPs, SSP & SMS implementation in the MID Region and related SEIs and DIPs. A revised version of the MID Region Safety Strategy was consolidated based on the outcome of the different sessions related to the Safety Indicators and Targets.

2.24   RASG-MID 2014 Activities:

- Development of the Third MID Region Annual Safety Report which will be presented to RASG-MID/4 for approval.

- Development of SEIs and DIPs related to the Regional Focus Areas (Runway Safety, LOC-I and CFIT) in addition to the SSP implementation in the MID Region.

- Second MID Regional Runway Safety Seminar which included an Aerodrome Certification Workshop and a Runway Safety Team (RST) Workshop were held in Dubai, UAE, 2 4 June 2014.

- Issued RASG-MID Safety Advisory (RSA – 001 and RSA - 002): Guidance for Harmonising the Use & Management of Stop Bars at Airports and Guidance for Regulatory framework for RST establishment.

- Establishment of the MID Runway Safety Go-Team with participation of UAE, Egypt, FAA, IATA, and ACI.

- The Third meeting of the RASG-MID Steering Committee (RSC/3) was held in Cairo, Egypt, 9-11 December 2014.

2.25   RASG-MID 2015 Scheduled Meetings:

- RASG-MID/4, 30 March – 1 April, Jeddah, Saudi Arabia

The Regional Aviation Safety Group – Pan America (RASG-PA)

2.26   RASG-PA was established in November 2008 to support development and operation of a performance-based safety system in the Pan American Region.

2.27   The RASG-PA vision involves all aviation stakeholders in reducing aviation safety risks in the ICAO North American, Central American, Caribbean and South American Regions through harmonized and coordinated mitigation efforts aimed at promoting implementation of safety initiatives.

2.28   RASG-PA membership includes representatives from all NAM/CAR/SAM States/Territories, ICAO, international organizations and industry such as: Air Safety Support International (ASSI), United Kingdom; Airports Council International (ACI); Airbus; Latin American and Caribbean Air Transport Association (ALTA); Boeing; Civil Aviation Navigation Services Organization (CANSO); Caribbean Aviation Safety and Security Oversight System (CASSOS); Corporacion Centroamericana de Servicios de Navegación Aérea (COCESNA); Eastern Caribbean Civil Aviation Authority (ECCAA), Embraer; Flight Safety Foundation (FSF); International Air Transport Association (IATA); International Federation of Airline Pilots Association (IFALPA); International Federation of Air Traffic Controllers Association (IFATCA); and Latin American Civil Aviation Commission (LACAC).

2.29   The RASG-PA Executive Steering Committee (ESC) is composed of two Co-Chairpersons representing States/Territories and international organizations/industry, respectively; four Vice-Chairpersons representing States; and representatives from international organizations. Currently, the Co-Chairpersons are Curacao and Boeing, and the four Vice-Chairpersons are Brazil, Chile, Costa Rica, and United States. ICAO is represented by the ICAO NACC (Secretariat) and SAM Regional Offices.

The current RASG-PA organization is at Attachment E hereto. In order to conduct its activities, RASG-PA has established the following teams:

    i)   Annual Safety Report Team (ASRT)

    ii)   Aviation Safety Training Team (ASTT)

      iii)   Information Analysis Team (IAT)

      iv)   Pan America – Regional Aviation Safety Team (PA-RAST)

2.30   The fifth edition of the RASG-PA Annual Safety Report (ASR) reveals that the top three risk areas in the Pan American Region continue to be Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), and Loss of Control In-Flight (LOC-I). Recently, Mid-Air Collision (MAC) was added to the list as the fourth risk area in the Region.

2.31   These four risk areas are considered among the highest priorities of the RASG-PA work programme through development of Safety Enhancement Initiatives (SEIs) and corresponding Detailed Implementation Plans (DIPs), which are voluntarily led by RASG-PA members. Several of these tasks have been successfully completed leading to the development and implementation of additional SEIs for which RASG-PA strongly advocates participation of States and other stakeholders.

2.32   RASG-PA 2014 Activities:

- RASG-PA goal: "Using 2010 as a baseline, is to reduce fatality risk for Part 121 or equivalent operations by 50% by the year 2020 in Latin America and the Caribbean".

- Increased regional safety data sharing: Aviation Safety Information Analysis and Sharing System (ASIAS) and IATA Flight Data Exchange (FDX) databases, Flight Operations Quality Assurance (FOQA) data sharing (PASO).

- COCESNA/ACSA established the Runway Accident Investigation Organization (RAIO) for Central American States as a RASG-PA project.

- Published two RASG-PA Safety Advisories (RSA-03 and 04).

- Completed project on consistent use of standard Spanish and English phraseology and Bird Strike Reduction Programme project

- Increased regional cooperation with RSOOs: Central American Agency for Safety (ACSA), Caribbean Aviation Safety and Security Oversight System (CASSOS) and Regional Cooperation System for Safety Oversight (SRVSOP).

- Development of a regional metric on Civil Aviation Authority Institutional Strength. In the development of this metric, a survey was prepared to measure the autonomy of CAAs and circulated to States.

2.33   RASG-PA 2015 Scheduled Meetings:

- Executive Steering Committee (ESC/23) – Miami, FL, USA, 19-20 March

- Executive Steering Committee (ESC/24) – Medellin, Colombia, 22 June

- 6th Pan American Aviation Safety Summit – Medellin, Colombia, 23-24 June

- RASG-PA/8 Meeting - Medellin, Colombia, 25-26 June

- Executive Steering Committee (ESC/25) - Brasilia, Brazil, 17-18 September

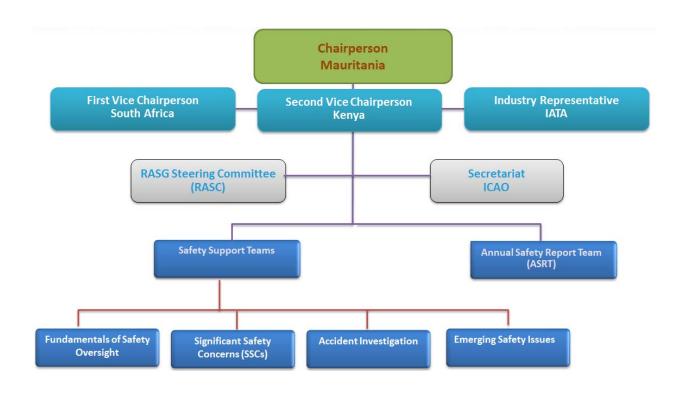- Executive Steering Committee (ESC/26) – Long Beach, California, USA, 3-4 December

3.   **ACTION BY THE MEETING**

3.1   The RASG is invited to note the content of this information paper.

ATTACHMENT A

RASG-AFI ORGANIZATION

Chairman: Mr. Aboubekrine Seddigh Ould Mohamed El Hacen, Director General of Agence
Nationale de l'Aviation Civile (ANAC) Mauritania

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     │      (RASC)         │           │        ICAO         │
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        │ Safety Support Teams │                 │ Annual Safety Report Team │
        │                     │                 │       (ASRT)        │
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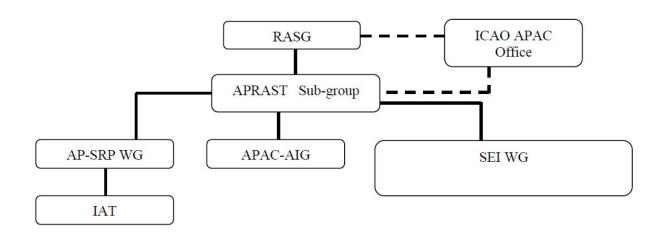
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ATTACHMENT B

RASG-APAC ORGANIZATION

Chairperson: Mr. H. M. C. NIMALSIRI Director General of Civil Aviation & Chief Executive Officer
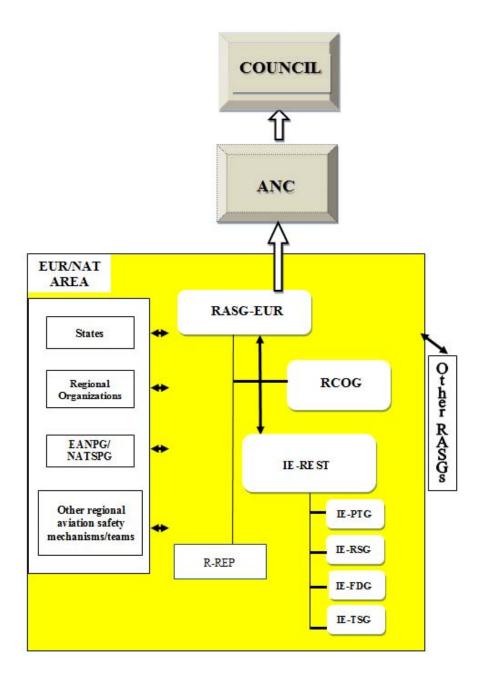Civil Aviation Authority of Sri Lanka

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ATTACHMENT C

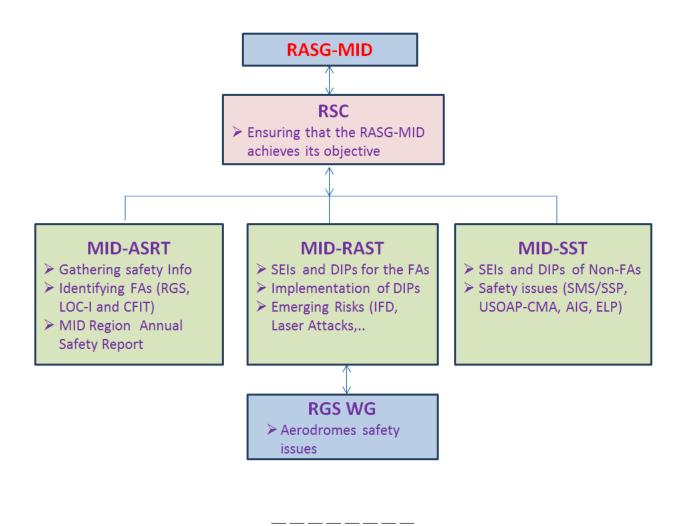**RASG-EUR ORGANIZATION**

Chairperson: Mr. Gerold Reichle, Director General for Civil Aviation and Aerospace of Germany

ATTACHMENT D

RASG-MID ORGANIZATION

Chairperson: Mr. Ismaeil Mohammed Al Balooshi, Executive Director of Aviation Safety Affairs
Sector, GCAA, UAE

RASG-MID

RSC
➢ Ensuring that the RASG-MID achieves its objective

MID-ASRT
➢ Gathering safety Info
➢ Identifying FAs (RGS, LOC-I and CFIT)
➢ MID Region Annual Safety Report

MID-RAST
➢ SEIs and DIPs for the FAs
➢ Implementation of DIPs
➢ Emerging Risks (IFD, Laser Attacks,..

MID-SST
➢ SEIs and DIPs of Non-FAs
➢ Safety issues (SMS/SSP, USOAP-CMA, AIG, ELP)

RGS WG
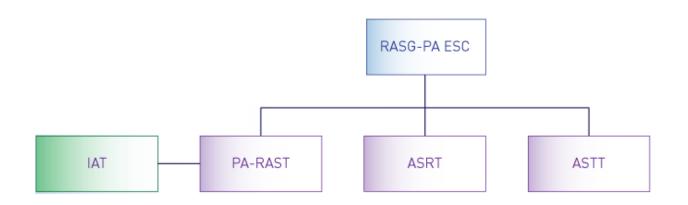➢ Aerodromes safety issues

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ATTACHMENT E

RASG-PA ORGANIZATION

Co-Chairperson, representing States: Mr. Oscar Derby, Director General, Curaçao Civil Aviation Authority

Co-Chairperson, representing Industry: Gerardo Hueto, Deputy Chief-Aviation System Safety, Boeing

— END —