



International Civil Aviation Organization

**Second Meeting of the Middle East Regional Aviation Safety Group
(RASG-MID/2)**

(Abu Dhabi, UAE, 12 - 14 November 2012)

Agenda Item 3: Regional Performance Framework for Safety

RASG-MID STEERING COMMITTEE ACTIVITIES

(Presented by Boeing RSC Co-chair.)

SUMMARY

This paper presents a summary of the activities conducted by the RASG-MID Steering Committee since its establishment by the RASG MID launching in September 2011.

Action by the meeting is at paragraph 3.

REFERENCES

- Meeting Minutes 1st telecon of the RASG-MID SC 23 Oct 2011
- RASG MID – Limited RSC Meeting Amman – Jordan, 07 February 2012
- Report of the RSC teleconference on 17 April 2012 at 11.00 UT
- RSC/1, Cairo Egypt 18-20 June 2012

1. INTRODUCTION

1.1 The RASG-MID Steering Committee (RSC) has been established at the first RASG-MID Meeting held in Cairo on 18-19 September 2011, with specific terms of references.

1.2 The RASG-MID, in the spirit of fostering the cooperation between Governments and Industry decided to elect UAE and Boeing as Co-Chairs of the Steering Committee, with their respective alternates being Jordan and IFALPA.

1.3 Due to the geographical spread, the Steering Committee has worked essentially through emails and two telecons. One face meeting was held in Amman on 7 February, 2012.

1.4 RSC/1 Meeting was held in Cairo 18-20 June, 2012.

2. DISCUSSION

2.1 The mission assigned to the Steering Committee by the RASG-MID is to:

- assess work that has already been done under existing regional safety initiatives;
- identify short and medium term regional safety priorities and initiatives;

- coordinate the activities of the RASG-MID and all GASP/GASR safety related initiatives and adjust strategy as necessary;
- undertake any action required to ensure that the RASG-MID achieves its objective to reduce aviation risks and minimize or avoid duplication of efforts in the MID Region;
- provide regular safety environment assessments to the RASG-MID;
- coordinate establishment of the Regional Aviation Safety Teams (RASTs) that need to be established to address these initiatives, provided that:
 - i. the RSC completes an analysis of the identified key risk areas against work that has already been done in the region to ensure harmonization and avoid duplication;
 - ii. the RSC assumes the role of maintaining accountability for the established Teams ensuring that they meet their deliverables; and
 - iii. all aviation stakeholders, including Industry and International Organizations, have an active participation in the established Teams.
- monitor the progress of work and provide guidance to the established RASTs; and
- propose the RASG-MID work programme.

2.2 To achieve above objectives, the RSC first adopted the conclusions of the work conducted by the Top Level Safety Team (TLST) on the major safety risks in the region, and has decided to focus on initiatives to address Runway Excursions, Loss Of Control, and CFIT, until the analysis being conducted by the Annual Safety Report Team (ASRT) is available.

2.3 The RSC launched the activities of the ASRT during a meeting in Amman on 6 February 2012, and designated IATA as Rapporteur of the ASRT. A detailed report will be provided in a separate working paper during the current RASG-MID/2 Meeting on the progress of the Annual Safety Report.

2.4 The interim ASRT report suggested that the Focus Areas (FAs) be:

- a) Runway and Ground Safety (RGS)
- b) Loss of Control (LOC-I)
- c) Inflight Damage (IFD)
- d) Controlled Flight Into Terrain (CFIT)

2.5 At the RSC/1 Meeting in Cairo 18-20 June, 2012 the FAs were approved and the MID Regional Aviation Safety Team (MID-RAST) was established through Draft Decision 1/3.

2.6 To facilitate and expedite the process, the meeting agreed that a Coordinator should temporarily be assigned for each of the Focus Areas. The Coordinator should be responsible for the preparation of an initial set of Safety Enhancement Initiatives (SEIs) (5 to 10) related to his/her Focus Area in a prioritized manner. Detailed Implementation Plans (DIPs) related to the first two SEIs should be developed for review by the RASG-MID/2 meeting and inclusion in the RASG-MID 2013 Work Programme. The meeting further agreed that at least one of these DIPs should be initiated before the RASG-MID/2 Meeting.

2.7 The meeting agreed that SEIs and DIPs from other RASGs will be made available to the MID-RAST on the Excel Template used to import SEIs into the ICAO tool. This will serve two purposes, the MID-RAST will be able to see all SEIs/DIPs with the same format and it will also allow the Team to evaluate the tool.

2.8 With regard to the working methods of the MID-RAST, the meeting agreed that participants should be encouraged to work as informally as possible to have maximum flexibility. Furthermore the meeting agreed to elect **Mr. Haithem J. Gauwas from Saudi Arabia** as the Rapporteur of the MID-RAST. The meeting agreed that States and partners should be requested, through a State Letter issued by the ICAO MID Regional Office, to designate Focal Points for the different RASG-MID Subsidiary bodies, including the MID-RAST.

2.8.1 Runway and Ground Safety: **Mr. Mohamed Al Dossari from UAE** has been designated as the Coordinator of the Runway and Ground Safety Focus Area.

2.8.2 In-flight Damage: **Ms. Ruby Sayyed from IATA** has been designated as the Coordinator of the In-flight Damage Focus Area.

2.8.3 Loss Of Control In-Flight (LOC-I): **Mr. Chamsou Andjorin from Boeing** has been designated as the Coordinator of the LOC-I Focus Area.

2.8.4 Controlled Flight Into Terrain (CFIT): **Capt. Richard Hill from IATA (Etihad Airways) was designated as the Coordinator for CFIT.**

2.9 A progress report on MID-RAST activities will be presented at this meeting by the Rapporteur.

2.10 As part of his mandate the RSC has attempted to coordinate safety activities for 2012, however, there has been some duplication due to events planned even before the establishment of the RASG-MID. Accordingly, a Schedule of Safety Events for 2012 has been consolidated by the RSC-Limited Meeting, as at **Appendix A** to this working paper.

2.11 In connection with the above, the RSC has established contact with the TLST and the GFSC to coordinate activities in order to avoid duplication and make use of available resources. In this respect, it was re-iterated that, in accordance with the RASG-MID Terms of Reference and Organizational Structure, the RASG-MID is responsible for the development of safety strategies, plans, objectives, initiatives and priorities; and the work of the Contributors (TLST, COSCAP-GS, industry, etc) should be more oriented to provide necessary support to States for the implementation of the RASG-MID strategies, plans, objectives, initiatives and priorities.

2.12 In order to avoid similar situation in 2013, the RSC/1 Meeting invited all stakeholders to coordinate with the RSC their plans before September 2012, with a view to present the 2013 Activity Schedule to the RASG-MID/2 Meeting scheduled for 12-14 November 2012.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) take note of the activities of the RSC since its inception; and
- b) continue to support the RSC activities for the success of the RASG-MID initiative.

APPENDIX A

SCHEDULE SAFETY EVENTS

Date	Event	Venue	Organizer
March			
4-8	ECCAIRS Training	Cairo	ICAO
12-14	SSP Implementation Course	Cairo	ICAO
April			
15-18	Regulators Audit Techniques-Training of GCAA New Joining Inspectors	UAE	COSCAP-GS
22-26	Safety Awareness Campaign	TBD	COSCAP-GS/WFP
May			
30 Apr-04 May	Eu Regulation (airworthiness)	Casa	ACAC
8-9	TEM, Juba (Sudan); Advance Emergency Response Plan	Sharjah, UAE	WFP
8-10	OPS Training	TBD	COSCAP-GS
14-16	Regional Runway Safety Seminar/Workshop (RRSS)	Amman	ICAO
14-17	Regulators Audit Techniques – Training of Kuwait GDCA new Joining Inspectors	Kuwait	COSCAP-GS
21-22	Regional Safety & Security Conference	Bahrain	IATA
23-24	Advanced Part M Workshop	TBD	COSCAP-GS
June			
4-5	Training on FCL Regulations	TBD	COSCAP-GS
10-12	Maintenance Program – MMEL/MEL	TBD	COSCAP-GS
17	TEM in Sudan	Sudan	WFP
18-20	RSC/1	Cairo	ICAO
25-27	Air Safety Committee/29	Rabat	ACAC
July			
2-3	Advance SMS	Amman	WFP
September			
3-6	TEM, Khartoum, Sudan	Khartoum	WFP
3-7	CMA / TCO WS	Casa	ACAC
8-11	Regulators Audit Techniques – Training of Bahrain CAA new Joining Inspectors	Bahrain	COSCAP-GS
26-27	COSCAP-GS 10 th Steering Committee Meeting	Dubai	COSCAP-GS
October			
17-18	SMS/SSP WS	Rabat/ TBD	ACAC
9-10	4 th GHAC, Amman	TBD	WFP
9-11	MID RVSM Safety Assessment Seminar	Bahrain	ICAO
15-16	FRMS Seminar	Cairo	ICAO
22-23	Training on FCL Regulations	TBD	COSCAP-GS
29-31	Maintenance Program – MMEL/MEL	TBD	COSCAP-GS

November			
25-2 Dec	ITS Training with FAA	TBD	COSCAP-GS
December			
3-5	OPS Training	TBD	COSCAP-GS
10-12	Seminar/Workshop on Regional Safety Oversight Programmes	Rabat	ACAC/ICAO
13-15	Air Safety Committee/30	Rabat	ACAC

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