



WORKING PAPER

AIR NAVIGATION COMMISSION

**REVIEW OF THE REPORTS OF THE
THE FIFTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP – MIDDLE EAST
(RASG-MID/5)
(Items 20323)**

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

SUMMARY
The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the reports of the RASG-MID/5. Action by the Air Navigation Commission is in paragraph 3.
WORK PROGRAMME ELEMENTS
N/A
COORDINATION
All ANB Sections, related Regional Office
REFERENCES
*RASG-MID/5 Report RASG-MID/5 Summary This working paper relates to the strategic objectives for safety and air navigation capacity and efficiency. *Principal references

1. INTRODUCTION

1.1 The fifth meeting of the Middle East Regional Aviation Safety Group (RASG-MID/5) was held in Doha, Qatar 22-24 May 2016. The meeting was attended by 11 States and 8 international organizations, totalling 59 participants.

1.2 The WG/SRP reviewed the report on 23 November 2016. The meeting was also attended via remote videoconference by the RD MID region. The meeting adopted seven Conclusions and eleven Decisions. It was not indicated which of these were specifically directed to ICAO HQ. The Appendix to this working paper presents an analysis of the Conclusions and Decisions of relevance to the ANC,

including suggested action to be taken by the Commission. All other follow-up action will be taken by the Secretary General in accordance with established practice.

2. DISCUSSION

2.1 The Deputy Regional Director (DRD) of the MID region joined the WG/SRP in person and presented the main outcomes of the RASG-MID/5 to the ANC. He reported that the SSC for Lebanon had been removed during 2016 but that five States remained below the 60% EI target. The main safety focus areas in the MID region are Runway Safety (RS), Loss of Control in Flight (LOC-I) and System Component Failure (SCF) powerplant and non-powerplant. Other risks include Controlled Flight into Terrain (CFIT), Mid-Air Collision (MAC), Lasers, Wildlife & FOD and recently added RPAS/Drones.

2.2 The DRD commented that the RASG was attended by eleven out of fifteen States, which was a good level of engagement considering the security challenges in the region. Key achievements include three RS Go-Teams conducted in Khartoum, Kuwait and Amman, ten Safety Advisories issued, implementation of which will be monitored and the third regional safety summit and briefing to DGCA's and CEOs. Common to a number of other regions, there are challenges with respect to the lack of adequate training for States' technical and inspectorate staff and the low level of reporting of incidents and hazards for analysis.

2.3 He highlighted particular challenges due to the escalating political and security situation in some of the MID States as well as insufficient technical and financial resources at State level. This makes it difficult to find volunteers to progress work related to Safety Enhancement Initiatives (SEI) and Detailed Implementation Plans (DIP). A refreshed MID Region NCLB strategy is being developed and it is hoped that this will provide a means to overcome some of these challenges through collaboration and targeted assistance. Prioritisation criteria have been established and the next steps are to develop one-to-one action plans for the top priority States such as: Syria, Iraq, Libya and Kuwait. Implementation strategies will depend upon the local security situation.

2.4 In a further follow up to the security concerns, the DRD highlighted that the region is in the process of establishing a MID SECFAL Plan. Preparatory work will commence in early 2017, aiming to present a plan and business case to DGCA's in October 2017. The RD recalled that the Riyadh Declaration on Aviation Security and Facilitation was endorsed by the Assembly (A39), which requested the Council to take necessary action for its implementation. NCLB concepts can still be applied to war-affected countries but this requires the support from States outside of the region.

2.5 The WG/SRP inquired on the progress of setting up the MENA RSOO. The DRD reported that a feasibility study had been completed and the region was now preparing to implement. Nine States have signed a letter of intent and Saudi Arabia has offered to host the MENA RSOO office and to provide two technical experts. The MID RO is actively following up progress; the next step is for ACAC to organise a steering committee meeting in early 2017. The WG/SRP pointed out that for the RSOO to be successful financial stability, governance and State participation will be necessary. It was highlighted that the MENA RSOO study addressed the issue of financial sustainability and governance and contained associated recommendations. The RD noted that further studies are not required, and it is up to the Steering Committee to agree on the necessary arrangements for the start-up of the MENA RSOO.

2.6 A Commissioner noted that many of the MID region's challenges are similar to those of the AFI region. He pointed out the benefits of the AFI Cooperative Inspectorate Scheme and suggested

this might be considered by the MID region as well. The DRD commented that this would be part of the MENA RSOO role. It was also reported that the recent Global Ministerial Summit in Riyadh agreed to the establishment of a MID Region Implementation Plan (MIDIP) similar to the AFI PLAN. The Assembly (A39) requested the Council also to take necessary action for the establishment of MIDIP.

2.7 A question was raised with respect to the basis for the reported EI rate for Syria (53.66%). It was acknowledged that the last audit had taken place in 2008, and that the current situation is likely to have deteriorated significantly. It was highlighted that the MID Office organized a NCLB Workshop for Syria. The workshop provided an opportunity to review the safety and security oversight systems in Syria; and develop an initial Draft NCLB Plan of Actions focusing mainly on the Critical Elements CE 1 to CE 5, since the on-site audit could not be planned considering the UNDSS travel restrictions.

2.8 The Second MIDANPIRG/RASG-MID Coordination Meeting (MRC/2) highlighted the safety risk associated with GPS jamming and signal vulnerability and agreed to add GPS Jamming to the list of subjects of common interest between the two groups with MIDANPIRG as the leading Group. Guidance from HQ on the subject might be needed. The meeting also underlined the importance of the active participation of ANS experts.

2.9 The WG/SRP thanked the RD and DRD for their participation in the meeting, noting that the meaningful exchange had enhanced the ANC's understanding of the challenges of the region and how the ANC could assist. The WG/SRP made a general observation that the RASG-MID had made great progress and had achieved some important milestones in terms of cooperation and the development of guidance material appropriate to its region

3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to:

- a) *note* the RASG-MID/5 Report and the report of the ANC WG/SRP thereon, as contained in this paper;
- b) *approve* the actions recommended in the Appendix with regards to the Conclusions
- c) *note* progress on the establishment of the MENA RSOO and to highlight to ICAO Council the potential benefits; and
- d) *consider*, during the development of the 2019 edition of the GASP, how recent occurring developments such as accidents, incidents or political/security situations should be accounted for in the reporting of safety KPIs.

APPENDIX: LIST OF CONCLUSIONS AND SELECTED DECISIONS

Number RASG-MID/5	Synopsis	SRP Recommendation to ANC
C 5/1	ICAO USOAP-CMA IMPLEMENTATION	To Note
C 5/2	IATA-IOSA PROGRAMME	To Note
C 5/3	USE OF ECCAIRS	To Note
C 5/7	PROVISION OF SAFETY DATA USING iSTARS APPLICATION	To Note
C 5/13	ACAC/ICAO AIG WORKSHOP	Applaud initiative
C 5/17	REVISION OF THE RASGs TERMS OF REFERENCE: That ICAO consider the revision of the RASGs ToRs taking into consideration the latest developments including the outcomes of the HLSC2015 and ICAO NCLB initiative	C/DEC 208/14
C 5/18	REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS) OCCURRENCES	To Note
D 5/4	<i>FOURTH MID ANNUAL SAFETY REPORT</i>	To Note
D 5/14	That the revised MID region safety strategy is endorsed	To Note