



*International Civil Aviation Organization*

**MIDANPIRG/19 and RASG-MID/9 Meeting**

*(Riyadh, Saudi Arabia, 14 - 17 February 2022)*

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**Agenda Item 4.6: Outcomes of the AIIG/1 Meeting**

**OUTCOMES OF THE AIIG/1 MEETING**

**SUMMARY**

This paper presents the outcome of the AIIG/1 virtual meeting.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG/18-RASG-MID/8 Report
- AIIG/1 Report

**1. INTRODUCTION**

1.1 The First Meeting of the Accident and Incident Investigation Group (AIIG/1) was held from 7 to 9 September 2021. The meeting was attended by a total of fifty-eight (58) participants from Fourteen (14) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, UAE and Yemen) and two (2) Organization/s (ACAO, IFALPA).

1.2 In accordance with the RASG-MID Procedural Handbook, Capt. Aysha Mohammed Al Hamili, Acting Assistant Director-General - Air Accident Investigations, United Arab of Emirates, and Mr. Abdulelah Felemban, DG Aviation Investigation Bureau, Kingdom of Saudi Arabia, were unanimously elected as the Chairperson and Vice-Chairperson of the Accident and Incident Investigation Group (AIIG), respectively.

**2. DISCUSSION.**

***AIIG Terms of Reference (TORs)***

2.1 The AIIG/1 meeting updated and finalized the Draft AIIG Terms of References (TORs) as at **Appendix A**, for endorsement by the RASG-MID/9 meeting

***MENA ARCM MoU***

2.2 The Strategy for the enhancement of cooperation among the MENA States in the provision of AIG functions at **Appendix B** was endorsed by the DGCA-MID/4 meeting (Muscat, Oman, 17 – 19 October 2017).

2.3 The DGCA-MID/5 (Kuwait, 4 – 6 November 2019) meeting, through Conclusion 5/4, endorsed the MENA AIG Regional Cooperation Mechanism (MENA ARCM) at **Appendix C**

2.4 The RSC/7 meeting (Cairo, Egypt, 3 – 5 March 2020), through Conclusion 7/13, endorsed MENA AIG Regional Cooperation Mechanism (MENA ARCM) Action Plan at **Appendix D** and agreed that an ARCM Technical Coordination meeting be organized by the ICAO MID Office in Cairo, 1-4 June 2020.

2.5 Due to COVID-19 pandemic outbreak, the ARCM Technical Coordination meeting was cancelled and ICAO MID followed up with the ARCM Focal Points and a virtual meeting was held on 10 December 2020 to develop the Draft MENA Accident & Incident Investigation Regional Cooperation Mechanism (ARCM) Memorandum of Understanding (MoU) to be presented to the AIIG/1 virtual meeting for review.

2.6 The AIIG/1 meeting recognised the challenges to be faced by States during the signature of the MENA ARCM MoU. To address these challenges and expedite the process of the MENA ARCM MoU signature, the meeting strongly supported the proposal to circulate the MENA ARCM MoU in both languages Arabic and English so that States would have the option to sign the most convenient language version. Accordingly, the meeting agreed to its presentation to the 5<sup>th</sup> virtual DGCA-MID meeting for endorsement.

2.7 The meeting may wish to note that the 5<sup>th</sup> virtual DGCA-MID meeting reviewed and endorsed the MENA ARCM MoU (in both languages Arabic and English) at **Appendices E and F** emanating from the AIIG/1 virtual meeting (7-9 September 2021); and agreed to the following Conclusion:

*VIRTUAL DGCA-MID CONCLUSION 5/1: MENA AIG REGIONAL  
COOPERATION MECHANISM (MENA  
ARCM) MOU*

*That,*

- a) the MENA AIG Regional Cooperation Mechanism (MENA ARCM) MoU, in both languages English and Arabic, is endorsed as at **Appendices A and B**, respectively;*
- b) the MENA ARCM MoU be circulated to the MENA States by ICAO MID Office and ACAO for signature; and*
- c) each MENA ARCM Member State nominate an AIG Expert to support the MENA ARCM Committee.*

2.8 The meeting may also wish to note that the MENA AIG Regional Cooperation Mechanism (MENA ARCM) MoU (in both languages Arabic and English) has been circulated to the States for signature through a State Letter SL File Ref.: ME 4/1.9 - 21/182, dated 1 November 2021 and a reminder dated on 13 January 2022. So far, seven (7) States signed the MENA ARCM MoU at **Appendix H** namely Iran, Kuwait, KSA, Iraq, Sudan, UAE and Yemen.

***Questionnaire on Establishing a Platform for Sharing Safety Recommendations Issued by the MENA States***

2.9 It was highlighted that the Safety Recommendations are the utmost results of investigation conducted by States. Such outcomes are worthwhile to be shared among States, through a database/online application or data repository. A bigger size safety recommendations database can assist States in carrying out more precise and comprehensive analysis, which will enhance their capabilities in formulating more effective safety recommendations, and exponentially improve their State-level risk management.

2.10 The AIIG/1 meeting noted that the MENA ARCM Member States to utilize the MENA ARCM for managing safety recommendations issued by the MENA ARCM Member States at the regional level. The preferable means/media for sharing the safety recommendations and posting them to the joint-dataset/repository would be determined based on the survey outcomes.

2.11 The AIIG/1 virtual meeting agreed to establish a repository for MENA ARCM Member States to allow sharing and analysis of their safety recommendations and accordingly, the meeting reviewed the draft questionnaire at **Appendix G** and agreed to its presentation to the RASG-MID/9 meeting for endorsement.

#### ***RASG-MID Organizational structure***

2.12 The meeting was provided with an overview regarding RASG-MID Organizational structure.

#### ***MID-RASP 2020-202 Edition and Event Risk Assessment Methodologies***

2.13 The meeting was apprised and thanked the Secretariat for sharing the event risk assessment methodologies.

#### ***RAIO-CP and SAM ARCM***

2.14 The meeting was provided with an overview regarding the RAIO-CP and SAM ARCM. The meeting was also apprised of SAM ARCM's experience and practices related to the establishment and implementation of SAM ARCM. The meeting thanked SAM ARCM for sharing their experiences, which was highly appreciated by the participants.

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

3.1 The meeting is invited to:

- a) encourage States to sign the MENA AIG Regional Cooperation Mechanism (MENA ARCM) MoU, if not yet done.
- b) endorse AIIG TORs at **Appendix A** and agree to the following Draft Decision:

|             |                         |
|-------------|-------------------------|
| <b>Why</b>  | To update the AIIG TORs |
| <b>What</b> | Revised TORs            |
| <b>Who</b>  | RASG-MID                |
| <b>When</b> | Feb 2022                |

#### ***DRAFT RASG-MID DECISION 9/XX: TERMS OF REFERENCE OF THE AIIG***

*That, the Terms of Reference of the AIIG at **Appendix A** are endorsed.*

- c) Review and endorse the Questionnaire on Establishing a Platform for Sharing Safety Recommendations:

|             |  |
|-------------|--|
| <b>WHY</b>  | To establish Platform for Sharing Safety Recommendations for MENA States                 |
| <b>What</b> | Carry out a survey on the establishment of a platform for sharing safety recommendations |
| <b>Who</b>  | RASG-MID/9   |
| <b>When</b> | Feb 2022   |

***DRAFT RASG-MID CONCLUSION 9/XX: QUESTIONNAIRE ON ESTABLISHING  
A PLATFORM FOR SHARING SAFETY  
RECOMMENDATIONS***

*That, the questionnaire on establishing a platform for sharing safety information among MENA ARCM member States at **Appendix G** be used for the conduct of a survey on the subject.*

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## APPENDIX A

## DRAFT TERMS OF REFERENCE

## FOR

ACCIDENT AND INCIDENT INVESTIGATION GROUP  
(AIIG)**1. PURPOSE OF THE AIIG**

The AIIG is established to:

- 1.1 Enhance the effectiveness of MENA States' aircraft accident and incident investigation capabilities through the sharing of knowledge and experience in the field of aircraft accident and incident investigation.
- 1.2 Support and facilitate cooperation among the MENA States through managing the activities of the MENA Accident Investigation Regional Cooperation Mechanism (MENA ARCM).
- 1.3 In accordance with its Terms of Reference (ToR), the AIIG shall:
  - a. Encourage and support the development of aircraft accident and incident investigation common standards, rules and regulations for enhancing effective implementation of SARPs relevant to aircraft accident and incident investigation within MENA States.
  - b. Identify challenges that face the MENA States in the course of aircraft accident and incident investigations, and propose solutions.
  - c. Review the aircraft accident and incident investigation reports and the safety recommendations issued by MENA States, including the identification of possible trends.
  - d. Cooperate and coordinate with all partners for effective use of AIG resources available in the MENA States, including expertise, training capabilities, equipment, investigation know-how and information, standards and guidance, etc.
  - e. Develop an agreed and harmonized MENA States database of accidents and incidents and utilize this database for identifying operational safety risks and their corresponding controls/mitigations to enhance aviation safety.
  - f. Provide safety data and safety information on accidents and incidents to the MID-Annual Safety Report Group (ASRG) for the development of the MID Annual Safety Report.
  - g. Monitor developments in ICAO in respect of aircraft accident and incident investigation issues and propose initiatives to the RASG-MID.
  - h. Coordinate with SEIG on all Safety Enhancement initiatives (SEIs) related to AIG.
  - i. Manage the activities of the MENA ARCM in coordination with MENA ARCM Committee.

1.4 Roles and responsibilities of MENA ARCM Committee:

- i. Advises and update the Chairperson of AIIG on the progress of the MENA ARCM activities.
- ii. Acts as a liaison between their States and the AIIG to establish an agile communication link with the AIIG and to regularly attend AIIG and MENA ARCM meetings and teleconferences/video conferences.
- iii. Contributes with expertise to conduct the work activities of MENA ARCM.
- iv. Develops and update the MENA ARCM plan of action.
- v. Facilitates and support the implementation of MENA ARCM MoU.
- vi. Identifies the assistance requirements of MENA ARCM member States in terms of aircraft accident and incident investigation, training, sharing of information, best practices, etc.
- vii. Promotes and coordinates MENA ARCM activities within the authorities responsible for aircraft accident and incident investigation of States.
- viii. Encourages and recommends to MENA ARCM member States on the implementation of harmonised regulations and procedures.

2. COMPOSITION

The AIIG is composed of Members designated by the following MENA States, MENA ARCM Committee Focal Points (FPs), and Partners/Observers:

- **States:** MENA States/ MENA ARCM FPs
- **MENA ARCM Committee FPs:** Composed of Focal Points to be nominated by MENA ARCM member States.
- **Partners/Observers:** AACO, ACAO, Gulf Flight Safety Council, IATA, IFALPA, IFATCA, International Society of Air Safety Investigations (ISASI), Middle East and North Africa Society of Air Safety Investigators (MENASASI), Experts from relevant aviation industry.

3. ROLES AND RESPONSIBILITIES

- AIIG Chairperson – Coordinate with Secretariat of AIIG for managing activities including the MENA ARCM activities and provide overall guidance and leadership;
- AIIG Vice Chairperson – Assist the Chairperson and when required;
- Members – Accomplish tasks related to AIIG and form representation of their States
- ICAO – Support; and
- Partners/Observers – Provide technical expertise as requested by the AIIG Chairperson.

4. MEETINGS ARRANGEMENTS

- The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the AIIG. The AIIG shall at all times conduct its activities in the most efficient manner possible with a minimum of formality and paper work (paperless meetings). Permanent contact shall be maintained between the Chairperson, Secretary and Members of the AIIG to advance the work. Best advantage should be taken of modern communications facilities, particularly video-conferencing (Virtual Meetings) and e-mails.
- Face-to-face meetings as well as virtual meeting will be conducted when it is necessary to do so.

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## **APPENDIX B**

### **STRATEGY FOR THE ENHANCEMENT OF COOPERATION AMONG THE MIDDLE EAST AND NORTH AFRICA (MENA) STATES IN THE PROVISION OF AIG FUNCTIONS**

#### **1- Background**

Whereas it is incumbent on the State in which an accident occurs to institute an inquiry into the circumstances of the accident in conformity with Article 26 of the Convention;

Whereas Assembly Resolution A36-10, inter-alia:

- urges Contracting States to undertake every effort to enhance accident prevention measures, particularly in the areas of personnel training, information feedback and analysis and to implement voluntary and non-punitive reporting systems, so as to meet the new challenges in managing flight safety, posed by the anticipated growth and complexity of civil aviation;
- urges Contracting States to cooperate with ICAO and other States in a position to do so, in the development and implementation of accident prevention measures designed to integrate skills and resources to achieve a consistently high level of safety throughout civil aviation;

Whereas, amendment 15 of Annex 13 (STD 3.2) stipulates that a State shall establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation;

Whereas, owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident or serious incident investigation requires participation by experts from many specialized technical and operational fields and access to specially equipped facilities for investigation;

Whereas many Contracting States do not have such specialized technical and operational expertise and appropriate facilities;

Whereas the costs of salvage and investigation of major aircraft accidents may place a heavy financial burden on the resources of the State where the accident occurred;

Whereas Assembly Resolution A37-15 (Appendix U), recommends that Contracting States cooperate in the investigation of major aircraft accidents or accidents in which the investigation requires highly specialized experts and facilities;

Whereas, the ICAO Universal Safety Oversight Audit Programme (USOAP) audit findings indicate that a number of States have not been able to implement an effective accident and incident investigation system for their aviation activities;

Recognizing that the USOAP findings have been associated, in general, with a lack of resources (both human and financial), lack of appropriate legislation and regulations, lack of an organization for the investigation of accidents and incidents, lack of a training system for investigators, lack of equipment to conduct investigations and lack of policies, procedures and guidelines for accident and incident investigations;

Recognizing that combined with the expected increase in air transport operations, the relatively unchanged trend in the accident rate over the past several years might lead to an increase in the number of accidents per year;

Recognizing that there are many challenges to effective accident prevention, and that more effective identification and correction of aviation hazards and system deficiencies are required in order to complement regulatory efforts in further reducing the number of worldwide accidents and to improve the accident rate;

Recognizing that a regional investigation system can provide economies of scale by allowing for the sharing of required resources, and that by working together, States of a region or sub-region can have a more persuasive voice on the world stage and can help secure a more favorable climate aimed at a safer international air transportation system;

Acknowledging that during the AIG Divisional Meeting (2008) several States highlighted that, in regions where individual States do not have investigation capability, implementing a regional accident and incident investigation organization (RAIO) would ensure the effectiveness of investigations, reinforce conformity with the provisions of Annex 13, and contribute to the enhancement of aviation safety;

Whereas, Annex 13 (STD 5.1 and 5.1.2) stipulates that the State of Occurrence shall institute an investigation into the circumstances of the accident and serious incident (maximum mass of over 2 250 kg) and be responsible for the conduct of the investigation, but it may delegate the whole or any part of conducting of such investigation to another State or a RAIO by mutual arrangement and consent. In any event, the State of Occurrence shall use every means to facilitate the investigation;

Considering that the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 - 22 May 2013) noted that it is widely considered that implementing a RAIO would ensure the effectiveness of investigations, reinforce conformity with the provisions of Annex 13, and contribute to the enhancement of aviation safety; and accordingly through Conclusion 2/11 endorsed the First version of the Strategy for the establishment of RAIO(s);

Considering the AIG needs and capabilities of the Middle East and North Africa (MENA) States; and the implementation of different levels of cooperation for the provision of AIG services/functions at the regional/sub-regional level; and

Considering the challenges related to the establishment of a RAIO;

A strategy is crucial for the enhancement of cooperation in the provision of AIG services/functions among the Middle East and North Africa (MENA) States.

## **2- Objective**

Contribute to improvement of aviation safety in the MENA States by enabling States to conduct effective and independent investigations of aircraft accidents and incidents; and support States in fulfilling their investigation obligations in Annex 13.



### 3- Methodology

During the ACAC/ICAO AIG Workshop held in Jeddah, Saudi Arabia, 25-27 April 2017, three (3) levels of cooperation for the provision of AIG services/functions in the MENA States have been defined as follows:

#### Level 1:

Cooperation among MENA States under the framework of Annex 13 and/ or a standard bilateral MOU to share, on ad-hoc basis, resources, training, information, documentation and capabilities; and strengthen conformity with Annex 13.

#### Level 2:

Cooperation among MENA States under the framework of a regional cooperation mechanism (well-defined scope and set of coordinated, organized and harmonized procedures and mechanisms) for the conduct of accidents and serious incidents investigations.

#### Level 3:

Establishment of a RAIO with well-defined mandate, roles and responsibilities, organization (human resources), funding mechanism, etc.; with a centralized decision-making process on RAIO activities.

The Table in **Attachment 1** provides more details about each level.

### 4- Strategic Plan

- (a) States are urged to develop and further strengthen regional/sub-regional cooperation for accidents and incidents investigation.
- (b) MENA States should take necessary measures to reach at least level 2.
- (c) An implementation Roadmap for MENA States should be developed, under the framework of RASG-MID, to provide the details and timelines related to the implementation of the different levels.
- (d) Key Performance Indicators (KPIs) should be developed for the monitoring of the implementation of the Roadmap to ensure that the agreed goals are achieved.
- (e) The decision on whether to continue towards the establishment of a full MENA RAIO, or to be satisfied with level 2 cooperation, will be taken in due course, depending on the achievement of the expected KPIs/goals.

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|   | <b>Level 1<br/>(Bilateral Agreements)</b>                             | <b>Level 2<br/>(Regional Cooperation<br/>Mechanism)</b>   | <b>Level 3<br/>(RAIO)</b>  |
|---|---|---|--|
| Human resources   | Shared between the two States   | List of MENA States' investigators available to support States in the conduct of investigations, as required. The State conducting the investigation will hold the cost                       | Investigators from RAIO will lead/participate in investigation conducted by a member State. The cost share is determined by RAIO   |
| AIG training  | Shared between the two States   | List of planned training courses in all member States is maintained by a voluntary State. Member States may benefit from training conducted by other member States.                           | <ul style="list-style-type: none"> <li>- The syllabus of the basic training is RAIO-centralized.</li> <li>- Advanced and specialized trainings are determined by RAIO</li> </ul> |
| Equipment, tools, and technology  | Shared between the two States   | List of MENA States' special equipment is determined and maintained by a voluntary State for use by all member States, as required. The State conducting the investigation will hold the cost | RAIO-centralized tools and equipment are used by member States. Cost share is determined by RAIO   |
| Accidents and incidents database  | Access may be granted to the other State's accident/incident database | Database is shared voluntary and managed by a voluntary State   | Database is obliged to be shared and is RAIO-centralized   |
| Data repository   | Access may be granted to the other State's data repository            | Common data repository is managed by a voluntary State  | Data repository is RAIO-centralized  |
| Knowledge, safety information, and procedures   | Shared between the two States   | <ul style="list-style-type: none"> <li>- Knowledge and information is stored in data repository managed by a voluntary State</li> <li>- Procedure is common</li> </ul>                        | <ul style="list-style-type: none"> <li>- Knowledge and information is stored in RAIO-centralized data repository</li> <li>- Procedure is centralized</li> </ul>                  |
| Services of State's National Centers of research, laboratories, institutions, experts, etc. (External to the AIG) | A State can utilize the other State's National Centers                | List of MENA States' Centers that can be utilized by any member State. The State conducting the investigation will hold the cost  | RAIO-centralized list of Centers. Cost share is determined by RAIO   |

|  | <b>Level 1<br/>(Bilateral Agreements)</b>                                      | <b>Level 2<br/>(Regional Cooperation<br/>Mechanism)</b>               | <b>Level 3<br/>(RAIO)</b>   |
|--|--|---|---|
| Investigation regulations                      | Individual, but a State can benchmark the other State                          | Harmonized and coordinated by a voluntary State                       | RAIO-centralized  |
| Oversight of the State investigation authority | Individual, but a State may conduct a peer-review upon the other State request | Pooled peer-review group maintained by a voluntary State              | RAIO oversight (either by a RAIO group or by outsourced organization)   |
| Funding of conducting investigations           | The State responsible for initiating the investigation holds the cost          | The State responsible for initiating the investigation holds the cost | Investigations into certain category of accidents are conducted by RAIO based on published criteria. Cost share is determined by RAIO |
| Funding of regional investigation organization | -  | -   | Centralized fund by States' contributions   |

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**APPENDIX C**

**AIG Regional Cooperation Mechanism (ARCM)**

**Middle East and North Africa (MENA)**

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## **1. VISION AND MISSION OF THE ARCM**

1.1 The MENA AIG Regional Cooperation Mechanism (ARCM) is a mechanism, which will foster the cooperation among MENA member States for the provision of AIG functions. The ARCM will create a platform to support States requesting assistance for fulfilling their investigation obligations. This will make investigation capabilities and outcomes of the investigation within the Region more effective.

1.2 The ARCM is NOT an entity with legal status, and its work will be with no financial implications. Any expenses for applying this ARCM provisions will be covered by the Member State requesting such services or as agreed by both parties (requestor and provider(s)).

## **2. PARTICIPANTS**

2.1 Participation in the ARCM is open to all MENA member States interested to join the ARCM.

## **3. ARCM OBJECTIVES**

3.1 The main objectives of the ARCM are to:

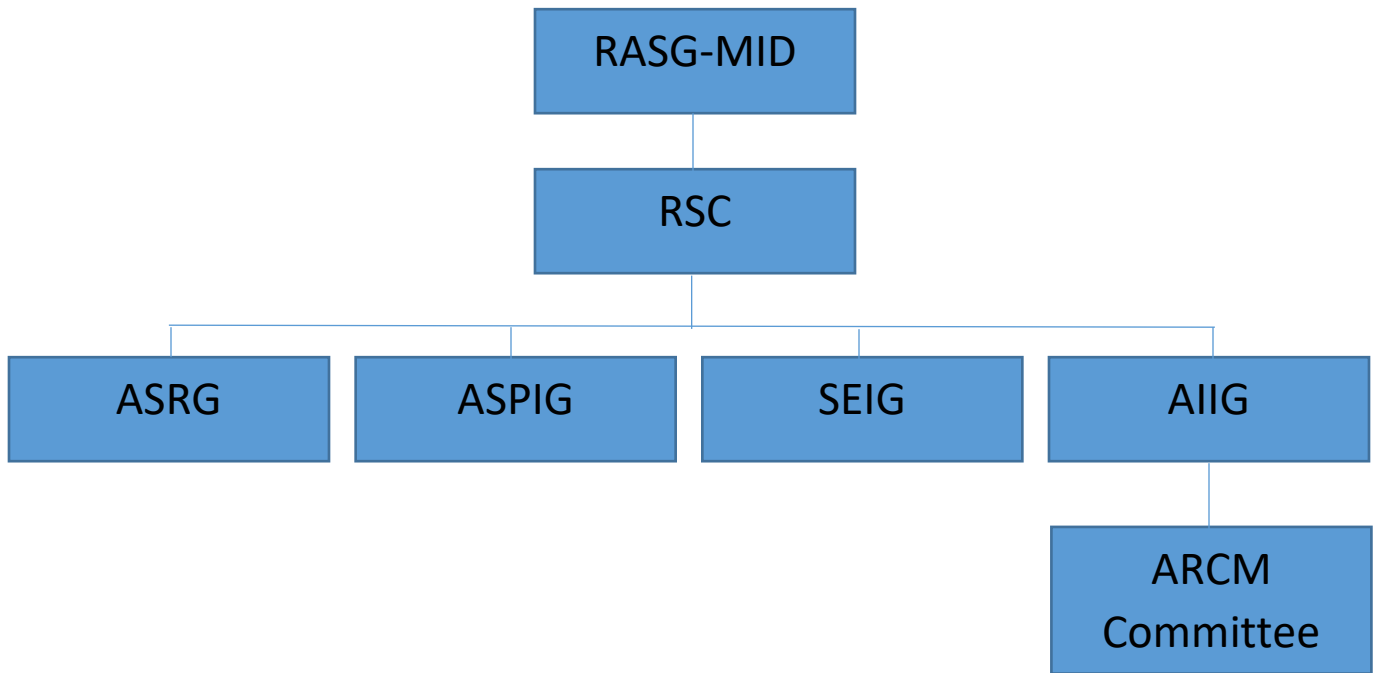
- a) increase and facilitate cooperation and collaboration among ARCM member States with respect to aircraft accident and incident investigation;
- b) make utmost use of AIG resources available in the MENA member States, including expertise, training capabilities, equipment, investigation know-how and information, standards and guidance, etc.;
- c) facilitate actions aiming at increasing the qualifications and experience of accident investigators in MENA member States;
- d) encourage the development of investigation common standards, rules and regulations consistent with the ICAO provisions. The MENA member States will also be encouraged to use a standard Template of investigation regulations for the development of their National Regulations; and
- e) encourage the development of a common accident and incident database for the MENA member States, and utilize this database for identifying operational safety risks and their corresponding controls.

## **4. ARCM ORGANIZATIONAL STRUCTURE**

4.1 The ARCM Committee shall consist of focal points nominated by each Member State.

4.2 The ARCM Committee is responsible for the overall supervision, direction, and management of the ARCM.

4.3 The ARCM Committee will be reporting to the RASG-MID through the Accident and Incident Investigation Group (AIIG), as shown in the following Organization Structure:



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## APPENDIX D

## MENA ARCM IMPLEMENTATION ACTION PLAN

| Objectives   | Action |   | Timeframe   | Deliverable                        | Champion                    |
|--|--------|---|-------------|------------------------------------|-----------------------------|
|  | No.    | Description   |             |                                    |                             |
| Development and signature of the MOU among the ARCM States | 1      | ARCM focal points meeting to develop an initial Draft MENA ARCM MOU   | 1-4 June 20 | Initial Draft of the MENA ARCM MOU | ARCM States<br>ICAO<br>ACAO |
|  | 2      | Circulate the Draft MENA ARCM MOU to focal points for review and comments /inputs indicating, inter-alia, their willingness to sign the MOU | 7 June 20   | Draft MENA ARCM MOU                | ARCM States<br>ICAO<br>ACAO |
|  | 3      | Presentation of the Draft MENA ARCM MOU for review and approval by the AIIG   | 21 June 20  | Approval of the MENA ARCM MOU      | ARCM States<br>ICAO<br>ACAO |
|  | 4      | Circulate to the States the MENA ARCM MOU for Signature   | 1 July 20   | Signed MENA ARCM MOU               | ARCM States                 |
|  | 5      | Progress report on MENA ARCM MOU to RASG-MID and ACAO EC  | Mar 2021    | Progress Report                    | ACAO/ICAO                   |
| Development of ARCM organization and functions manual      | 6      | Draft proposal on ARCM organization and functions manual  | 1-4 June 20 | Initial Draft                      | ARCM<br>ICAO<br>ACAO        |
|  | 7      | Review and Approval of the Initial Draft by AIIG  | 22 June 20  | Approval of the manual             | ARCM<br>ICAO<br>ACAO        |
|  | 8      | Progress report on ARCM organization and functions manual to RASG-MID and ACAO EC   | Mar 2021    | Progress Report                    | ACAO/ICAO                   |
| Establishment/launch of the ARCM                           | 9      | Establishment of the ARCM database (Investigators, Trainings, tools, equipment, etc)  | Jun 2021    | ARCM database                      | ARCM<br>ICAO<br>ACAO        |
|  | 10     | Sharing of Human Resources, training, tools, equipment, etc   | TBD         | Cooperation/ Sharing of resources  | ARCM                        |
|  | 11     | Development of ARCM Accidents & incidents investigation procedures Manual   | TBD         | Procedures Manual                  | ARCM                        |
|  | 12     | Harmonization of MENA ARCM AIG Training Programmes  | TBD         | Harmonized AIG Training Programmes | ARCM                        |



|   |           |   |          |   |                      |
|---|-----------|---|----------|---|----------------------|
|   | <b>13</b> | Development of a common accident and serious incident database for identifying operational safety risks | TBD      | Common accident and serious incident database | ARCM<br>ICAO<br>ACAO |
| Update the DGCA-MID and ACAA GA/EC on MENA AIG ARCM | <b>14</b> | Progress report to the DGCA-MID/6 and ACAA GA/EC  | Nov 2021 | TBD   | ICAO<br>ACAO         |

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## مذكرة تفاهم فني متعددة الأطراف بين

سلطات التحقيق في حوادث ووقائع الطائرات للدول الأعضاء بمنطقة الشرق الأوسط وشمال أفريقيا

تحت إطار آلية التعاون الإقليمي للتحقيق في حوادث الطائرات

(ARCM)

### الديباجة

تم إبرام مذكرة التفاهم هذه (المشار إليها فيما يلي باسم مذكرة التفاهم) وتدخل حيز التنفيذ فيما بين السلطات المسؤولة عن التحقيق في حوادث ووقائع الطائرات للدول المدرجة في الملحق، وذلك حسب التاريخ المقابل لكل دولة.

المشار إليهم طيه بصورة جماعية باسم "الأطراف" وبشكل فردي باسم "الطرف" ؛

وحيث إن المنظمة الدولية للطيران المدني (الإيكاو) تعتبر الهيئة الدولية التي تم إنشاؤها بموجب اتفاقية الطيران المدني الدولي لعام 1944 (اتفاقية شيكاغو) والتي تتمثل أهدافها الرئيسية في تحقيق نمو آمن ومنتظم للطيران المدني الدولي، وتنفيذ واعتماد مبادئ وأحكام اتفاقية شيكاغو، بما في ذلك القواعد والتوصيات فيما يتعلق بالتحقيق في الحوادث والوقائع وغيرها من الأمور المتعلقة بسلامة وكفاءة الملاحة الجوية؛

وإذ تؤكد من جديد على الهدف المنصوص عليه في الملحق 13 لاتفاقية شيكاغو وهو أن الهدف الوحيد للتحقيق في حوادث ووقائع الطائرات يجب أن يكون منع وقوع الحوادث والوقائع وليس التحقيق بهدف الإدانة ولا يكون بذلك وسيلة لتحديد المسؤولية؛

وحيث إن المادة 26 من الاتفاقية تنص على أن الدولة التي يقع فيها حادث "سوف تبدأ تحقيقاً في ظروف الحادث وفقاً للإجراء الذي توصي به المنظمة الدولية للطيران المدني، بقدر ما تسمح به قوانينها."؛

وحيث إن الملحق 13 من الاتفاقية يحدد القواعد والتوصيات الدولية لإجراء التحقيقات في حوادث ووقائع الطائرات من طرف الدول للوفاء بالتزاماتها بموجب المادة 26 من الاتفاقية؛

وإذ ندرك أن عمليات التدقيق وبعثات الاعتماد المنسقة للإيكاو والتي أجريت في إطار نهج الرصد المستمر لبرنامج التدقيق العالمي للسلامة الجوية أظهرت أن العديد من الدول المتعاقدة لم تنشئ / أو تدير هيئات فعالة للتحقيق في الحوادث والوقائع، ويرجع ذلك في المقام الأول إلى الصعوبات التي تجدها في تخصيص المزيد من الموارد لتلك الهيئات لتمكينها من الوفاء بالتزاماتها بموجب الاتفاقية وملحقاتها؛

وإذ نأخذ بعين الاعتبار توصيات اجتماع شعبة التحقيق في الحوادث والوقاية منها الذي عقد في مونتريال، كندا، من 13 إلى 18 أكتوبر 2008 ولا سيما التوصية 3/6 أ، والتي حثت الدول المتعاقدة عند وقوع حادث في

أراضيهم لإجراء تحقيقات السلامة وفقاً للمادة 26 من اتفاقية شيكاغو والملحق 13 ، وللحصول على الدعم الإقليمي إذا كانت القدرات أو الموارد المطلوبة غير متوفرة ؛

و بالنظر إلى أن الدورة الثامنة والثلاثين لجمعية الإيكاو قررت، في الملحق ن - التعاون بين الدول الأعضاء فيما يتعلق بالتحقيقات في حوادث الطائرات، أن توصي الدول المتعاقدة بالتعاون في التحقيق في حوادث الطائرات، وخاصة الحوادث التي يتطلب التحقيق فيها خبراء ومرافق عالية التخصص وتحقيقاً لهذه الغاية، توصي الدول الأعضاء والمنظمات الإقليمية للتحقيق في الحوادث ، إلى أقصى حد ممكن ب:

(أ) تقديم مساعدة الخبراء والتسهيلات، بناءً على طلب الدول الأعضاء الأخرى، للتحقيق في حوادث الطائرات الكبرى؛ و  
(ب) إتاحة الفرصة للدول الأعضاء التي تسعى للحصول على خبرة في التحقيق لحضور التحقيق في حوادث الطائرات، من أجل تطوير وتعزيز الخبرة في التحقيق.

**وبالنظر** إلى أن اجتماع المنظمة العربية للطيران المدني/المجلس التنفيذي/42 (الرباط ، المغرب ، 17-18 ديسمبر 2012) قد اعتمد، بموجب القرار 6-، على الاستراتيجية المشتركة بين المكتب الإقليمي للشرق الأوسط لايقا و المنظمة العربية للطيران المدني بشأن إنشاء هيئة إقليمية للتحقيق في حوادث الطائرات في منطقة الشرق الأوسط وشمال إفريقيا والتي تم بلورتها على اثر ورشة عمل نظمتها كل من الايكاو و المنظمة العربية للطيران المدني (الرباط ، المغرب ، 12-13 ديسمبر 2012) حول البرامج الإقليمية للسلامة الجوية ؛

**و اذ نشير** إلى أن الاجتماع الثاني للمدراء العامون للطيران المدني لمنطقة الشرق الأوسط (جدة- المملكة العربية السعودية 20-22 مايو 2013) أشار إلى أن المنظور العام يؤكد أن احداث هيئة إقليمية للتحقيق في حوادث الطائرات سيضمن فعالية التحقيقات ويعزز الامتثال لأحكام الملحق 13 ويساهم في تعزيز سلامة الطيران؛ وبناءً عليه، من خلال الاستنتاج 11/2 ، أقر الإصدار الأول من استراتيجية إنشاء هيئة إقليمية للتحقيق في حوادث الطائرات ؛

**و بالنظر** إلى الاجتماع الرابع للمدراء العامون للطيران المدني لمنطقة الشرق الأوسط (مسقط ، عمان ، 17-19 أكتوبر 2017) الذي أقر الاستراتيجية ، ووافق على توصية الاجتماع السادس للمجموعة الإقليمية للسلامة بمنطقة الشرق الأوسط لمواصلة استكمال /مراجعة خارطة الطريق ؛

**و بالنظر** إلى الاجتماع 57 للمجلس التنفيذي للمنظمة العربية للطيران المدني (مسقط ، عمان، 28-29 ديسمبر 2017) الذي أقر استراتيجية الهيئة الإقليمية للتحقيق في حوادث الطائرات المحدثة وخارطة الطريق الخاصة بها والتي تم تحديثها ووضع صيغتها النهائية خلال ورشة العمل المشتركة بين الايكاو والمنظمة العربية للطيران المدني (جدة ، المملكة العربية السعودية ، 25-27 أبريل 2017) ؛

**و بالنظر** إلى الاجتماع الخامس للمدراء العامون للطيران المدني (الكويت 4-6 نونبر 2019) و الذي صادق على آلية التعاون الإقليمي فيما يتعلق بالتحقيق في حوادث و وقائع الطائرات ؛

**وبالنظر** إلى الحاجة إلى اتفاق أوسع بين سلطات التحقيق في حوادث الطائرات للدول الأعضاء بمنطقة الشرق الأوسط وشمال أفريقيا حول آلية التعاون الإقليمي للتحقيق رغبة في إضفاء الطابع الرسمي وزيادة التعاون والتنسيق في التحقيق في الحوادث والوقائع؛

**وإذ نلتزم** بتعزيز قدرات ومهنية المحققين المعنيين بحوادث الطائرات ؛

و اذ نرغب في تبادل الخبرات والتجارب المتعلقة بالتحقيق في حوادث و وقائع الطائرات ؛ و  
وإدراكًا لمصلحتهم المشتركة في إنشاء إطار دائم للتعاون في مجال التحقيق في حوادث ووقائع الطائرات.  
قد وصل الأطراف الى الاتفاق التالي:

## 1. الغرض

الغرض من مذكرة التفاهم هذه هو تحديد مجالات التعاون بين الأطراف لتقديم معارفهم وخبراتهم المتاحة بهدف جعل التحقيق في حوادث ووقائع الطائرات أكثر فعالية، وبغرض استخدام نتائج التحقيقات وبحوث السلامة في تحسين سلامة الطيران.

## 2. المصطلحات

يكون للكلمات والعبارات المستخدمة في مذكرة التفاهم هذه نفس المعنى المنسوب لها في الملحقين 13 و 19 لاتفاقية شيكاغو.

## 3. مجالات التعاون

3.1 سيتعاون الأطراف في التحقيق في حوادث ووقائع الطائرات ، والتدريب على التحقيق ، وتبادل المعلومات والخبرات ، بما يتفق مع القواعد والتوصيات في الملحق 13 لاتفاقية شيكاغو في حدود ما تسمح به مواردهم والقوانين واللوائح الخاصة بهم . مجالات التعاون هي كما يلي:

(أ) المساعدة واستخدام الموارد البشرية في مجال التحقيق وكذا المرافق والمعدات من طرف إلى طرف آخر حسبما يراه مناسباً. قد تشمل هذه المساعدة الخبرة في مجالات الهندسة والعمليات ومسجلات الطائرات والأداء البشري وتنظيم الإدارة.

(ب) يجوز لأي طرف، حيثما كان ذلك ممكناً، دعوة محققين تابعين لطرف آخر لحضور الدورات والتدريب العام والمتخصص في التحقيق.

(ت) يجوز لأي طرف ، تسهيل إحقاق محققي طرف آخر كمراقبين بتحقيقه في حوادث الطائرات والوقائع الخطيرة ، بهدف تعزيز فهم الطرف الآخر لمتطلبات وإجراءات التحقيق الخاصة به.

(ث) عند طلب طرف آخر، يجوز للطرف، تقديم خدمات فريق من المحققين التابعين له (بما في ذلك المتخصصون في تسجيلات الرحلة وغيرهم من الخبراء التقنيين والمتخصصين في الطب الشرعي) للطرف الطالب لينضموا للفريق للمشاركة في التحقيق.

(ج) سيقوم الاطراف اتصالات منتظمة ويمكن لكل طرف تنظيم زيارات أو اجتماعات مع طرف آخر بهدف تبادل الخبرات والمهارات والمعرفة الفنية.

(ح) ينبغي لطرف ، مشاركة المعلومات ذات الصلة مع الأطراف الأخرى حول التحقيق الذي يجريه والذي أبدى طرف آخر اهتماماً به. ووفقاً لمقتضيات الملحق 13/ ، لن يتم الإفصاح عن هذه المعلومات من قبل الطرف الآخر دون موافقة صريحة من الطرف الذي يجري التحقيق.

(خ) وافقت جميع الأطراف على أهمية ما يلي:

(1) تبادل فرص التدريب.

(2) تبادل المعلومات حول استخدام تقنيات أو منهجية أو تقنية أو قواعد تحقيق محددة ؛

3) دعم مواقف ومقترحات الطرف الآخر ، حيثما أمكن ، في المنتديات ذات الصلة بالتحقيق في الحدوث مثل لجان المنظمة الدولية للطيران المدني ومجموعات العمل وندوات الصناعة وغيرها من الأحداث الفنية ؛ و  
4) توفير القدرات البحثية لدعم دراسات السلامة التي يجريها أحد الأطراف.

3.2 يجوز للأطراف تطوير مجالات إضافية للتعاون، بناء على الموافقة المتبادلة، لتوسيع نطاق مذكرة التفاهم هذه . قد يتفق الاطراف على إنشاء منصة لإدارة الأنشطة ذات الصلة بمذكرة التفاهم هذه. و قد تكون هذه المنصة في مستودع الكتروني أو على شكل موقع الكتروني يستضيفه ويديره أحد الأطراف .

#### 4. التنسيق

4.1 يتبادل الاطراف بيانات الاتصال الخاصة بالجهات المسؤولة عن تنفيذ مذكرة التفاهم هذه.

4.2 يقوم كل طرف بإبلاغ الأطراف الأخرى ، كتابة كلما كان هناك تغيير في جهة الاتصال الخاصة به.

#### 5. الالتزامات العامة والتشغيلية والمالية

5.1 يتحمل كل طرف التكلفة الخاصة به لتنفيذ الأحكام المنصوص عليها في مذكرة التفاهم هذه ، ما لم يتم الاتفاق على خلاف ذلك كتابة، من خلال ترتيب بين الاطراف.

5.2 بالنسبة لأي طلب موجه إلى أحد الأطراف لتوفير ممثل معتمد و / أو مستشارين للمشاركة في التحقيق الذي يجريه طرف آخر أو دولة طرف ثالث ، و يكون المشاركون متاحين في موقع الحادث أو في أي مكان آخر ذي صلة . يقوم الطرف الطالب بتغطية مصاريف الإقامة بالفندق وتذاكر السفر والنقل والمصروفات الأخرى التي تكبدها المشاركون للمدة المتفق عليها بين الطرفين.

5.3 يجوز تنفيذ أي خدمة / نشاط يتفق عليه الاطراف بموجب هذه الاتفاقية. لا يوجد في مذكرة التفاهم هذه ما يلزم أي طرف بتحويل الأموال. سيتم التعامل مع أي مسعى ينطوي على سداد الأموال أو المساهمة بها بين أطراف مذكرة التفاهم هذه وفقاً للقوانين واللوائح والإجراءات المعمول بها. وسيتم تحديد هذه المساعي في اتفاقيات منفصلة يتم عقدها كتابةً من قبل ممثلي الأطراف ويتم تفويضها بشكل مستقل من قبل السلطة القانونية المختصة. مذكرة التفاهم هذه لا تتضمن مثل هذه الصلاحيات.

#### 6. السرية والملكية الفكرية

6.1 يجب التعامل مع جميع بيانات التحقيق أو المعلومات أو المستندات أو المواد الأخرى التي حصل عليها ممثلو أحد الأطراف أثناء التحقيق في حادث أجراه طرف آخر على أنها سرية ولا يتم الكشف عنها بأي شكل من الأشكال دون موافقة كتابية من الطرف الذي يجري التحقيق.

6.2 في حين أنه يمكن ذكر وجود مذكرة التفاهم هذه في اجتماعات أو منشورات السلامة ذات الصلة ، فلن يتم تقديم أية تفاصيل أو تعليقات محددة على محتوى مذكرة التفاهم هذه من قبل أي طرف دون موافقة الأطراف الأخرى.

6.3 اتفق الأطراف على عدم استخدام شعار الشركة الخاص بأي طرف أو أي علامة تجارية أخرى دون إذن كتابي مسبق من الطرف المعني.

6.4 تسري الالتزامات الواردة في هذه الفقرة 6.1 الى 6.3 بعد إنهاء مذكرة التفاهم هذه.

## 7. اثار غير ملزم

7.1 يفهم الأطراف أن مذكرة التفاهم هذه هي تعبير عن النية المتبادلة للأطراف ، ويتم تنفيذها على سبيل الملاءمة ، لضمان اتساق و توافق ممارساتهم وإجراءاتهم.

7.2 بينما تعتزم الاطراف التعاون الكامل فيما يتعلق بموضوع هذه الاتفاقية ، لا يوجد في مذكرة التفاهم هذه ما يؤثر أو يعدل أو يحد أو يزيد أو يغير بأي طريقة أخرى أي واجبات أو سلطات أو التزامات قانونية للأطراف.

7.3 من المسلم به أيضاً من قبل الأطراف أنه لم تنشأ علاقة تعاقدية بينهم بموجب مذكرة التفاهم هذه ، لكنهم يتفقون على العمل معاً بروح الشراكة الحقيقية لضمان تحقيق أهداف مذكرة التفاهم هذه.

7.4 لا تقيد مذكرة التفاهم هذه بأي حال من الأحوال الأطراف من المشاركة في اتفاقيات مماثلة مع وكالات ومنظمات وأفراد عامة أو خاصة أخرى سواء كانت محلية أو دولية.

7.5 لا تهدف مذكرة التفاهم هذه إلى إنشاء أي حق أو مسؤولية قانونية ولا تنشئها.

7.6 لن يكون أي طرف بأي حال من الأحوال مسؤولاً تجاه أي طرف آخر عن أي أضرار مباشرة أو غير مباشرة أو عرضية أو خاصة أو تبعية من أي نوع مهما كانت سواء كانت متوقعة أم لا ، ناتجة أو ناشئة عن الأنشطة التي هي موضوع مذكرة التفاهم هذه.

## 8. تسوية النزاعات

يجب حل أي نزاع قد ينشأ في تفسير أو تنفيذ مذكرة التفاهم هذه ودياً بين الأطراف ولن يتم إحالته إلى أي محكمة دولية أو محكمة عادية لتسويته.

## 9. الانضمام

ستظل مذكرة التفاهم هذه ، بمجرد دخولها حيز التنفيذ ، مفتوحة للانضمام من قبل السلطات الأخرى للتحقيق في حوادث ووقائع الطائرات في منطقة الشرق الأوسط وشمال إفريقيا. و في حالة الانضمام ، تدخل مذكرة التفاهم هذه حيز التنفيذ بالنسبة للطرف المنضم ، بعد ثلاثين يوماً من تاريخ التوقيع.

## 10. الإدارة

10.1 يعين كل طرف مركز تنسيق لإنشاء لجنة الية التعاون الإقليمي للتحقيق في حوادث ووقائع الطائرات لمنطقة الشرق الأوسط وشمال إفريقيا لإدارة مذكرة التفاهم هذه وتنفيذها ولدعم مجموعة التحقيق في الحوادث والوقائع في الشرق الأوسط وشمال إفريقيا (AIIG) في إدارة الية التعاون الإقليمي للتحقيق في حوادث الطائرات لمنطقة الشرق الأوسط وشمال إفريقيا.

10.2 لجنة الية التعاون الإقليمي للتحقيق في حوادث الطائرات لمنطقة الشرق الأوسط وشمال إفريقيا مسؤولة عن الإشراف العام والتوجيه وإدارة الية التعاون الإقليمي للتحقيق في حوادث الطائرات لمنطقة الشرق الأوسط وشمال إفريقيا في إطار مجموعة العمل المختصة في التحقيق في حوادث و وقائع الطائرات.

10.3 سيقدم رئيس مجموعة العمل المختصة في التحقيق في حوادث ووقائع الطائرات لمنطقة الشرق الأوسط و شمال افريقيا تقريراً إلى الفريق الإقليمي للسلامة الجوية لمنطقة الشرق الأوسط و شمال افريقيا بشأن المسائل ذات الصلة بالية التعاون الإقليمي للتحقيق في حوادث الطائرات لمنطقة الشرق الأوسط و شمال افريقيا.

### 11. الدخول حيز التنفيذ والصلاحيات والإنهاء

11.1 تدخل مذكرة التفاهم هذه حيز التنفيذ في تاريخ التوقيع المذكور أعلاه وستظل سارية المفعول ما لم يتم إنهاؤها من قبل جميع الأطراف.

11.2 يجب على الطرف الذي يرغب في الانسحاب من مذكرة التفاهم هذه إرسال إشعار كتابي مدته شهر واحد إلى الأطراف الأخرى.

11.3 يجوز تعديل مذكرة التفاهم هذه ، في أي وقت ، بموافقة كتابية من قبل الاطراف

11.4 يجوز للأطراف ، بالاتفاق المتبادل ، النص على استمرار أي ترتيب يتم الدخول فيه بموجب مذكرة التفاهم هذه ولكن لم يتم تنفيذه بالكامل قبل إنهاء مذكرة التفاهم هذه.

تشكل مذكرة التفاهم هذه المذكرة الكاملة بين الاطراف فيما يتعلق بهذا الموضوع وتحل محل جميع العروض والمناقشات والمفاوضات السابقة، المكتوبة منها أو بالصوت..

### 12. مراقبة وتقييم مذكرة التفاهم

12.1 سوف تقوم مجموعة العمل المختصة في التحقيق في حوادث و وقائع الطائرات بتقييم مستوى تنفيذ هذا التعاون. و سيتم التقييم خلال الاجتماعات السنوية.

12.2 تتولى مجموعة العمل المختصة في التحقيق في حوادث و وقائع الطائرات مسؤولية:

(أ) تعزيز فعالية قدرات التحقيق في حوادث الطائرات والوقائع في دول الشرق الأوسط وشمال إفريقيا من خلال تبادل المعرفة والخبرة في مجال التحقيق في حوادث الطائرات والوقائع. (ب) دعم وتسهيل التعاون بين دول الشرق الأوسط وشمال إفريقيا من خلال إدارة أنشطة آلية التعاون الإقليمي للتحقيق في الحوادث في منطقة الشرق الأوسط وشمال إفريقيا (MENA ARCM) و اثباتا لما تقدم ، وقع الموقعون أدناه ، المفوضون حسب الأصول من قبل الاطراف ، على مذكرة التفاهم هذه.

تم التوقيع في [عدد النسخ] من النسخ الأصلية المماثلة في ....(مكان التوقيع) ، في .....(يوم)،.....، باللغة العربية.

(لائحة التوقيعات)

المرفق: قائمة الدول الموقعة على مذكرة التفاهم.

## قائمة الدول الموقعة على مذكرة التفاهم المتعددة الأطراف أعلاه

## List of countries that signed the Multi-Lateral MoU above

| التاريخ<br>Date | التوقيع<br>Signature | منصب صاحب التوقيع<br>Title of signatory | الدولة<br>State  | م<br>n° |
|-----------------|----------------------|---|--|---------|
|                 |                      |   | المملكة الأردنية الهاشمية<br>Hashemite Kingdom of Jordan                           | 1       |
|                 |                      |   | دولة الإمارات العربية المتحدة<br>United Arab Emirates                              | 2       |
|                 |                      |   | الجمهورية الإسلامية الإيرانية<br>Islamic Republic of Iran                          | 3       |
|                 |                      |   | مملكة البحرين<br>Kingdom of Bahrain  | 4       |
|                 |                      |   | الجمهورية التونسية<br>Republic of Tunisia  | 5       |
|                 |                      |   | جمهورية جيبوتي<br>Republic of Djibouti   | 6       |
|                 |                      |   | الجمهورية الجزائرية الديمقراطية الشعبية<br>People's Democratic Republic of Algeria | 7       |
|                 |                      |   | المملكة العربية السعودية<br>Kingdom of Saudi Arabia                                | 8       |
|                 |                      |   | جمهورية السودان<br>Republic of Sudan   | 9       |
|                 |                      |   | جمهورية الصومال<br>Republic of Somalia   | 10      |
|                 |                      |   | جمهورية العراق<br>Republic of Iraq   | 11      |
|                 |                      |   | سلطنة عمان<br>Sultanate of Oman  | 12      |
|                 |                      |   | دولة فلسطين<br>State of Palestine  | 13      |
|                 |                      |   | دولة قطر<br>State of Qatar   | 14      |
|                 |                      |   | جمهورية القمر المتحدة<br>Republic of the Comoros                                   | 15      |
|                 |                      |   | دولة الكويت<br>State of Kuwait   | 16      |
|                 |                      |   | الجمهورية اللبنانية<br>the Republic of Lebanon                                     | 17      |
|                 |                      |   | دولة ليبيا<br>the State of Libya   | 18      |
|                 |                      |   | جمهورية مصر العربية<br>Arab Republic of Egypt                                      | 19      |
|                 |                      |   | المملكة المغربية<br>Kingdom of Morocco   | 20      |
|                 |                      |   | الجمهورية الإسلامية الموريتانية<br>the Islamic Republic of Mauritania              | 21      |
|                 |                      |   | الجمهورية اليمنية<br>the Republic of Yemen   | 22      |

**Note:** This multilateral MoU shall be signed by Authorized person from each state to do so, either by the person responsible for the authority/Unit of AIG if it is an independent entity, or the head of the Civil Aviation Authority if the AIG is under his authority, or by whomever they delegate.

**ملاحظة:** يوقع مذكرة التفاهم المتعددة الأطراف هذه المفوض له من قبل كل دولة للقيام بذلك، إما المسؤول عن هيئة/وحدة التحقيق في حوادث ووقائع الطائرات فيما إذا كانت كيانا مستقلا أو رئيس سلطة/هيئة الطيران المدني إذا ما كانت وحدة التحقيق منظمة تحت سلطته، أو من يفوضه كل منهما.



**MULTI-LATERAL TECHNICAL COOPERATION MEMORANDUM OF  
UNDERSTANDING (MoU)  
AMONG  
THE AUTHORITIES RESPONSIBLE FOR AIRCRAFT ACCIDENT AND INCIDENT  
INVESTIGATION  
OF MENA MEMBER STATES  
UNDER THE AIG REGIONAL COOPERATION MECHANISM  
(ARCM)**

## Preamble

This Memorandum of Understanding (hereinafter referred to as MoU) is made and entered into force among the authorities responsible for aircraft accident and incident investigation of States listed in the attachment, on the date mentioned in the attachment next to each State.

.....

Hereafter designated collectively as the “Parties” and individually as “Party”;

**Whereas** the International Civil Aviation Organization (ICAO) is the international body created by the 1944 Convention on International Civil Aviation (Chicago Convention) having as its main objectives the safe and orderly development of international civil aviation, the implementation and adoption of the principles and provisions of the Chicago Convention, including Standards and Recommended Practices (SARPs) concerning accident and incident investigation and other matters connected with the safety and efficiency of air navigation;

**Reaffirming** the objective enshrined in Annex 13 to the Chicago Convention that the sole objective of the investigation of an aircraft accident or incident shall be the prevention of accidents and incidents and that it is not the purpose of the investigation activity to apportion blame or provide a means of determining liability;

**Whereas** Article 26 of the Convention provides that a State in which an accident occurs “will institute an inquiry into the circumstances of the accident in accordance, so far as its laws permit, with the procedure which may be recommended by the International Civil Aviation Organization.”;

**Whereas** Annex 13 to the Convention specifies SARPs for the conduct of aircraft accident and incident investigations on the part of States to meet their obligations under Article 26 of the Chicago Convention;

**Recognizing** that ICAO Audits and Coordinated Validation Missions (ICVM) conducted within the framework of the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP-CMA) have shown that many Contracting States have not established and/or managed effective accident and incident investigation organizations, primarily because of difficulties in the allocation of more resources to their organizations to meet their obligations under the Chicago Convention and its Annexes;

**Taking into account** the recommendations of the Accident Investigation and Prevention (AIG) Divisional Meeting (2008) (AIG/08) held in Montreal, Canada, from 13 to 18 October 2008, and in particular Recommendation 6/3 a), urging Contracting States to conduct safety investigations pursuant to Article 26 of the Chicago Convention and Annex 13 when an accident occurs in their territory, and to obtain regional support if the required capabilities or resources are not available;

**Considering** that the 38th Session of the ICAO Assembly resolved, in Appendix N – *Cooperation among Member States Concerning Aircraft Accident Investigations*, to recommend Contracting States to cooperate in the investigation of aircraft accidents, especially accidents in which the investigation requires highly-specialised experts and facilities, and that to this end, Member States and regional accident and incident investigation organisations (RAIOs), to the extent possible, inter alia:

- a) provide, on request by other Member States, expert assistance and facilities for the investigation of major aircraft accidents; and
- b) afford opportunity to Member States seeking investigation experience to attend the investigation of aircraft accidents, in the interest of developing and furthering investigation expertise.

**Considering** that the ACAC/EC/42 Meeting (Rabat, Morocco, 17-18 Dec 2012) has approved, by decision 6-EC/42 the common ICAO-MID and ACAC strategy on the implementation of a RAIO in the MENA region which has been developed as result of the ACAC/ICAO Workshop (Rabat, Morocco, 12-13 Dec 2012) on the Air Safety regional programmes;

**Recalling** that the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 - 22 May 2013) noted that it is widely considered that implementing a RAIO would ensure the effectiveness of investigations, reinforce conformity with the provisions of Annex 13, and contribute to the enhancement of aviation safety; and accordingly through Conclusion 2/11 endorsed the First version of the Strategy for the establishment of RAIO(s);

**Considering** the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017) which endorsed the Strategy, and agreed with RASG-MID/6 meeting recommendation to further finalize/revise the Roadmap;

**Considering** the ACAO EC/57 meeting (Muscat, Oman, 28-29 December 2017) which endorsed the updated RAIO Strategy and its roadmap which have been updated and finalized as a result of the joint ACAO/ICAO AIG Workshop (Jeddah, Saudi Arabia, 25-27 April 2017);

**Considering** the DGCA-MID/5 meeting (Kuwait 4-6 November 2019) which endorsed the AIG Regional Cooperation Mechanism (ARCM);

**Considering** the need for wider agreement among the authorities responsible for the aircraft accident and incident investigation of the MENA ARCM Member States with a view to formalising and increasing cooperation and collaboration in accident and incident investigation;

**Committed** to enhancing the capabilities and professionalism of their respective aircraft accident investigators;

**Desiring** to share expertise and experience relating to aircraft accident/incident investigation; and

**Recognising** their common interest in establishing a lasting framework for cooperation in the area of aircraft accident/incident investigation.

## **HAVE REACHED THE FOLLOWING UNDERSTANDING:**

### **1. PURPOSE**

1.1 The purpose of this MoU is to set out terms of cooperation among Parties to render available knowledge and expertise in making aircraft accident and incident investigation more effective, and in employing the investigation outcomes and safety researches in the improvement of aviation safety.

### **2. TERMINOLOGY**

2.1 The words and phrases used in this MoU shall have the same meaning as that ascribed to them in Annexes 13 and 19 to the Chicago Convention.

### **3. AREAS OF COOPERATION**

3.1 The Parties will cooperate in aircraft accident and incident investigation, investigation training and sharing of information and expertise, consistent with the Standards and Recommended Practices of Annex 13 to the Chicago Convention; as resources permit and to the extent allowed by their laws and regulations. The areas of cooperation are as follows:

- a) Assistance and the use of investigation manpower, facilities and equipment from a Party to another Party as it deems appropriate. Such assistance may include expertise in the fields of engineering, operations, flight recorders, human performance and management organisation.
- b) A Party may, where practicable, invite another Party's investigators, to attend its general and specialist investigation courses and training.
- c) A Party may facilitate the attachment of another Party's investigators as observers to its investigation of aircraft accidents and serious incidents, with a view to enhancing the other Party's understanding of its investigation requirements and procedures.
- d) When requested by another Party, a Party may provide the services of a team of its investigators (including flight recorder specialists and other technical and forensic resource persons) to the requesting Party to be members of the requesting Party's investigation team in its conduct of an investigation.
- e) The Parties will maintain regular contact and each Party may organise visits to or meetings with another Party with the aim of exchanging experiences, skills and technical knowledge.
- f) A Party will endeavour to share with the other Parties relevant information about an investigation it is conducting in which another Party has expressed an interest. This information, consistent with Annex 13, will not be released by the other Party without the express consent of the Party conducting the investigation.
- g) All Parties acknowledged and agreed upon the importance of:
  - 1) exchanging training opportunities;
  - 2) exchanging information on the use of specific investigation techniques, methodology, technology, or standards;
  - 3) supporting each other's positions and proposals, where possible, in occurrence investigation-related fora such as ICAO Panels and working groups, industry seminars and other technical events; and
  - 4) providing research capabilities for supporting safety studies conducted by either Party.

3.2 The Parties may develop additional areas of cooperation on mutual consent to widen the scope of this MoU. The Parties may agree to establish a platform for managing the activities relevant to this MoU. This platform may be in a repository or website form hosted and controlled by a Party.

### **4. COORDINATION**

4.1 The details of the contact persons for the implementation of this MoU are shared among the Parties

4.2 Each Party will inform the other Parties in writing whenever there is a change to its contact person.

## **5. GENERAL, OPERATIONAL AND FINANCIAL OBLIGATIONS**

- 5.1 Each Party shall bear its own cost for the implementation of the matters set out in this MoU, unless agreed upon otherwise, through separate arrangement among the Parties.
- 5.2 For any request directed to a Party to nominate expert as an adviser to the investigator-in-charge or to the accredited representative designated by another Party, and the adviser is needed to be available at the accident site or at any other relevant place, the requesting Party shall cover the hotel accommodation, travelling tickets, transport, and other expenses incurred by the adviser for the duration agreed by the two Parties.
- 5.3 Services and activities can be administered as appropriate to the Parties. Nothing in this MoU shall obligate any Party to the transfer of funds. Any endeavour involving reimbursement or contribution of funds among the Parties of this MoU will be handled in accordance with applicable laws, regulations and procedures. Such endeavours will be outlined in separate agreements that shall be made in writing by representatives of the Parties and shall be independently authorized by appropriate statutory authority. This MoU does not provide such authority.

## **6. CONFIDENTIALITY AND INTELLECTUAL PROPERTY**

- 6.1 All investigation data, information, documents or other material obtained by a Party's representatives in the course of an accident investigation led by another Party shall be treated as confidential and not disclosed in any manner without written consent of the Party leading the investigation.
- 6.2 Whilst the existence of this MoU can be mentioned in relevant safety meetings or publications, no specific details or comments on the content of this MoU shall be given by a Party without the agreement of the other Parties.
- 6.3 A Party agree not to use any of another Party's corporate logo or any other trademark without prior written authorization of the other Party.
- 6.4 All obligations contained in 6.1 through 6.3 shall be applicable beyond the termination of this MoU.

## **7. NON-BINDING EFFECT**

- 7.1 It is understood by the Parties that this MoU is an expression of the Parties' mutual intent, and is executed as a matter of convenience, to ensure that their practices and procedures are consistent and compatible.
- 7.2 While the Parties intend to cooperate fully with respect to the subject matter hereof, nothing in this MoU shall affect, amend, limit, increase, or in any other way change, any legal duties, powers, or obligations of the Parties.
- 7.3 It is further acknowledged by the Parties that no contractual relationship is created among them by this MoU, but agree to work together in the true spirit of partnership to ensure achievement of the objectives of this MoU.
- 7.4 In no event does this MoU restrict the Parties from participating in similar agreements with other public or private agencies, organizations and individuals whether domestic or international.
- 7.5 This MoU is not intended to and does not create any right, or legal responsibility.
- 7.6 In no event will a Party be liable to another for any direct, indirect, incidental, special or consequential damages of any kind whatsoever whether or not foreseeable, resulting from or arising in connection with the activities that are the subject of this MoU.

## **8. RESOLUTIONS OF DISPUTES**

8.1 Any dispute that may arise in the interpretation or the execution of this MoU should be resolved amicably among the Parties and will not be referred to any international tribunal, or court for settlement.

## **9. ACCESSION**

9.1 This MoU, once in force, will remain open to accession of any authority responsible for aircraft accident and incident investigation in MENA. In case of accession, this MoU will enter into force for the Party acceding, thirty days after the date of signature.

## **10. ADMINISTRATION**

10.1 Each Party shall designate a focal point to establish MENA ARCM Committee to administer this MoU and its implementation and to support the MENA Accident and Incident Investigation Group (AIIG) in the management of the MENA ARCM.

10.2 MENA ARCM Committee is responsible for the overall supervision, direction, and management of the MENA ARCM under the framework of the AIIG.

10.3 The Chairperson of MENA AIIG will be reporting to the RASG-MID on matters relevant to MENA ARCM.

## **11. ENTRY INTO EFFECT, VALIDITY AND TERMINATION**

11.1 This MoU will come into effect on the date of signing mentioned hereinabove and will remain in effect unless it is terminated by all Parties.

11.2 A Party who wishes to withdraw from this MoU shall forward one month's notice in writing to the other Parties.

11.3 This MoU may be amended in writing, at any time, with the mutual written consent of the Parties.

11.4 The Parties may, by mutual agreement, provide for the continuance of any arrangement entered into under this MoU but not fully performed prior to the termination of this MoU.

11.5 This MoU constitutes the entire memorandum between the Parties relating to this subject matter and supersedes all prior representations, discussion, negotiations and memoranda whether written or oral.

## **12. MONITORING AND EVALUATION OF MoU**

12.1 The AIIG will evaluate the level of implementation of this cooperation. The evaluation will be taken during the annual meetings.

12.2 The AIIG is in charge to:

- a) Enhance the effectiveness of MENA States' aircraft accident and incident investigation capabilities through the sharing of knowledge and experience in the field of aircraft accident and incident investigation.
- b) Support and facilitate cooperation among the MENA States through managing the activities of the MENA Accident Investigation Regional Cooperation Mechanism (MENA ARCM)

IN WITNESS WHEREOF, the undersigned, being duly authorised by the Parties, have signed this Memorandum of Understanding.

SIGNED in [*# of copies*] counterpart originals at [*place of signature*], on [*day*], [*dd mmmm 202X*], in English Language.

## قائمة الدول الموقعة على مذكرة التفاهم المتعددة الأطراف أعلاه

### List of countries that signed the Multi-Lateral MoU above

| التاريخ<br>Date | التوقيع<br>Signature | منصب صاحب التوقيع<br>Title of signatory | الدولة<br>State   | م<br>n° |
|-----------------|----------------------|---|---|---------|
|                 |                      |   | المملكة الأردنية الهاشمية<br><b>Hashemite Kingdom of Jordan</b>                           | 1       |
|                 |                      |   | دولة الإمارات العربية المتحدة<br><b>United Arab Emirates</b>                              | 2       |
|                 |                      |   | الجمهورية الإسلامية الإيرانية<br><b>Islamic Republic of Iran</b>                          | 3       |
|                 |                      |   | مملكة البحرين<br><b>Kingdom of Bahrain</b>  | 4       |
|                 |                      |   | الجمهورية التونسية<br><b>Republic of Tunisia</b>  | 5       |
|                 |                      |   | جمهورية جيبوتي<br><b>Republic of Djibouti</b>   | 6       |
|                 |                      |   | الجمهورية الجزائرية الديمقراطية الشعبية<br><b>People's Democratic Republic of Algeria</b> | 7       |
|                 |                      |   | المملكة العربية السعودية<br><b>Kingdom of Saudi Arabia</b>                                | 8       |
|                 |                      |   | جمهورية السودان<br><b>Republic of Sudan</b>   | 9       |
|                 |                      |   | جمهورية الصومال<br><b>Republic of Somalia</b>   | 10      |
|                 |                      |   | جمهورية العراق<br><b>Republic of Iraq</b>   | 11      |
|                 |                      |   | سلطنة عمان<br><b>Sultanate of Oman</b>  | 12      |
|                 |                      |   | دولة فلسطين<br><b>State of Palestine</b>  | 13      |
|                 |                      |   | دولة قطر<br><b>State of Qatar</b>   | 14      |
|                 |                      |   | جمهورية القمر المتحدة<br><b>Republic of the Comoros</b>                                   | 15      |
|                 |                      |   | دولة الكويت<br><b>State of Kuwait</b>   | 16      |
|                 |                      |   | الجمهورية اللبنانية<br><b>the Republic of Lebanon</b>                                     | 17      |
|                 |                      |   | دولة ليبيا<br><b>the State of Libya</b>   | 18      |
|                 |                      |   | جمهورية مصر العربية<br><b>Arab Republic of Egypt</b>                                      | 19      |
|                 |                      |   | المملكة المغربية<br><b>Kingdom of Morocco</b>   | 20      |
|                 |                      |   | الجمهورية الإسلامية الموريتانية<br><b>the Islamic Republic of Mauritania</b>              | 21      |
|                 |                      |   | الجمهورية اليمنية<br><b>the Republic of Yemen</b>   | 22      |

**Note:** This multilateral MoU shall be signed by Authorized person from each state to do so, either by the person responsible for the authority of AIG/Unit if it is an independent entity, or the head of the Civil Aviation Authority if the AIG is under his authority, or by whomever they delegate.

**ملاحظة:** يوقع مذكرة التفاهم المتعددة الأطراف هذه المفوض له من قبل كل دولة للقيام بذلك، إما المسؤول عن هيئة/وحدة التحقيق في حوادث ووقائع الطائرات فيما إذا كانت كيانا مستقلا أو رئيس سلطة/هيئة الطيران المدني إذا ما كانت وحدة التحقيق منظمة تحت سلطته، أو من يفوضه كل منهما.



## APPENDIX G

**Questionnaire on Establishing a Platform for  
Sharing Safety Recommendations Issued by the MENA States**

**Introduction:**

You are kindly requested to answer the following questions regarding the State interest and readiness in sharing safety recommendations issued in the Final Reports and any other documents. The outcomes of this survey will assist the taskforce in evaluating the tendency of States, and determining the scope of and shape of the sharing media and the type of database.

**State Name:**

Name of AIG Organization:

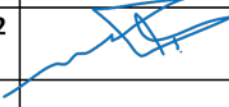
| No. | Question   | State Reply  |
|-----|--|--|
| 1   | Does the State have in place regulations relevant to monitoring safety recommendations implementation?   | <input type="checkbox"/> Yes<br><input type="checkbox"/> No<br>If the answer is "Yes", kindly mention the reference:<br>.....<br>.....   |
| 2   | Does the State have in place a guidance and system for how to formulate and address the safety recommendation and monitor its implementation?                                | <input type="checkbox"/> Yes<br><input type="checkbox"/> No<br>If the answer is "Yes", kindly mention the reference and the tool utilized:<br>.....<br>.....   |
|     | If the answer is "Yes", kindly evaluate conformance of the State's guidance with the guidance of ICAO Doc 9756, Part IV, paragraph 1.6, and Appendices 1 and 6 to Chapter 1. | <input type="checkbox"/> Yes<br><input type="checkbox"/> No<br>If the answer is "Yes", kindly mention the reference:<br>.....<br>.....   |
| 3   | Is your State interested in sharing Final Reports of accidents and serious incidents investigations with other MENA States?  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No  |
|     | If the answer is "Yes", what is the State's preferred medium for sharing the Report?   | <input type="checkbox"/> Website<br><input type="checkbox"/> E-mail<br><input type="checkbox"/> Other:<br>.....<br>.....   |
| 4   | Check which of following components does the safety recommendation issued by the State comprise of?  | <input type="checkbox"/> Description of the hazard identified by the investigation<br><input type="checkbox"/> Description of the risk associated with the hazard<br><input type="checkbox"/> The failed risk controls<br><input type="checkbox"/> The recommended risk mitigation actions; and<br><input type="checkbox"/> Identified addressee |
| 5   | Is your State interested in sharing information about safety recommendations with other MENA States?   | <input type="checkbox"/> Yes<br><input type="checkbox"/> No  |
|     | If the answer is "Yes", does the State prefer to share the safety recommendations as they are stated in the report or revised to another format?                             | <input type="checkbox"/> As stated<br><input type="checkbox"/> Revised<br>[If revised explain how].....<br>.....<br>.....<br>.....   |

|   |   |   |
|---|---|---|
|   | If the answer is “Yes”, what is the State’s preferred medium for sharing the safety recommendation?           | <input type="checkbox"/> E-form in the website<br><input type="checkbox"/> E-mail<br><input type="checkbox"/> Other:<br>.....<br>.....                |
| 6 | In your opinion, how often should sharing occur?  | <input type="checkbox"/> Monthly<br><input type="checkbox"/> Quarterly<br><input type="checkbox"/> Semi-annually<br><input type="checkbox"/> Annually |
| 7 | Describe how the State’s safety recommendations are linked to the State Safety Program                        | Description:<br>.....<br>.....  |
| 8 | Do you agree to conduct periodic meetings to review the progress of safety recommendations with other States? | <input type="checkbox"/> Yes<br><input type="checkbox"/> No   |

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**قائمة الدول الموقعة على مذكرة التفاهم المتعددة الأطراف أعلاه**

**List of countries that signed the Multi-Lateral MoU above**

| التاريخ<br>Date | التوقيع<br>Signature  | منصب صاحب التوقيع<br>Title of signatory                           | الدولة<br>State   | م<br>n° |
|-----------------|---|---|---|---------|
|                 |   |   | المملكة الأردنية الهاشمية<br>Hashemite Kingdom of Jordan                              | 1       |
| 13 January 2022 |  | Assistant Director General - Air<br>Accident Investigation Sector | دولة الإمارات العربية المتحدة<br>United Arab Emirates                                 | 2       |
|                 |   |   | الجمهورية الإسلامية الإيرانية<br>Islamic Republic of Iran                             | 3       |
|                 |   |   | مملكة البحرين<br>Kingdom of Bahrain   | 4       |
|                 |   |   | الجمهورية التونسية<br>Republic of Tunisia   | 5       |
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|                 |   |   | الجمهورية الجزائرية الديمقراطية الشعبية<br>People's Democratic Republic of<br>Algeria | 7       |
|                 |   |   | المملكة العربية السعودية<br>Kingdom of Saudi Arabia                                   | 8       |
|                 |   |   | جمهورية السودان<br>Republic of Sudan  | 9       |
|                 |   |   | جمهورية الصومال<br>Republic of Somalia  | 10      |
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|                 |   |   | دولة الكويت<br>State of Kuwait  | 16      |
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|                 |   |   | دولة ليبيا<br>the State of Libya  | 18      |
|                 |   |   | جمهورية مصر العربية<br>Arab Republic of Egypt   | 19      |
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|                 |   |   | الجمهورية الإسلامية الموريتانية<br>the Islamic Republic of Mauritania                 | 21      |
|                 |   |   | الجمهورية اليمنية<br>the Republic of Yemen  | 22      |

## قائمة الدول الموقعة على مذكرة التفاهم المتعددة الأطراف أعلاه

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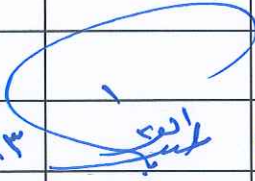
| التاريخ<br>Date   | التوقيع<br>Signature  | منصب صاحب التوقيع<br>Title of signatory | الدولة<br>State  | م<br>n° |
|-------------------|---|---|--|---------|
|                   |   |   | المملكة الأردنية الهاشمية<br>Hashemite Kingdom of Jordan                           | 1       |
|                   |   |   | دولة الإمارات العربية المتحدة<br>United Arab Emirates                              | 2       |
| 29 December, 2021 |  | President of Civil Aviation Authority   | الجمهورية الإسلامية الإيرانية<br>Islamic Republic of Iran                          | 3       |
|                   |   |   | مملكة البحرين<br>Kingdom of Bahrain  | 4       |
|                   |   |   | الجمهورية التونسية<br>Republic of Tunisia  | 5       |
|                   |   |   | جمهورية جيبوتي<br>Republic of Djibouti   | 6       |
|                   |   |   | الجمهورية الجزائرية الديمقراطية الشعبية<br>People's Democratic Republic of Algeria | 7       |
|                   |   |   | المملكة العربية السعودية<br>Kingdom of Saudi Arabia                                | 8       |
|                   |   |   | جمهورية السودان<br>Republic of Sudan   | 9       |
|                   |   |   | جمهورية الصومال<br>Republic of Somalia   | 10      |
|                   |   |   | جمهورية العراق<br>Republic of Iraq   | 11      |
|                   |   |   | سلطنة عمان<br>Sultanate of Oman  | 12      |
|                   |   |   | دولة فلسطين<br>State of Palestine  | 13      |
|                   |   |   | دولة قطر<br>State of Qatar   | 14      |
|                   |   |   | جمهورية القمر المتحدة<br>Republic of the Comoros                                   | 15      |
|                   |   |   | دولة الكويت<br>State of Kuwait   | 16      |
|                   |   |   | الجمهورية اللبنانية<br>the Republic of Lebanon                                     | 17      |
|                   |   |   | دولة ليبيا<br>the State of Libya   | 18      |
|                   |   |   | جمهورية مصر العربية<br>Arab Republic of Egypt                                      | 19      |
|                   |   |   | المملكة المغربية<br>Kingdom of Morocco   | 20      |
|                   |   |   | الجمهورية الإسلامية الموريتانية<br>the Islamic Republic of Mauritania              | 21      |
|                   |   |   | الجمهورية اليمنية<br>the Republic of Yemen   | 22      |

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|                   |   |   | الجمهورية الإسلامية الإيرانية<br>Islamic Republic of Iran                          | 3       |
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|                   |   |   | الجمهورية الجزائرية الديمقراطية الشعبية<br>People's Democratic Republic of Algeria | 7       |
| ٢٣ - يناير ٢٠٢٢ م |  | مدير عام مكتب تفتيش الطيران             | المملكة العربية السعودية<br>Kingdom of Saudi Arabia                                | 8       |
|                   |   |   | جمهورية السودان<br>Republic of Sudan   | 9       |
|                   |   |   | جمهورية الصومال<br>Republic of Somalia   | 10      |
|                   |   |   | جمهورية العراق<br>Republic of Iraq   | 11      |
|                   |   |   | سلطنة عمان<br>Sultanate of Oman  | 12      |
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|                   |   |   | دولة قطر<br>State of Qatar   | 14      |
|                   |   |   | جمهورية القمر المتحدة<br>Republic of the Comoros                                   | 15      |
|                   |   |   | دولة الكويت<br>State of Kuwait   | 16      |
|                   |   |   | الجمهورية اللبنانية<br>the Republic of Lebanon                                     | 17      |
|                   |   |   | دولة ليبيا<br>the State of Libya   | 18      |
|                   |   |   | جمهورية مصر العربية<br>Arab Republic of Egypt                                      | 19      |
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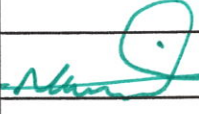
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| Signatures:                             |           |                    |   |
|---|-----------|--------------------|---|
| State                                   | Date      | Title of Signatory | Signature   |
| Hashemite Kingdom of Jordan             |           |                    |   |
| United Arab Emirates                    |           |                    |   |
| Kingdom of Bahrain                      |           |                    |   |
| Republic of Tunisia                     |           |                    |   |
| Republic of Djibouti                    |           |                    |   |
| People's Democratic Republic of Algeria |           |                    |   |
| Kingdom of Saudi Arabia                 |           |                    |   |
| Republic of Sudan                       | 7/12/2021 | SUDAN DGCAA        |  |
| Republic of Somalia                     |           |                    |   |
| Republic of Iraq                        |           |                    |   |
| Sultanate of Oman                       |           |                    |   |
| State of Palestine                      |           |                    |   |
| State of Qatar                          |           |                    |   |
| Republic of the Comoros                 |           |                    |   |
| State of Kuwait                         |           |                    |   |
| the Republic of Lebanon                 |           |                    |   |
| the State of Libya                      |           |                    |   |
| Arab Republic of Egypt                  |           |                    |   |
| Kingdom of Morocco                      |           |                    |   |
| the Islamic Republic of Mauritania      |           |                    |   |
| the Republic of Yemen                   |           |                    |   |



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|                 |   |  | جمهورية السودان<br>Republic of Sudan   | 9       |
|                 |   |  | جمهورية الصومال<br>Republic of Somalia   | 10      |
| 25.01.2022      |  | Chairman of Iraqi Civil Aviation Authority (CAI) | جمهورية العراق<br>Republic of Iraq   | 11      |
|                 |   |  | سلطنة عمان<br>Sultanate of Oman  | 12      |
|                 |   |  | دولة فلسطين<br>State of Palestine  | 13      |
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|                 |                      | مهندس / يوسف سليمان الغزيان             | دولة الكويت<br>State of Kuwait   | 16      |
|                 |                      |   | الجمهورية اللبنانية<br>the Republic of Lebanon                                     | 17      |
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