



International Civil Aviation Organization

MIDANPIRG/23 and RASG-MID/13 Meeting

(Cairo, Egypt, 14 - 18 June 2026)

Agenda Item 4.2: Outcomes of the AIIG/MENA ARCM Meetings

OUTCOMES OF THE AIIG/MENA ARCM MEETINGS

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the MENA ARCM meetings.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/22-RASG-MID/12 Report
- MENA ARCM/7&8 Reports

1. INTRODUCTION

1.1 The Seventh Meeting of the Middle East North Africa Aircraft Accident and Incident Investigation Regional Cooperation Mechanism (MENA ARCM) Committee meeting was held virtually on 2 June 2025.

1.2 The meeting was attended by a total of thirty-nine (39) participants from fourteen (14) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Oman, Palestine, Qatar, Saudi Arabia, UAE, Yemen, Morocco, Somalia) and four (4) Organizations (ACAO, Boeing, IATA, ICAO).

1.3 The Eighth Meeting of the Middle East North Africa Aircraft Accident and Incident Investigation Regional Cooperation Mechanism (MENA ARCM) Committee meeting, and Fourth Aircraft Accident and Incident Investigation Group (AIIG/4) Workshop, were held in Riyadh, Saudi Arabia, from 2 to 4 November 2025.

1.4 The MENA ARCM/8 meeting was attended by a total of twenty-three (23) participants from Nine (9) States (Egypt, Jordan, Kuwait, Mauritania, Morocco, Oman, Saudi Arabia, UAE, Yemen) and four (4) Organizations (ACAO, IATA, ICAO, IFALPA).

1.5 The Workshop was attended by a total of Fifty (50) participants from MD States, other States, international organizations, and industry.

1.6 The meeting may wish to note that Capt. Aysha Mohammed Al Hamili, Acting Assistant Director-General – Air Accident Investigations, United Arab Emirates, and Mr. Abdulelah Felemban, EVP Safety Investigation and Research, National Transport Safety Center (NTSC),

Kingdom of Saudi Arabia, were unanimously re-elected as the Chairperson and Vice-Chairperson of the Middle East North Africa Aircraft Accident and Incident Investigation Regional Cooperation Mechanism (MENA ARCM), and Accident and Incident Investigation Group (AIIG), respectively.

2. DISCUSSION

MENA ARCM/7 Meeting

Update points from MENA ARCM Chairperson

2.1 The MENA ARCM/7 meeting noted with appreciation the updates provided, which covered key areas including participation in meetings, the Terms of Reference (ToRs) and nomination mechanism for the MENA ARCM Coordinator, capacity-building activities and collaboration arrangements, strategic engagement, membership expansion, the establishment of the MENA ARCM Safety Recommendations Platform, as well as international engagement efforts.

2.2 With respect to the ICAO 42nd Assembly Working Papers (WPs), the meeting noted with appreciation the ACAO mechanism for the “Coordination and Alliance of ACAO Positions During High-Level Events.” This initiative aims to facilitate the coordinated submission of WPs on behalf of ACAO Member States. The meeting subsequently agreed on the following actions:

- States preparing WPs related to aircraft accident investigation and interested in participating in the coordination mechanism are requested to send their draft WPs to the MENA ARCM Coordinator, Mr. Albaraa Naser (anaser@aib.gov.sa), for recordkeeping and follow-up, with copies to the ACAO focal point, Mr. Hicham Bennani (h.bennani@acao.org.ma), and their respective State-nominated MENA ARCM focal point.
- ACAO will provide the MENA ARCM Coordinator with the current list of State focal points.
- ACAO will coordinate the submitted WPs with the designated State focal points, in line with the established mechanism.
- The MENA ARCM Coordinator will attend the meeting of the ACAO/42 Technical Committee to follow up on actions related to the submitted WPs.
- ACAO will keep the MENA ARCM Chairpersons, Coordinator, and Focal points informed of all relevant follow-up actions.

Updated Progress on MENA ARCM Areas of Cooperation & Technical Assistance

2.3 The MENA ARCM/7 meeting was apprised with appreciation of the work progress achieved on the MENA ARCM database management, Technical Assistance, and share folder.

2.4 The meeting urged the MENA ARCM Member States to provide their data to the MENA ARCM Coordinator, if not yet done.

Proposed Amendment to Annex 13

2.5 The MENA ARCM/7 meeting noted with appreciation the proposed Amendment to Annexes 13 and 6 from both AIGP/7 & AIGP/8 as well as the updates related to Protocol Questions (PQs) 6.003 and 6.101 in the 2024 Edition of the PQs.

2.6 The meeting also noted that OTSB Oman will share its experience at the MENA ARCM/8 meeting regarding the establishment of an independent accident investigation authority, in accordance with the requirements of ICAO Annex 13.

Safety Recommendations reports

2.7 The MENA ARCM/7 meeting expressed its appreciation to IATA for providing an overview of accidents and the updated status of final accident investigation reports for the period 2020–2024.

2.8 The meeting was informed of RASG-MID/12 Conclusion 12/19 on Adherence to ICAO Annex 13 – Accident Investigation Final Reports and noted that the MID Office will soon circulate the conclusion to all MID States.

Proposed Agenda for MENA ARCM/8 meeting

2.9 The meeting noted with appreciation the proposed agenda for the MENA ARCM/8 meeting and the MENA ARCM Workshop on “Establishing an Accident Investigation Safety Recommendations Platform”.

MENA ARCM/8 Meeting

MENA ARCM Coordinator ToRs and nomination mechanism of MENA ARCM Coordinator

2.10 The MENA ARCM/8 meeting reviewed and agreed to the MENA ARCM Coordinator Terms of References (TORs) as at **Appendix A**.

2.11 The meeting may wish to note that Eng. Albaraa Naser, National Transport Safety Center (NTSC), Saudi Arabia, was unanimously re-elected as the MENA ARCM Coordinator.

Outcome of the RASG-MID/12

2.12 The MEN ARCM/8 meeting noted with appreciation the outcome of the RASG-MID/12:

Assembly 42nd Outcomes

2.13 The MENA ARCM/8 meeting was apprised of the main safety-related outcomes of the 42nd Session of the ICAO Assembly (A42), held in Montréal, Canada, 23 September to 3 October 2025.

2.14 The meeting also noted with appreciation the increased effectiveness of this participation, particularly following the implementation of the ACAO Coordination Mechanism (ACM) at higher-level events.

2.15 The meeting noted the endorsement of the 2026-2028 edition of the GASP by the Assembly, as well as the need for ICAO providing the necessary support to Member States to develop and implement national aviation safety plans, in line with the latest edition of the GASP. The meeting was also informed that the GASP-SG would consider proposals raised during A42, for the next edition of the GASP and related guidance materials, mainly: the inclusion of mechanisms to enhance data-driven safety planning, by identifying precursor events to the global high-risk categories of occurrences, as well as operational safety risks associated with climate.

2.16 The meeting was informed of the main issues discussed regarding accident investigation and prevention, mainly: the timely publication of investigation final reports; the effective use of regional accident and incident investigation organizations (RAIO) by States with limited aviation capacity and that do not have sufficient resources for the establishment and adequate functioning of a national independent accident investigation authority (AIA); the use of accident/incident investigation cooperation mechanisms (ICM), including support for States with limited capacity through association with RAIO/ICM to ensure independent investigations; challenges associated with the translation of

technical terms in the Arabic version of Annex 13 — Aircraft Accident and Incident Investigation and the implementation of the requirements pertaining to independence of accident investigation; as well as the ongoing work in relation to assistance to aircraft accident victims and their families.

2.17 The meeting noted discussions on fatigue management, mainly the effects of the digital transformation of the modern flight deck as a contributing factor to cognitive fatigue and information overload of pilots, and the need to apply human-centered design principles in flight deck design, along with training for skills to manage complex digital information effectively, as a mitigation to these risks. The meeting also noted discussions on the need for ICAO to develop guidance, training, and regulatory provisions on fatigue risk in aviation maintenance.

2.18 The meeting noted that the UAE and Saudi Arabia, in coordination with the MID Office, IFALPA, and IATA, will be developing a Regional Safety Advisory (RSA) on fatigue risk in aviation maintenance, in line with the A42 Resolution.

2.19 The meeting was briefed on discussion related to raising the age limit for pilots and noted that the Assembly committed to continue actively studying the effects of advancing age on flight safety and agreed that any decision to raise the pilot age limit to 67 years old should be based on a thorough analysis of relevant data to be collected, and considerations of safety.

2.20 The meeting noted discussions on global navigation satellite system (GNSS) radio frequency interference (RFI) and its significant impact on aviation safety, security, and efficiency. With the endorsement of amendments to relevant Assembly resolutions on this subject, it was noted that the Assembly requested States' active engagement to ensure that resilient communications, navigation, and surveillance (CNS) capabilities remain available to maintain aviation safety.

2.21 With regards to the implementation and evolution of the ICAO Continuous Monitoring Approach (CMA) audit programmes, the meeting noted the discussions at A42 which concluded that ICAO's safety oversight and aviation security audit programmes should be further enhanced to better suit the needs of all Member States.

2.22 The meeting was also briefed on other A42 outcomes, including those related to remotely piloted aircraft systems (RPAS), unmanned aircraft systems (UAS) and advanced air mobility (AAM), and the expedited development and implementation of measures to facilitate legally compliant and safe UAS operations over the high seas; the important role of regional cooperation mechanisms to assist States with limited aviation capacity and resources.

2.23 The meeting also noted that stronger representation at ICAO MID meetings (including RASG-MID and DGCA meetings) and at ACAO high-level meetings would further enhance the promotion of MENA ARCM activities. Accordingly, it was agreed to request the MENA ARCM Coordinator and concerned members States to provide these activities to the Secretariat for presentation at the next MENA ARCM meeting.

MID Region Safety Priorities and Performance

2.24 The MENA ARCM/8 meeting was provided with updated information on the MID Region safety priorities and safety targets.

Updated Progress on MENA ARCM Areas of Cooperation & Technical Assistance

2.25 The MENA ARCM/8 meeting was apprised with appreciation of the work progress achieved on the MENA ARCM database management, Technical Assistance, and share folder.

2.26 The meeting noted with appreciation the updated progress made since the MENA ARCM/7 meeting.

2.27 The meeting urged the MENA ARCM Member States to provide their data to MENA ARCM Coordinator, if not yet done.

RASP-MID 2026-2028 Edition

2.28 The MENA ARCM/8 meeting noted with appreciation the development of RASP-MID 2026-2028 Edition including the Safety Enhancement initiatives' (SEIs) and the MID Region Safety Performance Measurement and Monitoring (SPMM).

2.29 The MID Regional Aviation Safety Plan (MID-RASP) presents the strategic direction for the management of aviation safety at the regional level. It constitutes the regional safety plan for the MID Region, setting out the strategic priorities, main risks affecting the regional aviation system, and the necessary actions to mitigate those risks to further improve aviation safety.

2.30 The MID-RASP Edition 2026-2028 aims to enhance the MID Region's commitment to improving safety oversight capabilities, reducing operational risks, and establishing effective State Safety Programmes (SSP). It serves as a key framework for raising awareness of safety risks and their consequences among States, industry, and stakeholders. The MID-RASP encourages the allocation of financial, human, and technical resources to improve safety management, oversight, and operational performance. Additionally, it facilitates information sharing among relevant stakeholders to support timely action and collaborative problem-solving.

2.31 The meeting commended and expressed appreciation for the work accomplished by ICAO MID Office in developing the MID-RASP 2026-2028.

Accident investigation final report

2.32 The meeting expressed its appreciation to IATA for presenting an overview of accidents and an updated status on the completion and publication of final accident investigation reports for 2018–2024, with particular emphasis on the MENA region, recognizing the efforts undertaken by the MENA ARCM Committee.

2.33 To address the remaining final investigation reports, the following actions were agreed:

- a. IATA will provide the updated list of outstanding reports to the MENA ARCM Coordinator
- b. The MENA ARCM Coordinator will coordinate with each concerned AIA to obtain the current status of these reports.
- c. The MENA ARCM Coordinator will assess whether the reports will be submitted in accordance with the established procedure.

Lithium batteries

2.34 The MENA ARCM/8 meeting noted with appreciation the concerns raised by IATA regarding the transport of lithium batteries by air.

Workshop: “Mechanism for establishing MENA ARCM Accident investigation Safety Recommendations Platform (MENA ARCM SRP)”

2.35 The National Transport Safety Center (NTSC) of the Kingdom of Saudi Arabia has

successfully organized “Mechanism for establishing MENA ARCM Accidents and serious incidents investigation Safety Recommendations Platform (MENA ARCM SRP)” Workshop in Riyadh, from 2 to 3 November 2025. The Workshop brought together accident investigation authorities, international organizations, and industry experts to share experiences and discuss challenges related to establishing and managing safety recommendations.

2.36 The second day of the Workshop focused on initiating the development of a draft roadmap for the establishment of the MENA ARCM Accident and Serious Incident Investigation Safety Recommendations Platform (MENA ARCM SRP), with emphasis on:

- i. Governance framework
- ii. Platform Design & Technical requirements
- iii. Data privacy & protection
- iv. Implementation Roadmap
- v. Drafting the Action Plan

2.37 The meeting noted with appreciation that the NTSC of Saudi Arabia generously offered to host the MENA ARCM SRP and develop its supporting software, including the maintenance required to ensure the Platform’s effective and sustainable operation.

2.38 Following the brainstorming session, the meeting reviewed and approved the MENA ARCM Accidents & Serious Incidents Investigation Safety Recommendation Platform (MENA ARCM SRP) Roadmap at **Appendix B**.

2.39 2.34 The meeting also established the Safety Recommendations Platform Working Group (SRPWG) and its composition:

1. Chairperson: Mrs Ziyana Ali Saud Al Said, OTSB, Oman: zayana.Alsaeed@mtcit.gov.om
2. Hamood Said Rashid Al Jahdhami, OTSB, Oman: Hamood.AJJahdhami@mtcit.gov.om
3. Eng. Peter Butie Mashaba, OTSB, Oman: Peter.Mashaba@mtcit.gov.om
4. Khalifa Yousif Aljazi, AAI, UAE: kaljazi@gcaa.gov.ae
5. Ibrahim Alsabt, AAI, UAE: ialsabt@gcaa.gov.ae
6. Belkourati mohamed, AIB, Morocco: m.belkourati@aviationcivile.gov.ma
7. Salim Nuhaid, CAA, Yemen: c.Salim.Nuhaid@cama-aden.org & aviation.investigation@cama-aden.org
8. Samara Ahmed, CAA, Yemen: Atc.samara.ahmed@gmail.com
9. Dr. Abdallah Samarat, AAID, Jordan: Abdallah.Samarat@CARC.GOV.JO
10. Meshal Alzahrani, NTSC, Saudi Arabia: malzahrani@ntsc.gov.sa
11. Majed Dardeer, NTSC, Saudi Arabia: Mdardeer@ntsc.gov.sa

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the progress made by the MENA ARCM/7 & 8 meetings.
- b) Encourage States to continue supporting the MENA ARCM & AIIG activities and meetings; and
- c) encourage States to sign the MENA ARCM MoU, if not yet done.

Terms of Reference (TOR)

MENA ARCM Coordinator

Purpose

The MENA ARCM Coordinator is responsible for facilitating cooperation and coordination among MENA ARCM Member States in supporting accident and incident investigation capabilities, sharing expertise, and enabling the effective implementation of ICAO Annex 13 and relevant USOAP requirements.

The Coordinator acts as a central communication and liaison point between Member States and ICAO.

Appointment & Tenure

- The Coordinator is nominated from one of the Member States participating in MENA ARCM.
- The nomination is endorsed by the MENA ARCM Member States during an ARCM meeting.
- The term of the
- States' consensus.
- If the Coordinator becomes unable to continue the role, the Member States shall assign a replacement to complete the remaining term subject to Member States' endorsement.

Reporting

- The Coordinator reports directly to:
 - MENA ARCM Chair.
 - MENA ARCM Member States collectively through periodic updates.
- The Coordinator submits bi-annual progress reports and leads coordination meetings as required.

Roles & Responsibilities

The Coordinator shall:

A. Coordination & Communication

- Maintain continuous communication between Member States, ICAO, and partners.
- Manage requests for technical assistance or investigator support between the requester State and the provider State.
- Maintain and update the ARCM capabilities database (investigators, facilities, specializations, tools, etc.).

B. Operational Support

- Track operational performance of provided support and promote standardization of investigation practices.

C. Capacity Building

- Coordinate regional training plans, workshops, and knowledge-sharing initiatives.
- Promote harmonization of policies, processes, and investigator qualifications across the region.

D. Governance & Documentation

- Prepare and maintain administrative documentation related to MENA ARCM processes, including:
 - Technical Assistance Request procedures
 - Points of contact database
 - Terms of Reference
 - Work programs and progress reports
- Ensure compliance with ICAO guidance and MENA ARCM MoUs.

E. Meetings & Representation

- Organize Steering and Technical meetings for MENA ARCM as required.
- Represent MENA ARCM in relevant regional and international events, in coordination with the MENA ARCM Chair.
- Document and circulate meeting outcomes and actions.

Decision-Making Authority

- The Coordinator has no regulatory authority over Member States.
- All decisions remain subject to the approval and voluntary commitment of participating States.
- The Coordinator facilitates consensus-based decision-making.

Confidentiality

- The Coordinator ensures secure handling of sensitive information related to investigations and agreement-based support.

Review of TOR

- These Terms of Reference may be reviewed and updated by Member States with support from ICAO to align with evolving regional collaboration needs.

Expected Deliverables

Deliverable	Frequency
MENA ARCM Work Program	Annual
Progress Reports	Bi-annual
Updated Capabilities & Contacts Database	Continuous
Meeting Coordination & Documentation	As required

MENA ARCM Accidents & Serious Incidents Investigation

Safety Recommendation Platform Roadmap-Draft

1. Objective

The MENA ARCM Safety Recommendations Platform (MENA ARCM SRP) aims to strengthen the regional accident and incident investigation system by:

- Facilitating sharing, tracking, monitoring and analysis of safety recommendations arising from accident, serious incidents and incident investigations or from studies. (tracking mechanism to be specified by SRPWG)
- Promoting safety learning, harmonized internal follow-up, and comprehensive implementation. (State level)
- Enhancing data-driven decision-making for safety risk management at State and regional levels.
- Prevention of recurrence of similar incidents

2. Governance & Scope of Work

MENA ARCM Committee: Approves policy, strategic direction, and annual work Programme for the SRP.

Establishment of Safety Recommendations Platform Working Group (SRPWG):

Composed of experts nominated by MENA ARCM Member States and chaired either by a State-nominated representative or by the MENA ARCM Coordinator, the SRPWG is responsible for ensuring that the platform is developed and maintained in accordance with the following mandate:

The aim of the SRPWG is to develop the Safety Recommendation Platform that includes, but not limited to:

- Develop guidelines for common procedures to be used in the process of Safety Recommendations and the update of related documents (ie responses, assessments, comments, etc.).
- Interact/coordinate with ICAO's E2 for occurrence reporting, including but not limited to the current Taxonomy in use.
- Promote consistent use of SRP among the member states with particular emphasis on quality of data entry and handling

- Develop tools and processes enabling member states SIAs and MENA ARCM Committee to perform any relevant safety analysis in the area of the Safety Recommendations.

3. Policy and Legal Framework

Platform to be established under MENA ARCM MoU.

Operations guided by:

- ICAO Annex 13 and 19 and related guidance (Doc 9756, Doc 10144, Doc 10159).
- ICAO Common Taxonomy for Safety Recommendations (CAST/ICAO).

National laws governing investigation confidentiality and data protection.

4. Platform Design & Workflows

The MENA ARCM SRP will be a secure, web-based, using English language (French & Arabic to be considered) platform allowing authorized MENA ARCM SRPWG to:

- Register, update and categorize safety recommendations issued by MENA ARCM member states.
- Monitor implementation status and effectiveness of entries.
- Generate regional analytics and dashboards.

Note: The NTSC of Saudi Arabia generously offered to host the MENA ARCM SRP and develop its supporting software.

Develop Workflow:

- Entry data, validation, notification to database recipient tracking, closure
- Integration of AI
- MENA ARCM Focal points: Full access for data entry and validation of own safety recommendations in coordination with SRPWG.
- RASG-MID / ASRG & MENA ARCM States: Read-only access for regional safety risk analysis.

5. Technical Specifications

- Consider interoperability with ICAO E2/SRIS2.
- Taxonomy: ADREP (ICAO/CAST)
- Ensure resiliency to cybersecurity
- Define core data fields; to be drafted by the SRPWG.

6. Analytical & Reporting Capabilities

- Define and set performance indicators: Number of recommendations issued per year, Recommendation by Recipient, Recurrence of same safety issue.
- Data analytics: trends analyses, systemic safety hazards
- Regular reports to be submitted to MENA ARCM committee for approval.
- Further details will be drafted by the SRPWG.

7. Protection of safety information & Handling Protocols

Compliance with ICAO Annex 13 provisions on the protection of safety information as well as the NDA included in MENA ARCM MoUs

- Safety recommendations de-identified (before regional sharing).
- No direct publication of confidential accident/incident reports.
- Access governed by role-based permissions.

8. Capacity Building

- Provide training for data managers/ custodian on: Classification and taxonomy, Quality control, Data analytics tools
- Develop SOPs and manuals for SRP management.

9. Implementation Roadmap

The MENA ARCM coordinator in coordination with the SRPWG will present a progress update to the MENA ARCM committee during their biannual meetings.

Phase	timeline	Key Activity	Lead Entity
Phase 1: Planning & Governance Setup	Q4-2025	Establish SRPWG; finalize governance, and policy framework	MENA ARCM Coordinator and COMMITTEE in coordination with ICAO MID and ACAO
Phase 2: Platform Design & Development	Q1- 2026	Define requirements, system design	MENA ARCM Coordinator and COMMITTEE in coordination with ICAO MID and ACAO
Phase 3: Pilot Implementation	Q1 2027	Pilot platform, build testing with 3–5 volunteer States; feedback and improvements	MENA ARCM Coordinator and SRPWG as well as Volunteer States
Phase 4: Regional Rollout	Q2-Q3 2027	Full operationalization across all MENA ARCM Member States	MENA ARCM Coordinator, SRPWG and States

10. Draft Action Plan

Action	Description	Responsibility	Deliverables	Target Date
1	Establish Safety Recommendations Working Group (SRPWG)	MENA ARCM Coordinator & Committee supported by ACAO /ICAO MID	TOR SRPWG	Dec 2025
2	Draft and adopt MENA ARCM SRP governance and data-sharing policy	MENA ARCM Coordinator & SRPWG supported by ACAO & ICAO MID.	MENA ARCM SRP level doc	Mar 2026
3	Develop detailed system requirements and architecture	MENA ARCM Coordinator & NTSC & SRPWG supported by ACAO & ICAO MID. To be presented to MENA ARCM/9 Meeting	System requirements document	Apr 2026

4	Design and prototype the platform	MENA ARCM Coordinator & NTSC & SRPWG supported by ACAO & ICAO MID	Dedicated SR Platform software / tool	2027
5	Conduct pilot project with volunteer States	MENA ARCM Coordinator & SRPWG	Voluntary States list & requirements	2027
6	Evaluate pilot results and refine platform	SRPWG	Report on pilot project implementation	2027
7	Launch regional rollout and capacity-building workshops	MENA ARCM Coordinator	Workshop	2027
8	Establish monitoring and reporting process on SRP performance	SRPWG	SRP Manual	2027 onward
9	Capacity building: conduct dedicated training for Data managers & State focal	SRPWG, MENA ARCM committee	Training	2027 onward

- END -