



International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Fourth Meeting (RASG-MID/4)

(Jeddah, Saudi Arabia, 30 March - 1 April 2015)

Agenda Item 3: Regional Performance Framework for Safety

**OUTCOME OF THE SECOND MID REGION SAFETY SUMMIT
AND HIGH-LEVEL BRIEFING/MEETING (DGCAs AND CEOs)**

(Presented by the Secretariat)

SUMMARY

The Second Safety Summit was organized by ICAO in partnership with IATA, with the objective to present the status of aviation safety in the MID Region, the progress made in attaining the aviation safety targets outlined in the MID Region Safety Strategy, and the RASG-MID activities, as well as to discuss challenges and opportunities for the way forward.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The Second MID Region Safety Summit was successfully held at the Golden Tulip Hotel, Muscat, Oman from 27 to 29 April 2014. The third day of the Summit (29 April 2014) was reserved to provide a High-Level Briefing to the Top Management (DGCAs and CEOs) about the safety management accountability and responsibility.

1.2 The Summit was gratefully hosted by Oman Air and supported by the Public Authority for Civil Aviation (PACA), Oman. It was attended by a total of one hundred forty three (143) participants from ten (10) States (Egypt, Iran, Jordan, Kuwait, Morocco, Oman, Qatar, Sudan, United Arab Emirates and United States - FAA) and nine (9) Organizations/Industries (AACO, ACAC, ACI, Boeing, CANSO, COSCAP-GS, EMBRAER, IATA and IFATCA).

1.3 The High-Level Briefing/Meeting was attended by a total of forty seven participants (47) from nine (9) States (Egypt, Iran, Jordan, Kuwait, Morocco, Oman, Qatar, Sudan and United Arab Emirates) and eight (8) Organizations/Industries (AACO, ACAC, ACI, Boeing, CANSO, COSCAP-GS, IATA and IFATCA).

2. DISCUSSION

2.1 The Summit provided valuable panel sessions and opportunities for networking, collaboration and coordination, as well as sharing of experiences.

2.2 The following have been addressed by the sessions:

- 1) The revised GASP and the link between the global and regional safety plans as outlined in the MID Region Safety Strategy.
- 2) The RASG-MID working arrangements and activities of its different subsidiary bodies, as well as, the challenges faced and the support required achieving their objectives.
- 3) The need for support, commitment/engagement, participation and contributions of all States and Stakeholders in the MID Region to the RASG-MID activities to achieve the agreed objectives.
- 4) The status of the RS, LOC-I and CFIT related accidents (global and regional) as well as, the activities under the RASG-MID related to the development and implementation of SEIs and DIPs.
- 5) Operational experiences related to SSP & SMS implementation in the MID Region.
- 6) Development and implementation of SEIs and DIPs to support the SSP Implementation in the MID Region as part of the RASG-MID activities.
- 7) Review and update of the Safety Indicators and Targets as outlined in the MID Region Safety Strategy.

2.3 A revised version of the MID Region Safety Strategy was consolidated based on the outcome of the different sessions of the Summit.

2.4 The High-Level Briefing/Meeting was apprised of the outcome of the first two days of the Summit, particularly the revised version of the MID Region Safety Strategy. Accordingly, the meeting endorsed the revised MID Region Safety Strategy.

2.5 The meeting was briefed about the RASG-MID working arrangements, activities and deliverables, as well as, the necessary support and commitment/engagement to achieve the RASG-MID's objectives. A briefing was also provided about the Regional Cooperation including COSCAP-GS and the initiative to conduct a study related to the establishment of a Regional Safety Oversight Organization(s) for ACAC and MID States.

2.6 It was agreed that the MID Region Safety Summit will be held on biennial basis. Based on a proposal by Qatar, it was agreed that the third MID Region Safety Summit will be held in 2016 in Doha, Qatar.

2.7 The Summary of Discussions of the Second MID Region Safety Summit is at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper and the attached Summary of Discussions of the Second MID Region Safety Summit and take action as appropriate.

APPENDIX A



The Second MID Region Safety Summit

27-29 April 2014
Muscat, Oman



The logo of the Asia-Pacific Airports Council International (ACI), featuring the acronym ACI and the text "AIRPORTS COUNCIL INTERNATIONAL".	The Boeing logo, featuring the word "BOEING" in blue with a stylized aircraft icon above it.	The logo of the Oman Airports Management Company (OAMC), featuring the acronym OAMC and the text "الشركة العمانية لإدارة المطارات - م.م.ع." and "OMAN AIRPORTS MANAGEMENT COMPANY S.A.O.C.".	Public Authority for Civil Aviation The logo of the Public Authority for Civil Aviation, featuring a stylized Omani flag.
---	--	--	---

OMAN AIR **الطيران العماني**

TABLE OF CONTENTS

PART I - GENERAL	Page
1.1 Place and Duration.....	1
1.2 Attendance.....	1
1.3 Agenda.....	1
1.4 Objective.....	1
 PART II - SUMMARY AND OUTCOME OF DISCUSSIONS	
2.1 General.....	1
2.2 Global & Regional Aviation Safety.....	2
2.3 RASG-MID Activities & Engagement Strategy.....	2
2.4 Runway and Ground Safety (RGS).....	2
2.5 Loss of Control in Flight (LOC-I).....	2
2.6 Controlled Flight Into Terrain (CFIT).....	3
2.7 SSP/SMS Implementation.....	3
2.8 Revised Version of the MID Region Safety Strategy.....	3
2.9 High-Level Briefing to the Top Management (DGCA and CEOs).....	3
2.10 Third MID Region Safety Summit.....	3

Second MID Region Safety Summit
Summary of Discussions

I. GENERAL

1.1 Place and Duration

1.1.1 The Second MID Region Safety Summit was successfully held at the Golden Tulip Hotel, Muscat, Oman from 27 to 29 April 2014. The third day of the Summit (29 April 2014) was reserved to provide a High-Level Briefing to the Top Management (DGCAs and CEOs) about the safety management accountability and responsibility.

1.2 Attendance

1.2.1 The Summit was attended by a total of one hundred forty three (143) participants from ten (10) States (Egypt, Iran, Jordan, Kuwait, Morocco, Oman, Qatar, Sudan, United Arab Emirates and United States - FAA) and nine (9) Organizations/Industries (AACO, ACAC, ACI, Boeing, CANSO, COSCAP-GS, EMBRAER, IATA and IFATCA). The list of participants of the Second MID Region Safety Summit is at **Attachment A** to this Summary.

1.2.2 The High-Level Briefing/Meeting was attended by a total of forty seven participants (47) from nine (9) States (Egypt, Iran, Jordan, Kuwait, Morocco, Oman, Qatar, Sudan and United Arab Emirates) and eight (8) Organizations/Industries (AACO, ACAC, ACI, Boeing, CANSO, COSCAP-GS, IATA and IFATCA). The list of participants of the High-Level Briefing/Meeting is at **Attachment B** to this Summary.

1.3 Agenda

1.3.1 The agenda was developed around the main following topics:

- a) Global & Regional Aviation Safety
- b) RASG-MID Activities & Engagement Strategy
- c) Runway and Ground Safety (RGS)
- d) Loss of Control In Flight (LOC-I)
- e) Controlled Flight Into Terrain (CFIT)
- f) SSP/SMS Implementation
- g) Revised version of the MID Region Safety Strategy

1.3.2 A copy of the detailed Agenda/Work Programme is available at the ICAO MID Regional Office Website:

<http://www.icao.int/MID/Pages/2014/Second%20MID%20Region%20Safety%20Summit.aspx>

From extensive feedback it was confirmed that the Agenda was well balanced, informative and interesting and that it met the expectations of the safety stakeholders.

1.4 Objective

1.4.1 The Summit aimed to present the status of aviation safety in the MID Region, the progress made in attaining the aviation safety targets outlined in the MID Region Safety Strategy, as well as to discuss challenges and opportunities for the way forward.

II. SUMMARY AND OUTCOME OF DISCUSSIONS

2.1 General

2.1.1 The Summit provided a balance between concepts, strategies and operational experiences.

Second MID Region Safety Summit
Summary of Discussions

2.1.2 The Summit provided valuable panel Sessions and opportunities for networking, collaboration and coordination, as well as sharing of experiences. A revised version of the MID Region Safety Strategy has been consolidated based on the outcome of the different sessions. This version of the Strategy has been endorsed by the DGCA's and CEOs meeting during the third day of the Summit.

2.1.3 All the presentations are available at the ICAO MID Regional Website: <http://www.icao.int/MID/Pages/2014/Second%20MID%20Region%20Safety%20Summit.aspx>

2.2 Global & Regional Aviation Safety

2.2.1 This Session provided an overview of the revised Global Aviation Safety Plan (GASP) and the global priorities. It clarified the link between global and regional safety plans as outlined in the MID Region Safety Strategy. The Session also provided an overview of the Regional Aviation Safety Group – Middle East (RASG-MID) working arrangements and activities.

2.3 RASG-MID Activities & Engagement Strategy

2.3.1 This Session provided an updated overview of the activities of the different RASG-MID subsidiary bodies, i.e.: MID Annual Safety Report Team (MID-ASRT), MID Regional Aviation Safety Team (MID-RAST) and MID Safety Support Team (MID-SST), including the challenges faced and the support required to achieve their objectives.

2.3.2 It was highlighted that the First and Second Editions of the MID Region Annual Safety Report used the IATA data. However, for humanization purpose, starting with the Third Edition, ICAO data (Scheduled Commercial Departures) will be used for the reactive part of the Report.

2.3.3 The Session highlighted the need for support, commitment/engagement, participation and contributions of all States and Stakeholders in the MID Region to the RASG-MID activities to achieve the agreed objectives.

2.4 Runway and Ground Safety (RGS)

2.4.1 This Session provided participants with an overview of the status of the RGS related accidents (Globally and Regionally), as well as, the RGS activities under the RASG-MID and the progress related to the development and implementation of Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs).

2.4.2 The outcome of the First Meeting of the RGS Working Group was highlighted including the updated Safety Indicators and Targets related to Runway Safety.

2.4.3 The Session also provided an update on the status of Aerodrome Certification in the MID Region.

2.5 Loss of Control In Flight (LOC-I)

2.5.1 This Session provided an overview of the status of the LOC-I related accidents (Globally and Regionally), as well as, the LOC-I activities under the RASG-MID and the progress related to the development and implementation of SEIs and DIPs. In addition, the Safety Indicators and Targets were presented as outlined in the revised version of the MID Region Safety Strategy.

2.5.2 It was highlighted that the DIP needs to be further reviewed and finalized taking into consideration the outcome of the LOC-I Symposium (ICAO-HQ, Montreal, 20- 22 May 2014), and the Guidance Material contained in the Manual on Aeroplane Upset Prevention and Recovery (ICAO Doc 10011).

2.5.3 Participants were briefed about the recently completed work of the US Commercial Aviation

Second MID Region Safety Summit
Summary of Discussions

Safety Team (CAST) dealing with Aircraft State Awareness.

2.6 Controlled Flight Into Terrain (CFIT)

2.6.1 This Session provided an overview of the status of the CFIT related accidents (Globally and Regionally). It was highlighted that according to ICAO data, no CFIT related accident occurred in the MID Region since 2006. However, the CFIT will continue to be addressed since it is a global priority and one of the three main killers globally.

2.6.2 Safety Indicators and Targets were reviewed and updated as outlined in the revised version of the MID Region Safety Strategy.

2.6.3 Participants were briefed about the draft DIP, which is currently coordinated between RASG-MID and MIDANPIRG (PBN Sub Group).

2.7 SSP/SMS Implementation

2.7.1 Participants were apprised of operational experiences related to SSP & SMS implementation in the MID Region.

2.7.2 This Session provided an overview of the development and implementation of SEIs and DIPs to support the SSP Implementation in the MID Region as part of the RASG-MID activities.

2.7.3 The discussion covered the Safety Indicators and Targets related to the SSP/SMS Implementation. Some updates to these Indicators and Targets were agreed upon as outlined in the revised version of the MID Region Safety Strategy.

2.8 Revised version of the MID Region Safety Strategy

2.8.1 During this Session a revised version of the MID Region Safety Strategy was consolidated based on the outcome of the different sessions related to the Safety Indicators and Targets.

2.9 High-Level Briefing to the Top Management (DGCAs and CEOs)

2.9.1 The meeting was apprised of the outcome of the first two days of the Summit, particularly; the revised version of the MID Region Safety Strategy, which has been endorsed by the meeting as at **Appendix A**.

2.9.2 The meeting was briefed about the RASG-MID working arrangements, activities and deliverables, as well as, the necessary support and commitment/engagement to achieve the RASG-MID's objectives.

2.9.3 A briefing was also provided about the Regional Cooperation including COSCAP-GS and the initiative to conduct a study related to the establishment of a Regional Safety Oversight Organization(s) for ACAC and MID States.

2.10 Third MID Region Safety Summit

2.10.1 Based on a proposal by Qatar, it was agreed that the Third MID Region Safety Summit will be held in 2016 in Doha, Qatar.