



International Civil Aviation Organization

**RASG-MID Steering Committee**

**Fifth Meeting (RSC/5)**

*(Amman, Jordan, 23-25 January 2017)*

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

**FOLLOW-UP ON THE RASG-MID/5 CONCLUSIONS AND DECISIONS**

*(Presented by the Secretariat)*

<b>SUMMARY</b>
This paper presents the status of the RASG-MID/5 Conclusions and Decisions and the follow-up actions taken by concerned parties.  Action by the meeting is at paragraph 3.
<b>REFERENCES</b>
- RASG-MID/5 Report

**1. INTRODUCTION**

1.1 The RASG-MID/5 meeting was held in Doha, Qatar, 22-24 May 2016. The meeting adopted 7 Conclusions and 11 Decisions.

**2. DISCUSSION**

2.1 Based on the outcome of the different RASG-MID subsidiary bodies, an updated follow-up action plan on RASG-MID/5 Conclusions and Decisions is at **Appendix A**.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the status and follow-up actions on the outcome of RASG-MID/5 meeting and take actions, as appropriate.

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APPENDIX A

FOLLOW-UP ON RASG-MID/5 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p><b>CONCLUSION 5/1: ICAO USOAP-CMA IMPLEMENTATION</b></p> <p><i>That, States:</i></p> <p>a) <i>be urged to prioritise and take action as needed to improve their safety oversight system, with particular attention to:</i></p> <p>i. <i>the implementation of Corrective Action Plans (CAP) and reporting the progress on the On-line Framework (OLF); and</i></p> <p>ii. <i>the completion of the self-assessments and uploading of the relevant evidences on the OLF;</i></p> <p>b) <i>are encouraged to request assistance from ICAO, as required.</i></p>	<ul style="list-style-type: none"> <li>- Average EI rate for the MID Region had not improved over the last year.</li> <li>- Development/update of CAPs not up-to expectation</li> <li>- Implementation of most Corrective Action Plans (CAPs) had not started.</li> <li>- Possibility of a State's EI rate reducing following an ICAO audit if a State did not maintain or improve its safety oversight system.</li> </ul>	<p>State Letter</p>	<p>ICAO</p>	<p>Aug. 16</p>	<p>Ongoing</p> <p>SL ME 4-16/217 dated 16 August 2016.</p> <ul style="list-style-type: none"> <li>- ICAO MID Regional Office mission to States (Egypt, Jordan Kuwait and Oman).</li> <li>- USOAP CMA Workshop in Iran (Cost-Recovery).</li> </ul>
<p><b>CONCLUSION 5/2: IATA-IOSA PROGRAMME</b></p> <p><i>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.</i></p>	<p>The ANC raised concerns with respect to RASG-MID Conclusion 4/14 regarding the IATA IOSA Programme. It was felt that the use of the term “acceptable means of compliance” was not appropriate and that the wording of the Conclusion may be misleading. The IOSA compliance does not replace a State's oversight activities but rather provided complementary information.</p>	<p>State Letter</p> <p>Feedback</p>	<p>ICAO</p> <p>States</p>	<p>Jul. 16</p> <p>Oct.16</p>	<p>Ongoing</p> <p>SL ME 4-16/198 dated 01 August 2016.</p> <ul style="list-style-type: none"> <li>- Conclusion 5/2 replaced and superseded Conclusion 4/14 for clarity.</li> </ul>

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<p><b>CONCLUSION 5/3: USE OF ECCAIRS</b></p> <p><i>That, States that have not yet done so, be urged to use ECCAIRS for the reporting of accidents and serious incidents; and send their feedback to the ICAO MID Office by 15 October 2016.</i></p>	<p>With respect to reporting of accidents and serious incidents, the RASG-MID/5 meeting underlined that ECCAIRS should be used for the reporting of accidents and serious incidents to ICAO.</p>	<p>State Letter</p> <p>Feedback</p>	<p>ICAO</p> <p>States</p>	<p>Jul.16</p> <p>Oct.16</p>	<p>Ongoing</p> <p>SL ME 4-16/199 dated 01 August 2016</p> <ul style="list-style-type: none"> <li>- Kuwait, Sudan and UAE are already using ECCAIRS.</li> <li>- Jordan, Qatar and Saudi Arabia are planning to start the use of ECCAIRS soon (end of 2016 - beginning of 2017).</li> <li>- ICAO MID Regional Office assists States in implementing ECCAIRS and delivers ECCAIRS trainings.</li> </ul>
<p><b>DECISION 5/4: FOURTH MID ANNUAL SAFETY REPORT</b></p> <p><i>That, the Fourth Edition of the MID Annual Safety Report (ASR) is endorsed and be published on the ICAO MID website.</i></p>	<p>The Reactive and Proactive Sections of the ASR are mature and providing excellent data and analysis. However, data collection for Predictive Section is still a challenge.</p>	<p>Fourth Edition of MID-ASR</p>	<p>RASG-MID</p>	<p>May 16</p>	<p>Completed</p> <p>Endorsed by the RASG-MID/5 meeting and posted on the ICAO MID website.</p>

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<p><b>DECISION 5/5: ESTABLISHMENT OF AIA WG CORE TEAM</b></p> <p><i>That, the AIA WG Core Team composed of the following experts, is established to advance the work of the AIA WG between the face-to-face meetings:</i></p> <ul style="list-style-type: none"> <li>– <i>Mr. Adnan Mohamed Malak from Saudi Arabia (Chairman);</i></li> <li>– <i>Ms. Leena Ahmed Al Koohej from Bahrain;</i></li> <li>– <i>Mr. Amr Mokhtar from Egypt;</i></li> <li>– <i>Mr. Hassan Rezaeifar from Iran;</i></li> <li>– <i>Dr. Abdallah Falah Suleiman Al-Samarat from Jordan;</i></li> <li>– <i>Mr. Kamil Ahmed Mohamed from Sudan;</i></li> <li>– <i>Ms. Rose Al Osta from IATA;</i></li> <li>– <i>Capt. Fadi Khalil from IFALPA;and</i></li> <li>– <i>Mr. Mashhor Alblowi from ICAO.</i></li> </ul>	To fulfil the mandate assigned to the AIA WG	AIA WG Core Team	RASG-MID	May 16	<p>Completed</p> <p>In order to fulfil the mandate assigned to the AIA WG (collection/reporting, validation and analysis of data), the RASG-MID/5 meeting agreed that a Core Team led by the Chairman of the AIA WG be established to advance the work of the AIA WG between the face-to-face meetings.</p>

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<p><b>DECISION 5/6: iSTARS ADREP OCCURRENCE DATA FORM</b></p> <p><i>That, the AIA WG Core Team:</i></p> <p>a. further review and finalize the iSTARS ADREP Occurrence Data Form;</p> <p>b. develop guidelines for the use of the Form;</p> <p>c. establish a validation process of data provided; and</p> <p>d. develop standard and limited lists of main root causes and contributing factors to be included in the Form.</p>	<p>To support the creation of a platform for the sharing and analysis of safety information.</p>	<p>iSTARS ADREP Occurrence Data Form</p>	<p>AIA WG &amp; ICAO</p>	<p>a) Jun. 16</p> <p>b) Jun. 16</p> <p>c) Sep. 16</p> <p>d) Sep. 16</p>	<p>Ongoing</p>
<p><b>CONCLUSION 5/7: PROVISION OF SAFETY DATA USING iSTARS APPLICATION</b></p> <p><i>That, States be urged to allow their regulators and service providers (ANSPs, Aerodrome Operators, Airlines, etc.) to provide/share available data related to safety occurrences using the dedicated iSTARS application.</i></p>	<p>Difficulties facing some States and Stakeholders to share data related to accidents/incidents through iSTARS ADREP application, due to national policy.</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Aug. 16</p>	<p>Ongoing</p> <p>SL ME 4 – 16/216 dated 16 August 2016</p>

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<p><b>DECISION 5/8:</b>     <b>RASG-MID SAFETY ADVISORY-PERIODIC SURVEILLANCE AUDIT OF AERODROME INFRASTRUCTURE AND MAINTENANCE</b></p> <p><i>That, the RASG-MID Safety Advisory at Appendix 3E is endorsed and be published by the ICAO MID Office.</i></p>	<p>To support Aerodrome Infrastructure and Maintenance Management.</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Jun. 16</p>	<p>Completed</p> <p>SL ME 4-16/232 dated 22 August 2016</p> <p>- RASG-MID Safety Advisory-10 (RSA-10) has been posted on the ICAO MID website.</p>
<p><b>DECISION 5/9:</b>     <b>AIRPLANE STATE AWARENESS (ASA)-LOW AIRSPEED ALERTING</b></p> <p><i>That, the RASG-MID Safety Advisory related to Airplane State Awareness (ASA)-Low Airspeed Alerting at Appendix 3K is endorsed and be published by the ICAO MID Office.</i></p>	<p>To mitigate the risk of LOC-I.</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Jun. 16</p>	<p>Completed</p> <p>SL ME 4-16/202 dated 01 August 2016</p> <p>- RASG-MID Safety Advisory-09 (RSA-09) has been posted on the ICAO MID website.</p>
<p><b>DECISION 5/10:</b>   <b>STANDARD OPERATING PROCEDURES EFFECTIVENESS AND ADHERENCE</b></p> <p><i>That, the RASG-MID Safety Advisory related to Standard Operating Procedures effectiveness and adherence at Appendix 3L is endorsed and be published by the ICAO MID Office.</i></p>	<p>To mitigate the risk of LOC-I.</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Jun. 16</p>	<p>Completed</p> <p>SL ME 4-16/200 dated 01 August 2016</p> <p>- RASG-MID Safety Advisory-07 (RSA-07) has been posted on the ICAO MID website.</p>

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<p><b>DECISION 5/11:</b> AIRPLANE STATES AWARENESS (ASA) - TRAINING FLIGHT CREW TRAINING (APPROACH TO STALL &amp; UPSET RECOVERY) VERIFICATION AND VALIDATION</p> <p><i>That, the RASG-MID Safety Advisory related to the Airplane States Awareness (ASA) -Training –Flight Crew Training (Approach to Stall &amp; Up set recovery) Verification and Validation at <b>Appendix 3M</b> is endorsed and be published by the ICAO MID Office.</i></p>	<p>To mitigate the risk of LOC-I.</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Jun. 16</p>	<p>Completed</p> <p>SL ME 4-16/201 dated 01 August 2016</p> <p>- RASG-MID Safety Advisory-08 (RSA-08) has been posted on the ICAO MID website.</p>
<p><b>DECISION 5/12:</b> SST REVISED TERMS OF REFERENCE (TORS)</p> <p><i>That, the Terms of Reference of the SST be revised as at <b>Appendix 3O</b>.</i></p>	<p>To reflect the new way of doing business, with a focus on targeted assistance, sharing of expertise, experience and best practices in order to agree on recommended actions and provide assistance related to the implementation of the SEIs.</p>	<p>Revised TORS</p>	<p>RASG-MID</p>	<p>May 16</p>	<p>Completed</p>

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<p><b>CONCLUSION 5/13: ACAC/ICAO AIG WORKSHOP</b></p> <p><i>That,</i></p> <p>a) <i>a joint ACAC/ICAO AIG Workshop be organized in 2017;</i></p> <p>b) <i>the Strategy for the establishment of a Middle East RAIO be finalized by the Workshop, for final endorsement by RASG-MID and the ACAC Executive Council; and</i></p> <p>c) <i>States are encouraged to attend and support the Workshop.</i></p>	<p>To finalize the strategy for the establishment of a Middle East RAIO.</p>	<p>- Workshop</p> <p>- Revised Strategy for the establishment of a Middle East RAIO</p>	<p>ACAC/ICAO</p>	<p>Apr. 17</p>	<p>Ongoing</p> <p>Since the Strategy was initially developed during the joint ACAC/ICAO Seminar held in Rabat in 2012, and in order to further fine tune it, taking into account States' needs and plans, the RASG-MID meeting agreed that an ACAC/ICAO joint Workshop be organized in 2017.</p>
<p><b>DECISION 5/14: REVISED MID REGION SAFETY STRATEGY</b></p> <p><i>That, the revised version of the MID Region Safety Strategy (Revision 4, May 2016) at Appendix 3R is endorsed.</i></p>	<p>To include/remove Safety indicators based on the outcome of the HLSC 2015 and specific regional needs.</p>	<p>Revised version of the MID Region Safety Strategy</p>	<p>RASG-MID</p>	<p>May 16</p>	<p>Completed</p>



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<p><b>DECISION 5/15: ENDORSEMENT OF RASG-MID PROCEDURAL HANDBOOK-THIRD EDITION</b></p> <p><i>That, the RASG-MID Procedural Handbook-Third Edition at Appendix 4A is endorsed.</i></p>	<ul style="list-style-type: none"> <li>- To ensure better continuity and support to RASG-MID.</li> <li>- Reference to the MID Region Safety Strategy and to the RASG-MID Engagement Strategy.</li> <li>- The agreed mechanism for coordination between MIDANPIRG and RASG-MID.</li> </ul>	Handbook	ICAO	Jun. 16	<p>Completed</p> <p>Handbook-Third Edition available on the ICAO MID website.</p>
<p><b>DECISION 5/16: RSC TERMS OF REFERENCE (TORs)</b></p> <p><i>That,</i></p> <p>a) <i>the RSC is delegated the authority to approve on behalf of the RASG-MID:</i></p> <ol style="list-style-type: none"> <li>1) <i>the MID Annual Safety Reports;</i></li> <li>2) <i>the RASG-MID Safety Advisories; and</i></li> <li>3) <i>those Draft Conclusions/Decisions emanating from the subsidiary bodies, which necessitate urgent follow-up action(s).</i></li> </ol> <p>b) <i>the RSC TORs should be updated to reflect the above.</i></p>	<p>To improve the efficiency of the RASG-MID and give enough authority to the RASG-MID Steering Committee (RSC) to advance the work.</p>	Updated RSC TORs	RASG-MID	May 16	<p>Completed</p> <p>The RSC could approve on behalf of the RASG-MID:</p> <ul style="list-style-type: none"> <li>- as deemed necessary: <ol style="list-style-type: none"> <li>1) the MID Annual Safety Reports; and</li> <li>2) RASG-MID Safety Advisories.</li> </ol> </li> <li>- those Draft Conclusions/ Decisions emanating from the subsidiary bodies, which necessitate urgent follow-up action(s).</li> </ul>

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<p><b>CONCLUSION 5/17: REVISION OF THE RASGS TERMS OF REFERENCE</b></p> <p><i>That, ICAO consider the revision of the RASGs Terms of Reference (TORs) taking into consideration the latest developments including the outcomes of the HLSC 2015 and ICAO NCLB Initiative.</i></p>	<p>The need to update the RASGs TORs to keep pace with latest developments, including the recommendation of the HLSC-2015 and ICAO NCLB Initiative.</p>	<p>Revised RASGs TORs</p>	<p>ICAO HQ</p>	<p>TBD</p>	<p>Actioned</p> <p>ICAO HQ to follow-up.</p>
<p><b>CONCLUSION 5/18: REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS) OCCURRENCES</b></p> <p><i>That, States be urged to report any safety occurrence related to RPA operations to the ICAO MID Regional Office on regular basis, for review and analysis by the Accident and Incident Analysis Working Group (AIA WG).</i></p>	<p>RPAS is one of the Emerging Risks in the MID Region.</p>	<p>State Letter</p> <p>Feedback</p>	<p>ICAO</p> <p>States</p>	<p>Aug. 16</p> <p>Nov. 16</p>	<p>Actioned</p> <p>SL ME 4-16/215 dated 16 August 2016</p> <ul style="list-style-type: none"> <li>- RPAS is one of the subjects being addressed by both MIDANPIRG and RASG-MID (with MIDANPIRG as the lead Group)</li> <li>- RPAS Workshop is planned to be held in December 2017.</li> </ul>