



**REPORT OF THE FOURTH MEETING OF THE
RASG-MID STEERING COMMITTEE**

(RSC/4)

(Cairo, Egypt, 15 – 17 December 2015)

The views expressed in this Report should be taken as those of the RASG Steering Committee and not of the Organization. This Report will, however, be submitted to the RASG-MID and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting
and published by authority of the Secretary General

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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Fourth meeting of the RASG-MID Steering Committee (RSC/4) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 15 -17 December 2015.

2. OPENING

2.1 The meeting was opened by Mr. Mohamed Smaoui, Deputy Regional Director, ICAO Middle East Office. Mr. Smaoui welcomed all the participants to Cairo and thanked them for their participation.

2.2 Mr. Smaoui highlighted the RASG-MID activities should be clearly linked to promote the Global Aviation Safety Plan (GASP) objectives and to harmonize all activities undertaken to address aviation safety issues on a regional basis. Accordingly, the RASG-MID should lead the coordination of regional activities by States and regional stakeholders. This cannot be done without effective collaboration by all stakeholders. Mr. Smaoui highlighted that, in line with the “No Country Left Behind” initiative, the RASG-MID should focus on States with the greatest needs such as low Effective Implementation (EI), and coordinate related assistance. This will require more efforts and active involvement by all stakeholders.

2.3 Mr. Chamsou Deen Andjorin, Co-Chairperson of RSC, Director Aviation Safety ME& Africa, Boeing welcomed the participants to the RSC/4 meeting and thanked the Secretariat for the continuous support.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty (30) participants from six (6) States (Egypt, Iran, Iraq, Kuwait, Saudi Arabia and UAE) and four (4) Organizations/Industries (Boeing, CANSO, IATA and IFALPA). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Chamsou Deen Andjorin, Director Aviation Safety ME& Africa, Boeing and Mr. Haithem Gauwas, G.M. Safety & Risk, GACA, Saudi Arabia.

4.2 Mr. Mashhor Alblowi, Regional Officer, Flight Safety (FLS) was the Secretary of the Meeting, assisted by Mr. Adel Ramlawi Regional, Officer, Aerodrome and Ground Aids (AGA).

4.3 Mr. Mohamed Smaoui, Deputy Regional Director supported the meeting.

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: Coordination between RASG-MID and MIDANPIRG
- Agenda Item 5: Future Work Programme
- Agenda Item 6: Any other Business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The RSC/4 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

- DRAFT CONCLUSION 4/1: REVISION OF THE RASGS TERMS OF REFERENCE*
- DRAFT CONCLUSION 4/2: IATA-IOSA PROGRAMME*
- DRAFT CONCLUSION 4/3: USE OF ECCAIRS*
- DRAFT DECISION 4/4: FOURTH MID REGION ANNUAL SAFETY REPORT*
- DRAFT CONCLUSION 4/5: MID RUNWAY SAFETY GO-TEAM PRIORITIES*
- DRAFT CONCLUSION 4/6: AIRPLANE STATE AWARENESS (ASA)-LOW AIRSPEED ALERTING*
- DRAFT CONCLUSION 4/7: STANDARD OPERATING PROCEDURES EFFECTIVENESS AND ADHERENCE*

*DRAFT CONCLUSION 4/8: AIRPLANE STATES AWARENESS (ASA) -TRAINING
FLIGHT CREW TRAINING (APPROACH TO STALL &
UP SET RECOVERY) VERIFICATION AND VALIDATION*

*DRAFT CONCLUSION 4/9: REVISED STRATEGY FOR THE ENHANCEMENT OF
REGIONAL COOPERATION ON AIR ACCIDENT
INVESTIGATION*

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.

REPORT ON AGENDA ITEM 2: GLOBAL DEVELOPMENTS RELATED TO AVIATION SAFETY***Global Aviation Safety Plan (GASP) Update***

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting was apprised of the proposed 2017-2019 edition of the GASP (Doc 10004), which is envisaged to be presented for endorsement at the 39th Session of the Assembly (A39) in 2016. It was noted that the major change in the GASP is the development of a new Global Aviation Safety Roadmap which will be included in the 2017-2019 GASP as an Appendix in order to assist the aviation community in achieving the objectives presented in the GASP. The roadmap's goal is to ensure that safety initiatives deliver the intended benefits associated with the GASP objectives through enhanced coordination, thus reducing inconsistencies and duplication of efforts.

2.2 The meeting was briefed about the outcome of the RASGs Coordination meeting held on 27 November 2015 in Montreal, which highlighted the following recommendations:

- RASGs are an integral part of the GASP structure and RASG activities should be clearly linked to promote GASP objectives and to harmonize all activities undertaken to address aviation safety issues on a regional basis.
- RASGs should lead the coordination of regional GASP implementation efforts by identifying, analyzing, monitoring and promoting regional safety implementation activities by States and regional stakeholders.
- A key component of achieving GASP objectives is in the prioritization of implementation activities in the Region by analyzing the regional safety situation and current activities.
- Participants in RASG safety implementation activities should be vested with sufficient authority to enable the aviation community to collaboratively identify, address and regularly reassess safety and air navigation objectives at the global, regional and national levels through their respective work programmes.
- RASGs shall participate in the safety aspects of the “No Country Left Behind” initiative by also focusing on States with the greatest needs (Low EI/SSC) and coordinating requests for assistance.
- RASGs are the regional focal points for highlighting risks by collecting and exchanging relevant and appropriate aviation safety data with regional and global aviation stakeholders.
- RASGs as part of their work programme should make recommendations to ICAO to facilitate the implementation of the GASP.
- RASGs, using safety audit information and other data analysis, shall regularly assess the progress made in the implementation of the GASP and adopted regional safety targets in their respective Regions. These assessments shall be reported through meeting reports and annual safety reports which should be made available on the ICAO web site without password protection.

2.3 The meeting supported the recommendations related to GASP priorities for RASGs, as well as the “No Country Left Behind” initiative by focusing on States with the greatest needs (Low EI/SSC) and coordinating the required assistance. The meeting highlighted the need to reflect the above recommendations in the Terms of Reference (TORs) of the RASG-MID, and agreed accordingly to the following Draft Conclusion:

DRAFT CONCLUSION 4/1: REVISION OF THE RASGS TERMS OF REFERENCE

That, ICAO consider the revision of the RASGs Terms of Reference (TORs) taking into consideration the latest developments including the outcomes of the HLSC 2015 and RASGs Coordination Meeting of 27 November 2015.

Review of the RASG-MID/4 Report by the Air Navigation Commission (ANC)

2.4 The subject was addressed in WP/3 presented by the Secretariat. The meeting noted the actions taken by the ANC on the Report of the RASG-MID/4 meeting. The meeting noted with appreciation the ANC positive and encouraging comments and feedback.

2.5 With respect to the RASG-MID Conclusion 4/14, regarding the IATA Operational Safety Audit (IOSA) Programme, particularly the use of the term “acceptable means of compliance” which might be misleading. The meeting agreed that IOSA compliance does not replace a State’s oversight activities but rather provided complementary information; therefore, IOSA cannot be considered as an acceptable means of complying with State’s oversight obligations. Accordingly, the meeting agreed to the following Draft Conclusion, which is proposed to replace and supersede the RASG-MID Conclusion 4/14:

DRAFT CONCLUSION 4/2: IATA-IOSA PROGRAMME

That, States be encouraged to use all sources of safety data for the conduct of their safety oversight activities, including the IATA IOSA results, which provide complementary information for the safety oversight activities.

RASG Activities in other Regions

2.6 The subject was addressed in IP/3 presented by the Secretariat. The meeting was briefed about the RASGs activities, work programmes and achievements in the different ICAO Regions.

REPORT ON AGENDA ITEM 3: REGIONAL PERFORMANCE FRAMEWORK FOR SAFETY**Review of the Draft of Fourth MID Annual Safety Report (MID-ASR)**

3.1 The subject was addressed in WP/4 presented by IATA and the Secretariat on behalf of the MID-ASRT Rapporteur. The meeting reviewed the Draft MID-ASR and noted that based on the analysis of the reactive safety information for the period 2010-2014, and in accordance with the agreed matrix used for the assessment of the different accident categories (frequency x severity), the accident categories are classified in the following order:

- 1- Runway Safety (RS);
- 2- Loss of Control In Flight (LOC-I);
- 3- System Component Failure-power plant (SCF-PP);
- 4- Controlled Flight Into Terrain (CFIT); and
- 5- System Component Failure-Non power plant (SCF-NP).

3.2 The meeting agreed to combine SCF-PP and SCF-NP into one risk area (SCF). In addition, taking into consideration that the only CFIT accident in the MID Region occurred in 2010, the meeting agreed that CFIT would not be considered anymore as one of the focus areas but rather as an emerging risk. Accordingly, the meeting agreed to the following main Focus Areas in the MID Region:

- 1- Runway Safety (RS);
- 2- Loss of Control In Flight (LOC-I); and
- 3- System Component Failure (SCF).

3.3 With respect to reporting of accidents and serious incidents, it was underlined that ECCAIRS should be used for the reporting of accidents and serious incidents to ICAO. In this regard, the meeting agreed that the following Safety Indicator should be added to the MID Region Safety Strategy: “*Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents*”. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 4/3: USE OF ECCAIRS

That, States that have not yet done so, be urged to use ECCAIRS for the reporting of accidents and serious incidents.

3.4 According to the results of the ICAO USOAP-CMA, it was noted that the average overall Effective Implementation (EI) in the MID Region is 68.23%, which is above the world average (62.62 %). However, five (5) States (Egypt, Jordan, Lebanon, Libya and Syria) have an EI below 60%. In addition, one State (Lebanon) has a SSC related to OPS-AOC.

3.5 In line with the above, the meeting agreed that the RASG-MID should be focusing on the States with the greatest needs (Low EI/SSC), in line with the “No Country Left Behind” initiative, and should not limit its activities to address the Focus Areas (RS, LOC-I and SCF).

3.6 It was underlined that SSP implementation is still one of the main challenges in the Region, which requires States to share their experiences including challenges and best practices in order to properly provide recommended actions to support the SSP implementation at the regional level.

3.7 Based on the foregoing, the meeting tasked the MID-ASRT to finalize the MID-ASR for final endorsement by the RASG-MID/5 meeting. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT DECISION 4/4: FOURTH MID REGION ANNUAL SAFETY REPORT

That,

- a) *the MID-ASRT finalize the Fourth MID Region Annual Safety Report (ASR) taking into consideration the outcome of the RSC/4 meeting; and*
- b) *the final version of the Fourth MID ASR be presented to the RASG-MID/5 for endorsement.*

Accidents and Incidents Analysis Working Group (AIA WG)

3.8 The subject was addressed in WP/11 presented by the Secretariat. The meeting noted that the first meeting of AIA WG is scheduled to be held in Cairo, Egypt, 29-31 March 2016. Accordingly, the meeting urged States and Partners to support the AIA WG and nominate safety experts, from relevant fields such as flight safety, Aerodromes and ANS, with grounded knowledge and experience in Accident and Incident Investigation (AIG), including the ADREP Taxonomy and ECCAIRS.

3.9 The meeting also urged States and safety partners to actively participate in the AIA WG/1 meeting and share their data (unidentified) in order to be analyzed by the Group.

Runway Safety related issues

3.10 The subject was addressed in WP/8 presented by the Secretariat. The meeting was apprised of the outcome of the Second meeting of the Runway and Ground Safety Working Group (RGS WG/2) held in Cairo, Egypt, 19-21 May 2015.

Aerodrome Certification

3.11 The meeting recalled that the level of Aerodromes Certification implementation varies within the MID Region States. In this respect, it was highlighted that the RASG-MID/4 meeting agreed that Runway Safety Go-Team can be used as a tool to support MID States, upon request, to complete the certification of their international aerodromes.

3.12 The meeting noted that the ICAO MID Regional Office received requests from Egypt, Iran and Sudan to amend the list of their International Aerodromes. Accordingly, a Proposal for Amendment (PFA) to the MID Basic ANP was processed and approved.

3.13 The meeting reviewed the status of implementation of Aerodrome Certification at **Appendix 3A**. It was highlighted that 31 out of the 59 MID States International Aerodromes have been certified. This number represents 53% of the International Aerodromes listed in the MID ANP. This percentage exceeds the MID Safety Strategy target of 50% for year 2015. However, the meeting agreed that more efforts are needed to meet the Strategy target of 75% for year 2017.

3.14 The meeting recalled that the AOP 1 Table of the MID ANP does not include some of the aerodromes which are required/used for international operations. This was reconfirmed by IATA and the concerned States were invited to review the list of their International Aerodromes and send a revised list to the ICAO MID Regional Office, taking into consideration the users' needs.

Runway Safety Team and Go-Team

3.15 The meeting noted with appreciation that, as a follow-up to the RS Go-Team Visit to Khartoum, the UAE GCAA has conducted a training course on Aerodrome Airside Operation in Khartoum, Sudan from 6 to 10 September 2015. Also, coordination is ongoing with the Civil Aviation Authority of Sudan to arrange for a course on Aerodrome Safeguarding to be conducted by Egypt.

3.16 The meeting noted that the DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2015) supported the RASG-MID/4 Conclusion 4/9 encouraging MID States to foster the implementation of Runway Safety Teams (RST) and request Runway Safety Go-Team visits, as needed. It was recalled that the Go-Team does not conduct audits and provides an effective and inexpensive tool to enhance runway safety.

3.17 In accordance with the "No Country Left Behind" initiative and the MID Region Safety Strategy, the meeting agreed that assistance in the area of Aerodrome Certification and runway safety should be targeted towards Egypt, Iran, Jordan and Lebanon. The meeting noted with appreciation that Saudi Arabia will support the MID Runway Safety Go-Team by providing two aerodrome specialists. Accordingly, the meeting agreed to the following Conclusion:

DRAFT CONCLUSION 4/5: MID RUNWAY SAFETY GO-TEAM PRIORITIES

That, Egypt, Iran, Jordan, and Lebanon be considered by the MID Runway Safety Go-Team as top priority in the planning of Go-Team Visits to MID States.

Heliports

3.18 The meeting noted that the General Civil Aviation Authority (GCAA), UAE, in partnership with the aviation industry; has adopted a proactive approach to the formulation and introduction of UAE national regulation applicable to Heliports.

3.19 The meeting noted that the ICAO MID Regional Office has successfully conducted the ICAO Heliport Seminar (IHS), graciously hosted by UAE, in Dubai from 8 to 10 December 2015. The Seminar highlighted the need for Heliport safety oversight and provided an overview of the operator's perspectives.

3.20 The outcomes of the IHS included the following recommendations:

- 1) encourage States to implement ICAO provisions related to Heliports (Annex 14 Volume II) through national Regulations and Safety Oversight. This should include implementation of adequate SMS;
- 2) encourage States to establish and maintain database for Heliports. This should include monitoring new Heliports construction;

- 3) invite ICAO to consider inclusion of core training elements (CAA inspectors & Heliport operator) as part of the Heliport Design and services Manual; and
- 4) report the outcome of this Seminar to RASG-MID and share with the other RASG's.

ICAO Wildlife Strike Hazard Reduction Symposium

3.21 The meeting noted that ICAO will organize a Wildlife Strike Hazard Reduction Symposium in ICAO HQ, Montreal, Canada from 10 to 12 May 2016. The meeting encouraged MID States and International Organizations to participate and share their experience on wildlife management.

Update on SEIs and DIPs related to RGS

3.22 The subject was addressed in WP/7 presented by the RGS Coordinator. The meeting noted with appreciation the progress achieved in the implementation of the different SEIs/DIPs related to RGS, as follows:

MID-RAST/RGS/2

3.23 The meeting noted with appreciation that the DIP actions have been fully completed. It was recalled that the MID-RAST/RGS/2 focuses on the development of guidance material and training programmes to support the creation of action plans by the Runway Safety Team (RST) and that UAE is the Champion of this SEI. A summary of actions related to the MID-RAST/RGS/2 DIP is at **Appendix 3B**.

MID-RAST/RGS/3

3.24 The MID-RAST/RGS/3 focuses on the development of guidance material and training programmes to support Aerodrome Infrastructure and Maintenance Management. It was noted with appreciation that UAE, the Champion of this SEI, has completed three out of the five DIP required actions. A summary of actions related to the MID-RAST/RGS/3 DIP is at **Appendix 3C**.

MID-RAST/RGS/4

3.25 The MID-RAST/RGS/4 focuses on Aerodrome Safeguarding. Egypt is the Champion of this DIP with the support of UAE and Sudan. The meeting noted that work is in progress for the development of a Safeguarding Guidance Toolkit and that a Regional Workshop on Aerodrome Safeguarding is planned for June 2016. A summary of the planned actions related to the MID-RAST/RGS/4 DIP is at **Appendix 3D**.

MID-RAST/RGS/5

3.26 The MID-RAST/RGS/5 focuses on Wildlife Management and Controls. Sudan is the Champion of this DIP supported by UAE, Egypt, Oman, Bahrain and IFATCA. A summary of the planned actions related to the MID-RAST/RGS/5 DIP is at **Appendix 3E**.

MID-RAST/RGS/6

3.27 The MID-RAST/RGS/6 focuses on Laser Attacks. Egypt is the Champion of this DIP supported by UAE, Bahrain and Sudan. A summary of the planned actions related to the MID-RAST/RGS/6 DIP is at **Appendix 3F**.

3.28 In connection with the above, the meeting appreciated the progress achieved in the implementation of the SEIs and DIPs related to RGS and commended the work of UAE, Egypt, Sudan and the RGS Working Group. The meeting agreed that effort will be pursued to complete the pending actions in a timely manner.

Loss of Control In Flight (LOC-I)

3.29 The subject was addressed in WP/6 and WP/9 presented by the RAST Rapporteur and LOC-I Coordinator, respectively. The meeting reviewed the progress made with regard to the implementation of the LOC-I DIPs as at **Appendix 3G**.

3.30 With regard to the RAST-MID/LOC-I/1 DIP “Airplane State Awareness (ASA)-Low Airspeed Alerting”, the meeting noted with appreciation that the ANC commended the work previously done related to Low Airspeed Alerting Provisions, which was referred to the Airworthiness Panel (AIRP) for further review. In this respect, the meeting invited IATA to consolidate the related material and develop a draft RASG-MID Safety Advisory for endorsement by the RASG-MID/5 meeting. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 4/6: AIRPLANE STATE AWARENESS (ASA)-LOW AIRSPEED ALERTING

That, IATA develop a draft RASG-MID Safety Advisory related to Airplane State Awareness (ASA)-Low Airspeed Alerting, for endorsement by the RASG-MID/5 meeting.

3.31 With respect to the RAST-MID/LOC-I/2 DIP “Standard Operating Procedures effectiveness and adherence”, the meeting reviewed the draft RASG-MID Safety Advisory at **Appendix 3H** and agreed to following Draft Conclusion:

DRAFT CONCLUSION 4/7: STANDARD OPERATING PROCEDURES EFFECTIVENESS AND ADHERENCE

*That, States be invited to review the Draft RASG-MID Safety Advisory at **Appendix 3H** related to the Standard Operating Procedures effectiveness and adherence and provide feedback/comments to the ICAO MID Regional Office by **15 February 2016**.*

3.32 For the RAST-MID/LOC-I/3 DIP “ASA-Training-Flight Crew Training Verification and Validation”, the meeting reviewed the draft RASG-MID Safety Advisory at **Appendix 3I** and agreed to following Draft Conclusion:

DRAFT CONCLUSION 4/8: AIRPLANE STATES AWARENESS (ASA)-TRAINING FLIGHT CREW TRAINING (APPROACH TO STALL & UP SET RECOVERY) VERIFICATION AND VALIDATION

*That, States be invited to review the Draft RASG-MID Safety Advisory at **Appendix 3I** related to the Airplane States Awareness (ASA)-Training –Flight Crew Training (Approach to Stall & Up set recovery) Verification and Validation; and provide feedback/comments to the ICAO MID Regional Office by **15 February 2016**.*

3.33 The meeting noted that IATA will be organizing a LOC-I Workshop for the airlines in Dubai on 3 March 2016. The meeting requested IATA to support the Third MID Safety Summit (Doha, Qatar, 7-10 March 2016) by providing power point presentation(s) on LOC-I including the outcome of the Workshop in Dubai.

Controlled Flight Into Terrain (CFIT)

3.34 The subject was addressed in WP/6 presented by the RAST Rapporteur. The meeting reviewed the progress achieved with regard to the implementation of the DIP (RAST-MID/CIFIT/1) “The implementation of BPN Approach procedures to all runways not currently served by precision approach procedures” as at **Appendix 3J**.

Emerging Risks Area

3.35 The subject was addressed in in WP/6 presented by the RAST Rapporteur. The meeting noted that the Coordinator for the Emerging Risks Area, Mr. Badr A. Alharbi. It was highlighted that no progress made to address the previously identified Emerging Risks, mainly System/Component Failure or Malfunction (SCF) and Near Midair Collision (NMAC). In this regard, the meeting agreed that there is no need to designate a new Coordinator for the Emerging Risks Area; and alternatively, the identified emerging risks should be assigned to the existing Teams/Coordinators

3.36 It was highlighted that based on the results of the MID-ASR, System/Component Failure or Malfunction (SCF) is now considered as a Focus Area in the MID Region and not as an Emerging Risk. In this respect, the meeting noted that Boeing will be the Champion for the SCF with the support of IATA and ICAO. It was noted that Boeing will coordinate with Airbus and EMBRAER and provide the manufactures support and recommendations/guidance related to SCF.

3.37 The meeting agreed that CFIT, which is now considered as an emerging risk, will be addressed directly by the MID-RAST, since a DIP has been already developed and being implemented.

3.38 With respect to the second emerging risk, the meeting agreed that Near MID Air Collision (NMAC) should be addressed under the AIA WG in order to conduct some analysis and provide feedback on the contributing factors to be considered for the development of mitigation measures.

Outcome of the Safety Support Team (MID-SST)

3.39 The subject was addressed in WP/10 presented by the MID-SST Rapporteur. The meeting reviewed and endorsed the revised Term of References (TORs) of the Team at **Appendix 3K**, which reflects the new way of doing business, with a focus on targeted assistance, sharing of expertise experience, and best practices in order to agree on recommended actions and provide assistance related to the implementation of the SEIs.

3.40 With respect to the first SEI “Improve status of implementation of State Safety Programme (SSPs) in the MID Region”, the meeting noted that the following DIPs have been completed:

- 1- (MID-SST/01) related to the establishment of an RSOO to support the SSP implementation in the Region, since the MENA RSOO is in the establishment process;
- 2- (MID-SST/02) related to SMS guidance material; and
- 3- (MID-SST/03) related to SSP/SMS Workshop.

3.41 The meeting agreed that in order to monitor the progress of the SSP implementation and keep ICAO informed on the process, States should continuously update the Gap Analysis on iSTARS. It was highlighted that the Gap Analysis could be shared by selecting this option on iSTARS. Accordingly, the meeting urged States to update the Gap Analysis on iSTARS on a regular basis and encourage them to use the option which allows the sharing of their Gap Analysis.

3.42 The meeting agreed that SMS implementation is one of the Aerodrome Certification challenges and that the subject be addressed under the framework of the MID-SST in coordination with the RGS WG. It was noted that Saudi Arabia is coordinating with Egypt to provide feedback on the action plan related to enhancement of SMS implementation at MID International Aerodromes.

3.43 With regard to the Second SEI “Strengthening of States' Safety Oversight Capabilities”, the meeting agreed that States should share their information including current status, main obstacles, needs and work programme to complete PQs and CAPs, technical assistance received, comments on the CMA-OLF, and any other information to be presented by the National Continuous Monitoring Coordinators (NCMCs). In this regard, it was noted that the MID-SST/3 meeting will be held in Abu-Dhabi, UAE, 10-13 October 2016 including the NCMCs meeting.

3.44 The meeting noted that the progress of updating the CAPs to address identified findings from the USOAP-CMA is low, which affects the improvement of EI. Accordingly, the meeting urged States to take necessary measures to update their CAPs.

3.45 With respect to the third SEI “Regional Cooperation for the Provision of Accident & Incident Investigation”, the meeting agreed that the Strategy for the establishment of Regional Accident and Incident Investigation Organization(s) (RAIO(s)), need to be revised in order to reach a mature level of regional cooperation before considering any feasibility study on the establishment of RAIO(s). In this regard, the meeting reviewed a revised version of the Strategy prepared by UAE in coordination with Bahrain, Saudi Arabia and Sudan and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 4/9: REVISED STRATEGY FOR THE ENHANCEMENT OF REGIONAL COOPERATION ON AIR ACCIDENT INVESTIGATION

*That, States be invited to review the revised Strategy for the Enhancement of Regional Cooperation on Air Accident investigation at **Appendix 3L** and provide feedback/comments to the ICAO MID Regional Office by **15 March 2016**.*

3.46 With regard to the RASG-MID/4 Decision 4/3 and in accordance with the outcome of the Safety Management Workshop (Kuwait, 25-27 May 2015) and the SST/2 meeting, the meeting agreed that the establishment of a Regional/Sub-regional safety database should be considered by the MENA RSOO, when established.

Establishment of MENA-RSOO

3.47 The subject was addressed in WP/12 presented by the Secretariat. The meeting recalled that Nine (9) States (Bahrain, Egypt, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia and Sudan) signed the Letter of Intent and committed to the process of establishing the MENA RSOO during the DGCA-MID/3 meeting and that the signed Letter of Intent was handed to the Director General of ACAC for further actions. It was underlined that the ICAO MID Regional Office approached ACAC for updates on the development; however, no feedback or update has been received on the subject. Accordingly, taking into consideration that the MENA RSOO when established should be aligned with the RASG-MID priorities and objectives, the meeting agreed the RASG-MID Chairman coordinates with ACAC and advise the ICAO MID Regional Office on the next course of actions.

Outcome of the Safety Management Workshop

3.48 The subject was addressed in WP/13 presented by the Secretariat. The meeting was apprised of the outcome of the Safety Management Workshop, which was jointly organized by the ICAO MID Regional Office and COSCAP-GS and gratefully hosted by Kuwait (25-27 May 2015). The meeting supported the near-term recommendations related to enhancement of safety culture to promote reporting at national level, and mid-term recommendations related to the proposed MID Region safety database. It was highlighted that in order to promote reporting at national level, safety culture should be enhanced through:

- Management commitment and leadership;
- non-punitive approach (Safety Culture);
- safety promotion (training and communication);
- motivation: Incentives and Rewards;
- ownership;
- transparency;
- feedback after reporting (action taken); and
- strengthening the regulator's role in achieving effective safety reporting culture.

3.49 The Summary of Discussions of the workshop is available on the ICAO MID website.

3.50 The meeting noted that IATA will be organizing a Safety Management Workshop in Dubai (October 2016).

Outcome of the Interregional English Language Proficiency Workshop

3.51 The subject was addressed in WP/14 presented by the Secretariat. The meeting was apprised of the outcome of the Interregional English Language Proficiency Workshop, which was jointly organized by the ICAO APAC, EUR/NAT and MID Regional Offices and gratefully hosted by Kuwait (9-11 November 2015).

3.52 The main outcomes of the Workshop are as follow:

- Licenses should be endorsed based on ICAO recognized tests.
- Need to enhance States' safety oversight capabilities related to LPRs implementation, including through ICAO Home of English Language Proficiency Programme (iHELPP) and training of concerned regulators' staff.
- Regulators should maintain regular contact with the Test Service Providers.
- ICAO to consider inclusion of ELP related procedures in the PANS Training document (Doc 9868), as appropriate.
- ICAO to consider developing additional ELP (testing) related Protocol Questions (PQs) within the USOPA CMA framework.
- Based on identified requirements (safety case), ICAO to consider the development of provisions related to ELP for other aviation safety related disciplines (e.g. AIM, MET, firefighting, flight attendants, ground staff).

- Cooperation and sharing of information, sharing of resources at regional/sub-regional level to be encouraged.
- ICAO ELP training material (i.e. sound samples) to be used and further developed, including the development of a Computer Based Training (CBT).

3.53 The meeting supported the outcome of the Workshop and agreed that the MID-SST take them into consideration in its future work programme to recommend necessary follow-up actions.

Third MID Region Safety Summit and High Level Briefing/Meeting (DGCAs and CEOs)

3.54 The meeting noted that the Third MID Region Safety Summit will be held in Doha, Qatar (7-9 March 2016). In accordance with the RASG-MID Engagement Strategy, which was endorsed by the RASG-MID/4 meeting through Conclusion 4/13, a half day of each MID Safety Summit would be dedicated to a briefing to the CEOs/DGs of regulators, airlines, ANSPs, and airports from the Region. Accordingly, the High-Level Briefing/Meeting to the DGCAs and CEOs will be held on 10 March 2016 in Doha, Qatar.

3.55 The meeting urged MID States to support the Third MID Region Safety Summit and the High-Level Briefing/Meeting to the DGCAs and CEOs and provide suggestions/proposals for their Work Programmes/Agendas.

MID Region Safety Targets

3.56 The subject was addressed in WP/5 presented by the Secretariat. The meeting reviewed the current status of the different Safety Indicators included in the MID Region Safety Strategy as at **Appendix 3M**. With respect to the reactive part of the Strategy, it was noted that although the MID Region average accidents rates are slightly above the global rates, the regional average rates for the period (2010-2014) show a good improvement compared to (2009-2013).

3.57 With regard to the proactive part, the regional average USOAP-CMA Effective Implementation (EI) is 68.23, where the target is to achieve 70% in 2020. Currently, eight (8) States out of thirteen (13) audited States have EI above 60% and the target is to have eleven States by 2020. The MID Region has one Significant Safety Concern (SSC) related to Aircraft Operations (Air Operator Certificates-AOC). With respect to Aerodromes Certification, 31 out of 59 (53%) International Aerodromes in the MID Region are certified, exceeding the 2015 target (50%). However, it was highlighted that, taking into consideration, the political/security situation in some of the MID States (conflict zones), the achievement of the target 75% certified by 2017 is very challenging.

3.58 With respect to predictive part, the followings are the status of different indicators related to SSP/SMS, 9 States completed the SSP Gap Analysis on iSTARS (the target is to have 10 MID States by 2015), 8 States developed an SSP implementation plan (target is to have 10 MID States by 2015), 3 States completed implementation of SSP Phase 1, 1 State completed implementation of SSP Phase 2, 7 States partially completed implementation of SSP Phase 3, and 6 States established a process for acceptance of individual service providers' SMS.

3.59 The meeting noted that the priorities identified by the RASG-MID and included in the MID Region Safety Strategy helped all stakeholders to work towards the achievement of the agreed safety targets and that, as a whole, good progress has been registered, especially in the RGS area. However, there is still room for improvement, but this necessitate to address the following main challenges:

- a) the escalated political/security situation in some of the MID States, which affected the achievement of the regional safety targets;

-
- b) insufficient technical and/or financial resources at State level to implement the Global Aviation Safety Plan (GASP) objectives, the SEIs and contribute to the achievement of the agreed safety targets and support the RASG-MID Work Programme;
 - c) difficulty to find voluntary Champions/Coordinators (from States or the Industry) to progress the work related to the identified SEIs and DIPs;
 - d) some States do not have sufficient number of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities;
 - e) lack of adequate training provided to technical and inspectorate staff;
 - f) slow progress in the implementation of the work programme of the MID Safety Support Team (USOAP-CMA, SSP/SMS, AIG, etc.); and
 - g) low level of reporting of safety data (incidents and hazards).

3.60 The meeting noted that based on the outcome of the HLSC 2015 related to core Safety Performance Indicators (SPIs), the only SPI, which is not included in the MID Region Safety Strategy is related to Fleet Modernization. Accordingly, the meeting agreed that the following Safety Indicators be added to the MID Region Safety Strategy: “*Average Fleet Age*” and “*Percentage of fleet above 20 years of age*”.

3.61 With respect to the Safety Target related to the use of the IATA Operational Safety Audit (IOSA), and in order to be in line with the Draft Conclusion 4/2 regarding IATA-IOSA Programme, it was agreed that the wording “acceptable means of compliance” be deleted.

3.62 The meeting recognized the difficulties related to the measurement/monitoring of the indicator related to IATA Safety Audit for Ground Operations (ISAGO) certification due to the unavailability of required information including the total number of Ground Services Providers. Accordingly, the meeting agreed that the related indicator be deleted from the Strategy and the subject be addressed by the RGS WG.

3.63 Based on the foregoing, the meeting agreed on the revised version of the Strategy at **Appendix 3N**, in order to be presented to the RASG-MID/5 for endorsement.

RASG-MID Engagement Strategy

3.64 The meeting reviewed the RASG-MID Engagement Strategy and discussed its implementation status and effectiveness. It was reiterated that the success of RASG-MID is dependent on the commitment, participation and contribution of its members and partners from States, industry and Regional and Sub-regional Organizations through financial and in-kind support.

3.65 The meeting commended the achievements of the RASG-MID since its establishment; nevertheless it was recognized that the level of attendance/support to the RASG-MID and its subsidiary bodies was still not up to expectation.

3.66 The meeting recalled that the main objectives of the Engagement Strategy are:

- Regional, National, and local knowledge and awareness;
- buy-in;
- commitment;
- effective contribution to the work under RASG-MID;
- active participation to meetings, events, and forums; and
- harmonization of efforts.

3.67 The role of the different RASG-MID stakeholders was underlined. In particular, it was highlighted that participation in Safety Teams should be by specialists in the subjects under consideration. Such specialists should have relevant experience in the field concerned. Accordingly, all stakeholders should support the work of the Safety Teams by providing the expertise to be active contributors to the work (voluntary basis), including the review of the RASG-MID deliverables.

3.68 In accordance with the Engagement Strategy, the meeting agreed to the following assessment using a ranking from 1 (poor) to 5 (very good):

Engagement Criteria	Assessment	Remarks
Level of participation in RASG-MID activities	3	
Effective implementation of safety action plans and mitigation measures	3	
Achievement of safety targets within set timelines	3	
Streamlining of efforts and avoidance of duplication of efforts	2	
Level of communication with stakeholders as per set plans	4	
Feedback Questionnaire (customers satisfaction surveys) from RASG-MID stakeholders and partners	1	First survey to be conducted beginning of 2016

3.69 Based on the above, the meeting urged all stakeholders to secure necessary resources to support the RASG-MID activities in an efficient manner.

CANSO Safety Activities

3.70 The subject was addressed in PPT/1 presented by CANSO. The meeting was apprised of CANSO's safety activities including the introduction of the Standard of Excellence in SMS, CANSO SMS Implementation Guide and SMS Maturity Survey.

3.71 The meeting noted with concern that the level of involvement of ANSPs in the RASG-MID activities is not up to expectation and invited CANSO to champion a SEI related to SMS implementation for ATM. The meeting noted that CANSO will consider seriously this request and provide an answer to the RASG-MID/5 meeting (after internal coordination).

RASG-MID Working Arrangement

3.72 The meeting recalled that the RASG-MID/4 meeting agreed that the RASG-MID Procedural Handbook should be amended to make reference to the MID Region Safety Strategy and to the RASG-MID Engagement Strategy rather than to the Global Aviation Safety Roadmap (GASR).

3.73 It was also highlighted that the Handbook should include the agreed mechanism for coordination between MIDANPIRG and RASG-MID, as requested by the Second PIRG-RASG Meeting held at ICAO Headquarters, Montreal on 5 February 2015 and that the RASG-MID Steering Committee (RSC) composition should include all MID States.

3.74 Based on the above, the meeting reviewed and updated the RASG-MID Procedural Handbook as at **Appendix 3O**.

3.75 The meeting reviewed and updated the list of RASG-MID Members, Alternates and Advisers as at **Appendix 3P** and the list of MID-ASRT, MID-RAST and MID-SST Focal Points as at **Appendix 3Q**.

3.76 The meeting noted that Mr. Achim Baumann, who used to be the RASG-MID Second Vice-Chairperson, had left IATA. Accordingly, the election of a new Second Vice-Chairperson should be done during the RASG-MID/5 meeting.

RASG-MID Work Programme for 2016

3.77 The meeting reviewed and updated the Schedule of 2016 safety events and urged all stakeholders to ensure that their activities are coordinated through the RASG-MID and included in the Work Programme for 2016 in order to avoid duplication of efforts and overlap of events.

REPORT ON AGENDA ITEM 4: COORDINATION BETWEEN RASG-MID AND MIDANPIRG

4.1 The subject was addressed in WP/19 presented by the Secretariat. The meeting was apprised of the latest air navigation activities related to safety.

4.2 The meeting recalled that the First MIDANPIRG/RASG-MID Coordination (MRC/1) meeting (Bahrain, 10 June 2015), endorsed the Table for the subjects of common interest to MIDANPIRG and RASG-MID with the associated leading Group as at **Appendix 4A**.

Call Sign Confusion

4.3 The meeting noted that the ICAO MID Regional Office issued the RASG-MID Safety Advisory- RSA-04 through State Letter Ref.: ME 4-15/152 dated 26 May 2015, posted on the ICAO MID website, to provide a set of guidelines and similarity rules for use by airline operators and air traffic. Accordingly, the meeting encouraged States and aircraft operators to implement the RSA-04.

4.4 The meeting was apprised of the MIDANPIRG/15 meeting outcome related to call sign similarity and confusion. The meeting supported the following MIDANPIRG/15 Conclusion and urged States to take necessary measures to implement its provisions:

CONCLUSION 15/2: CALL SIGN SIMILARITY PROVISIONS AND GUIDELINES

That, States be urged to:

- a) take necessary measures to ensure that their Aircraft Operators (AOs) implement a mechanism to de-conflict call similarity between the same AO flights and thereafter between their local AOs and other Middle East AOs flights;*
- b) report call sign similarity/confusion cases using the template at Appendix 4.1C; and*
- c) develop a simplified mechanism to trigger the reporting of call sign similarity/confusion by ATCOs.*

4.5 The meeting was updated on the initiative related to CSC implemented under the framework of the MID Region ATM Enhancement Programme (MAEP), by the MAEP Interim Project Management Office (MAEP IPMO) with Etihad Airways as the lead.

Reduced Vertical Separation Minima (RVSM)

4.6 The meeting was apprised of the Middle East Regional Monitoring Agency (MIDRMA) framework and activities.

4.7 The meeting noted that the MIDANPIRG/15 meeting reviewed and endorsed the MID RVSM Safety Monitoring Report (SMR) 2014, which presents evidence that, according to the data and methods used, the key safety objectives as set out by MIDANPIRG, through Conclusion 12/16, continue to be met.

4.8 The meeting was apprised of the MIDRMA activities related to the Minimum Monitoring Requirements (MMR). The meeting noted with appreciation that the MIDRMA developed an Auto Online MMR Tool to enable the Civil Aviation Authorities in the MID Region to check their MMR for each airline operator under their responsibility and identify the aircraft that are non-compliant with the Annex 6 requirements for height-keeping performance. Accordingly, in support of the ATM SG/2 Draft Conclusion 2/3, the meeting urged States to use the Auto Online Minimum Monitoring Requirements (MMR) Tool, available on the MIDRMA website; to ensure that all their operators/airframes are complying with Annex 6 requirements related to Height-Keeping Performance.

4.9 The meeting underlined that the MIDRMA's contribution to the work programme of the RASG-MID is essential, in order to further raise awareness about the safety issues related to RVSM operations and monitoring; especially those related to RVSM approvals and certification and address them with the airworthiness experts supporting the activities of the RASG-MID. Accordingly, the meeting agreed that the participation of the MIDRMA Team in the RASG-MID meetings/events should be addressed to the MIDRMA Board/14 (Khartoum, Sudan, 1-3 February 2016) for final decision.

Performance Based Navigation (PBN)

4.10 The meeting was apprised of the latest developments related to PBN. The meeting noted that MIDANPIRG/15 endorsed the MID Region PBN Implementation Plan (MID Doc 007), which offers appropriate guidance for air navigation service providers, airspace operators and users, regulators, and international organizations on the evolution of navigation capabilities as one of the key systems supporting air traffic management, and which describes the RNAV and RNP navigation applications that should be implemented in the short, medium and long term at the regional level. The Plan is available on the ICAO MID Regional Office Website: https://portal.icao.int/RO_MID/Pages/MIDDocs.aspx

4.11 The meeting recognized that the main identified challenge impeding the advancement of PBN implementation in addition to the low number of qualified PBN Experts (PANS-OPS, Airspace planner, OPS Approval and Instructors) is the lack of necessary regulations enabling service providers to implement and the air operators to use PBN procedures. Accordingly, the meeting encouraged States to take necessary measures to develop/update their civil aviation regulations to cover the PBN requirements.

Civil/Military Coordination

4.12 The meeting recalled that the MIDANPIRG/15 meeting established the MID Civil/Military Support Team, with a view to expedite the implementation of the FUA Concept in the MID Region. Accordingly, the meeting encouraged States to request the ICAO MID Regional Office to coordinate the conduct of a Support Team visit, which includes in its work programme a Civil/Military Cooperation Workshop.

Conflict Zones

4.13 The meeting noted that some airspace users continue to circumnavigate Baghdad, Damascus and Tripoli FIRs due to the conflict zones. With regard to Sana'a FIR, some air operators resumed operations through Sana'a FIR using the ATS routes over the high seas.

4.14 The meeting commended the work of the Contingency Coordination Teams (CCTs), established in accordance with the MID Region ATM Contingency Plan, which succeeded in the provision of a forum for sharing information, identifying the challenges and implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations.

4.15 The meeting noted that the majority of the information posted on the ICAO Conflict Zone Information Repository (CZIR) is related to the MID Region. In this respect States were encouraged to provide updated information related to conflict zones, in accordance with the interim procedure to disseminate information on risks to civil aviation arising from conflict zones attached to State Letter Ref.: SMM 1/4-15/16 dated 20 March 2015.

Global Aeronautical Distress and Safety System (GADSS)

4.16 The meeting noted that the Council at its 206th Session approved the recommendation of the ANC on the amendment to Annex 6 Part 1 in relation to Normal Tracking with applicability of 2018. A State Letter will be issued in due course.

REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME

5.1 The subject was addressed in WP/20 presented by the Secretariat. The meeting agreed that the RASG-MID/5 meeting be held from 23 to 25 May 2016 and the Second MIDANPIRG/RASG-MID Coordination meeting (MRC/2) be held on 22 May 2016 (back-to-back) in the same venue. The meeting noted that no offer has been received from the States to host the RASG-MID/5 meeting. Accordingly, it was agreed that the the venue is to be determined in coordination between the ICAO MID Regional Office and the RASG-MID Chairperson.

5.2 The meeting reviewed and supported the Provisional Agenda of the RASG-MID/5 meeting.

5.3 The meeting noted with appreciation the offer from IATA-MENA to host the RSC/5 meeting. Accordingly, the meeting agreed that the RSC/5 meeting will be held in Amman, Jordan (28-30 November 2016).

REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS

6. 1 Nothing has been discussed under this Agenda Item.

APPENDICES

APPENDIX 3A

STATUS OF 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	6	1			7	4				4	57%	
3	Iran	8	1			9	4				4	44%	
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	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	2		2	0	4	2				2	50%	
13	Syria	3				3	0				0	0%	
14	UAE	7	1			8	7	1			8	100%	
15	Yemen	5				5	0				0	0%	
	Total	51	4	4	0	59	29	1	1	0	31	53%	
	% certified						57%	25%	25%		53%		

APPENDIX 3B

DIP Tracking for MID-RAST/RGS/2

Development guidance material and training programmes to support the creation of action plans by local aerodrome Runway Safety Teams (RST)

RGS/2 DIP Deliverable	Target Date	Status	Comments
✓ Develop and issue Stop Bar guidance documentation for consideration of LRSTs	End April 2014	Completed	RASG-MID Safety Advisory (RSA-01) – Harmonizing the Use & Management of Stop Bars at Airports - October 2014 circulated to States on 2 November 2013 (Ref: ME 4-14/253)
✓ Organize a Workshop for Regional RST Go-Teams	End June 2014	Completed	3 June 2014 – see RSC/3 WP 5 - Outcome of the MID-RRSS/2 for details
✓ Develop and issue regulatory framework supporting establishment of LRSTs	End September 2014	Completed	RASG-MID Safety Advisory (RSA-02) - Guidance on Regulatory Framework Supporting Establishment of Runway Safety Teams circulated to States on 20 January 2015 (Ref: ME 4-15/014)
✓ Develop and issue a model checklist for LRSTs	End December 2014	Completed	RASG-MID Safety Advisory (RSA-03) - Model Checklist for RSTs – March 2015 circulated to States on 16 March 2015 (Ref: ME 4-15/078)

APPENDIX 3C

DIP Tracking for MID-RAST/RGS/3

Development guidance material and training programmes to support Aerodrome Infrastructure and Maintenance Management

RGS/3 DIP Deliverable	Target Date	Status	Comments
✓ Conduct a MID-Regional Runway Safety Seminar	End June 2014	Completed	4 June 2014 - see RSC/3 WP 5 - Outcome of the MID-RRSS/2
✓ Organize a Regional Aerodrome Certification Workshop	End June 2014	Completed	4 June 2014 - see RSC/3 WP 5 - Outcome of the MID-RRSS/2 and RSC/3 WP 6 - Runway Safety Related Issues
✓ Develop a MID-Region Aerodrome Certification toolkit for States.	End January 2015	Completed	RASG-MID Safety Advisory (RSA-05) - Aerodromes Certification Toolkit September 2015 circulated to States on 10 September 2015 (Ref: ME 4-15/261)
Develop and issue guidance material on periodic surveillance audits of Aerodrome Infrastructure and Maintenance	End December 2015	In Progress	
Develop and issue guidance material on proactive oversight of Aerodrome Infrastructure Development	End March 2016	In Progress	

APPENDIX 3D

**DIP Tracking for MID-RAST/RGS/4
Aerodrome Safeguarding**

RGS/4 DIP Deliverable	Target Date	Status	Comments
Safeguarding Guidance Toolkit	December 2015	In Progress	
Regional Workshop	June 2016	Not started	

APPENDIX 3E

DIP Tracking for MID-RAST/RGS/5
Wildlife Management Control

RGS/5 DIP Deliverable	Target Date	Status	Comments
RSA for Regulatory Framework & Guidance Materials	December 2015	In Progress	
Templates on WHMP	May 2016	In progress	
Workshop	May 2017	Not started	

APPENDIX 3F

**DIP Tracking for MID-RAST/RGS/6
 Laser Attacks**

RGS/6 DIP Deliverable	Target Date	Status	Comments
RSA for Guidance Material	March 2016	In Progress	
ICAO to issue State Letter to promulgate regulations on Laser Attacks	June 2015	completed	
RSA with Case Studies	End December 2015	In progress	Bahrain will provide materials

APPENDIX 3G

LOC-I DIPs Status

DIP	Description	Output	Deadline	Status	Comments
LOC-I/1	Airplane State awareness (ASA)-Low airspeed alerting	<ol style="list-style-type: none"> 1. Consulted with airframe manufacturers on status of mod on aircraft 2. Track implementation. 3. Issue a RASG-MID Safety Advisors 	29 Sept.2016	<p>1 & 2 Completed</p> <p>On going</p>	IATA will develop a draft RASG-MID Safety Advisory
LOC-I/2	Standard Operating Procedures effectiveness and adherence	<ol style="list-style-type: none"> 1. Ensure Air Carriers SOPs updated. 2. Assessments by air carriers to determine level of adherence current SOP. 3. Issue a RASG-MID Safety Advisors 	<p>31 Jan. 2016</p> <p>31 March 2017</p>	<p>Completed</p> <p>On going</p>	Draft safety advisory issued
LOC-I/3	ASA-Training-Flight Crew Training Verification and Validation	<ol style="list-style-type: none"> 1. IATA to organize a seminar to promote and roll-out LOC-I programme 2. Air carrier standard operating procedures (SOP) reviewed, and updated as needed. 3. Issue a RASG-MID Safety Advisors 	<p>30 June 2016</p> <p>31 July 2018</p>	<p>Seminar postponed</p> <p>On going</p>	<ol style="list-style-type: none"> 1. Seminar planned to take place in Sharm El Sheikh on 16-18 Nov. 2015 postponed to 3 March 2016.venue in Dubai. 2. Draft safety advisory issued. 3. Provided advanced maneuvers manual to MENA air operators.

APPENDIX 3H

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

RASG-MID SAFETY ADVISORY – XXX (RSA-xxx)

Standard Operating Procedures Effectiveness and Adherence

1. Introduction

1.1 The purpose of this Safety Advisory (SA) is to ensure that all airline operators publish and enforce clear, concise and accurate flight crew Standard Operating Procedures (SOPs) to reduce the risk of loss-of-control accidents.

1.2 In a Commercial Aviation Safety Team (CAST) study of 18 loss-of-control accidents and incidents, insufficient adherence to SOPs was a factor in 15 events.

1.3 The Commercial Aviation Safety Team (CAST) was founded in 1998 with a goal to reduce the commercial aviation fatality rate in the United States by 80 percent by 2007. To achieve this goal, the CAST developed and started implementing a comprehensive Safety Enhancement Plan. By 2007, CAST was able to report that, by implementing the most promising safety enhancements, the fatality rate of commercial air travel in the United States was reduced by 83 percent. CAST continues to develop, evaluate and add Safety Enhancements to the CAST Plan for continuing accident rate reduction.

2. Description

2.1 Many aviation safety organizations including the FAA have recently reaffirmed the importance of SOPs. For many years the National Transportation Safety Board (NTSB) has identified deficiencies in standard operating procedures as contributing causal factors in aviation accidents. Among the most commonly cited deficiencies involving flight crews has been **their non-compliance** with established procedures; another has been the **non-existence of established procedures** in some manuals used by flight crews.

2.2 In general, effective SOPs are the product of healthy collaboration among managers and flight operations people, including flight crews. A safety culture promoting continuous feedback from flight crews and others, and continuous revision by the collaborators distinguishes effective SOPs at airlines.

2.3 To improve flight crew adherence to SOPs and reduce the risk of lost awareness of airplane state, airline operators should:

1. Review, and update as needed, current SOPs for consistency with the manufacturers recommendations , focusing on completeness for all phases of flights and improved awareness and response during operations that are more prone to issues that result in high fatality risk (e.g. rushed and/or un-stabilized approaches, go-arounds, transfer of control, automation interaction, pilot flying/pilot monitoring duties).

2. Consult with manufacturers to check that SOPs are consistent with current manufacturer recommendations with regards to LOC and CIFT.
3. Review SOPs for compatibility with the most current ATC procedures, paying attention to airports where data show higher rates of un-stabilized approach or excessive bank angles.
4. Develop training programs to provide pilots with rationale for SOPs, focusing on those with lower adherence rates.
5. Airlines/operators and regulators should ensure that their training/standardization and monitoring programs emphasize the importance of adherence to SOPs and identify the rationale behind those procedures.
6. Airlines/operators should implement Flight Operational Quality Assurance (FOQA) programs to identify systemic procedural deviations and unsafe trend.
7. Airlines/operators incorporate processes to periodically review and update SOPs, other policies, and training based on results of monitoring programs for SOP adherence.

2.4 This Advisory Circular identifies the above broad topics that should be addressed in Standard Operating Procedures effectiveness and adherence. Only a specific air operator and the respective airplane manufacturer know what is best for particular circumstances.

References:

FAA Advisory Circular (AC) 120-71A, Standard Operating Procedures for Flight Deck Crewmembers
CAST Plan (located on Skybrary: http://www.skybrary.aero/index.php/Portal:CAST_SE_Plan)
CAST Safety Enhancement (SE) 2 — Standard Operating Procedures
CAST SE 11 – Crew Resource Management Training
CAST SE 26 – Policies and Procedures - Standard Operating Procedures (SOPs)
CAST SE 60 – Pilot Training – One Project: SOPs, CRM
FAA Order 7110.65, Air Traffic Control

APPENDIX 3I

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

RASG-MID SAFETY ADVISORY – XXX (RSA-xxx)

Airplane States Awareness (ASA) -Training –Flight Crew training (Approach to stall & Up set recovery) Verification and Validation

1. Introduction

1.1 A CAST study of 18 loss-of-control accidents and incidents showed that, in many situations, the flight crew failed to properly respond to and recover with how they had been trained from an unexpected upset, approach to stall, or stall situation resulting from flight crew loss of Airplane State Awareness (ASA). In some of these events, a review of the accident report indicated proficiency issues with the pilot even after checking and qualification, particularly when training had been provided by an external training organization.

1.2 The purpose of this Safety Advisory is to reduce the risk of loss-of-control accidents by having Air Carriers conduct effective upset prevention and recovery training, including approach-to-stall, in realistic scenarios, using qualified flight simulator training devices.

2. Description

2.1 To improve flight crew proficiency in handling issues that can lead to loss of Airplane State Awareness (ASA). Air carriers should review, incorporate, and adopt the best practices recognized by the aeronautical community with regards to upset prevention and recovery training, including the following:

- a) Qualification of flight simulation training devices to satisfactorily represent aircraft characteristics for proposed scenarios. Air carriers should coordinate with airplane and simulator manufacturers to ensure that training devices satisfactorily represent aircraft characteristics for proposed scenarios.
- b) Approach-to-stall training in realistic scenarios. (i.e., up to the stall warning activation):
 - i. approach-to-stall with the autopilot engaged (including auto-throttles disengaged, inoperative or not installed), with emphasis on the effect of autopilot trim/auto-trim and combinations of auto-flight modes that can lead to low energy state (e.g., use of vertical speed modes in climb near the airplane's performance ceiling);
 - ii. a demonstration of recognition and recovery from initial improper response to approach-to-stall;
 - iii. high-altitude approach-to-stall (service ceiling for the weight) to include recognition of low and high speed buffet, performance capabilities of the engines and flight control sensitivity;

- iv. low-altitude approach-to-stall (terrain critical) and recovery with ground proximity warning system (GWPS) alerts; and
 - v. air data system failures that can present as, or lead to, stall.
- c) Upset prevention and recovery training (UPRT) realistic scenarios including but not limited to:
- i. Upsets encountered with and without auto-flight engaged;
 - ii. Upsets occurring in instrument meteorological conditions (IMC);
 - iii. Sub-threshold roll (imperceptible roll rate) in IMC;
 - iv. Pilot-induced upsets; and
 - v. Air data system failures (e.g., unreliable airspeed), with emphasis on subtle or intermittent types of failures that can be particularly difficult to recognize or diagnose.

2.2 Air carriers should verify and validate the quality and consistency of training, with emphasis on externally provided training. This should include examining both the content and conduct of training. Training verification and validation should include improving surveillance of and communication with third-party training providers. To accomplish this, air carriers should:

- a) implement a process to ensure their aircrew training program, including any externally provided training, is consistent with current airline and manufacturer policy and procedures.
- b) implement a process to validate the qualification and currency of trainers, including third-party training providers.
- c) validate contractor training by periodically observing training and/or checking events and auditing records to ensure consistency of aircrew training and pilot proficiency.

References:

CAST SEI 95
FAA Order 8900.1
FAA Information for Operators InFO 13003

APPENDIX 3J

CIFT DIP Status

DIP	Description	Output	Deadline	Status	Comments
CIFIT/1	The implementation of PBN approach procedures to all runways not currently served by precision approach procedures	<ol style="list-style-type: none"> 1. Identify and prioritize the airports/runways which require specific PBN approaches. 2. Concerned States, CANSO, IATA and ICAO to establish a Work Force to develop an appropriate detailed action plan for the implementation of PBN approaches at the identified airports/runways. 3. Implementation of PBN approach procedures at the identified airports/runways in accordance with their associated action plans. 	Long Term	<ol style="list-style-type: none"> 1. Completed 2. On going 3. On going 	6 Airports/Runways have been identified

APPENDIX 3K

**MID SAFETY SUPPORT TEAM
(MID-SST)**

TERMS OF REFERENCE

A) PURPOSE OF THE MID-SST

The MID-SST is established to support the RASG-MID Steering Committee (RSC) in the development and monitoring the implementation of Safety Enhancement Initiatives (SEIs) related to identified safety issues not directly linked to the agreed Focus Areas (FAs).

In order to meet its Terms of Reference, the MID-SST shall:

- 1) develop SEIs related to safety matters, such as:
 - a) State Safety Programs (SSP) and Safety Management Systems (SMS) implementation;
 - b) Safety Oversight;
 - c) English Language Proficiency (ELP); and
 - d) Accident and Incident Investigation (AIG).
- 2) identify associated difficulties and deficiencies related to implementation of each SEI and propose mitigation measures;
- 3) share expertise and experience and provide recommended actions for each SEI, in a prioritized manner based on best practices;
- 4) monitor the status of achieving related safety objectives and targets included in the MID Region Safety Strategy;
- 5) monitor the implementation of the Global Aviation Safety Plan (GASP) at the regional level and provide feedback to the RSC; and
- 6) propose input to the RSC for the development of the RASG-M ID annual work programme.

B) COMPOSITION

The MID-SST is composed of Members designated by the MID States and Partners.

C) ROLES AND RESPONSIBILITIES

- MID-SST Rapporteur – Coordinate MID-SST activities and provide overall guidance and leadership;
- ICAO– Support; and
- Partners – Provide technical expertise and collaborate in the development of material as requested by the MID-SST Rapporteur.

APPENDIX 3L

STRATEGY FOR THE ENHANCEMENT OF REGIONAL COOPERATION ON AIR ACCIDENT INVESTIGATION FOR THE ACAC AND ICAO MID MEMBER STATES

Whereas it is incumbent on the State in which an accident occurs to institute an inquiry into the circumstances of the accident in conformity with Article 26 of the Convention;

Whereas Assembly Resolution A36-10, inter-alia:

- urges Contracting States to undertake every effort to enhance accident prevention measures, particularly in the areas of personnel training, information feedback and analysis and to implement voluntary and non-punitive reporting systems, so as to meet the new challenges in managing flight safety, posed by the anticipated growth and complexity of civil aviation;
- urges Contracting States to cooperate with ICAO and other States in a position to do so, in the development and implementation of accident prevention measures designed to integrate skills and resources to achieve a consistently high level of safety throughout civil aviation;

Whereas, owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident investigation requires participation by experts from many specialized technical and operational fields and access to specially equipped facilities for investigation;

Whereas many Contracting States do not have such specialized technical and operational expertise and appropriate facilities;

Whereas the costs of salvage and investigation of major aircraft accidents may place a heavy financial burden on the resources of the State where the accident occurred;

Whereas Assembly Resolution A37-15 (Appendix U), recommends that Contracting States cooperate in the investigation of major aircraft accidents or accidents in which the investigation requires highly specialized experts and facilities;

Whereas, the ICAO Universal Safety Oversight Audit Programme (USOAP) audit findings indicate that a number of States have not been able to implement an effective accident and incident investigation system for their aviation activities;

Recognizing that the USOAP findings have been associated, in general, with a lack of resources (both human and financial), lack of appropriate legislation and regulations, lack of an organization for the investigation of accidents and incidents, lack of a training system for investigators, lack of equipment to conduct investigations and lack of policies, procedures and guidelines for accident and incident investigations;

Recognizing that combined with the expected increase in air transport operations, the relatively unchanged trend in the accident rate over the past several years might lead to an increase in the number of accidents per year;

Recognizing that there are many challenges to effective accident prevention, and that more effective identification and correction of aviation hazards and system deficiencies are required in order to complement regulatory efforts in further reducing the number of worldwide accidents and to improve the accident rate;

Recognizing that a regional investigation system can provide economies of scale by allowing for the sharing of required resources, and that by working together States of a region or sub-region can have a more persuasive voice on the world stage and can help secure a more favorable climate aimed at a safer international air transportation system;

Acknowledging that during the last AIG Divisional Meeting (2008) several States highlighted that, in regions where individual States do not have investigation capability, implementing a regional accident and incident investigation organization (RAIO) would ensure the effectiveness of investigations, reinforce compliance with the provisions of Annex 13, and contribute to the enhancement of aviation safety;

The later surveys and meetings indicated that going for establishing a full RAIO in the near future is a difficult objective to be achieved due to the diversity in the capabilities of the various States, but this shall not ever prevent the States to establish a kind of bilateral and multilateral cooperation that aims to enhance the capabilities of an individual State.

The Strategy for regional cooperation for the purpose of enhancing States' capabilities for accident and incidents investigation is detailed below:

- 1) States are urged to develop and further strengthen regional/sub-regional cooperation for accidents and incidents investigation;
- 2) States are encouraged to establish or strengthen dialogue with established regional investigation-related bodies/mechanisms;
- 3) The implementation of regional/sub-regional cooperation for AIG activities, is in accordance with the following :

Phase A: Data collection

Step 1: Each State should determine its investigation-related competencies and share this information with other involved States, including:

- Premises – offices, work-spaces, wreckage storage and examination areas;
- Investigators – qualifications, experience, specialized skills;

Examples of the specialized skills are:

- Metallurgy;
- Flight recorders;
- Fluid analysis
- Aviation pathology
- Human factors
- Fire and explosions
- Underwater recovery

- Equipment – flight recorder readout and analysis facilities; field investigation equipment; engineering and scientific capabilities, wreckage and systems examination and analysis (e.g. metallurgy, electronics, composites);
- Other organizations and facilities that have competencies to assist the State in its investigations, such as, research institutions, commercial companies and subject-matter experts.

Phase B: Following actions

Step 2: Establish a list of investigators, equipment and other local and outside organizations that States might utilize in investigations;

Step 3: Organize and host meetings, seminars/workshops to address issues associated with AIG activities aiming, among others, to improve regional coordination. An update on the cooperation progress shall be presented during each of these activities;

Step 4: Consider establishing a common training programme for the member States' investigators, taking into consideration the ICAO Circ 298, Training Guidelines for Aircraft Accident Investigators.

The common training will cover the following levels of training:

- Induction;
- Basic;
- Advanced;
- Specialized; and
- Recurrent
- The On-the-Job (OJT)

Step 5: Consider entering into bilateral and multilateral cooperation agreements among States regarding support in investigations. The most practicable mechanism of these agreements is signing memoranda of understanding.

The suggested cooperation areas are as follows:

- Sharing information;
- Sharing training;
- Sharing equipment;
- Sharing new investigation technologies;
- Sharing expertise;
- Participation with observer status in each other's investigations;
- Exchange investigation procedures; and
- Sharing knowledge.

- 4) A questionnaire will be prepared and circulated to the MID States for exploring the capabilities each individual State;

- 5) The progress of the implementation of the phased approach should be reported to the appropriate RASG; and
- 6) States should agree on the implementation of the programme, including the decision related to the possible establishment of RAIO(s).

REVISED VERSION

APPENDIX 3M

STATUS OF THE MID REGION SAFETY INDICATORS vs. THE SAFETY TARGETS

Theme	Safety Indicator	Safety Target	MID Region			Global		
			Average Rate (2009-2013)	Average Rate (2010-2014)	Rate 2014	Average Rate (2009-2013)	Average Rate (2010-2014)	Rate 2014
Accidents	Number of accidents per million departures	Reduce/Maintain the regional average rate of accidents to be in line with the global average rate by 2016	7.28	5.2	4.4	3.72	3.5	3.1
	Number of fatal accidents per million departures	Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate by 2016	1.69	1.2	0.88	0.53	0.46	0.29
Runway Safety (RS)	Number of Runway Safety related accidents per million departures	Reduce/Maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016	3.98	2.68	2.6	1.98	2.05	2.45
		Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016	N/A	N/A	2.6	N/A	N/A	N/A
	Number of established Runway Safety Team (RST) at MID International Aerodromes	50% of the international aerodromes by 2020	TBD					
Loss of Control In-Flight (LOC-I)	Number of LOC-I related accidents per million departures	Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016	0.61	0.39	0	0.08	0.07	0.06
Controlled Flight Into Terrain (CFIT)	Number of CFIT related accidents per million departures	Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016.	0.42	0.2	0	0.12	0.11	0.06

Predictive Safety Information			
Theme	Safety Indicator	Safety Target	MID
SSP/SMS Implementation	Number of MID States, having completed the SSP gap analysis on iSTARS	10 MID States by 2015	9 States (Bahrain, Egypt, Iran, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE)
	Number of MID States, that have developed an SSP implementation plan	10 MID States by 2015	8 States (Bahrain, Egypt, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE)
	Number of MID States with EI>60%, having completed implementation of SSP Phase 1.	All MID States with EI>60% to complete phase 1 by 2016.	3 States (Bahrain, Saudi Arabia and UAE) completed implementation of SSP Phase 1 4 States (Egypt, Iran, Kuwait and Qatar) partially completed implementation of SSP Phase 1
	Number of MID States with EI>60%, having completed implementation of SSP Phase 2.	All MID States with EI>60% to complete phase 2 by 2017.	1 State (UAE) completed implementation of SSP Phase 2 6 States (Bahrain, Egypt, Iran, Kuwait, Qatar and Saudi Arabia) partially completed implementation of SSP Phase 2.
	Number of MID States with EI>60%, having completed implementation of SSP Phase 3.	All MID States with EI>60% to complete phase 3 by 2018.	7 States (Bahrain, Egypt, Iran, Kuwait, Qatar, Saudi Arabia and UAE) partially completed implementation of SSP Phase 3.
	Number of MID States with EI>60%, having completed implementation of SSP	All MID States with EI>60% to complete SSP implementation by 2020	None
	Number of MID States with EI>60% that have established a process for acceptance of individual service providers' SMS	a. 30% of MID Stateswith EI>60% by 2015. b. 70% of MID Stateswith EI>60% by 2016. c. 100% of MID Stateswith EI>60% by 2017.	66% 6 States

Regional Aviation Safety Group
Middle East
RASG-MID



MID Region Safety Strategy

Revision 3, December 2015

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REVISED EDITION

MID Region Safety Strategy

1. Strategic Safety Objective

1.1 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.

2. Safety Objectives

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

2.2 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.

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

2.4 One of the strengths of the GASP is that while setting global objectives and priorities, it allows States and Regions to plan and establish their own specific approaches towards meeting these objectives and priorities according to each Member State's safety oversight capabilities, SSPs and safety processes necessary to support the air navigation systems of the future.

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



GASP Objectives

2.6 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.

3. Measuring and monitoring Safety Performance:

3.1 The first version of the MID Region Safety Strategy was developed by the First MID Region Safety Summit (Bahrain, 28-29 April 2013) and endorsed by the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 -22 May 2013).

3.2 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 Safety Targets.

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

REVISED VERSION

	Safety Indicator	Safety Target
Reactive Part	Number of accidents per million departures.	Reduce/Maintain the regional average rate of accidents to be in line with the global average rate by 2016.
	Number of fatal accidents per million departures.	Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate by 2016.
	Number of Runway Safety related accidents per million departures.	Reduce/Maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016.
		Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016.
	Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes by 2020.
	Number of LOC-I related accidents per million departures.	Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016.
	Number of CFIT related accidents per million departures.	Reduce/Maintain the regional average rate of CFIT related accidents to be below the global rate by 2016.
	Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	TBD.

	Safety Indicator	Safety Target
Proactive Part	USOAP-CMA Effective Implementation (EI) results: <ol style="list-style-type: none"> a. Regional average EI. b. Number of MIDStates with an overall EI over 60%. c. Number of MIDStates with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA). 	Progressively increase the USOAP-CMA EI scores/results: <ol style="list-style-type: none"> a. Increase the regional average EI to be above 70% by 2020. b. 11 MID States to have at least 60% EI by 2020. c. Max 3 MIDStates with an EI score less than 60% for more than 2 areas by 2017.
	Number of Significant Safety Concerns	<ol style="list-style-type: none"> a. MID States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification. b. No significant Safety Concern by 2016.
	Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities.	<ol style="list-style-type: none"> a. Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA at all times. b. All MID States with an EI of at least 60% use the IATA Operational Safety Audit (IOSA) to complement their safety oversight activities, by 2018.
	Number of certified International Aerodrome as a percentage of all International Aerodromes in the MID Region.	<ol style="list-style-type: none"> a. 50% of the International Aerodromes certified by 2015. b. 75% of the International Aerodromes certified by 2017.

	Safety Indicator	Safety Target
Predictive Part	Average Fleet Age.	TBD
	Percentage of fleet above 20 years of age.	TBD
	Number of MID States, having completed the SSP gap analysis on iSTARS.	10 MID States by 2015.
	Number of MID States, that have developed an SSP implementation plan.	10 MID States by 2015.
	Number of MID States with EI>60%, having completed implementation of SSP Phase 1.	All MID States with EI>60% to complete phase 1 by 2016.
	Number of MID States with EI>60%, having completed implementation of SSP Phase 2.	All MID States with EI>60% to complete phase 2 by 2017.
	Number of MID States with EI>60%, having completed implementation of SSP Phase 3.	All MID States with EI>60% to complete phase 3 by 2018.
	Number of MID States with EI>60%, having completed implementation of SSP.	All MID States with EI>60% to complete SSP implementation by 2020.
	Number of MID States with EI>60% that have established a process for acceptance of individual service providers' SMS.	a. 30% of MID Stateswith EI>60% by 2015. b. 70% of MID Stateswith EI>60% by 2016. c. 100% of MID Stateswith EI>60% by 2017.

4. Governance

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

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

4.3 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.

REVISION 1.0

APPENDIX 30

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REGIONAL AVIATION SAFETY GROUP – MIDDLE EAST

(RASG-MID)

PROCEDURAL HANDBOOK

THIRD EDITION – DECEMBER 2015

RASG-MID PROCEDURAL HANDBOOK - GENERAL

INTRODUCTION

FOREWORD

1.1 The Regional Aviation Safety Group-Middle East (RASG-MID) Procedural Handbook is a publication prepared by the ICAO Secretariat and adopted by the RASG-MID. Its purpose is to provide, for easy reference, a consolidation of material, particularly of a procedural nature, about the work of the RASG-MID. It contains the Terms of Reference (TOR) of the Group, the working arrangements and other internal procedures and practices governing the conduct of business.

1.2 The Handbook has a series of loose-leaf pages, organised in Section headings. A Table of Contents is provided which serves also as a subject index and as a checklist for the current pages.

1.3 Replacement pages and/or updated editions will be issued as necessary. Additional material will be incorporated in the existing Sections or will be the subject of new Sections, as required.

1.4 The Procedural Handbook will be distributed to Members and Observers of the Group, the ICAO Secretariat, and to other States, international organizations and stakeholders participating in meetings, contributing to, or having interest in the work of the Group and/or its Contributory Bodies.

1.5 An electronic copy of the Procedural Handbook will also be available in PDF format, on the ICAO Middle East Regional Office website: <http://www.icao.int/mid> under RASG-MID.

RASG-MID PROCEDURAL HANDBOOK

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1. BACKGROUND

1.1 On 6 October 2009, the ICAO Air Navigation Commission reviewed a proposal for the establishment of Regional Aviation Safety Groups (RASGs) and decided that the concept of RASGs be transmitted to States and appropriate international organizations for comments before a recommendation was made to the Council. It was highlighted during the discussions that the proposal for RASGs would not fundamentally change the efforts that are presently underway in several ICAO regions. A State letter dated 16 December 2009 sought comments from States and selected international organizations on the need for uniform establishment of RASGs in all regions, and provided suggested terms of reference and work programme of the RASGs. The comments by States were very supportive of the establishment of RASGs. Consequently, the ICAO Council at the fourth meeting of its 190th Session held on 25 May 2010:

- a) approved the establishment of the following RASGs: RASG-PA for the Caribbean, South American, and North American Regions (including Central America); RASG-EUR for the European Region; RASG-APAC for the Asia Pacific Regions; RASG-AFI for the African Region and RASG-MID for the Middle East Region, with the aim of supporting a regional performance framework for the management of safety;
- b) agreed to the terms of reference of the RASGs as detailed in the Appendix to the paper;
- c) agreed that the report of RASG meetings, similar to reports of planning and implementation regional groups (PIRGs), would be reviewed by the ANC on a regular basis and by the Council as deemed necessary;
- d) approved the inclusion of the sentence “coordinate with respective RASG on safety issues” in the terms of reference of all PIRGs, viz APANPIRG, APIRG, EANPG, GREPECAS, MIDANPIRG and NAT SPG; and
- e) requested the ANC to report to the Council any duplication in the activities of the PIRGs and the RASGs.

1.2 The main purpose of the Regional Aviation Safety Group–Middle East (RASG-MID) would be to develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety. This approach is designed to reduce the commercial aviation fatality risk in the MID Region and promote States and industry safety initiatives in line with the ICAO Global Aviation Safety Plan (GASP) and the regional objectives and priorities outlined in the MID Region Safety Strategy.

2. TERMS OF REFERENCE

2.1 MEMBERSHIP

2.1.1 Contracting States entitled to participate as members in the RASG-MID meetings are those whose territories or dependencies are located partially or wholly within the area of accreditation of the ICAO Middle East Regional Office; i.e.: Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, UAE and Yemen.

2.1.2 Other Contracting States and non-Contracting States are entitled to participate in RASG-MID meetings as observers. The aircraft operators, international organizations, maintenance and repair organizations, regional and sub-regional organizations, training organizations, aircraft manufactures, airport and air navigation service providers and any other allied organizations/representatives will be invited to attend the RASG-MID meetings in the capacity of observers.

2.1.3 The following stakeholders are the permanent Observers to RASG-MID:

AACO	Arab Air Carrier Organization
ACAC	Arab Civil Aviation Commission
ACI	Airports Council International
AIRBUS	Airbus Aircraft Manufacturer
BOEING	Boeing Commercial Airplane Company
CANSO	Civil Air Navigation Services Organization
COSCAP-GS	Cooperative Development of Operational Safety and Continuing Airworthiness Programme-Gulf States
EASA	European Aviation Safety Agency
Embraer	Embraer Aviation International
FAA-USA	Federal Aviation Authority – United States of America
FSF	Flight Safety Foundation
IACA	International Air Carrier Association
IATA	International Air Transport Association
IBAC/MEBAA	International Business Aviation Council/ Middle East Business Aviation Association
IFALPA	International Federation of Airline Pilots Association
IFATCA	International Federation of Air Traffic Controllers Association
MEASR-TLST	Middle East Aviation Safety Roadmap - Top Level Safety Team
WFP (UN)	World Food Programme (United Nations)

2.1.4 The members and observers will serve as partners of RASG-MID and their joint commitment is fundamental for success in improving aviation safety worldwide.

2.2 THE TERMS OF REFERENCE OF THE GROUP ARE:

- a) to support the implementation of the Global Aviation Safety Plan (GASP) the MID Region by ensuring effective coordination and cooperation between all stakeholders and monitoring progress in the implementation of the GASP and the regional objectives and priorities outlined in the MID Region Safety Strategy;
- b) to support the establishment and operation of a performance-based safety system for the Region, using the GASP, and building on the work already done by States and regional organizations; and
- c) to ensure achievement of the RASG-MID's objectives by implementing the RASG-MID Engagement Strategy, which outlines a strategy and plan for engagement and communication with safety stakeholders and partners in the MID Region to enhance the level of participation in and support to RASG-MID and its subsidiary bodies

2.3 IN ORDER TO MEET THE TERMS OF REFERENCE, THE GROUP SHALL:

- a) analyze safety information and hazards to civil aviation at the regional level and review the action plans developed within the Region to address identified hazards;
- b) facilitate the sharing of safety information and experiences among all stakeholders;
- c) ensure that all safety activities at the regional and sub-regional level are properly coordinated to avoid duplication of efforts;
- d) reduce duplication of efforts by encouraging collaboration, cooperation and resource sharing;
- e) conduct follow-up to GASP activities as required;
- f) coordinate with MIDANPIRG on safety issues; and
- g) provide feedback to ICAO to continually improve and ensure an up-to-date global safety framework.

3. WORKING ARRANGEMENTS**3.1 Relations with States**

3.1.1 States located geographically in the MID Region and States having aircraft on their register, which operate in the MID Region, shall be kept fully informed of activities of the RASG-MID. To achieve this objective, States should receive, on a regular basis:

- a) the proposed agenda for meetings of the Group;
- b) the reports on meetings of the Group; and, as appropriate; and
- c) the summaries or reports on meetings of its contributory bodies.

3.1.2 States should ensure necessary co-ordination and follow-up of the Group's activities within their Administrations.

3.1.3 The Group may obtain information from MID provider States on specific questions and offer them advice in the form of specific proposals for action.

3.2 Relations with other Bodies and Organizations

3.2.1 The Group shall keep itself informed of the activities of other aviation bodies and organizations to the extent that such activities are likely to be of interest to the Group.

3.2.2 When necessary, the Group shall provide information and advice to such bodies and organizations, if this is required, in order to:

- a) avoid duplication of studies and/or effort; and
- b) engage their assistance in matters which, while having a bearing on aviation safety, are outside the competence of ICAO and/or the terms of reference of the RASG-MID.

3.3 Administration of the Group

3.3.1 The RASG-MID shall be administered as follows:

- a) by a Chairperson elected from the Representatives designated by **Member States** of the Group. A First Vice-Chairperson shall also be elected from the said Representatives; and a Second Vice-Chairperson shall be elected from the **partners**.
- b) by the ICAO Regional Director, Cairo who serves as Secretary. In the execution of his duties the Secretary will be supported by appropriate Experts from the ICAO MID Regional Office and ICAO HQ, as required.

3.3.2 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Group. The Group shall at all times work with a minimum of formality and paper work (paperless meetings).

3.3.3 Between meetings of the Group, some subjects may be dealt with by correspondence and/or teleconferencing among appointed Representatives through the ICAO MID Regional Office.

3.4 Meetings of the Group

3.4.1 Based on the advice of the Members of the Group and of the Secretary, the Chairperson shall decide on the date and duration of meetings of the Group.

3.4.2 Meetings shall normally be convened at the location of the ICAO Regional Office in Cairo, Egypt. If a State offers to host a meeting, it shall coordinate with the Secretary of the Group as early as possible, but in any case at least six (06) months in advance and, shall be responsible for providing a venue, services and all costs of travel, accommodation and subsistence allowance for Secretariat attendees.

3.5 RASG-MID Steering Committee (RSC)

3.5.1 A RASG-MID Steering Committee (RSC) composed of representatives from States, international/regional organizations and industry is established to act as an advisory body to the RASG-MID, guide its work and ensure that safety initiatives are accomplished in a timely, effective and efficient manner. To this end, the RSC shall:

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

- c) coordinate the activities of the RASG-MID and safety related initiatives and activities in the MID Region within the RASG-MID Work Programme to ensure implementation of the GASP and the regional objectives and priorities outlined in the MID Region Safety Strategy ;
- d) undertake any action required to ensure that the RASG-MID achieves its objective to reduce aviation risks and minimize or avoid duplication of efforts in the MID Region;
- e) ensure active and effective participation in accordance with RASG-MID Engagement Strategy; provide regular safety environment assessments to the RASG-MID;
- f) coordinate establishment of the Regional Aviation Safety Teams (RASTs) that need to be established to address these initiatives, provided that:
 - i. the RSC completes an analysis of the identified key risk areas against work that has already been done in the Region to ensure harmonization and avoid duplication;
 - ii. the RSC assumes the role of maintaining accountability for the established Teams ensuring that they meet their deliverables; and
 - iii. all aviation stakeholders, including Industry and International Organizations, have an active participation in the established Teams.
- g) monitor the progress of work and provide guidance to the established RASTs; and
- h) propose the RASG-MID work programme.

RASG-MID Steering Committee (RSC) Membership

3.5.2 The RASG-MID Steering Committee (RSC) is composed of:

- a) The RSC Co-Chairpersons;
- b) RASG-MID Chairperson and Vice-Chairpersons;
- c) RASG-MID Secretary (supported by appropriate Experts from the ICAO MID Regional Office and ICAO HQ, as required);
- d) RASG-MID Members/Alternates from the MID States:
- e) RASG-MID Representatives/Alternates from the following Partners:
 - AACO Arab Air Carrier Organization;
 - ACAC Arab Civil Aviation Commission;
 - ACI Airports Council International;
 - BOEING Boeing Commercial Airplane Company;
 - COSCAP-GS Cooperative Development of Operational Safety and Continuing Airworthiness Programme-Gulf States;
 - FSF Flight Safety Foundation;
 - IATA International Air Transport Association;
 - IFALPA International Federation of Airline Pilots Association;
 - MEASR-TLST Middle East Aviation Safety Roadmap - Top Level Safety Team; and
 - WFP (UN) World Food Programme (United Nations).

Note: The composition of the RSC might be updated over time to include only Member States and Partners that could participate actively in the RSC and contribute to its work.

3.5.3 The RASG-MID Steering Committee (RSC) Co-Chairpersons will be elected as follows:

- One Co-Chairperson from member States; and
- One Co-Chairperson from an RSC International Organization/Industry (Partners).

Note: An Alternate should be elected from the member States and another Alternate from the Partners, in order to replace the Co-Chairperson(s), in case of absence.

3.6 Establishment of subsidiary bodies

3.6.1 To assist in its work and support the development, implementation and prioritization of RASG-MID safety initiatives, the Group may create subsidiary bodies (Safety Teams) charged with preparatory work on specific subjects requiring expert advice for their resolution.

3.6.2 The Safety Teams will operate in coordination with and under the guidance of the RSC. They should accomplish their tasks by developing mitigation strategies based on gathering and processing safety data and information. These mitigation strategies shall be focused on the Global Aviation Safety Plan (GASP) and the MID Region Safety Strategy.

3.6.3 Participation in Safety Teams should be by specialists in the subjects under consideration. Such specialists should have relevant experience in the field concerned.

3.6.4 Secretaries of Safety Teams established by the Group will be appointed by the Secretary of the Group.

3.6.5 The duration of Safety Teams activities will be established by the RSC.

3.6.6 All Teams should ensure active and effective participation in accordance with RASG-MID Engagement Strategy.

3.7 Reporting lines

3.7.1 The reports of the RASG-MID meetings, similar to reports of planning and implementation regional groups (PIRGs), would be reviewed by the ANC on a regular basis and by the Council as deemed necessary.

4. PROCEDURE FOR THE CONDUCT OF MEETINGS OF THE RASG-MID

4.1 General

4.1.1 The RASG-MID shall at all times work with a minimum of formality and paper work (paperless meetings). To achieve this aim, the rules of procedure for the conduct of meetings should be as flexible and simple as possible. The Group is expected to conduct its business by consensus of all interested parties. The following provisions do not include therefore any procedures for handling motions or voting.

4.1.2 Reports on meetings should not include formal Statements by members or other participants. However, specific divergent views expressed in relation to decisions taken or conclusions reached shall be recorded as an integral part of the report.

4.2 Convening of meetings

4.2.1 At each of its meetings the Group should endeavour to agree on the date, duration and venue of its next meeting.

Note: The convening of at least one meeting every 12 months would generally suffice. However, for the interest of safety in order to safeguard the development and implementation of coherent and orderly safety initiatives/actions, in the interest of States and airspace users in the MID Region, the Group may determine the need for any additional meeting that may arise.

4.2.2 A convening letter for a meeting shall be issued by the Secretary of the Group, normally 90 days prior to the meeting. The convening letter should include the agenda, together with explanatory notes prepared by the Secretary in order to assist participants in preparing for the meeting.

4.3 Establishment of the Agenda

4.3.1 The Secretary, in consultation with the Chairperson of the RASG-MID shall establish a draft agenda on the basis of the work programme adopted and the documentation available.

4.3.2 At the opening of the meeting any State, international/regional organization or a stakeholder may propose the inclusion of additional items on the agenda, and this shall be accepted if the majority of States attending the meeting so agree.

4.4 Languages

4.4.1 The language of the meetings of the RASG-MID and its subsidiary bodies (Safety Teams) shall be English.

4.4.2 The reports on meetings and supporting documentation for meetings of the Group and its subsidiary bodies (Safety Teams) will be prepared in English.

4.5 Officers and Secretariat of the RASG-MID

4.5.1 In order to ensure the necessary continuity in the work of the Group, the Chairperson, the First Vice-Chairperson and Second Vice-Chairperson of the Group should assume their functions at the end of the meeting at which they are elected and serve for three cycles, unless otherwise decided.

4.5.2 States designated as Members of the Group may at any time request that the election of the Chairperson and/or Vice-Chairpersons be included on the agenda.

4.5.3 The Secretary of the Group who is the ICAO Regional Director, Cairo will also serve as Secretary of the meetings. He will be assisted by Experts from the ICAO Regional Office and ICAO HQ, as required.

4.6 Roles and Responsibilities

Chairperson(s)

4.6.1 The Chairperson will:

1. call for RASG-MID meetings;
2. chair the RASG-MID meetings;
3. keep focus on high priority items;
4. ensure agendas meet objectives to improve safety;
5. provide leadership for ongoing projects and accomplishments;
6. promote consensus among the group members;
7. coordinate RASG-MID activities closely with the Secretariat and follow-up meeting outcomes and actions; and
8. promote RASG-MID and lobby for contributors.

Secretariat

4.6.2 The Secretariat will support the Chairperson by providing administrative, coordination and technical support to the RASG-MID. In particular, The Secretariat will:

1. coordinate meeting logistics with meeting host(s);
2. develop meeting agendas;
3. ensure meeting agendas, documentation and summaries are provided to members;
4. ensure meeting summaries, notices, and related documents are posted in a timely manner on the RASG-MID section of the ICAO MID Regional Office website;
5. track, monitor and facilitate action items and report status to the Group;
6. ensure alignment of RASG-MID activities with the GASP and the regional objectives and priorities outlined in the MID Region Safety Strategy;
7. maintain communication with the Co-Chairs, and RASG-MID members;
8. identify required administrative support; and
9. manage the RASG-MID work programme.

Members:

4.6.3 Representatives of States designated as Members of the Group shall assume the duties and responsibilities of ensuring the normal conduct of business of the Group. Members should attend regularly all the meetings of the Group and maintain the continuity of the Group's work in the interval between meetings. This may take the form of assignment of specific tasks to selected individual Members.

4.6.4 Representatives of international/regional organizations and industry (partners) should participate actively in the meetings of the Group activity, provide technical expertise and collaborate in RASG-MID initiatives.

Note: a) Each RASG-MID member State should designate a Member, an Alternate and Adviser(s); and each Partner should designate a Representative and an Alternate, able to support RASG-MID goals and objectives. If designated representation changes, any proposed replacement must be submitted to the RASG-MID Secretary.

4.6.5 RASG-MID members/partners will:

- a) come to the RASG-MID meetings prepared, and provide active support by deliberating and identifying issues;
- b) support goals and objectives by maintaining timely and active communication between administration/organization represented and RASG-MID; and
- c) share safety improvements with RASG-MID members.

Non-Member Participant and Guest Observers:

4.6.6 Non-Member Participant: Individual(s) who would be invited at the discretion of the RASG-MID Secretary, in collaboration with the Chairperson, to participate in RASG-MID activities and meetings, without voting authority, to enhance the quality and effectiveness of RASG-MID.

4.6.7 Guest Observer: An individual or group who is invited at the discretion of the RASG-MID Secretary, in collaboration with the Chairperson, to strictly observe a RASG-MID meeting or activity.

4.7 Supporting documentation

4.7.1 Documentation for meetings of the RASG-MID should be prepared by the Secretariat, States designated as Members of the Group and the Permanent Observers of the Group.

4.7.2 Supporting documentation shall be presented in the form of:

- a) Discussion Papers: are papers prepared on an ad hoc basis in the course of a meeting with the purpose of assisting participants in their discussions on a specific matter or in the development of conclusions for the draft report of the meeting.
- b) Information Papers: are papers prepared on an ad hoc basis in the course of a meeting with the purpose of assisting participants in their discussions on a specific matter or in the development of conclusions for the draft report of the meeting.
- c) Working Papers: constitute the main basis of the discussions on the various items on the agenda.
- d) PowerPoint Presentations: may be delivered to support the above in a, b and c; also to add additional information and knowledge of certain important issue(s).

4.7.3 Working Papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and conclusions with specific proposals for action.

4.8 Conclusions and Decisions of the Meetings

4.8.1 Action taken by the Group shall be recorded in the form of:

- a) Conclusions; and
- b) Decisions.

4.8.2 Each Conclusion and Decision formulated by the Group should respond clearly to the following four questions (4-Ws):

Why	Why this Conclusion or Decision is needed (subject)
What	What action is required (State Letter, survey, proposal for amendment, seminar, etc)
Who	Who is the responsible of the required action (ICAO, States, etc)
When	Target date

4.8.3 Conclusions deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States, or on which further action is required to be initiated by the Secretary in accordance with established procedures.

4.8.4 Decisions relate to the internal working arrangements of the Group and its subsidiary bodies.

4.9 Conduct of business

4.9.1 The meetings of the RASG-MID shall be conducted by the Chairperson or, in his absence, by the First or Second Vice-Chairperson of the Group, in that order.

4.9.2 At the first sitting of each meeting, following the opening by the Chairperson, the Secretary shall inform participants of the arrangements made for the conduct of the meeting, its organization and of the documentation available for consideration of the different items on the agenda.

4.9.3 The Group shall at each of its meetings review its previous meeting outstanding Conclusions/Decisions and Action Plan in order to keep them current and their number at a minimum consistent with the progress achieved in implementation.

4.10 Reports

4.10.1 Reports on meetings shall be of a simple layout and as concise as possible and shall include:

- a) a brief history of the meeting (duration, attendance, agenda and list of Conclusions and Decisions);
- b) a summary of the discussions by the Group on the different items of the agenda including, for each of them, the relevant Conclusions and/or Decisions; and
- c) the work programme and future action by the Group.

4.10.2 A draft report in English will be prepared by the Secretariat for approval by the Group before the closing of each meeting.

4.10.3 The report shall be posted on the ICAO MID website and also be circulated, to all Member States, to Permanent Observers and concerned stakeholders.

5. COORDINATION BETWEEN RASG-MID AND MIDANPIRG

5.1 The Secretariat will ensure that the safety issues raised by the PIRGs and RASGs are fully coordinated. In addition, the following RASG-MID/MIDANPIRG coordination mechanism should be implemented:

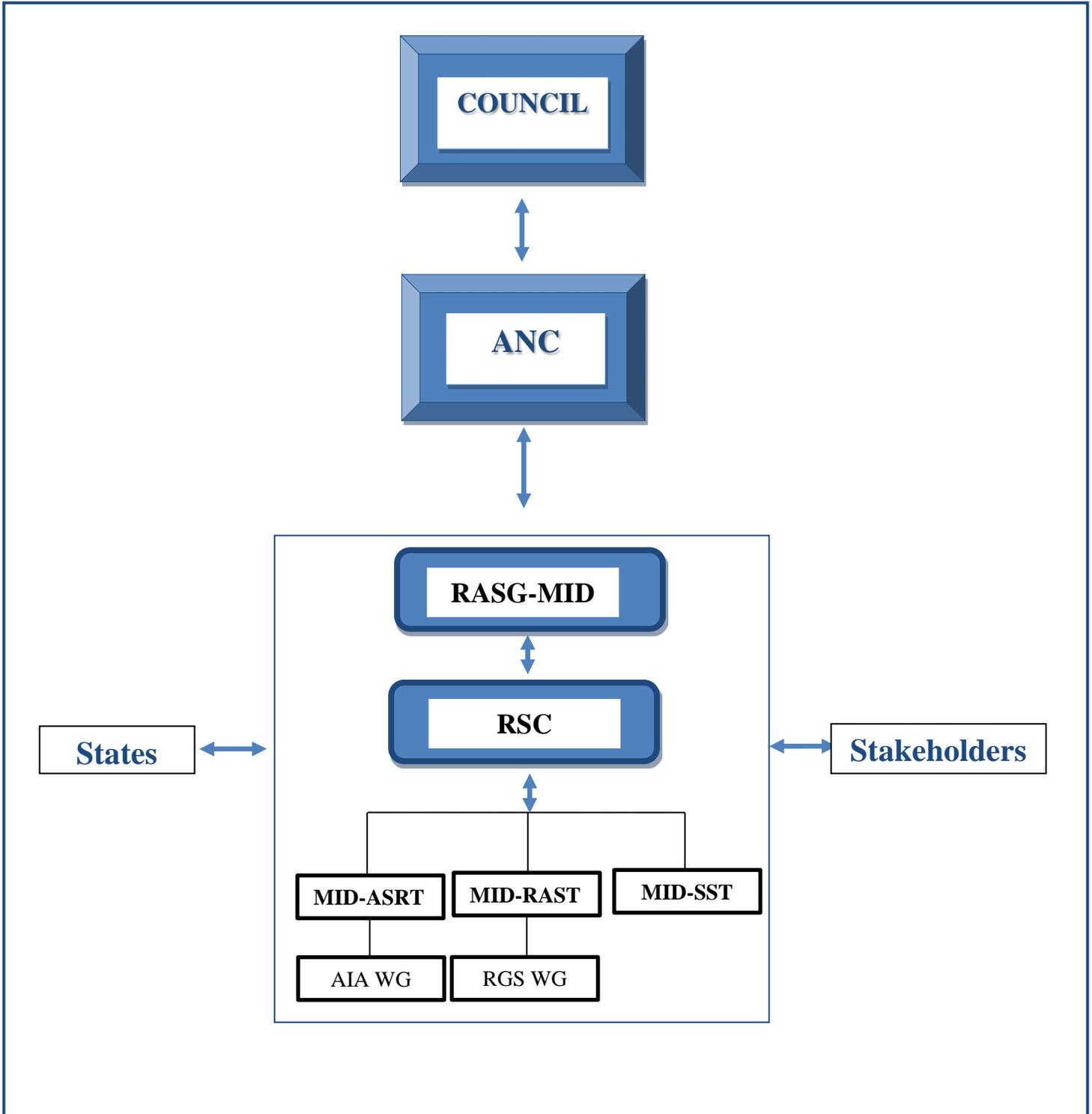
- the Chairperson(s) of RASG-MID should attend the MIDANPIRG meetings;
- the Chairperson(s) of MIDANPIRG should attend the RASG-MID meetings;
- the ICAO MID Regional Office to organize on a yearly basis a MIDANPIRG/RASG-MID Coordination meeting to be attended by the Chairpersons of both Groups and their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

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

Subjects of interest for MIDANPIRG and RASG-MID	Responsible/Leading Group	
	RASG-MID	MIDANPIRG
Training for ANS personnel		X
Training other civil aviation personnel	X	
Laser attack	X	
Fatigue Risk Management	X	
RPAS		X

6. RASG-MID ORGANIZATIONAL STRUCTURE

RASG-MID ORGANIZATIONAL STRUCTURE



APPENDIX 3P

LIST OF RASG-MID MEMBERS/ALTERNATES/ADVISERS

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APPENDIX 3Q

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LIST OF DESIGNATED MID-RAST FOCAL POINTS

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APPENDIX 4A

Coordination between MIDANPIRG and RASG-MID

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

ATTACHMENT



International Civil Aviation Organization

RASG-MID Steering Committee

Fourth Meeting (RSC/4)

(Cairo, Egypt, 15-17 December 2015)

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15 December 2015

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