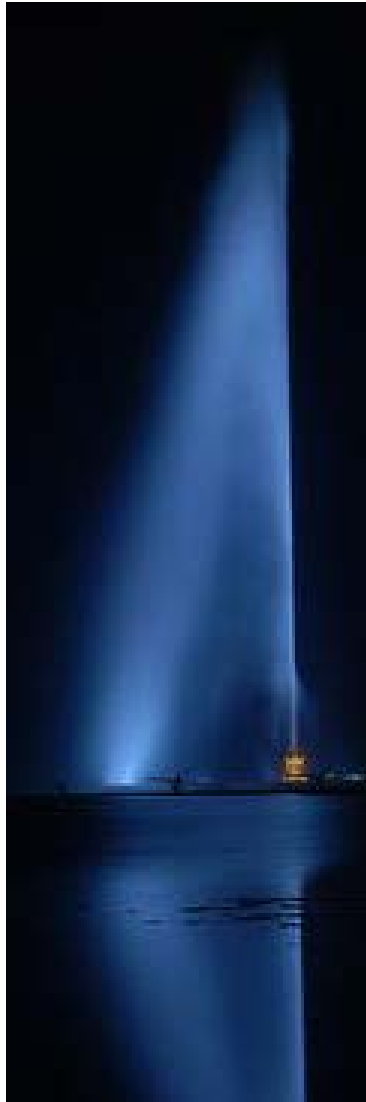




ICAO Middle East Regional Office	ACAC	AIB
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ACAC/ICAO AIG Workshop
(Jeddah, Saudi Arabia, 25-27 April 2017)



ACAC/ICAO AIG WORKSHOP
Summary of Discussions

SUMMARY OF DISCUSSIONS

1. GENERAL

1.1 Place and Duration

1.1.1 The ACAC/ICAO AIG Workshop was successfully held in Jeddah, Saudi Arabia, 25-27 April 2017. The event was organized jointly by the ICAO MID Regional Office and ACAC and gratefully hosted by AIB of Saudi Arabia.

1.2 Attendance

1.2.1 The Workshop was attended by 27 participants from 6 States and 1 Organization. The list of participants is at **Attachment A**.

1.3 Agenda

1.3.1 The agenda was developed around the main following topics:

Agenda Item 1: Introduction

Agenda Item 2: Global and Regional Developments related to AIG

Agenda Item 3: Regional Cooperation in AIG

Agenda Item 4: Conclusions and Closing Session

1.3.2 The Work Programme of the Workshop included the following subjects addressed by specific presentations and/or discussion panels:

- a) Global and Regional Developments related to AIG
- b) National AIG Experience
- c) Regional Cooperation in AIG
- d) Conclusions and closing session

1.3.3 A copy of the detailed Work Programme is available at: www.icao.int/mid.

1.3.4 From extensive feedback it was confirmed that the Agenda/Work Programme was well balanced, informative and interesting and that it met the expectations of the participants.

1.4 Objective

1.4.1 The purpose of the ACAC/ICAO AIG Workshop was to address issues related to Accident and Incident Investigation, with a special focus on Regional Cooperation in order to finalize the Strategy for the establishment of a Middle East RAIO, for final endorsement by the DGCA-MID and ACAC Executive Council.

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Summary of Discussions

2. SUMMARY AND OUTCOME OF DISCUSSIONS

2.1 The Workshop provided a balance between the time allocated to presentations covering concepts and practical experiences related to Accident and Incident Investigation and a forum for open discussions, exchange of knowledge and experience. It provided valuable Panel Sessions and opportunities for networking, collaboration and coordination, as well as sharing of experiences. Much thought and effort had been put into the development of the presentations by the speakers who have been thanked for the time and effort they dedicated to the Workshop and the enthusiasm and commitment to their subjects.

2.2 All the presentations are available at: www.icao.int/mid.

Global and Regional Developments related to AIG

2.3 The objective of this session was to provide updated overview of ICAO AIG SARPs and guidance, global and regional status of AIG within the USOAP-CMA and the RASG-MID activities related to AIG.

2.4 Mr. Marcus Costa, Chief Accident Investigation Section, ICAO Headquarters, gave information on the latest ICAO SARPs in Annex 13 and related guidance including independence of investigations and protection of safety information.

2.5 Mr. Mashhor Alblowi, Regional Officer, Flight Safety, ICAO MID Regional Office, gave an overview of the RASG-MID's activities, achievements and deliverables, as well as the work programme with regard to enhancement of AIG regional cooperation. The Workshop was updated on the regional status of AIG within USOAP-CMA.

2.6 Mr. Adnan Mohamed Malak, AIB, Saudi Arabia, Chairman of Accident and Incident Analysis Working Group (AIA WG), apprised the workshop of the AIA WG activities within the RASG-MID as well as its work programme.

National AIG Experience

2.7 The objective of this session was to share experience related to AIG at national level. This session was supported by presentations delivered by States, as follows:

- 1- Abdulelah Felemban, Director General, Aviation Investigation Bureau, Saudi Arabia;
- 2- Ibrahim Addasi, Chief Air Accident Investigator, General Civil Aviation Authority, UAE;
- 3- Herry Klumper, Head Air Accident Investigation Unit, Qatar; and
- 4- Mbarek Lfakir, Accident Investigator, Air Accident Investigation Bureau, Morocco

2.8 A Panel Discussion took place at the end of the first day discussing and highlighting common challenges, lessons learned and best practices related to AIG. The Discussion Panel was moderated by Mr. Marcus Costa, Chief Accident Investigation Section, ICAO HQ.

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Regional Cooperation in AIG

2.9 This session provided information on regional investigation mechanisms. Mr. Marcus Costa, ICAO HQ, provided information on the Regional Accident and Incident Investigation Organization (RAIO) including advantages and process of establishment. The workshop was apprised of examples of established regional investigation systems.

2.10 The workshop was apprised of AIG cooperation activities in MENA Region. This session was supported by presentations delivered by Morocco, Saudi Arabia and UAE.

2.11 To set the scene, Mr. Mohamed Smaoui, Deputy Regional Director, ICAO MID Regional Office, gave a historical background related to the step-by-step approach for the development of the AIG Strategy. The workshop was apprised of current version of the Strategy and areas that need to be improved.

2.12 Mr. Abdulelah Felemban, DG, AIB, Saudi Arabia, presented the way forward and the next steps to enhance AIG regional cooperation with a clear objectives defining specific needs and areas for cooperation and engagement.

AIG Strategy - Panel Discussion

2.13 This Panel Discussion took place at the end of the second day with active participation from the audience. The Panel was moderated by Mr. Mohamed Smaoui, ICAO. The objective of this Panel was to review and update the AIG Strategy.

2.14 The interactive discussions and group work led to a draft of the Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region as at **Appendix A**. The objective of the Strategy is to contribute to improvement of aviation safety in the MENA Region by enabling States to conduct effective and independent investigations of aircraft accidents and incidents; and support States in fulfilling their investigation obligations in Annex 13.

2.15 The Strategy defines three (3) levels of cooperation for the provision of AIG services in the MENA Region. An implementation Roadmap for MENA States should be developed under the framework of RASG-MID to provide the details and timelines related to the implementation of the different levels.

3. CONCLUSIONS AND CLOSING SESSION

3.1 An AIG Ad Hoc Group was established to finalize the draft of the Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region and develop the related Roadmap in order to be presented to the RASG-MID/6 meeting (Bahrain, 26-28 September 2017) according to the following timeframe:

Task	Target
Final Draft of the Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region	31 August 2017
Implementation Roadmap	31 August 2017
Working Paper for the RASG-MID/6 meeting	12 September 2017

ACAC/ICAO AIG WORKSHOP
Summary of Discussions

3.2 The AIG Ad Hoc Group is composed of the followings:

Mr. Ibrahim Ahmed Addasi, UAE (Rapporteur);
Mr. Ismail Y. Kashkash, Saudi Arabia;
Mr. Abdelati Ali Al Fadil, UAE;
Mr. Kamil Ahmed Mohamed Makin, Sudan;
Mr. Herry Johannes Klumper, Qatar;
Mr. Ali Rashid Alkuwari, Qatar;
Mr. Faycal Mohamed Lakhel, Tunis; and
Mr. Mbarek Lfakir, Morocco.

3.3 The importance of gathering States and providing a forum for discussion of AIG issues was highlighted; and the development of a revised *Strategy for the enhancement of cooperation in the provision of AIG services in the MENA Region*, was appreciated. In this respect, participants expressed their gratitude to ACAC, ICAO MID Regional Office, and Saudi Arabia for organizing the Workshop.

STRATEGY FOR THE ENHANCEMENT OF COOPERATION IN THE PROVISION OF AIG SERVICES IN THE MENA REGION

1- Background

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, Annex 13 (STD 3.2) stipulates that a State shall establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation;

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 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;

Whereas, Annex 13 (STD 5.1 and 5.1.2) stipulates that the State of Occurrence shall institute an investigation into the circumstances of the accident and serious incident (maximum mass of over 2 250 kg) and be responsible for the conduct of the investigation, but it may delegate the whole or any part of conducting of such investigation to another State or a Regional Accident and Incident Investigation Organization (RAIO) by mutual arrangement and consent. In any event, the State of Occurrence shall use every means to facilitate the investigation;

Considering that the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 - 22 May 2013) 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; and accordingly through Conclusion 2/11 endorsed the First version of the Strategy for the establishment of RAIO(s);

Considering the AIG needs and capabilities of the Middle East and North African States; and the implementation of different levels of cooperation for the provision of AIG services at the regional/sub-regional level;

Considering the challenges related to the establishment of a RAIO

2- Objective

Contribute to improvement of aviation safety in the MENA Region by enabling States to conduct effective and independent investigations of aircraft accidents and incidents; and support States in fulfilling their investigation obligations in Annex 13.

3- Methodology

Three (3) levels of cooperation for the provision of AIG services in the MENA Region have been defined as follows:

Level 1:

Cooperation among States in the MENA Region under the framework of Annex 13 and/ or a standard bilateral MOU to share, on ad-hoc basis, resources, training, information, documentation and capabilities; and strengthen compliance to Annex 13.

Level 2:

Cooperation among States in the MENA Region under the framework of a regional cooperation mechanism (well-defined scope and set of coordinated, organized and harmonized procedures and mechanisms) for the conduct of accidents and serious incidents investigations.

Level 3:

Establishment of a RAIO with well-defined mandate, roles and responsibilities, organization (human resources), funding mechanism, etc.; with a centralized decision-making process on RAIO activities.

- ~~Role of RAIO is to, with a mandate of DGCA's,:~~
- ~~Prepare, Organize, coordinate, facilitate resources to conduct investigations on behalf of RAIO States (full or partial investigation, on request or on offer)~~
- ~~Centralized organization (structure, roles, responsibilities)~~
- ~~Standardized/agreed procedures and decision processes~~
- ~~Centralized decision about deployment of resources~~
- ~~Centralized decision on required resources~~
- ~~Centralized decision on yearly budget and funding principles~~

The Table in **Appendix A** provides more details about each level.

4- Strategic Plan

- 1) States are urged to develop and further strengthen regional/sub-regional cooperation for accidents and incidents investigation
- 2) MENA States should take necessary measures to reach at least level 2
- 3) An implementation Roadmap for MENA States should be developed under the framework of RASG-MID to provide the details and timelines related to the implementation of the different levels
- 4) Key Performance Indicators should be developed for the monitoring of the implementation of the Roadmap
- 5) The decision to eventually go ahead (or No Go) with the establishment of a MENA RAIO would be taken in due course, depending on the achievement of the expected goals/KPIs.

APPENDIX A

	Level 1 (Agreements)	Level 2 (Regional Cooperation Mechanism)	Level 3 (RAIO)
Sharing of human resources	√	√	√
Sharing of equipment, tools, and technology		√	√
Sharing of knowledge, safety information, and procedures	√	√	√
Sharing of services of States' centers of research, laboratories, institutions, experts, etc. (External to the AIG)		√	√
Establish a regional accidents and incidents database			√
Establish data repository		√	√
AIG training	√	√	√
Funding of conducting investigations			√
Harmonize the investigation regulations and procedures		√	√
Oversight of the investigation authority in each State		√	
Funding of regional investigations organization			√



International Civil Aviation Organization



ACAC/ICAO AIG Workshop

(Jeddah, Saudi Arabia, 25-27 April 2017)

LIST OF PARTICIPANTS

NAME	TITLE & ADDRESS
<p><u>STATES</u></p> <p>MOROCCO</p> <p>Capt. Al Ibrahim Najib</p>	<p>Accident Investigator Morocco, Air Accident Investigation Bureau MOROCCO</p>
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-END-