

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The meeting reviewed and adopted the Provisional Agenda as at paragraph 6 of the History of the Meeting.

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REPORT ON AGENDA ITEM 2: MID-SST WORK PROGRAMME***Update on the implementation of the MID-SST Safety Enhancement Initiatives (SEIs)***

2.1 The subject was addressed in WP/2 presented by the MID-SST Rapporteur. The meeting was updated on the status of the following SEIs:

- a) improve status of implementation of State Safety Programme (SSPs) in the MID Region;
- b) strengthening of States' Safety Oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organizations(s) (RSOO); and
- c) improve Regional cooperation for the provision of Accident & Incident Investigation.

SSP/SMS implementation in the MID Region

2.2 The meeting agreed that the first SEI related to SSP implementation should be revised to include SMS implementation in the MID Region.

2.3 The meeting identified common challenges/difficulties based on the States feedback related to SSP implementation, as follows:

- 1) identification of a designated entity (SSP Accountable Executive and SSP Implementation Team);
- 2) establishment of an initial Acceptable Level of Safety Performance (ALoSP), which necessitates effective reporting system to support collection/analysis of safety data;
- 3) allocation of resources to enable SSP implementation; and
- 4) lack of qualified and competent technical personnel to fulfil their duties and responsibilities regarding SSP implementation.

2.4 Based on the above, the meeting agreed to the following actions to support the SSP implementation:

- 1) participate in the new ICAO Safety Management Training Programme (SMTP), with the CBT part and the Safety Management for Practitioners Course;
- 2) work with the ICAO Regional Office to make use of available means (e.g. Technical Co-operation Bureau) to provide assistance needed for SSP implementation;
- 3) consider the establishment of a mechanism similar to the RS Go Team in order to conduct assistance missions to States to address specific needs (SSP/SMS, USOAP-CMA, etc.);

- 4) identify safety management best practices in coordination with States (champion State to promote best practices among other States) including sharing of technical guidance and tools related to SSP (e.g. advisory circulars, staff instructions);
- 5) continuous update of the SSP Gap Analysis and completion of detailed SSP Self-Assessment; and
- 6) establishment of voluntary and mandatory safety reporting systems.

2.5 The meeting noted that the Safety Management Training Course for Practitioners, which is the classroom part of the ICAO Safety Management Training Programme (SMTP), will be held at the ICAO MID Regional Office (Cairo, Egypt, 6 - 10 November 2016). It was highlighted that in order to participate in the training course, all nominees must successfully complete Part 1 of the SMTP (Online Safety Management Training) before attending the course. Accordingly, the meeting encouraged States to participate in the ICAO Safety Management Training Programme.

2.6 With respect to SMS implementation at MID International Aerodromes, the meeting noted the efforts of Saudi Arabia and Egypt to develop an Aerodrome SMS Document Template. However, the meeting agreed that prior to developing such documentation, analysis of the current status of SMS implementation at MID International Aerodromes should be conducted, in coordination with the RGS WG, to identify challenges, areas of improvement and priorities, in order to plan specific actions.

2.7 The meeting noted CANSO's efforts, as the Champion of the initiative to improve SMS implementation in ATM, including the Safety Survey, which was sent to ANSPs. The meeting agreed that another detailed survey need to be developed and sent to all ANSPs in 2017 (with the support of ICAO) to identify needs to improve SMS implementation for ATM in the MID Region. It was highlighted that an action plan would be developed based on the results of the survey to address specific needs.

2.8 The meeting recognized the need to monitor the status of SMS implementation by air operators, maintenance organizations and training organizations involved in flight training; in order to take necessary actions to overcome the challenges faced and improve safety. In this regard, the meeting noted that IATA with the support of the ICAO MID Office will provide feedback and a plan of actions to address SMS implementation by air operators.

2.9 The meeting was apprised of UAE views and experience regarding the SMS implementation in accident and incident investigation (PPT/2 refers).

States' Safety Oversight Capabilities

2.10 The meeting agreed that the second SEI related to the strengthening of States' Safety Oversight capabilities should not be limited to the establishment of Regional/Sub-regional Safety Oversight Organizations(s) (RSOO).

2.11 Subjects related to States' Safety Oversight capabilities are covered under report on Agenda Item 3 "NCMCs Meeting".

Accident & Incident Investigation

2.12 The subject was addressed in WP/5, PPT/3 and PPT/4 presented by the MID-SST Rapporteur, Saudi Arabia and UAE, respectively.

2.13 The meeting noted that the RSC/4 meeting reviewed a draft revised version of the Strategy prepared by UAE in coordination with Bahrain, Saudi Arabia and Sudan and agreed, through Draft Conclusion 4/9, to invite States to review the revised Strategy and provide feedback/comments to the ICAO MID Regional Office by 15 March 2016. As a follow-up action, the ICAO MID Regional Office issued State Letter Ref: ME 4/1 - 16/026 dated 26 January 2016. Few comments have been received.

2.14 Considering that the Strategy was initially developed during the joint ACAC/ICAO Seminar held in Rabat in 2012, and in order to further fine-tune it, taking into account States' needs and plans, the RASG-MID/5 meeting agreed that an ACAC/ICAO joint Workshop be organized in 2017 to address issues related to Accident and Incident Investigation, with a special focus on Regional Cooperation. One of the main deliverables of this Workshop should be the revised Strategy for the establishment of a Middle East RAIO. Accordingly, the RASG-MID/5 meeting agreed to the following Conclusion:

Conclusion 5/13: ACAC/ICAO AIG Workshop

That,

- a) a joint ACAC/ICAO AIG Workshop be organized in 2017;*
- b) the Strategy for the establishment of a Middle East RAIO be finalized by the Workshop, for final endorsement by RASG-MID and the ACAC Executive Council; and*
- c) States are encouraged to attend and support the Workshop.*

2.15 The meeting noted with appreciation that the ACAC/ICAO AIG Workshop will be hosted by Saudi Arabia in Jeddah, 25-27 April 2017. Accordingly, the meeting encouraged States and Stakeholders to actively participate in the Workshop.

2.16 The meeting noted that UAE in coordination with Bahrain, Saudi Arabia, Sudan and ICAO MID Office will work on the draft version of the Strategy for further improvement in order to be presented and reviewed during the Workshop, including clear actions/steps towards the establishment of RAIO (with the Decision/commitment of States concerned through the signature of a Letter of Intent or similar mechanism). It was also agreed that the agenda of the Workshop should include other issues related to AIG such as training and the development of a RASG-MID Safety Advisory to consolidate a set of safety recommendations addressing the Focus Areas and Emerging Risks in the MID Region.

2.17 The meeting was apprised of the 2016 MENASASI (Middle East & North Africa Society of Air safety investigators) Seminar held in Rabat, Morocco, 20-21 September 2016. The next MENASASI Seminar is scheduled to take place in Saudi Arabia in 2017. The meeting was also apprised of UAE activities related to Aviation Disaster Family Assistance, including the promulgation of new regulations related to the subject.

2.18 The meeting noted that a Workshop on the Protection of Accident and Incident Investigation records is planned to be held in Cairo, Egypt, 3-5 July 2017. It was highlighted also that the iSTARS Workshop will be held in Cairo, Egypt 12-14 March 2017, back-to-back with the AIA WG/2 meeting, 14-16 March 2017.

English Language Proficiency

2.19 The subject was addressed in WP/6 presented by the Secretariat. The meeting recalled that the Interregional English Language Proficiency Workshop was jointly organized by the ICAO APAC, EUR/NAT and MID Regional Offices, and hosted by Kuwait, 9 - 11 November 2015.

2.20 The meeting noted that the RASG-MID/5 meeting supported the outcome of the Workshop and agreed that the MID-SST take them into consideration in its future work programme to recommend necessary follow-up actions. Accordingly, the meeting agreed to develop a new SEI aiming at improving the implementation of ELP requirements in the MID Region.

2.21 The meeting noted with appreciation that UAE will champion the proposed SEI and will develop a questionnaire, in coordination with the ICAO MID Office, to be used as the basis of a survey to assess the implementation of ELP requirements, and agree on the next course of actions.

Revised SEIs

2.22 Based on all of the foregoing, the meeting agreed to the following Draft Decision related to revised set of SEIs:

DRAFT DECISION 3/1: REVISED SAFETY ENHANCEMENT INITIATIVES

That, the MID-SST include in its work programme actions to support the implementation of the following SEIs:

- a) *improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region;*
- b) *strengthening of States' Safety Oversight capabilities;*
- c) *improve Regional cooperation for the provision of Accident & Incident Investigation; and*
- d) *improve implementation of ELP requirements in the MID Region.*

2.23 In connection with the above, the meeting agreed to the following list of actions in support of the agreed SEIs:

<i>SEI: Improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region</i>	
<i>Actions</i>	<i>Champion</i>
Conduct of Safety Management Training Courses, Symposia and Workshops.	ICAO
Establish the MENA RSOO to support States in the expeditious implementation of SSP.	ACAC/ICAO
Improve the status of implementation of SMS at international aerodromes.	Egypt and Saudi Arabia
Improve the status of implementation of SMS by ANSPs (ATM).	CANSO
Improve the status of implementation of SMS by air operators.	IATA
Improve the status of implementation of SMS by maintenance organizations.	IATA and Boeing
Improve the status of implementation of SMS by training organizations (involved in flight training).	TBD

<i>SEI: Strengthening of States' Safety Oversight capabilities</i>	
Actions	Champion
Conduct USOAP CMA Workshops including cost-recovery.	ICAO
Establish the MENA RSOO to assist States to resolve safety oversight deficiencies and carry out tasks and functions in the area of PEL, OPS, AIR, AGA and ANS.	ACAC/ICAO
Organize Government Safety Inspector (GSI) Courses (OPS, AIR, ANS, AGA).	ICAO
Conduct ICAO missions to States to provide assistance related to the preparation of USOAP-CMA activities.	ICAO
Develop and implement a specific NCLB plan of actions for prioritized States according to established criteria.	ICAO/States/Stakeholders

<i>SEI: Improve Regional Cooperation for the provision of Accident & Incident Investigation</i>	
Actions	Champion
Improve the draft version of the Strategy for the establishment of a Middle East RAIO, in order to be presented and reviewed during the Workshop.	UAE in coordination with Bahrain, Saudi Arabia, Sudan and the ICAO MID Office
Organize the ACAC/ICAO AIG Workshop.	Saudi Arabia
Finalize the Strategy for the establishment of a Middle East RAIO by the ACAC/ICAO AIG Workshop.	States/ACAC/ICAO/Stakeholders
Final endorsement by RASG-MID and the ACAC Executive Council.	ICAO and ACAC
Organize MENASASI 2017 Seminar in Saudi Arabia.	Saudi Arabia
Organize Training related to AIG.	UAE/Saudi Arabia

<i>SEI: Improve implementation of ELP requirements in the MID Region</i>	
Actions	Champion
Develop a questionnaire to be used as the basis of a survey to assess the implementation of ELP requirements.	UAE in coordination with the ICAO MID Office
Disseminate the questionnaire to the MID States.	ICAO
Analyse the survey results and agree on next course of actions.	MID-SST in coordination with the ATM SG

MID Region Safety Targets and Revised MID Region Safety Strategy

2.24 The subject was addressed in WP/3 and PPT/1 presented by the Secretariat. The meeting reviewed the revised version of the MID Region Safety Strategy.

2.25 The meeting noted that Sudan and UAE are already using ECCAIRS; and Jordan, Kuwait and Saudi Arabia are planning to start the use of ECCAIRS soon (end of 2016 - beginning of 2017).

2.26 With respect to the newly added Safety Indicator related to ECCAIRS: “Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents”, the meeting agreed to the following Safety Targets:

- a) 60% by 2018; and
- b) 80% by 2020.

2.27 In connection with the above, it was highlighted that the RASG-MID/5 meeting underlined that ECCAIRS should be used for the reporting of accidents and serious incidents to ICAO, and through Conclusion 5/3, urged States to use ECCAIRS for the reporting of accidents and serious incidents and send their feedback to the ICAO MID Office by 15 October 2016. Accordingly, the meeting urged States to reply to the ICAO State Letter on the subject (Ref.: ME 4 – 16/199 dated 1 August 2016).

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REPORT ON AGENDA ITEM 3: NCMCS MEETING

3.1 The National Continuous Monitoring Coordinators (NCMCs) meeting was held on 11 October 2016. The meeting was a great opportunity to share experiences, challenges and best practices, which were appreciated by all participants.

Update on the ICAO USOAP-CMA

3.2 The subject was addressed in PPT/5 presented by the Secretariat. The meeting was apprised of the USOAP CMA latest developments.

USOAP-CMA Regional Status

3.3 The subject was addressed in PPT/6 presented by the Secretariat. The meeting noted the current regional status related to the USOAP CMA, as follows:

- 1) 2 out of the 15 States in the MID Region have not yet received a USOAP audit (Iraq and Yemen);
- 2) the current average EI in the MID Region is 66.17%;
- 3) 61.54% (8 States) of the States in the MID Region have achieved the target of 60% EI;
- 4) lowest EI with regard to the CEs are related to CE4, CE7 and CE8;
- 5) lowest EI with regard to the Audit Areas are related to ANS followed by AGA, LEG, AIG and ORG; and
- 6) low progress in CAPs development/update and implementation.

3.4 It was highlighted that the RASG-MID/5 meeting underlined that the progress of updating the Corrective Action Plans (CAPs) to address identified findings from the USOAP-CMA is low. Accordingly, the meeting reiterated the following RASG-MID/5 Conclusion:

CONCLUSION 5/1: ICAO USOAP-CMA IMPLEMENTATION

That, States:

- a) *be urged to prioritise and take action as needed to improve their safety oversight system, with particular attention to:*
 - i. *the implementation of Corrective Action Plans (CAP) and reporting the progress on the On-line Framework (OLF); and*
 - ii. *the completion of the self-assessments and uploading of the relevant evidences on the OLF;*
- b) *are encouraged to request assistance from ICAO, as required.*

3.5 The meeting noted that a MID Regional USOAP-CMA Workshop will be held at the ICAO MID Regional Office, Cairo, Egypt (6-8 February 2017) to provide valuable information regarding the implementation of the USOAP-CMA and the use of the USOAP-CMA OLF (ICAO EB 2016/36, dated 17 June 2016 refers). Accordingly, the meeting encouraged States to participate in this Workshop.

Presentations by the States' NCMCs related to the USOAP-CMA

3.6 Iraq, Jordan, Kuwait, Qatar and UAE provided presentations highlighting the status of their safety oversight system, challenges faced and best practices (PPT/7-PPT/11 refer).

3.7 The meeting identified the following common challenges/difficulties:

- 1) lack of sufficient human resources (qualified technical personnel) to meet the State's obligations and carry out oversight functions and mandate;
- 2) the ability to attract, recruit and retain sufficiently qualified/experienced technical personnel;
- 3) training;
- 4) separation of oversight functions and service providers/operators; and
- 5) political/security situation/stability in some States.

3.8 The meeting noted with appreciation the sharing of experience in the preparation, conduct and follow-up of ICAO USOAP-CMA activities and identified the following as best practices and actions:

- 1) high level commitment and engagement (regular briefings and meetings);
- 2) preparation well in advance (giving sufficient time);
- 3) assignment of focal point(s) for each audit area;
- 4) training of personnel (USOAP-CMA CBT, Workshop, participation in ICVMs and Audits), including the conduct of a USOAP-CMA Workshop (cost-recovery basis) at National level;
- 5) using the self-assessment to conduct internal audits, prepare for ICAO USOAP CMA activities; and monitor the civil aviation safety oversight system;
- 6) take advantage of other States experiences;
- 7) update all CAPs to fully address the PQ findings and report the progress made on the CAPs implementation, which is a vital factor for the planning and conduct of the USOAP-CMA validation activities; and
- 8) regular update of the required information such as the State Aviation Activities Questionnaire (SAAQ), Compliance Checklist/Electronic Filing of Differences (CC/EFOD).

3.9 The meeting noted with appreciation that the missions conducted by the ICAO MID Regional Office to the States provided valuable assistance and guidance related to the USOAP-CMA, including the preparation for Audits and ICVMs.

3.10 The meeting thanked ICAO for conducting the NCMCs meeting as part of the SST agenda; and requested that this practice should be continued in the future.

REPORT ON AGENDA ITEM 4: CHALLENGES AND WAY FORWARD***MID Region NCLB Strategy/Plan***

4.1 The subject was addressed in PPT/12 presented by the Secretariat. The meeting noted that the NCLB campaign highlights ICAO's efforts to assist States in implementing ICAO policies, plans and Standards and Recommended Practices (SARPs). The main objective of the NCLB initiative is to better identify and coordinate assistance to States in need so that they may foster sustainable local and regional prosperity and fully benefit from improved global connectivity.

4.2 The meeting recognized that the Doha Declaration and the MID Region Safety Strategy, address regional policy targets, with regional performance targets, but do not specify what needs to be achieved by each State (accountability for accomplishment), in order to contribute to the accomplishment of the regional targets.

4.3 The meeting noted that the MID NCLB Strategy/Plan aims at a new leadership approach to transform the way business is done through agreement with concerned States on specific and measureable outcomes, and clear definition of accountability for the achievement of the set goals.

4.4 The MID NCLB Strategy/Plan necessitates a proactive approach and outreach by the ICAO Regional Director and his team, to foster political will and senior level commitment, transforming the status quo of business as usual that does not impact the resolution of many long standing deficiencies, and applying hand holding concepts where needed, identifying Champion States or stakeholder to provide required assistance. Therefore, a plan of action is to be developed for each State; and the progress achieved will be monitored on continuous basis, with progress reports delivered to the State's senior management (DG or Minister) as well as to the DGCA-MID, RASG-MID and MIDANPIRG.

4.5 The meeting initiated brainstorming regarding the criteria to be used for the prioritization of States in term of provision of required assistance. Accordingly, the meeting agreed that MID States should be classified in four (4) groups, as follows:

- 1- States with SSC;
- 2- States not audited or with $EI < 60$;
- 3- States with $60 \leq EI < 70$; and
- 4- States with $EI \geq 70$.

4.6 The meeting agreed that other criteria/factors should be considered for the provision of required NCLB assistance, during the development and implementation of the plans of action, including but not limited to:

- a) State willingness/commitment to receive assistance;
- b) Security and political stability;
- c) EI per Area and per Critical Element (CE);
- d) Level of aviation activities in the State;
- e) Air navigation deficiencies (including the deficiencies related to aerodrome certification);
- f) Level of progress made by State in the development and implementation of CAPs;
- g) Gross Domestic Product (GDP) per capita; and
- h) Ongoing or planned assistance projects.

4.7 The meeting noted that the Plan of Action Template used by States with SSC includes 2 main parts related to Short-Term and Medium to Long-Term, with the following elements:

- a) Objectives
- b) Actors
- c) Mechanisms
- d) Deliverables
- e) Activities

4.8 The meeting agreed that the SSC Plan of Action Template could be used to develop a specific plan of action for each State, taking into consideration the agreed prioritization criteria and other factors.

4.9 Considering that Iraq has not yet been audited and taking into account the UNDSS travel restrictions to Iraq, the meeting initiated brainstorming on the development of an initial Draft Plan of Action for Iraq, as an example. It was agreed that priority should be given to the improvement of the civil aviation system by focusing on the establishment part of the USOAP-CMA (CEs 1 to 5). The meeting agreed that the ICAO MID Office will coordinate with Iraq the development of the first Draft of the Plan of Action, in order to be presented to the RSC/5 meeting (Amman, 23-25 January 2017) for further review and for the inclusion of specific actions supported by volunteer States and stakeholders.

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REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME

5.1 The subject was addressed in WP/8 presented by the Secretariat. The meeting agreed that the MID-SST/4 be tentatively scheduled to be held 4-7 December 2017 (including 1 day for the NCMCs meeting). The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

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REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS***MID-SST Focal Points***

6.1 The subject was addressed in WP/9 presented by the Secretariat. The meeting reviewed and updated the list of Designated MID-SST Focal Points as at **Appendix 6A**.

CANSO'S Safety Activities

6.2 The subject was addressed in WP/10 presented by CANSO. The meeting was apprised of CANSO safety activities, including CANSO Standard of Excellence in Air Navigation Services-Safety (SEANS-Safety). The meeting encouraged MID ANSPs to participate in the 2017 CANSO Safety Award; and use the CANSO Standard of Excellence in Safety Management Systems upon which SEANS-Safety is based.

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