



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

OUTCOME OF THE RSC/5 MEETING

(Presented by the Secretariat)

SUMMARY
This paper presents the outcome of the RSC/5 meeting. Action by the meeting is at paragraph 3.
REFERENCES
- RSC/5 Report

1. INTRODUCTION

1.1 The Fifth meeting of the RASG-MID Steering Committee (RSC/5) was held at the IATA Africa/Middle East Regional Office, Amman, Jordan, 23 – 25 January 2017.

1.2 The meeting was attended by a total of twenty one (21) participants from eight (8) States (Egypt, Iran, Jordan, Kuwait, Oman, Saudi Arabia, UAE and United States) and three (3) Organizations/Industries (Boeing, CANSO and IATA).

1.3 The RASG-MID/5 (Doha, Qatar, 22-24 May 2016), through Decision 5/16, delegated the RSC to approve on behalf of the RASG-MID:

1. MID Annual Safety Reports;
2. RASG-MID Safety Advisories; and
3. Draft Conclusions/Decisions emanating from the subsidiary bodies, which necessitate urgent follow-up action(s).

2. DISCUSSION

2.1 The meeting reviewed and endorsed the 5th MID-ASR (RSC Decision 5/1 refers). The following are the main highlights of the MID-ASR:

- MID Region had an accident rate of 2.5 accidents per million departures in 2015, which was below the global rate 2.8.
- The 5-year average accident rate (2011-2015) is 3.5, which was slightly above the global rate 3.2.
- No Controlled Flight Into Terrain (CFIT) related accident occurred in the MID Region for the period 2011-2015.

- One LOC-I accident occurred in the MID Region in 2011 for the period 2011-2015.
- The average overall Effective Implementation (EI) in the MID Region was 66.17%, which was above the world average (63.54 %).

2.2 The meeting reviewed the revised version of the MID Region Safety Strategy and agreed that the Strategy should be revised to reflect the GASP 2017-2019 including its Roadmaps, as well as the agreed Safety Targets. A revised version of the Strategy will be presented in a separate WP for endorsement.

2.3 The meeting may wish to recall that the RASG-MID/5 meeting recognized that the review of the safety recommendations related to past investigation activities could be very beneficial to address the Focus Areas and Emerging Risks in the MID Region. In this regard, the RSC/5 meeting urged States to share their safety recommendations after the completion of investigation and agreed to the following Draft Conclusion:

Why	To share safety recommendations after completion of investigations.
What	State Letter/ RASG-MID Safety Advisory
Who	ICAO/State/RASG-MID
When	Oct 2017/Oct 2018

DRAFT CONCLUSION 5/1: SHARING OF SAFETY RECOMMENDATIONS

That,

- 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.*

2.4 The meeting underlined that the global priorities (RS, LOC-I and CFIT) should always be addressed within the RASG-MID framework. However, with regard to LOC-I and CFIT, global developments and measures should be followed instead of developing new DIPs and more efforts should be directed to address the Emerging Risks in the Region.

2.5 With respect to RGS WG, the meeting reviewed and endorsed the Safety Advisory related to Safeguarding of Aerodromes (RSC Decision 5/2 refers).

2.6 The meeting agreed to the development of a new DIP (MID-RAST/RGS/7) focusing on Ground Handling Operations and Safety, with IATA as the Champion in coordination with ICAO and MID States.

2.7 The meeting recognized that the Ground handling operations are a source of significant personnel safety and aircraft/equipment damage concerns. The complexity of ground handling operations has increased with widespread airport development and traffic growth, corresponding to larger numbers and size of aircraft. Accordingly, the meeting agreed to the following Draft

Conclusions emanating from the RGS WG/3 meeting:

Why	Adoption of IATA initiatives by MID States and service providers
What	State Letter
Who	ICAO
When	Oct 2017

DRAFT CONCLUSION 5/2: ADOPTION OF ISAGO AND IGOM FOR GROUND HANDLING OPERATIONS

That, MID States be invited to:

- 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*
- 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.*

Why	To improve Ground Handling Operations
What	Development of additional provisions for Ground Handling Operations
Who	ICAO
When	TBD

DRAFT CONCLUSION 5/3: DEVELOPMENT OF ADDITIONAL GROUND HANDLING OPERATIONS PROVISIONS

That, ICAO be invited to consider the development of additional Ground Handling Operations provisions.

Why	To improve Runway safety and address movement area safety-related issues
What	Expansion of the ICAO Runway Safety Programme (RSP)
Who	ICAO
When	TBD

DRAFT CONCLUSION 5/4: EXPANSION OF THE RSP SCOPE

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).

2.8 With respect to the Procedures for the Air Navigation Services – Aerodromes (PANS-Aerodromes – Doc 9981), the meeting urged States and aerodromes operators to implement the provisions of the PANS-Aerodromes and to publish up-to-date lists of significant differences from this document in their AIP (RSC Conclusion 5/3 emanating from the RGS WG/3 meeting).

2.9 Concerning the MID-SST, the meeting endorsed a revised set of SEIs to be included in its work programme (RSC Decision 5/4 refers). More details will be presented in a separate WP.

2.10 The meeting encouraged States to consider the developments related to RPAS, and take necessary measures for the amendment of the relevant civil aviation regulations and procedures in a timely manner, in order to ensure safe integration of the RPAS into the non-segregated airspace. In this regard, the meeting reiterated RASG-MID Conclusion 5/18, and urged States to report any safety occurrence related to RPA operations to the ICAO MID Regional Office on regular basis.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the outcome of the RSC/5 meeting; and
- b) endorse the Draft Conclusions 5/1, 5/2, 5/3 and 5/4.