



*International Civil Aviation Organization*

**Regional Aviation Safety Group - Middle East**

**Fifth Meeting (RASG-MID/5)**

*(Doha, Qatar, 22-24 May 2016)*

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

**REVIEW OF THE RASG-MID/4 REPORT BY THE ANC**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the action taken by the Air Navigation Commission (ANC) on the Report of the RASG-MID/4 meeting.

Action by the meeting is at paragraph 3.

**REFERENCES**

- AN-WP/8984
- Minutes of the ANC Fourth Meeting, 200<sup>th</sup> Session
- RASG-MID/4 Report
- RSC/4 Report

**1. INTRODUCTION**

1.1 The ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) reviewed the Report of the RASG-MID/4 meeting (Jeddah, Saudi Arabia, 30 March-1 April 2015) on 23 September 2015. The AN-WG/SRP presented its review of the Report to the ANC during its Fourth Meeting (200<sup>th</sup> Session) on 1 October 2015 through AN-WP/8984 as at **Appendix A** which includes the analysis of the Conclusions and Decisions, and the recommendations of the WG/SRP to the ANC.

1.2 The ANC approved the actions recommended in the Report as proposed in the Appendix to AN-WP/8984.

**2. DISCUSSION**

2.1 A general observation was made that the RASG-MID/4 meeting Report indicated that the RASG-MID had made great progress since its last meeting and had achieved some very important milestones in terms of cooperation, analysis, reporting and the development of guidance material appropriate to its Region.

2.2 The ANC commended the RASG-MID for the quality and publication of the Third MID Region Annual Safety Report.

2.3 The ANC commended the RASG-MID for the issuance of the MID Region Safety Strategy.

2.4 It was highlighted that the work on Low Airspeed Alerting Provisions was excellent material. Accordingly, the ANC referred this work to the Airworthiness Panel (AIRP) for further review.

2.5 It was suggested that the regional emerging risks identified for the MID Region be considered for inclusion in the Global Aviation Safety Plan (GASP). Accordingly, the subject will be further reviewed taking into consideration the feedback from other RASGs in order to identify areas that contributed to the global picture.

2.6 It was agreed that the development of additional runway safety provisions (RASG-MID Conclusion 4/8 refers), will be included in the Work Programme and that a requirement to establish runway safety teams to be applicable in the next edition of the PANS AERO.

2.7 With respect to RASG-MID Conclusion 4/14, regarding the IATA Operational Safety Audit (IOSA) Programme, it was felt that the use of the term “acceptable means of compliance” was not appropriate and that the wording of conclusions may be misleading. The IOSA compliance does not replace a State’s oversight activities but rather provided complementary information. Therefore, IOSA is not an acceptable means of complying with State’s oversight obligations.

2.8 In this regard, the RSC/4 meeting (Cairo Egypt, 15 – 17 December 2015) agreed that IOSA compliance does not replace a State’s oversight activities but rather provided complementary information; therefore, IOSA cannot be considered as an acceptable means of complying with State’s oversight obligations. Accordingly, the meeting agreed to the following Draft Conclusion, which is proposed to replace and supersede the RASG-MID Conclusion 4/14:

<b>Why</b>	To clarify the use of IATA Operational Safety Audit (IOSA) Programme as a source of complementary information for the safety oversight activities conducted by States.
<b>What</b>	State Letter
<b>Who</b>	ICAO/States
<b>When</b>	15 July 2016/15 October 2016

**DRAFT CONCLUSION 4/2: IATA-IOSA PROGRAMME**

*That, States be encouraged to use all sources of safety data for the conduct of their safety oversight activities, including the IATA IOSA results, which provide complementary information for the safety oversight activities; and send their feedback to the ICAO MID Office by 15 October 2016.*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the actions taken by the ANC on the RASG-MID/4 Report; and take action, as appropriate; and
- b) endorse the Draft Conclusion in para. 2.8.

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International Civil Aviation Organization

AN-WP/8984  
 28/09/15

**WORKING PAPER**

**AIR NAVIGATION COMMISSION**

**REVIEW OF THE REPORT OF THE FOURTH MEETING OF THE REGIONAL AVIATION  
 SAFETY GROUP FOR MIDDLE EAST (RASG-MID/4)  
 (Item 20027)**

(Presented by the Chairperson of the ANC Working Group of the Whole for  
 Strategic Review and Planning)

<b>SUMMARY</b>
The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the report of the RASG-MID/4 Meeting.
Action by the Air Navigation Commission is in paragraph 3.
<b>WORK PROGRAMME ELEMENTS</b>
N/A
<b>COORDINATION</b>
Related ANB Sections, MID Regional Office
<b>REFERENCES</b>
*RASG-MID/4 Report
*Principal references

**1. INTRODUCTION**

1.1 The Air Navigation Commission referred the report of the fourth meeting of the Middle East regional aviation safety group (RASG-MID/4), held in Jeddah, Saudi Arabia, from 30 March to 1 April 2015, to its working group of the Whole for Strategic Review and Planning (WG/SRP) for review. The meeting was attended by ten States and eight international organizations/industries, totalling 49 participants.

1.2 The WG/SRP reviewed the report on 23 September 2015. Appendix to this working paper presents the analysis of the conclusions and decisions, including action to be taken by the Commission on selected conclusions and decisions. All other follow-up action will be taken by the Secretary General in accordance with established practice.

## 2. DISCUSSION

2.1 Prior to commencement of the review, an update was provided to the WG/SRP by the Chair of the ad-hoc working group on PIRG and RASG Reviews. The group has met four times and met with the Regional Directors once. It is recommending that the reports have a short executive summary and be presented by the Regional Director and PIRG/RASG Chair to the ANC SRP. The proposals are currently being consulted on with the ANB HQ, the Regional Directors and the PIRG/RASG Chairs. It is tentatively planned to conduct a trial in the second half of the current session. Full details on the progress of the work can be reviewed on the ANC portal.

2.2 The WG/SRP made a general observation that the report indicated that the RASG-MID had made great progress since its last meeting and had achieved some very important milestones in terms of cooperation, analysis, reporting and the development of guidance material appropriate to its region. In particular, it was highlighted that the work on Low Airspeed Alerting provisions was excellent material and the ANC should consider referring this work to the AIRP for further review. It was also suggested that the regional emerging risks identified in paragraph 3.5 be considered for inclusion in the Global Aviation Safety Plan (GASP).

2.3 In relation to safety performance indicators discussed under agenda item 2.1 the WG/SRP queried the development of the safety performance indicators listed and expressed concern that some may require further development as they may have an unintentional negative impact in their current format. The DD/Aviation Safety highlighted they were introduced in an information paper at the high Level Safety Conference and that the HLSC 2015 concluded that ICAO should improve and harmonize the defined safety performance indicators taking into account those currently in use. It was also highlighted that they will be included in the next revision of the GASP.

2.4 It was highlighted, as per conclusion 4/1, that the third MID Region Annual Safety Report has been made public as recommended by the ANC in the review of the last RASG-MID report. It is available to the public on the regional website. The WG/SRP noted that the report provides excellent information and that the RASG should be commended for their good work.

2.5 On Decision 4/5 the WG/SRP queried how the Accident and Incident Analysis Group (AIA WG) will coordinate its work with that of the ICAO Safety Indicators Study Group which currently performs the global analysis each year. This will be necessary to ensure consistent analysis and agreement of safety performance indicator values. The C/IMP-SAF confirmed with the Regional Office that ANB and SISG are fully aware of the AIA WG and the Secretariat will ensure there is no duplication nor contradiction between the two groups. The AIA WG could be a first step towards the possible future creation of a regional accident and incident investigation organization (RAIO).

2.6 In relation to Conclusion 4/7 d) clarity was sought on the intent of this action. The C/IMP-SAF clarified the intent was to review whether the Standard Operating Procedures (SOPs), produced by the aircraft manufacturers, are being properly adhered to by airlines.

2.7 The WG/SRP sought clarity on Conclusion 4/8 which calls for the development of additional runway safety provisions. The C/IMP-SAF clarified it is a request for the development of SARPs to require the establishment of runway safety teams. The Chair SRP will seek confirmation that this task is in the work programme and be applicable in the next edition of PANS-AERO.

2.8 The WG/SRP noted and commended the work underway to establish a regional safety oversight organisation (RSOO). The C/IMP-SAF advised that the region has made further positive progress and that the DGs of nine States have now signed a letter of intent to establish this RSOO.

2.9 The WG/SRP noted the conclusion 4/14 and queried the use of the term ‘acceptable means of compliance’. It was felt the paragraph 3.95 provided clarity on how the IATA-IOSA may be used by a State to complement its oversight obligations, however, it is not an acceptable means of complying with these oversight obligations.

### 3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to:

- a) note the RASG-MID/4 Report and the report of the ANC WG/SRP thereon, as contained in this paper;
- b) approve the actions recommended in this report as proposed in Appendix hereto;
- c) request the Secretary General to provide appropriate feedback of the ANC’s review of the RASG-MID/4;
- d) refer Conclusion 4/8 to the Aerodromes Panel for consideration; and
- e) refer the work of the RASG-MID on Low Airspeed Alerting provisions as outlined in paragraph 3.41 of the RASG-MID/4 meeting report to the AIRP panel for further review.

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**APPENDIX**

**LIST OF DECISIONS AND CONCLUSIONS (ACTION ITEMS)**

<b>Number</b>	<b>Title</b>	<b>WG/SRP Recommendation to ANC</b>
Conclusion 4/1:	Third Mid Region Annual Safety Report	That the ANC commend the RASG for the quality and publication of the report
Conclusion 4/2:	Mandatory And Voluntary Reporting Systems	To note
Decision 4/3:	Study On The Establishment Of A Mid Region Safety Database	To note
Conclusion 4/4:	Flight Data Exchange (FDX) RASG-MID Safety Advisory	To note
Decision 4/5:	Accident And Incident Analysis Working Group (AIA WG)	To note
Conclusion 4/ 6:	Additional RGS SEIS	To note
Conclusion 4/7:	Reduction Of Un-Stabilized Approach Risk	To note
Conclusion 4/8:	Development Of Additional Runway Safety Provisions	That the ANC confirm it is included in the current work programme
Conclusion 4/9:	Runway Safety Team (RST) And Runway Safety Go-Team	To note
Conclusion 4/10	Guidance Material Related To Call Sign Similarity	To note
Conclusion 4/11:	Mid Region Safety Strategy	That the ANC commend the RASG for the issuance of the MID Region Safety Strategy
Conclusion 4/12:	Tracking SSP Implementation Via The Gap Analysis Tool On ISTARs	To note
Conclusion 4/13:	RASG-MID Engagement Strategy	To note
Conclusion 4/14:	IATA-IOSA Programme	To note
Decision 4/15:	RASG-MID Chairmanship	To note

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