

First Virtual Meeting with MID CRRIC Focal Points

(3 November 2020)

SUMMARY OF DISCUSSIONS

1. GENERAL

- 1.1 The First MID CRRIC Focal Points Virtual Meeting was successfully conducted on 3 November 2020 from 0800 to 1000 (UTC).
- 1.2 The meeting was attended by a total of Twenty-nine (29) participants from fourteen (14) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, UAE and Yemen). The list of participants is at **Attachment A**.

2. OBJECTIVE

2.1 The objective of the meeting was to establish a network among the group in order to share information about common challenges and best practices.

3. OPENING

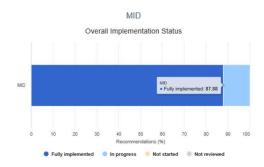
- 3.1 Mr. Smaoui, ICAO MID Acting Regional Director, welcomed all participants and thanked them for accepting the invitation to join this important Virtual Meeting and for their dedication and great cooperation.
- 3.2 The discussion was led by Mr. Mashhor Alblowi, RO/FLS and the MID Focal Points for CRRIC.
- 3.3 The Provisional Agenda included:
 - 1) Introduction
 - 2) Global and Regional update by ICAO
 - 3) Sharing of challenges faced by MID CRRIC Focal Points
 - 4) Sharing of Best Practices to overcome challenges
 - 5) Open Discussion
 - 6) Way forward

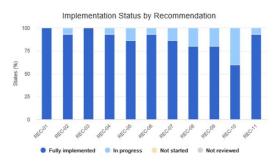
4. GLOBAL AND REGIONAL UPDATE BY ICAO

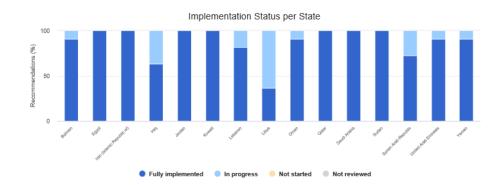
- 4.1 The meeting was briefed about the CART "Phase II", which was concluded by the CART/9 meeting on 29 October 2020. It was noted that the deliverables of CART Phase II include High Level Cover Document HLCD and updated "Take-off" Guidance Document TOGD, which will be presented to ICAO Council on 9 November 2020 for review and endorsement.
- 4.2 The meeting was updated on the regional activities including the MID Recovery Plan Task Force (RPTF), Public Health Management and CAPSCA-MID.

5. MID REGIONAL STATUS

- 5.1 As of 3 November 2020 the MID Region:
 - ➤ is the most active region working on the CRRIC platform for the last 7 days;
 - achieved Gap Analysis completion of 100%; and
 - reached overall CART Implementation of 87.88%.







6. SHARING OF CHALLENGES AND BEST PRACTICES

- 6.1 The meeting was a great opportunity for States to share and discuss their experiences related to challenges faced and Best Practices to overcome these challenges.
- 6.2 The meeting agreed to the initial list of common challenges:
 - lack of financial resources;
 - instability of Political/Security situation in some States;
 - > the complexity of States' administrative and coordination arrangements between different entities;
 - promulgation of regulations allowing CAA to fulfill State's obligations. For instance, some of terminal activities are purely commercial and been regulated and oversighted by other entities at the national level; while the CAA could only provide advisory role;
 - > no recommendations regarding the man-power planning (what training and background, frequency of oversight/surveillance activities, etc.);
 - > changing from self-initiatives to PHC to CART requires lots of changes to the National GMs and re-training at the CAA and operators levels;
 - ➤ the quarantine and testing measures represent the main challenges for the resumption of operations by the industry; however, it was highlighted that these measures are not taken at the level of the Civil Aviation Authorities but generally imposed by the Governments based on the recommendations by their Ministries of Health;

- ➤ training and meeting minimum qualification requirements; Certification and Oversight (State's Legal System and implementation of regulations due to inability of conducting on-site activities); and
- ➤ no dedicated GMs to be adopted by Regulators to ensure the compliance with CART Take-off Document guidance. Therefore; no recommended practices to issue an authorization for operation from CAAs to the operators complying with GM, no harmonized checklist to oversight the compliance.
- 6.3 The meeting also supported the initial list of Best Practices:
 - the CAA to be part of the decision making process at the highest national level;
 - effective coordination between all governmental entities for the COVID19 Crisis Management;
 - > consider the international recommendations and best practices related to the aviation sector in line with a realistic Gap Analysis providing cross referencing between the State's Guidance and CART;
 - complete and update on a regular basis, the gap analysis tool on CRRIC, allowing Member States to self-assess their status with respect to the CART Recommendations and define actions plans;
 - > sharing of information including (Challenges and Best Practices);
 - ➤ joint Organization of events (Webinars, Workshops, etc.) such as the Joint UAE/ICAO-MID Webinar: "Collectively Designing the Future of ATM Post COVID 19"; and
 - > use of Technology and digital platforms for sharing of information and conduct of activities.

7. WAY FORWARD

- 7.1 The meeting agreed to the followings:
 - continuous update of information on CRRIC including realistic Gap Analysis;
 - ➤ effective contact and coordination between all MID CRRIC Focal Points including Sharing of information;
 - be part of the regional activities including MID RPTF; and
 - organize MID CRRIC Focal Points meeting on a regular basis.



Virtual Meeting with MID CRRIC Focal Points

(3 November 2020) from 08:00 to 10:00 UTC

List of Participants

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