International Civil Aviation Organization

RASG-MID Steering Committee

Sixth Meeting (RSC/6)
(*Cairo, Egypt, 25-27 June 2018*)

Agenda Item 3:   Regional Performance Framework for Safety

MID-RAST ACTIVITIES

(Presented by RAST Rapporteur)

<table>
<tr><td align="center">SUMMARY</td></tr>
<tr><td>This paper presents the activities and progress achieved on the implementation of SEIs and DIPs for the key safety focus areas identified by the Annual Safety Report Team (ASRT) report, namely; Runway Safety (RS), Loss of Control In Flight (LOC-I) and System/Component Failure or Malfunction (SCF).

Action by the meeting is at paragraph 3.</td></tr>
<tr><td align="center">REFERENCES</td></tr>
<tr><td>-   RSC/5 Report
-   RASG-MID/6 Report</td></tr>
</table>

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 in 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 Annual Safety Report namely, Runway Safety, Loss of Control In-Flight (LOC-I) and the System Component Failure or Malfunction (SCF).

2.   DISCUSSION

2.1   MID –RAST has been following the progress of the approved DIPs and providing support to DIP champions. It utilizes the RASG-MID Annual Safety Report and statistical data to support the development of related SEIs/DIPS for the identified focus areas.

Runway Safety (RS)

2.2   Runway Safety (RS) DIPs status update will be covered by Working Paper 9.

LOC-I

2.3   LOC-I was identified as a high-risk category for MID Region to be addressed within the framework of Reginal Aviation Safety Group-Middle East (RASG-MID) due to its high severity outcome non-survivability of all reported accidents from 2013 -2017, LOC-I accounted for 9% but it often has catastrophic results.

2.4   Three Safety Advisories (SAs) (RSA 09 - Airplane States Awareness (ASA) - Low Speed Alerting; RSA 07 - Standard Operating Procedures Effectiveness and Adherence; RSA 08 - Airplane States Awareness (ASA) - Training -Flight Crew training) released by ICAO MID Regional office as a result of safety enhancement Initiatives launched by RASG-MID to reduce the risk of loss-of-control accidents. These advisories are distributed to MID States authorities for follow up with airlines registered in their respective countries.

2.5   IATA MENA Office circulated the three advisories to MID member airlines. Four airlines implemented all the recommended practices referenced in the Safety Advisories. They did evaluate the effectiveness of implementation after receiving the Safety Advisories recommendations, and they confirmed the full implementation and satisfactory effectiveness of the recommendations. One airline implemented the recommendations for one type of their fleet (B787) while the rest of the fleet still under progress.

2.6   Six (6) State authorities amended the regulations to include the UPTR requirements per ICAO Amendment 38 to Annex 6.

2.7   The status of implementation is at **Appendix A**.

2.8   IATA will continue the efforts to get the status of the implementations of the Safety Advisories from the MID region member airlines.

System Component Failure or Malfunction (SCF).

2.9   RASG-MID /5 agreed that SCF-PP and SCF-NP be combined into one risk area (SCF).

2.10   **IATA definition of In-flight Damage** (IFD) is the damage occurring while airborne, including: **Weather-related events**, **technical failures**, **bird strikes** and **fire/smoke/fumes**

2.11   The meeting may wish to note that a total of three (3) accidents related to in-flight damage occurred in MID Region between the period 2013 and 2017 with top contributing threat factors of Aircraft Malfunction 32%;Maintenance events 15%; Fire / Smoke (Cockpit/Cabin/Cargo) 12% and Extensive/Uncontained Engine Failure 12%.

Controlled Flight In To Terrain (CFIT)

2.12   Although CFIT is not considered as one of the Focus Areas but rather as an Emerging Risk, the RASG-MID/6 agreed that the global priorities including CFIT should always be addressed within the its framework.

2.13   The DIP related to CIFT addresses the implementation of BPN Approach procedures to all runways not currently served by precision approach procedures. The status of the implementation is at **Appendix B**.

2.14   The RNAV approach procedures for OIMM (Mashad) and OISS (Shiraz) are completed and pending flight verification by Civil Aviation Organization (CAO) of Iran. The procedures are expected to be published during 2018.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) note the information in this working paper;

b) urge stakeholders to actively participate in MID-RAST, core activity; and

c) assign a champion to develop SEI/DIPS SCF focus area.

APPENDIX A

Status of LOC-I Safety Iniative

NO	Country	State Regulation	Company	Airlines Training Program	Remarks
1	Bahrain	Yes	Gulf Air	Yes	
2			Texel Air		
3			DHL Int'l		
4	Egypt	Yes	Air Arabia Egypt		
5			Almasria Universal Airlines		
6			Air Cairo		
7			Petroleum Air Services		
8			AMC Airlines		
9			Alexandria Airlines		
10			Air Leisure Egypt		
11			Egypt Air		In progress
12			Egypt Air Express		
13			Fly Egypt		
14			Nile Air		In progress
15			Nefertiti Airways		
16			Nesma Airlines		
17	Iran	NO	Iran Air		
18			Iran Airtours		
19			Mahan Air		
20			Iran Aseman Airlines		
21			Kish Air		
22			Meraj Airlines		
23			Naft Air lines		
24			Taftan Air		
25			Taban Air		
26			ATA Air		
27			Atrak Air		
28			Caspian Airlines		
29			Qeshm Airlines		
30			Sepehran Airlines		
31			Saha Airlines		
32			Jam Airlines		
33			Pars Air		
34			Fly Qeshm		
35			Zagros Airlines		
36	Iraq	NO	Iraqi Airways		
37			AlNaser Airlines		
38			Zagrosjet		
			Fly Baghdad		
39			Iraq Gate		
40	Jordan	Yes Effective 2019	Royal Jordanian	B787 (Yes)	A320 & Embarear In progress
41			Fly Jordan		
42			Jordan Aviation		
43			Arab wings		
44			Royal Wings		
45	Kuwait	NO	Gryphon Airlines		
46			Wataniya Airways		
47			Jazeera Airways		
48			Kuwait Airways		
49	Lebanon	NO	Middle East Airlines		
50			Wings of Lebanon		
51	Libya	NO	Afriqiyah Airways		
52			Libyan Arab Airlines		
53			Buraq Air		
54			Libyan wings		
55			Petro Air		
56			Kallat Al Saker		

NO	Country	State Regulation	Company	Airlines Training Program	Remarks
57	Oman	NO	Oman Air		
58			Salalah Air		
59			Salam Air		
60			Air Shabelle		
61	Qatar	Yes	Qatar Airways	Yes	
62	Saudi Arabia	Yes.Effective March 2019	Al Maha Airways		
63			Alpha Star		
64			Aviation Link		
65			FLY Nas		
66			MID East Jet		
67			Nesma Airlines Saudi		
68			Saudi Arabian Airlines		
69			Saudi Gulf Airline		
70			National Air Services		
71			ARAMCO		
72			Fly Prime Airlines		
73			Flyadeal		
74	Sudan	NO	Feeder Airlines		
75			Badr Airlines		
76			Golden wings Airline		
77			Nova Airways		
78			Sudan Airways		
79			Tarco Air		
80	Syria	NO	Syrianair		
81			FLYDamas Airlines		
82			Cham wings Airline		
83			EBLA Airlines		
84			Syrian Wings Airlines		
85	UAE	Yes.Effective Sept.2018	Abu Dhabi Aviation		
86			Air Arabia		
87			FlyDubai		
88			Emirates	Yes	
89			Etihad Airways	Yes	
90			Al Jaber Aviation		
91			Rotana Jet		
92			Dubai Air wings		
93			Empire Aviation Groupb		
94			Falcon Aviation Service		
95			Global Jet		
96			Midex Airlines		
97			Skylink Arabia		
98			Royal Jet		
99			Rizon jet		
100	Yemen	NO	Yemania		
101			Felix Airways		

APPENDIX B

CIFT DIP Status

DIP	Description	Output	Deadline	Status	Comments
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 (Completed) 2.OIMM 13**. procedure design completed (pending Flight Check)** 3.OISS 11 /29. **procedure design completed (pending Flight Check)** 4.HEBA 14 5.ORMM 14/32 6.ORNI 10 (Completed)

- END -