



*International Civil Aviation Organization*

**MIDANPIRG STEERING GROUP**

**Fifth Meeting (MSG/5)**  
*(Cairo, Egypt, 18 – 20 April 2015)*

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**Agenda Item 4: Air Navigation Safety matters and Coordination with RASG-MID**

**RASG-MID ACTIVITIES AND  
COORDINATION BETWEEN MIDANPIRG AND RASG-MID**

*(Presented by the Secretariat)*

**SUMMARY**

This paper provides an update on the activities of the Regional Aviation Safety Group – Middle East (RASG-MID). It highlights the activities coordinated between RASG-MID and MIDANPIRG for an improved efficiency of both Groups and to avoid duplication of efforts.

Action by the meeting is at paragraph 3.

**REFERENCES**

- RASG-MID/4 Report
- RSC/4 Report

**1. INTRODUCTION**

1.1 The Fourth Meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/4) was held in Jeddah, Saudi Arabia from 30 March to 1 April 2015.

1.2 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. DISCUSSION**

***RASG-MID Activities***

2.1 The Draft MID Annual Safety Report (MID-ASR) Fourth Edition, was reviewed by the RSC/4 meeting and will be endorsed by the RASG-MID/5 meeting (Doha, Qatar, 22-24 May 2016). According to the MID-ASR:

- The main Focus Areas in the MID Region are:
  - 1- Runway Safety (RS);
  - 2- Loss of Control In Flight (LOC-I); and
  - 3- System Component Failure (SCF).

- The following Emerging Risks are identified:
  - 1- Near Midair Collision (NMAC); and
  - 2- Controlled Flight Into Terrain (CFIT), which used to be considered as a Focus Area.

2.2 With respect to MID Region Safety Strategy, the following points provide updates on the progress of achieving the MID Region Safety Targets:

- 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).
- 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), which has not yet been eliminated.
- 31 out of 59 International Aerodromes in the MID Region are certified (53%), exceeding the 2015 target (50%). However, it is to be highlighted that, taking into consideration, the political/security situation in some of the MID States (conflict zones), the achievement of the target 75% of the MID International Aerodromes certified by 2017 is very challenging.
- 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, and 6 States established a process for acceptance of individual service providers' SMS.

2.3 With respect to reporting of accidents and serious incidents, the RSC/4 meeting underlined that ECCAIRS should be used for the reporting of accidents and serious incidents to ICAO. In this regard, it was 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"*.

2.4 Based on the outcome of the HLSC 2015 related to core Safety Performance Indicators (SPIs), a new Safety Indicators will be added to the MID Region Safety Strategy: *"Average Fleet Age"* and *"Percentage of fleet above 20 years of age"*.

2.5 A revised version of the MID Region Safety Strategy will be presented to the RASG-MID/5 for endorsement.

2.6 It's to be highlighted that the RASG-MID will 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).

2.7 The Accidents and Incidents Analysis Working Group (AIAWG) held its first meeting in Cairo, Egypt (29-31 March 2016) and agreed on a mechanism to fulfil the mandate assigned to the AIA WG (collection/reporting, validation and analysis of data), supported by an online tool to be

developed on iSTARS. In this regard, it was agreed that the AIA WG Core Team will finalize an iSTARS ADREP Occurrence Data Form to be used for adding/modifying accidents/incidents data through iSTARS ADREP application, as well as develop related guidelines, establish a validation process of data provided and develop standard and limited lists of main root causes and contributing factors.

2.8 Among the main RASG-MID deliverables, the following have been achieved:

- two MID Region Safety Summits;
- the MID Region Safety Strategy;
- three MID Annual Safety Reports;
- Development and implementation of several SEIs and DIPs related to the Regional Focus Areas and SSP implementation in the MID Region.
- Five RASG-MID Safety Advisories (RSAs):
  - 1- (RSA - 001) Guidance for Harmonizing the Use & Management of Stop Bars at Airports;
  - 2- (RSA-002)-Guidance for Regulatory framework for RST establishment;
  - 3- (RSA-003)-Guidance and Model Checklists for Runway Safety Team;
  - 4- (RSA-004) - Guidance on call sign similarity; and
  - 5- (RSA-005) - MID-Region Aerodromes Certification Toolkit”.
- Establishment of the MID Runway Safety (RS) Go-Team.
- Conduct of two RS Go-Team visits as Follows:
  - 1- Khartoum International Airport, Sudan , 30 November to 4 December 2014;
  - 2- Kuwait International Airport, Kuwait, 15-18 February 2016.
- Another RS Go-Team visit is planned to Queen Alia International Airport in Amman, Jordan during September 2016.
- Safety Management Workshops; the last one was held in Kuwait (25-27 May 2015).
- Interregional English Language Proficiency Workshop.

2.9 The Interregional English Language Proficiency Workshop, was jointly organized by the ICAO APAC, EUR/NAT and MID Regional Offices and gratefully hosted by Kuwait (9-11 November 2015). 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).

2.10 The Third MID Region Safety Summit and the High-Level Briefing to the DGCAs and CEOs will be held in Doha, Qatar, from 24 to 25 May 2016, and 26 May 2016, respectively. The objective of the Summit is to raise awareness on the Global Aviation Safety Developments including the Global Aviation Safety Plan (GASP), Regional Safety Priorities and Targets, as well as Air Navigation issues related to safety.

2.11 The High-Level Briefing to the DGCAs and CEOs on 26 May 2016 will include a progress report on the MID Region's priorities and targets, an update on the current regional initiatives and projects and the way forward to enhance aviation safety and air navigation at regional level.

### ***Coordination between MIDANPIRG and RASG-MID***

2.12 The RASG-MID and MIDANPIRG have been coordinating some safety-related issues such as mitigation measures for Controlled Flight Into Terrain CFIT (unstabilized approaches) and call sign confusion and similarity. Other subjects of interest to both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, Language Proficiency for Air Traffic Controllers, RVSM safety monitoring, etc.

2.13 The First MIDANPIRG/RASG-MID Coordination meeting was held on 10 June 2015 as a side meeting during the MIDANPIRG/15 meeting (Bahrain, 8-11 June 2015) and endorsed the Table at **Appendix A**, listing the subjects in which both MIDANPIRG and RASG-MID have interest with an assignment of the leading Group.

2.14 The Second MIDANPIRG/RASG-MID Coordination Meeting (MRC/2) will be held on 24 May 2016 as a side meeting to the RASG-MID/5 meeting and the Third MID Region Safety Summit (Doha, Qatar, 22-26 May 2016).

2.15 With respect to CFIT, six (6) Airports/Runways have been identified to have specific PBN approaches. A DIP is being implemented related to PBN Approach procedures for all runways not currently served by precision approach procedures.

2.16 The Call Sign Confusion is being addressed in coordination between MIDANPIRG and RASG-MID. The RSA-004 - Guidance on call sign similarity was issued and States and aircraft operators were encouraged to implement the RSA-04.

2.17 The RSC/4 meeting was apprised of/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;
- the MIDRMA activities related to the Minimum Monitoring Requirements (MMR);
- the latest developments related to PBN;
- the latest developments related to RPAS; and
- the new procedures related to the Standard Instrument Departure (SIDs) and Standard Instrument Arrivals (STARs) procedures.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to encourage States to:

- a) support the RASG-MID activities related to ANS;
- b) take necessary measures to implement the relevant recommendations of the ELP Workshop (9-11 November 2015);
- c) contribute to the work programme of the AIA WG; and
- d) participate actively in the Third MID Region Safety Summit, Doha, Qatar, 24-26 May 2016.

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**APPENDIX A**

**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	
Heliports	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

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