



**REPORT OF THE THIRD MEETING OF THE
REGIONAL AVIATION SAFETY GROUP – MIDDLE EAST**

(RASG-MID/3)

(Kuwait, 27-29 January 2014)

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

Approved by the Meeting
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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Third Meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/3) was hosted by the Directorate General of Civil Aviation (DGCA), Kuwait, at the Radisson Blu Hotel & Resorts in Kuwait, from 27 to 29 January 2014.

2. OPENING

2.1 On behalf H.E. Mr. Fawaz Abdel Aziz Al-Farah, President of DGCA, Kuwait, Eng. Faleh H. AL-Enezi, Director of Aviation Safety, opened the meeting. Eng. AL-Enezi extended a warm welcome to all participants to the RASG-MID/3 meeting and wished them a pleasant stay in Kuwait. He thanked ICAO for its efforts in enhancing aviation safety. He highlighted that the RASG-MID plays a major role in promoting aviation safety in the MID Region.

2.2 Mr. Mohamed Khonji, Regional Director, ICAO Middle East (MID) Regional Office welcomed all the participants to Kuwait. He expressed ICAO's sincere gratitude and appreciation to Kuwait and especially to H.E. Mr. Al-Farah, President of DGCA and Eng. AL-Enezi, Director of Aviation Safety for hosting this important meeting and for the generous hospitality extended to all participants. Mr. Khonji also thanked Ms. Nancy Graham, Director, Air Navigation Bureau (ANB), from ICAO Headquarters in Montreal, who travelled all the way from Montreal to Kuwait to attend and support this important meeting.

2.3 Mr. Khonji highlighted that the continuing growth of traffic in the MID Region placed increased demand to enhance aviation safety in the MID Region. In this respect, Mr. Khonji gladly confirmed that 2013 was the safest year ever recorded in terms of fatalities for scheduled international air transport operations. He announced that the MID Region had no fatal accidents in 2013.

2.4 Mr. Khonji recalled that the DGCA-MID/2, held in Jeddah, Saudi Arabia, 20 - 22 May 2013, endorsed the MID Region Safety Strategy with clear safety objectives and targets, which are in line with the new Global Aviation Safety Plan (GASP).

2.5 Mr. Khonji emphasized that for an improved efficiency of RASG-MID, all aviation stakeholders, including States, Industry and International Organizations, should have an active role within the framework of RASG-MID.

2.6 Mr. Ismaeil Mohammed Al Balooshi, Chairperson of RASG-MID, Executive Director of Aviation Safety Affairs Sector, GCAA, UAE, welcomed all the participants to Kuwait and thanked Kuwait DGCA for hosting the RASG-MID/3 meeting. He highlighted the need for effective participation of all aviation stakeholders within the framework of RASG-MID.

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3. ATTENDANCE

3.1 The meeting was attended by a total of Sixty Nine (69) participants from Seven (7) States (Bahrain, Oman, Kuwait, Qatar, Saudi Arabia, Sudan and United Arab Emirates) and Nine (9) Organizations/Industries (AACO, ACI, Airbus, Boeing, COSCAP, EMBRAER, GSFC, IATA and IFALPA). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 Mr. Mohamed R. M. Khonji, ICAO Middle East Regional Director acted as the Secretary of the Meeting, assisted by the following ICAO MID Regional Officers:

Mr. Mohamed Smaoui - Deputy Regional Director (DEPRD)
Mr. Mashhor Alblowi - Regional Officer, Flight Safety (FLS)
Mr. Adel Ramlawi - Regional Officer, Aerodrome and Ground Aids (AGA)

4.2 The meeting was also supported by Ms. Nancy Graham, Director, Air Navigation Bureau (ANB), from ICAO Headquarters in Montreal.

5. LANGUAGE

5.1 The discussions were conducted in the English language and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda
Agenda Item 2: Global developments related to Aviation Safety
Agenda Item 3: Regional Performance Framework for Safety
Agenda Item 4: RASG-MID Working Arrangements
Agenda Item 5: Coordination between RASG-MID and MIDANPIRG
Agenda Item 6: Future Work Programme
Agenda Item 7: Any other Business

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7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The RASG-MID records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group’s terms of reference, merit directly the attention of States and its stakeholders/partners, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its subsidiary bodies.

8. LIST OF CONCLUSIONS AND DECISIONS

DECISION 3/1: ESTABLISHMENT OF RUNWAY AND GROUND SAFETY WORKING GROUP (RGS WG)

CONCLUSION 3/2: ESTABLISHMENT OF RUNWAY SAFETY TEAM GO-TEAM

CONCLUSION 3/3: LASER ATTACKS ON AIRCRAFT

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The meeting reviewed and adopted the Provisional Agenda as at paragraph 6 of the History of the Meeting.

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REPORT ON AGENDA ITEM 2: GLOBAL DEVELOPMENTS RELATED TO AVIATION SAFETY

2.1 The Director of Air Navigation Bureau (D/ANB, ICAO HQ) delivered a presentation on the Status of Global Aviation Safety. The presentation included also the Middle East Region safety activities and initiatives. D/ANB reminded the meeting that the implementation date of the Regional Performance Dashboards, which display the RASG and PIRG priorities and targets as well as progress against them, would be March 2014. She also provided briefs on the Global Aviation Safety Plan (GASP) objectives and priorities, Runway Safety, Controlled Flight Into Terrain (CFIT), and Loss of Control In-flight (LOC-I) which should, by definition, be priorities in the Region.

2.2 The second part of the briefing outlined new standards planned for approval in the coming months including Upper Age Limit, Upset Prevention and Recovery Training (UPRT), Procedure Design Criteria and Charting Requirements to support Performance-based Navigation (PBN), Paperless Environment on the Flight Deck, Flight Recorders, Annex 6 Amendments, Improved Efficiency of En-Route Operations through the availability of User-Preferred Routing.

2.3 The meeting appreciated D/ANB presentation and noted ICAO HQ-ANB events for the years 2014, 2015 and 2016 as follows:

In year 2014:

- Loss of Control In-flight Symposium (20-22 May);
- 2014 Meteorology Divisional Meeting (7-18 July);
- Remotely Piloted Aircraft Systems (RPAS) Symposium (7-19 November); and
- Symposium on Next Generation of Aviation professionals (dates to be determined).

In year 2015:

- High Level Safety Conference (HLSC) (2-6 February);
- UN ICAO/OOSA Commercial Aero SPACE Symposium (2-6 March); and
- Air Navigation Information Management Divisional Meeting (4-15 May).

In year 2016 (tentative):

- Symposium on Next Generation of Aviation Professionals (8-12 February);
- Remotely-piloted Aircraft Systems Symposium (11-15 July); and
- 2nd Global ATM Symposium on Civil/Military Cooperation (10-12 October).

2.4 Finally, she outlined plan for a HLSC and encouraged States to provide their inputs to the upcoming State Letter on the HLSC Agenda.

Revised Global Aviation Safety Plan (GASP)

2.5 The meeting noted that the 38th Session of the ICAO Assembly (September 2013) endorsed the First Edition of ICAO Doc 10004, Global Aviation Safety Plan (Assembly Resolution A38-2, refers). The revised GASP is now available on the ICAO website: http://www.icao.int/Meetings/a38/Documents/Resolutions/a38_res_prov_en.pdf.

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2.6 It was highlighted that the Assembly urged States, Regional Safety Oversight Organizations (RSOOs), Regional Aviation Safety Groups (RASGs) and International Organizations concerned to work with all Stakeholders to set priorities, targets and indicators consistent with the GASP objectives with the view to reduce the number and rate of aircraft accidents. It also urged States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs). In addition, the A38-2 urged ICAO to complete the development of safety roadmaps in support of the GASP by the end of 2014 to assist in the risk mitigation of operational issues identified.

2.7 A key priority of the 2013 GASP is to continually reduce the global accident rate through a structured and progressive approach comprising near-, mid- and long-term targets. Furthermore, the GASP objectives are supported through specific safety initiatives that are categorized according to distinct Safety Performance Enablers. These performance enablers provide common thematic threads that run through each stage of the global objectives.

2.8 The meeting noted that the GASP could be mapped using a Matrix composed of four Safety Performance Enablers (standardization, collaboration, investment and safety information exchange) and three major GASP objectives (effective safety oversight, safety management and predictive risk modeling). The Global Aviation Safety Performance Enablers contained in the GASP are common to each of the objectives. Specific initiatives are identified for each Safety Performance Enabler/objective combination. To help guide the implementation of initiatives, best practice guidance material has been developed in support of each Safety Performance Enabler.

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REPORT ON AGENDA ITEM 3: REGIONAL PERFORMANCE FRAMEWORK FOR SAFETY

Follow-up to the RASG-MID/2 meeting

3.1 The meeting reviewed the progress made on the implementation of the RASG-MID/2 Conclusions and Decisions, as at **Appendix 3A** to the Report on Agenda Item 3.

Outcome of the DGCA-MID/2 meeting related to Safety

3.2 The meeting was apprised of the outcome of the Second Meeting of Directors General of Civil Aviation – Middle East Region (DGCA-MID/2) held in Jeddah, Saudi Arabia (20-22 May 2013) related to safety.

3.3 The meeting noted that the DGCA-MID/2 meeting, endorsed the MID Region Safety Strategy developed by the First MID Region Safety Summit (Bahrain, 28 - 29 April 2013) and agreed accordingly to the following Conclusion:

DGCA-MID/2 CONCLUSION 2/9– REGIONAL SAFETY STRATEGY

That:

- a) the MID Region Safety Strategy is endorsed as at Appendix 6A to the Report on Agenda Item 6; and*
- b) the RASG-MID:

 - i. monitor and measure the agreed safety indicators, at regional level; and*
 - ii. develop and implement action plans to reach the agreed safety targets.**

3.4 The meeting noted that the MID Region Safety Strategy includes the following Safety “Metrics” for the monitoring of safety performance:

- 1) Accidents and serious incidents;
- 2) Runway and Ground Safety (RGS);
- 3) In-Flight Damage (IFD);
- 4) Loss of Control In-Flight (LOC-I);
- 5) Controlled Flight Into Terrain (CFIT);
- 6) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);
- 7) Aerodrome Certification; and
- 8) SSP/SMS Implementation.

3.5 The meeting noted that the DGCA-MID/2 meeting, through DGCA-MID/2 Conclusions 2/10 and 2/11, endorsed the Strategies for the establishment of Regional Safety Oversight Organization(s) (RSOO(s)) and Regional Accident and Incident Investigation Organization(s) (RAIO(s)). It was underlined that, in accordance with the Strategy for the establishment of RAIO(s), a phased approach should be followed for the implementation of Regional/Sub-regional cooperation for AIG activities and a progress report on the subject should be presented to the DGCA-MID/3 meeting to decide if it would be necessary to go ahead with a feasibility study on the establishment of RAIO(s).

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3.6 The meeting noted that the DGCA-MID/2 meeting agreed that the follow-up on Next Generation of Aviation Professionals (NGAP) National Plans Development and implementation should be included in the RASG-MID work programme.

Review of the Second MID Region Annual Safety Report (MID ASR)

3.7 The meeting noted that the Second Meeting of the Regional Steering Committee (RSC/2) held in Amman, Jordan (28- 30 October 2013) reviewed the Draft Version of the Second MID Region Annual Safety Report and agreed that the MID ASR should be a high level document (around 30 pages) and detailed information providing thorough analysis of the contributing factors, etc., should be reflected in a supporting document during the presentation of the MID ASR to the RSC and RASG-MID.

3.8 The meeting noted with appreciation that in accordance with the above RSC/2 meeting decision, the final version of the MID ASR was reduced in size (31 pages) and the detailed analyses related to contributing factors, latent conditions, etc., were provided in a separate supporting document.

3.9 It was further noted that the new ASR Template developed by ICAO was taken into consideration during the development of the final version of the MID ASR.

3.10 It was highlighted that in order to facilitate the identification and prioritization of the main Focus Areas (FAs), the accidents were categorized in term of frequency and severity according to the matrix for the prioritization of the MID Region FAs, which is included in the MID ASR.

3.11 Based on the above, the meeting agreed to the following three (3) FAs:

- a) Runway and Ground Safety (RGS);
- b) Loss of Control In-flight (LOC-I); and
- c) Controlled Flight Into Terrain (CFIT).

3.12 The meeting recalled that as a follow-up action to the RASG-MID/2 Conclusion 2/1, the ICAO MID Regional Office urged States to provide their data related to incidents and safety occurrences, indicating that all data and information provided by States and airlines would be considered confidential, and only de-identified information and analysis would be reflected in the Annual Safety Report. However, only five (5) States provided replies.

3.13 In connection with the above, the meeting agreed that the MID Annual Safety Report Team (ASRT) should explore ways and means to improve the collection of safety data. Accordingly, the meeting urged States and all Stakeholders to provide necessary safety data to the MID-ASRT for the development of the next edition of the Annual Safety Report.

3.14 Based on all of the foregoing, the meeting reviewed and endorsed the Second MID Region Annual Safety Report and agreed that the Report would be available to the public on the ICAO MID website. The meeting commended the work of the MID-ASRT and especially its Rapporteur, Ms. Ruby Sayyed who was transferred from the IATA-MENA Office to the IATA HQ in Montreal and wished her all the success in her new function.

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Development and Implementation of SEIs and DIPs

3.15 The meeting noted that all Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) have been revised to be aligned with the framework of the new GASP as outlined in (ICAO Doc 10004).

SEIs and DIPs related to RGS

3.16 The meeting noted that Global Runway Safety Accidents represented 59% of all accidents accounting for 29% of all fatal accidents and 19% of all related fatalities reported between 2006 and 2010.

3.17 The meeting reviewed and endorsed the SEIs and DIP related to Runway and Ground Safety (RGS) as at **Appendices 3B** and **3C** to the Report on Agenda Item 3, respectively.

Establishment of Runway and Ground Safety Working Group (RGS WG)

3.18 The meeting noted that further to the RSC/2 meeting, the MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15-19 December 2013) agreed that the activities of the AOP SG be transferred to the RASG-MID framework and endorsed the following Decision:

DECISION 14/10: TRANSFER OF AERODROMES ACTIVITIES TO RASG-MID

That,

- a) the activities of the AOP SG and ADCI TF be transferred to the RASG-MID framework ; and*
- b) Aerodrome Specialists from MID States and ICAO continue to support MIDANPIRG and its subsidiary bodies for aerodromes-related Air Navigation matters.*

3.19 The meeting supported the above Decision and agreed to the establishment of a Working Group for Runway and Ground Safety (RGS WG) under the MID Regional Aviation Safety Team (MID-RAST) to address all aerodromes safety issues. Accordingly, the meeting agreed to the following Decision:

DECISION 3/1: ESTABLISHMENT OF RUNWAY AND GROUND SAFETY WORKING GROUP (RGS WG)

*That, the Runway and Ground Safety (RGS) Working Group is established with Terms of Reference (TOR) as at **Appendix 3D** to the Report on Agenda Item 3.*

3.20 The meeting urged States to appoint members and alternates for the RGS Working Group.

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Runway Safety

3.21 The meeting noted that MIDANPIRG/14 (Jeddah, Saudi Arabia, 15-19 December 2013) recognized the need for a second Regional Runway Safety Seminar and agreed to the following Conclusion:

CONCLUSION 14/7: SECOND REGIONAL RUNWAY SAFETY SEMINAR (MID-RRSS/2)

That,

- a) the Second MID REGIONAL RUNWAY SAFETY SEMINAR (RRSS) be organised by ICAO in partnership with IATA and other interested safety partners;*
- b) the agenda of the RRSS take into account the RASG-MID work programme related to Runway Safety, in particular the SEIs and DIPs related to RSTs; and*
- c) MID States, Service Providers and International/Regional Organizations be encouraged to support and actively participate in the Seminar.*

3.22 In connection with the above, the meeting noted with appreciation that UAE offered to host the MID-RRSS/2 in Dubai, 2-5 June 2014. It was agreed that one of the breakout sessions of the Seminar will be dedicated to the Aerodrome Certification implementation.

3.23 The meeting recalled that the RASG-MID/2 meeting, through Conclusion 2/4 urged States to establish Runway Safety Teams (RST) hosted by airports and including, as a minimum, representation from aerodromes, air operators and air traffic controllers.

3.24 To accelerate the establishment of Runway Safety Teams by MID States, the meeting agreed that the MID-RRSS/2 be used as a platform to launch an RST Go-Team initiative. It was highlighted that the main objective of the RST Go-Team would be the expeditious establishment of RSTs and improvement of Runway Safety in the MID Region through visits to selected States/Aerodromes that require assistance.

3.25 Based on the above, the meeting agreed to the following Conclusion:

CONCLUSION 3/2: ESTABLISHMENT OF RUNWAY SAFETY TEAM GO-TEAM

That, the mechanism of RST Go-Team be endorsed to expedite the establishment of RSTs and improve Runway Safety in the MID Region.

3.26 The meeting reviewed the draft Airport Visit outline and the RST Go-Team Visit proposed process at **Appendices 3E** and **3F** to Report on Agenda Item 3, respectively; and tasked the RGS WG with the review and finalization of these two planning documents.

3.27 The meeting urged MID States, International Organizations and Stakeholders to support the RST GO-Team and noted with appreciation the agreement of ACI to be part of the RST Go-Team.

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3.28 ACI made a presentation to introduce and promote their new Safety Handbooks, in particular the Runway Safety Handbook, Emergency Preparedness and Contingency Planning Handbook and Airport Safety Performance Measurement Handbook; and encouraged all concerned stakeholders, in particular the aerodrome operators, to make use of these Handbooks.

Aerodrome Certification

3.29 The meeting recalled that the DGCA-MID/2 meeting (Jeddah, Saudi Arabia 20-22 May 2013) recognized that Certification of Aerodromes needs a high level commitment from States and agreed to the following Conclusion:

*DGCA MID/2-CONCLUSION 2/8– AERODROMES CERTIFICATION ACTION PLAN
AND PROGRESS REPORTS*

That, MID States, that have not yet done so, be urged to:

- a) allocate necessary resources and develop Action Plans for the implementation of Aerodromes Certification; and*
- b) send progress reports on implementation status to the ICAO MID Regional Office every six months with effect from 01 July 2013.*

3.30 The meeting reviewed the updated status of Aerodromes Certification in the MID Region as at **Appendix 3G** to the Report on Agenda Item 3. It was highlighted that 28 out of 71 International Aerodromes had been certified in the MID Region.

3.31 The meeting tasked the RGS WG to study/consider the need to establish an Aerodrome Certification Support Team (MID-ADCST) and recommend appropriate action.

SEIs and DIPs related to LOC-I

3.32 The meeting reviewed and endorsed the SEIs as at **Appendix 3H** to the Report on Agenda Item 3.

3.33 The meeting reviewed the DIP related to LOC-I at **Appendix 3I** to the Report on Agenda Item 3, and agreed that the DIP should be further reviewed and finalized taking into consideration the outcome of the LOC-I Symposium, which will be held in Montreal, 20- 22 May 2014, and the Guidance Material contained in the Manual on Aeroplane Upset Prevention and Recovery (Doc 10011), which will be published during the First Quarter of 2014. Accordingly, the meeting agreed that the implementation of the DIP related to LOC-I could not be initiated before May 2014.

3.34 It was further noted that the Commercial Aviation Safety Team (CAST) released a new set of SEIs 192-211, related to Aircraft State Awareness for both energy state and attitude state of the aircraft. The link to the CAST SEIs is: (http://www.skybrary.aero/index.php/Category:CAST_SE).

SEIs and DIPs related to CFIT

3.35 The meeting reviewed and endorsed the SEIs and DIP related to CFIT at **Appendices 3J and 3K** to the Report on Agenda Item 3, respectively.

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3.36 In connection with the above, the meeting noted that the MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15-19 December 2013) tasked the PBN Sub-Group to support PBN-related actions under the CFIT DIP such as the implementation of RNP AR and APV procedures for the Non-Precision Approach Runways. The coordination of these activities should be ensured through the Secretariat and Chairpersons of the Groups.

Emerging Risks Area

3.37 The meeting noted that, although the RAST has been established mainly for the development, implementation and monitoring of SEIs and DIPs related to the identified Focus Areas (FAs), a mechanism should be agreed upon to address other emerging areas (low priority) such as Hard Landing, Gear-up Landing/Gear Collapse, In-flight Damage, Call-sign Confusion and Laser attacks. Accordingly, the meeting agreed that all emerging risks will be addressed under the “Emerging Risks Area”.

3.38 It was underlined that according to the matrix of identification and prioritization of the main FAs, IFD is no longer considered as one of the main risk areas. Therefore, IFD will be addressed under the Emerging Risks Area. It was noted that the implementation of the developed DIP for the top priority SEI related to IFD will be carried out in 2014. Accordingly, the meeting reviewed and endorsed the SEIs and DIP for IFD as at **Appendices 3L** and **3M** to the Report on Agenda Item 3.

3.39 It was highlighted that the IATA/ICAO FOD-Wildlife Workshop was scheduled to be conducted in Cairo, Egypt, 20 - 21 January 2014. However, due to the low level of confirmation of attendance, the Workshop was postponed to 24-26 March 2014.

3.40 The meeting was apprised of the results of the study on Call-sign Confusion and noted that the analysis and results were included in the MID ASR.

3.41 The meeting noted that the MID Region has recently experienced an increase in laser attacks on aircraft, which is considered as a threat to aviation safety and security. The meeting agreed that a survey should be conducted under the ASRT to collect additional information on the subject for the assessment of the associated risks and development of mitigation measures. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 3/3: LASER ATTACKS ON AIRCRAFT

That, in order to support the MID-ASRT in conducting a survey on laser attacks to aircraft, States be urged to provide necessary information to the ICAO MID Regional Office on laser attacks incidents that have been reported during the past 3 years.

Study on the establishment of RSOO(s)

3.42 The meeting noted that in accordance with the Strategy for the establishment of RSOO(s) a step-by-step approach should be followed. During the first phase a simplified questionnaire should be sent to the ACAC and ICAO MID States in order to get their commitment to participate in the study. It was highlighted that the replies to this questionnaire would be the basis for the planning of visits to States by an appropriate Consultant during phase 2 of the Study.

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3.43 It was underlined that the study should result in a proposal for the establishment of RSOO(s) including well-defined legal, organizational, and financial frameworks and a work plan with clear deliverables and timelines. The Final Report of the study would be presented to the DGCA-MID/3 meeting in 2015 and the ACAC General Assembly for review and agreement on the way forward.

3.44 In connection with the above, the meeting noted that the ICAO MID Regional Office developed a simplified questionnaire, in coordination with ACAC. The Office also developed a proposal document reflecting the agreed arrangements and expected outcomes of the study (Phase 1 and 2).

3.45 It was highlighted that the cost of the study is estimated to be around (US\$ 100,000) and the States that confirm commitment to participate in the study might be requested to financially contribute to the study (US\$ 5,000 - 15,000 per State). In this respect, the meeting noted that during the RSC/2 meeting, Boeing reconfirmed their commitment to contribute financially to the study (the exact amount to be paid will be communicated to ICAO in due course). The meeting was informed also that Airbus informed the ICAO-MID Regional Office of their agreement in principle to financially support the study, if need be.

3.46 The meeting noted that the initiation of the study (phase 1) was postponed, pending final decision of the ACAC General Assembly (May 2014) related to the funding of the study (more specifically, ACAC financial contribution to the study).

3.47 Based on all of the foregoing, the meeting urged States and Stakeholders to support the conduct of the study on the establishment of RSOO(s) and contribute to the cost of the study, as deemed necessary.

MID Safety Support Team (MID-SST)

3.48 The meeting reviewed and endorsed the SEIs at **Appendix 3N** to the Report on Agenda Item 3.

3.49 The meeting agreed that due to the challenges facing the MID-SST to implement its work programme, in particular related to SSP implementation in the MID Region, effort should be put toward the establishment of an RSOO to support States in the implementation of SSP in an expeditious manner. Accordingly, the meeting reviewed and endorsed the DIP at **Appendix 3O** to the Report on Agenda Item 3.

3.50 It was highlighted that the initial questionnaire, to be sent to the ACAC and ICAO MID States to seek their commitment to participate in the RSOO study includes the SSP implementation as one of the common area of interest.

3.51 Based on the above, the meeting agreed that in order to support the SSP implementation in the MID Region, the MID-SST will develop a draft action plan for the establishment of RSOO to support States in the implementation of SSP, which includes a plan of visits to the interested/committed States. Accordingly, the meeting urged States to support the activities related to the establishment of an RSOO to expedite the implementation of SSP in the MID Region.

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3.52 The meeting noted that the DGCA-MID/2 meeting encouraged States to provide national focal points for the implementation of a proposed regional safety information exchange mechanism related to unsafe aircraft/air carriers, as an effective method to promote the regional aviation safety. Accordingly, the meeting tasked the MID-SST to follow up on the subject.

3.53 The meeting noted that First Meeting of the MID Safety Support Team (MID-SST/1) will be held in the ICAO MID Regional Office, Cairo, Egypt, 18-20 March 2014.

Safety Management Workshop

3.54 The meeting was apprised of the outcome of the Safety Management Workshop, which was jointly organized by IATA and ICAO and hosted by Oman Air in Muscat, Oman, 11 -12 June 2013. The Summary of Discussion of the Safety Management Workshop is available on the ICAO MID Regional Office website (<http://www.icao.int/mid>).

3.55 The meeting noted that during the workshop, it was agreed that the COSCAP-GS website would be used to create a web-page for follow-up/monitoring of progress of SMS/SSP implementation (indicators/targets). Next step is to use the same web-page to monitor all safety indicators/objectives under the MID Safety Strategy.

3.56 It was highlighted that the workshop encouraged States and Operators to utilize existing ICAO and IATA tools to enhance safety data sharing. The meeting noted that the ICAO MID Regional Office, through State Letter Ref.: AN 11/21.1-13/189 dated 16 July 2013, requested States to take the necessary measures to implement the provisions of the RASG-MID Conclusion 2/1, including the encouragement of Air Operators to utilize IATA STEADES and FDX database for sharing of safety data. Accordingly, the meeting encouraged airline operators to utilize IATA databases.

3.57 The meeting agreed that necessary follow up actions on the outcome of the Workshop should be included in the work programme of the MID-SST.

MID Region Safety Summit

3.58 The meeting was apprised of the outcome of the First MID Region Safety Summit held in Bahrain, 28 -29 April 2013.

3.59 The meeting noted that the Second MID Region Safety Summit will be held in Muscat, Oman, 27 - 29 April 2014.

3.60 The meeting reviewed the Draft Agenda and Work Programme of the Summit; and encouraged States and stakeholders to:

- a) promote the summit and circulate invitations among all stakeholders (local and regional);
- b) contribute with speakers and topics to the summit; and
- c) support in sponsoring the summit.

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3.61 Based on the recommendation from the Safety Management Workshop, the meeting agreed that a half day high-level briefing would be provided to the top management (DGs and CEOs) on safety management accountability and responsibility and the impact on regional safety initiatives and activities (engagement strategy, etc).

MID Region Safety Strategy

3.62 The meeting reviewed the MID Region Safety Strategy as endorsed by the DGCA-MID/2 meeting.

3.63 From a terminology point of view, the meeting agreed to use the term “Safety Theme” in the Strategy instead of “Safety Metric”.

3.64 In accordance with the Strategy, the first safety target is to reduce the accidents rate to be in line with the global average by the end of 2017. In this respect, it was highlighted that the accidents rate in the MID Region for 2012 was (**2.13** accidents per million departures) which is slightly above the world rate (**2.06**) for the same year. However, the rate of fatal accidents in the MID Region was (**0.71**) which is higher than the world rate (**0.41**) by 42.2% for 2012.

3.65 The safety targets for Runway and Ground Safety (RGS) and LOC-I related accidents are to reduce these accidents by 50% by the end of 2017, while the safety target for CFIT related accidents is to maintain accidents below the global rate. The table below shows the numbers of Runway Excursions, LOC-I and CFIT related accidents as well as the percentage of these accidents categories to all accidents in the MID Region for the period (2008-2012):

Year	2008	2009	2010	2011	2012
MID Total accident	8	12	6	6	2
MID RWY Excursions-related accidents	1	2	1	3	1
% of All Accidents	12.5%	16.7%	16.7%	50%	50%
MID LOC-I -related accidents	3	3	0	1	0
% of All Accidents	37.5%	25%	0%	16.7%	0%
MID In-flight Damage -related accidents	2	1	1	0	0
% of All Accidents	25%	8.3%	16.7%	0%	0%
MID CFIT -related accidents	0	0	1	0	1
% of All Accidents	0%	0%	16.7%	0%	50%

3.66 The CFIT accident rate in the MID Region for 2012 is (**0.71**) which is above the world rate (**0.16**) for the same year by 77.5%. However, the MID Region had no CFIT accident in 2008, 2009 and 2011, and had one accident in 2010 and 2012.

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3.67 According to the table above, it was noted that the trends related to Runway Excursions and LOC-I were fluctuating from year to another. In this respect, the meeting agreed that starting with the third ASR, the accidents rate will be calculated for a period of at least five (5) years.

3.68 With regard to IFD-related accidents, although the safety target is to reduce accidents by 50% by the end of 2017, there was no accident in the MID Region for 2011 and 2012. In addition, IFD is no longer considered as one of the main risk areas according to the matrix of identification and prioritization of the main FAs. Therefore, the meeting agreed that the RSC consider the removal of IFD from the MID Region Safety Strategy.

3.69 With respect to USOAP-CMA in the MID Region, the main safety target is to have all the 15 States with at least EI (60%) by the end of 2016, and no Significant Safety Concern (SSC) by end of 2016. Presently, 10 States out of the 13 audited States have an overall Effective Implementation (EI) over 60%. In addition, there are 6 States with an EI less than 60% for more than 2 audit areas.

3.70 With respect to the number of certified international aerodromes, the safety target is to have 50% of the international aerodromes certified by the end of 2015 and 80% by the end of 2016. In this respect, it was highlighted that 39% of the international aerodromes in the MID Region are certified.

3.71 In the area of SSP/SMS, the meeting noted that in order to assess current SSP/SMS implementation status in the MID Region, the ICAO MID Regional Office, through State Letter Ref.: AN 11/21.1-13/195 dated 24 July 2013, requested States to complete an SSP/SMS Questionnaire (capturing Phase 1 only, as a first step). It was noted that only four (4) States provided replies to the mentioned State Letter. Based on these replies, only one State indicated that Phase 1 of SSP implementation had been completed and all of its service providers had completed implementation of SMS (Phase 1). In this respect, the meeting agreed that the following Safety Indicator should be used for the monitoring of SSP implementation “Number of States having completed the SSP gap analysis on iSTARS” as shown in **Appendix 3P** on Agenda Item 3.

3.72 Based on all of the foregoing, the meeting agreed that the RSC should review and amend as deemed necessary the MID Region Safety Strategy.

3.73 The meeting urged States and stakeholders to provide necessary information/feedback to the ICAO MID Regional Office related to all the Safety Indicators included in the Strategy.

RASG-MID Engagement Strategy

3.74 The meeting reviewed the Draft RASG-MID Engagement Strategy at **Appendix 3Q** to the Report on Agenda Item 3.

3.75 The meeting noted that the level of attendance/support to the RASG-MID and its subsidiary bodies was far below expectation. In addition, the level of reply to the ICAO MID Regional Office State Letters and questionnaires related to safety is very low.

3.76 It was highlighted that the Safety Management Workshop held in Muscat, Oman, 11-12 June 2013 discussed the need to develop a strategy of engagement, which involves the top management, in order to enhance safety and reporting culture.

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3.77 The meeting agreed that in order to improve coordination of civil aviation activities in the Region, avoid duplication of efforts and join efforts for the enhancement of safety, certain administrative and resource issues should be addressed at the appropriate level (Safety Summit, DGCA-MID meetings, High-level Go-Teams, etc).

3.78 The meeting recalled that in accordance with the RASG-MID Procedural Handbook, States should ensure necessary co-ordination and follow-up of the Group's activities within their Administrations. It emphasized that RASG-MID Chairpersons, Rapporteurs, Coordinators and Members should effectively execute their roles and responsibilities as defined in the Handbook.

3.79 The meeting recognized that the Engagement Strategy would enhance the RASG-MID efficiency including the active participation of its stakeholders and tasked the RSC to finalize the Strategy in order to be presented to the RASG-MID/4 meeting for endorsement.

Next Generation of Aviation Professionals (NGAP)

3.80 The meeting noted that the DGCA-MID/2 meeting supported the MIDANPIRG/13 Conclusion 13/62 and re-iterated that it is imperative that States endorse a proactive approach and develop national plans for human resources related to aviation personnel in order to cope with the expected future growth of air traffic and associated high demand for air traffic controllers, pilots, and aviation professionals in the other aviation sectors. It was underlined that the meeting urged States to:

- a) develop Next Generation of Aviation Professionals (NGAP) National Plan, with a clear mechanism for the identification of staffing needs for the short and medium term; and
- b) take appropriate measures, including availability of necessary resources, planning for training, etc.; to ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future International Air Transport System.

3.81 In connection with the above, the meeting agreed that the NGAP National Plans development and implementation follow-up will be included in the MID-SST work programme.

3.82 It was also agreed that the issue of Training (related to safety) be addressed within the framework of SSP implementation and tasked the MID-SST to take this into consideration.

IOSA-ISAGO Workshop

3.83 The meeting was apprised of the outcome of the IATA IOSA-ISAGO Workshop held in Dubai, UAE, 20 - 21 October 2013. It was highlighted that the workshop was followed by an ISAGO Auditor's Training Course 22 -24 October 2013. The meeting noted that the workshop provided regulators, airports, and airlines with an overview of IOSA and ISAGO programs. The workshop included also hands-on sessions with case studies on how IOSA and ISAGO can be used by a regulator and how the two programs can be used to complement safety oversight activities.

RASG-MID Work Programme for 2014

3.84 The meeting reviewed and updated the Schedule of 2014 safety events as at **Appendix 3R** to the Report on Agenda Item 3, and urged all stakeholders to support the RASG-MID Work Programme for 2014.

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Appendix 3A to the Report on Agenda Item 3

FOLLOW-UP ACTION PLAN ON RASG-MID/2 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 2/1: PROVISION OF SAFETY DATA</p> <p>That, States</p> <p>a) that have not yet done so, be urged to provide their data related to incidents and safety occurrences to the ICAO MID Regional Office before 31 December 2012; and</p> <p>b) be invited to encourage their Air Operators to implement Flight Operations Quality Assurance Programme (FOQA) or Flight Data Monitoring Programme and provide Trends derived from such programmes to the ASRT for the identification of operational risks and development of proactive and predictive mitigation measures.</p>	Implementation of the Conclusion	ICAO States	Data related to incidents and safety occurrences Trends derived from FOQA or Flight Data Monitoring Programmes	2013	<p>SL Ref.:11/21.1 – 13/038, dated 28 January 2013 (4) State replied</p> <p>SL Ref.: AN 11/21.1-13/189, dated 16 July 2013 (1) State replied</p> <p>(On-going)</p>
<p>CONC. 2/2: FIRST MID REGION ANNUAL SAFETY REPORT</p> <p>That, the First MID Region Annual Safety Report be made available to the civil aviation community through a restricted webpage on the ICAO MID Regional Office website.</p>		ICAO	ASR-ICAO MID Website		Completed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>DEC. 2/3: ESTABLISHMENT OF THE MID REGIONAL AVIATION SAFETY TEAM (MID-RAST)</p> <p>That, the MID Regional Aviation Safety Team (MID-RAST) be established with Terms of Reference as at Appendix 3B to the Report on Agenda Item 3.</p>		ICAO			Completed
<p>CONC. 2/4: ESTABLISHMENT OF RUNWAY SAFETY TEAMS</p> <p>That, States be urged to establish Runway Safety Teams (RST) hosted by airports and including, as a minimum, representation from aerodromes, air operators and air traffic controllers, before 1 March 2013.</p>	Implementation of the Conclusion	ICAO States	Number of established RSTs		SL Ref.: 11/21.1-13/039, dated 28 January 2013. (6) States replied
<p>DEC. 2/5: ESTABLISHMENT OF THE MID SAFETY SUPPORT TEAM (MID-SST)</p> <p>That, the MID Safety Support Team (MID-SST) be established with Terms of Reference as at Appendix 3L to the Report on Agenda Item 3.</p>	Implementation of the Conclusion	ICAO			Completed
<p>CONC. 2/6: REGIONAL COOPERATION FOR THE PROVISION OF ACCIDENT AND INCIDENT INVESTIGATION SERVICES</p> <p>That, States and International Organizations provide their comments on the proposed approach for Regional Cooperation for the provision of Accident and Incident Investigation Services at Appendix 3M to the Report on Agenda Item 3, to the ICAO MID Regional Office, before 31 January 2013.</p>	Implementation of the Conclusion	ICAO States			SL Ref.: 14/3 – 13/040, dated 28 January 2013. (3) States replied

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 2/7: ACCIDENT AND INCIDENT INVESTIGATION ACTIVITIES AND CAPABILITIES IN THE MID REGION</p> <p>That, States that have not yet done so, be urged to send their replies to the questionnaire at Appendix 3N to the Report on Agenda Item 3 related to Accident and Incident Investigation activities and capabilities in the MID Region, to the ICAO MID Regional Office before 31 January 2013.</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p>			<p>SL Ref.: 14/3 – 13/040, dated 28 January 2013.</p> <p>(3) States replied</p>
<p>CONC. 2/8: FUNDING OF THE RASG-MID WORK PROGRAMME</p> <p>That,</p> <p>a) the funding of the RASG-MID Work Programme for 2013, be ensured mainly through voluntary support of the RASG-MID members and partners; and</p> <p>b) States and partners be encouraged to use the SAFE earmarked contributions option to secure some funds that could be used for the implementation of the RASG-MID Work Programme.</p>	<p>Implementation of the Conclusion</p>	<p>ICAO States</p>			<p>(On-going)</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
<p>CONC. 2/9: RSC TERMS OF REFERENCE</p> <p>That, the RSC Terms of Reference be updated as at Appendix 4A to the Report on Agenda Item 4.</p>	<p>Implementation of the Conclusion</p>				<p>Completed</p>
<p>CONC. 2/10: MID-ASRT TERMS OF REFERENCE</p> <p>That, the MID-ASRT Terms of Reference be updated as at Appendix 4B to the Report on Agenda Item 4.</p>	<p>Implementation of the Conclusion</p>				<p>Completed</p>

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Appendix 3B to the Report on Agenda Item 3

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/RGS/1	Specific training for pilots and air traffic controllers to avoid unstabilized approaches and promotion of pilot adherence to Standard Operating Procedures for approaches including go-around decision making	<p>Safety Management Standardisation: Consistent Implementation of Safety Management Systems</p> <p>Implementation of Risk-Based Standardization Initiatives</p> <p>Safety Oversight Standardization: Compliance with National Regulations and Adoption of Industry Best Practices</p>	BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-I-1 BP-STD-I-4	High	Moderate	P2	1	ICAO, IATA, CANSO, IFALPA, States and Operators	Short Term	<p>Pilot training is top priority of RAST-PA and RAST-AP. DIP may be coordinated on global level - or benchmarked against other regions.</p> <p>ASR Comment: 4.1.3.2.1 - RE Accidents - 83% occur during landing and 67% during daytime - "Flight Crew Procedures" meaning non-compliance with SOPs was present in 59 accidents. - - See 4.1.2.4.1 and 2 - Top Common incidents/occurrences from MID reports - "Unstable Approach" with Root Cause airport/airline of SOP Compliance and Training.</p>
RAST-MID/RGS/2	Develop guidance material and training programs to support creation of action plans by local aerodrome runway safety teams.	<p>Safety Management Collaboration: Promotion of a Multi-Disciplinary Risk Management Approach</p> <p>Safety Information Exchange: Support of Safety Management Implementation</p>	BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-GEN-6 BP-STD-I-4 BP-SIE-I-3	High	Easy	P1	2	ICAO-MID - Nominated State Champion - ACI - COSCAP	Mid-Term	<p>ASR Comment: 4.1.3.2.1 - RE Accidents - 83% occur during landing and 67% during daytime - weather is contributing in 47% (1st rain/2nd windshear)</p> <p>Runway Incursion data not included in RASG-MID ASR - First Edition - however acknowledged by RSC/01 Agenda Item 2 paragraph 2.14</p>

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/RGS/3	<p>Focus on Aerodrome Infrastructure and Maintenance Management with priority given to the following:</p> <ul style="list-style-type: none"> - Promote /monitor Implementation RESA including other means such as arresting systems; - Regulation, guidance and specific training in relation to maintaining aerodrome runway/taxiway related markings; and - Regulation, guidance and specific training in relation to maintaining runways in accordance with Annex 14 	<p>Safety Management Standardization: Consistent Implementation of Safety Management Systems</p> <p>Safety Oversight Standardization: Consistent Implementation of International Standards</p> <p>Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-STD-S-11 BP-STD-I-2 BP-STD-I-4</p>	High	Difficult	P3	3	ICAO-MID - Nominated State Champion	Long Term	<p>ASR Comments: 4.1.3.2.1 - Ground damage in 33% of accidents related to inadequate markings or signage or inadequate RESA.</p> <p>4.1.3.2.1 - bar chart of contributing factors</p>

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 Appendix 3C to the Report on Agenda Item 3

Detailed Implementation Plan Template

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
RAST-MID/RGS/1	Specific training for pilots and air traffic controllers to avoid unstabilized approaches and promotion of pilot adherence to Standard Operating Procedures for approaches including go-around decision making	<p>Safety Management Standardization: Consistent Implementation of Safety Management Systems Implementation of Risk-Based Standardization Initiatives</p> <p>Safety Oversight Standardization: Compliance with National Regulations and Adoption of Industry Best Practices</p>	BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-I-1 BP-STD-I-4	High	Moderate	P2	1	Short-Term
Safety Enhancement Action (expanded)		Promote specific training for pilots and air traffic controllers to avoid unstabilized approaches and pilot adherence to Standard Operating Procedures for approaches including go-around decision making through ICAO guidance, States' oversight and guidance, Operators' SMS and industry lead awareness and training initiatives. The initiatives seeks to leverage existing regulatory framework and industry events.						

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Statement of Work	ICAO Actions 1. Publish circular requiring States to provide increased oversight Audits using risk based approach and the necessary guidance on pilot adherence to SOPs. 2. Publish circular requiring States to implement safety promotion and associated training programmes including strategies to avoid unstabilized approaches for Pilots and Air Traffic Controllers. 3. Review ICAO work programme and consider including the subject as part of relevant regional workshops and existing symposiums where deemed applicable. 4. Ensure SEI is added to the MID-Region Strategic Plan.							
Champion Organization	ICAO, IATA, FSF, IFALPA, IFATCA and CANSO							
Human Resources	<ul style="list-style-type: none"> • ICAO - International Civil Aviation Organisation (MID and HQ) • IATA - International Air Transport Association (MENA and HQ) • IFALPA - International Federation of Airline Pilot's Association • CANSO - Civil Air Navigation Services Organisation • States • Aircraft Operators 							
Financial Resources								

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Relation with Current Aviation Community Initiative	ICAO Runway Safety Program ICAO/IATA Runway Excursion Risk Reduction Toolkit FSF Approach and Landing Accident Reduction (ALAR) Toolkit (version June 2010) FSF Runway Safety Initiative (RSI) - "Reducing the Risk of Runway Excursions" FSF Operators Guide to Human Factors in Aviation (FSF European Advisory Committee) FSF Annual Flight Safety Conference (most recent in September 2012) France Directorate General of Civil Aviation - Unstabilized Approaches France Directorate General of Civil Aviation - Stabilised Approaches Good Practice Guide France Directorate General of Civil Aviation - Synthesis on Unstable Approaches EWGRS - European Action Plan for the Prevention of Runway Excursions Airbus - Safety Library - Flight Operations Briefing Notes - Approach Techniques							
Performance Goal	Reduce relative number of runway excursions. MID-Regional Safety Strategy: Reduce Runway Excursions related accidents by 50% by the end of 2017.							
Indicators	Reduction of runway excursions resulting from unstable approaches, as a percentage of total movements, for 2013 and 2014.							
Key Milestones (Deliverables)	<ol style="list-style-type: none"> 1. Organize a workshop for Regional Runway Safety during year 2014. 2. Publish available guidance materials on RASG-MID website. 3. Train pilots and air traffic controllers. 							
Potential Blockers	Availability of required human resources from identified organisations Availability of financial resources							

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Responsible	<ul style="list-style-type: none"> • ICAO - International Civil Aviation Organisation (MID and HQ) • IATA - International Air Transport Association (MENA and HQ) • IFALPA - International Federation of Airline Pilot's Association • CANSO - Civil Air Navigation Services Organisation • Mid-Region States • Mid-Region Aircraft Operators 							
DIP Notes	<p>Pilot training is top priority of RAST-PA and RAST-AP. DIP may be coordinated on global level - or benchmarked against other regions.</p> <p>ASR Comment: 4.1.3.2.1 - RE Accidents - 83% occur during landing and 67% during daytime - "Flight Crew Procedures" meaning non-compliance with SOPS was present in 59 accidents. - - See 4.1.2.4.1 and 2 - Top Common incidents/occurrences from MID reports - "Unstable Approach" with Root Cause airport/airline of SOP Compliance and Training.</p>							

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Appendix 3D to the Report on Agenda Item 3

**RUNWAY AND GROUND SAFETY WORKING GROUP
(RGS WG)**

TERMS OF REFERENCE

A) PURPOSE OF THE RGS WG:

The RGS WG is established to promote the runway and ground safety in the MID Region in line with the MID Aviation Safety Strategy. It will support the RASG-MID Steering Committee (RSC) and Regional Aviation Safety Team (MID-RAST) in the development, implementation, and monitoring of Safety Enhancement Initiatives (SEIs) related to the RGS Focus Area (FA).

In order to meet its Terms of Reference, the RGS WG shall:

- 1) develop SEIs and mitigation measures through Detailed Implementation Plans (DIPs) related to aerodrome and runway safety matters, such as:
 - a) Runway Excursions;
 - b) Runway Incursions;
 - c) Aerodrome Certification;
 - d) Safety Management Systems (SMS) implementation for aerodromes;
 - e) Aerodrome Emergency Planning;
 - f) Wildlife Control; and
 - g) FOD Prevention.
- 2) provide recommended actions through the development of DIPs for each SEI, in a prioritized manner;
- 3) monitor the implementation of DIPs and provide feedback to the MID-RAST and RSC;
- 4) propose input to the MID-RAST and RSC for the development of the RASG-MID yearly work programme;
- 5) address other subjects relevant to runway and ground safety and aerodrome operational planning as appropriate; and
- 6) identify and review aerodrome safety deficiencies and recommend necessary mitigation measures in coordination with MIDANPIRG.

B) COMPOSITION:

The Working group is composed of:

- a) RASG-MID Member States; and
- b) Partners-
 - i. IATA, ACI, and FAA; and
 - ii. other representatives from industry and user Organizations could participate as observers whenever required.

C) ROLES AND RESPONSIBILITIES:

- RGS WG Chairperson – Coordinate RGS activities and provide overall guidance and leadership;
- Member States – Provide technical expertise and collaborate in the development and implementation of SEIs and DIPs as requested by the RGS Chairperson;
- ICAO – Support; and
- Partners – Provide technical expertise and collaborate in the development of material as requested by the RGS Chairperson.

Aerodrome Technical Missions

MID Region

First Edition – December 2013

Aerodrome Technical Missions

I. Background

Article 15 of the Convention on International Civil Aviation requires that all aerodromes open to public use under the jurisdiction of a Contracting State should provide uniform conditions for the aircraft of all other Contracting States. Furthermore, Articles 28 and 37 oblige each State to provide, in its territory, airports and other air navigation facilities and services in accordance with the Standards and Recommended Practices (SARPs) developed by ICAO. Volume I of Annex 14 to the Convention contains SARPs on the subject of aerodrome design and operation.

Under the auspices of RASG-MID, a MID Safety Strategy was developed for the region in 2013. This strategy outlines the safety indicators and targets that are adopted for MID Region, and was endorsed by the DGCA-MID/2 Meeting. Under this strategy document, Aerodrome Certification is one the safety metrics adopted for the MID Region, as follows:

Metric	Safety Indicator	Safety Target	Action Plan
Aerodrome Certification	Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region.	<ul style="list-style-type: none"> ➤ 50% of the international aerodromes certified by the end of 2015. ➤ 80% of the international aerodromes certified by the end of 2016. 	<ol style="list-style-type: none"> 1. Establish process and identify a certification model. 2. SMS implementation. 3. Airport Emergency Plan. 4. Review initial and refresher training to ensure aerodromes certification requirements are met. 5. Develop regional guidance and a phased approach of aerodromes certification implementation. 6. Conduct airport visits and airport technical missions to improve maintenance of runways and runway/taxiway related lighting and markings in accordance with Annex 14.

This document outlines the scope for airport visits and airport technical missions. Such visits will include the following;

1. Airport Visit, including:
 - a) Review of airport specific Aerodrome Manual in accordance with ICAO SARPs
 - b) Site Visit
 - c) Flight Operations Assessment

2. Workshop and awareness training discussing outcome of Airport Visit.

The objective of such visits is to provide the authorities, (CAA, ANSP, ground service providers and airport authority) with factual observed information about deficiencies or issues that can potentially affect the level of operational efficiency, reliability and safety at the airport.

Any specific issue identified by the Mission Team will be disclosed to the authorities or the service providers during the onsite visit and during the closing meeting. The outcome of the visit would be made available to the authorities or the service providers to enable them taking any action they will deem relevant or necessary. Where possible, the Mission Team and other safety partners will work together to try and close gaps identified during the visit.

II. Aerodrome Technical Missions Process

i. Selection of Aerodrome:

Key actions and considerations:

- a) Aerodromes and States will be invited to volunteer for a Visit, which shall be confirmed to ICAO in writing.
- b) ICAO MID Office will encourage States to organize a Visit prior to certification of their national aerodromes.
- c) Details of the visit to be communicated with the State.

ii. Data Collection:

The Aerodrome Manual will be reviewed prior to the visit.

iii. Technical Mission Coordination:

- a) High level summary of the Visit will be communicated to State by ICAO.
- b) Priority work areas and work proposals to be identified and agreed to by the Support Team members.
- c) Support members will develop a Statement of Work.

iv. Main outcome of a Technical Mission:

The main outcomes of any visit will at least include:

- a) Gap assessment.
- b) Transfer of knowledge and sharing of best practices.

III. Construction of the Support Team

The following organizations will be the support group developing the scope and statement of work for each Technical Mission:

- a) ICAO MID Office
- b) IATA, MENA Office
- c) ACI
- d) UAE GCAA

For each visit, additional participants will be asked to join the Support Team:

- a) Hosting State including visited aerodrome
- b) Local ground handling agent(s)
- c) Local airline(s)
- d) Airlines operating into specific aerodrome

IV. Scope of a Technical Mission

i. Site Visit:

The objective of the site visit is to identify deficiencies or shortcomings and provide recommendations to rectify them. The site visit will include an assessment of the following areas:

1. On-site verification of:
 - aerodrome data;
 - Manuals, procedures, policies; and
 - Training records.
2. Checking of aerodrome facilities and equipment:
 - a) Dimensions and surface conditions of:
 - runway(s);
 - runway shoulders;
 - runway strip(s);
 - runway end safety areas;
 - stopway(s) and clearways;
 - taxiway(s);
 - taxiway shoulders;
 - taxiway strips; and
 - aprons;
 - b) The presence of obstacles in obstacle limitation surfaces at and in the vicinity of the aerodrome.
 - c) Availability and serviceability of the following aeronautical ground lights:
 - runway and taxiway lighting;
 - approach lights;
 - PAPI/APAPI or T-VASIS/AT-VASIS;
 - apron floodlighting;
 - obstacle lighting;
 - pilot-activated lighting, if applicable; and
 - visual docking guidance systems;
 - d) Standby power.
 - e) Wind direction indicator(s).
 - f) Illumination of the wind direction indicator(s).
 - g) Aerodrome markings and markers.
 - h) Signs in the movement areas.
 - i) Tie-down points for aircraft.
 - j) Ground earthing points.
 - k) Rescue and fire-fighting equipment and installations.

- l) Aerodrome maintenance equipment, particularly for the airside facilities maintenance including runway surface friction measurement.
- m) Runway sweepers and snow removal equipment.
- n) Disabled aircraft removal equipment.
- o) Wildlife management procedures and equipment.
- p) Two-way radios installed in vehicles for use by aerodrome operator in the movement area.
- q) The presence of lights that may endanger the safety of aircraft; and
- r) Fuelling facilities.

3. Review of incidents and complains, including:

- a) Operational deficiencies from IATA and ICAO databases
- b) Direct complains and ASRs received from airlines

ii. Flight Operations Assessment

Refer to guidelines under the ICAO Aerodrome Certification Manual.

V. Reference Audit Programs that might be used as AMC

i. Runway sweepers and snow removal equipment:

If an **IATA De-Icing/Anti-Icing Quality Control Audit** was conducted for that specific aerodrome under the **IATA De-Icing/Anti-Icing Quality Control Pool (DAQCP)** program, audit results will be used to support the site visit.

ii. Fuelling facilities:

If an **IATA Fuel Quality Audit** was conducted for that specific aerodrome under the **IATA Fuel Quality Pool (IFQP)** program, audit results will be used to support the site visit.

VI. Liabilities and Consequences of the Visits

The purpose of such Technical Missions outlines in this document is to identify gaps and work in collaboration with Aerodromes, Regulators, airlines, ANSPs, and organizations on closing gaps with the aim of enhancing safety and infrastructure at visited aerodromes.

At no point do these visits substitute or cancel oversight activities which shall remain with the national authorities.

Neither party contributing to and participating in such Technical Missions shall be responsible to the other for any claim for loss or damage, including third party loss or damage, or for loss of revenue, interest, consequential, incidental or special damages or additional cost which arises out of, or in connection with any conducted Technical Mission.

RASG-MID/3
Appendix 3F to the Report on Agenda Item 3

RST Go-Team Visit Proposed Process

1.1.1 Selection of Airport: Airports in the MID Region will be invited to volunteer for an RST Go-Team Visit during the MID-RRSS/2.

1.1.2 Go-Team visit Coordination:

- a) High level summary of Go-Team Visit will be communicated to State and Airport by ICAO MID Regional Office.
- b) Priority work areas and work proposals to be identified and agreed to by the Go-Team members.
- c) Go-Team members will develop a Statement of Work.
- d) Hosting State and Airport will provide detailed data as required.
- e) Hosting State to appoint a Point of Contact in the regulator, ANSP, and airport.
- f) IATA and ICAO to co-ordinate each Go-Team visit details and handle communication to all concerned stakeholders.

1.1.3 Main objective of a Go-Team Visit:

- a) The main objective of any Go-Team visit will be the establishment of an RST in the visited airport.
- b) Continuous monitoring of progress will be done within the framework of RASG-MID, taking into consideration:
 - i. Baseline measurement: comparison between pre and post-establishment of an RST.
 - ii. Annual performance measurement: assessment of safety enhancements achieved.

1.1.4 Composition of RST Go-Teams:

1.1.4.1 Support Group: The following organizations will be the support group developing the scope and statement of work for each Go-Team Visit:

- a) ICAO MID Regional Office
- b) IATA MENA
- c) UAE GCAA
- d) Boeing

1.1.4.2 Go-Team Visit Members:

- a) Permanent Members for each visit: the Support Group shall be involved in each RST Go-Team Visit.
- b) Changing members invited per visit:
 - i. Hosting State including:
 - Regulator
 - ANSP
 - Airport
 - ii. Local airlines
 - iii. Airlines operating into State
- c) Ad-hoc guests invited on case-by-case basis:
 - i. Other States/Airports in the region that have already established RSTs.
 - ii. Regional or global organizations (FAA, AACO, etc.).

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 Appendix 3G to the Report on Agenda Item 3

STATUS OF INTERNATIONAL AERODROME CERTIFICATION IMPLEMENTATION IN MID REGION

Sr	State	Listed aerodromes					Certified Aerodromes					Percentage certified	Remarks
		RS	RNS	AS	ANS	Total	RS	RNS	AS	ANS	Total		
1	Bahrain	1				1	1				1	100%	
2	Egypt	8	1	7		16	4				4	25%	
3	Iran	7	1			8	2				2	25%	
4	Iraq	5	1			6	2				2	33%	
5	Jordan	2		1		3	1				1	33%	
6	Kuwait	1				1	1				1	100%	
7	Lebanon	1				1	0				0	0%	
8	Libya	3				3					0	0%	
9	Oman	1		1		2	1		1		2	100%	
10	Qatar	2				2	2				2	100%	
11	Saudi Arabia	4				4	4				4	100%	
12	Sudan	5			3	8	1				1	13%	
13	Syria	3				3	0				0	0%	
14	UAE	7	1			8	7	1			8	100%	
15	Yemen	5				5	0				0	0%	
	Total	55	4	9	3	71	26	1	1	0	28	39%	
	% certified						47%	25%	11%	0%	39%		

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 Appendix 3H to the Report on Agenda Item 3

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/LOC-I/1	Training to prevent LOC-I: Human Factors and Automation	<p>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p> <p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-S-12 BP-STD-S-13</p>	High	Moderate	P2	2	IATA/ICAO/Manufacturer	Long Term	<p>This safety enhancement collects and provides advanced maneuver training material and encourages Part 121 operators to use these materials to implement advanced maneuver ground and flight training using appropriate flight training equipment. Emphasis should be given to stall onset recognition and recovery, unusual attitudes, upset recoveries, effects of icing, energy awareness and management, and causal factors that can lead to loss of control.</p>

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/LOC-I/2	Policies and Procedures to prevent LOC-I, including clear SOPs, Risk management, Communication, and flight crew proficiency	<p>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p> <p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-GEN-1</p> <p>BP-GEN-2</p> <p>BP-GEN-4</p> <p>BP-STD-S-12</p> <p>BP-STD-S-13</p>	Medium	Easy	P4	1	IATA/ICAO/Manufacturer	Short Term	<p>OPERATORS: This safety enhancement ensures that all airline operators publish and enforce clear, concise, and accurate flight crew SOPs. These SOPs should include expected procedures during pre/post flight and all phases of flight; i.e., checklists, simulator training, PF/PM duties, transfer of control, automation operation, rushed and/or unstabilized approaches, rejected landings and missed approaches, inflight pilot icing reporting, and flight crew coordination. Operator instructors and check airmen should ensure these SOPs are trained and enforced in their aircrew proficiency and standardization programs.</p> <p>STATES: Verify that Policies and Procedures are in place and actively followed.</p>
RAST-MID/LOC-I/3	Training to prevent LOC-I – Advanced Maneuvers – Implement Ground and Flight Training (1-3)	<p>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p> <p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-GEN-1</p> <p>BP-GEN-2</p> <p>BP-GEN-4</p> <p>BP-STD-S-12</p> <p>BP-STD-S-13</p>	High	Moderate	P2	3	ICATEE	Long Term	<p>Advanced Maneuvers Training (AMT) refers to training to prevent and recover from hazardous flight conditions outside of the normal flight envelope. Examples include in-flight upsets, stalls, ground proximity and wind shear escape maneuvers, and inappropriate energy state management conditions.</p>

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 Appendix 3I to the Report on Agenda Item 3

Detailed Implementation Plan Template

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
RAST-MID/LOC-I/1	Training to prevent LOC-I: Human Factors and Automation	Safety Management Standardization: Implementation of risk-based standardization Safety Oversight Standardization: Promotion of Compliance with National Regulations and Adoption of Industry Best Practices	BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-S-12 BP-STD-S-13	High	Moderate	P2	1	Long-Term
Safety Enhancement Action (expanded)		To improve the overall performance of flight crews to recognize and prevent loss of control accidents, through effective use of automation based navigation technology is utilized, at such airfields, to provide the highest level of safety during the conduct of an approach and landing towards the runway.						
Statement of Work		To reduce loss of control accidents, operators will be encouraged to adopt consensus policies and procedures relating to mode awareness and energy state management aspects of flight deck automation, as appropriate to their respective operations.						
Champion Organization								
Human Resources		IATA, Pilot Associations; Safety, Flight Operations and Training managers; ICAO, CAA's, aircraft manufacturers, training centers						

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Financial Resources								
Relation with Current Aviation Community Initiative		<p>The following are some of the activities related to this project:</p> <ul style="list-style-type: none"> •Incident data has shown that flight deck automation is a core issue that needs to be addressed. To enhance safety, a CAST working group, including aircraft manufacturers, pilot associations, etc. developed a tactical approach and distributed policies and procedures relating to mode awareness and energy state management. The COSCAP GS could use this material to develop a generic advisory circular. •CAST Flight Deck Automaton Working Group has been formed to recommend and prioritize actions to address, for current and projected operational use, the safety and efficiency of modern flight deck systems for flight path management (including energy state management). •The Human Factors and Pilot Training Group of the ALPA, Air Safety Structure has identified its position regarding CRM and Human Factors with respect to the use of automation. •SAE-G10, Aerospace Behavioral Engineering Technology (ABET) Committee, deals with the philosophies, principles and criteria by which designers, engineers, pilots and behavioral scientists structure systems to achieve maximum human workload compatibility for automation efficiency. The committee has several subcommittees with on-going work into human factors and automation 						
Performance Goal		<p>Goal 1: Mitigate the effects of mode confusion and energy state management as contributing factors in loss of control accidents. Indicator: A measurable reduction of loss of control incidents and accidents related to automation.</p> <p>Goal 2: Mode awareness and energy state management aspects of flight deck automation advisory circular is readily available. Indicator: Each ICAO contracting State in the region has issued an advisory circular and distributed it to each operator's in the State. Completion of Output 3.</p> <p>Goal 3: All operators incorporate mode awareness and energy state management aspects of flight deck automation guidance in their approved training programs. Indicator: Mode awareness and energy state management aspects of flight deck automation guidance is provided to all transport airplane pilots Completion of Output 4.</p>						

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
	Indicators	Reduce LOC-I related accidents by 50% by the end of 2017						
	Key Milestones (Deliverables)	<p>The following milestones are based on the date of Steering Committee Approval (SCA) (months):</p> <ul style="list-style-type: none"> •Review MID advisory circular IATA SCA+6 •Issue generic advisory circular ICAO Output 1 +1 •Issuance of advisory circular by States in the Region. CAAs Output 2 +6 •Operators develop guidance based on the AC and train pilots. Operators Output 3 + 18 •Track Implementation MID-RAST' SCA +12 and yearly 						
	Potential Blockers	<ul style="list-style-type: none"> •Operator might not embrace advisory circular material, •Operators might not accept the potential cost of this training, •Operators may not recognize the safety enhancement benefits, •States may opt not to adopt and issue the advisory circular. 						
	Responsible	<p>Core Team:</p> <ol style="list-style-type: none"> 1. 						
	DIP Notes	To reduce loss of control accidents, air carriers will be encouraged to adopt consensus policies and procedures relating to mode awareness and energy state management, as appropriate to their respective operations.						

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No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/CFIT/1	The construction, approval and implementation of RNAV(GNSS) / RNP-AR procedures to all runways not currently served by precision approach procedures	<p>Safety Management Standardization: Implementation of risk-based standardization</p> <p>Safety Oversight Standardization: Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-S-12 BP-STD-S-13	High	Difficult	P3	1	IATA/CANSO	Long Term	
RAST-MID/CFIT/2	Promote, implement and mandate best practice Standard Operating Procedures with respect to CFIT amongst Aircraft Operators and Air Navigation Service Providers	<p>Safety Management Standardization: Implementation of risk-based standardization</p> <p>Safety Oversight Standardization: Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-S-12 BP-STD-S-13	High	Moderate	P2	2		Mid-Term	

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/CFIT/3	Mandate the incorporation of the latest standard CFIT warning and prevention technology onboard operators' aircraft and within ANSP's facilities	<p>Safety Management Standardization: Implementation of risk-based standardization</p> <p>Safety Oversight Standardization: Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-S-12 BP-STD-S-13</p>	High	Difficult	P3	3		Long Term	

Detailed Implementation Plan Template

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
RAST-MID/CFIT/1	The construction, approval and implementation of RNAV(GNSS) / RNP-AR procedures to all runways not currently served by precision approach procedures	<p>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p> <p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-GEN-1</p> <p>BP-GEN-2</p> <p>BP-GEN-4</p> <p>BP-STD-S-12</p> <p>BP-STD-S-13</p>	High	Difficult	P3	1	Long-Term
Safety Enhancement Action (expanded)		Introduction of RNAV(GNSS) / RNP-AR approaches and removal of traditional non-precision approaches. This is to ensure that the latest performance based navigation technology is utilized, at such airfields, to provide the highest level of safety during the conduct of an approach and landing towards the runway.						
Statement of Work		In an attempt to preclude future CFIT accidents, design an implementation plan to ensure that RNAV(GNSS) and RNP-AR approach design and procedures are adequate and provide sufficient altitude protection during the approach and landing phase and this, around all domestically and internationally identified, Higher Risk Airports served by NPA. Also ensure that pilots and controllers training and guidance in the use of RNAV(GNSS) & RNP-AR is adequate, current, uniformly conducted and supports the optimum utilization of automation resources so that individuals can take a monitoring role.						
Champion Organization		IATA/CANSO						

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Human Resources	CAA Operational Support Service Procedure Designers Air Navigation Service Providers (ANSP)							
Financial Resources	Options will be explored by SST as required (funds from States or other safety partners)							
Relation with Current Aviation Community Initiative	IATA & ICAO are jointly developing a CFIT toolkit addressing the CFIT contributing AST safety enhancements addressing the CFIT contributing factors CAST safety enhancements addressing the CFIT contributing factors Partnership between airlines and RNP-AR consulting firms such as Quovadis/Airbus & Etihad Airways for the creation of RNP-AR approaches at specific airfields. These new technology approaches, designed by Airbus' Performance Based Navigation (PBN) subsidiary, Quovadis, utilize 'continuous descent' operations and optimised trajectories. This will enhance flight safety which is at the heart of the RNP-AR Implementation Plan effort.							
Performance Goal	<p>Goal 1: Implementation Plans to be complete in December 2013</p> <p>Goal 2: Keeping in mind that GNSS with Baro-VNAV is the key enabling technology, PBN and APV operations (APproaches with Vertical guidance) regional operator implementation to be complete:</p> <ul style="list-style-type: none"> - 30% by Dec 2015 - 70% by Dec 2018 - 100% by Dec 2020 <p>Goal 3: Before year 2020, reduce CFIT accidents/incidents by 80%, at these airfields during the conduct of ground-based non-precision approaches.</p> <p>Goal 4: APV to apply to all runways not currently served by precision approach procedures by 2020</p> <p>Goal 5: Promote stable approaches through APV</p>							

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Indicators		Number of CFIT related accidents as a percentage of all accidents Maintain CFIT related accidents below the global rate						
Key Milestones (Deliverables)		<ol style="list-style-type: none"> 1. Identify the regional airports/runways which require specific RNP-AR approaches within 6 months. 2. Aircraft Operators FOQA programmes to monitor data (consistency and accuracy of the Operator's fleet for each selected "high risk/special airport) and provide a summary of stable/unstable approaches to MID-RAST each quarter commencing Q4 2013. 3. Identify suitable service providers who can assist Aerodrome Operators/States with procedure design for those airfield/runway combinations identified in deliverable 1 within 12 months. 						
Potential Blockers		<p>Operators may not recognize the safety enhancements benefits</p> <p>Operators may not be able to afford the required technology</p> <p>Operators may have difficulties funding the development of the procedures or planning the required training due to technology or downtime limitations</p>						
Responsible		<p>Core Team:</p> <ol style="list-style-type: none"> 1. 						
DIP Notes								

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No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/IFD/1	Improve aviation safety in the MID region through mitigation of birdstrike, wildlife and FOD hazards	<p>Safety Oversight Standarization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p> <p>Safety Management Standarization:</p> <p>Implementation of risk-based standarization</p>	<p>1. BP-GEN-1</p> <p>2. BP-GEN-2</p> <p>3. BP-GEN-4</p> <p>4. BP-STD-S-12</p> <p>5. BP-STD-S-13</p> <p>6. BP-SIE-S-2</p>	High	Moderate	P2	1	IATA	Mid-Term	
RAST-MID/IFD/2	Lower the number of In-flight Damage accidents/incidents related to SOPs/SOPs Adherence by Flight Crew and Maintenance Personnel	<p>Safety Oversight Standarization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p> <p>Safety Management Standarization:</p> <p>Implementation of risk-based standarization</p>	<p>1. BP-GEN-1</p> <p>2. BP-GEN-2</p> <p>3. BP-GEN-4</p> <p>4. BP-STD-S-12</p> <p>5. BP-STD-S-13</p>	Medium	Moderate	P5	2	<p>1. IATA</p> <p>2. ICAO</p> <p>3. IFALPA</p> <p>4. AACO</p>	Mid-Term	<p>DIPS might include:</p> <p>1. Laucn Competency Basec Training (CBT) awareness for maintenance personnel and provide support in the form of "Go Team" visits where required</p> <p>2. Develop guidance material which includes best practices on enhanced aircraft inspection practices and procedures collected from airlines and manufacture</p>

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/IFD/3	Increase awareness on means and tools of handling situations where a natural disaster occurs	<p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p> <p>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p>	<p>1. BP-GEN-1</p> <p>2. BP-GEN-2</p> <p>3. BP-GEN-4</p> <p>4. BP-STD-S-12</p> <p>5. BP-STD-S-13</p>	High	Difficult	P3	3	IATA/ICAO	Long Term	<p>DIPS might include:</p> <ol style="list-style-type: none"> 1. Conducting a survey and assessment of airports in the region to identify and understand animal habitat around airports, and methods used by the airport for controlling hazardous wildlife. This survey to include assessment of the States' implementation of ICAO Annex 14 standards in Chapter 9 - 9.4 , and analysis of the data collected. 2. Convening training and workshops for pilots and ATCO to increase awareness on wildlife avoidance during flight 3. Promote voluntary reporting of bird strikes by airlines, airports, and regulators. Various tools are available such as ICAO Bird Strike Information System (IBIS), IATA Bird Strike Database, etc.

RASG-MID/3
 Appendix 3M to the Report on Agenda Item 3

Detailed Implementation Plan Template

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
RAST-MID/IFD/1	Improve aviation safety in the MID Region through mitigation of birdstrike, wildlife and FOD hazards	Safety Management Standardization: Implementation of risk-based standardization Safety Oversight Standardization: Promotion of Compliance with National Regulations and Adoption of Industry Best Practices	1. BP-GEN-1 2. BP-GEN-2 3. BP-GEN-4 4. BP-STD-S-12 5. BP-STD-S-13 6. BP-SIE-S-2	High	Moderate	P2	1	MID-Term
Safety Enhancement Action (expanded)		In-flight damage is the third biggest safety challenges for the Middle East region based on analysis carried out for accidents between 2008 and 2011. Highest contributing factor is aircraft malfunction followed by equal distribution over contributing factors including maintenance events, wildlife/FOD/birdstrike, meteorology, and SOP/SOP Adherence. For the purpose of this DIP, the main contributing factor that is addressed is wildlife/FOD/birdstrike.						

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Statement of Work	<p>This project aims at promoting practices and tools for mitigation of birdstrike and FOD hazards at airports in the MID region, through;</p> <ul style="list-style-type: none"> a) Conducting a survey and assessment of airports in the region to identify and understand animal habitat around airports, and methods used by the airport for controlling hazardous wildlife b) Establishing a regional guidance document that addresses key issues such as vegetation (like tall grass policy) c) Convening a workshop for pilots and ATCO to increase awareness on wildlife avoidance during flight 	Champion Organization	Human Resources	Financial Resources	Relation with Current Aviation Community Initiative	Performance Goal		
		IATA	Airlines, Regulators, Manufacturers, Airports, International and Regional organizations and associations	1) Sponsorship of workshop for Wildlife/FOD/Birdstrike	<ul style="list-style-type: none"> 1. RASG-PA Bird Strikes Risk Reduction Program 2. IATA Bird Strike Database 3. ICAO Bird Strike Database 4. CAP 772: Birdstrike Risk Management for Aerodromes 5. UAE Aerodrome Mandatory Reporting System 	<ul style="list-style-type: none"> 1) Collect further data and information 2) Launch a Wildlife/FOD Risk Reduction Program in the region 3) Achieve SEI indicator. 		

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Indicators	Reduce In-flight Damage related accidents by 50% by the end of 2017							
Key Milestones (Deliverables)	<ol style="list-style-type: none"> 1. Conduct a survey and assessment of airports in the region to identify and understand animal habitat around airports, and methods used by the airport for controlling hazardous wildlife by June 2013 2. Establish a regional guidance document that addresses key issues such as vegetation (like tall grass policy) by November 2013 3. Convene a workshop for pilots and ATCO to increase awareness on wildlife avoidance during flight by November 2013 							
Potential Blockers	<p>Availability of required human resources from identified organisations</p> <p>Timely collection of data and information</p>							
Responsible	<p>Core Team:</p> <ol style="list-style-type: none"> 1. Samir Sajet, WFP 2. Adel Ramlawi, ICAO 3. Eng. Ahmed Arafaa, ECAA 4. Kamil Al Awadhi, KU <p>Contributor:</p> <ol style="list-style-type: none"> 1. Michelle Soliman, UAE GCAA 							
DIP Notes	None							

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No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
MID-SST/01	Improve status of implementation of State Safety Programs (SSPs) in the MID region	<p>Safety Management Standardization: a) Consistent implementation of State safety programmes; b) Consistent implementation of safety management systems; c) Effective reporting of errors and incidents; and d) Implementation of risk-based standardization initiatives.</p> <p>Safety Management Collaboration: a) Coordination of regional safety management implementation programmes; b) Promotion of a multi-disciplinary risk management approach; and c) Measurement of safety performance.</p> <p>Safety Management Resources : a) Investments in aviation infrastructure and technology; b) Funding for aviation research and development; and c) Human Resources</p> <p>Safety Information Exchange: a) Support of safety management implementation; b) Consistent assessment of safety performance; and c) Appropriate use of shared information. d) Establishment of mechanisms for safety information protection</p>	BP-STD-S-12 BP-STD-S-13 BP-STD-S-16 BP-STD-I-4 BP-STD-I-5 BP-COL-S-4 BP-SIE-S-3 BP-SIE-S-10	High	Difficult	P3	1	ICAO	Mid-Term	

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
MID-SST/02	Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s)	<p>Safety oversight standardization:</p> <ul style="list-style-type: none"> a) Consistent implementation of International Standards b) Application of consistent regulatory oversight c) Implementation of effective accident and incident investigation d) Identification of differences with ICAO SARPs e) Establishment of a process to maintain current and relevant SARPs f) Compliance with national regulations and adoption of industry best practices <p>Safety oversight collaboration:</p> <ul style="list-style-type: none"> a) Support for and coordination of regional organizations and programmes b) Coordination of assistance programmes c) Providing an effective community response d) Implementation of Regional Accident and Incident Investigation Organizations e) Sharing of best practices <p>Safety oversight resource:</p> <ul style="list-style-type: none"> a) Identification of resource requirements b) Establishment of human resource audit processes c) Implementation of training and educational programmes d) Establishment of transparent funding mechanisms <p>Safety Information Exchange:</p> <ul style="list-style-type: none"> a) Use of shared information for aviation safety purposes b) Maintaining and sharing of accident and incident database c) Establishment of mechanisms for proper protection d) Implementation of international safety information sharing systems 	<p>BP-STD-S-1 BP-COL-S-1 BP-COL-S-4 BP-INV-S-1 BP-SIE-S-3</p>	High	Difficult	P3	2	ICAO ACAC	Mid-Term	

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
MID-SST/03	Improve regional cooperation for the provision of Accident & Incident Investigation.	<p>Safety oversight standardization:</p> <ul style="list-style-type: none"> a) Consistent implementation of International Standards b) Application of consistent regulatory oversight c) Implementation of effective accident and incident investigation d) Identification of differences with ICAO SARPs e) Establishment of a process to maintain current and relevant SARPs f) Compliance with national regulations and adoption of industry best practices <p>Safety oversight collaboration:</p> <ul style="list-style-type: none"> a) Support for and coordination of regional organizations and programmes b) Coordination of assistance programmes c) Providing an effective community response d) Implementation of Regional Accident and Incident Investigation Organizations e) Sharing of best practices <p>Safety oversight resource:</p> <ul style="list-style-type: none"> a) Identification of resource requirements b) Establishment of human resource audit processes c) Implementation of training and educational programmes d) Establishment of transparent funding mechanisms <p>Safety Information Exchange:</p> <ul style="list-style-type: none"> a) Use of shared information for aviation safety purposes b) Maintaining and sharing of accident and incident database c) Establishment of mechanisms for proper protection d) Implementation of international safety information sharing systems 	BP-STD-S-4 BP-STD-S-5 BP-STD-S-6 BP-STD-S-7 BP-STD-S-8 BP-STD-S-9 BP-COL-S-2 BP-INV-S-1 BP-SIE-S-3	Medium	Moderate	P5	3	UAE	Long Term	

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Detailed Implementation Plan Template

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
MID-SST/01	Improve status of implementation of State Safety Programs (SSPs) in the MID Region	Refer to the SEI	Refer to the SEI	High	Difficult	P3	1	Mid Term
Safety Enhancement Action (expanded)		ICAO safety management provisions require States to establish a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS) in civil aviation.						
Statement of Work		Establishment of an RSOO to support States in the implementation of SSP in an expeditious manner.						
Champion Organization		ICAO,						
Human Resources		<ol style="list-style-type: none"> 1. SST 2. ICAO 3. States 4. Industry 5. ACAC 						
Financial Resources		Options will be explored by SST as required (funds from States or other safety partners).						
Relation with Current Aviation Community Initiative								

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Performance Goal	<ol style="list-style-type: none"> 1. Achieve acceptable level of safety in civil aviation. 2. Achieve MID- Region safety strategy targets. 							
Indicators	Number of States having completed implementation of SSP Phase 1: <ol style="list-style-type: none"> a. 5 States by the end of 2014; b. 10 States by the end of 2015; and c. all the 15 MID States by the end of 2016. 							
Key Milestones (Deliverables)	<ol style="list-style-type: none"> 1. Send out a questionnaire to the MID States in order to get the States' interest and commitment to the establishment of an RSOO to support States in the implementation of SSP. In addition, States to be requested to complete a gap analysis (using ICAO iSTAR tool), (1st Q 2014) 2. Promote the establishment of an RSOO during the Second MID Safety Summit (Oman, 27-29 April 2014), particularly through the high-level briefing for top management (DGs and CEOs). 4. Conduct an SMS Workshop (4thQ 2014). 5. Analyze the States' replies and develop proposals for establishment of an RSOO and a plan of visits to the committed States (mid of 2014). 6. Develop an MOU to be presented to the DGs during the DGCA-MID/3 meeting 							
Potential Blockers	<ol style="list-style-type: none"> 1. Lack of necessary expertise Subject to the course of action that will be take: <ol style="list-style-type: none"> 1. Regional Cooperation 2. Institutional issues 3. Financial constraints 							
Responsible	Core Team: ICAO, IATA, Region states, operators, Boeing, Airbus & GS COSCAP.							
DIP Notes								

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Appendix 3P to the Report on Agenda Item 3

Middle East - Regional Aviation Safety Group (RASG-MID)

MID Region Safety Strategy



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MID Region Safety Strategy

Strategic Safety Objective:

Continuous improvement of aviation safety through a progressive reduction of the number of accidents and related fatalities in the MID Region to be in line with the global average, based on reactive, proactive and predictive safety management practices.

Safety Objectives:

States and regions must focus on their safety priorities as they continue to foster expansion of their air transport sectors.

The ICAO Global Aviation Safety Plan (GASP) establishes targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders.

The GASP includes a framework comprised of measurable objectives, supported by Safety Performance Areas and associated safety initiatives.

The MID Region safety objectives are in line with the global safety objectives and address specific safety risks identified within the framework of the Middle East Regional Aviation Safety Group (RASG-MID), based on the analysis of available safety data.

The enhancement of communication and information exchange between aviation Stakeholders and their active collaboration under the framework of RASG-MID would help achieving the MID Region safety objectives in an expeditious manner.

Near-term Objective (2017):

In the near term, States will ensure that they have the resources as well as the legal, regulatory and organizational structures necessary to fulfill their safety oversight obligations and in collaboration with all stakeholders achieve the following near-term objectives:

- all MID States should establish an effective safety oversight system and progressively increase the USOAP-CMA Effective Implementation (EI) score with a baseline of 60% for all States by 2017, through, mainly the reinforcement of the entities responsible to carry out regulatory and safety oversight functions with qualified and trained technical staff, and/or the delegation of certain safety oversight functions to a Regional Safety Oversight Organization (RSOO);
- reduce Runway Excursions and Incursions accidents in the MID Region by 50% by 2017, through establishment and activation of Runway Safety Teams (RST's), Aerodromes Certification, and implementation of Airport Safety Management System (SMS);
- reduce In-flight Damage accidents in the MID Region by 50% by 2017, through the development of regional guidance, and conducting awareness training;
- reduce Loss Of Control In-flight (LOC-I) related accidents in the MID Region by 50% by 2017, through appropriate Standard Operating Procedures (SOPs) related to mode awareness and energy state management, and Advance Manoeuvres Training;
- maintain the rate of Controlled Flight Into Terrain related accidents in the MID Region below the global rate, through pilot training, use of Fatigue Risk Management Systems (FRMS) framework, and implementation of PBN; and
- States with an effective safety oversight score (EI) over 60% proceed to fully implement SSP following a phased approach supported by high-level management with the availability of necessary resources and safety promotion through the provision of appropriate training, communication and dissemination of safety information and improvement of the safety culture.

Mid-term Objective (2022):

The mid-term objective is to achieve full implementation of State Safety Programme (SSP) by States and Safety Management Systems (SMS) by concerned service providers (namely air navigation service providers, airlines, airports and other aviation stakeholders) to facilitate the proactive management of safety risks. The mid-term objective therefore represents the evolution from a purely compliance-based oversight approach to one which proactively manages risks through the identification and control of existing or emerging safety issues. In addition, service providers will strive to gain safety benefits from the common implementation of the different modules of the Aviation System Block Upgrades (ASBUs). The target implementation date for the mid-term objective is 2022.

Long-term Objective (2027):

The focus of the long-term objective is the implementation of proactive and predictive systems that ensure safety in a real-time, collaborative decision-making environment. Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities (e.g. full trajectory-based operations) that increase capacity while maintaining or enhancing operational safety margins and manage existing and emerging risks. The long-term safety objective is intended to support a collaborative decision making environment characterized by increased automation and the integration of advanced technologies on the ground and in the air, as contained in ICAO's Aviation System Block Upgrades (ASBUs) strategy. The target implementation date for the long-term objectives is 2027.

Measuring and monitoring Safety Performance:

The monitoring of safety performance and its enhancement is achieved through identification of relevant Safety Themes and Indicators as well as the adoption and attainment of Aviation safety Targets.

The following are the MID Region Safety Themes endorsed for the monitoring of safety performance:

- 1) Accidents and serious incidents;
- 2) Runway and Ground Safety (RGS);
- 3) In-Flight Damage (IFD)
- 4) Loss of Control In-Flight (LOC-I);
- 5) Controlled Flight Into Terrain (CFIT);
- 6) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);
- 7) Aerodrome Certification; and
- 8) SSP/SMS Implementation.

The MID Region Safety Indicators and Safety Targets are detailed in the Table below:

	Theme	Safety Indicator	Safety Target	Action Plan
1	Accidents and serious incidents	Number of accidents per million departures	Progressively reduce the accident rate to be in line with the global average by the end of 2017.	<ul style="list-style-type: none"> - Establish a regional framework for safety data sharing to effectively analyze trends, identify risks and hazards, and develop mitigation strategies - Progressively implement the Detailed Implementation Plans (DIPs) based on the developed Safety enhancement Initiatives (SEIs) under MID-RAST and MID-SST.
		Number of fatal accidents per million departures	Progressively reduce the rate of fatal accidents to be in line with the global average by the end of 2017.	
2	Runway and Ground Safety (RGS)	Number of Runway excursion related accidents as a percentage of all accidents	Reduce Runway Excursions related accidents by 50% by the end of 2017	<ul style="list-style-type: none"> - Establishment and support of local Runway Safety Teams. - Establishment of Regional RST GO-Team. - Effective reporting system to exchange and analyze safety information. - Runway Safety Seminar/Workshop. - Adopt specific regulations related to runway safety. - Identify hazards and mitigation measures on runway excursions/incursions and un-stabilized approach, and develop guidance material and specific training.
		Number of Runway incursion related accidents as a percentage of all accidents	Reduce Runway Incursions related accidents by 50% by the end of 2017	

	Theme	Safety Indicator	Safety Target	Action Plan
3	In-Flight Damage (IFD)	Number of In-flight Damage related accidents as a percentage of all accidents	Reduce In-flight Damage related accidents by 50% by the end of 2017	<ul style="list-style-type: none"> - Identifying and understanding wild life habitat around airports, and methods used by the airport for controlling hazardous wildlife by assessing airports in the region - Establishing a regional guidance document that addresses key issues such as wildlife and vegetation - Convening a workshop for pilots and ATCOs to increase awareness on wildlife avoidance during flight
4	Loss of Control In-Flight (LOC-I)	Number of LOC-I related accidents as a percentage of all accidents	Reduce LOC-I related accidents by 50% by the end of 2017	<ul style="list-style-type: none"> - Upset Prevention and Recovery Training or AMT - Adopt ICAO UPRT Manual (2014) - Develop legislative and regulatory framework that supports data protection for individual reporters and data providers - Utilize FDM , Voluntary Reporting and LOSA for trend analysis and identifying precursors - Emphasis on robust standard operating procedures (SOPs) and crew resource management (CRM) through training, monitoring and validation

	Theme	Safety Indicator	Safety Target	Action Plan
				<ul style="list-style-type: none"> - Develop and implement Fatigue Risk Management Strategies - Encourage aircraft manufacturers to pursue innovation in practical and cost effective technology to mitigate LOC risks - Address ATC contribution to potential LOC events through guidance material, awareness workshop, and training.
5	Controlled Flight Into Terrain (CFIT)	Number of CFIT related accidents as a percentage of all accidents	Maintain CFIT related accidents below the global rate	<ul style="list-style-type: none"> - Develop a regionally customized CFIT training and guidance material provided to all air transport operators and Training Centers - Embodying FRMS within individual organizations' SMS - Implementing of PBN and APV operations (Approaches with Vertical guidance) in the MID region in a phased approach: <ul style="list-style-type: none"> ➤ 30% in Dec 2015 ➤ 70% in Dec 2018 ➤ 100% in Dec 2020 - Mandating RNP-AR approaches for approaches with unacceptably high CFIT risk

	Theme	Safety Indicator	Safety Target	Action Plan
6	Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	<p>USOAP-CMA Effective Implementation (EI) results:</p> <p>a. Number of States with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA)</p> <p>b. Number of States with an overall EI over 60%</p>	<p>Progressively increase the USOAP-CMA EI scores/results:</p> <p>a. Max 3 States with an EI score less than 60% for more than 2 areas (i.e. Min 12 States having at least 60% EI for 6 out of the 8 areas) and an overall EI over 60%, by the end of 2015; and</p> <p>b. all the 15 MID States to have at least 60% EI by the end of 2016 .</p>	<ul style="list-style-type: none"> - Availability of sufficient number of qualified and trained technical staff, to carry out regulatory and safety oversight functions in an effective manner; - Establishment of Regional Safety Oversight Organization(s) (RSOOs) to enhance safety oversight capabilities of member States; - ICAO assistance to States through the organization of Continuous Monitoring Approach (CMA) Workshops, mission to States, etc.
		<p>Number of Significant Safety Concerns</p>	<p>a. States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification</p> <p>b. No significant Safety Concern by end of 2016</p>	
		<p>Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities</p>	<p>a. Maintain at least 60% of the MID airlines to be certified IATA-IOSA by the end of 2015 at all times</p> <p>b. All MID States to accept the IATA Operational Safety Audit (IOSA) as an acceptable Means of Compliance (AMC) by 2015 to complement their safety oversight activities.</p>	<ul style="list-style-type: none"> - All MID States to mandate all airlines with an Air Operator Certificated issued by a State accredited to MID (other than air taxi or general aviation) to obtain an IATA Operational Safety Audit (IOSA) certification - IATA to conduct awareness training and workshops for States and airlines about the use and benefit of IOSA

	Theme	Safety Indicator	Safety Target	Action Plan
				<ul style="list-style-type: none"> - Use of IOSA by States to complement oversight activities such as aircraft leasing, issuing FOC for Hajj flights, etc.
		Number of Ground Handling service providers in the MID Region having the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	<ul style="list-style-type: none"> a. 50% of the Ground Handling service providers to be certified IATA-ISAGO by the end of 2015 b. all Ground Handling service providers to be certified IATA-ISAGO by the end of 2017 c. The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States by end of 2015. 	<ul style="list-style-type: none"> - All MID States to mandate all Ground Handling service providers at all airports to obtain an IATA Safety Audit for Ground Operations (ISAGO) certification - IATA to conduct awareness training and workshops for States, Ground Handling service providers, and airlines about the use and benefit of ISAGO - Use of ISAGO by States to complement oversight activities such as out-stations audits and qualifying new Ground Handling service providers.
7	Aerodrome Certification	Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region	<ul style="list-style-type: none"> a. 50% of the international aerodromes certified by the end of 2015 b. 80% of the international aerodromes certified by the end of 2016 	<ul style="list-style-type: none"> - Establish process and identify a certification model - SMS implementation - Airport Emergency Plan. - Review initial and refresher training to ensure aerodromes certification requirements are met.

	Theme	Safety Indicator	Safety Target	Action Plan
				<ul style="list-style-type: none"> - Develop regional guidance and a phased approach of aerodromes certification implementation. - Conduct airport visits and airport technical missions to improve maintenance of runways and runway/taxiway related lighting and markings in accordance with Annex 14
8	SSP/SMS Implementation	Number of States having completed the SSP gap analysis on iSTARS	<ul style="list-style-type: none"> a. 7 States by the end of 2014; and b. all the 15 MID States by the end of 2016. 	<ul style="list-style-type: none"> - Improvement of safety culture; - Establishment of effective reporting systems which include mandatory and voluntary reporting systems; - Safety training and awareness (SSP, SMS, etc), including high-level management safety briefings; - Internal & external communication and dissemination of safety information; - Sharing of safety data at national and regional level; - Sharing of best practices; - ICAO SSP, SMS and ECCAIRS trainings, including CBT; - Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc);
		Number of States having completed implementation of SSP Phase 1	<ul style="list-style-type: none"> a. 5 States by the end of 2014; b. 10 States by the end of 2015; and c. all the 15 MID States by the end of 2016. 	
		Number of States having completed implementation of SSP Phase 2	<ul style="list-style-type: none"> a. 5 States by the end of 2015; b. 10 States by the end of 2016; and c. all the 15 MID States by the end of 2017. 	
		Number of States having completed implementation of SSP Phase 3	<ul style="list-style-type: none"> a. 5 States by the end of 2016; b. 10 States by the end of 2017; and c. all the 15 MID States by the end of 2018. 	

	Theme	Safety Indicator	Safety Target	Action Plan
				<ul style="list-style-type: none"> - Establishment of Regional Safety Oversight Organization(s) (RSOO) to assist States in the implementation of SSP in an expeditious manner.
		<p>Number of Service Providers having completed implementation of SMS Phase 1, as a percentage of all service providers required to implement SMS</p>	<ul style="list-style-type: none"> a. 40% of the service providers having completed implementation of SMS Phase 1 by the end of 2014; b. 75% of the service providers having completed implementation of SMS Phase 1 by the end of 2015; and c. all the service providers having completed implementation of SMS Phase 1 by the end of 2016 	<ul style="list-style-type: none"> - Improvement of safety culture; - Establishment of effective reporting systems which include mandatory and voluntary reporting systems; - Safety training and awareness (SSP, SMS, etc), including high-level management safety briefings; - Internal & external communication and dissemination of safety information; - Sharing of safety data at national and regional level; - ICAO SSP, SMS and ECCAIRS trainings, including CBT; - Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc).
		<p>Number of Service Providers having completed implementation of SMS Phase 2, as a percentage of all service providers required to implement SMS</p>	<ul style="list-style-type: none"> a. 40% of the service providers having completed implementation of SMS Phase 2 by the end of 2015; b. 75% of the service providers having completed implementation of SMS Phase 2 by the end of 2016; and c. all the service providers having completed implementation of SMS Phase 2 by the end of 2017 	
		<p>Number of Service Providers having completed implementation of SMS Phase 3, as a percentage of all service providers required to implement SMS.</p>	<ul style="list-style-type: none"> a. 40% of the service providers having completed implementation of SMS Phase 3 by the end of 2016; b. 75% of the service providers having completed implementation of SMS Phase 3 by the end of 2017; and 	

	Theme	Safety Indicator	Safety Target	Action Plan
			c. all the service providers having completed implementation of SMS Phase 3 by the end of 2018	

**Note: The different phases of implementation of SSP and SMS as defined in the Safety Management Manual (Doc 9859)*

Action Plans:

RASG-MID through its activities under the various safety teams will continue to develop, update and monitor the implementation of Action Plans to achieve the safety targets.

A progress report on the implementation of the Action Plans and achieved targets will be presented to the MID Safety Summit.

Governance:

The MID Region Safety Strategy is to be endorsed by the MID States' Directors General of Civil Aviation.

The MID Region Safety Strategy will guide the work of RASG-MID and all its member States and partners.

The RASG-MID will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

Progress on the implementation of the MID Region Safety Strategy and the achievement of the agreed Safety Targets will be reported to the ICAO Air navigation Commission (ANC), through the review of the RASG-MID reports; and to the stakeholders in the Region during the MID Region Safety Summits.

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1 EXECUTIVE SUMMARY

In the context of renewed growth of air traffic and in light of anticipated increases in air travel, it is imperative to maintain a very strong focus on initiatives that will further improve safety outcomes.

RASG-MID has been established with the main objective of enhancing safety in the Middle East Region and support the implementation of the Global Aviation Safety Plan (GASP) by ensuring effective coordination and cooperation between all stakeholders and monitoring progress in the implementation of the GASP.

The success of RASG-MID is dependent on the commitment, participation and contributions of its members from States and industry alike through financial and in-kind support.

The objective of this document is to outline a strategy and plan for engagement and communication with safety stakeholders and partners in the MID to enhance the level of participation in and support to RASG-MID and its subsidiary bodies, in order to achieve the expected goals from RASG-MID.

2 STAKEHOLDER ENGAGEMENT

This section of the document outlines the strategy and plan for the engagement of safety stakeholders in the MID Region.

2.1 Why do we need engagement?

The need for enhanced safety stakeholders' engagement is three-fold;

- Benefits for Stakeholders
 1. They will contribute as experts in their field to the activities of RASG-MID.
 2. They will have a platform to voice their issues and concerns.
 3. They will take part in the decision making process.
- Benefits for RASG-MID
 1. Enhanced quality decision making.
 2. Streamlined program/work development process.
 3. Enhanced collaboration and capacity for innovation.
 4. Effective implementation of action plans to achieve agreed safety targets.
- Benefits for the Region
 1. More transparent communication.
 2. More synergies.
 3. Avoid duplication of efforts.

2.2 Who are our safety stakeholders?

Safety is everyone's concern, and within that context the following are RASG-MID's safety stakeholders;

- States
- Airline
- Airports
- Air Navigation Service Providers
- International Organizations
- Regional Organizations
- Maintenance and Repair Organizations
- Training Organizations
- Aircraft Manufacturers

2.3 What is the desired outcome from engagement?

RASG-MID wishes to achieve the following through enhanced engagement with safety stakeholders;

- Regional, national, and local knowledge and awareness.
- Buy-in.
- Commitment.
- Contribution to the work under RASG-MID.
- Attendance of meetings, events, and forums.

2.4 Engagement Strategy & Tools

2.4.1 Sharing of Information:

RASG-MID shares information with all safety partners and stakeholders, in order to keep them aware of the different activities and deliverables of RASG-MID. Such information sharing is ensured through:

1. RASG-MID meetings reports.
2. MID Safety Summits.
3. RASG-MID quarterly Newsletter (To be developed).
4. Bulletins and circulars.
5. RASG-MID Webpage.

2.4.2 Buy-in and Commitment Campaign:

To ensure the continued commitment and contribution of safety partners in the MID Region to various RASG-MID activities, the following will be used as a means to achieve engagement and commitment:

1. High-level engagement and commitment of CEOs/DGs:

Half a day of each MID Safety Summit will be dedicated to CEOs/DGs of regulators, airlines, ANSPs, and airports from the Region. Such half a day will be focused on:

- a) the engagement and commitment of CEOs/DGs to RASG-MID activities;
 - b) the commitment of availing the right expertise at RASG-MID and its subsidiary bodies meetings and forums;
 - c) the continuity of participation of representatives in RASG-MID meetings; and
 - d) the commitment for global and regional safety measures such as SSP, SMS.
2. Commitment and contribution of States, airlines, airports, ANSPs, manufacturers and organizations:

Following the high-level engagement and commitment of CEOs/DGS, RASG-MID will, through the ICAO, IATA, CANSO, and ACI Offices, approach all their members to:

- a) identify focal points for all RASG-MID subsidiary bodies; and
 - b) identify volunteers to contribute to the work of RASG-MID.
3. Sharing and exchange of safety data and information:

Without proper and accurate safety data and information sharing, RASG-MID will not be able to continue its work and achieve its goals. Within that context, RASG-MID will use the following to expand the safety data sharing and exchange platform:

- a) make use of IATA safety data sharing tool such as STEADES, and FDX;
- b) expand the use of the ICAO tools and databases such as iSTARS, ECCAIRS, etc;
- c) launch a campaign to promote safety culture and safety data sharing among safety partners in the region, through;
 - i. Presentations at regional forums and events; and
 - ii. Circulars and Bulletins
- d) the continuity of participation of representatives in RASG-MID meetings; and
- e) the commitment for global and regional safety measures such as SSP, SMS

2.4.3 Travel budget and financial support:

Travel budget remains one of the main challenges for safety partners in the Region to continuously attend and take part in RASG-MID activities. RASG-MID will explore means to assist and support partners in meeting this challenge.

Where possible, meetings, events, and forums will be held in connection with other events already planned so as to avoid extensive travel and costs.

Virtual meetings will be used to compensate for face-to-face meetings where possible.

3 MONITORING OF EFFECTIVENESS

3.1 How to assess engagement and effective communication?

RASG-MID should monitor the implementation of the engagement strategy and assess its effectiveness based on the following:

- level of participation in RASG-MID activities and forums;
- effective implementation of safety action plans and mitigation measures;
- achievement of safety targets within set timelines;
- streamlining of efforts and avoidance of duplication of efforts;
- level of communication with stakeholders as per set plans; and
- Feedback questionnaire (customers satisfaction surveys) from RASG-MID stakeholders and partners.

RASG-MID/3
 Appendix 3R to the Report on Agenda Item 3

2014 RASG-MID Safety Related Events in Middle East Calendar

PART A

RASG-MID EVENTS

Dates	Organizers	Activity	Location	Target Attendance
January 2014				
27-29	ICAO	RASG-MID/3	Kuwait	
February 2014				
25-26	ICAO/RSC	RSC-Lim/3 (RSC Limited Meeting)	Amman	
March 2014				
18-20	ICAO/MID-SST	MID-SST/1 (MID Safety Support Team Meeting)	Cairo	
24-26	IATA/ICAO	FOD-Wildlife Workshop	Cairo	
April 2014				
7-9	RGS WG/1	RGS WG/1 (Runway and Ground Safety Working Group)	Cairo	
27-29	IATA/ICAO	Second MID Safety Summit	Muscat	

Dates	Organizers	Activity	Location	Target Attendance
<i>May 2014</i>				
<i>June 2014</i>				
2-5	ICAO/IATA	Second MID Regional Runway Safety Seminar (RRSS/2)	Dubai	
9-11	ICAO	RSC/3 Meeting	Cairo	
<i>July 2014</i>				
<i>August 2014</i>				
<i>September 2014</i>				
<i>October 2014</i>				
20-22	ICAO	Dangerous Goods Training Course	Cairo	
<i>November 2014</i>				
23-26	ICAO	SMS Workshop	Cairo	
<i>December 2014</i>				
15-17	ICAO	RASG-MID/4 Meeting	TBD	

**PART B
OTHER EVENTS IN THE REGION**

Dates	Organizers	Activity	Location	Target Attendance
January 2014				
February 2014				
3-4	Dubai Civil Aviation Authority	Aviation Safety Culture Summit	UAE	
17-18	COSCAP-GS	Updates on ICAO Annex 19 on SMS	Dubai	
March 2014				
9-10	COSCAP-GS	Conference on Airworthiness and Return on experience (led by GCAA)	Dubai	
April 2014				
TBD	COSCAP-GS	Updates on EC/EASA Air Operations regulations	Bahrain	
27-29	COSCAP-GS	Workshop on Parts 66/145/147 and EASA/FAA Bilateral agreements	Dubai	
May 2014				
TBD	AACO	AACO ERP Task Force	TBD	
June 2014				
TBD	COSCAP-GS	Aircraft certification	Kuwait	
TBD	COSCAP-GS	MMEL/MEL/Reliability program/scheduled maintenance	Kuwait	

Dates	Organizers	Activity	Location	Target Attendance
July 2014				
August 2014				
September 2014				
1-2	ACAC	Workshop on CFIT	Rabat	
TBD	COSCAP-GS	Workshop on Flight Data Analysis (FDA) in cooperation with Airbus	Kuwait	
October 2014				
20	AACO	AACO ERP Task Force	Abu Dhabi	
21-22	AACO	AACO Technical Forum 2014	Abu Dhabi	
TBD	COSCAP-GS	Recurrent training program for the Airworthiness inspector	Dubai	
November 2014				
TBD	COSCAP-GS	Inspector Training System	Dubai	
December 2014				
TBD	COSCAP-GS	Aging Aircraft	Dubai	

RASG-MID/3
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: RASG-MID WORKING ARRANGEMENT

4.1 The meeting recalled that the RSC/2 meeting elected Mr. Haithem J. Gauwas, Manager Aviation Safety, General Authority of Civil Aviation (GACA), Saudi Arabia, as the new Co-Chair of the RSC in replacement to Mr. Omar R. Kaddouha, Director of Flight Safety, DGCA Lebanon, who indicated that he was no longer able to assume the function of RSC Co-Chair. Since Mr. Gauwas has been acting as the Rapporteur of the MID Regional Aviation Safety Team (MID-RAST), the meeting elected Captain Kamil Al-Awadhi, Director, Operational Safety, Security & Quality Management, Kuwait Airways as the new Rapporteur of the MID-RAST.

4.2 The meeting recalled that Captain Richard Hill, Chief Operations Officer, Etihad Airways from IATA has been acting as the Second Vice-Chairperson of RASG-MID and he was also the Coordinator for the CFIT Focus Area. The meeting noted that Captain Hill was no longer able to assume his RASG-MID functions. Accordingly, the meeting elected Mr. Achim Baumann, Director Safety of Flight Operations, IATA MENA as the new Second Vice-Chairperson of RASG-MID. Captain Paolo La Cava, Vice President, Corporate Safety & Quality, Etihad Airways from IATA was elected as the new Coordinator for the CFIT Focus Area.

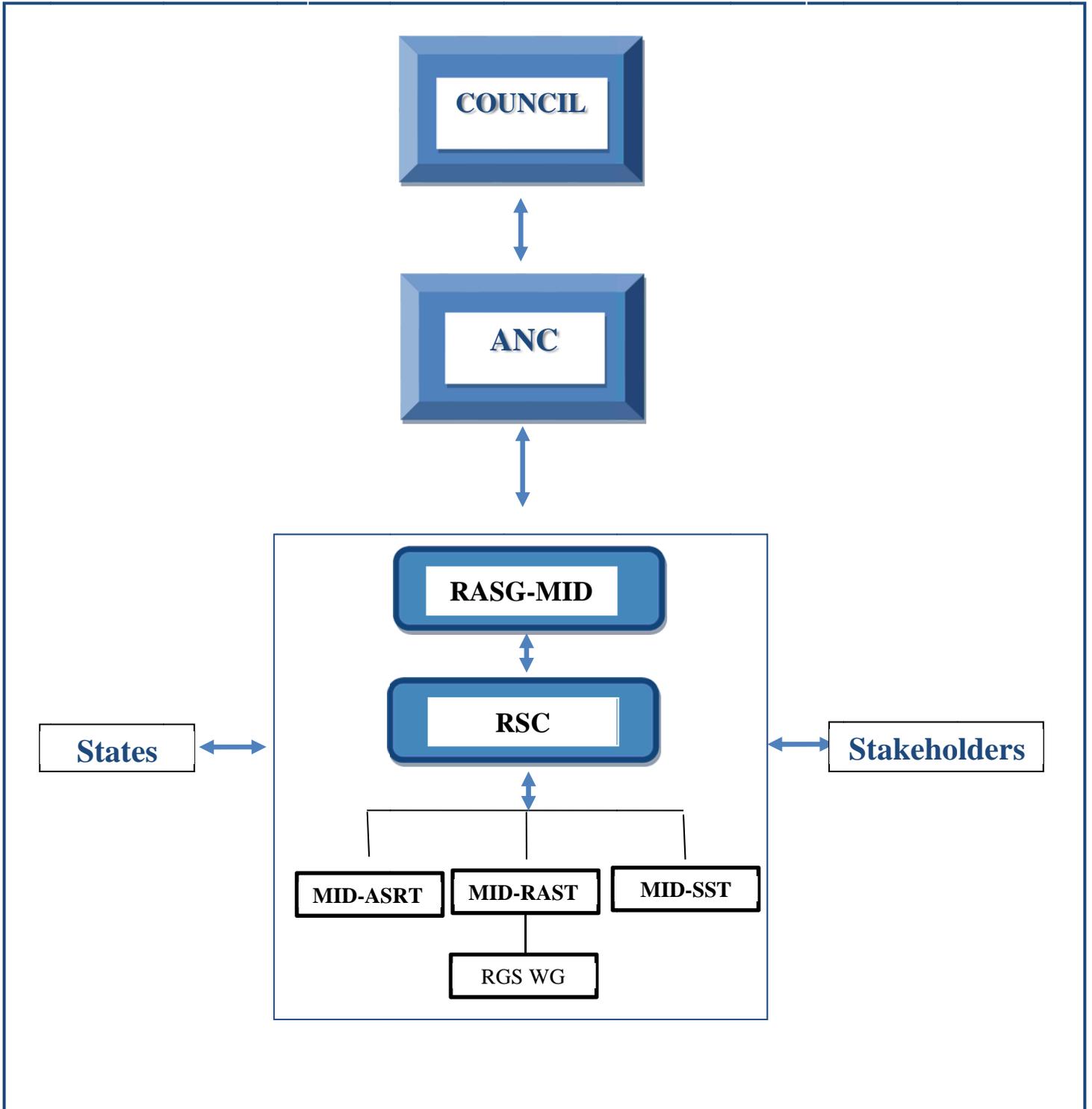
4.3 The meeting recalled that Ms. Ruby Sayyed from IATA was transferred to IATA-HQ and accordingly she is no longer able to assume the functions of MID Annual Safety Report Team (MID-ASRT) Rapporteur and Coordinator of the Emerging Risks Area. Therefore, the meeting elected Captain Adnan Takroui, Royal Jordanian Airlines from IATA, as the new Rapporteur of the MID-ASRT. The meeting also elected Mr. Yassir Almayoof, Manager Aviation Regulation, General Authority of Civil Aviation (GACA), Saudi Arabia, as the new Coordinator of the Emerging Risks Area.

4.4 The meeting reviewed the RASG-MID Organizational Structure and agreed that it should be updated to reflect the establishment of the RGS WG as at **Appendix 4A** to the Report on Agenda Item 4. The meeting agreed that the RASG-MID Procedural Handbook should be updated accordingly.

4.5 The meeting reviewed and updated the list of RASG-MID, Members, Alternates, Advisers as at **Appendix 4B** to the Report on Agenda Item 4 and the list of MID-ASRT, MID-RAST and MID Safety Support Team (MID-SST) Focal Points as at **Appendix 4C** to the Report on Agenda Item 4.

RASG-MID/3
Appendix 4A to the Report on Agenda Item 4

**RASG-MID
ORGANIZATIONAL STRUCTURE**



RASG-MID/3
Appendix 4B to the Report on Agenda Item 4

LIST OF RASG-MID MEMBERS/ALTERNATES/ADVISERS

NO	STATE	MEMBER	ALTERNATE	ADVISER(S)
1	BAHRAIN	Mr. Salah M. Alhumood Aviation Safety Director Fax : +973 – 17329977 Tel : +973- 17321153 E-mail: shumood@caa.gov.bh		
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4	IRAQ			
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No	STATE	MEMBER	ALTERNATE	ADVISER(S)
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15	YEMEN			

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RASG-MID/3
Appendix 4C to the Report on Agenda Item 4

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Syria			
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Lebanon			

Libya			
Oman			
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LIST OF DESIGNATED MID-SST FOCAL POINTS

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Jordan			
Kuwait			
Lebanon			

Libya			
Oman			
Qatar			
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RASG-MID/3
Report on Agenda Item 5

REPORT ON AGENDA ITEM 5: COORDINATION BETWEEN RASG-MID AND MIDANPIRG

5.1 The meeting recalled that while RASGs have been established to initially deal with safety issues directly related to flight operations, planning should be initiated as soon as circumstances permit to adopt a systems approach so that RASGs address safety issues from an integrated perspective that includes flight operations, aerodrome and ATM safety.

5.2 The meeting recalled that the RASG-MID/2 meeting agreed with MIDANPIRG that SSP implementation should be monitored by RASG-MID.

5.3 Taking into consideration the global and regional developments, including the endorsement of the MID Region Safety Strategy by the DGCA-MID/2 meeting, and the outcome of the MIDANPIRG/14 and RSC/2 meetings, the meeting agreed that SMS implementation as well as Runway Safety issues be fully addressed by RASG-MID. Thus, all aerodrome safety issues, which represent the main activity of the MIDANPIRG AOP Sub-Group and ADCI Task Force would be transferred to RASG-MID.

RASG-MID/3
Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME

- 6.1 In accordance with the RASG-MID Procedural Handbook, the meeting agreed that:
- a) an “informal” RSC-Limited meeting be tentatively scheduled to be held in the IATA premises in Amman on 25-26 February 2014;
 - b) the RSC/3 meeting be tentatively scheduled for 9-11 June 2014. The venue would be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting; and
 - c) the RASG-MID/4 meeting be tentatively scheduled for 15 - 17 December 2014. The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

RASG-MID/3
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

RASG-MID Logo

7.1 The meeting noted that the ICAO MID Regional Office received requests from different safety partners and stakeholders to use the RASG-MID framework for promotion of safety events and questioned if a RASG-MID logo could be available for this purpose. Accordingly, the meeting mandated the RSC to study the subject and take appropriate decision.

Coordination of safety oversight activities

7.2 The meeting recognized the need for an enhanced coordination of continuous monitoring activities such as inspection and audit programmes conducted by different Organizations in order to avoid duplication and redundancies of monitoring and inspection activities.

7.3 The meeting questioned if the oversight authorities could use the results of the IATA-IOSA audits as an acceptable means of compliance (evidence) for specific protocol questions which are included in both ICAO USOAP-CMA and IATA IOSA programmes.

ICAO MID Regional Office Tentative Schedule of Meetings, Seminars and Workshops for 2014

7.4 The meeting was informed about the ICAO MID Regional Office activities scheduled for 2014 and in particular those related to aviation safety as shown in **Appendix A** to the Report on Agenda Item 7.

Closing of the meeting

7.5 The meeting ended expressing its gratitude and appreciation to Kuwait and its Directorate General of Civil Aviation (DGCA) and especially to H.E. Mr. Fawaz Abdel Aziz Al-Farah, President of DGCA and Eng. Faleh H. AL-Enezi, Director of Aviation Safety, and all the DGCA Team including Mr. Ahmad Al-Shammari and Ms. Diya Al-Shereedah and the Public Relations Team who contributed to the success of the RASG-MID/3 meeting; and for the excellent arrangements made towards successful conduct of the meeting and the warm hospitality extended to all delegates throughout their stay in Kuwait. Thanks were also conveyed to the Chairperson for the good conduct of the meeting and for the ICAOMID Regional Office for the sufficient preparation, coordination and secretariat work.

RASG-MID/3
Appendix 7A to the Report on Agenda Item 7



ICAO Middle East (MID) Regional Office

Tentative Schedule of Meetings, Seminars and Workshops "January – December 2014"

Dated: 21/01/2014

DATE	MEETING/SEMINAR/WORKSHOP	VENUE	REMARKS
January			
19-30	PBN Go-Team Visit	Abu Dhabi	Joint event with IATA and CANSO Hosted by UAE
27-29	RASG-MID/3	Kuwait	Hosted by Kuwait
28-30	AVSEC Seminar	Paris	Joint event with ICAO EUR/NAT and WACAF
February			
18-20	MAEP-SCM	Cairo	MID Region ATM Enhancement Programme-Special Coordination Meeting
24-28	PBN Workshop	Tunis	Joint event with ICAO EUR/NAT (For the States in the Interface Area)
24-27	Facilitation (FAL) Seminar	Cairo	
25 – 26	RSC-Lim/3	Amman	Limited meeting Hosted by IATA
March			
3-5	AIDC/OLDI Seminar	Cairo	
9-12	MIDRMA Board/13 and RVSM Safety Assessment Briefing	Bahrain	Hosted by Bahrain
18-20	MID-SST/1	Cairo	MID Safety Support Team
24-26	FOD-Wildlife Workshop	Cairo	Joint event with IATA. Hosted by Egypt
April			
1-3	PBN SG/1	Cairo	
7-9	RGS WG/1	Cairo	Runway and Ground Safety Working Group
16-17	ICAO/WCO Air Cargo Security & Facilitation Conference	Bahrain	Hosted by Bahrain

<i>DATE</i>	<i>MEETING/SEMINAR/WORKSHOP</i>	<i>VENUE</i>	<i>REMARKS</i>
27-29	Second MID Safety Summit	Muscat	Joint event with IATA Hosted by Oman Air
May			
6-8	AIM SG/1	Cairo	
18-22	ASBU Implementation Workshop	Dubai	Joint event with IATA Hosted by Emirates Airlines
26-29	ATM SG/1	Cairo	
June			
2-5	Second MID Regional Runway Safety Seminar (RRSS/2)	Dubai	Joint event with IATA Hosted by UAE
9-11	RSC/3	Cairo	
16-18	MIDAD TF/1	Cairo	
TBD	MID-AMC Steering Group	-	Through Teleconferencing
July			
August			
September			
8-10	CNS SG/6	Tehran	
23-25	MSG/4	TBD	
October			
20-22	Dangerous Goods Training Course	Cairo	(Revenue Generating Activity)
27-29	Aviation Data Analysis Seminar	TBD	
November			
4-6	USAP-CMA Seminar/Workshop	Cairo	
9-16	USAP-CMA Auditor Certification Course	Cairo	
10-12	APM TF/2	Cairo	ATM Performance Measurement
17-20	CAPSCA Global Meeting	Cairo	Hosted by Egypt
23-26	SMS Workshop	Cairo	Hosted by Egypt

<i>DATE</i>	<i>MEETING/SEMINAR/WORKSHOP</i>	<i>VENUE</i>	<i>REMARKS</i>
December			
1-3	ANP WG/2	Cairo	
15-17	RASG-MID/4	TBD	

Notes:

- 1. Above activities are subject to confirmation by ICAO MID Regional Office invitation letters.*
- 2. States interested in hosting any of the activities are requested to coordinate with the ICAO MID Regional Office, at least three (03) months in advance of the indicated dates.*
- 3. The above table will be subject to update when required*

Legend:

*SG = Sub-Group, STG = Study Group, TF = Task Force, WG = Working Group.
 TBD = To Be Determined.*



For more information please contact: icaomid@cairo.icao.int

RASG-MID/3
Attachment A to the Report

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