INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE THIRD MEETING OF THE
MID ANNUAL SAFETY REPORT TEAM**

(MID-ASRT/3)

(Cairo, Egypt, 20-22 November 2018)

Approved by the Meeting
and published by authority of the Secretary General

TABLE OF CONTENTS

Page

PART I - HISTORY OF THE MEETING

PART II - REPORT ON AGENDA ITEMS

APPENDICES

Appendix 2A –2D

ATTACHMENT

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1   The Third meeting of the MID Annual Safety Report Team (MID-ASRT/3) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 20-22 November 2018.

2. OPENING

2.1   The meeting was opened by Mr. Mohamed Smaoui, Deputy Regional Director, ICAO Middle East Office, who welcomed the participants to Cairo.

2.2   Mr. Smaoui highlighted to the meeting that the ASRT was established by the RASG-MID/1 meeting mainly to gather safety information, data analysis and the development of the Annual Safety Reports (ASR), including the identification of focus areas and emerging risks.

2.3   Mr. Smaoui also mentioned that the difficulties faced the AIA WG mainly in terms of attendance and support, had led the RASGMID/6 meeting to agree to dissolve AIG WG. He also stated that the meeting also amended the MID-ASRT Terms of References (TORs) and included the main tasks previously assigned to the AIG WG, which are directly related to the identification of focus areas and emerging risks.

2.4   Mr. Smaoui also reiterated that the States and safety partners should be committed to support the team by providing the aviation safety data including the data analysis and the safety recommendations, which in turn is vital for the identification of focus areas, emerging risks, and destination of the root causes and contributory factors.

2.5   In closing, Mr. Smaoui thanked all the participants for their presence and wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1   The meeting was attended by a total of ten (10) participants from six (6) States (Egypt, Iran, Libya, Saudi Arabia, Sudan and United States) and one (1) International Organizations/Industries (IATA). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1   The meeting was chaired by Mr. Suliman Ali Elmesallati, Standards & Regulations Manager, Libya Civil Aviation Authority as a provisional Rapporteur to chair the MID-ASRT/3 meeting.

4.2   Mr. Mashhor Alblowi, RO/FLS and Mr. Mohamed Chakib, RO/SAF-IMP were the Secretaries of the meeting supported by Mr. Mohamed Smaoui, Deputy Regional Director (DRD).

5. LANGUAGE

5.1   Discussions were conducted in English and documentation was issued in English.

6.   AGENDA

6.1   The following Agenda was adopted:

Agenda Item 1:   Adoption of the Provisional Agenda

Agenda Item 2:   Work Programme

Agenda Item 3:   Future Work Programme

Agenda Item 4:   Any other Business

7.   CONCLUSIONS AND DECISIONS – DEFINITION

7.1   The RASG-MID records its actions in the form of Conclusions and Decisions with the following significance:

   a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States and its stakeholders/partners, or on which further action will be initiated by the Secretary in accordance with established procedures; and

   b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its subsidiary bodies.

8.   LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS

DRAFT CONCLUSION 2/1:   SHARING OF SAFETY DATA ANALYSIS

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.

1.2   Due to the low level of attendance/participation, the meeting elected Mr. Suliman Ali Elmesallati, Standards & Regulations Manager, Libya Civil Aviation Authority as a provisional Rapporteur to chair the MID-ASRT/3 meeting. The election of the MID-ASRT Rapporteur will be included in the agenda of the MID-ASRT/4 meeting. It might also be done during the RASG-MID/7 meeting.

REPORT ON AGENDA ITEM 2:   WORK PROGRAMME

Election of the Rapporteur

2.1   The subject was addressed in WP/1 presented by the Secretariat. Due to the low level of attendance/participation, the meeting elected Mr. Suliman Ali Elmesallati, Standards & Regulations Manager, Libya Civil Aviation Authority as a provisional Rapporteur to chair the MID-ASRT/3 meeting. The election of the MID-ASRT Rapporteur will be included in the agenda of the MID-ASRT/4 meeting. It might also be done during the RASG-MID/7 meeting.

Follow-up on the RSC-MID/6 Conclusions and Decisions

2.2   The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the status of the RSC-MID/6 Conclusions and Decisions relevant to the MID-ASRT and the follow-up actions taken by concerned parties as at **Appendix 2A**.

Seventh MID Annual Safety Report

2.3   The subject was addressed in WP/3 and PPT/1 presented by the Secretariat.

2.4   The meeting noted with appreciation the use of the new risk assessment methodology to proactively identify the focus areas and the emerging risks.

2.5   The meeting reviewed the Draft version of the Seventh MID-ASR. Based on the analysis of the reactive and proactive safety information for the period 2013-2017, and in accordance with the agreed new methodology for the risk assessment,the Focus Areas are :

      1. Runway Safety (RS)- (mainly RE and ARC during landing);
      2. Loss of Control Inflight - (LOC-I);
      3. Controlled Flight Into Terrain- (CFIT); and
      4. Mid Air Collision- (MAC).

2.6   The emerging risks, which have been identified, based on the analysis of the data available, are:

      1. Fire/Smoke (non-impact) – (F-NI);
      2. Wake turbulence;
      3. Runway Incursion-(RI);
      4. Bird Strike- (BIRD); and
      5. Security- (SEC)

2.7   With respect to the proactive safety information, the meeting noted that the regional average overall Effective Implementation (EI) in the MID Region is 73.24 %, which is above the world average 66.27% (as of 10 October 2018). Three (3) States are currently below EI 60%.

2.8   Based on the foregoing, the meeting agreed that the MID Office, in coordination with the ASRT Rapporteur, finalize the Seventh Edition of the MID-ASR in order to be presented to the RASG-MID/7 meeting (Cairo, Egypt, April 2019) for endorsement.

Development of the Eighth MID Annual Safety Report

2.9   The subject was addressed in PPT/1 presented by the Secretariat. The meeting agreed on the need to establish a Core Team in order to support the Secretariat and the Rapporteur for the collection of necessary data, development of root cause analysis and contributory factors and development of the Annual Safety Reports. However, due to the low level of attendance, the meeting agreed that this should be left to the next MID-ASRT/4 meeting.

Sharing of Safety Information

2.10   The meeting recalled that the MID-ASRT/2 meeting (Cairo, Egypt, 4-5 February 2018) agreed:

–   to consolidate the list of Emerging Risks using the ADREP Taxonomy based on the previously identified emerging risks, the new emerging risks identified in the Sixth MID-ASR and the top 5 areas of concern endorsed by the RASG-MID/6 meeting based on IATA proposal;

–   that the State of Occurrence Data will be used at this stage;

–   that States provide the ICAO MID Office by end of March 2018 with the number of accidents, serious incidents and incidents related to each category for the past 3 years (2015 – 2017), using the agreed template;

–   the ICAO MID Office, in coordination with the MID-ASRT Rapporteur review the data provided and classify the different risk categories in terms of frequency; and

–   the top (X) Emerging Risks will be then communicated to States in order to share with the MID-ASRT their data analysis and safety recommendations.

2.11   Based on the above, the meeting reiterated the importance of sharing the number of occurrences and their safety data analysis by the States in order to produce improved annual safety reports in the future. Accordingly, the meeting agreed to the following Draft Conclusion:

> *DRAFT CONCLUSION 2/1:   SHARING OF SAFETY DATA ANALYSIS*
>
> *States are urged to provide the ICAO MID Office by end of **March 2019** with the number of accidents, serious incidents and incidents, safety data analysis, and their associated safety recommendations related to each occurrence category in **Appendix 2B** for the past 4 years (2015 – 2018) and using the template **in Appendix 2C.***

2.12   It was highlighted that the ICAO MID Office, in coordination with the MID-ASRT Rapporteur will review the occurrences and the safety data analysis provided and be included in the next annual safety report.

Sharing of Safety Information

2.13   Egypt, Iran, Saudi Arabia, and UAE provided presentations highlighting their systems for safety data collection and analysis including challenges faced and best practices.

2.14   IATA provided presentation with detailed analysis on TCAS RA and agreed to provide information for inclusion in the Seventh annual safety report.

2.15   The meeting highlighted the main Challenges facing the MID-ASRT for the development of the ASRs, in particular:

- low level of serious incidents and incidents reporting by the States;
- lack of shared safety data analysis and safety recommendations by the States; and
- low participation in the meeting from the States and the organizations.

MID Region proposed safety indicators and targets

2.16   The subject was addressed in WP/4 presented by the Secretariat. The meeting noted that the MID Region Safety Strategy was revisited during the Fourth MID Region Safety Summit (Riyadh, 2-3 October 2018). The list of Safety Indicators and Targets, as reviewed and amended by the Summit as at **Appendix 2D** will be presented to the RASG-MID/7 meeting for endorsement.

REPORT ON AGENDA ITEM 3:   FUTURE WORK PROGRAMME

3.1   The subject was addressed in WP/3 presented by the Secretariat.

3.2   The meeting agreed that the MID-ASRT/4 meeting be tentatively scheduled to be held during the period 25-27 November 2019.   The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

REPORT ON AGENDA ITEM 4:   ANY OTHER BUSINESS

4.1   Nothing has been discussed under this Agenda Item.

APPENDICES

APPENDIX 2A

FOLLOW-UP ON RSC/6 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
RSC DECISION 6/1: *MID-ASRT TERMS OF REFERENCE (TORS)* That, the Terms of Reference (TORs) of the MID Annual Safety Report Team (MID-ASRT) be revised as at **Appendix 3B.**	Further to the dissolution of the AIA-WG and the RASG-MID/6 Decision to include the main tasks in the ASRT TORs	Reviewed and endorsed by the RSC/6	RSC	June 2018	**Completed**
RSC DECISION 6/2: *SIXTH MID ANNUAL SAFETY REPORT* That, the Final version of the Sixth Edition of the MID Annual Safety Report (ASR) be published on the ICAO MID website.	Sharing the final 6th MID-ASR for the period 2012-2016	MID-ASR 6th Ed published on the ICAO website	ICAO	June 2018	**Completed**
RSC CONCLUSION 6/3: *REVISED RASG-MID SAFETY ADVISORY (RSA-11) SAFEGUARDING OF AERODROMES* . That, the revised RASG-MID Safety Advisory on Aerodrome Safeguarding (RSA-11) at **Appendix 3N**, which includes Aerodrome Safeguarding Toolkit is endorsed.	Obstacles control on the aerodrome and in its vicinity	RSA on Aerodrome Safeguarding	ICAO	June 2018	**Completed** Posted on the ICAO MID website in June 2018.

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
RSC CONCLUSION 6/4: **SURVEY ON AEP/ARFF LEVEL OF IMPLEMENTATION** *That,* a) *a survey on ARFF/AEP level of implementation be carried out; and* b) *the results of the survey be presented to the RGS WG/5 meeting for further course of actions*	- Effectiveness of Aerodrome Emergency Planning and the operability of the ARFF services at International Aerodromes	Questionnaire on AEP/ARFF Level of Implementation	Egypt supported by Saudi Arabia, UAE and ICAO	March. 2018	**Postponed for 2019**
RSC CONCLUSION 6/5 : **AERODROME APRON MANAGEMENT AND GROUND HANDLING SERVICES** *That,* a) *an Advisory Circular be developed on Aerodrome Apron Management; and* b) *a Seminar on Ground Handling be organized and hosted by UAE and supported by ICAO, IATA and Ground Handlers in 2019.*	- Ground Handling operations are a source of significant personnel safety and aircraft/equipment damage concerns	Advisory Circular on Aerodrome Apron Management Safety Seminar on Ground Handling	UAE supported by Egypt, Saudi Arabia and ICAO	Nov. 2018 Nov. 2019	**Ongoing**

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
RSC CONCLUSION 6/6: **AERODROME SMS COMPLIANCE AND EFFECTIVENESS TOOLKIT AND AERODROME SMS WORKSHOP** *That,* a) *an aerodrome SMS Workshop be organized by ICAO back-to-back with the RGS WG/5 meeting with the technical support of Egypt and UAE; and* b) *sample Aerodrome SMS Compliance and Effectiveness Tool-Kit be developed and presented at the Aerodrome SMS Workshop.*	- Effectiveness of the Aerodrome SMS implemented at International Aerodromes	SMS compliance and effectiveness Tool Kit Regional Aerodrome SMS Workshop	UAE Supported by Egypt, Saudi Arabia and ICAO ICAO	Nov. 2018	**Ongoing** Compliance and effectiveness Tool Kit developed The Workshop will be held back-to-back with the RGS WG/5
RSC CONCLUSION 6/7: **FURTHER SAFETY ENHANCEMENTS RELATED TO RUNWAY EXCURSIONS** *That,* a) *a RASG-MID Safety Advisory on Monitoring and Reporting of Runway Surface Condition, be developed; and* b) *States be urged to report the Runway-Excursion-related occurrences on Annual basis to the ICAO MID Office.*	- Consistency of the runway surface condition reporting system, in terms of quality with aircraft operational performance	Draft Advisory Circular on Monitoring and Reporting of Runway Surface Condition	FAA supported by Egypt, UAE and ICAO	May 2018	**Ongoing**

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
RSC CONCLUSION 6/8: *REVISED RASG-MID SAFETY ADVISORY ON WILDLIFE HAZARDS MANAGEMENT AND CONTROL (RSA-13)*					**Completed**
*That, the revised RASG-MID Safety Advisory on WHMC (RSA-13) at **Appendix 3Q**, which includes the WHMC Plan Template is endorsed.*	Effectiveness of Wildlife Hazards Management and Control	RSA on Wildlife Hazards Management and Control		Sep 2017	Posted on the ICAO MID website in June 2018.
RSC DECISION 6/9: *ESTABLISHMENT OF THE AIG CORE TEAM*					
That, the AIG Core Team composed of the following experts, is established to develop the Roadmap and to monitor the implementation of the Strategy for the enhancement of Regional Cooperation in the provision of AIG function for the MENA States: *Eng. Ismaeil Mohamed Al Hosani (Chairman)* *Mr. Ibrahim Addasi from UAE* *Mr. Abdulelah O. Felemban from Saudi Arabia* *Mr. Kamil Ahmed Mohammed from Sudan* *Mr. Theeb Abdullah Al Otaibi from Saudi Arabia* *Mr. Seyed Mohammad Hosein Mousavi Sajad from Iran* *Mr. M'barek Lfakir, from Morocco* *Mr. Mohamed Chakib from ICAO* *Mr. Mohamed Rejeb from ACAO*	Develop road map and to monitor the implementation				**Completed**

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/	TO BE INITIATED BY	TARGET DATE	STATUS/REMARKS
RSC CONCLUSION 6/10: RSA ON GNSS VULNERABILITIES *That, States and stakeholders be invited to review the Draft Safety Advisory at **Appendix 4E**; and provide comments/inputs to the ICAO MID Office before **15 September 2018**, in order to consolidate the final version for endorsement by the RASG-MID/7 meeting.*		State Letter	ICAO	July 18	**Ongoing** SL ME4/1-18-230 dated 19 July 2018 *(Replies: Bahrain & IATA)*
DRAFT CONCLUSION 6/1: ROADMAP FOR AIG REGIONAL COOPERATION *That, the Roadmap for AIG Regional Cooperation at **Appendix 3U** is endorsed.*	States level 1 of implementation	State Letter	ICAO	30 Sep 2018	**Completed** SL Ref.: ME 4/1.3-18/074 dated 4 March 2018 *(Replies: Bahrain, Egypt, Iran, Morocco, Saudi Arabia, Sudan, UAE and Yemen)*

APPENDIX 2B

TEMPLATE FOR THE COLLECTION OF

ACCIDENT, SERIOUS INCIDENT AND INCIDENT DATA AND SAFETY ANALYSIS

Name of State: ……………………..

Traffic: Nb. of Departures per year   [2015: …………]   [2016: …………]   [2017: …………]   2018: …………]

1- Occurrences: *The data to be collected be based on scheduled commercial operations involving aircraft having a Maximum Take-off Weight (MTOW) above 5700 kg.*

#	Occurrence Category	2015			2016			2017			2018		
		# Accidents	# Serious incidents	# Incidents	# Accidents	# Serious incidents	# Incidents	# Accidents	# Serious incidents	# Incidents	# Accidents	# Serious incidents	# Incidents
1	Runway Excursion (RE)												
2	Abnormal Runway Contact (ARC)												
3	Loss of Control-Inflight (LOC-I)												
4	Controlled Flight Into Terrain (CFIT)												
5	Mid Air collision (MAC)/ NMAC												
6	Fire/Smoke (F-NI)												
7	Runway Incursion- (RI)												
8	System Component Failure-Non-Power Plant (SCF-NP)												
9	Wake Turbulence												
10	BIRD												
11	Wildlife (Wild)												
12	System Component Failure-Power Plant (SCF-PP)												

States should provide the number of accident, serious incidents, and incidents related to each category mentioned in the template above for the past three years (2015-2018)

Scope: State of Occurrence

2- **Safety data Analysis (root-cause analysis, trends, etc.)**

3- **Main safety risks**

4- **Safety Recommendations**

LIST OF FOCUS AREAS AND EMERGING RISKS TAXONOMY

Scope: State of Occurrence

The data to be collected be based on scheduled commercial operations involving aircraft having a Maximum Take-off Weight (MTOW) above 5700 kg.

Occurrence Category	ADREP/CICTT taxonomy	Remarks
Runway Excursion (RE)	Veer off or overrun off the runway surface.	
Abnormal Runway Contact (ARC)	Any landing or take-off involving abnormal runway or landing surface contact.	
Loss of Control-Inflight (LOC-I)	Loss of Control while, or deviation from intended flight path, in flight.	Including occurrences which lead to the LOC-I accident
Controlled Flight Into Terrain (CFIT)	Inflight collision or near collision with terrain, water, or obstacles without indication of loss of control.	Including occurrences which lead to the CFIT accident
MID Air Collision (MAC)/ NMACs	Airprox/TCAS Alerts, Loss of separation as well as NMAC or collisions between aircraft inflight.	(including, RPAS/Drones, Call Sign Confusion)
Fire/Smoke (F-NI)	Fire or smoke in or on the aircraft, in flight, or on the ground, which is not the result of impact.	
Runway Incursion (RI)	Any occurrence at aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for landing and takeoff of aircraft.	
System Component Failure –Non-Power Plant (SCF-NP)	Failure or malfunction of an aircraft system or component other than the power plant.	
Turbulence Encounter (TURB)	In-flight turbulence encounter.	Mainly occurrences related to wake turbulence (Vortex)

Birdstrike (BIRD)	Occurrences involving collisions/near collisions with bird(s).	
System Component Failure- Power Plant (SCF-PP)	Failure or malfunction of an aircraft system or components related to the power plant.	
Wildlife (WILD)	Collision with, risk of collision or evasive action by an aircraft to avoid wild life on the movement area of an aerodrome.	

NB: States may share any other national safety concern.

APPENDIX 2D

Fourth MID Region Safety Summit
(Riyadh, Saudi Arabia, 2-3 Oct 2018)

Revised MID Region Safety Targets

STATUS OF THE MID REGION SAFETY INDICATORS TARGETS
(SAFETY INDICATORS TARGETS RELATED TO RGS ARE SHADED IN ORANGE)

Aspirational Goal: Zero fatality by 2030

Goal 1: Achieve a continuous reduction of operational safety risks

Safety Indicator	Safety Target	Timeline	Status
Number of accidents per million departures	~~Reduce/Maintain the~~ Regional average rate of accidents to be in line with the global average rate ~~by 2016 and beyond~~.	2016	
Number of fatal accidents per million departures	~~Reduce/Maintain the~~ Regional average rate of fatal accidents to be in line with the global average rate ~~by 2016~~	2016	
Number of fatalities per million departures	Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate	2018	
Number of Runway ~~Safety~~ Excursion accidents per million departures	~~Reduce/Maintain the~~ Regional average rate of Runway ~~Safety~~ Excursion accidents to be below the global average rate ~~by 2016~~	2016	
Number of Runway ~~Safety~~ Incursion accidents per million departures	~~Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016~~ Regional average rate of Runway ~~Safety~~ Incursion accidents to be below the global average rate	2018	
Number of LOC-I related accidents per million departures	~~Reduce/Maintain the~~ Regional average rate of LOC-I related accidents to be below the global rate ~~by 2016~~	2016	
Number of CFIT related accidents per million departures	~~Reduce/Maintain the~~ Regional average rate of CFIT related accidents to be below the global rate ~~by 2016~~	2016	
Number of Mid Air Collision (accidents)	Zero Mid Air Collision accident	2018	

Safety Indicator	Safety Target	Timeline	Status
Number of Near Mid Air Collision (serious incidents)	Regional average rate of Near Mid Air Collision (serious incidents per million departures) to be less than 0.1 All States to reduce the rate of Near Mid Air Collision (AIRPROX) within their airspace by 2020	2020	

Goal 2: Strengthen States' safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results:

Safety Indicator	Safety Target	Timeline	Status
USOAP-CMA Effective Implementation (EI) results: a. Regional average EI b. Number of States with an overall EI over 60% c. Regional average EI by area d. Regional average EI by CE Number of MIDStates with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA).	Progressively increase the USOAP-CMA EI scores/results: a. Increase the rRegional average EI to be above 70% by 2020 b. 11 MID States to have at least 60% EI by 2020 c. Regional average EI for each area to be above 70% by 2020 d. Regional average EI for each CE to be above 70% by 2020 Max 3 MIDStates with an EI score less than 60% for more than 2 areas by 2017.	a. 2020 b. 2020 c. 2020 d. 2020	
Number of Significant Safety Concerns (SSC)	a. No Significant Safety Concern (SSC) by 2016. States resolve identified Significant Safety Concerns SSC, if identified, to be resolved as a matter of urgency, and in any case within 12 months from their its identification	2016	

Goal 3: Improve aerodrome safety:

Safety Indicator	Safety Target	Timeline	Status
Number of certified International Aerodrome as a percentage of all International Aerodromes in the MID Region	a. 50% of the International Aerodromes certified ~~by 2015~~ b. 75% of the International Aerodromes certified ~~by 2017~~	a. 2015 b. 2017	
Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes having established a RST ~~by 2020~~.	2020	

Goal 4: Expand the use of Industry Programmes:

Safety Indicator	Safety Target	Timeline	Status
Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities.	a. Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA at all times. b. All MID States with an EI of at least 60% use the IATA Operational Safety Audit (IOSA) to complement their safety oversight activities~~, by 2018~~.	a. N/A b. 2018	
Use of the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States. Pursue at least 50% increase in ISAGO registration (baseline 2017)	2020	
Use of the ACI Airport Excellence (APEX) in Safety programme	At least 1 ACI APEX in Safety conducted in 1 Airport of the Region per year	N/A	

Goal 5: Implementation of effective SSPs and SMSs:

Safety Indicator	Safety Target	Timeline	Status
Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	a. ~~60%~~ 9 States ~~by 2019~~8 b. ~~80%~~ 12 States ~~by 2020~~	a. 2019 b. 2020	
Number of States that have completed the SSP Gap Analysis on iSTARS	13 States ~~by 2020~~	2020	
Number of States that have developed an SSP implementation plan	13 States ~~by 2020~~	2020	
Regional Average SSP Foundation (in %)	70% ~~by 2022~~	2022	
Number of States that have fully implemented the SSP Foundation	10 States ~~by 2022~~	2022	
Number of States that have established an ALoSP	10 States ~~by 2025~~	2025	
Number of States that have implemented an effective SSP	~~10~~ 7 States ~~by 2025~~	2025	
~~Percentage~~ Number of States that have established a process for acceptance of individual service providers' SMS	~~80%~~ 12 States ~~by 2020~~	2020	
Number of States providing information on safety risks, including SSP SPIs, to the RASG-MID	7 States ~~by 2022~~	2020	
Establishment of a Regional mechanism for regional data collection, sharing and analysis	Regional Mechanism established ~~by 2018~~	2018	
~~Number of MID States with EI>60%, having completed implementation of SSP Phase 1.~~	~~All MID States with EI>60% to complete phase 1 by 2016.~~		

Safety Indicator	Safety Target	Timeline	Status
~~Number of MID States with EI>60%, having completed implementation of SSP Phase 2.~~	~~All MID States with EI>60% to complete phase 2 by 2017.~~		
~~Number of MID States with EI>60%, having completed implementation of SSP Phase 3.~~	~~All MID States with EI>60% to complete phase 3 by 2018.~~		
~~Number of MID States with EI>60%, having completed implementation of SSP.~~	~~All MID States with EI>60% to complete SSP implementation by 2020.~~		

Goal 6: Increase Collaboration at the Regional Level to enhance safety:

Safety Indicator	Safety Target	Timeline	Status
Number of States attending the RASG-MID meetings	At least 12 States from the MID Region	2019	
Number of States providing required data related to accidents, serious incidents and incidents to the MID-ASRT	All States from the MID Region	2020	
Number of States requiring and actively seeking assistance/support	All States having an EI below 60% to be member of the MENA RSOO	2019	
Number of States that received assistance/support through the RASG-MID, MENA RSOO and/or other NCLB mechanisms	All States having an EI below 60% to have an approved NCLB Plan of Actions for safety (agreed upon with the ICAO MID Office)	2019	
	SEI or Technical Assistance Mission/Project implemented for each assistance need identified by the RASG-MID		

Safety Indicator	Safety Target	Timeline	Status
Number of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s)	Percentage of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s), to be at least **50%**	2022	
Number of States that contribute to the implementation of SEIs and Technical Assistance Missions/Projects	7 States	2020	
Percentage of SEIs implemented in accordance with the agreed timeframe	80% of the SEIs	N/A	

Goal 7: Ensure the appropriate infrastructure is available to support safe operations:

Safety Indicator	Safety Target	Timeline	Status
Number of Air Navigation Deficiency Priority "U" identified by MIDANPIRG	No Air Navigation Deficiency Priority "U"	2022	

Goal 8: Monitor the fleet age:

Safety Indicator	Safety Target
*Average Fleet Age.	States are required to monitor their fleet age.
*Percentage of fleet above 20 years of age.	No regional Safety Targets are defined.

LIST OF PARTICIPANTS

NAME	TITLE
STATES	
EGYPT	
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ORGANIZATIONS/INDUSTRIES	
IATA Mr. Jehad Faqir.	Assistant Director Safety & Flight Operations IATA Amman 11118 - JORDAN

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