



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group**

**Sixteenth Meeting (MIDANPIRG/16)
(Kuwait, 13 – 16 February 2017)**

Agenda Item 3: Regional Performance Framework for Safety

**RASG-MID ACTIVITIES AND
COORDINATION BETWEEN MIDANPIRG AND RASG-MID**

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the activities of the Regional Aviation Safety Group – Middle East (RASG-MID). It highlights the activities coordinated between RASG-MID and MIDANPIRG for an improved efficiency of both Groups and to avoid duplication of efforts.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/5 Report
- RSC/5 Report

1. INTRODUCTION

1.1 The Fifth Meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/5) was held in Doha, Qatar, 22-24 May 2016.

1.2 The Fifth meeting of the RASG-MID Steering Committee (RSC/5) was held at the IATA MENA Office, Amman, Jordan, 23 – 25 January 2017.

2. DISCUSSION

RASG-MID Activities

2.1 The Fifth Edition of the MID Annual Safety Report (MID-ASR) was reviewed and endorsed by the RSC/5 meeting. The following are the main highlights related to the reactive part of the MID-ASR:

- MID Region had an accident rate of **2.5** accidents per million departures in 2015, which is below the global rate (**2.8**).

- The 5-year average accident rate (2011-2015) is **3.5**, which is slightly above the global rate (**3.2**).
- No Controlled Flight Into Terrain (CFIT) related accident occurred in the MID Region for the period 2011-2015.
- One LOC-I accident occurred in the MID Region in 2011 for the period 2011-2015.
- The main Focus Areas in the MID Region are:
 - 1- Runway Safety (RS);
 - 2- System Component Failure (SCF); and
 - 3- Loss of Control In Flight (LOC-I).
- The following Emerging Risks are identified:
 - 1- Controlled Flight Into Terrain (CFIT);
 - 2- Near Midair Collision (NMAC) (under AIA WG for more analysis);
 - 3- Laser attacks (addressed under the RGS WG),
 - 4- RPAS/Drones (Bahrain (champion), Qatar and UAE, will support the development and implementation of SEI);
 - 5- Wildlife and FOD (addressed under the RGS WG); and
 - 6- Birdstrike (addressed under the RGS WG).

2.2 With respect to the Air Safety Reports (ASRs), States were urged to:

- a) publish in their AIPs (GEN 1.1) the contact details of the entity responsible for ASRs investigation, including the email addresses; and
- b) expedite the investigation process and the provision of feedback to IATA in a timely manner.

2.3 The Second meeting of the Accidents and Incidents Analysis Working Group (AIAWG/2) will be held in Cairo, Egypt (14-16 March 2017). Accordingly, States and stakeholders were urged to actively support the AIA WG activities and participate in AIA WG/2 meeting, as well as designate focal points to facilitate the work of the Group.

2.4 With respect to Aerodrome Safeguarding, the RSC/5 meeting endorsed the Safety Advisory related to Safeguarding of Aerodromes. Egypt will host the Aerodrome Safeguarding Workshop in Cairo, Egypt, (4-6 December 2017). Sudan also offered to host a Workshop on the Wildlife Management Control in September 2018.

2.5 A new DIP is being developed by the RGS WG focusing on Ground Handling Operations and Safety. IATA will be the Champion in coordination with ICAO and MID States.

2.6 Regarding the establishment of Runway Safety Team (RST) at MID international aerodromes, twenty five (25) RSTs have been established, representing 42% of the required RSTs in the MID Region International Aerodromes.

2.7 With respect to the MID-SST work programme, the first SEI “improve status of implementation of SSP in MID Region” was revised to include SMS implementation in the MID Region. It’s to be highlighted that common challenges/difficulties related to SSP implementation include identification of a designated entity, establishment of an initial Acceptable Level of Safety Performance (ALoSP), allocation of resources to enable SSP implementation and lack of qualified and competent technical personnel.

2.8 The first ICAO Safety Management for Practitioners (SMxP) Course will be held in Cairo, Egypt, 5 – 9 March 2017.

2.9 CANSO, as the Champion of the initiative to improve SMS implementation in ATM, will develop a detailed survey to be sent to all ANSPs in 2017 to identify needs to improve SMS implementation for ATM in the MID Region. It was highlighted that an action plan would be developed based on the results of the survey to address specific needs.

2.10 The table below lists the agreed Actions to be implemented in support of the above-mentioned SEI:

<i>SEI: Improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region</i>	
Actions	Champion
Conduct of Safety Management Training Courses, Symposia and Workshops.	ICAO
Establish the MENA RSOO to support States in the expeditious implementation of SSP.	ACAC/ICAO
Improve the status of implementation of SMS at international aerodromes.	Egypt and Saudi Arabia
Improve the status of implementation of SMS by ANSPs (ATM).	CANSO
Improve the status of implementation of SMS by air operators.	IATA
Improve the status of implementation of SMS by maintenance organizations.	IATA and Boeing
Improve the status of implementation of SMS by training organizations (involved in flight training).	ACAC

2.11 A new SEI under MID-SST was developed aiming at improving the implementation of ELP requirements in the MID Region.

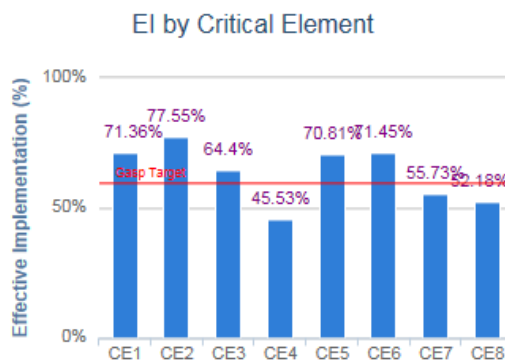
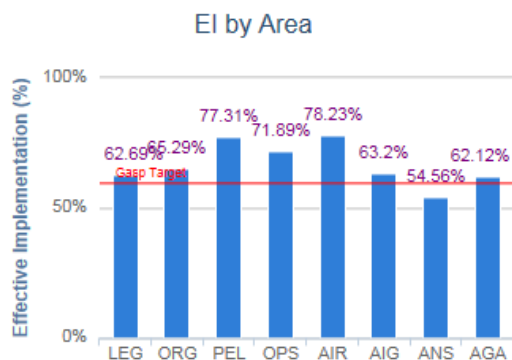
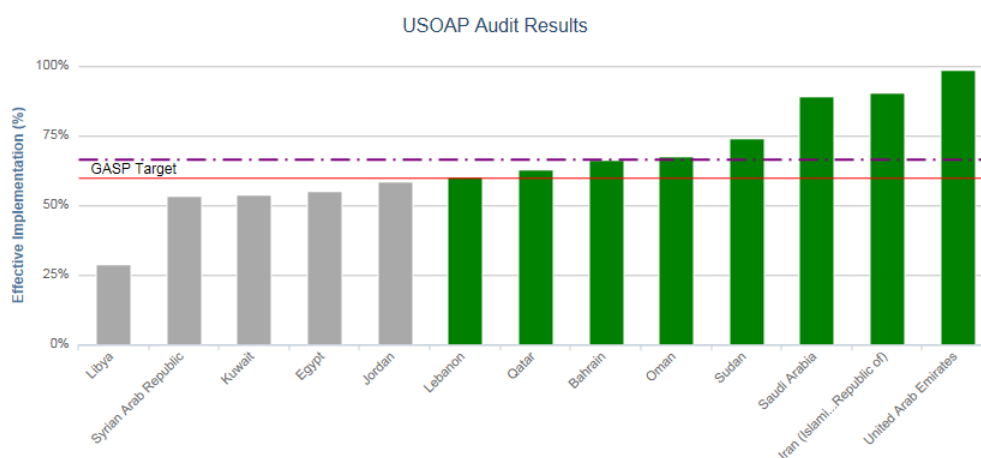
2.12 The first NCMCs meeting was held on 11 October 2016 as part of the MID-SST/3 meeting. The following common challenges/difficulties were identified:

- 1) lack of sufficient human resources (qualified technical personnel) to meet the State's obligations and carry out oversight functions and mandate;
- 2) the ability to attract, recruit and retain sufficiently qualified/experienced technical personnel;
- 3) training;
- 4) separation of oversight functions and service providers/operators; and
- 5) political/security situation/stability in some States.

2.13 A revised version of the MID Region Safety Strategy will be presented to the RASG-MID/6 meeting for endorsement, reflecting the GASP 2017-2019 including its Roadmap, as well as the agreed Safety Targets.

2.14 With respect to the USOAP CMA:

- The average overall Effective Implementation (EI) in the MID Region is **66.17%**, which is above the world average (**63.54 %**).
- 5 States are below 60% EI.
- No SSC in the MID Region.
- The ANS is below 60% EI.
- The Critical Element, CE4 (Qualified technical personnel) still represents the lowest EI.
- CE7 (surveillance obligations) and CE8 (resolution of safety issues) are below EI 60%.



2.15 The MID Regional USOAP-CMA Workshop was held at the ICAO MID Regional Office, Cairo, Egypt (6-8 February 2017).

Coordination between RASG-MID and MIDANPIRG

2.16 The meeting may wish to recall that, with a view to further improve the current coordination mechanism between MIDANPIRG and RASG-MID, and based on the outcome of the PIRG-RASG Global Coordination meeting (Montreal, 5 February 2015), it was agreed that:

- the Chairperson(s) of MIDANPIRG should attend the RASG-MID meetings;
- the Chairperson(s) of RASG-MID should attend the MIDANPIRG meetings;
- the ICAO MID Regional Office to organize on a yearly basis a MIDANPIRG/RASG-MID Coordination meeting to be attended by the Chairpersons of both Groups and their subsidiary bodies, in order to follow-up on the activities being coordinated between the two Groups, agree on the level of involvement of the relevant subsidiary bodies, address any roadblocks and identify additional subjects, which need to be addressed by/coordinated between both Groups;
- a Table listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group be presented to the First MIDANPIRG/RASG-MID Coordination meeting for endorsement; and
- the procedural handbooks of MIDANPIRG and RASG-MID should be updated before the end of 2015 to include the agreed coordination mechanism.

2.17 The meeting may wish to note that the Second MIDANPIRG/RASG-MID Coordination meeting (MRC/2) was held on 25 May 2016 as a side meeting of Third MID Safety Summit (Doha, Qatar, 24-25 May 2016). The MRC/2 meeting reviewed and updated the table listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group as at **Appendix A**. The MRC/3 is planned to be held in Kuwait on 14 February 2017 back-to-back with MIDANPIRG/16 meeting.

2.18 It is to be highlighted that the RASG-MID procedural handbook has been updated to include among other things, the agreed coordination mechanism.

3. ACTION BY THE MEETING

3.1 The meeting is invited to encourage States to:

- a) support the RASG-MID activities related to ANS;
- b) contribute to the work programme of the AIA WG and MID-SST; and
- c) participate in the safety events including workshops and trainings.

APPENDIX A

Coordination between MIDANPIRG and RASG-MID

Subjects of interest for MIDANPIRG and RASG-MID	Responsible/Leading Group	
	RASG-MID	MIDANPIRG
Aerodrome Operational Planning (AOP)		X
Runway and Ground Safety	X	
AIM, CNS and MET safety issues		X
CFIT	X	
SSP Implementation	X	
SMS implementation for ANS and Aerodromes	X	
Accidents and Incidents Analysis and Investigation	X	
English Language Proficiency	X	
RVSM safety monitoring		X
SAR and Flight Tracking		X
PBN		X
Civil/Military Coordination		X
Airspace management		X
Call Sign Similarity and Confusion		X
Conflict Zones		X
Contingency Planning		X
USOAP-CMA	X	
COSCAP, RSOO and RAIO	X	
Air Navigation Deficiencies		X
Training for ANS personnel		X
Training other civil aviation personnel	X	
Laser attack	X	
Fatigue Risk Management	X	
RPAS		X
GPS Jamming		X
Aeromedical	X	

- END -