



International Civil Aviation Organization

**Third Meeting of the Middle East Regional Aviation Safety Group
(RASG-MID/3)**

(Kuwait, 27 - 29 January 2014)

Agenda Item 3: Regional Performance Framework for Safety

MID-SST ACTIVITIES AND UPDATE ON THE RELATED SEIs & DIPs

(Presented by MID-SST Rapporteur)

SUMMARY

This paper provides an update related to the MID-SST activities and presents the associated Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plan (DIP).

Action by the meeting is at paragraph 3.

1. INTRODUCTION

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

2. DISCUSSION

3.1 The RSC/2 meeting reviewed the work done under the MID-SST and reconfirmed that the top priority SEIs are as follows:

1. Improve status of implementation of State Safety Programs (SSPs) in the MID region;
2. strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s); and
3. improve regional cooperation for the provision of Accident & Incident Investigation.

2.1 The meeting agreed that the SEIs should be amended to reflect the above. The revised SEIs are at **Appendix A** to this working paper.

2.2 The meeting recognized the challenges facing the MID-SST to implement its work programme, in particular related to SSP implementation in the MID Region. The meeting agreed that effort should be put toward the establishment of an RSOO to support States in the implementation of SSP in an expeditious manner. It was agreed that this should be the main DIP under the MID-SST and the DIP should be revised accordingly. The revised DIP is at **Appendix B** to this working paper.

2.3 In order to support the SSP implementation in the MID Region, it's proposed that the MID-SST develop a draft action plan for the establishment of RSOO to support States in the implementation of SSP, which includes a plan of visits to the interested/committed States.

2.4 With regard to other MID-SST activities, the meeting may wish to note that the DGCA-MID/2 meeting agreed that the follow-up on NGAP National Plans Development and implementation should be included in the RASG-MID work programme. Accordingly, the RSC/2 meeting agreed that the NGAP National Plans development and implementation follow-up should be included in the MID-SST work programme. In addition, the meeting agreed that the issue of Training (related to safety) could be addressed within the framework of SSP implementation and tasked the MID-SST to take this into consideration.

2.5 The DGCA-MID/2 meeting also encouraged States to provide national focal points for the implementation of a proposed regional safety information exchange mechanism related to unsafe aircraft/air carriers, as an effective method to promote the regional aviation safety and tasked RASG-MID to follow-up. Accordingly, the RSC/2 meeting assigned the MID-SST to follow up on this subject.

2.6 The RSC/2 meeting agreed also that the MID-SST should follow up on the outcome of the Safety Management Workshop (Muscat, Oman, 11 -12 June 2013).

3. ACTION BY THE MEETING

3.1 The meeting is invited:

- a) review, update, as appropriate and endorse the MID-SST SEIs and DIP as at **Appendices A & B** to this working paper;
- b) urge States to support the activities related to the establishment of an RSOO to expedite the implementation of SSP in the MID Region; and
- c) urge States and stakeholders to provide necessary support to the MID-SST; and

APPENDIX A

APPENDIX A

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
		Safety Management Standardization: a) Consistent implementation of State safety programmes; b) Consistent implementation of safety management systems; c) Effective reporting of errors and incidents; and d) Implementation of risk-based standardization initiatives.								

MID-SST/01	Improve status of implementation of State Safety Programs (SSPs) in the MID region	<p>Safety Management Collaboration:</p> <p>a) Coordination of regional safety management implementation programmes;</p> <p>b) Promotion of a multi-disciplinary risk management approach; and</p> <p>c) Measurement of safety performance.</p> <p>Safety Management Resources :</p> <p>a) Investments in aviation infrastructure and technology;</p> <p>b) Funding for aviation research and development; and</p> <p>c) Human Resources</p> <p>Safety Information Exchange:</p> <p>a) Support of safety management implementation;</p> <p>b) Consistent assessment of safety performance; and</p> <p>c) Appropriate use of shared information.</p> <p>d) Establishment of mechanisms for safety information protection</p>	BP-STD-S-12 BP-STD-S-13 BP-STD-S-16 BP-STD-I-4 BP-STD-I-5 BP-COL-S-4 BP-SIE-S-3 BP-SIE-S-10	High	Difficult	P3	1	ICAO	Mid-Term	
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MID-SST/02	Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s)	<p>Safety oversight standardization:</p> <ul style="list-style-type: none"> a) Consistent implementation of International Standards b) Application of consistent regulatory oversight c) Implementation of effective accident and incident investigation d) Identification of differences with ICAO SARPs e) Establishment of a process to maintain current and relevant SARPs f) Compliance with national regulations and adoption of industry best practices <p>Safety oversight collaboration:</p> <ul style="list-style-type: none"> a) Support for and coordination of regional organizations and programmes b) Coordination of assistance programmes c) Providing an effective community response d) Implementation of Regional Accident and Incident Investigation Organizations e) Sharing of best practices 	<p>BP-STD-S-1</p> <p>BP-COL-S-1</p> <p>BP-COL-S-4</p> <p>BP-INV-S-1</p> <p>BP-SIE-S-3</p>							
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		<p>Safety oversight resource:</p> <ul style="list-style-type: none">a) Identification of resource requirementsb) Establishment of human resource audit processesc) Implementation of training and educational programmesd) Establishment of transparent funding mechanisms <p>Safety Information Exchange:</p> <ul style="list-style-type: none">a) Use of shared information for aviation safety purposesb) Maintaining and sharing of accident and incident databasec) Establishment of mechanisms for proper protectiond) Implementation of international safety information sharing systems		High	Difficult	P3	2	ICAO ACAC	Mid-Term	
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MID-SST/03	Improve regional cooperation for the provision of Accident & Incident Investigation.	<p>Safety oversight standardization:</p> <ul style="list-style-type: none"> a) Consistent implementation of International Standards b) Application of consistent regulatory oversight c) Implementation of effective accident and incident investigation d) Identification of differences with ICAO SARPs e) Establishment of a process to maintain current and relevant SARPs f) Compliance with national regulations and adoption of industry best practices <p>Safety oversight collaboration:</p> <ul style="list-style-type: none"> a) Support for and coordination of regional organizations and programmes b) Coordination of assistance programmes c) Providing an effective community response d) Implementation of Regional Accident and Incident Investigation Organizations e) Sharing of best practices 	BP-STD-S-4 BP-STD-S-5 BP-STD-S-6 BP-STD-S-7 BP-STD-S-8 BP-STD-S-9 BP-COL-S-2 BP-INV-S-1 BP-SIE-S-3	Medium	Moderate	P5	3	UAE	Long Term	
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		<p>Safety oversight resource:</p> <p>a) Identification of resource requirements</p> <p>b) Establishment of human resource audit processes</p> <p>c) Implementation of training and educational programmes</p> <p>d) Establishment of transparent funding mechanisms</p> <p>Safety Information Exchange:</p> <p>a) Use of shared information for aviation safety purposes</p> <p>b) Maintaining and sharing of accident and incident database</p> <p>c) Establishment of mechanisms for proper protection</p> <p>d) Implementation of international safety information sharing systems</p>								
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Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
MID-SST/01	Improve status of implementation of State Safety Programs (SSPs) in the MID region	Refer to the SEI	Refer to the SEI	High	Difficult	P3	1	Mid Term
Safety Enhancement Action (expanded)		ICAO safety management provisions require States to establish a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS) in civil aviation.						
Statement of Work		Establishment of an RSOO to support States in the implementation of SSP in an expeditious manner.						
Champion Organization		ICAO,						
Human Resources		1. SST 2. ICAO 3. States 4. Industry 5. ACAC						
Financial Resources		Options will be explored by SST as required (funds from States or other safety partners).						
Relation with Current Aviation Community Initiative								

Performance Goal	<ol style="list-style-type: none"> 1. Achieve acceptable level of safety in civil aviation. 2. Achieve MID- Region safety strategy targets.
Indicators	<p>Number of States having completed implementation of SSP Phase 1:</p> <ol style="list-style-type: none"> a. 5 States by the end of 2014; b. 10 States by the end of 2015; and c. all the 15 MID States by the end of 2016.
Key Milestones (Deliverables)	<ol style="list-style-type: none"> 1. Send out a questionnaire to the MID States in order to get the States' interest and commitment to the establishment of an RSOO to support States in the implementation of SSP. In addition, States to be requested to complete a gap analysis (using ICAO iSTAR tool), (1st Q 2014) 2. Promote the establishment of an RSOO during the Second MID Safety Summit (Oman, 27-29 April 2014), particularly through the high-level briefing for top management (DGs and CEOs). Conduct an SMS Workshop (4thQ 2014). 3. Analyze the States' replies and develop proposals for establishment of an RSOO and a plan of visits to the committed States (mid of 2014). 4. Develop an MOU to be presented to the DGs during the DGCA-MID/3 meeting
Potential Blockers	<ol style="list-style-type: none"> 1. Lack of necessary expertise <p>Subject to the course of action that will be take:</p> <ol style="list-style-type: none"> 1. Regional Cooperation 2. Institutional issues 3. Financial constraints
Responsible	<p>Core Team: ICAO, IATA, Region states, operators, Boeing, Airbus & GS COSCAP.</p>
DIP Notes	