



International Civil Aviation Organization

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

(Kuwait, 27 - 29 January 2014)

Agenda Item 3: Regional Performance Framework for Safety

OUTCOME OF THE DGCA-MID/2 MEETING RELATED TO SAFETY

(Presented by the Secretariat)

SUMMARY
<p>This paper presents the outcome of the DGCA-MID/2 meeting related to safety with an aim to ensure that the RASG-MID work programme is to include necessary follow-up actions.</p> <p>Action by the meeting is at paragraph 3.</p>
REFERENCES
<p>- DGCA-MID/2 Report</p>

1. INTRODUCTION

1.1 The DGCA-MID/2 meeting was held in Jeddah, Saudi Arabia, from 20 to 22 May 2013. The meeting developed a total of 12 Conclusions.

2. DISCUSSION

2.1 The Agenda Item 6 of the DGCA-MID/2 meeting was related to Aviation Safety. 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.

2.2 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 that the coordination of activities directed to support regional and sub-regional organizations in enhancing safety by establishing priorities and setting measurable targets.

2.3 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.

2.4 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. The meeting reviewed and endorsed the MID Region Safety Strategy developed by the Summit. The MID Region Safety Strategy will be presented in a separate working paper (WP/16).

2.5 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.*

2.6 Based on the above, 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); and
 - 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.

2.7 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. It 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. The meeting noted with appreciation that the seminar/workshop developed Draft Strategies for the establishment of RSOO(s) and RAIO(s).

2.8 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. A progress report on the study related to the establishment of RSOO(s) will be presented in a separate working paper (WP/18).

2.9 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.

2.10 Furthermore, the meeting underlined that, in accordance with the Strategy for the establishment of RAIO(s), 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).

2.11 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. It 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.

2.12 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.

2.13 The meeting agreed that the follow-up on NGAP National Plans Development and implementation should be included in the RASG-MID work programme (NGAP related matters are presented under working paper 19). The RSC/2 meeting (Amman, Jordan, from 28 to 30 October 2013) agreed that the NGAP National Plans development and implementation follow-up should be included in the MID-SST work programme.

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

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this working paper; and
- b) take into consideration the outcome of the DGCA-MID/2 meeting related to safety when developing the RASG-MID work programme.

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