



*International Civil Aviation Organization*

**First Meeting of the Middle East Regional Aviation Safety Group  
(RASG-MID/1)**

*(Cairo, Egypt, 18 – 19 September 2011)*

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**Agenda Item 4: Global/Regional Performance Framework for Safety**

**REVIEW OF THE OUTCOME OF THE DGCA-MID/1 MEETING RELATED TO SAFETY**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the outcome of the DGCA-MID/1 meeting related to safety with an aim to ensure that the RASG-MID work programme is to include necessary follow-up actions.

Action by the meeting is at paragraph 3.

**1. INTRODUCTION**

1.1 The First Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/1) was hosted by the United Arab Emirates (UAE), General Civil Aviation Authority (GCAA) and held in Abu Dhabi, UAE from 22 to 24 March 2011.

1.2 The meeting was attended by a total of Fifty Six (56) participants, which included experts from Eleven (11) States (Bahrain, Egypt, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and United Arab Emirates) and Five (5) International/Regional Organizations (AACO, ACAC, CANSO, IATA and IFALPA).

**2. DISCUSSION**

2.1 The Agenda Item 5 of the DGCA-MID/1 meeting was related to Aviation Safety. The meeting was provided with a summary of the proposed revisions to the Global Aviation Safety Plan (GASP) developed back in 1997. It was noted that the GASP, was originally intended, and initially served, as a high-level policy document in guiding the efforts of the States, industry and international organizations. In view of the latest developments related to implementation of the State Safety Programme (SSP) and Safety Management Systems (SMS), as well as the associated Standards and Recommended Practices (SARPs), it has become necessary to update the GASP to better reflect the introduction and use of safety management principles.

2.2 The meeting was apprised of the activities of the Top Level Safety Team (TLST) following the declaration of the Middle East Aviation Safety Summit, which was held in Abu Dhabi, January 2008. The meeting noted that the TLST has produced a MID Regional Roadmap Assessment Plan with Recommended/Prioritized Actions, and has identified Safety Risk mitigation factors. Presently it is in the process to launch an educational awareness campaign. The meeting noted that the UAE GCAA was the main source of funding the activities of TLST. While recognizing the commonality of intents of the Top Level Safety Team (TLST) programme with that of RASG-MID, the meeting was of view to support both activities at least for the short and medium terms.

Accordingly, the meeting encouraged MID States that have not yet signed the Abu Dhabi Resolution on the Global Aviation Safety Roadmap, to do so as soon as possible.

2.3 Based on the above, the meeting agreed to the following Conclusion:

*DGCA-MID/1 CONCLUSION 1/7 - SUPPORTING THE TOP LEVEL SAFETY TEAM (TLST)*

*That, recognizing the important role of TLST, in implementing the recommendations of the Global Aviation Safety Roadmap (GASR), MID States are encouraged to commit resources to the work of the TLST.*

2.4 The meeting recognized that the collection of safety data is critical to the implementation of SSP and SMS in aviation. It is emphasized that the collection of data should be implemented by MID States in a manner compatible with the ADREP taxonomy as developed by ICAO. The meeting noted that the European Co-ordination Centre for Aviation Incident Reporting Systems (ECCAIRS) software, which is developed by the European Commission (EC) and made available to all ICAO Member States for free, is the only safety data application that currently implements the ADREP taxonomy. Accordingly, the meeting agreed to the following Conclusion:

*DGCA-MID/1 CONCLUSION 1/8 - REGIONAL STRATEGY FOR COLLECTION OF SAFETY DATA*

*That, recognizing the importance of safety data for SMS and SSP programmes, MID States to implement ECCAIRS for collecting safety data; and attend ECCAIRS training courses organized by the ICAO MID Regional Office.*

2.5 The meeting was apprised of the outcome of MIDANPIRG/12 related to the advantages of the establishment of MID Regional Safety Oversight Organizations (RSOOs). The meeting noted that in many of the ICAO Regions, Regional Safety Oversight Organizations (RSOOs) and Regional Accident and Incident Investigation Organizations (RAIOs) have been considered as the most viable way of meeting the States' safety oversight obligations in an effective and sustainable manner; and accordingly a number of such Organizations have been already established.

2.6 The meeting noted that ICAO, through its Technical Cooperation Programme (TCP), has formulated intra-State (Regional/Sub-Regional) projects, known as the Cooperative Development of Operational Safety and Continuing Airworthiness Projects (COSCAPs). It was highlighted that COSCAPs represent the first step towards establishment of RSOOs. In this respect, the meeting agreed on the need to assess the effectiveness of the COSCAP-GS (Gulf States) through the review and evaluation of its achievements during the past five (5) years and its plan/work programme for the coming five (5) years.

2.7 Based on the above, the meeting recognized that RSOOs and RAIOs represent a viable way of meeting the States' safety oversight obligations in an effective and sustainable manner. However, it was highlighted that prior to the establishment of any RSOO, States willing to participate in this regional/sub-regional project should formulate a strategy that is well-defined in terms of purpose, scope, activities, objectives, duration and the expected results or outcomes. In this respect, the meeting requested ICAO to organize a Workshop on the subject, in order to address the technical, institutional and financial aspects related to the establishment of RSOOs and RAIOs and developed appropriate recommendations and a regional strategy based on identified common priorities and programmes, to enhance States' safety oversight capabilities and solve common safety-related deficiencies.

2.8 The meeting further noted that, based on the results related to the effectiveness of the COSCAP-GS mentioned above, one of the options which could be considered is to evolve the COSCAP-GS into a RSOO. In addition, it was further noted that ICAO Technical Cooperation Bureau (TCB) can play a significant role in this endeavour.

2.9 Considering all of the foregoing, the meeting agreed to the following Conclusions:

*DGCA-MID/1 CONCLUSION 1/9 - ESTABLISHMENT OF RSOOs AND RAIOS IN THE MID REGION*

*That, in order to strengthen their safety oversight capabilities and solve common safety-related deficiencies, in an effective, cooperative and sustainable manner, MID States:*

- a) cooperate towards the establishment of Regional Safety Oversight Organizations (RSOOs) and Regional Accident and Incident Investigation Organizations (RAIOs); and*
- b) further address the subject within the framework of RASG-MID.*

*DGCA-MID/1 CONCLUSION 1/10 - WORKSHOP ON REGIONAL SAFETY OVERSIGHT PROGRAMMES*

*That, as part of the Regional preparations for the establishment of Regional Safety Oversight Organizations (RSOOs) and Regional Accident and Incident Investigation Organizations (RAIOs), the ICAO MID Regional Office organize a Workshop on Regional Safety Oversight Programmes, in order to address the technical, institutional and financial aspects related to these regional/sub-regional projects.*

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

3.1 The meeting is invited to:

- a) note the information contained in this working paper; and
- b) take into consideration the outcome of the DGCA-MID/1 meeting related to safety when developing the RASG-MID work programme.

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