International Civil Aviation Organization

RASG-MID Steering Committee

Fourth Meeting (RSC/4)
(Cairo, Egypt, 15 – 17 December 2015)

Agenda Item 3:   **Regional Performance Framework for Safety**

MID RAST ACTIVITIES (RS, LOC-I, CFIT AND EMERGING RISKS)

(Presented by RAST Rapporteur)

SUMMARY
This paper presents a summary of the progress of activities conducted by the RAST since its establishment by the RASG MID.
Action by the meeting is at paragraph 3.

REFERENCES
- RASG-MID /4 meeting Report

1.   INTRODUCTION

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

2.   DISCUSSION

2.1   MID-RAST is working with DIP Champions to support the work of the SEI's and is monitoring the implementation progress.

2.2   The MID-RAST submitted the following safety enhancement initiatives (four total) and associated Detailed Implementation Plans (DIPs to the RASG-MID and was granted approval to for the following RASG-MID identified data-driven risk areas:

   a) Loss of Control In-Flight (LOC-I):

   • RAST-MID/LOC-I/1: Airplane State Awareness (ASA)-Low airspeed alerting
   • RAST-MID/LOC-I/2: Standard Operating Procedures effectiveness and adherence; and
   • RAST-MID/LOC-I/3: ASA-Training-Flight Crew Training Verification and Validation.

b) RAST-MID/CIFIT/1: The implementation of BPN Approach procedures to all runways not currently served by precision approach procedures.

2.3   ***Airplane State Awareness (ASA)-Low Airspeed Alerting*:** To gauge the status of MID operators, IATA consulted with manufacturers of Boeing, Airbus and Embraer aircraft to determine the status of their fleet with regards to low speed alert function.

2.4   IATA compiled preliminary statistical data from different sources to identify the number of operators and their fleet in MID Region. There are 1481 aircraft registered in the MID Region of which:

2.4.1   949 New Generation Aircraft with glass cockpit having the provision of low speed alert .This figure represents **64%** compliance rate.

2.4.2   217 Classic Western Built Aircraft representing 15 % of the total fleet in MID Region.

2.4.3   123 Regional Jets representing 8%.

2.4.4   124 Eastern Built Aircraft representing 8%, mainly in Iran, Libya and Sudan.

2.4.5   68 Turbo Prop Aircraft representing 5 %.

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

2.6   The Emerging Risks Area identified include the In-Flight-Damage (IFD), which is related to related to Wildlife and FOD as contributing factors will be addressed by the RGS WG.

2.7   The other identified emerging risks area is related to System/Component Failure or Malfunction (SCF) and Near Midair Collision (NMAC). No progress achieved of this activity. The RAST rapporteur was informed that the champion for the emerging risks is no longer involved in safety matters.

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

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) encourage States and industry stakeholders to actively participate and provide additional resources by assigning experts to assist MID-RAST;

b) note the Detailed Implementation Plans (DIPs) status and time lines in the **Appendix A**;

c) suggest future activities for MID-RAST , considering resource requirements and limitations; and

d) select champion for the Emerging Risks area activity.

APPENDIX A

LOC-I & CIFT DIPs Status

DIP	Description	Output	Deadline	Status	Comments
LOC-I/1	Airplane State awareness (ASA)-Low airspeed alerting	1. Consulted with airframe manufacturers on status of mod on aircraft 2. Track implementation.	29 Sept.2016	1 & 2 Completed On going	
LOC-I/2	Standard Operating Procedures effectiveness and adherence	1. Ensure Air Carriers SOPs updated. 2. Assessments by air carriers to determine level of adherence current SOP.	31 Jan. 2016 31 March 2017	Completed On going	Draft safety advisory issued
LOC-I/3	ASA-Training-Flight Crew Training Verification and Validation	1. IATA to organize a seminar to promote and roll-out LOC-I programme 2. Air carrier standard operating procedures (SOP) reviewed, and updated as needed.	30 June 2016 31 July 2018	Seminar postponed On going	1. Seminar planned to take place in Sharm El Sheikh on 16-18 Nov. 2015 postponed to 3 March 2016.venue in Dubai. 2. Draft safety advisory issued. 3. Provided advanced maneuvers manual to MENA air operators.
CIFIT/1	The implementation of BPN Approach procedures to all runways not currently served by precision approach procedures	1. Identify and prioritize the airports/runways which require specific PBN approaches. 2. Concerned States, CANSO, IATA and ICAO to establish a Work Force to develop an appropriate detailed action plan for the implementation of PBN approaches at the identified airports/runways. 3. Implementation of PBN approach procedures at the identified airports/runways in accordance with their associated action plans.	Long Term	1.Completed 2.on going 3. on going	**Runway priorities** 1 OMRK 16/34 2.OIMM 13 3.OISS 11 /29 4.HEBA 14 5.ORMM 14/32 (in progress) 6.ORNI 10 (in progress)

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