INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE SECOND MEETING OF THE
DIRECTORS GENERAL OF CIVIL AVIATION-
MIDDLE EAST REGION**

(DGCA-MID/2)

(Jeddah, Saudi Arabia, 20 - 22 May 2013)

Prepared by Middle East Regional Office

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PART I - HISTORY OF THE MEETING

1. INTRODUCTION

1.1   The Second Meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/2) was hosted by Saudi Arabia, General Authority of Civil Aviation (GACA) at the InterContinental Hotel, Jeddah, Saudi Arabia from 20 to 22 May 2013.

1.2   The meeting was attended by a total of Sixty Four (64) participants, which included experts from Fifteen (15) States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Tunisia, United Arab Emirates, United States and Yemen) and Five (5) International/Regional Organizations (AACO, ACAC, CANSO, IATA and IFALPA). The list of participants is at **Attachment B** to the Report.

2. OPENING CEREMONY

On behalf of His Highness Prince Fahad Bin Abdullah Al-Saud, President of General Authority of Civil Aviation (GACA) of Saudi Arabia, His Excellency Dr. Faisal Bin Hamad Al-Sugair, Vice President of GACA opened the meeting. Dr. Al-Sugair extended a warm welcome to all delegates to Saudi Arabia and expressed his honour to host this important meeting in Jeddah. He highlighted the importance of focusing on the improvement of air navigation services, aviation safety, environmental issues, aviation security and air transport to achieve the common interests of States in light of the increasing pressure and successive developments in air transport industry to cope with the high growth of traffic in the Region. He wished the meeting fruitful deliberations.

Mr. Mohamed R. M. Khonji, ICAO Middle East Regional Director, welcomed all delegates to Jeddah. He expressed ICAO's sincere gratitude and appreciation to Saudi Arabia and especially to H.H. Prince Fahad Bin Abdullah Al-Saud, President of GACA and H.E. Dr. Al-Sugair for hosting this important meeting and for the generous hospitality extended to all participants. Mr. Khonji highlighted that the air transport industry plays a major role in world economic activity. He underlined that the DGCA-MID meetings represent high-level meetings organized to discuss at strategic level subjects pertaining to any aspect of civil aviation, openly and frankly and facilitate bilateral and regional cooperation in areas of common interest.

3. SECRETARIAT

3.1   Mr. Mohamed R. M. Khonji, ICAO Middle East Regional Director acted as the Secretary of the Meeting, assisted by Mr. Jehad Faqir, Deputy Regional Director (DEPRD), Mr. Mohamed Smaoui, Regional Officer, Air Navigation Services/Aeronautical Information Management (ANS/AIM), Mr. Raza Gulam, Regional Officer, Communications/Navigation/Surveillance (CNS), Mr. Mashhor Alblowi, Regional Officer, Flight Safety (FLS) and Mr. David Sterland, Regional Officer Aviation Security and Facilitation (AVSEC/FAL) from the ICAO Middle East Regional Office.

3.2   The meeting was also supported by Mr. Iván Galán, Director Technical Co-operation Bureau (D/TCB), ICAO Montréal.

4. LANGUAGE AND ADMINISTRATION

4.1   The proceedings were conducted in Arabic and English and the meeting documentation was issued in both languages. Translation and simultaneous interpretation services were also provided.

5. CONCLUSIONS

8.1   The meeting, after reviewing and discussing the working papers listed in DGCA-MID/2 IP/1 at **Attachment A** to the Report, developed a total of Twelve (12) Conclusions as follows:

DGCA-MID/2 CONCLUSION 2/1 −   *STATES' SUPPORT FOR THE USE OF THE ARABIC LANGUAGE IN THE MID REGION*

That, to support the use of the Arabic Language in the MID Region:

a) States coordinate with the ICAO MID Regional Office for the provision of required resources through either voluntary contributions or secondment of appropriate Language Expert; and

b) ICAO take necessary measures for the establishment of a specific fund to receive the in-kind States' voluntary contributions supporting the use of Arabic language in the ICAO Middle East Region.

DGCA-MID/2 CONCLUSION 2/2 −   *SUPPORT TO THE ICAO MID OFFICE ACTIVITIES*

That, taking into consideration the ICAO budget constraints and the expansion of the scope of the ICAO MID Regional Office activities:

a) States and stakeholders be encouraged to use the SAFE fund earmarked contributions option to secure some funds that could be used for the implementation of the RASG-MID Work Programme; and

b) ICAO take necessary measures for the establishment of a specific fund to receive the in-kind States' voluntary contributions supporting the MIDANPIRG and RASG-MID activities.

DGCA-MID/2 CONCLUSION 2/3 −   *MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) – SPECIAL COORDINATION MEETING*

That, the ICAO MID Regional Office organise a Special Coordination Meeting in September 2013 in order to agree on the best mechanism to establish a MID Region ATM Enhancement Programme, taking into consideration all initiatives.

DGCA-MID/2 CONCLUSION 2/4 – ***MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) BOARD***

That, a MID Region ATM Enhancement Programme Board composed of high level representatives from concerned States and Organizations, be established for overall supervision, direction, and management of the Programme.

DGCA-MID/2 CONCLUSION 2/5 – ***ESTABLISHMENT OF MID REGION FLIGHT PROCEDURE PROGRAMME (FPP)***

That, a study related to the establishment of FPP be carried out within the framework of the PBN/GNSS Task Force.

DGCA-MID/2 CONCLUSION 2/6 − ***COMMON CONTINGENCY ARRANGEMENTS***

That, recognizing the importance of contingency arrangements to reduce the effects of unexpected major events of disruption or potential disruption of ATS and supporting services, MID States:

a) *cooperate to adopt common contingency measures that can be included in the Letter of Agreements between adjacent Area Control Centres (ACCs);*

b) *share experience on contingency measures; and*

c) *organise, when possible, exercises to check the validity of the contingency measures and readiness of involved ATS Units.*

DGCA-MID/2 CONCLUSION 2/7 – ***PHASE 2 OF THE MIDAD PROJECT***

That,

a) *Bahrain, Qatar, Saudi Arabia and UAE take the lead in carrying out the detailed MIDAD Study (Phase 2), in close coordination with the MIDAD Study Group; and*

b) *States provide all necessary support for the achievement of Phase 2 of the Study.*

DGCA MID/2-CONCLUSION 2/8 − ***AERODROMES CERTIFICATION ACTION PLAN AND PROGRESS REPORTS***

That, MID States, that have not yet done so, be urged to:

a) *allocate necessary resources and develop Action Plans for the implementation of Aerodromes Certification; and*

b) *send progress reports on implementation status to the ICAO MID Regional Office every six months with effect from 01 July 2013.*

DGCA-MID/2 CONCLUSION 2/9 − REGIONAL SAFETY STRATEGY

That:

a) *the MID Region Safety Strategy is endorsed as at* **Appendix 6A** *to the Report on Agenda Item 6; and*

b) *the RASG-MID:*

   i. *monitor and measure the agreed safety indicators, at regional level; and*

   ii. *develop and implement action plans to reach the agreed safety targets.*

DGCA-MID/2 CONCLUSION 2/10 – STRATEGY FOR THE ESTABLISHMENT OF RSOO(S)

That:

a) *the Strategy for the establishment of RSOO(s) is endorsed as at* **Appendix 6B** *to the Report on Agenda Item 6;*

b) *ICAO support ACAC in conducting a study on the establishment of RSOO(s) for the ACAC and ICAO MID States; and*

c) *States and stakeholders contribute to the cost of the study.*

DGCA-MID/2 CONCLUSION 2/11 – STRATEGY FOR THE ESTABLISHMENT OF RAIO(S)

That, the Strategy for the establishment of RAIO(s) is endorsed as at **Appendix 6C** *to the Report on Agenda Item 6.*

DGCA-MID/2 CONCLUSION 2/12 – CASP-MID

That, considering the importance of strengthening cooperation in aviation security matters to ensure effective regulation and implementation, States be encouraged to participate in the Cooperative Aviation Security Programme for the Middle East (CASP-MID).

PART II – REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

(DGCA-MID/2-WP/1)

1.1.   The meeting reviewed and adopted the following Agenda:

Agenda Item 1:   Adoption of the Provisional Agenda

Agenda Item 2:   Election of Chairperson and Vice-Chairperson

Agenda Item 3:   Review and Follow-up of Action Items arising from the previous Meeting

Agenda Item 4:   Managerial Issues

Agenda Item 5:   Air Navigation

Agenda Item 6:   Aviation Safety

Agenda Item 7:   Aviation Security and Facilitation

Agenda Item 8:   Environmental Protection

Agenda Item 9:   Technical Cooperation

Agenda Item 10:   Air Transport

Agenda Item 11:   Dates and Venues of Next Meetings

Agenda Item 12:   Any other Business

REPORT ON AGENDA ITEM 2:   ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON

(DGCA-MID/2-WP/2)

2.1   The meeting re-iterated that the Director General of Civil Aviation (DGCA) of the Host State (or his Representative), should always act as the Chairperson of the DGCA-MID meeting and agreed accordingly, that the Agenda on the Election of Chairperson and Vice-Chairperson would be deleted from future DGCA-MID meetings.

2.2   Accordingly, Dr. Faisal Bin Hamad Al-Sugair, Vice President of the General Authority of Civil Aviation Authority (GACA) of Saudi Arabia served as Chairperson of the meeting.

REPORT ON AGENDA ITEM 3:   **REVIEW AND FOLLOW-UP OF ACTIONS ITEMS ARISING FROM THE PREVIOUS MEETING**

(DGCA-MID/2-WP/3)

3.1   The subject was addressed in the WP/3 presented by the Secretariat. The meeting considered the follow up actions and implementation status of the 13 Conclusions of the DGCA-MID/1 meeting held in Abu Dhabi, UAE, from 22 to 24 March 2011.

REPORT ON AGENDA ITEM 4:   MANAGERIAL ISSUES

(DGCA-MID/2-WP/4)

4.1   The subject was addressed in WP/4 presented by the Secretariat. The meeting reviewed the Guidance Material for the Convening of the Directors General of Civil Aviation (DGCA) Meetings in the Middle East Region as endorsed by the DGCA-MID/1 meeting as at Appendix A to WP/4. It was highlighted that the Section related to the Agenda of the Meeting will be aligned with the agreement reached in paragraph 2.1as in Agenda Item 2.The meeting agreed also that the guidelines should include a Section on the Documentation to be presented to the DGCA Meetings, describing the mechanism for the review and selection of the working papers to be presented to the future DGCA-MID meetings focusing mainly on regional strategies, projects, common deficiencies, challenges, bilateral and regional cooperation in areas of common interests. In this respect, it was highlighted that the final date for submission of working papers for the DGCA-MID meetings should be one (1) month prior to the meeting and the length of the papers should not exceed three (3) pages. In the same vein, the meeting agreed that for future meetings, the ICAO MID Regional Office, in close coordination with the Host State, would ensure that the working papers presented to the meeting do not duplicate the work carried out within the framework of the Arab Civil Aviation Commission (ACAC).

4.2   With regard to the translation of the Documentation to be presented to the DGCA-MID meetings, it was agreed that only the working papers will be made available in both English and Arabic languages (the Host State is responsible for the translation); the information papers will be made available only in the original language.

4.3   Based on the above, the meeting agreed to a revised version of the Guidance Material as at **Appendix 4A** to the Report on Agenda Item 4.

Use of the Arabic Language in the MID Region

(DGCA-MID/2-WP/40 and WP/5)

4.4   The subject was addressed in two working papers (WP/40 and WP/5) presented by Saudi Arabia and the Secretariat, respectively.

4.5   The meeting recalled that through Conclusion 1/1, the DGCA-MID/1 meeting invited States to coordinate with the ICAO MID Regional Office for the provision of required resources through either voluntary contributions or secondment of appropriate Language Expert.

4.6   Taking into consideration the non-availability of Language Officer in the ICAO MID Regional Office and budget constraints, the meeting agreed that MID States should provide necessary support to avail a Language Officer in the ICAO MID Regional Office, through either voluntary contributions or secondment of appropriate Expert. Accordingly, the meeting agreed to the following Conclusion, which replaces and supersedes the DGCA-MID/1 Conclusion 1/1:

> ### *DGCA-MID/2 CONCLUSION 2/1 − STATES' SUPPORT FOR THE USE OF THE ARABIC LANGUAGE IN THE MID REGION*
>
> *That, to support the use of the Arabic Language in the MID Region:*
>
> a) *States coordinate with the ICAO MID Regional Office for the provision of required resources through either voluntary contributions or secondment of appropriate Language Expert; and*

b) *ICAO take necessary measures for the establishment of a specific fund to receive the in-kind States' voluntary contributions supporting the use of Arabic language in the ICAO Middle East Region.*

States' Support to the ICAO MID Regional Office

(DGCA-MID/2-WP/5)

4.7   The subject was addressed in the WP/5 presented by the Secretariat.

4.8   The meeting recognized that with the expansion of the scope of the ICAO MID Regional Office activities including, the necessary support to RASG-MID, the ICAO MID Regional Office is facing additional challenges to sustain the different activities including the availability of necessary funding to provide secretariat support to all groups. Taking into consideration the ICAO budget constraints, the meeting agreed that additional financial resources will be required to improve the mission programme (missions to States on a more regular basis), training, seminar and workshops, etc.

4.9   In accordance with the RASG-MID/2 Conclusion 2/8, the meeting re-iterated that States and partners should be encouraged to use the SAFE earmarked contributions option to secure some funds that could be used for the implementation of the RASG-MID Work Programme. The meeting agreed also to the establishment of an ICAO MID Regional Office fund for voluntary contributions from States and industry partners, in order to be used for the funding of some of the MIDANPIRG and RASG-MID activities, including the organization of additional seminars, workshops and training courses as requested by States. Accordingly, the meeting agreed to the following Conclusion:

DGCA-MID/2 CONCLUSION 2/2 − SUPPORT TO THE ICAO MID OFFICE ACTIVITIES

That, taking into consideration the ICAO budget constraints and the expansion of the scope of the ICAO MID Regional Office activities:

a) *States and stakeholders be encouraged to use the SAFE fund earmarked contributions option to secure some funds that could be used for the implementation of the RASG-MID Work Programme; and*

b) *ICAO take necessary measures for the establishment of a specific fund to receive the in-kind States' voluntary contributions supporting the MIDANPIRG and RASG-MID activities.*

4.10   In the same vein, the meeting urged States to:

a)   actively attend and support the ICAO MID Regional Office meetings, seminars, workshops and other events by providing appropriate materials i.e. working and information papers, presentations, etc.; and

b)   reply to all State Letters issued by the ICAO MID Regional Office in a timely manner.

GUIDANCE MATERIAL FOR THE CONVENING OF
THE DIRECTORS GENERAL OF CIVIL AVIATION MEETINGS
IN THE MIDDLE EAST REGION
(DGCA-MID MEETINGS)

1. AIMS AND OBJECTIVES

1.1   The Meeting of Directors General of Civil Aviation is unique owing to its informal nature. It allows the Directors General/Chief Executives of Civil Aviation to discuss any issue, pertaining to any aspect of civil aviation, openly and frankly and facilitates bilateral and regional cooperation in areas of common interest. The forum also provides an essential linkage for all the aeronautical authorities of the Region to establish a very close and personal rapport to facilitate co-ordination of civil aviation activities in the Region.

1.2   Broadly, the aims and objectives of the Directors General of Civil Aviation Meeting in the Middle East Region (DGCA-MID) are to:

- review and exchange information on matters of interest in civil aviation;

- enhance co-ordination of civil aviation activities in the Region;

- review of work of the MIDANPIRG and the RASG-MID;

- develop specific *Action Items* that are of common interest and importance to the Region;

- provide overall guidance, harmonization and co-ordination of implementation of standards and procedures in the Region; and

- follow up by the ICAO Secretariat to coordinate issues of importance in a timely and orderly manner.

2. HOSTING

2.1   The Meeting is to be hosted bi-annually (every two years) by States within the Middle East Region on a voluntary and rotational basis.

3. PARTICIPATION

3.1   The Meeting essentially comprises Directors General/Chief Executives and representatives from the 15 MID States to which the ICAO Middle East (MID) Regional Office is accredited (Bahrain, Egypt, Iran (Islamic Republic of), Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, United Arab Emirates (UAE) and Yemen). However, the ICAO Regional Office has an integral and a key role. ICAO serves the Meeting as the Secretary, besides remaining closely associated with planning and conduct of the Meeting and eventual follow up on Action Items, which are developed by each Meeting.

3.2   States from outside the MID Region may be invited to participate on ad-hoc basis, when this will be of assistance in the general conduct of the work of the meeting.

3.3   International/Regional Organizations such as AACO, ACAC, CANSO, IATA and IFALPA may be invited on regular basis to attend the DGCA-MID as observers. Other Organizations may also be invited by both the host State and the ICAO MID Regional Office, as deemed necessary.

3.4   The host State also decides on the participation of various agencies/organizations in the State – such as representatives from the Air Navigation Service Providers, Airport Authorities, National Airlines and others as considered appropriate.

Note: *The President of the ICAO Council or the Secretary General of ICAO is usually invited by the host State to attend as a Guest of Honour.*

4.   CONVENING OF MEETINGS

4.1   A convening letter for a meeting shall be prepared by the ICAO MID Regional Office in coordination with the host State. The convening letter shall be sent to all participants, normally 90 days prior to the meeting.

4.2   The convening letter should include the provisional agenda of the meeting, together with explanatory notes in order to assist participants in preparing for the meeting.

4.3   The list of hotels and bulletin containing administrative and other useful information about the meeting should be prepared by the host State, in coordination with the ICAO Regional Office in order to be attached also to the convening letter.

Note: *Attractive rates for hotel accommodation for the delegates; if possible, the rate at the venue hotel should be attractive enough so that most of the delegates can afford to stay there. This will avoid logistics difficulties and will facilitate unhindered movements of delegates for meetings, functions, visits etc.*

5.   ADMINISTRATION OF THE MEETINGS

5.1   The DGCA-MID shall be administered as follows:

      a) by a Chairperson elected from the Representatives designated by Member States. The Director General of Civil Aviation (DGCA) of the host State or his Representative, by tradition, will be elected as Chairperson; and the Director General of Civil Aviation (DGCA) of the State hosting the next DGCA-MID meeting, or his Representative should be elected as a Vice-Chairperson; and

      b) by the ICAO MID Regional Director, Cairo who serves as Secretary of the meeting.

6.   LANGUAGE

6.1   Arabic and English languages are used for production of documentation and conduct of the meeting. The host State shall ensure that all meeting working papers are to be made available in both Arabic and English languages and to make necessary arrangements, in coordination with the ICAO MID Regional Office, to ensure the interpretation from English to Arabic and vice-versa during the conduct of the meeting (discussions).

7.   AGENDA

7.1   The Secretary, in consultation with the Chairperson (Host State) shall establish a provisional agenda for the meeting.

7.2   The provisional agenda with explanatory notes shall be circulated with the convening letter for comments by expected participants.

7.3   At the opening of the meeting, any State or International/Regional Organization may propose the inclusion of additional items on the agenda, and this shall be accepted if the majority of States attending the meeting so agree.

7.4   For standardization purpose and subject to the approval by the meeting, the agenda would not be too different from the following:

1) Adoption of the Agenda

2) Review and Follow-up of Action Items arising from the previous Meeting

3) Managerial issues

4) Air Navigation

5) Aviation Safety

6) Aviation Security and Facilitation

7) Environmental protection

8) Technical Cooperation

9) Air Transport

10) Dates and venues of next meetings

11) Any other business

8. SUPPORTING DOCUMENTATION

8.1   Documentation for the DGCA-MID meetings is prepared by the Secretariat, States and International/Regional Organizations invited on regular basis to attend the DGCA-MID meetings as observers.

8.2   Supporting documentation shall be presented in the form of:

a) Information Papers: are intended solely to provide participants at a meeting with factual information on developments of technical or administrative matters of interest and normally are not presented during the meeting; and

b) Working Papers: constitute the main basis of the discussions on the various items on the agenda.

8.3   Working Papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and conclusions with specific proposals for action(s) that can be completed.

8.4   To the extent possible States, International/Regional Organizations refrain from presenting working papers of technical nature. The working papers to be presented to the DGCA-MID meetings should focus mainly on regional strategies, projects, common deficiencies, challenges, bilateral and regional cooperation in areas of common interests.

8.5   To the extent possible, the length of the working papers to be presented to the DGCA-MID meetings should not exceed three (3) pages.

8.6   The working papers for the DGCA-MID meetings should be submitted to the ICAO MID Regional Office, at least one (1) month prior to the meeting for review, in close coordination with the host State, in order to ensure that the papers are in line with the requirement in 8.3 above. The decision related to the acceptance of working papers is kept with the ICAO MID Regional Office and the host State.

8.7   As part of the mechanism used for the review and selection of the working papers to be presented to the DGCA-MID meetings, the ICAO MID Regional Office, in close coordination with the Host State, ensure that the working papers presented to the meeting do not duplicate the work carried out within the framework of the Arab Civil Aviation Commission (ACAC).

Note: *Only working papers will be made available in both Arabic and English languages (the host State is responsible for the translation); the information papers will be made available only in the original language.*

9.   SCHEDULE OF THE MEETING

9.1   The daily schedule of the meeting or order of business should be prepared by the ICAO MID Regional Office in coordination with the host State. The daily schedule should be distributed to the participants during registration. It should provide a detailed list of the activities to be carried out for each session (opening ceremony, presentation/discussion of Working Papers, Information Papers and Presentations, etc). Social events, if any, such as, cultural programmes, visits, sightseeing, lunches, dinners, refreshments, etc, should also be reflected on the daily schedule of the meeting.

10.   PREPARATION FOR THE MEETING

10.1   For efficient organization and administration of the Meeting, the host State designates a focal point and eventually establishes an Organizing Committee for coordinating various activities associated with the hosting of this important event, in close cooperation with the ICAO MID Regional Office, so that any unforeseen issue that comes up is resolved in a timely and efficient manner.

10.2   The minimum requirements for the hosting of the meeting are as follows:

a)   a meeting room with its facilities (including microphones) to serve generally 50-60 participants;

   Note: number of participants could change depending on the host State attendees

b)   an adjacent Secretariat Room with one (1) heavy duty photocopying machine;

c)   one (1) PC and one (1) printer;

d)   the assistance of one (1) local Secretary fluent in both Arabic and English languages/typing;

e)   internet connection or wireless internet (at least for the ICAO Secretariat);

f)   a counter for registration of participants;

g)   writing pads and pens/pencils;

h)   a video projector with screen and pointer pen; and

i)   arrangement for two daily coffee breaks.

Note: *The host State provides the meeting arrangements including Air Tickets and Hotel accommodations together with meet and assist services at Airport for the ICAO Secretariat (staff from the MID Regional Office in Cairo, Egypt), The President of the ICAO Council or the Secretary General of ICAO attending as Guest of Honour and any other ICAO Headquarter personnel.*

REPORT ON AGENDA ITEM 5:   **AIR NAVIGATION**

Outcome and Follow-up to the Thirteenth Meeting of the Middle East Air Navigation
Planning and Implementation Regional Group (MIDANPIRG/13)

(DGCA-MID/2-WP/6)

5.1   The subject was addressed in the WP/6 presented by the Secretariat. The meeting was apprised of the outcome of the Thirteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/13) held in Abu Dhabi, UAE, from 22 to 26 April 2012. The meeting noted that MIDANPIRG/13 adopted 58 Conclusions and 13 Decisions and accordingly urged MID States to take necessary follow-up actions, as appropriate.

Performance Based Approach to Air Navigation Planning and Implementation in the MID Region

(DGCA-MID/2-WP/7)

5.2   The subject was addressed in the WP/7 presented by the Secretariat. The meeting recognized the need to establish regional and national air navigation priorities and targets in line with the Global Air Navigation Plan (GANP).

5.3   In accordance with Recommendation 6/1of the AN-Conf/12 and the outcome of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) Global Coordination Meeting (GCM) held in Montreal on 19 March2013, the meeting reiterated the need for the establishment of regional priorities and targets for air navigation by May 2014 consistent with the GANP and ASBU framework.

5.4   The meeting noted that ICAO is presently introducing regional 'Performance Dashboard' homepages for every public website of the ICAO Regional Offices. These dashboards will illustrate the regional implementation status relating to the strategic objectives on Safety, Air Navigation Capacity and Efficiency, and Environmental Protection. It was also highlighted that the First Edition of the *Global Air Navigation Report* is planned to be released by ICAO in March 2014. This Report will consist of qualitative and quantitative information and cover key performance areas of air navigation systems.

5.5   The meeting was apprised of MIDANPIRG/13 outcome related to MID Region Operational Improvements and Metrics for performance monitoring of the air navigation systems.

5.6   Based on all of the foregoing, the meeting:

   a) urged States to:

       i.   establish a performance measurement strategy for their air navigation system;
       ii.   share successful initiatives among each other; and
       iii. support the ICAO MID Regional Office by providing the requisite information to demonstrate operational improvements; and

b) tasked MIDANPIRG and its Steering Group (MSG) with:

   i.   the establishment of priorities and targets for air navigation by May 2014, in accordance with Recommendation 6/1 of the Twelfth Air Navigation Conference (AN Conf/12);

   ii. the monitoring and measurement of the agreed air navigation Metrics and indicators, at regional level; and

   iii. the identification of necessary measures/action plans to reach the agreed air navigation targets.

Middle East Airspace User & Stakeholder Engagement (MEAUSE) Surveys

(DGCA-MID/2-WP/18)

5.7   The subject was addressed in the WP/18 presented by IATA and CANSO. The meeting noted that one of the MEAUSE activities was to align investment plans and create a platform for stakeholders' engagement to overcome gaps between user requirements and infrastructure investments. In this respect, it was noted that IATA and CANSO launched regional surveys in 2013 to gauge the current and future ATM/CNS technology capabilities for ANSPs and users' requirements and expectations. The meeting supported the MEAUSE Initiative and highlighted the importance of sharing the survey data.

5.8   The meeting encouraged all concerned stakeholders (ANSPs and airlines) to participate in the MEAUSE activities and events, including the MEAUSE Conference (25-26 November 2013).

MID Region ATM Enhancement Programme (MAEP)

(DGCA-MID/2-WP/8, WP/11, WP/12 AND WP/45)

5.9   The subject was addressed in four working papers (WP/8, WP/11, WP/12 and WP/45) presented by IATA, the Secretariat, CANSO and UAE, respectively. The meeting noted that the subject has been addressed from different angles with different perspectives.

5.10   The meeting noted an increasing tendency for cooperation between the different ATM stakeholders (States, ANSPs, airlines and airports) over the last period for the enhancement of ATM capacity and efficiency in the MID Region.

5.11   Notwithstanding the individual and collective efforts by States and Organisations, the meeting recognized that the MID Region airspace is still characterised by:

   a) fragmented airspace structures;

   b) high-levels of tactical intervention by ATC;

   c) choke Points; traffic bunching; and queuing; and

   d) reliance on conventional technologies.

5.12   The meeting recalled that the ARN TF/6 meeting (Cairo, Egypt, 22-24 April 2013) reiterated MIDANPIRG/13 Conclusion 13/3 that urged MID States to identify ATS routes within their airspace that are not economically structured and to coordinate with their appropriate authorities to align and shorten the ATS routes in order to enhance safety, efficiency and increase environmental sustainability, based on the definition of City Pairs, the Performance Based Navigation (PBN),Flexible Use of Airspace (FUA) concepts and the major air traffic flows. However, it was noted that little progress has been achieved in the implementation of the MIDANPIRG/13 Conclusion 13/3, due mainly to military and political constraints.

5.13   The meeting recognized that, while individual States have introduced measures to improve their own efficiency, airspace capacity is unlikely to meet the growing demand of airspace users without better cooperation and the development of a regional approach.

5.14   The meeting was apprised of the activities and progress of the Middle East Regional Airspace Review (MIDRAR) initiative. In this respect, it was highlighted that although initiated by CANSO, MIDRAR was a regional initiative involving stakeholders from States, ANSPs, airports, airspace users, ICAO, IATA and ACI.

5.15   The meeting noted that MIDRAR was planned in 3 phases:

-   Phase 1 - Review of the existing situation, identification of high level challenges and outlining a framework to overcome the challenges;

-   Phase 2 - Implementation of Phase 1 activities; and

-   Phase 3 - Strategic plan to prepare the region for future challenges.

5.16   The meeting noted that Phase 1 has been completed.

5.17   The meeting was apprised of the UAE proposal to oversee and coordinate the development of an evolutionary and seamless ATM plan for the MID Region that is aligned with the ICAO Global Air Navigation Plan (GANP) and supported by the Aviation System Block Upgrade framework (ASBU). In this respect, it was highlighted that the planning and implementation of future ATM upgrades, as recommended in the GANP and ASBUs will require a regional solution implemented across a number of States and managed cooperatively between the participating States.

5.18   Based on all of the foregoings, the meeting agreed in principle on the necessity for a MID Region ATM Enhancement Programme to be established within the framework of MIDANPIRG (under the ICAO umbrella). In this respect, it was agreed that the ICAO MID Regional Office organise a Special Coordination Meeting, to be attended by all concerned parties in order to agree on the best mechanism to achieve the expected goals, taking into consideration all the proposals and initiatives (eg. MIDRAR Phase 1). It was also highlighted that the Third meeting of the MIDANPIRG Steering Group (MSG), to be held in Cairo, 17-19 June 2013, will initiate discussion on the subject.

5.19   In order to expedite the process and avoid the legal and funding issues delay the implementation of the Programme, the meeting agreed that a MAEP Board composed of high level representatives from concerned States and Organizations, be established to be responsible for overall supervision, direction, and management of the Programme.

5.20   Based on the above the meeting agreed to the following Conclusions:

> ### DGCA-MID/2 CONCLUSION 2/3 − MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) – SPECIAL COORDINATION MEETING
>
> *That, the ICAO MID Regional Office organise a Special Coordination Meeting in September 2013 in order to agree on the best mechanism to establish a MID Region ATM Enhancement Programme, taking into consideration all initiatives.*
>
> ### DGCA-MID/2 CONCLUSION 2/4 – MID REGION ATM ENHANCEMENT PROGRAMME (MAEP) BOARD
>
> *That, a MID Region ATM Enhancement Programme Board composed of high level representatives from concerned States and Organizations, be established for overall supervision, direction, and management of the Programme.*

Flight Procedure Programme (FPP) in the MID Region

(DGCA-MID/2-WP/34)

5.21   The subject was addressed in working paper (WP/34) presented by Saudi Arabia. The meeting noted that there is a shortage of expertise in the field of flight procedure design, which is a critical element of PBN.

5.22   Given the importance of the flight procedures design, the meeting recognised the need for cooperation and exchange of experience between MID States in this field. Based on a proposal made by Saudi Arabia the meeting agreed that a study related to the establishment of FPP be carried out within the framework of the PBN/GNSS TF taking into consideration similar programs in other ICAO Regions.

5.23   Based on the above the meeting agreed to the following Conclusion:

> ### DGCA-MID/2 CONCLUSION 2/5 – ESTABLISHMENT OF MID REGION FLIGHT PROCEDURE PROGRAMME (FPP)
>
> *That, a study related to the establishment of FPP be carried out within the framework of   the PBN/GNSS Task Force.*

Contingency Planning in the MID Region

(DGCA-MID/2-WP/13 and WP/35)

5.24   The subject was addressed in two working papers (WP/13 and WP/35) presented by the Secretariat and Saudi Arabia, respectively. The meeting noted with concern that the development and promulgation of contingency plans in the MID Region remained significantly low. It was re-iterated that one of the challenges contributing to the low pace in implementation of contingency plans was the process of consultation and agreements with adjacent FIRs/States. Nevertheless, some progress has been achieved. In this regard, it was noted that nine (9) States have signed contingency planning agreements with some of their adjacent FIRs/States, and few others are in the process of completing the required coordination, i.e. draft plans have been prepared and circulated to adjacent FIRs/States and they are still pending signature and promulgation.

5.25   The meeting noted that the ARN TF/6 meeting reviewed and updated the Contingency Routing Scheme for Asia/Middle East/Europe-2003 (CRAME03) Document, and agreed that further coordination with States, ICAO EUR/NAT and APAC Regional Offices be carried out to consider additional routes with new scenarios in order to provide alternative routing in case of any airspace closure in the MID Region, and that ICAO MID regional office presents a consolidated version of CRAME 03 to the ATM/AIM/SAR SG/13 meeting that will be held in Cairo, Egypt in 2013.

5.26   Based on the above, the meeting urged States that have not yet done so to:

- update, complete and promulgate their contingency plans without delay; and

- send their comments on the CRAME 03 to the the ICAO MID Regional Office before 15 June 2013.

5.27   The meeting was apprised of the Saudi Arabia General Authority of Civil Aviation (GACA) National/Internal and Regional contingency arrangements.

5.28   In light of the above, the meeting agreed to the following Conclusion:

DGCA-MID/2 CONCLUSION 2/6 − COMMON CONTINGENCY ARRANGEMENTS

That, recognizing the importance of contingency arrangements to reduce the effects of unexpected major events of disruption or potential disruption of ATS and supporting services, MID States:

d) *cooperate to adopt common contingency measures that can be included in the Letter of Agreements between adjacent Area Control Centres (ACCs);*

e) *share experience on contingency measures; and*

f) *organise, when possible, exercises to check the validity of the contingency measures and readiness of involved ATS Units.*

MID Region AIS Database (MIDAD) Project

(DGCA-MID/2-WP/14)

5.29   The subject was addressed in the WP/14 presented by the Secretariat. The meeting was apprised of the the actions taken as a follow-up to the DGCA-MID/1 Conclusion 1/5 related to the establishment of a MID Region AIS Database (MIDAD).

5.30   The meeting was apprised of the MIDANPIRG/13 outcome related to MIDAD. It was highlighted in this respect that the majority of States expect many advantages from MIDAD and would like to play an active role in the MIDAD Project.

5.31   The meeting noted with appreciation that the first phase of the MIDAD Study was successfully completed and achieved the expected goals and agreed to move ahead with the Project.

5.32   As a follow-up action to the MIDANPIRG/13 Conclusion 13/20, the meeting noted with satisfaction that Bahrain, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE and Yemen signed the Memorandum of Agreement (MOA) reflecting their commitment to the MIDAD Project as shown in **Appendix 5A** to the Report on Agenda Item 5.

5.33   The meeting encouraged other States from within and outside the MID Region, interested to participate in the MIDAD Project, to sign the MOA.

5.34   In accordance with the MIDANPIRG/13 Conclusion 13/21 related to the MIDAD legal framework, the meeting noted with appreciation that Bahrain, Qatar, Saudi Arabia and UAE volunteered to take the lead in carrying out the detailed MIDAD Study (Phase 2). It was highlighted that Phase 2 of the project will be composed of 2 steps. During the first step, a Consultant would be hired to develop the Call for Tender for the detailed Study.

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

> *DGCA-MID/2 CONCLUSION 2/7 –   PHASE 2 OF THE MIDAD PROJECT*
>
> *That,*
>
> a) *Bahrain, Qatar, Saudi Arabia and UAE take the lead in carrying out the detailed MIDAD Study (Phase 2), in close coordination with the MIDAD Study Group; and*
>
> b) *States provide all necessary support for the achievement of Phase 2 of the Study.*

Aerodromes Certification in the MID Region

(DGCA-MID/2-WP/10)

5.36   The DGCA-MID/2 meeting recalled the requirements for certification of aerodromes and underlined the importance of completion of the certification of all international aerodromes in the MID Region, in an expeditious manner.

5.37   Based on the latest feedback provided by States it was highlighted that 25 of the 60 International Aerodromes in the MID Region have been certified. This number represents 42% of the international aerodromes listed in the Air Navigation Plan (ANP), which is below the expected levels.

5.38   The meeting recognized that certification of international aerodromes needs a high level commitment from States towards allocation of required resources and adoption of an acceptable action plan. Accordingly, the meeting agreed to the following Conclusion:

> *DGCA MID/2-CONCLUSION 2/8 −   AERODROMES CERTIFICATION ACTION PLAN AND PROGRESS REPORTS*
>
> *That, MID States, that have not yet done so, be urged to:*
>
> a) *allocate necessary resources and develop Action Plans for the implementation of Aerodromes Certification; and*

b)   *send progress reports on implementation status to the ICAO MID Regional Office every six months with effect from 01 July 2013.*

Support of the ICAO Position at WRC

(DGCA-MID/2-WP/16)

5.39   The subject was addressed in the WP/16 presented by the Secretariat. The meeting recalled that MIDANPIRG/13 was apprised of the poor participation and support to ICAO Position at WRC-12 by the MID States civil aviation experts. Accordingly, MIDANPIRG/13 meeting agreed that this issue be presented to the MID-DGCA/2 meeting in order to gain the support at the highest possible level in the MID States.

5.40   Based on the above, the meeting urged States to ensure continuous coordination with their Radio Frequency Spectrum Regulatory Authorities and the Arab Spectrum Management Group (ASMG) for the support of the ICAO position at WRC and its preparatory meetings.

Establishment of MID ATS Messaging Management Centre (MID-AMC)

(DGCA-MID/2-WP/15)

5.41   The subject was addressed in the WP/15 presented by Jordan. The meeting noted that State-of-the-art ATS Messaging Handling System (AMHS) has been installed and commissioned in most of the MID Region States.

5.42   The meeting noted that MIDANPIRG/13 through Conclusion 13/27, requested Jordan to complete the development of MID-AMC, and tasked the ATN/IPS Working Group (WG) and CNS Sub-Group (SG) to develop the necessary legal framework for the use and operation of the MID-AMC. Accordingly, Jordan has successfully completed the MID-AMC implementation.

5.43   As a follow-up to MIDANPIRG/13 Conclusion 13/27, the CNS SG/5 and ATN/IPS WG/5 developed Memorandum of Agreement (MOA) and agreed on the establishment of a Board composing from all the MID States to manage the MID-AMC.

5.44   Currently thirty six (36) users from MID States (Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia Sudan and UAE) have been registered on the MID-AMC and participating in the trial operations of the MID-AMC.

5.45   The meeting noted with appreciation that Bahrain, Iraq, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE and Yemen signed the MOA as shown in **Appendix 5B** to the Report on Agenda Item 5, and encouraged the rest of MID States to do so.

MEMORANDUM OF AGREEMENT - MOA

MID REGION AIS DATABASE (MIDAD) PROJECT

Date: 20 May 2013

MEMORANDUM OF AGREEMENT
FOR THE DEVELOPMENT OF A MID REGION AIS DATABASE
(MIDAD)

1. PURPOSE:

- Considering that the implementation of a Regional/Sub-Regional AIS Database in the MID Region would improve the quality, availability and timeliness of aeronautical information provided to users and pave the way for the transition from AIS to AIM, in accordance with the ICAO Roadmap from AIS to AIM;

- Considering the limitations and drawbacks related to the current operational structure and provision of AIS/AIM services in the MID Region;

- Considering the experience of adjacent regions in the implementation of Regional AIS databases and the associated benefits;

- Considering the agreement made by the DGCA-MID/1 meeting held in Abu Dhabi, UAE from 22 to 24 March 2011, through DGCA-MID/1 Conclusion 1/5, to carry out a study/business case pertaining to the establishment of a MID Region AIS Database (MIDAD);

- Considering that a MIDAD Study Group (MIDAD STG) has been established by the Middle East Planning and Implementation Regional Group (MIDANPIRG) to monitor the MIDAD Project and address all associated technical, operational, financial, legal and institutional issues;

- Considering the outcome of the initial MIDAD Study (First phase) and the support expressed by the majority of the MID States;

- Considering the outcome of the MIDANPIRG/13 meeting related to the MIDAD Project, which considered that the first phase of the MIDAD Study is completed and has achieved the expected goals; and invited States and all concerned stakeholders to provide necessary support for the achievement of the second phase of the MIDAD Project;

- Considering that through MIDANPIRG/13 Conclusion 13/20, Bahrain, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria and Yemen confirmed their commitments to the MIDAD Project;

- Considering the agreement of the MIDAD STG, endorsed by MIDANPIRG/13 that:

- it's necessary to reach first an agreement on the MIDAD legal framework and then the funding of the second phase of the MIDAD project, which will include, inter-alia, the development of the Financial Plan/Model for the whole MIDAD Project phases (set-up, operations, maintenance, etc); and

- starting from phase 2 of the project (detailed study) and taking into consideration the huge amount of work to be done and Documents to be developed, it's not realistic that this task be achieved on a voluntary basis and accordingly, the outsourcing is necessary, which raises legal, institutional and financial implications; and

- Considering MIDANPIRG/13 Conclusion 13/21 related to MIDAD Legal framework:

2. AGREEMENT

2.1   The Parties to this agreement, referred to hereunder as Participating States, agreed to the following:

    a.   to reflect their commitment to the MIDAD Project, through the signature of this Memorandum;

    b.   to provide all necessary support for the achievement of the second phase of the MIDAD Project, based on the agreed legal framework;

    c.   other States from within and outside the MID Region, interested to participate in the MIDAD Project, be invited to sign this MOA;

    d.   the MIDAD STG monitor the developments of all phases of the MIDAD Project and report progress to MIDANPIRG and its relevant subsidiary bodies; and

    e.   a MIDAD Supervisory Management Board composed of Representatives from each Participating State empowered to take decisions should be established to take the strategic decisions related to the MIDAD Project, on behalf of the DGCAs of participating States.

3. LANGUAGE OF CORRESPONDENCE

    a.   All correspondences and other information shall be in English;

    b.   All correspondence relating to this Agreement, shall be addressed to:

The ICAO Regional Director

ICAO Middle East Regional Office
Egyptian Civil Aviation Complex, Airport Road
P.O Box 85, Airport Post office, Terminal One
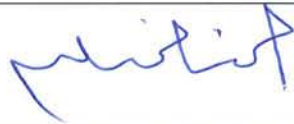11776, Cairo, Egypt

4. AMENDMENT TO THE AGREEMENT

    a.   This agreement may be amended by an instrument in writing signed by each of the parties.

5. ENTRY IN FORCE

a. This agreement shall come into force on the date it has been signed by the participating States.

MIDAD MOA dated 20 May 2013

-4-

6. SIGNATURES

State	Signature	Name/Title	Date
Bahrain		Al UNDER SECRETARY	20/05/2013
Egypt			
Iran			
Iraq		ALi-Mohfsin	20/05/2013
Jordan		محمد امين القرعان	20/05/2013
Kuwait		حواز عبدالعزيز الفرح رئيس الطيران المدني	21/5/2013
Lebanon		دانيال ١ (صعب)	20/5/2013
Libya			
Oman		SALIM AL AUFI CEO / PACA	21/5/13
Qatar		Abdulaziz M. AL Noaimi	20/5/2013
Saudi Arabia		نقيب عبد الله R	20/5/2013

Sudan	_signature_	Ahmed Satti Bajouri	20-05-2013
Syria			
UAE	_signature_	SAIF ALSUWAIDI	20 - 05 - 13
Yemen	_signature_	Hamed Ahmad Farag	20/5/2013

-END-

_____

Middle East Regional ATS Messaging Management Center

(MID AMC)

MEMORANDUM OF

AGREEMENT

MEMORANDUM OF AGREEMENT
On the establishment, operation and management of the
Middle East Regional ATS Messaging Management Center
(MID AMC)

1.   PARTIES

1.1   The Parties to this memorandum of agreement are: Bahrain, Egypt, Iran, I r a q , Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, UAE and Yemen. and any other ICAO MID Region States

2.   AGREEMENT

- CONSIDERING the urgent need to institute a programme, on a regional basis, for a high quality AFS network and efficient data exchange.

- CONSIDERING the Parties' earlier decision that the Middle East Regional ATS Messaging Management Center (MID AMC) will be funded by Jordan.

The Parties have agreed as follows:

1.   The Preamble, MIDANPIRG/13 Conclusion 13/27 and CARC's Letter No. 22/1000/11/2926 dated 3/August/2011 hereto shall constitute an integral part of this Memorandum of Agreement.

2.   The Parties to this memorandum of agreement, referred to hereunder as Participating States agree to establish the Middle East Regional ATS Messaging Management Center (MID AMC) and undertake to become its members;

3.   The MID AMC shall be managed as a Regional programme; shall have legal personality and shall act through the MID AMC Board;

4.   The overall objective of the MID AMC is the promotion of efficiency and safety of air navigation in the Middle East Region through the operation and management, on a sound and efficient basis, of a permanent MID Regional ATS Messaging Management Center;

5.   The MID AMC Board, in which each Participating State is entitled to appoint one member (technical), shall retain overall direction and responsibility for the supervision and operation of the MID AMC in accordance with the relevant obligations of the Participating States. The Board shall elect its chairman. It shall inter-alia, supervise and direct the MID AMC, follow-up its activities and reports and assign its priorities;

6.   The MID AMC's scope, duties and responsibilities will be those agreed by the Board's first meeting and could be revised by the Board. The MID AMC will be assigned clear tasks in a step-by-step approach starting with MID AMC establishment. The MID AMC duties and responsibilities will include, but will not be limited to the following:

> Collecting and analyzing ATS Messaging data received from MID States as well as from European AMC;

> Establishing a consistency among data from EUROPEAN AMC to the MID AMC and vice versa;

> Ensuring the continuous harmonization of data over an AIRAC cycle
> Propose optimum routing based one regional change

> Create access accounts and authorization according to regional procedure

Create necessary reports and documents

Submit a report to each Board meeting on MID AMC activities;

7. The Participating States have accepted Jordan's offer to host the MID AMC in Jordan to enable the early establishment and functioning of the MID AMC; for which participating States will not be charged

8. Jordan will provide the offices, software, equipment and local personnel needed for the MID AMC operations and pay for the set up of the MID AMC; at no charge to MID States

9. In case of the need for the MID AMC enhancement or addition for any service it will be decided by the board for the requirement and cost which may be borne by Participating States on equal basis ;

10. The MID AMC staff shall be composed of and provided and funded by Jordan:

   1. MID AMC Project Manager   (Full Time)

   2. MID AMC Project Assistant   (Full Time)

   3. Five MID AMC operators   (Full Time)

11. The MID AMC Project Manager shall manage the project on day-to-day basis and effect coordination with the Chairman of the MID AMC Board. He/She shall submit the MID AMC reports to the Board with copies to the ICAO Regional Office in Cairo;

12. This Memorandum of Agreement shall come into effect on the date it has been signed by the Participating States;

13. Any amendment to this Memorandum of Agreement, shall be carried out by the parties to this Memorandum of Agreement;

14. Any dispute arising out of or relating to this Memorandum of Agreement, shall be settled by direct consultation between the Participating States concerned; and within the framework of MIDANPIRG

15. Any Participating State may withdraw from this Memorandum of Agreement by giving a prior written notice of six (6) months to the MID AMC Board. The obligations assumed by the Participating States under this Memorandum of Agreement shall continue to exist after the withdrawal from this Memorandum of Agreement to the extent necessary to permit the orderly finalization of activities, the withdrawal of personnel, the distribution of funds and assets and the settlement of contractual obligations. Additional funds, if necessary, to cover the above mentioned expenditures shall be provided by the Participating States.

16. The hosting of the MID AMC by Jordan may be terminated at the request of Jordan, with two years advance written notification to the MID AMC Board to allow sufficient time for selection of an alternative location and necessary arrangements for setting up a new MID AMC.
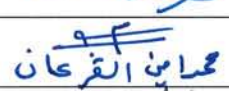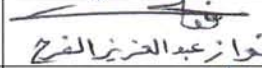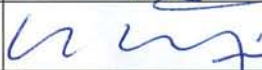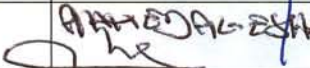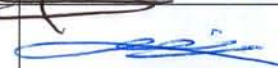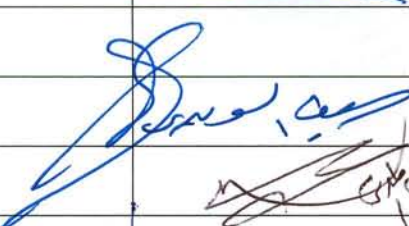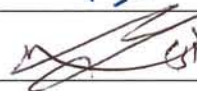
17.   All correspondence relating to the implementation of this Agreement shall be addressed to:

MID AMC
Chairman of the MID AMC
Civil Aviation Regulatory
Commission P.O. Box 7547
Amman Jordan

With copy to the:

ICAO Regional Director
ICAO Middle East Regional Office
Egyptian Civil Aviation Complex, Airport Road
P.O Box 85, Airport Post office, Terminal One
11776, Cairo, Egypt

Agreed on behalf of participating States

STATE	SIGNATURE	TITLE	DATE
Bahrain		رئيس معلومات الطيران	21/5/2013
Egypt			
Iran			
Iraq		مديرادارة سلامة الطيران	21-05-2013
Jordan	محمد بن القرعان	رئيس هيئة تنظيم الطيران المدني	20/05/2013
Kuwait	فواز عبدالعزيز الفرح	رئيس الطيران المدني	20/5/2013
Lebanon			
Oman		CEO / PACA	21/5/13
Qatar	AHMED AL-ESAM	Vice Chairman Civil Aviation	21/5/2013
Saudi Arabia			22/5/2013
Syria			
UAE		مدير عام الطيران المدني	20/05/13
Yemen			21/05/13
Sudan		D-GCA	22/05/2013

REPORT ON AGENDA ITEM 6:   **AVIATION SAFETY**

Outcome of the Second Meeting of the Regional Aviation Safety Group-Middle East Region (RASG-MID)

(DGCA-MID/2-WP/19)

6.1   The subject was addressed in the WP/19 presented by the Secretariat. The meeting was apprised of the outcome of the second meeting of the Regional Aviation Safety Group-Middle East Region (RASG-MID/2) held in Abu Dhabi, UAE, from 12 to 14 November 2012. The meeting urged States to support the RASG-MID activities and assign experts to support and drive the work under RASG-MID including the implementation of action plans, and encourage their industry to do so.

Assistance to Resolve Safety Deficiencies by Establishing Priorities and Setting Measurable Targets

(DGCA-MID/2-WP/32)

6.2   The subject was addressed in the WP/32 presented by the Secretariat. The meeting was apprised of the current and proposed ICAO assistance activities to support States in resolving safety deficiencies, including Significant Safety Concerns (SSCs). It was highlighted the coordination of activities directed to support regional and sub-regional organizations in enhancing safety by establishing priorities and setting measurable targets.

Support for a Global Safety Framework

(DGCA-MID/2-WP/39)

6.3   The subject was addressed in the WP/39 presented by the United States Federal Aviation Administration (FAA), which supported the endorsement of the GASP as the global framework to develop national and regional safety management initiatives.

Regional Safety Information Exchange Mechanism

(DGCA-MID/2-WP/41)

6.4   The subject was addressed in the WP/41 presented by Saudi Arabia. In this paper Saudi Arabia encouraged the establishment of regional safety information exchange mechanism related to unsafe aircraft/air carriers, as an effective method to promote the regional aviation safety.

6.5   The meeting encouraged States to provide national focal points for the implementation of the proposed regional safety information exchange mechanism and tasked RASG-MID to follow-up on the subject.

Regional Safety Strategy

(DGCA-MID/2-WP/20 and WP/21)

6.6   The subject was addressed in WP/20 and WP/21 presented by the Secretariat and IATA, respectively. The meeting reiterated the need to establish regional and national safety priorities and targets in line with the Global Aviation Safety Plan (GASP), which provides the framework for the development of regional, sub-regional and national implementation.

6.7   The meeting noted with appreciation the outcome of the First MID Region Safety Summit organized by IATA in partnership with ICAO and hosted by Bahrain, from 28 to 29 April 2013.

6.8   The meeting reviewed and endorsed the MID Region Safety Strategy developed by the Summit as at **Appendix 6A** to the Report on Agenda Item 6. The MID Region Safety Strategy includes the following Safety Metrics for the monitoring of safety performance:

1) Accidents and serious incidents;

2) Runway and Ground Safety (RGS);

3) In-Flight Damage (IFD)

4) Loss of Control In-Flight (LOC-I);

5) Controlled Flight Into Terrain (CFIT);

6) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);

7) Aerodrome Certification; and

8) SSP/SMS Implementation.

6.9   Accordingly, the meeting agreed to the following Conclusion:

DGCA-MID/2 CONCLUSION 2/9− REGIONAL SAFETY STRATEGY

That:

*a) the MID Region Safety Strategy is endorsed as at **Appendix 6A** to the Report on Agenda Item 6; and*

b)   the RASG-MID:

i.   monitor and measure the agreed safety indicators, at regional level; and

ii.   develop and implement action plans to reach the agreed safety targets.

6.10   Based on all of the foregoing, the meeting:

a) urged States to:

i.   develop national safety implementation plans, ensuring the alignment with and support to the agreed regional safety priorities (Metrics, Indicators and Targets);

ii.   provide necessary data and regular updates to the ICAO MID Regional Office and/or RASG-MID appropriate Teams on the level of progress achieved through measurement of the agreed safety indicators, at national level.

Regional Safety Oversight Programmes

(DGCA-MID/2-WP/22 and WP/42)

6.11   The subject was addressed in the WP/22 and WP/42 presented by the Secretariat and Saudi Arabia, respectively. The meeting was apprised of the outcome of the ACAC/ICAO Seminar/Workshop on Regional Safety Oversight Programmes held in Rabat, Morocco, from 10 to 12 December 2012, as a follow-up action to the DGCA-MID/1 Conclusion 1/10.

6.12   The meeting reiterated that a Regional Safety Oversight Organization (RSOO) can be an effective mean of rectifying safety deficiencies and strengthening safety oversight capabilities, by way of shared resources, objectives, strategies and activities.

6.13   The meeting noted that it's widely considered that implementing a Regional Accident and Incident Investigation Organization (RAIO) would ensure the effectiveness of investigations, reinforce compliance with the provisions of Annex 13, and contribute to the enhancement of aviation safety.

6.14   The meeting noted with appreciation that the Seminar/Workshop developed Draft Strategies for the establishment of RSOO(s) and RAIO(s) as at **Appendices 6B** and **6C** to the Report on Agenda Item 6, respectively.

6.15   In accordance with the Strategy on the establishment of RSOO(s), the meeting agreed that ICAO supports ACAC in conducting a study on the establishment of RSOO(s) for the ACAC and ICAO MID States to include a review of the legal, organizational and financial issues.

6.16   Based on the above, the meeting agreed to the following Conclusions:

> ### *DGCA-MID/2 CONCLUSION 2/10 – STRATEGY FOR THE ESTABLISHMENT OF RSOO(S)*
>
> *That:*
>
> a) *the Strategy for the establishment of RSOO(s) is endorsed as at **Appendix 6B** to the Report on Agenda Item 6;*
>
> b) *ICAO support ACAC in conducting a study on the establishment of RSOO(s) for the ACAC and ICAO MID States; and*
>
> c) *States and stakeholders contribute to the cost of the study.*
>
> ### *DGCA-MID/2 CONCLUSION 2/11 – STRATEGY FOR THE ESTABLISHMENT OF RAIO(S)*
>
> *That, the Strategy for the establishment of RAIO(s) is endorsed as at **Appendix 6C** to the Report on Agenda Item 6.*

6.17   The meeting underlined that, in accordance with the Strategy at **Appendix 6C**, a phased approach should be followed for the implementation of regional/sub-regional cooperation for AIG activities and agreed that a progress report on the subject should be presented to the DGCA-MID/3 meeting to decide if it would be necessary to go ahead with a feasibility study on the establishment of RAIO(s).

Next Generation of Aviation Professionals (NGAP)

6.18   The subject was addressed in WP/9 presented by the Secretariat. The meeting was apprised of the outcome of the MIDANPIRG/13 meeting related to Next Generation of Aviation Professionals (NGAP) initiative to ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system.

6.19   The meeting supported the MIDANPIRG/13 Conclusion 13/62 and re-iterated that it is imperative that States endorse a proactive approach and develop national plans for human resources related to aviation personnel in order to cope with the expected future growth of air traffic and associated high demand for air traffic controllers, pilots, and aviation professionals in the other aviation sectors.

6.20   Based on the above, the meeting urged States to:

   a) develop Next Generation of Aviation Professionals (NGAP) National Plan, with a clear mechanism for the identification of staffing needs for the short and medium term; and

   b) take appropriate measures, including availability of necessary resources, planning for training, etc.; to ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system.

6.21   The meeting agreed that the follow-up on NGAP National plans development and implementation should be included in the RASG-MID work programme.

Reporting Dangerous Goods Occurrence

(DGCA-MID/2-WP/43)

6.22   The subject was addressed in the DGCA-MID/2 WP/43 presented by UAE. The meeting was apprised of UAE experience in the implementation of an online system for Reporting of Dangerous Goods Occurrence (RODGO). The meeting noted with appreciation the UAE willingness to share its experience in this regard.

Middle East - Regional Aviation Safety Group (RASG-MID)

MID Region Safety Strategy

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MID Region Safety Strategy

Strategic Safety Objective:

Continuous improvement of aviation safety through a progressive reduction of the number of accidents and related fatalities in the MID Region to be in line with the global average, based on reactive, proactive and predictive safety management practices.

Safety Objectives:

States and regions must focus on their safety priorities as they continue to foster expansion of their air transport sectors.

The ICAO Global Aviation Safety Plan (GASP) establishes targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders.

The GASP includes a framework comprised of measurable objectives, supported by Safety Performance Areas and associated safety initiatives.

The MID Region safety objectives are in line with the global safety objectives and address specific safety risks identified within the framework of the Middle East Regional Aviation Safety Group (RASG-MID), based on the analysis of available safety data.

The enhancement of communication and information exchange between aviation Stakeholders and their active collaboration under the framework of RASG-MID would help achieving the MID Region safety objectives in an expeditious manner.

Near-term Objective (2017):

In the near term, States will ensure that they have the resources as well as the legal, regulatory and organizational structures necessary to fulfill their safety oversight obligations and in collaboration with all stakeholders achieve the following near-term objectives:

- all MID States should establish an effective safety oversight system and progressively increase the USOAP-CMA Effective Implementation (EI) score with a baseline of 60% for all States by 2017, through, mainly the reinforcement of the entities responsible to carry out regulatory and safety oversight functions with qualified and trained technical staff, and/or the delegation of certain safety oversight functions to a Regional Safety Oversight Organization (RSOO);
- reduce Runway Excursions and Incursions accidents in the MID Region by 50% by 2017, through establishment and activation of Runway Safety Teams (RST's), Aerodromes Certification, and implemetation of Airport Safety Managmennt System (SMS);
- reduce In-flight Damage accidents in the MID Region by 50% by 2017, through the development of regional guidance, and conducting awareness training;
- reduce Loss Of Control In-flight (LOC-I) related accidents in the MID Region by 50% by 2017, through appropriate Standard Operating Procedures (SOPs) related to mode awareness and energy state management, and Advance Manoeuvers Training;
- maintain the rate of Controlled Flight Into Terrain related accidents in the MID Region below the global rate, through pilot training, use of Fatigue Risk Management Systems (FRMS) framework, and implementation of PBN; and
- States with an effective safety oversight score (EI) over 60% proceed to fully implement SSP following a phased approach supported by high-level management with the availability of necessary resources and safety promotion through the provision of appropriate training, communication and dissemination of safety information and improvement of the safety culture.

Mid-term Objective (2022):

The mid-term objective is to achieve full implementation of State Safety Programme (SSP) by States and Safety Management Systems (SMS) by concerned service providers (namely air navigation service providers, airlines, airports and other aviation stakeholders) to facilitate the proactive management of safety risks. The mid-term objective therefore represents the evolution from a purely compliance-based oversight approach to one which proactively manages risks through the identification and control of existing or emerging safety issues. In addition, service providers will strive to gain safety benefits from the common implementation of the different modules of the Aviation System Block Upgrades (ASBUs). The target implementation date for the mid-term objective is 2022.

Long-term Objective (2027):

The focus of the long-term objective is the implementation of proactive and predictive systems that ensure safety in a real-time, collaborative decision-making environment. Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities (e.g. full trajectory-based operations) that increase capacity while maintaining or enhancing operational safety margins and manage existing and emerging risks. The long-term safety objective is intended to support a collaborative decision making environment characterized by increased automation and the integration of advanced technologies on the ground and in the air, as contained in ICAO's Aviation System Block Upgrades (ASBUs) strategy. The target implementation date for the long-term objectives is 2027.

Measuring and monitoring Safety Performance:

The monitoring of safety performance and its enhancement is achieved through identification of relevant Safety Metrics and Indicators as well as the adoption and attainment of Aviation safety Targets.

The following are the MID Region Safety Metrics endorsed for the monitoring of safety performance:

1) Accidents and serious incidents;

2) Runway and Ground Safety (RGS);

3) In-Flight Damage (IFD)

4) Loss of Control In-Flight (LOC-I);

5) Controlled Flight Into Terrain (CFIT);

6) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);

7) Aerodrome Certification; and

8) SSP/SMS Implementation.

The MID Region Safety Indicators and Safety Targets are detailed in the Table below:

	Metric	Safety Indicator	Safety Target	Action Plan
1	Accidents and serious incidents	Number of accidents per million departures	Progressively reduce the accident rate to be in line with the global average by the end of 2017.	- Establish a regional framework for safety data sharing to effectively analyze trends, identify risks and hazards, and develop mitigation strategies - Progressively implement the Detailed Implementation Plans (DIPs) based on the developed Safety enhancement Initiatives (SEIs) under MID-RAST and MID-SST.
		Number of fatal accidents per million departures	Progressively reduce the rate of fatal accidents to be in line with the global average by the end of 2017.	
2	Runway and Ground Safety (RGS)	Number of Runway excursion related accidents as a percentage of all accidents	Reduce Runway Excursions related accidents by 50% by the end of 2017	- Establishment and support of local Runway Safety Teams. - Establishment of Regional RST GO-Team. - Effective reporting system to exchange and analyze safety information. - Runway Safety Seminar/Workshop. - Adopt specific regulations related to runway safety. - Identify hazards and mitigation measures on runway excursions/incursions and un-stabilized approach, and develop guidance material and specific training.
		Number of Runway incursion related accidents as a percentage of all accidents	Reduce Runway Incursions related accidents by 50% by the end of 2017	

	Metric	Safety Indicator	Safety Target	Action Plan
3	In-Flight Damage (IFD)	Number of In-flight Damage related accidents as a percentage of all accidents	Reduce In-flight Damage related accidents by 50% by the end of 2017	- Identifying and understanding wild life habitat around airports, and methods used by the airport for controlling hazardous wildlife by assessing airports in the region - Establishing a regional guidance document that addresses key issues such as wildlife and vegetation - Convening a workshop for pilots and ATCOs to increase awareness on wildlife avoidance during flight
4	Loss of Control In-Flight (LOC-I)	Number of LOC-I related accidents as a percentage of all accidents	Reduce LOC-I related accidents by 50% by the end of 2017	- Upset Prevention and Recovery Training or AMT - Adopt ICAO UPRT Manual (2014) - Develop legislative and regulatory framework that supports data protection for individual reporters and data providers - Utilize FDM , Voluntary Reporting and LOSA for trend analysis and identifying precursors - Emphasis on robust standard operating procedures (SOPs) and crew resource management (CRM) through training, monitoring and validation

	Metric	Safety Indicator	Safety Target	Action Plan
				- Develop and implement Fatigue Risk Management Strategies - Encourage aircraft manufacturers to pursue innovation in practical and cost effective technology to mitigate LOC risks - Address ATC contribution to potential LOC events through guidance material, awareness workshop, and training.

5	Controlled Flight Into Terrain (CFIT)	Number of CFIT related accidents as a percentage of all accidents	Maintain CFIT related accidents below the global rate	- Develop a regionally customized CFIT training and guidance material provided to all air transport operators and Training Centers
				
				- Embodying FRMS within individual organizations' SMS
				
				- Implementing of PBN and APV operations (Approaches with Vertical guidance) in the MID region in a phased approach:
				  ➢ 30% in Dec 2015
				  ➢ 70% in Dec 2018
				  ➢ 100% in Dec 2020
				
				- Mandating RNP-AR approaches for approaches with unacceptably high CFIT risk

	Metric	Safety Indicator	Safety Target	Action Plan
6	Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	USOAP-CMA Effective Implementation (EI) results: a. Number of States with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA) b. Number of States with an overall EI over 60%	Progressively increase the USOAP-CMA EI scores/results: a. Max 3 States with an EI score less than 60% for more than 2 areas (i.e. Min 12 States having at least 60% EI for 6 out of the 8 areas) and an overall EI over 60%, by the end of 2015; and b. all the 15 MID States to have at least 60% EI by the end of 2016 .	- Availability of sufficient number of qualified and trained technical staff, to carry out regulatory and safety oversight functions in an effective manner; - Establishment of Regional Safety Oversight Organization(s) (RSOOs) to enhance safety oversight capabilities of member States; - ICAO assistance to States through the organization of Continuous Monitoring Approach (CMA) Workshops, mission to States, etc.
		Number of Significant Safety Concerns	a. States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification b. No significant Safety Concern by end of 2016	
		Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities	a. Maintain at least 60% of the MID airlines to be certified IATA-IOSA by the end of 2015 at all times b. All MID States to accept the IATA Operational Safety Audit (IOSA) as an acceptable Means of Compliance (AMC) by 2015 to complement their safety oversight activities.	- All MID States to mandate all airlines with an Air Operator Certificated issued by a State accredited to MID (other than air taxi or general aviation) to obtain an IATA Operational Safety Audit (IOSA) certification - IATA to conduct awareness training and workshops for States and airlines about the use and benefit of IOSA

	Metric	Safety Indicator	Safety Target	Action Plan
				- Use of IOSA by States to complement oversight activities such as aircraft leasing, issuing FOC for Hajj flights, etc.
		Number of Ground Handling service providers in the MID Region having the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	a. 50% of the Ground Handling service providers to be certified IATA-ISAGO by the end of 2015 b. all Ground Handling service providers to be certified IATA-ISAGO by the end of 2017 c. The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States by end of 2015.	- All MID States to mandate all Ground Handling service providers at all airports to obtain an IATA Safety Audit for Ground Operations (ISAGO) certification - IATA to conduct awareness training and workshops for States, Ground Handling service providers, and airlines about the use and benefit of ISAGO - Use of ISAGO by States to complement oversight activities such as out-stations audits and qualifying new Ground Handling service providers.
7	Aerodrome Certification	Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region	a. 50% of the international aerodromes certified by the end of 2015 b. 80% of the international aerodromes certified by the end of 2016	- Establish process and identify a certification model - SMS implementation - Airport Emergency Plan. - Review initial and refresher training to ensure aerodromes certification requirements are met.

	Metric	Safety Indicator	Safety Target	Action Plan
				- Develop regional guidance and a phased approach of aerodromes certification implementation.
				- Conduct airport visits and airport technical missions to improve maintenance of runways and runway/taxiway related lighting and markings in accordance with Annex 14
8	SSP/SMS Implementation	Number of States having completed implementation of SSP Phase 1	a. 5 States by the end of 2014; b. 10 States by the end of 2015; and c. all the 15 MID States by the end of 2016.	- Improvement of safety culture; - Establishment of effective reporting systems which include mandatory and voluntary reporting systems; - Safety training and awareness (SSP, SMS, etc), including high-level management safety briefings; - Internal & external communication and dissemination of safety information; - Sharing of safety data at national and regional level; - Sharing of best practices; - ICAO SSP, SMS and ECCAIRS trainings, including CBT; - Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc);
		Number of States having completed implementation of SSP Phase 2	a. 5 States by the end of 2015; b. 10 States by the end of 2016; and c. all the 15 MID States by the end of 2017.	
		Number of States having completed implementation of SSP Phase 3	a. 5 States by the end of 2016; b. 10 States by the end of 2017; and c. all the 15 MID States by the end of 2018.	

		Metric	Safety Indicator	Safety Target	Action Plan
					- Establishment of Regional Safety Oversight Organization(s) (RSOO) to assist States in the implementation of SSP in an expeditious manner.
			Number of Service Providers having completed implementation of SMS Phase 1, as a percentage of all service providers required to implement SMS	a. 40% of the service providers having completed implementation of SMS Phase 1 by the end of 2014; b. 75% of the service providers having completed implementation of SMS Phase 1 by the end of 2015; and c. all the service providers having completed implementation of SMS Phase 1 by the end of 2016	- Improvement of safety culture; - Establishment of effective reporting systems which include mandatory and voluntary reporting systems; - Safety training and awareness (SSP, SMS, etc), including high-level management safety briefings; - Internal & external communication and dissemination of safety information; - Sharing of safety data at national and regional level; - ICAO SSP, SMS and ECCAIRS trainings, including CBT; - Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc).
			Number of Service Providers having completed implementation of SMS Phase 2, as a percentage of all service providers required to implement SMS	a. 40% of the service providers having completed implementation of SMS Phase 2 by the end of 2015; b. 75% of the service providers having completed implementation of SMS Phase 2 by the end of 2016; and c. all the service providers having completed implementation of SMS Phase 2 by the end of 2017	
			Number of Service Providers having completed implementation of SMS Phase 3, as a percentage of all service providers required to implement SMS.	a. 40% of the service providers having completed implementation of SMS Phase 3 by the end of 2016; b. 75% of the service providers having completed implementation of SMS Phase 3 by the end of 2017; and	

	Metric	Safety Indicator	Safety Target	Action Plan
			c. all the service providers having completed implementation of SMS Phase 3 by the end of 2018	

Note: The different phases of implementation of SSP and SMS as defined in the Safety Management Manual (Doc 9859)

Action Plans:

RASG-MID through its activities under the various safety teams will continue to develop, update and monitor the implementation of Action Plans to achieve the safety targets.

A progress report on the implementation of the Action Plans and achieved targets will be presented to the MID Safety Summit.

Governance:

The MID Region Safety Strategy is to be endorsed by the MID States' Directors General of Civil Aviation.

The MID Region Safety Strategy will guide the work of RASG-MID and all its member States and partners.

The RASG-MID will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

Progress on the implementation of the MID Region Safety Strategy and the achievement of the agreed Safety Targets will be reported to the ICAO Air navigation Commission (ANC), through the review of the RASG-MID reports; and to the stakeholders in the Region during the MID Region Safety Summits.

**STRATEGY FOR THE ESTABLISHMENT OF REGIONAL/SUB-REGIONAL
AVIATION SAFETY AND/OR SAFETY OVERSIGHT ORGANIZATIONS
FOR THE ACAC AND ICAO MID MEMBER STATES**

Whereas safety continues to be the first strategic objective of ICAO;

Whereas ensuring the safety of international civil aviation is also the responsibility of Contracting States both individually and collectively;

Whereas in accordance with Article 37 of the Convention on International Civil Aviation each Contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulation, standards, procedures and organization in relation to aircraft, personnel, airports, airways and auxiliary services in all matters in which uniformity will facilitate and improve air navigation;

Whereas the improvement of the safety of international civil aviation on a worldwide basis requires the active collaboration of all stakeholders;

Whereas the Convention and its Annexes provide the legal and operational framework for Contracting States to build a civil aviation safety system based on mutual trust and recognition, requiring that all Contracting States implement the SARPs as far as practicable and adequately perform safety oversight;

Whereas the results of the Universal Safety Oversight Audit Programme (USOAP) indicate that several Contracting States have not yet been able to establish a satisfactory national safety oversight system;

Whereas Assembly Resolution A37-8, inter-alia, promotes the concept of regional cooperation for the purpose of enhancing safety and safety oversight, including the establishment of regional safety oversight organizations;

Whereas ICAO supports the transition of less formalized legal forms and institutional structures of, for instance, the COSCAP, to more institutionalized RSOOs established on the basis of formal legal agreements;

Recognizing that not all Contracting States have the requisite human, technical and financial resources to adequately perform safety oversight;

Recognizing that the volume of air transport operations is expected to increase significantly in the coming years;

Recognizing that the establishment of sub-regional and regional aviation safety and safety oversight bodies, including regional safety oversight organizations, has great potential to assist States in complying with their obligations under the Chicago Convention through economies of scale and harmonization on a larger scale;

Recognizing that regional safety oversight organizations (RSOOs) have an important role in the USOAP CMA;

Recognizing that the assistance available to Contracting States experiencing difficulties in correcting deficiencies identified through the safety oversight audits would be greatly enhanced by coordination amongst all Contracting States, ICAO and other concerned parties in civil aviation operations;

Recognizing that regional safety oversight systems provide economies of scale by allowing for the sharing of required resources and providing administrative savings by sharing costs that would otherwise be prohibitive given an individual State's resources;

Considering the guidance material contained in the ICAO Doc 9734 Part B "Establishment and Management of a regional Safety Oversight System";

Considering the ACAC General Assembly Decision 4/16 related to the study on the establishment of the Arab RSOO; and

The Strategy for regional cooperation for the purpose of enhancing safety and safety oversight capabilities of the ACAC and ICAO MID member States is detailed below:

Based on the agreement in principle to cooperate towards the establishment of Regional Safety Oversight Organizations (RSOOs):

1) States are urged to develop and further strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety;

2) States are encouraged to foster the creation of regional or sub-regional partnerships to collaborate in the development of solutions to common problems to build State safety oversight capability, and to participate in, or provide tangible support for, the strengthening and furtherance of sub-regional and regional aviation safety and safety oversight bodies, including regional safety oversight organizations;

3) States are encouraged to establish partnerships with other States, industry, air navigation service providers, financial institutions and other stakeholders to strengthen safety oversight capabilities, in order to better discharge State responsibilities and foster a safer international civil aviation system;

4) ICAO is to provide assistance, when required, for the establishment of sub-regional and regional aviation safety and safety oversight bodies, including the development of a framework for the expeditious establishment of such organization;

5) a step by step approach should be followed for the establishment of regional/sub-regional aviation safety and safety oversight organizations;

6) the ACAC decision to conduct a study on " Establishment of RSOO " should be supported. The scope of the study should include, inter-alia, the following:

a) identify available capabilities, common findings and priorities and propose possible scenarios for the establishment of sub-regional aviation safety or safety oversight organizations with a logical grouping of States;

b) identify the activities to be covered under the sub-regional aviation safety or safety oversight organizations as well as the level and timelines for the transfer of such functions to the sub-regional organizations;

c) develop detailed frameworks that are well-defined in terms of purpose, objectives, activities, expected results or outcomes, result indicators, resources, sustainable funding, economy of scale, etc, related to the establishment of effective regional/sub-

regional safety and/or safety oversight organizations; and

d) the outcome of the study should be submitted to the ACAC Executive Committee and DGCA-MID for their review and agreement on the way forward.

STRATEGY FOR THE ESTABLISHMENT OF RAIOs
FOR THE ACAC AND ICAO MID MEMBER STATES

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, owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident 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 last 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 compliance with the provisions of Annex 13, and contribute to the enhancement of aviation safety;

Considering that it is important for States willing to establish a RAIO to formulate a strategy that is well-defined in terms of purpose, objectives, result indicators, and that prior to the establishment of a RAIO, States must commit to fully support it in all aspects, including the adoption of joint policies, procedures and adequate funding;

Recalling that a Model Agreement contained in ICAO Doc 9946–*Manual on Regional Accident and Incident Investigation Organization*, provides guidance for States when establishing a RAIO;

The Strategy for regional cooperation for the purpose of enhancing States' capabilities for accident and incidents investigation is detailed below:

Based on the agreement in principle (DGCA-MID/1 Conclusion 1/9) to move towards regional/sub-regional cooperation for AIG activities:

1) States are urged to develop and further strengthen regional/sub-regional cooperation for accidents and incidents investigation;

2) States are encouraged to establish or strengthen dialogue with established regional investigation-related bodies/mechanisms;

3) a phased approach should be followed for the implementation of regional/sub-regional cooperation for AIG activities, in accordance with the following :

Stage A :

Step 1: Each State should determine its investigation-related competencies and share this information with other involved States, including:

- o Premises – offices, work-spaces, wreckage storage and examination areas;
- o Investigators – qualifications, experience, specialized skills;
- o Equipment – flight recorder readout and analysis facilities; field investigation equipment; engineering and scientific capabilities, wreckage and systems examination and analysis (e.g. metallurgy, electronics, composites);
- o Other organizations and facilities that have competencies to assist the State in its investigations, such as, research institutions, commercial companies and subject-matter experts.

Step 2: Establish a list of investigators, equipment and other organizations that States might utilize in investigations;

Step 3: Organize and host meetings, seminars/workshops to address issues associated with AIG activities aiming, among others, to improve regional coordination;

Step 4: Consider establishing a common training programme for the member States' investigators, taking into consideration the ICAO Circ 298, Training Guidelines for Aircraft Accident Investigators; and

Step 5: Interested States will consider moving to the next Stage.

Stage B:

Step 1: Consider MOUs between States regarding support in investigations;

Step 2: Establish a taskforce to determine, among others, the legal, institutional and financial aspects, including the conduct of investigations as per ICAO Annex 13, in regional investigation systems;

Step 3: Interested States will determine whether to move ahead to the next Stage

Stage C:

Step 1: Establish a regional investigation system(s) taking in due account ICAO Doc 9946, Manual on Regional Accident and Incident Investigation Organization.

4) The progress of the implementation of the phased approach should be reported to the appropriate RASG.

5) States should agree on timelines for the implementation of the 3 aforementioned stages, including the final decisions related to legal, institutional and financial aspects related to the establishment of RAIO(s).

REPORT ON AGENDA ITEM 7:   AVIATION SECURITY AND FACILITATION

Cooperative Aviation Security Programme for the Middle East (CASP-MID)

(DGCA-MID/2-WP/24)

7.1   The subject was addressed in the WP/24 presented by the Secretariat. In this paper the Secretariat provided an update on the establishment of CASP-MID, focusing on the following:

- the background to the establishment of CASP-MID;

- the objectives of CASP-MID (improve the regulation and implementation of aviation security in the region, and develop a standing structure in the region for aviation security cooperation and coordination);

- current and planned membership;

- programme components (including meeting and governance structures, work plan development, and staffing); and

- next steps (including the inaugural meeting of the Executive Steering Committee in Bahrain in early September 2013).

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

DGCA-MID/2 CONCLUSION 2/12–   CASP-MID

That, considering the importance of strengthening cooperation in aviation security matters to ensure effective regulation and implementation, States be encouraged to participate in the Cooperative Aviation Security Programme for the Middle East (CASP-MID).

Amendments to Annex 9 - Facilitation and Annex 17 - Security

(DGCA-MID/2-WP/25)

7.3   The subject was addressed in the WP/25 presented by the Secretariat. In this paper the Secretariat provided an update on amendments to Annex 9 – Facilitation and Annex 17 – Security and invited States to note:

- ICAO State Letter EC 6/3-13/14, regarding the proposed amendment to Annex 9, and to comment on the proposals to ICAO by 30 July 2013; and

- ICAO State Letter AS 8/2.1-12/63 Confidential, regarding the adoption of amendment 13 to Annex 17, and to inform ICAO of their implementation status before 15 June 2013.

Key Security Initiatives

(DGCA-MID/2-WP/26)

7.4   The subject was addressed in the WP/26 presented by the International Air Transport Association (IATA). In this paper IATA provided an update on their activities in the field of aviation security, focusing on the importance of standardized airline security programme requirements, the desirability of a regional security platform to engage all stakeholders, specific IATA initiatives in the areas of passenger and air cargo security, regional activity in the area of Unruly Passengers, the importance of risk-based security measures and the role of Security Management Systems, and IATA security tools to assist States, airports and airlines.

Implementation of Standard 3.10.1 of Annex 9 - Facilitation

(DGCA-MID/2-WP/33)

7.5   The subject was addressed in the WP/33 presented by the Secretariat. In this paper the Secretariat provided an update on the implementation of Standard 3.10.1 of Annex 9 – Facilitation regarding the expiry of non-machine readable travel documents and urged States to take necessary measures to comply with ICAO standard effective 24 November 2015.

7.6   It was noted that as of 1 May 2013 Bahrain, Egypt, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia and UAE had provided responses to ICAO State Letter EC 6/3-12/70. In all cases, the responding States had indicated that all non-machine readable passports had expired, or were due to expire, before 24 November 2015.

REPORT ON AGENDA ITEM 8:   ENVIRONMENTAL PROTECTION

Civil Aviation and the Environment

(DGCA-MID/1-WP/27, WP/36, WP/37, WP/38 and WP/46)

8.1   The subject was addressed in (WP/27, WP/36, WP/37, WP/38 and WP/46).

8.2   WP/27 was presented by the ICAO Secretariat. The paper provided an update on ICAO activities related to initiatives to assist States in the preparation of the voluntary action plans on CO2 emissions reduction. As part of the development and the implementation of States' action plans and to assist States in estimating fuel savings; the ICAO Fuel Savings Estimation Tool (IFSET), was developed by ICAO with the support of States and international organizations to estimate the fuel savings, In addition ICAO held seven (7) hands-on training workshops in 2011 and 2012. Over the course of these seven workshops, ICAO trained national focal points from over nighty one (91) States.

8.3   The meeting noted that as of the 31 March 2013, ICAO received 59 State action plans, representing approximately 77.43 per cent of international revenue-tonne-kilometres (RTK). ICAO continues to support MID States in the development of action plans by contacting national focal points and providing technical assistance, upon request.

8.4   WP/46 presented by Saudi Arabia proposed the establishment of High Level Environmental Regional Group as follow up to the Conclusion 1/12 of DGCA-MID/1 meeting.

8.5   UAE indicated that in order to avoid duplications and coordinate all activities related to environment, ACAC Environmental Committee which was established lately could be the right forum to address the environmental issues and concerns of States; however since not all MID States are members of ACAC, a concern was raised by ICAO to allow MID Region States not members of ACAC to join the committee; namely Kuwait and Iran. ACAC indicated that in principle it has no objection to have these States attend as observers in the Environment Committee.

8.6   AACO highlighted that the Airlines have paid over USD 7 Billion as levies/taxes and stressed on the importance of reaching a global agreement that addresses the issue of the environment   in the next ICAO General Assembly meeting. AACO further invited States to avoid divergent and unilateral actions. AACO called upon ACAC to coordinate and reach a unified position of its members for submission to the next General Assembly in September 2013. Furthermore, AACO requested its WP/38 to be changed to Information Paper (IP).

8.7   The meeting agreed to defer all environment issues to ACAC Environmental Committee including working papers WP/36 and WP/37, and requested ACAC to submit progress report at the next DGCA-MID/3 meeting.

REPORT ON AGENDA ITEM 9:   **TECHNICAL COOPERATION**

(DGCA-MID/2-WP/29)

9.1   The subject was addressed in the WP/29 presented by the Secretariat. The meeting noted the ICAO Technical Co-operation Programme implemented in the MID Region in the last two years along with some examples of civil aviation projects under implementation in other Regions that could serve as guidelines for States in the MID Region, when requesting assistance from ICAO. The meeting also noted the advantages for recipient States in using the services of ICAO TCB and recommended that, MID States consider associating themselves with ICAO as one of the executing agency for their civil aviation projects.

REPORT ON AGENDA ITEM 10: AIR TRANSPORT

Air Transport Relations between the Arab World & the European Union

(DGCA-MID/2-WP/28)

10.1   At the request of AACO this Working Paper has been changed to Information Paper (IP) with no further action by the meeting.

REPORT ON AGENDA ITEM 11:   **DATES AND VENUES OF NEXT MEETINGS**

(DGCA-MID/2-WP/30)

11.1   The subject was addressed in WP/31 presented by the Secretariat. The meeting recalled that the DGCA-MID meetings are to be convened every two years and hosted by MID States on a voluntary and rotational basis, to the extent possible, around March-April of the odd years (2011, 2013, 2015, 2017, etc.).

11.2   The meeting agreed that the DGCA-MID/3 meeting be hosted by Qatar in 2015 and the DGCA-MID/4 meeting be hosted by Oman in 2017.

REPORT ON AGENDA ITEM 12:   **ANY OTHER BUSINESS**

Voluntary Contributions to Achieve Parity in Arabic Documentation

(DGCA-MID/2-WP/31)

12.1   The subject was addressed in the WP/31 presented by the Secretariat. The meeting noted ICAO HQ efforts to improve the efficiency of its administrative processes and communications with its Member States. In this respect it was noted that ICAO HQ is seeking the support of Arab Member States to provide voluntary financial contributions for translation support of the ICAO public websites to Arabic. While, many official documents and publications are now available in the Arabic language, a lack of resources has prevented the completion of phase 1 of the project as presented at the First Meeting of the Directors General of Civil Aviation – Middle East Region (DGCA-MID/1).

12.2   As a measure aimed at strengthening the use of the Arabic language in ICAO, publications have been progressively phased-in, as and when resources have become available. Additional voluntary contributions and/or support were sought. An additional amount of USD 360,000 is still required to complete the translation of the remaining documents.

12.3   Based on the above, the meeting encouraged MID States to provide additional voluntary contributions and/or support for the translation of ICAO's publications and websites into Arabic.

DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Saudi Arabia, 20-22 May 2013)

LIST OF WORKING AND INFORMATION PAPERS

(Presented by the Secretariat)

1-   WORKING PAPERS

WP No.	Agenda Item	Title of Working Paper	Presented by
1	1- Adoption of the Provisional Agenda	Provisional Agenda	Secretariat
2	2- Election of Chairperson and Vice Chairperson	Election of Chairperson and Vice Chairperson	Secretariat
3	3- Review and Follow-up of Action Items arising from the previous Meeting	Review and Follow-up of Action Items arising from the previous Meeting	Secretariat
4	4- Managerial Issues	Guidance Material for the Convening of the DGCA Meetings	Secretariat
5	4- Managerial Issues	States' Support to the ICAO MID Regional Office	Secretariat
6	5- Air Navigation	Outcome and follow-up to the MIDANPIRG/13 Meeting	Secretariat
7	5- Air Navigation	Performance based approach to air navigation planning and implementation in the MID Region	Secretariat
8	5- Air Navigation	Airspace and ATM improvement	IATA
9	5- Air Navigation	Next Generation of Aviation Professionals (NGAP)	Secretariat
10	5- Air Navigation	Certification of Aerodromes	Secretariat
11	5- Air Navigation	Rationalization of the ATS Route Network in the MID Region	Secretariat

NB: The Titles of the Papers shown in the English version of IP/1 reflect the original language of the papers.

WP No.	Agenda Item	Title of Working Paper	Presented by
12	5- Air Navigation	Middle East Regional Airspace Review (MIDRAR) Initiative	CANSO
13	5- Air Navigation	Contingency Plans in the MID Region	Secretariat
14	5- Air Navigation	MID Region AIS Database (MIDAD) Project	Secretariat
15	5- Air Navigation	MID AMC Project	Jordan
16	5- Air Navigation	Support of the ICAO Policy on Radio Frequency Spectrum Matters	Secretariat
17	5- Air Navigation	Mutual Acknowledgment of Engineering & Maintenance Licensing and Certification Regulations	AACO
18	5- Air Navigation	Outcome of the MEAUSE surveys	CANSO/IATA
19	6- Aviation Safety	Outcome of the Second Meeting of the Regional Aviation Safety Group-Middle East Region (RASG-MID/2).	Secretariat
20	6- Aviation Safety	Regional safety indicators and targets	Secretariat
21	6- Aviation Safety	MID Region Safety Summit	IATA
22	6- Aviation Safety	Outcome of the Seminar/Workshop on Regional Safety Oversight Programmes	Secretariat
23	6- Aviation Safety	Pandemic Preparedness Planning for the Aviation Sector	Secretariat
24	7- Aviation Security and Facilitation	Cooperative Aviation Security Programme for the Middle East (CASP-MID)	TCB
25	7- Aviation Security and Facilitation	Update on amendments to Annexes 9 and 17 and action required by MID States	Secretariat
26	7- Aviation Security and Facilitation	Key security initiatives	IATA
27	8- Environmental Protection	Civil Aviation and the Environment	Secretariat
28	10- Air Transport	EU-Arab Aviation Relations	AACO
29	9- Technical Cooperation	The ICAO Technical Co-operation Programme in the MID Region and examples of projects in other Regions	Secretariat

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WP No.	Agenda Item	Title of Working Paper	Presented by
30	11- Dates and Venues of Next Meetings	Dates and Venues of DGCA-MID/3 and DGCA-MID/4 Meetings	Secretariat
31	12- Any other Business	Voluntary Contributions for Translation of ICAO Public Websites and to Achieve Parity in Arabic Documentation	Secretariat
32	6- Aviation Safety	Assistance to resolve safety deficiencies by establishing priorities and setting measurable targets	Secretariat
33	7- Aviation Security and Facilitation	Implementation of Standard 3.10.1 of Annex 9 – Facilitation	Secretariat
34	5- Air Navigation	The Achievements and Developments in the field of Flight Procedures Design in Saudi Arabia	Saudi Arabia
35	5- Air Navigation	GACA Contingency Plans	Saudi Arabia
36	8- Environmental Protection	Saudi Arabia Position to the Draft Resolution A38-XX: Consolidated Statement of Continuing ICAO Policies and Practices Related to Environmental Protection –Climate Change	Saudi Arabia
37	8- Environmental Protection	Interim Global Market Based Measure (MBM) Scheme	Jordan
38	8- Environmental Protection	Fundamental Principles of International Aviation & the Environment	AACO
39	6- Aviation Safety	Support for a Global Safety Framework	USA (FAA)
40	4- Managerial Issues	استخدام اللغة العربية في المكتب الإقليمي لمنظمة الإيكاو في إقليم الشرق الأوسط	Saudi Arabia
41	6- Aviation Safety	Regional Safety Information Exchange Mechanism	Saudi Arabia
42	6- Aviation Safety	Regional Safety Oversight Organization	Saudi Arabia
43	6- Aviation Safety	Reporting Dangerous Goods Occurrence	UAE
44	5- Air Navigation	ANS Performance Excellence *(PPT/1 refers)*	UAE
45	5- Air Navigation	Establishment of MID Airspace Evolution Program 2018 (MAE 2018)	UAE

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WP No.	Agenda Item	Title of Working Paper	Presented by
46	8- Environmental Protection	إنشاء مجموعة إقليمية رفيعة المستوى بشأن البيئة في إقليم الشرق الأوسط	Saudi Arabia

2- INFORMATION PAPERS

IP No.	Agenda Item	Title of Information Paper	Presented By
1	-	List of Working & Information Papers	Secretariat
2	-	Daily order of Business and Work Programme	Secretariat
3	5- Air Navigation	Outcome of the Twelfth Air Navigation Conference	Secretariat
4	7- Aviation Security and Facilitation	Recent Developments in Aviation Security and Facilitation, including the Outcome of the High-level Conference on Aviation Security	Secretariat
5	10- Air Transport	Outcome of the AT Conf/6	Secretariat
6	6- Aviation Safety	Annex 19 – Safety Management	Secretariat
7	5- Air Navigation	A comprehensive strategy for air navigation – Revised Global Air Navigation Plan	Secretariat
8	6- Aviation Safety	Update on the development of Halon alternatives for aircraft fire extinguishing systems	Secretariat
9	6- Aviation Safety	Progress in addressing the safety concern of language proficiency	HQ
10	6- Aviation Safety	The state of global aviation safety addressing key priorities for the next triennium	HQ
11	6- Aviation Safety	The evolution of electronic tools and data: a strategic plan for the creation of a community-driven decision-support digital environment for the global aviation community	HQ
12	6- Aviation Safety	Safety Management: A Common Foundation for Collaboration	USA (FAA)
13	12- Any other Business	تجربة المملكة في خطة الطوارئ للمطارات	Saudi Arabia

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IP No.	Agenda Item	Title of Information Paper	Presented By
14	5- Air Navigation	الأكاديمية السعودية للطيران المدني	Saudi Arabia
15	5- Air Navigation	GACA ATM Innovation Program	Saudi Arabia
16	5- Air Navigation	The Mini-Global Demonstration	USA (FAA)
17	6- Aviation Safety	ICAO USOAP audits: Sudan's experience	Sudan
18	6- Aviation Safety	COSCAP-GS Terms of Reference and Assistance activities under RASG-MID Working Program	COSCAP-GS
19	7- Aviation Security and Facilitation	Achievements of the Kingdom of Saudi Arabia in the scope of Civil Aviation Security	Saudi Arabia

3-   PRESENTATIONS

PPT No.	Agenda Item	Title of Presentation	Presented By
1	5- Air Navigation	GCAA Sheikh Zayed Air Navigation Centre Business Excellence Model	UAE

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DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Saudi Arabia, 20-22 May 2013)

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