DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Third Meeting (DGCA-MID/3)
(Doha, Qatar, 27-29 April 2015)

Agenda Item 5:   **Aviation Safety**

OUTCOME OF THE FOURTH MEETING OF THE MIDDLE EAST REGIONAL AVIATION
SAFETY GROUP (RASG-MID/4)

(Presented by the Secretariat)

SUMMARY

This working paper presents the main outcome of the Fourth Meeting of
the Regional Aviation Safety Group-Middle East (RASG-MID/4), which
was hosted by the General Authority of Civil Aviation (GACA) of Saudi
Arabia in Jeddah, from 30 March to 1 April 2015.

Action by the meeting is at paragraph 3.

1. **INTRODUCTION**

1.1   The RASG-MID/4 meeting was attended by a total of forty nine (49) participants
from ten (10) States (Bahrain, Egypt, USA (FAA), Iran, Kuwait, Oman, Qatar, Saudi Arabia, Sudan
and UAE) and eight (8) International Organizations/Industries (ACAC, ACI, Airbus, CANSO,
COSCAP, IATA, IFALPA and IFATCA).

2. **DISCUSSION**

Third MID Region Annual Safety Report (MID-ASR)

2.1   The meeting, through Conclusion 4/1, endorsed the Third MID Region Annual Safety
Report (MID-ASR) and noted with appreciation that the Report presents a clear improvement
compared to the previous versions.

2.2   The meeting noted that for the first time, the Reactive Part of the MID-ASR included
analysis of accidents based on State of Registry and State of Operator in addition to the main analysis
based on the State of Occurrence. A Section related to the analysis of Serious Incidents was also
added to the Reactive Part.

2.3   It was noted that for harmonization purpose with the ICAO Global and Regional
Safety Reports, ICAO accident statistics have been used as the main source of data. However, data
from other sources including Boeing and IATA was collected and used for the identification of Focus
Areas (FAs), determination of contributing factors and root causes.

2.4   The meeting agreed with the analysis contained in the MID-ASR which demonstrated that the three FAs for the MID Region remained unchanged, as follows:

> 1) Runway Safety (RS);
> 2) Loss of Control In-flight (LOC-I); and
> 3) Controlled Flight Into Terrain (CFIT).

2.5   The meeting supported also the recommendation included in the MID-ASR which identified the following as Emerging Risks in the MID Region:

> 1) System/Component Failure or Malfunction (SCF);
> 2) Near Midair Collision (NMAC); and
> 3) Laser attacks.

2.6   The meeting noted that the Proactive Part of the MID-ASR is based on the results of the ICAO USOAP-CMA and IATA IOSA and ISAGO programmes, as well as, other occurrences (incidents) reported by States and airlines. It was underlined that the Predictive Part includes only the implementation status of State Safety Programme (SSP) and additional efforts would be put in place by the MID-ASRT for collecting and analysing additional predictive safety information.

2.7   The meeting noted with concern that reporting of incidents is very low in the MID Region, which underlines the need to enhance the reporting mechanisms/systems at the national level. Accordingly, the meeting, through Conclusion 4/2 requested States to take necessary measures to enhance their mandatory reporting system and establish, if not already done, an effective voluntary confidential and non-punitive reporting system, to enhance the collection of data on hazards and associated safety risks that may not be captured by the mandatory reporting system.

2.8   In connection with the above, the meeting recognized the necessity to conduct a study on the need and feasibility of establishing a MID Region Safety Database. Nevertheless, it was underlined that the sharing of safety data through the available ICAO and IATA systems/databases such as iSTARS, STEADES, FDX, etc., should be promoted and encouraged. Accordingly, the meeting, through Decision 4/3, tasked the MID-SST to conduct a study on the need and feasibility of establishing a MID Region Safety Database.

Accident and Incident Analysis Working Group (AIA WG)

2.9   The meeting recognized the need to establish a working group to review analyse and categorize on annual basis the accidents and incidents at the regional level and provide an agreed and harmonized regional dataset of accidents and incidents. It was highlighted that this Group would also, to the extent possible, identify the main root causes and contributing factors of the reviewed accidents and incidents. Accordingly, the meeting, through Decision 4/5, agreed to the establishment of the AIA WG under the MID Annual Safety Report Team (MID-ASRT).

Update on SEIs and DIPs

2.10   The meeting was provided with a progress report on the Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) related to RS, LOC-I and CFIT. The meeting noted with appreciation the good progress achieved in the implementation of the DIPs related to RS and commended the work of the Runway and Ground Safety Working Group (RGS WG) and its Chairperson.

DGCA-MID/3-WP/10

-3-
2.11   The meeting endorsed the DIP developed by the MID-SST related to the establishment of an RSOO to support the SSP implementation in the MID Region and noted the link of this DIP with the Study on the establishment of RSOO(s) for the ACAC and MID States.

2.12   The meeting also endorsed two additional DIPs with COSCAP-GS as a Champion related to SMS guidance material and SSP/SMS Workshops. It's to be highlighted that COSCAP-GS and ICAO MID Regional Office are jointly organizing a Safety Management Workshop to be held in Kuwait, 25-27 May 2015.

Outcome of the Second MID Regional Runway Safety Seminar (MID-RRSS/2)

2.13   The meeting reviewed the Summary of Discussion of the MID-RRSS/2, which was held in Dubai, UAE, 2-4 June 2014. The meeting, through Conclusion 4/9, encouraged States that have not yet done so, to foster the implementation of Runway Safety Teams (RST) at their international aerodromes, consider supporting the regional Runway Safety Go-Team activities and encourage their aerodrome operators to request Runway Safety Go-Team visits, as required.

MID Region Safety Strategy

2.14   The meeting endorsed the MID Region Safety Strategy based on the outcome of the RSC and noted with concern that the current status of some safety indicators is far from the agreed targets, in particular those related to IATA IOSA and ISAGO programmes, SSP Gap Analysis on iSTARS, SSP Implementation Plan and Implementation of SSP (Phases 1, 2 and 3). In this regard, the meeting urged States and Stakeholders to provide necessary information/feedback to the ICAO MID Regional Office and urged IATA and ICAO to follow-up with States and airlines for the improvement of the situation.

2.15   With respect to the SSP Gap Analysis on iSTARS, the meeting, through Conclusion 4/11, urged States that have not yet done so, to complete their SSP Gap Analysis on iSTARS and request assistance from ICAO, as deemed necessary, to complete this task before 1 June 2015.

RASG-MID Engagement Strategy

2.16   The meeting endorsed the RASG-MID Engagement Strategy. The objective is to outline a strategy and plan for engagement and communication with safety stakeholders and partners in the MID Region to enhance the level of participation in and support to RASG-MID and its subsidiary bodies, in order to achieve RASG-MID's objectives.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to note the outcome of the RASG-MID/4 meeting and urge States to take necessary follow-up actions.

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