



International Civil Aviation Organization

**Second Meeting of the RASG-MID Steering Committee
(RSC-MID/2)**

(Amman, Jordan, 28 – 30 October 2013)

Agenda Item 3: Regional Performance Framework for Safety

**MID-SST ACTIVITIES AND UPDATE ON DEVELOPMENT
AND IMPLEMENTATION OF RELATED SEIs & DIPs**

(Presented by the SST Rapporteur)

SUMMARY

The MID Safety Support Team is responsible to the MID – RASG for the implementation of three Safety Enhancement Initiatives (SEIs); Improve regional cooperation for the provision of Accident & Incident Investigation, Improve the status of implementation of Safety Support Programs (SSPs) in the MID and Strengthening of States' safety oversight capabilities. A Detailed Implementation Plan (DIP) supports each SEI.

Action by the meeting is at paragraph 3.

REFERENCES

- DGCA-MID/1 Report
- ICAO Doc 9734
- ICAO Doc 9756
- ICAO Doc 9946
- Minutes of SST Steering Committee meeting 19th April 2013

1. INTRODUCTION

1.1 SST Composition

1.1.1 As agreed by the RASG-MID/2 meeting, the SST is composed of the following States and Partners:

STATES	PARTNERS
UAE	AACO
BAHRAIN	BOEING
QATAR	COSCAP
IRAN	IATA
LEBANON	WFB

1.2 Focal Points

1.2.1 The Focal Points designated by the above States and Partners (State Letter Ref.: AN 11/21.1 -13/036 dated 23 January 2013 refers) will be invited to contribute to the SST.

2. DISCUSSION

SEIs

2.1 The MID SST Meeting /1 which was held in Amman on 27th February 2013 discussed 3 draft SEIs for further review and consideration by the RSC and SST:

- a) Improve regional cooperation for the provision of Accident & Incident Investigation.
- b) Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s).
- c) Improve status of implementation of State Safety Programs (SSPs) in the MID.

2.2 The 3 selected SEIs represent the top priority for the RASG-MID supporting activities in the MID Region and it was agreed to initiate work concurrently on the SEIs and associated DIPs and supporting Actions/Outcomes. A draft DIP has been developed related to each SEI for further review and consideration by the SST and RSC. The Draft SEIs and DIPs are in **Appendices A and B** to this working paper.

1ST SST MEETING & SST WORK PLAN

MID-SST 2013 Work Plan	
ITEM No.	ITEM DETAILS
1.	Review and finalize the draft SEIs
2.	Submit the final SEIs to the RSC
3.	Review and finalize the draft DIPs
4.	Submit the final DIPs to the RSC
5.	Develop specific Actions/Outcomes for each DIP
6.	SST face-to-face meeting to review and finalize the Actions/Outcomes supporting the DIPs
7.	RSC review of DIPs with supporting Actions/Outcomes
8.	SEIs and DIPs' Presentation to RSC/2 meeting
9.	SEIs and DIPs' Presentation to RASG-MID/3 meeting

2.3 Having in mind the discussions during the meeting of the Safety Support Team meeting held on the 19th May at the Headquarters of the United Arab Emirates General Civil Aviation Authority in Abu Dhabi (attended by UAE, Boeing, WFB and COSCAP).

- 2.4 The Rapporteur referred to the lack of attendance of MID Region States at this meeting and at previous SST events. He stated that State attendance at SST meetings, and their active involvement in the process, is essential if we are to make progress. At this time, the most significant obstacle to SST progress is lack of State commitment.
- 2.5 The SST Rapporteur briefly reviewed the SST mission and focus areas and he emphasized the importance of active State participation in the SST and the need to obtain more high-level State and Industry support. The attendance by States to this point has been poor.
- 2.6 Support from the industry partners is vital to ensure the success of the SST initiatives.
- 2.7 The frequency and location of future SST meetings and workshops is an important consideration.
- 2.8 The meeting consider that the Terms of Reference for the SST should be amended to improve efficiency and better support the MID RASG implementation plans.
- 2.9 The meeting agreed on the revised wording of the DIPs, and will create a DIP for RAIO. Boeing will provide a template for the DIPs. It was also agreed that the statement of work would be expanded and published in a separate document.
- 2.10 The meeting agreed to draft a new DIP to encourage greater State attendance at future SST meetings. This DIP will be included in each SST SEI.
- 2.11 It was suggested that the Rapporteur may visit selected States that have not yet attended an SST meeting with a view to encouraging those States to become actively involved in the initiative. He will request that a senior representative of the ICAO MID Office accompany him.
- 2.12 Industry support is good with representation and active support from Boeing and Airbus. Industry is generally supportive of Safety Support initiatives such as SST. It is desirable to increase the number of industry partner members of SST. It is important to keep the correct balance between State and industry partner members.
- 2.13 Industry partners are willing to support training and sponsorship of conferences, meetings and workshops. Other items, such as the purchase of airline tickets to facilitate travel to meetings will not be supported.
- 2.14 The UAE GCAA agreed to provide administration support for SST meetings, workshops and conferences.
- 2.15 To encourage participation it is important to minimize the cost of attendance at SST events. The SST Committee will endeavor to maximize the financial and practical support from States and industry partners for SST activities.
- 2.16 There is a need to define and establish a Trust Fund, as this will be helpful in assisting States with limited resources in participating.
- 2.17 To maintain direction and momentum two SST meetings per year will be held. The meeting locations will be selected so that each State that wishes to host a meeting will have the opportunity to do so. Holding the meetings in different States will help to spread the SST message and encourage more State participation.

2.18 In terms of meeting arrangements, the meeting decided to co-locate some SST events with MID RASG meetings so that the SST Steering Committee may attend more than one event and so reduce travel costs and time spent travelling. This should also assist in improving State attendance at SST meetings.

2.19 In relation to improving the status of implementation of Safety Support Programs (SSPs) in the MID the DIP for this SEI was amended to read:

1. Carry out a gap analysis (using ICAO iSTAR tool), supplemented by targeted questionnaire or visit to specific States. This will provide a clearer picture of where States in the region are and where they plan to be. It will also help us in evaluating gaps and the best course of action.
2. Sharing of experience through workshops and seminars.
3. Establish a mechanism for safety data sharing and promoting a safety culture.
4. Seek options to address lack of expertise for the effective implementation of SSP.

2.20 Except for the addition of the new DIP related to State attendance at SST meetings the DIP for Accident Investigation remained unchanged.

2.21 The meeting will create a DIP for RAIO. It was also agreed that the statement of work will be expanded and published in a separate document.

2.22 It is necessary to develop COSCAP as a Regional Safety Oversight Organization and the meeting agreed to work on a DIP for the establishment of the Regional Safety Oversight Organization.

2.23 The meeting will clarify the Terms of Reference of the Focal Points.

2.24 It is important that SST operates in a fully transparent manner and it is recognized that we need to provide tangible attractive products so that States will become actively involved. Products must be useful to the States such as work on Loss of Control, Controlled Flight into Terrain etc.

2.25 Attendance by an SST representative at the Gulf Flight Safety Committee and Helicopter Safety Committee meetings will be examined as a way of promoting the work of SST and encouraging membership of SST.

2.26 SST needs to be promoted as a means to enhance collaboration between and among the MID States.

2.27 The meeting decided that it is necessary to develop a process in order to monitor the effectiveness of the action plan. This will help to ensure that there are tangible results.

2.28 Several attempts have been made, by way of questionnaires, to determine the capabilities of States to undertake accident investigations. Very few States have responded. It is believed that an ICAO study was previously carried out in relation to this topic. ICAO will be contacted to determine whether such information exists.

2.29 The meeting agreed that a study of States capabilities covering the full spectrum of SST activities will need to be undertaken and COSCAP will develop the terms of reference for the study. It will be necessary to allocate funds and decide on a consultant to carry out the study.

2.30 It is recommended that ICAO consider changing the name of the Team from Safety Support Team to State Safety Team. The reason for this request is to encourage State and Industry partners to join and actively support this initiative. The word Support in the title implies that the SST is akin to a backroom function that supports those doing the “real work”. Our feeling is that the work of the SST is important in its own right and it deserves the dignity of a title that reflects the importance of the work and that will better encourage new members to join.

ACHIEVEMENTS

2.31 The achievements of the SST to date have all been in the area of the Regional Accident Investigation Organization and the establishment of MENASASI.

2.32 The First Regional Accident Investigation Organization workshop took place in Abu Dhabi in November 2012.

2.33 The Second Regional Accident Investigation Organization workshop took place in Rabat in December 2012.

2.34 The Third Regional Accident Investigation Organization workshop took place in Abu Dhabi in December 2012.

2.35 An Accident Investigation Memorandum of Understanding between Bahrain and the UAE in the final signature process.

2.36 The Middle East and North Africa Society of Air Safety Investigators (MENASASI) was established on 22nd August 2013 (see **Appendix C**).

2.37 A Survey of States Accident Investigation capabilities has been undertaken.

2.38 A presentation on SST was given at the ICAO / IATA Safety Summit on 28th April at Bahrain.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and endorse the SEIs and DIP for IFD as in **Appendices A and B** to this working paper;
- b) define the Trust Fund;
- c) encourage State participation - Undertake a study of States capabilities covering the full spectrum of SST activities; and
- d) encourage participation - consider the possibility of changing the Team name from Safety Support Team to State Safety Team.

APPENDIX A

Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
Improve regional cooperation for the provision of Accident & Incident Investigation	SST-MID/01		Moderate	Difficult		P1	UAE	Mid-Term	
Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s)	SST-MID/02		High	Difficult		P1	ICAO & ACAC	Mid-Term	
Improve status of implementation of State Safety Programs (SSPs) in the MID	SST-MID/03		High	Difficult		P1	ICAO	Mid-Term	

APPENDIX B

Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
SST-MID/01	Improve regional cooperation for the provision of Accident & Incident Investigation							

Safety Enhancement Action (expanded)	The DGCA MID/1 meeting which was held in Abu-Dhabi, UAE, 22 – 24 March 2011, agreed That, in order to strengthen their safety oversight capabilities and solve common safety-related deficiencies, in an effective, cooperative and sustainable manner, MID States required to establish Regional Accident and Incident Investigation Organizations (RAIOs).as per ICAO Manual on Regional Accident and Incident Investigation Organization (Doc 9946).
Statement of Work	<p>This plan aims at.....</p> <ol style="list-style-type: none"> 1. Develop a strategy for regional cooperation to enhance accident and incident investigation 2. Carry out a study related to regional capabilities for accident & incident investigation 3. Sharing investigation capabilities 4. Establish a Regional/Sub-regional Accident & Incident Investigation Organization(s) (RAIO(s)) based on results of the study
Champion Organization	UAE
Human Resources	<ol style="list-style-type: none"> 1. SST 2. ICAO 3. States 4. Industry 5. ACAC

Financial Resources	<p>Required to complete the study</p> <p>At a later stage funds will be required to support establishment of RAIO(s)</p> <p>Options will be explored by SST (funds from States or other safety partners)</p>
Relation with Current Aviation Community Initiative	ASRT (proactive and predictive safety data analysis)
Performance Goal	<p>Active & proactive investigation of accidents and incidents</p> <p>This will assist in preventing future accidents</p> <p>Effective identification of root cause, contributing factors, and latent conditions to enhance safety performance</p>
Indicators	TBD
Key Milestones	To be taken from the developed strategy with clear timelines (reference to Rabat Workshop/Seminar, Abu Dhabi Workshop, and rASG-MID/2 Meeting)
Potential Blockers	<ol style="list-style-type: none"> 1. Regional Cooperation 2. Institutional issues 3. Financial constraints
DIP Notes	

Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
SST-MID/02	Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s)							

Safety Enhancement Action (expanded)	The DGCA MID/1 meeting which was held in Abu-Dhabi, UAE, 22 – 24 March 2011 agreed That, in order to strengthen their safety oversight capabilities and solve common safety-related deficiencies, in an effective, cooperative and sustainable manner, MID States required to cooperate towards the establishment of Regional Safety Oversight Organizations (RSOOs) .
Statement of Work	<p>This plan aims at.....</p> <ol style="list-style-type: none"> 1. Develop a strategy & carry out a study related to estbishment of regional/sub-regional safety oversight organization(s) 2. Evolution of COSCAP-GS into an RSOO 3. Establish a Regional/Sub-regional Safety Oversight Organization based on results of the study
Champion Organization	ICAO & ACAC
Human Resources	<ol style="list-style-type: none"> 1. SST 2. ICAO 3. States 4. Industry 5. ACAC

Financial Resources	Required to complete the study At a later stage funds will be required to support establishment of RSOO(s) Options will be explored by SST (funds from States or other safety partners)
Relation with Current Aviation Community Initiative	ASRT: proactive safety information RAST: support all safety initiatives
Performance Goal	1. Improve effective implementation of USOAP Critical Elements (CEs)
Indicators	The average EI in the MID Region is around 54%, which is below the world average (60%) and more than half of the States audited (7 States) show a EI percentage below 70%. States should target their efforts to improve and maintain the effective implementation above 60%.
Key Milestones	To be taken from the developed strategy with clear timelines
Potential Blockers	1. Regional Cooperation 2. Institutional issues 3. Financial constraints
DIP Notes	

Detailed Implementation Plan Template

Rast No	Safety Enhancement Action	Reference	GSI	Safety Impact	Changeability	Indicator	Priority	Time Frame
SST-MID/03	Improve status of implementation of State Safety Programs (SSPs) in the MID							

Safety Enhancement Action (expanded)	ICAO safety management provisions require States to establish a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS) in civil aviation.
Statement of Work	<p>This plan aims at.....</p> <ol style="list-style-type: none"> 1. Carry out a gap analysis (using ICAO iSTAR tool), supplemented by targeted questionnaire or visit to specific States. This will provide a clearer picture of where States in the region are and where they plan to be. It will also help us in evaluating gaps and the best course of action 2. Sharing of experience through workshops, and seminars 3. Establish a mechanism for safety data sharing and promoting a safety culture 4. Seek options to address lack of expertise for the effective implementation of SSP. One of the options might be the establishment/use of a Regional/Sub-regional Safety Oversight Organization(s) capabilities to support SSP implementation at State level, subject to the approval of DGs.
Champion Organization	ICAO
Human Resources	<ol style="list-style-type: none"> 1. SST 2. ICAO 3. States 4. Industry 5. ACAC

Financial Resources	Options will be explored by SST as required (funds from States or other safety partners)
Relation with Current Aviation Community Initiative	ASRT: safety information (reactive, proactive, predictive) RAST: support all safety initiatives
Performance Goal	1. Achieve acceptable level of safety in civil aviation
Indicators	TBD
Key Milestones	TBD
Potential Blockers	1. Lack of necessary expertise Subject to the course of action that will be take: 1. Regional Cooperation 2. Institutional issues 3. Financial constraints
DIP Notes	

APPENDIX C



THE INTERNATIONAL SOCIETY
OF AIR SAFETY INVESTIGATORS

To Whom It May Concern

Greetings: By virtue of the Authority and prerogative vested in The International Society of Air Safety Investigators by its Bylaws.

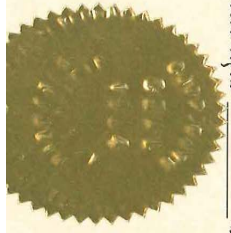
Now Therefore, this Charter of Affiliation is granted to the

Middle East and North African Society of Air Safety Investigators

The conditions and obligations of this Society under this Chapter are to faithfully support and maintain the articles set forth in the Bylaws of the International Society and to advance the policies and programs determined from time to time by Annual Meetings of the International Society. If or failure so to do, this Charter may be suspended or revoked forthwith, whichever shall be deemed in the best interest of The International Society.

This Charter, signed by the President and Secretary of The International Society of Air Safety Investigators, is given its seal this 22nd day of August, 2013


President
International Society of Air Safety Investigators




Secretary
International Society of Air Safety Investigators