



International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Sixth Meeting (RASG-MID/6)
(Bahrain, 26-28 September 2017)

Agenda Item 3: Regional Performance Framework for Safety

FOLLOW-UP ON THE RASG-MID/5 AND RSC/5 CONCLUSIONS AND DECISIONS

(Presented by the Secretariat)

<p>SUMMARY</p> <p>This paper presents the status of the RASG-MID/5 and RSC/5 Conclusions and Decisions and the follow-up actions taken by concerned parties.</p> <p>Action by the meeting is at paragraph 3.</p>
<p>REFERENCES</p> <ul style="list-style-type: none">- RASG-MID/5 Report- RSC/5 Report

1. INTRODUCTION

1.1 The RASG-MID/5 meeting was held in Doha, Qatar, 22-24 May 2016. The meeting adopted 7 Conclusions and 11 Decisions.

1.2 The RSC/5 meeting was held in Amman, Jordan, 23 – 25 January 2017. The meeting adopted 1 Conclusion, 3 Decisions, and 4 Draft Conclusions.

2. DISCUSSION

2.1 Based on the outcome of the different RASG-MID subsidiary bodies, updated follow-up action plans on RASG-MID/5 and RSC/5 Conclusions and Decisions are at **Appendices A & B**, respectively.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the follow-up on the outcome of RASG-MID/5 and RSC/5 meetings and take action, as appropriate.

APPENDIX A

FOLLOW-UP ON RASG-MID/5 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 5/1: ICAO USOAP-CMA IMPLEMENTATION</p> <p>That, States:</p> <p>a) be urged to prioritise and take action as needed to improve their safety oversight system, with particular attention to:</p> <p>i. the implementation of Corrective Action Plans (CAP) and reporting the progress on the On-line Framework (OLF); and</p> <p>ii. the completion of the self-assessments and uploading of the relevant evidences on the OLF;</p> <p>b) are encouraged to request assistance from ICAO, as required.</p>	<ul style="list-style-type: none"> - Average EI rate for the MID Region had not improved over the last year. - Development/update of CAPs not up-to expectation - Implementation of most Corrective Action Plans (CAPs) had not started. - Possibility of a State’s EI rate reducing following an ICAO audit if a State did not maintain or improve its safety oversight system. 	State Letter	ICAO	Aug. 16	<p>ongoing</p> <p>SL ME 4–16/217 dated 16 August 2016</p>
<p>CONCLUSION 5/2: IATA-IOSA PROGRAMME</p> <p>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; and send their feedback to the ICAO MID Office by 15 October 2016.</p>	<p>The ANC raised concerns with respect to RASG-MID Conclusion 4/14 regarding the IATA IOSA Programme. It was felt that the use of the term “acceptable means of compliance” was not appropriate and that the wording of the Conclusion may be misleading. The IOSA compliance does not replace a State’s oversight activities but rather provided complementary information.</p>	State Letter	ICAO	Jul. 16	<p>To be closed</p> <p>SL ME 4–16/198 dated 01 August 2016.</p> <ul style="list-style-type: none"> - Conclusion 5/2 replaced and superseded Conclusion 4/14 for clarity.
		Feedback	States	Oct.16	

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 5/3: USE OF ECCAIRS</p> <p>That, States that have not yet done so, be urged to use ECCAIRS for the reporting of accidents and serious incidents; and send their feedback to the ICAO MID Office by 15 October 2016.</p>	<p>With respect to reporting of accidents and serious incidents, the RASG-MID/5 meeting underlined that ECCAIRS should be used for the reporting of accidents and serious incidents to ICAO.</p>	State Letter	ICAO	Jul.16	<p>To be closed</p> <p>SL ME 4-16/199 dated 01 August 2016</p>
<p>DECISION 5/4: FOURTH MID ANNUAL SAFETY REPORT</p> <p>That, the Fourth Edition of the MID Annual Safety Report (ASR) is endorsed and be published on the ICAO MID website.</p>	<p>The Reactive and Proactive Sections of the ASR are mature and providing excellent data and analysis. However, data collection for Predictive Section is still a challenge.</p>	Fourth Edition of MID-ASR	RASG-MID	May 16	<p>Completed</p> <p>Endorsed by the RASG-MID/5 meeting and posted on the ICAO MID website.</p>

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<p>DECISION 5/5: ESTABLISHMENT OF AIA WG CORE TEAM</p> <p>That, the AIA WG Core Team composed of the following experts, is established to advance the work of the AIA WG between the face-to-face meetings:</p> <ul style="list-style-type: none"> - Mr. Adnan Mohamed Malak from Saudi Arabia (Chairman); - Ms. Leena Ahmed Al Koohej from Bahrain; - Mr. Amr Mokhtar from Egypt; - Mr. Hassan Rezaeifar from Iran; - Dr. Abdallah Falah Suleiman Al-Samarat from Jordan; - Mr. Kamil Ahmed Mohamed from Sudan; - Ms. Rose Al Osta from IATA; - Capt. Fadi Khalil from IFALPA;and - Mr. Mashhor Alblowi from ICAO. 	<p>To fulfil the mandate assigned to the AIA WG</p>	<p>AIA WG Core Team</p>	<p>RASG-MID</p>	<p>May 16</p>	<p>Completed</p> <p>In order to fulfil the mandate assigned to the AIA WG (collection/reporting, validation and analysis of data), the RASG-MID/5 meeting agreed that a Core Team led by the Chairman of the AIA WG be established to advance the work of the AIA WG between the face-to-face meetings.</p>
<p>DECISION 5/6: iSTARS ADREP OCCURRENCE DATA FORM</p> <p>That, the AIA WG Core Team:</p> <ol style="list-style-type: none"> a) further review and finalize the iSTARS ADREP Occurrence Data Form; b) develop guidelines for the use of the Form; c) establish a validation process of data provided; and d) develop standard and limited lists of main root causes and contributing factors to be included in the Form. 	<p>To support the creation of a platform for the sharing and analysis of safety information.</p>	<p>iSTARS ADREP Occurrence Data Form</p>	<p>AIA WG & ICAO</p>	<p>a) Jun. 16 b) Jun. 16 c) Sep. 16 d) Sep. 16</p>	<p>To be closed</p> <p>Completed Completed Completed Completed</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 5/7: PROVISION OF SAFETY DATA USING iSTARS APPLICATION</p> <p>That, States be urged to allow their regulators and service providers (ANSPs, Aerodrome Operators, Airlines, etc.) to provide/share available data related to safety occurrences using the dedicated iSTARS application.</p>	<p>Difficulties facing some States and Stakeholders to share data related to accidents/incidents through iSTARS ADREP application, due to national policy.</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Aug. 16</p>	<p>To be closed</p> <p>SL ME 4 – 16/216 dated 16 August 2016</p>
<p>DECISION 5/8: RASG-MID SAFETY ADVISORY-PERIODIC SURVEILLANCE AUDIT OF AERODROME INFRASTRUCTURE AND MAINTENANCE</p> <p>That, the RASG-MID Safety Advisory at Appendix 3E is endorsed and be published by the ICAO MID Office.</p>	<p>To support Aerodrome Infrastructure and Maintenance Management.</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Jun. 16</p>	<p>Completed</p> <p>SL ME 4-16/232 dated 22 August 2016</p> <p>- RASG-MID Safety Advisory-10 (RSA-10) has been posted on the ICAO MID website.</p>

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<p>DECISION 5/9: AIRPLANE STATE AWARENESS (ASA)-LOW AIRSPEED ALERTING</p> <p>That, the RASG-MID Safety Advisory related to Airplane State Awareness (ASA)-Low Airspeed Alerting at Appendix 3K is endorsed and be published by the ICAO MID Office.</p>	<p>To mitigate the risk of LOC-I.</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Jun. 16</p>	<p>Completed</p> <p>SL ME 4-16/202 dated 01 August 2016</p> <ul style="list-style-type: none"> - RASG-MID Safety Advisory-09 (RSA-09) has been posted on the ICAO MID website.
<p>DECISION 5/10: STANDARD OPERATING PROCEDURES EFFECTIVENESS AND ADHERENCE</p> <p>That, the RASG-MID Safety Advisory related to Standard Operating Procedures effectiveness and adherence at Appendix 3L is endorsed and be published by the ICAO MID Office.</p>	<p>To mitigate the risk of LOC-I.</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Jun. 16</p>	<p>Completed</p> <p>SL ME 4-16/200 dated 01 August 2016</p> <ul style="list-style-type: none"> - RASG-MID Safety Advisory-07 (RSA-07) has been posted on the ICAO MID website.
<p>DECISION 5/11: AIRPLANE STATES AWARENESS (ASA) -TRAINING FLIGHT CREW TRAINING (APPROACH TO STALL & UPSET RECOVERY) VERIFICATION AND VALIDATION</p> <p>That, the RASG-MID Safety Advisory related to the Airplane States Awareness (ASA) -Training –Flight Crew Training (Approach to Stall & Up set recovery) Verification and Validation at Appendix 3M is endorsed and be published by the ICAO MID Office.</p>	<p>To mitigate the risk of LOC-I.</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Jun. 16</p>	<p>Completed</p> <p>SL ME 4-16/201 dated 01 August 2016</p> <ul style="list-style-type: none"> - RASG-MID Safety Advisory-08 (RSA-08) has been posted on the ICAO MID website.

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>DECISION 5/12: SST REVISED TERMS OF REFERENCE (TORS)</p> <p>That, the Terms of Reference of the SST be revised as at Appendix 3O.</p>	<p>To reflect 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.</p>	<p>Revised TORs</p>	<p>RASG-MID</p>	<p>May 16</p>	<p>Completed</p>
<p>CONCLUSION 5/13: ACAC/ICAO AIG WORKSHOP</p> <p>That,</p> <p>a) a joint ACAC/ICAO AIG Workshop be organized in 2017;</p> <p>b) the Strategy for the establishment of a Middle East RAIO be finalized by the Workshop, for final endorsement by RASG-MID and the ACAC Executive Council; and</p> <p>c) States are encouraged to attend and support the Workshop.</p>	<p>To finalize the strategy for the establishment of a Middle East RAIO.</p>	<p>- Workshop</p> <p>- Revised Strategy for the establishment of a Middle East RAIO</p>	<p>ACAC/ICAO</p>	<p>Apr. 17</p> <p>Aug. 17</p>	<p>Completed</p>
<p>DECISION 5/14: REVISED MID REGION SAFETY STRATEGY</p> <p>That, the revised version of the MID Region Safety Strategy (Revision 4, May 2016) at Appendix 3R is endorsed.</p>	<p>To include/remove Safety indicators based on the outcome of the HLSC 2015 and specific regional needs.</p>	<p>Revised version of the MID Region Safety Strategy</p>	<p>RASG-MID</p>	<p>May 16</p>	<p>Completed</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>DECISION 5/15: ENDORSEMENT OF RASG-MID PROCEDURAL HANDBOOK-THIRD EDITION</p> <p>That, the RASG-MID Procedural Handbook-Third Edition at Appendix 4A is endorsed.</p>	<ul style="list-style-type: none"> - To ensure better continuity and support to RASG-MID. - Reference to the MID Region Safety Strategy and to the RASG-MID Engagement Strategy. - The agreed mechanism for coordination between MIDANPIRG and RASG-MID. 	Handbook	ICAO	Jun. 16	<p>Completed</p> <p>Handbook-Third Edition available on the ICAO MID website.</p>
<p>DECISION 5/16: RSC TERMS OF REFERENCE (TORS)</p> <p>That,</p> <p>a) the RSC is delegated the authority to approve on behalf of the RASG-MID:</p> <ol style="list-style-type: none"> 1) the MID Annual Safety Reports; 2) the RASG-MID Safety Advisories; and 3) those Draft Conclusions/Decisions emanating from the subsidiary bodies, which necessitate urgent follow-up action(s). <p>b) the RSC TORs should be updated to reflect the above.</p>	<p>To improve the efficiency of the RASG-MID and give enough authority to the RASG-MID Steering Committee (RSC) to advance the work.</p>	Updated RSC TORs	RASG-MID	May 16	<p>Completed</p> <p>The RSC could approve on behalf of the RASG-MID:</p> <ul style="list-style-type: none"> - as deemed necessary: <ol style="list-style-type: none"> 1) the MID Annual Safety Reports; and 2) RASG-MID Safety Advisories. - those Draft Conclusions/Decisions emanating from the subsidiary bodies, which necessitate urgent follow-up action(s).

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 5/17: REVISION OF THE RASGS TERMS OF REFERENCE</p> <p>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 ICAO NCLB Initiative.</p>	<p>The need to update the RASGs TORs to keep pace with latest developments, including the recommendation of the HLSC-2015 and ICAO NCLB Initiative.</p>	<p>Revised RASGs TORs</p>	<p>ICAO HQ</p>	<p>TBD</p>	<p>Actioned (To be closed)</p> <p>ICAO HQ to follow-up.</p>
<p>CONCLUSION 5/18: REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS) OCCURRENCES</p> <p>That, States be urged to report any safety occurrence related to RPA operations to the ICAO MID Regional Office on regular basis, for review and analysis by the Accident and Incident Analysis Working Group (AIA WG).</p>	<p>RPAS is one of the Emerging Risks in the MID Region.</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Aug. 16</p>	<p>To be Closed</p> <p>SL ME 4-16/215 dated 16 August 2016</p> <p>- RPAS is one of the subjects being addressed by both MIDANPIRG and RASG-MID (with MIDANPIRG as the lead Group).</p>
<p>Feedback</p>	<p>States</p>	<p>Nov. 16</p>			

APPENDIX B

FOLLOW-UP ON RSC/5 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>RSC DECISION 5/1: FIFTH MID ANNUAL SAFETY REPORT</p> <p>That, the Final version of the Fifth Edition of the MID Annual Safety Report (ASR) be published on the ICAO MID website.</p>	<p>As required by the RASG-MID for the collection and analysis of the reactive, proactive and predictive safety data</p>	<p>Fifth Edition of MID-ASR</p>	<p>RASG-MID</p>	<p>Jan. 17</p>	<p>Completed</p> <p>Posted on the ICAO MID website.</p>
<p>RSC DECISION 5/2: RASG-MID SAFETY ADVISORY- SAFEGUARDING OF AERODROMES</p> <p>That, the RASG-MID Safety Advisory at Appendix 3I is endorsed and be published by the ICAO MID Office.</p>	<p>As part of the SEI related to safeguarding of aerodromes</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Mar 17</p>	<p>Completed</p> <p>SL Ref: ME 4-17/066 dated 29 March 2017.</p> <p>Posted on the ICAO MID website.</p>
<p>RSC CONCLUSION 5/3: IMPLEMENTATION OF PANS-AERODROMES</p> <p>That, States that have not yet done so, be urged to:</p> <ul style="list-style-type: none"> a) update their national regulations for implementation of the provisions of the PANS-Aerodromes; b) publish up to date lists of significant differences from this document in their AIP; and c) send feedback to the ICAO MID Office by 31 December 2017. 	<p>Enhance aerodrome operations and runway safety through the implementation of PANS-Aerodromes provisions</p>	<p>Feedback</p>	<p>States</p>	<p>Dec. 17</p>	<p>Actioned/To be Closed</p> <p>SL Ref: ME 4/1 – 17/230 dated 22 August 2017.</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>RSC DECISION 5/4: MID-SST REVISED SAFETY ENHANCEMENT INITIATIVES</p> <p>That, the MID-SST include in its work programme actions to support the implementation of the following SEIs:</p> <ul style="list-style-type: none"> a) improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region; b) strengthening of States' Safety Oversight capabilities; c) improve Regional cooperation for the provision of Accident & Incident Investigation; and d) improve implementation of ELP requirements in the MID Region. 	<p>To reflect a revised set of SEIs.</p>	<p>Revised SEIs</p>	<p>RSC</p>	<p>Jan 2017</p>	<p>Completed</p>
<p>DRAFT CONCLUSION 5/1: SHARING OF SAFETY RECOMMENDATIONS</p> <p>That,</p> <ul style="list-style-type: none"> a) States be urged to share their Safety Recommendations after investigation of accidents and incidents; and b) MID-SST to coordinate with AIA WG, ICAO and stakeholders the development of a RASG-MID Safety Advisory to consolidate a set of safety recommendations addressing the Focus Areas and Emerging Risks in the MID Region. 	<p>For analysis purposes and lessons learned, including proactive mitigation measures</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Oct 2017</p>	<p>To be endorsed by RASG-MID</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>DRAFT CONCLUSION 5/2: ADOPTION OF ISAGO AND IGOM FOR GROUND HANDLING OPERATIONS</p> <p>That, MID States be invited to:</p> <p>a) encourage airlines and aerodrome operators to implement the procedures contained in the IATA Ground Operations Manual (IGOM) for harmonization purpose and to improve safety of Ground Handling Operations; and</p> <p>b) use the IATA Safety Audit for Ground Operations (ISAGO) as a source of safety data which provide complementary information for the safety oversight activities of ground handling operations services.</p>	<p>To improve safety of Ground Handling Operations</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Oct 2017</p>	<p>To be endorsed by RASG-MID</p>
<p>DRAFT CONCLUSION 5/3: DEVELOPMENT OF ADDITIONAL GROUND HANDLING OPERATIONS PROVISIONS</p> <p>That, ICAO be invited to consider the development of additional Ground Handling Operations provisions.</p>	<p>Need for additional guidance to improve safety of Ground Handling Operations</p>	<p>ICAO provisions</p>	<p>ICAO</p>	<p>TBD</p>	<p>To be endorsed by RASG-MID</p>
<p>DRAFT CONCLUSION 5/4: EXPANSION OF THE RSP SCOPE</p> <p>That, ICAO be invited to consider the expansion of the ICAO Runway Safety Programme (RSP) scope from the runway strip to the movement area (including aprons).</p>	<p>Need to extend the RSP scope to include the movement area</p>		<p>ICAO</p>	<p>TBD</p>	<p>To be endorsed by RASG-MID</p>