



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 1: Adoption of the Provisional Agenda and Election of Rapporteur

PROVISIONAL AGENDA AND ELECTION OF RAPPORTEUR

(Presented by the Secretariat)

SUMMARY

This paper presents the Provisional Agenda for the Fifth meeting of the MID-SST/5 for adoption and calls for the election of a new MID SST Rapporteur.

Action by the meeting is at paragraph 2.

REFERENCES

- State Letter Ref.: ME 4/1.3–18/389 of 6 December 2018
- RASG-MID Procedural Handbook

1. INTRODUCTION

1.1 The Provisional Agenda for the MID-SST/5 meeting was attached to the MID Regional Office Invitation Letter Ref: ME 4/1.3–18/389 dated 6 December 2018, as shown in **Appendix A**.

1.2 In accordance with the RASG-MID Procedural Handbook, the MID Safety Support Team (SST) Rapporteur should be elected from Member States or from an SST International Organization/Industry (Partners).

2. DISCUSSION

2.1 The meeting may wish to note that Mr. Ismaeil Mohammed Al Hosani, Assistant Director General Air Accident Investigation, General Civil Aviation Authority (GCAA), UAE has retired from GCAA and will not continue to be the SST Rapporteur. He wished all the best to the SST and RASG-MID.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) adopt the Provisional Agenda at **Appendix A**, and
 - b) elect a new Rapporteur for the SST.
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APPENDIX A

FIFTH MEETING OF THE MID SAFETY SUPPORT TEAM

(MID-SST/5)

(Cairo, Egypt, 19 – 21 February 2019)

PROVISIONAL AGENDA

- Agenda Item 1: Adoption of the Provisional Agenda and Election of Rapporteur
- Agenda Item 2: MID-SST Work Programme
- 2.1 Update on the implementation of the MID-SST Safety Enhancement Initiatives (SEIs)
 - 2.2 Implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region - sharing of experiences, challenges and best practices
 - 2.3 Revised MID Region Safety Strategy
 - 2.4 AIG regional cooperation
- Agenda Item 3: NCMCs Meeting
- 3.1 Update on the ICAO USOAP-CMA
 - 3.2 Regional Status
 - 3.3 Presentations by the States' NCMCs related to the USOAP-CMA
- Agenda Item 4: Future Work Programme
- Agenda Item 5: Any other Business

-END-



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

**FOLLOW-UP ON THE RASG-MID/6 AND RSC/6
CONCLUSIONS AND DECISIONS**

(Presented by the Secretariat)

SUMMARY

This paper presents the status of the RASG-MID/6 and RSC/6 Conclusions and Decisions and the follow-up actions taken by concerned parties.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/6 Report
- RSC/6 Report

1. INTRODUCTION

1.1 The Sixth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/6) was hosted by Bahrain Civil Aviation Affairs from 26 to 28 September 2017.

1.2 The meeting was attended by a total of sixty (60) participants from eleven (11) States (Bahrain, Egypt, Iraq, Jordan, Kuwait, Oman, Saudi Arabia, Sudan, Turkey, UAE and United States) and seven (7) International Organizations/Industries (ACI, Airbus, CANSO, EMBRAER, IATA, IFATCA and MIDRMA).

1.3 The Sixth meeting of the RASG-MID Steering Committee (RSC/6) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 25 -27 June 2018.

1.4 The meeting was attended by a total of twenty-five (25) participants from eleven (11) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Libya, Oman, Saudi Arabia, Sudan, UAE and United States) and four (4) Organizations/Industries (ICAO, Boeing, IATA and IFATCA).

2. DISCUSSION

2.1 The Sixth RASG-MID meeting endorsed sixteen (16) Conclusions and Decisions as at **Appendix A**.

2.2 The Sixth RASG-MID Steering Committee meeting endorsed ten (10) Conclusions and Decisions as at **Appendix B**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the follow-up on the outcome of the RASG-MID/6 and RSC/6 meetings; and take action, as appropriate.

APPENDIX A

FOLLOW-UP ON RASG-MID/6 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/1: GLOBAL AVIATION SAFETY PLAN (GASP)</p> <p><i>That, States:</i></p> <p>a) <i>be requested to establish a national aviation safety plan, including goals and targets consistent with the MID Region Safety Strategy, and in line with the GASP objectives, including the global aviation safety roadmap, and based on their operational safety needs; and</i></p> <p>b) <i>be invited to provide ICAO feedback on the new global aviation safety roadmap and suggestions for the future 2020 -2022 edition of the GASP via email to GASP@icao.int, by March 2018.</i></p>	<p>- Development of national aviation safety plan</p> <p>- To get feedback on the safety roadmap</p>	<p>State Letter</p> <p>Feedback</p>	<p>ICAO</p> <p>States</p>	<p>Nov. 2017</p> <p>March 2018</p>	<p>Actioned</p> <p>SL ME4-17/305 dated 2 November 2017. <i>(Replies: Bahrain and Jordan)</i></p> <p>Reminder SL ME 4-18/233 dated 22 July 2018. <i>(No replies)</i></p> <p>SL FS 1/2-18/271 dated 19 August 2018 Questionnaire on draft GASP 2020-2022 <i>(Replies: Bahrain, Jordan and UAE)</i></p> <p>An overview on the GASP 2020-2022 will be presented to the RASG-MID/7 meeting (15-18 April 2019)</p>
<p>CONCLUSION 6/2: SAFETY MANAGEMENT IMPLEMENTATION</p> <p><i>That States, regional and international organizations are invited to share tools and examples, which support effective safety management implementation, to be considered for posting on the ICAO safety management implementation website.</i></p>	<p>Sharing of best practices</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Jan. 2018</p>	<p>Actioned</p> <p>SL ME4-18/027 dated 25 January 2018 Requesting States to take necessary measures to ensure the implementation of the provisions of this Conclusion</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/3: REGIONAL SAFETY OVERSIGHT ORGANIZATIONS</p> <p><i>That, States support:</i></p> <p>a) <i>the proposed global strategy and action plan to improve RSOOs; and</i></p> <p>b) <i>the conduct of a study related to the proposed global aviation safety oversight system (GASOS).</i></p>	Improvement of RSOO and establishment of GASOS	Supporting the proposed global strategy	RASG-MID	Sept. 2017	<p>Actioned</p> <p>The study was released. A Summary of Recommendations is at Appendix 2B of the RSC/6 meeting Report</p>
<p>CONCLUSION 6/4: SHARING OF SAFETY RECOMMENDATIONS</p> <p><i>That,</i></p> <p>a) <i>States be urged to share their Safety Recommendations after investigation of accidents and incidents; and</i></p> <p>b) <i>MID-SST to coordinate with MID-ASRT, ICAO and stakeholders 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.</i></p>	Sharing of safety recommendations in order to agree on mitigation measures at regional level (Best practices)	State Letter	ICAO	Jan. 2018	<p>Actioned</p> <p>SL ME4-18/028 dated 25 January 2018, requesting State to take necessary measures to share with ICAO MID Office the safety recommendations emanating from the investigation activity.</p> <p>The RSC/6 meeting agreed that the SEI “Sharing and Analysis of Safety Recommendations” should be included in the MID-SST work programme.</p> <p>UAE will be the Champion for the implementation of this SEI. Details on actions and deliverables should be addressed by MID-SST/5 meeting.</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/5: ADOPTION OF ISAGO AND IGOM FOR GROUND HANDLING OPERATIONS</p> <p><i>That, States be invited to:</i></p> <p>a) <i>encourage airlines and aerodrome operators to implement the procedures contained in the IATA Ground Operations Manual (IGOM) for harmonization purpose and to improve safety of Ground Handling Operations; and</i></p> <p>b) <i>use the IATA Safety Audit for Ground Operations (ISAGO) as a source of safety data which provide complementary information for the safety oversight activities of ground handling operations services.</i></p>	<p>Use of IATA Guidance material contained in the IGOM.</p> <p>Use of ISAGO as a source of complementary safety data for safety oversight activities</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Jan. 2018</p>	<p>Completed</p> <p>SL ME4-18/029 dated 25 January 2018, encouraging States to implement the provisions of this Conclusion.</p>
<p>CONCLUSION 6/6: DEVELOPMENT OF ADDITIONAL GROUND HANDLING OPERATIONS PROVISIONS</p> <p><i>That, ICAO be invited to consider the development of additional Ground Handling Operations provisions.</i></p>	<p>Need for additional provisions/guidance on Ground Handling Operations</p>	<p>Additional Ground Handling Operations provisions</p>	<p>ICAO</p>	<p>TBD</p>	<p>Ongoing</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/7: EXPANSION OF THE RSP SCOPE</p> <p><i>That, ICAO be invited to consider the expansion of the ICAO Runway Safety Programme (RSP) scope to include the movement area (including aprons).</i></p>	Inclusion of the movement area in RSP scope	Expansion of the ICAO RSP scope	ICAO	TBD	Ongoing
<p>DECISION 6/8: DISSOLUTION OF THE AIA WG</p> <p><i>That,</i></p> <p>a) <i>the AIA WG is dissolved; and</i></p> <p>b) <i>the RASG-MID Organizational Structure contained in the RASG-MID Procedural Handbook be amended accordingly.</i></p>	Poor attendance and support	Dissolution of the AIA WG	RASG-MID	Sept. 2017	Completed
<p>DECISION 6/9: REVISED TERMS OF REFERENCE (TORs) OF THE MID-ASRT</p> <p><i>That, considering the dissolution of the AIA WG:</i></p> <p>a) <i>the MID-ASRT develop revised version of its Terms of References (TORs) for review and endorsement by the RSC; and</i></p> <p>b) <i>face-to-face meetings of the MID-ASRT be organized on an annual basis.</i></p>	To include the tasks previously assigned to AIA WG	State Letter	ICAO	Dec. 2017	<p>Ongoing</p> <p>SL ME4-17/306 dated 2 November 2017 (ASRT Members) (Replies: Bahrain, Iran, Iraq, Jordan, Oman, Saudi Arabia, UAE, IFATCA and IFALPA)</p> <p>RSC Decision 6/1</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/10: ACCIDENT AND SERIOUS INCIDENTS FINAL REPORTS</p> <p>That,</p> <p>a) States be urged to comply with Annex 13 provisions related to the release of Final Reports on accidents and serious incidents; and</p> <p>b) for the accidents and serious incidents involving aircraft of a maximum mass over 5700 kg, a copy of the Final Report should be sent to the ICAO HQ and MID Regional Office.</p>	<p>Sharing of final reports on accidents and serious incidents</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Jan. 2018</p>	<p>Actioned</p> <p>SL ME4-18/025 dated 25 January 2018, requesting States to take necessary measures to ensure the implementation of the provisions of this Conclusion (Replies: Egypt, Iran, Jordan, Kuwait, Saudi Arabia and UAE)</p>
<p>CONCLUSION 6/11: SHARING OF INCIDENTS ANALYSES</p> <p>That, States be invited to present to the ASRT/1 meeting their analyses related to the following top 5 areas of concern:</p> <p>1- Near midair Collision (NMAC)-TCAS RA 2- Loss of Separation 3- Take off Clearance with Runway in use 4- Wake Turbulence –Encountered 5- Callsign Confusion</p>	<p>Identification of trends and sharing of best practices for mitigation measures</p>	<p>State Letter</p> <p>Safety Data Analyses</p>	<p>ICAO</p> <p>States</p>	<p>Nov. 2018</p> <p>Feb. 2018</p>	<p>Actioned</p> <p>SL ME 4–17/306 dated 2 November 2017 (Replies: Bahrain, Iran, Iraq, Jordan, Oman, Saudi Arabia, UAE, IFATCA & IFALPA)</p> <p>The First MID-ASRT (ASRT/1) meeting held in Cairo (4-5 February 2018)</p>
<p>DECISION 6/12: RASG-MID SAFETY ADVISORY - WILDLIFE MANAGEMENT AND CONTROL</p> <p>That, the RASG-MID Safety Advisory (RSA/13) on Wildlife Management and Control at Appendix 3I is endorsed and be published by the ICAO MID Office.</p>	<p>Guidance material to the Wildlife Management and Control</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p> <p>SL ME 4–17/292 dated 23 October 2017</p> <p>RASG-MID Safety Advisory-13 (RSA-13) has been posted on the ICAO MID website.</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>DECISION 6/13: AMENDED RASG-MID SAFETY ADVISORY/12 – LASER ATTACK SAFETY GUIDELINES</p> <p><i>That, the revised version of the RASG-MID Safety Advisory (RSA/12) on Laser Attacks at Appendix 3J is endorsed and be published by the ICAO MID Office.</i></p>	Updated guidance related to the Laser Attack Safety	RSA-Rev. 1	RASG-MID	Sept. 2017	<p>Completed</p> <p>SL ME 4-17/291 dated 23 October 2017</p> <p>RASG-MID Safety Advisory-12 (RSA-12) is available on the ICAO MID website.</p>
<p>CONCLUSION 6/14: REVISED MID REGION SAFETY STRATEGY</p> <p><i>That, the revised version of the MID Region Safety Strategy at Appendix 3N is endorsed.</i></p>	Need to keep pace with developments, including the GASP 2017-2019	MID Region Safety Strategy (Edition 5)	RASG-MID	Sept. 2017	<p>Completed</p>
<p>DECISION 6/15: RASG-MID SAFETY ADVISORY (RSA)– WAKE TURBULENCE IN THE RVSM AIRSPACE</p> <p><i>That, a RASG-MID Safety Advisory (RSA) on Wake Turbulence in the RVSM Airspace, be developed by ICAO, UAE and IATA, taking into consideration UAE safety alert 2017-10 dated 5 July 2017; and other existing practices.</i></p>	Guidance related to the Wake Turbulence in the RVSM airspace	RSA	ICAO UAE IATA	TBD	<p>Ongoing</p>
<p>DECISION 6/16: RASG-MID SAFETY ADVISORY-04 (RSA 04)</p> <p><i>That, the revised RSA-04 related to call sign confusion at Appendix 5B is endorsed.</i></p>	Guidance material related to the Call Sign Confusion	RSA	RASG-MID	Sept. 2017	<p>Completed</p>

APPENDIX B

FOLLOW-UP ON RSC/6 CONCLUSIONS AND DECISIONS

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

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

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

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

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>RSC CONCLUSION 6/10: RSA ON GNSS VULNERABILITIES</p> <p><i>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.</i></p>		State Letter	ICAO	July 18	<p>Ongoing</p> <p>SL ME4/1-18-230 dated 19 July 2018 <i>(Replies: Bahrain & IATA)</i></p>
<p>DRAFT CONCLUSION 6/1: ROADMAP FOR AIG REGIONAL COOPERATION</p> <p><i>That, the Roadmap for AIG Regional Cooperation at Appendix 3U is endorsed.</i></p>	States level 1 of implementation	State Letter	ICAO	30 Sep 2018	<p>Completed</p> <p>SL Ref.: ME 4/1.3-18/074 dated 4 March 2018 <i>(Replies: Bahrain, Egypt, Iran, Kuwait, Morocco, Saudi Arabia, Sudan, UAE and Yemen)</i></p>



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

**UPDATE ON THE IMPLEMENTATION OF THE
MID-SST SAFETY ENHANCEMENT INITIATIVES (SEIs)**

(Presented by the Secretariat)

SUMMARY

This paper provides a progress report on the Safety Enhancement Initiatives (SEIs) assigned to the MID-SST.

Action by the meeting is at paragraph 3.

REFERENCES

- MID-SST/4 Report
- RASG-MID/6 Report
- RSC/6 Report

1. INTRODUCTION

1.1 In accordance with the revised MID-SST Terms of Reference, the MID-SST shifted to a different way of doing business, where States and Partners share expertise, experience and best practices in order to provide recommended actions related to the implementation of the Safety Enhancement Initiatives (SEIs).

2. DISCUSSION

2.1 The RSC/6 meeting (Cairo, Egypt, 25-27 June 2018) reviewed and updated the list of SEIs assigned to the MID-SST, as follows:

- 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;

- d) improve implementation of ELP requirements in the MID Region; and
- e) sharing and analysis of safety recommendations related to accidents and serious incidents.

2.2 It is to be highlighted that the RSC/6 meeting agreed that the RASG-MID/6 Conclusion 6/4 should be transposed to a Safety Enhancement Initiative (SEI) in order to be addressed by appropriate Safety Team(s) within the RASG-MID framework to enhance sharing of safety recommendations and establish a regional database, which would be very beneficial to address the Focus Areas and Emerging Risks in the MID Region. It was agreed that the Regional Database should include safety recommendations related to accidents and serious incidents. Accordingly, the meeting urged States to share their Safety Recommendations after investigation of accidents and serious incidents.

2.3 It was agreed that the SEI “Sharing and Analysis of Safety Recommendations” should be included in the MID-SST work programme. The meeting noted with appreciation that UAE will be the Champion for the implementation of this SEI. It was also agreed that details on actions and deliverables should be addressed by the MID-SST/5 meeting.

2.4 The meeting may wish to note that the ICAO MID Regional Office sent out State Letter (SL ME4-18/028 dated 25 January 2018) requesting States to support implementation of RASG-MID/6 Conclusion 6/4 and share their Safety Recommendations after investigation of accidents and incidents.

2.5 The updated list reflecting the status and progress made for each action is at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the progress achieved for the implementation of the SEIs assigned to the MID-SST, and take actions, as necessary; and
- b) urge States to share their Safety Recommendations after investigation of accidents and incidents.

APPENDIX A

List of Actions to support the SEIs

<i>SEI: Improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region</i>		
Actions	Champion	Progress/Remarks
Conduct of Safety Management Training Courses, Symposia and Workshops.	ICAO	<p>Ongoing</p> <p>ICAO Safety Management for Practitioners (SMxP) Course held in Cairo, Egypt, 14 – 18 January 2018.</p> <p>APAC/MID Safety Management Symposium held in Singapore, 23-26 April 2018.</p> <p>Fourth MID Region Safety Summit (Riyadh, 2-3 October 2018).</p> <p>Safety Management Capacity Building Workshop (ICAO MID Office, Cairo, Egypt, 24-28 March 2019)</p>
Establish the MENA RSOO to support States in the expeditious implementation of SSP.	Saudi Arabia, ACAC and ICAO	<p>In Progress</p> <p>First MENA RSOO Steering Committee (Riyadh, 1 October 2018).</p> <p>Revised LoI was signed by 15 States</p> <p>A MENA RSOO Technical Meeting (Riyadh, 2-4 February 2019) to review and finalize MOA and Project Document. The meeting came up with a set of recommendations.</p> <p>Second MENA RSOO Steering Committee is tentatively planned to be held in Rabat, Morocco during the ACAO Executive Council and General Assembly.</p>

<p>Improve the status of implementation of SMS at International Aerodromes.</p>	<p>Egypt, Saudi Arabia and UAE</p>	<p style="text-align: center;">Ongoing</p> <p>Aerodrome Customized SMS Workshop conducted back-to-back with the RGS WG/5 meeting with technical support provided by experts from Egypt and UAE.</p> <p>Aerodrome SMS Compliance and Effectiveness Toolkit been developed by UAE and presented SMS Workshop.</p>
<p>Improve the status of implementation of SMS by ANSPs (ATM).</p>	<p>CANSO/ICAO</p>	<p style="text-align: center;">In Progress</p> <p>ICAO MID Office sent a reminder to States in order to urge their ANSPs to complete the EUROCONTROL/CANSO Standard of Excellence in SMS Questionnaire and send it back to CANSO before the end of October 2017 (only 2 replies received from Jordan and Oman).</p> <p>CANSO Middle East SMS Training Workshop (Muscat, Oman, 27-29 November 2017) with the objective to primarily focus on effective implementation of an SMS, mapping the CANSO Standard of Excellence in Safety Management Systems against Annex 19.</p> <p>ATM SG to follow up on the subject. However, no action has been taken by the ATM SG/4.</p>

<p>Improve the status of implementation of SMS by air operators.</p>	<p>IATA</p>	<p style="text-align: center;">In Progress</p> <p>A Survey was developed in coordination between ICAO MID Office and IATA and sent to the MID States through State Letters (December 2017) in order to measure and monitor the SMS implementation by air operators.</p> <p>A Reminder was sent on 10 January 2018.</p> <p>6 replies received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen.</p> <p>According to IATA, 29 air operators have SMS in place as part of IOSA</p>
<p>Improve the status of implementation of SMS by maintenance organizations.</p>	<p>IATA</p>	<p style="text-align: center;">In Progress</p> <p>A Survey was developed in coordination between ICAO MID Office and IATA and sent to the MID States through State Letters (December 2017) in order to measure and monitor the SMS implementation by air operators.</p> <p>A Reminder was sent on 10 January 2018.</p> <p>6 replies received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen.</p> <p>No update provided</p>

<p>Improve the status of implementation of SMS by training organizations (involved in flight training).</p>	<p>ACAO and ICAO</p>	<p style="text-align: center;">In Progress</p> <p>A Survey was developed in coordination between ICAO MID Office and IATA and sent to the MID States through State Letters (December 2017) in order to measure and monitor the SMS implementation by air operators,</p> <p>A Reminder was sent on 10 January 2018.</p> <p>6 replies received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen.</p>
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<p><i>SEI: Strengthening of States' Safety Oversight capabilities</i></p>		
<p style="text-align: center;">Actions</p>	<p style="text-align: center;">Champion</p>	<p style="text-align: center;">Progress/Remarks</p>
<p>Conduct USOAP CMA Workshops including cost-recovery.</p>	<p>ICAO</p>	<p style="text-align: center;">Completed</p> <p>USOAP-CMA Regional Workshop conducted in Cairo, Egypt 6-9 February 2017.</p> <p>Cost-Recovery Workshops provided when requested by States.</p>
<p>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.</p>	<p>Saudi Arabia, ACAC and ICAO</p>	<p style="text-align: center;">In Progress</p> <p>First MENA RSOO Steering Committee (Riyadh, 1 October 2018).</p> <p>Revised LoI was signed by 15 States</p> <p>A MENA RSOO Technical Meeting (Riyadh, 2-4 February 2019) to review and finalize MOA and Project Document. The meeting came up with a set of recommendations.</p> <p>Second MENA RSOO Steering Committee is tentatively planned to be held in Rabat, Morocco during the ACAO Executive Council and General Assembly.</p>

Organize Government Safety Inspector (GSI) Courses (OPS, AIR, ANS, and AGA).	ICAO	Ongoing GSI Course ATM (Cairo, Egypt, 17-21 September 2017). GSI-AIR Course (Cairo, Egypt, 1-18 July 2018).
Conduct ICAO missions to States to provide assistance related to the preparation of USOAP-CMA activities.	ICAO	Ongoing ICAO MID Office conducts mission to States to all States scheduled for USOAP-CMA activities.
Develop and implement a specific NCLB plan of actions for prioritized States according to established criteria.	ICAO/States/Stakeholders	Ongoing The MID Region NCLB Strategy endorsed by the DGCA-MID/4 Meeting (Muscat, Oman, 17-19 October 2017). ICAO MID Office develop/ implement NCLB plan of actions in accordance with the established criteria in the Strategy.

<i>SEI: Improve Regional Cooperation for the provision of Accident & Incident Investigation</i>		
Actions	Champion	Progress/Remarks
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	Completed
Organize the ACAO/ICAO AIG Workshop.	Saudi Arabia	Completed ACAO/ICAO AIG Workshop (Jeddah, Saudi Arabia, 25-27 April 2017).
Finalize the Strategy for the establishment of a Middle East RAIO by the ACAC/ICAO AIG Workshop.	States/ACAO/ICAO/Stakeholders	Completed

Final endorsement by RASG-MID and the ACAO Executive Council.	ICAO and ACAC	The Strategy endorsed by the DGCA-MID/4 Meeting (Muscat, Oman, 17-19 October 2017). The Roadmap for the implementation of the Strategy be further finalized by the RASG MID.
Organize MENASASI 2017 Seminar in Saudi Arabia.	Saudi Arabia	Completed 5th Annual MENASASI Seminar & Workshop (7-9 Nov 2017)
Organize Training related to AIG.	UAE/Saudi Arabia	To be updated by UAE/Saudi Arabia.
Establishment of the AIG Core Team	State/ICAO/ACAO	Completed
Roadmap for AIG Regional Cooperation	State/ICAO	Completed. RSC-MID/6 meeting reviewed and updated the Roadmap for AIG Regional Cooperation. (Cairo, Egypt, 25-27 June 2018)
Develop a questionnaire and disseminate to States through a State Letter for surveying the current status of the MENA States in bilateral cooperation (Level 1)	AIG Core Team ICAO States	Completed. Replies to the AIG Questionnaire were received from eight (8) States. (Bahrain, Egypt, Iran, Morocco, Saudi Arabia, Sudan, UAE, and Yemen)
Analyse the received responses including the assessment of the effective implementation of the cooperation elements as listed in the Strategy (Level 1)	AIG Core Team	On-going. Analysis report to be endorsed by the SST-MID/5 meeting.
Develop a Draft Questionnaire to survey States AIG capabilities (Level 2)	AIG Core Team	On-going.
Develop a Draft AIG RCM MoU	AIG Core Team	On-going.

<i>SEI: Improve implementation of ELP requirements in the MID Region</i>		
Actions	Champion	Progress/Remarks
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	UAE to present a draft to the ATM-SG/4. No draft has been presented to the ATM-SG/4. Coordination is still ongoing. UAE to coordinate with FAA to contribute. UAE to provide update on the subject.
Disseminate the Questionnaire to the MID States.	ICAO	Not started
Analyse the survey results and agree on next course of actions.	MID-SST in coordination with the ATM SG	Not started

<i>SEI: Sharing of Safety Recommendations related to Accidents and Serious Incidents</i>		
Actions	Champion	Progress/Remarks
TBD	UAE	The RSC/6 meeting noted with appreciation that UAE will be the Champion for the implementation of this SEI. It was also agreed that details on actions and deliverables should be addressed by the MID-SST/5 meeting. It was agreed that the Regional Database should include safety recommendations related to accidents and serious incidents. UAE to provide update on the subject.



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

OUTCOME OF THE FOURTH MID REGION SAFETY SUMMIT

(Presented by the Secretariat)

SUMMARY

The Fourth MID Region Safety Summit was organized by ICAO and hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia. The main topic addressed by the Summit was safety management, particularly the establishment and implementation of the State Safety Programme (SSP). The MID Region Safety Strategy was re-visited during the Summit in order to update the safety indicators and targets.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The Fourth MID Region Safety Summit was successfully held in Riyadh, Saudi Arabia, 2 - 3 October 2018. The Summit was gratefully hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia.

1.2 The Summit was attended by a total of two hundred and thirteen (213) participants from seventeen (17) States (Bahrain, Benin, Comoros, Egypt, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Saudi Arabia, Somalia, Sudan, United Arab Emirates and United States) and six (6) International Organizations/Industries (ACAO, ACI, Boeing, IATA, IFALPA, IFATCA).

2. DISCUSSION

2.1 The Summit aimed to raise awareness on the Global Aviation Safety Developments including the Global Aviation Safety Plan (GASP), Regional Safety Priorities and Targets outlined in the MID Region Safety Strategy, RASG-MID activities and deliverables, and State Safety Programme implementation. The Summit provided a forum for sharing expertise and experience for States, International and Regional Organizations, Aviation Safety Partners, Service Providers and Industry Stakeholders. It also provided valuable panel sessions and opportunities for networking, collaboration and coordination.

2.2 The following have been addressed by the sessions:

- a) High Level Briefing
- b) Global Aviation Safety Developments
- c) Regional Aviation Safety Group - Middle East (RASG-MID)
- d) MID Region Safety Priorities and Targets
- e) Methodology for identifying Safety performance indicators for the regulator
- f) Achieving an acceptable level of safety performance (ALoSP)
- g) FAA progress in Safety management
- h) MID Region Safety Strategy
- i) Regional safety indicators and targets

2.3 The list of Safety Indicators and Targets was reviewed and amended by the Summit which will be presented in WP/5.

2.4 The Summary of Discussions of the Fourth MID Region Safety Summit is at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper and the attached Summary of Discussions of the Fourth MID Region Safety Summit; and take action as appropriate.

APPENDIX A



**Fourth MID Region Safety Summit
2-3 October 2018**

Riyadh, Saudi Arabia

FOURTH MID REGION SAFETY SUMMIT
Summary of Discussions

SUMMARY OF DISCUSSIONS

1. GENERAL

1.1 Place and Duration

1.1.1 The Fourth MID Region Safety Summit was successfully held in Riyadh, Saudi Arabia, 2 - 3 October 2018. The Summit was gratefully hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia.

1.2 Attendance

1.2.1 The Summit was attended by a total of two hundred and thirteen (213) participants from seventeen (17) States (Bahrain, Benin, Comoros, Egypt, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Saudi Arabia, Somalia, Sudan, United Arab Emirates and United States) and six (6) International Organizations/Industries (ACAO, ACI, Boeing, IATA, IFALPA, IFATCA). The list of participants of the Fourth MID Region Safety Summit is at **Attachment A**.

1.3 Objective

1.3.1 The Summit aimed to raise awareness on the Global Aviation Safety Developments including the Global Aviation Safety Plan (GASP), Regional Safety Priorities and Targets outlined in the MID Region Safety Strategy, RASG-MID activities and deliverables, and State Safety Programme implementation. The Summit provided a forum for sharing expertise and experience for States, International and Regional Organizations, Aviation Safety Partners, Service Providers and Industry Stakeholders. It also provided valuable panel sessions and opportunities for networking, collaboration and coordination.

1.3.2 The main topic addressed by the Summit was safety management, particularly the establishment and implementation of the State Safety Programme (SSP) and achievement of an Acceptable Level of Safety Performance (ALoSP). The MID Region Safety Strategy was re-visited during the Summit in order to update the safety indicators and targets.

1.4 Opening

1.4.1 Mr. Mohamed Khalifa Rahma, Regional Director, ICAO Middle East, expressed ICAO's sincere thanks to the government of the Kingdom of Saudi Arabia and to H.E Dr. Nabil bin Mohammed Al-Amoudi, Minister of Transport and H.E Minister Mr. Abdulhakeem Al-Tamimi, President of the General Authority of Civil Aviation (GACA) for hosting the 4th MID Region Safety Summit and for the generous hospitality extended to the participants. He highlighted the main objectives of the Summit and expected outcome.

1.4.2 H.E. Abdulhakim bin Muhammad Al Tamimi, President of GACA welcomed all participants to Saudi Arabia and thanked them for participating in the Fourth MID Region Safety Summit, which is an important forum for sharing experiences by all stakeholders to enhance aviation safety in the Region. H.E. Mr. Al Tamimi reiterated the continuous support of GACA to enhance aviation safety at the global and regional levels.

FOURTH MID REGION SAFETY SUMMIT
Summary of Discussions

1.4.3 H.E Dr. Nabil bin Mohammed Al-Amoudi, Minister of Transport welcomed all the DGs, CEOs, and delegations from States, International and Regional Organizations to Riyadh and to the Fourth MID Region Safety Summit. H.E Minister Al-Amoudi highlighted that the aviation sector has the full support from the leadership and government of Saudi Arabia with an ultimate goal to enhance aviation safety and security.

1.5 Work Programme

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

- a) High Level Briefing
- b) Global Aviation Safety Developments
- c) Regional Aviation Safety Group - Middle East (RASG-MID)
- d) MID Region Safety Priorities and Targets
- e) Methodology for identifying Safety performance indicators for the regulator
- f) Achieving an acceptable level of safety performance (ALoSP)
- g) FAA progress in Safety management
- h) MID Region Safety Strategy
- i) Regional safety indicators and targets

1.5.2 A copy of the detailed Work Programme is available at:
<https://www.icao.int/MID/Pages/2018/MID%20Region%20Safety%20Summit.ASPX.aspx>

2. SUMMARY AND OUTCOME OF DISCUSSIONS

2.1.1 The Summit provided a balance between the time allocated to presentations covering concepts and practical experiences 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 Summit and the enthusiasm and commitment to their subjects.

2.1.2 All the presentations are available at:
<https://www.icao.int/MID/Pages/2018/MID%20Region%20Safety%20Summit.ASPX.aspx>

High Level Briefing

2.1.3 The High Level Briefing addressed the state of aviation safety at the global and regional levels including challenges, cooperation and collaboration to achieve goal and objectives of the ICAO MID Region NCLB Strategy.

Global Aviation Safety Developments

2.1.4 The objective of this session was to provide an updated overview on the Global Aviation Safety development including the new 2020-2022 Global Aviation Safety Plan (GASP), USOAP-CMA methodology and activities, Amendment 1 to Annex 19 and the new approach for Safety Management Manual (ICAO Doc 9859, 4th edition).

FOURTH MID REGION SAFETY SUMMIT
Summary of Discussions

Regional Aviation Safety Group - Middle East (RASG-MID) - Panel Discussion

2.1.5 This session provided an updated overview on the RASG MID current organizational structure and working arrangements, work programme and activities including challenges and achievements. It presented the current status in achieving RASG-MID objectives and priorities.

A Methodology to identify safety performance indicators for the regulator

2.1.6 The objective of this session was to provide a methodology to identify the safety performance indicators including the process for safety data collection and an aviation risk management picture, which will help identifying both the critical issues and opportunities.

2.1.7 The session also presented the tools to be used for risk identification and risk assessment and consequently the identification of safety performance.

Achieving an Acceptable level of Safety Performance (ALoSP) - Panel Discussion

2.1.8 This session presented SSP and SMS implementation in the MID Region from different perspectives (Regulator, Airlines, ANSP and Aerodrome Operator) highlighting the challenges and best practices.

2.1.9 The session was an excellent opportunity to discuss States experiences related to the establishment of Acceptable Level of Safety Performance (ALoSP), as well as the interaction between SSP and SMS.

FAA progress in Safety management experience

2.1.10 The session presented the FAA experience with Safety Management Systems including Risk Based Decision Making (RBDM), as well as air carrier implementation of SMS and transition to Continued Operational Safety (COS), along with potential challenges.

MID Region Safety Strategy

2.1.11 This session provided an overview and updates on the MID Region Safety Strategy including background and current version. It presented the current status of achieving each safety target related to the reactive, proactive and predictive parts.

Regional Safety Indicators and Targets

2.1.12 This session was an interactive session discussing the proposals to revise the MID Region safety indicators and targets, taking into consideration global and regional developments, including the new GASP 2020-2022.

2.1.13 The list of Safety Indicators and Targets, as reviewed and amended by the Summit as at **Attachment B**, will be presented to the RASG-MID/7 meeting for endorsement.



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

PROPOSED MID REGION SAFETY INDICATORS & TARGETS

(Presented by the Secretariat)

SUMMARY
This paper presents the proposed updates to the MID Region Safety Strategy concerning the safety indicators and targets.
Action by the meeting is at paragraph 3.
REFERENCES
- Fourth MID Region Safety Summit
- RASG-MID/6 Report
- RSC/6 Report

1. INTRODUCTION

1.1 The RASG-MID/6 meeting (Bahrain, 26 – 28 September 2017) endorsed the MID Region Safety Strategy (*Revision 5, September 2017*).

1.2 The Sixth meeting of the RASG-MID Steering Committee (RSC/6) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 25 -27 June 2018. The RSC/6 meeting reviewed the MID Region Safety Strategy, which was endorsed by the RASG-MID/6 meeting and noted that the MID-SST/4 meeting initiated a brainstorming on the Safety Indicators and Targets related to the SSP and SMS implementation in the Region.

1.3 The RSC/6 meeting agreed that the MID Region Safety Strategy would be revisited during the Fourth MID Region Safety Summit (Riyadh, Saudi Arabia, October 2018) taking into consideration the global and regional developments, including the objectives and priorities of GASP 2020-2022, Amendment 1 to Annex 19 and Fourth Edition of the Safety Management Manual.

1.4 The RSC/6 meeting decided to include ISAGO in the revised version of the MID Region Safety Strategy. IATA will provide proposals for the associated safety indicators and targets, based on the current status of implementation and future plans.

2. DISCUSSION

MID Region Safety Indicators and Targets

2.1 The meeting may wish to note that the MID Region Safety Strategy has been revisited during the Fourth MID Region Safety Summit.

2.2 The revised version of the MID Region Safety Strategy (Safety Indicators and Targets) will be presented to the RASG-MID/7 meeting for endorsement.

2.3 The proposed updates of the different Safety Indicators and Targets are presented at **Appendix A.**

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the updated MID Region Safety Indicators and Targets; and
- b) provide suggestions, as appropriate, for future consideration.

APPENDIX A



**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 Regional 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 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	

Safety Indicator	Safety Target	Timeline	Status
	SEI or Technical Assistance Mission/Project implemented for each assistance need identified by the RASG-MID		
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.

- END -



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

**STATUS OF THE STATE SAFETY PROGRAMME (SSP)
IMPLEMENTATION IN THE MID REGION**

(Presented by the Secretariat)

SUMMARY

The aim of this paper is to provide an analysis report on the status of SSP implementation in the MID Region and to agree on the way forward to expedite the SSP implementation in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Doc 9859 - *Safety Management Manual (SMM) (Disclaimer)*
- ICAO Doc 10004 - *2017–2019 Global Aviation Safety Plan*
- SPACE/iSTARS

1. INTRODUCTION

1.1 Enhancing the global civil aviation safety is one of the five strategic objectives of ICAO. Annex 19 to the Convention on International Civil Aviation – *Safety Management*, requires States to implement a SSP in order to manage safety effectively.

1.2 The implementation of SSP requires certain maturity level of implementation of Critical Elements (CEs) and areas to support an effective safety oversight system that integrates the prescriptive and the performance based concept.

2. DISCUSSION

2.1 The ICAO Global Aviation Safety Plan (GASP) 2017-2019 provides a strategy to enhance the implementation of the safety initiatives presented in the global aviation safety roadmap, and to assist States to meet their safety responsibilities. It establishes that any State that reaches 60% of Effective Implementation (EI) according to the results of the ICAO Universal Safety Oversight Audit – Continuous Monitoring Approach (USOAP CMA) has the maturity level for transitioning from the prescriptive way of doing safety oversight into the performance-based oversight.

2.2 Therefore, those States with an EI above 60% should perform an SSP Gap Analysis using the tool provided by ICAO on SPACE/iSTARS. This result in combination with the Protocol Question (PQ) Self-assessment should then be used to plan the remaining tasks required to implement an SSP.

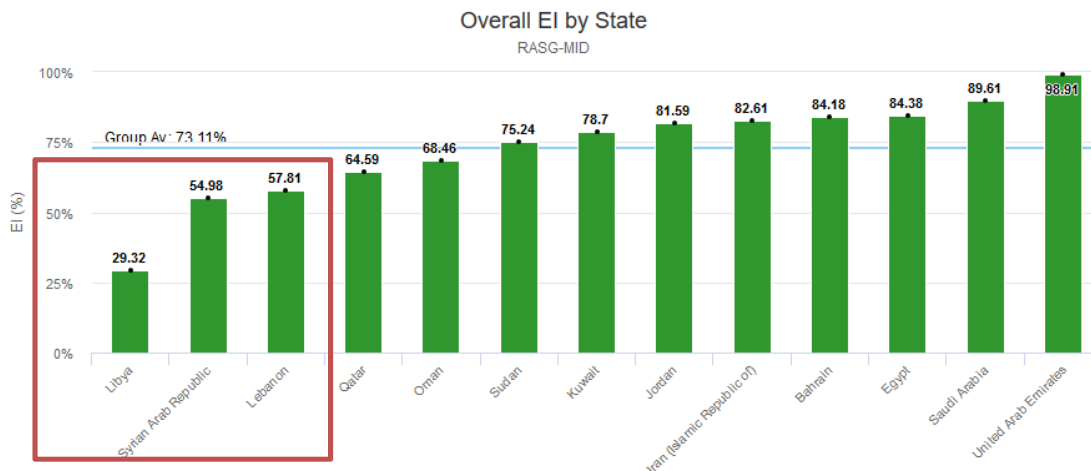
2.3 The GASP mid-term objective also calls for all States to achieve SSP implementation by 2022. Additionally, RASGs should continue to advance to mature regional monitoring and safety management Programmes.

2.4 ICAO also developed the SSP Foundation PQ tool, which is available on SPACE/iSTARS. This application displays a sub-set of 299 PQs out of the 1,047 PQs used to calculate the USOAP EI level. This sub-set of PQs is considered as the foundation for an effective SSP implementation. The SSP Foundation Indicator is calculated, as the percentage of PQs, which are either validated by USOAP or submitted as completed through the Corrective Action Plans (CAP) on the USOAP CMA Online Framework (OLF). This sub-set of PQs aims to assist the States to build a solid safety oversight foundation for the implementation of SSP and identify the real gap. The sub-set of PQs is grouped by 17 subjects based on the Annex 19 Amendment 1 and the 4th Edition of the Safety Management Manual (Doc 9859). States with EI above 60% may still have PQs to address, which are fundamental for their SSP. These PQs can be prioritized and addressed when conducting the SSP Gap Analysis or while defining the SSP implementation/action plan.

Data Analysis

2.5 The analysis of the SSP implementation is currently based solely on States’ responses (self-assessment) using the ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS) portal.

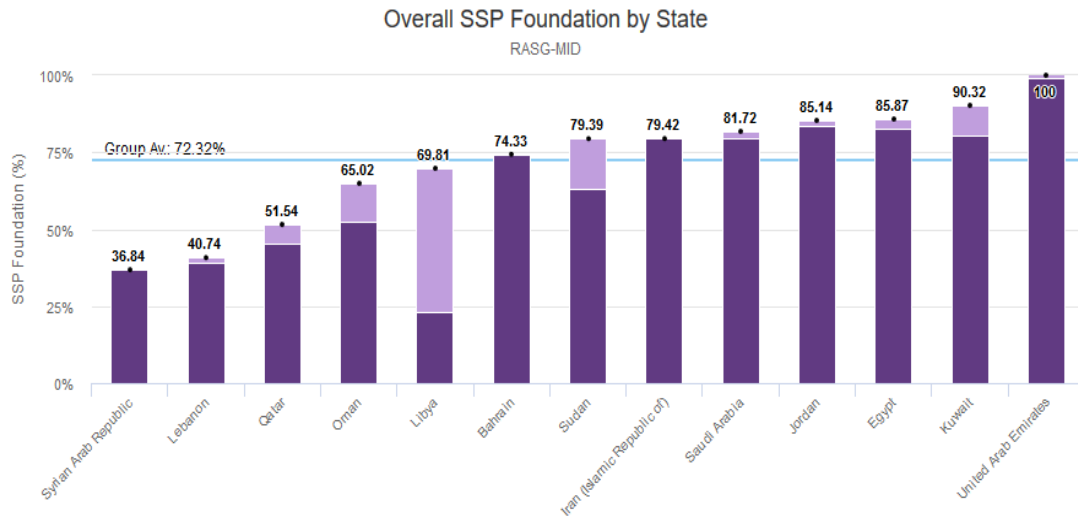
MID Region States USOAP-CMA Results



Graph 1: Source iSTARS dated 2 Feb. 2019

2.6 The **Graph 1** shows that 2 States (Iraq and Yemen) have not yet received a USOAP audit. The current average USOAP score for MID States is 73.11%, which is above the world average of 66.27%. 76.92% of the States in the MID Region have achieved the target of 60% EI, as suggested by the Global Aviation Safety Plan (GASP). Three States are still below the GASP target of 60%.

MID Region States SSP Foundation Status

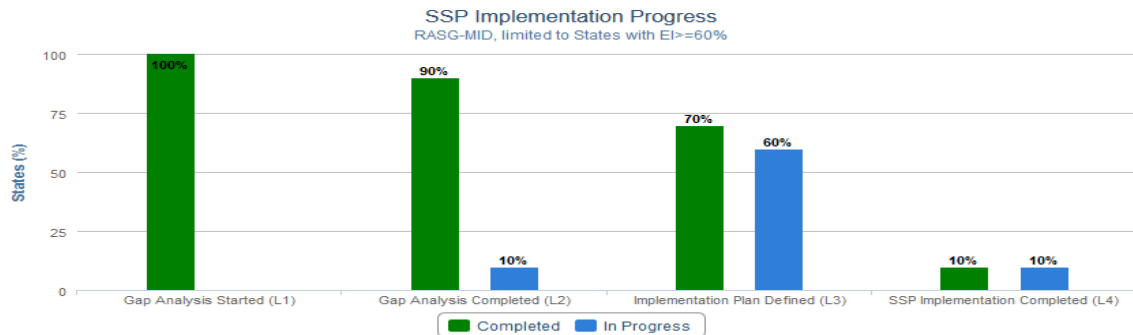


Graph 2: Source: iSATRS on 23 Jan 2019

2.7 The Graph 2 shows the overall SSP Foundation Protocol Questions (PQs) results by State. The following is to be highlighted:

- a) above 95% (1 States): United Arab Emirates
- b) between 80-91% (4 States): Saudi Arabia, Jordan, Egypt and Kuwait;
- c) between 74-80% (3 States): Bahrain, Sudan and Iran; and
- d) below 70% (5 States): Syria, Lebanon, Qatar, Oman, Libya

MID States SSP Implementation Progress (Gap Analysis)



Code	State Name	Progress	Level (Up %)	Search:
BHR	Bahrain	SSP Implementation Completed	L4 / 100% L5	<input type="text"/>
EGY	Egypt	Gap Analysis Completed	L2 / 30.9% L3	
IRN	Iran (Islamic Republic of)	Gap Analysis Completed	L2 / 27.3% L3	
JOR	Jordan	Gap Analysis Started	L1	
KWT	Kuwait	Implementation Plan Defined	L3 / 14.5% L4	
OMN	Oman	Implementation Plan Defined	L3 / 25.5% L4	
QAT	Qatar	Implementation Plan Defined	L3 / 78.2% L4	
SAU	Saudi Arabia	Implementation Plan Defined	L3 / 96.4% L4	
SDN	Sudan	Implementation Plan Defined	L3 / 90.9% L4	
ARE	United Arab Emirates	Implementation Plan Defined	L3 / 76.4% L4	

Graph 3: Source: iSATRS on 23 Jan 2019

2.8 The estimated SSP maturity/implementation levels are shown in the Graph 3. It shows that the majority of MID States have still not closed all actions and fully implemented their SSP.

- a) 1 out of 10 States reached ICAO Level 4 (Bahrain);
- b) 6 out of 10 States reached ICAO Level 3 (Kuwait, Oman, Qatar, Saudi Arabia, Sudan, and UAE);
- c) 2 out of 10 States reached ICAO Level 2 (Egypt and Iran); and
- d) 1 State is still at Level 1 (Jordan).

2.9 It is to be noted that States with an advanced SSP implementation (ICAO Level 3 and 4) do not necessarily have a fully established SSP, in accordance with ICAO requirements.

2.10 The information at Graph 2 and Graph 3 shows some inconsistencies. For example, some States that reported that they had fully implemented SSP (Level 4) also reported that the overall SSP foundation was not fully completed. Therefore, it might be concluded that these States have overestimated their SSP implementation level. It's to be noted that the Gap Analysis is self-reported by the State and not validated by ICAO.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the analysis report on the the status of the SSP implementation in the MID Region;
- b) urge States to update their SSP gap analysis in iSTARS, if not yet done;
- c) urge States to fully address all SSP Foundation Protocol Questions (PQs) , if not yet done; and
- d) agree on the way forward to expedite SSP implementation in the MID Region.

-END-



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

ICAO SAFETY MANAGEMENT CAPACITY BUILDING WORKSHOP

(Presented by Secretariat)

SUMMARY

The ICAO Safety Management Capacity Building Workshop will be held in Cairo, Egypt from 24- 28 March 2019.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 Enhancing global civil aviation safety is one of the five strategic objectives of ICAO. Annex 19 to the Convention on International Civil Aviation – *Safety Management*, requires States to implement a SSP in order to manage safety effectively.

1.2 The GASP mid-term objective also calls for all States to achieve SSP implementation by 2022.

2. DISCUSSION

2.1 The Safety Management Capacity Building Workshop will be held at the ICAO MID Office, Cairo, Egypt, 24-28 March 2019. The invitation letter Ref. FS 1/3-19/016 at **Appendix A** was sent to all States on 23 January 2019.

2.2 The Workshop Agenda/Programme is designed to provide State personnel involved in the implementation of State Safety Programmes (SSP) with some of the skills required to perform their role effectively.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note that ICAO Safety Management Capacity Building Workshop will be held in Cairo, Egypt from 24- 28 March 2019; and
- b) encourage States for the active participation in the Workshop.



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organizacion
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدنى الدولى

国际民用
航空组织

File Ref.: FS1/3-19/016

23 January 2019

**Subject: Safety Management Capacity Building Workshop
(Cairo, Egypt, 24-28 March 2019)**

Action required: Registration no later than 25 February 2019

Sir,

I have the honour to inform you that a Safety Management Capacity Building Workshop will be held at the ICAO MID Office, Cairo, Egypt, **24-28 March 2019**. Your Administration/Organization is kindly invited to participate in this Workshop.

The Workshop topics and hands-on exercises are designed to provide State personnel involved in the implementation of State safety programmes with some of the skills required to perform their role effectively. The Provisional Workshop Programme is available in the **Attachment**.

Please note that there is a registration fee of \$300 USD to attend the Workshop. To register and submit your payment please visit the following Safety Management webpage on the ICAO public website where you will find a link for registration: <https://www.icao.int/safety/SafetyManagement/Pages/SymposiaandWorkshops.aspx>. I would be grateful if you complete your registration for the Workshop preferably not later than **25 February 2019**.

The Workshop will be conducted in English and the registration is limited to 40 participants. The spaces will be filled on a first come first served basis.

It is highly recommended that participants complete the ICAO Safety Management (SM) Online Course in order to become familiar with the ICAO Safety Management-related provisions prior to attending the Workshop. Information on registering for this course is available at: [https://www.icao.int/training/Pages/Safety-Management-Training-Programme-\(SMTP\).aspx](https://www.icao.int/training/Pages/Safety-Management-Training-Programme-(SMTP).aspx).

/..

Administrative arrangements for the Workshop and other useful information for participants, including the MID Office Bulletin and the Hotel List are available on the ICAO MID Office website at: <https://www.icao.int/MID/Pages/MID-Office-Bulletin.aspx>.

Accept, Sir, the assurance of my highest consideration.



for/ Mohamed Khalifa Rahma
Middle East Regional Director

Attachment

Provisional Workshop Programme



Attachment to State Letter: FS1/3–19/016

**SAFETY MANAGEMENT CAPACITY BUILDING WORKSHOP
PROVISIONAL PROGRAMME
24 – 28 March 2019 - Cairo, Egypt**

Sunday, Day 1	
08:30 – 09:00	Registration
09:00 – 09:30	Opening Remarks Session 1: Introduction
09:30 – 11:00	Session 2: SSP Implementation and Monitoring Tools
11:00 – 11:30	<i>Coffee Break</i>
11:30 – 13:00	Session 3: Safety management capacity planning and ICAO SM Training Programme
13:00 – 13:30	<i>Coffee Break</i>
13:30 – 15:00	Session 4: Safety management interfaces

Monday, Day 2	
09:00 – 10:30	Session 5: SSP implementation planning
10:30 – 11:00	<i>Coffee Break</i>
11:00 – 12:30	Session 5: SSP implementation planning (continued)
12:30 – 13:00	<i>Coffee Break</i>
13:00 – 14:30	Session 6: Safety data collection and processing systems (SDCPS)

Tuesday, Day 3	
09:00 – 10:30	Session 7: Hazard identification
10:30 – 11:00	<i>Coffee Break</i>
11:00 – 12:30	Session 8: Safety risk assessment and mitigation
12:30 – 13:00	<i>Coffee Break</i>
13:00 – 14:30	Session 8: Safety risk assessment and mitigation (continued)



Attachment to State Letter: FS1/3–19/016

**SAFETY MANAGEMENT CAPACITY BUILDING WORKSHOP
PROVISIONAL PROGRAMME
24 – 28 March 2019 - Cairo, Egypt**

Wednesday, Day 4	
09:00 – 10:30	Session 9: Safety performance management
10:30 – 11:00	<i>Coffee Break</i>
11:00 – 12:30	Session 9: Safety performance management (continued)
12:30 – 13:00	<i>Coffee Break</i>
13:00 – 14:30	Session 10: Safety Risk-based Surveillance

Thursday, Day 5	
09:00 – 10:30	Session 11: Safety Promotion
10:30 – 11:00	<i>Coffee Break</i>
11:00 – 12:30	Session 12: Management of change
12:30 – 13:00	<i>Coffee Break</i>
13:00 – 14:30	Session 12: Management of change (continued)
14:30 – 15:00	Closing session

-END-



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

STRATEGY FOR THE ENHANCEMENT OF COOPERATION
AMONG THE MENA STATES IN THE PROVISION OF
AIG FUNCTIONS

(Presented by Secretariat)

SUMMARY

This paper presents the analysis of the AIG Questionnaire level 1, and propose a Draft Questionnaire of AIG level 2 of cooperation to survey States AIG capabilities as well as a Draft AIG Regional Cooperation Mechanism (RCM) concerning the enhancement of cooperation among the Middle East and North Africa (MENA) States in the provision of AIG functions.

Action by the meeting is at paragraph 3.

REFERENCES

- ACAC/ICAO AIG Workshop Report, Jeddah, Saudi Arabia, 25-27 April 2017
- DGCA-MID/4 Meeting, Muscat, Oman, 17-19 October 2017
- RASG-MID/6 Meeting, Manama, Bahrain, 26-28 September 2017
- RSC-MID/6 Meeting, Cairo, Egypt, 25-27 June 2018

1. INTRODUCTION

1.1 The RASG-MID/6 meeting noted that the ACAC/ICAO AIG Workshop was successfully held in Jeddah, Saudi Arabia, 25-27 April 2017. A new Draft Strategy was developed by the Workshop. The objective of the Strategy is to contribute to the improvement of aviation safety in the MENA States by enabling States to conduct independent and effective investigations of aircraft accidents and incidents, and support States in fulfilling their investigation obligations as mentioned in Annex 13.

1.2 The DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017), through Conclusion 4/6, endorsed the Strategy at **Appendix A**, and agreed with the RASG-MID/6 meeting recommendation to further finalize/revise the Roadmap.

DGCA-MID/4 CONCLUSION 4/6: STRATEGY FOR THE ENHANCEMENT OF COOPERATION AMONG THE MENA STATES IN THE PROVISION OF AIG FUNCTIONS

That:

- a) the Strategy for enhancement of cooperation among the MENA States in the provision of AIG functions at **Appendix 5A**, is endorsed;*
- b) the Roadmap for the implementation of the Strategy be further finalized by the RASG-MID; and*
- c) the RASG-MID monitor the implementation of the Roadmap to ensure that the agreed goals are achieved.*

1.3 The RSC-MID/6 meeting recognized the need to establish an AIG Core Team led by the Rapporteur of the SST to develop the Roadmap and to monitor the implementation of the Strategy.

1.4 The RSC-MID/6 meeting reviewed and updated the Roadmap for AIG Regional Cooperation as at **Appendix B**, and endorsed the following Draft Conclusion

DRAFT CONCLUSION 6/1: ROADMAP FOR AIG REGIONAL COOPERATION

That, the Roadmap for AIG Regional Cooperation at Appendix 3U is endorsed

2. DISCUSSION

2.1 The RSC-MID/6 meeting noted that the Questionnaire on AIG level 1 of cooperation at **Appendix C** was sent to the MENA States through State Letter Ref.: ME 4/1.3-18/074 dated 4 March 2018. The meeting urged the remaining States to send their replies to the ICAO MID Office, as soon as possible.

2.2 It is also to be noted that:

- replies to the AIG Questionnaire level 1 were received from eight (8) States, namely Bahrain, Egypt, Iran, Morocco, Saudi Arabia, Sudan, UAE, and Yemen; and
- Six (6) States (Bahrain, Iran, Morocco, Saudi Arabia, Sudan, and UAE) stated clearly that they are willing to move to the level 2 of cooperation in accordance with the Strategy for the enhancement of cooperation among the Middle East and (MENA) States in the provision of AIG Functions.

2.3 The MID- SST/5 meeting is expected to agree on the way forward to move towards level 2 and the establishment of an AIG Regional Cooperation Mechanism (RCM). Therefore, the initial Drafts of the Questionnaire related to AIG level 2 of cooperation, AIG Regional Cooperation Mechanism (RCM) organization and function at **Appendices E**, and **F**, respectively are presented to the meeting for review and further improvement.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note and endorse the analysis report of the AIG Questionnaire level 1 at **Appendix D**; and
- b) discuss and review the draft Questionnaire on AIG level 2 of cooperation to survey States AIG capabilities;
- c) review and provide inputs to further improve the Draft AIG Regional Cooperation Mechanism (RCM) organization and function at **Appendix F**.

APPENDIX A

**STRATEGY FOR THE ENHANCEMENT OF COOPERATION AMONG THE MIDDLE EAST
AND NORTH AFRICA (MENA) STATES IN THE PROVISION
OF AIG FUNCTIONS**

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, amendment 15 of 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 or serious incident 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 conformity 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 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 is widely considered that implementing a RAIO would ensure the effectiveness of investigations, reinforce conformity 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 Africa (MENA) States; and the implementation of different levels of cooperation for the provision of AIG services/functions at the regional/sub-regional level; and

Considering the challenges related to the establishment of a RAIO;

A strategy is crucial for the enhancement of cooperation in the provision of AIG services/functions among the Middle East and North Africa (MENA) States.

2- Objective

Contribute to improvement of aviation safety in the MENA States 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

During the ACAC/ICAO AIG Workshop held in Jeddah, Saudi Arabia, 25-27 April 2017, three (3) levels of cooperation for the provision of AIG services/functions in the MENA States have been defined as follows:

Level 1:

Cooperation among MENA States 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 conformity with Annex 13.

Level 2:

Cooperation among MENA States 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.

The Table in **Attachment 1** provides more details about each level.

4- Strategic Plan

- (a) States are urged to develop and further strengthen regional/sub-regional cooperation for accidents and incidents investigation.
- (b) MENA States should take necessary measures to reach at least level 2.
- (c) 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.
- (d) Key Performance Indicators (KPIs) should be developed for the monitoring of the implementation of the Roadmap to ensure that the agreed goals are achieved.
- (e) The decision on whether to continue towards the establishment of a full MENA RAIO, or to be satisfied with level 2 cooperation, will be taken in due course, depending on the achievement of the expected KPIs/goals.

	Level 1 (Bilateral Agreements)	Level 2 (Regional Cooperation Mechanism)	Level 3 (RAIO)
Human resources	Shared between the two States	List of MENA States' investigators available to support States in the conduct of investigations, as required. The State conducting the investigation will hold the cost	Investigators from RAIO will lead/participate in investigation conducted by a member State, The cost share is determined by RAIO
AIG training	Shared between the two States	List of planned training courses in all member States is maintained by a voluntary State. Member States may benefit from training conducted by other member States.	<ul style="list-style-type: none"> - The syllabus of the basic training is RAIO-centralized. - Advanced and specialized trainings are determined by RAIO
Equipment, tools, and technology	Shared between the two States	List of MENA States' special equipment is determined and maintained by a voluntary State for use by all member States, as required. The State conducting the investigation will hold the cost	RAIO-centralized tools and equipment are used by member States. Cost share is determined by RAIO
Accidents and incidents database	Access may be granted to the other State's accident/incident database	Database is shared voluntary and managed by a voluntary State	Database is obliged to be shared and is RAIO-centralized
Data repository	Access may be granted to the other State's data repository	Common data repository is managed by a voluntary State	Data repository is RAIO-centralized
Knowledge, safety information, and procedures	Shared between the two States	<ul style="list-style-type: none"> - Knowledge and information is stored in data repository managed by a voluntary State - Procedure is common 	<ul style="list-style-type: none"> - Knowledge and information is stored in RAIO-centralized data repository - Procedure is centralized
Services of State's National Centers of research, laboratories, institutions, experts, etc. (External to the AIG)	A State can utilize the other State's National Centers	List of MENA States' Centers that can be utilized by any member State. The State conducting the investigation will hold the cost	RAIO-centralized list of Centers. Cost share is determined by RAIO

	Level 1 (Bilateral Agreements)	Level 2 (Regional Cooperation Mechanism)	Level 3 (RAIO)
Investigation regulations	Individual, but a State can benchmark the other State	Harmonized and coordinated by a voluntary State	RAIO-centralized
Oversight of the State investigation authority	Individual, but a State may conduct a peer-review upon the other State request	Pooled peer-review group maintained by a voluntary State	RAIO oversight (either by a RAIO group or by outsourced organization)
Funding of conducting investigations	The State responsible for initiating the investigation holds the cost	The State responsible for initiating the investigation holds the cost	Investigations into certain category of accidents are conducted by RAIO based on published criteria. Cost share is determined by RAIO
Funding of regional investigation organization	-	-	Centralized fund by States' contributions

APPENDIX B

ROADMAP FOR AIG REGIONAL COOPERATION

Level of Cooperation	Action		Target date	Deliverable	Champion	KPI
	No.	Description				
Level 1 Cooperation among MENA States 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 conformity with Annex 13	1	Develop a questionnaire and disseminate to States through a State Letter for surveying the current status of the MENA States in bilateral cooperation, and their willingness to move to Level 2	30 Sep. 2018	Survey	AIG Core Team ICAO States	<ul style="list-style-type: none"> Number of States' responses
	2	Analyze the received responses including the assessment of the effective implementation of the cooperation elements as listed in the Strategy (Level 1)	31 Oct. 2018		AIG Core Team	<ul style="list-style-type: none"> Number of bilateral agreements per State Level of effective implementation of Level 1 elements Number of States willing to move to Level 2
Level 2 Cooperation among MENA States 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 investigation	3	Develop a Draft Questionnaire to survey States AIG capabilities	31 Dec. 2018	Draft Questionnaire	AIG Core Team	
	4	Develop a Draft AIG RCM MoU	31 Dec. 2018	Draft AIG RCM MoU	AIG Core Team	
	5	Endorsement of the Questionnaire by the RASG-MID/7 Meeting	Apr. 2019	RASG-MID/7 Report	ICAO/RASG-MID	Questionnaire endorsed
	6	Endorse the Draft AIG RCM MoU by the DGCA-MID/5 Meeting and ACAO EC	Nov. 2019	DGCA-MID/5 Report and ACAO EC Report	ICAO/DGCA-MID/5 ACAO EC	AIG RCM MoU endorsed
Remaining level 2 actions will be detailed in due course						

APPENDIX C

**Questionnaire on Accidents and Incidents Investigation (AIG) Level 1 Cooperation-
MENA States**

State Name:

Name of AIG Organization:

No.	Question	State Reply
1	Has the State established an accidents and incidents investigation (AIG) Organisation?	
2	Is the AIG Organisation structured on a form of authority independent from the State's aviation authorities?	
3	<p>Has your AIG Authority/Organization established bilateral agreements (e.g. Memoranda of Understanding (MoUs)) with other States or with AIG Regional Organization (RAIO) for the delegation of whole or any part of conducting accidents and serious incidents investigation?</p> <p>If YES, please provide the total number of signed agreements and list them, then answer the following questions.</p>	
<p>The following questions are to be answered by States who had established agreements with other States or with RAIO. Does the agreement contain a clause for the parties, to:</p>		
3	Support each other with expertise in the event of an accident or serious incident investigation?	
5	Cooperate with each other for the provision of initial, recurrent, and/or OJT training to their investigators?	
6	Support each other with investigation equipment/tools?	

No.	Question	State Reply
7	Share investigation procedures/policies manuals, guidance material, safety information, etc.?	
8	Share accidents and incidents data?	
This question is to be answered by all States (whether they had established agreements or not)		
9	Is your State willing to move to the level 2 of cooperation in accordance with the Strategy for the enhancement of cooperation among the Middle East and North Africa (MENA) States in the provision of AIG Functions?	

APPENDIX D

AIG Regional Cooperation- AIG Questionnaire on level 1 Cooperation Analysis Report

1. BACKGROUND

1.1 The RASG-MID/6 meeting noted that the ACAC/ICAO AIG Workshop was successfully held in Jeddah, Saudi Arabia, 25-27 April 2017. A new Draft Strategy was developed by the Workshop. The objective of the new Strategy is to contribute to the improvement of aviation safety in the MENA States by enabling States to conduct independent and effective investigations of aircraft accidents and incidents, and support States in fulfilling their investigation obligations as mentioned in Annex 13.

1.2 Accordingly, a draft Roadmap was developed by the AIG Ad Hoc Group, that was formed at the ACAC/ICAO AIG Workshop, to assist States in the implementation of the Strategy. The Roadmap is a living document, which includes Key Performance Indicators (KPIs) developed to monitor implementation and ensure that the agreed Roadmap goals are achieved.

1.3 The draft Roadmap was presented for discussion by RASG-MID/6 meeting that took place in Bahrain, 26-28 September 2017. The RASG-MID/6 meeting reviewed and supported the new Strategy for final endorsement by the DGCA-MID/4 Meeting, and recommended to further finalize/revise the draft Roadmap.

1.4 The DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017) endorsed the Strategy, and agreed with RASG-MID/6 meeting recommendation to further finalize/revise the Roadmap.

a. The SST/4 meeting, (Cairo, 6-8 February 2018), reviewed and endorsed the Roadmap for AIG Regional Cooperation. The meeting also established an AIG Core Team led by the Rapporteur of the SST to develop the Roadmap and to monitor the implementation of the Strategy.

2. AIG QUESTIONNAIRE ON LEVEL 1

2.1 The Roadmap for AIG Regional Cooperation level 1 calls for the cooperation among MENA States 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 conformity with Annex 13. Subsequently, the AIG Core Team developed the questionnaire, which was disseminated to the MENA States by the ICAO MID Office and ACAO. The purpose of the questionnaire was to survey the current status of the MENA States in bilateral cooperation, and their willingness to move to the level 2 as defined in the Strategy for the enhancement of cooperation amongst the MENA States in the provision of the AIG functions, approved by the DGCA-MID/4 meeting and ACAO ...

3. ANALYSIS

Received Response

3.1 Responses to the AIG questionnaire were received from eight (8) States, namely Bahrain, Egypt, Iran, Morocco, Saudi Arabia, Sudan, UAE, and Yemen.

3.2 The received responses including the assessment of the effective implementation of the cooperation elements as listed in the Strategy (Level 1) were analysed.

3.3 All responded States have established an Accidents and Incidents Investigation (AIG) Organisation except Yemen, which established an ad-hoc investigation Committee in line with the article 216, the Republic Law No12, for the year 1993.

Number of Bilateral Agreements Per State

3.4 Seven (7) States out of the eight (8) replies have bilateral agreements of cooperation with other States. Only one State (Yemen) does not have a bilateral agreement of cooperation with other States. Two States (Egypt and UAE) mentioned that they have bilateral agreements of cooperation with other States but without indicating the number of agreements.

3.5 The total number of bilateral agreements are eleven (11) as follows: Bahrain: 1; Iran: 1; Morocco: 3; Saudi Arabia: 2; and Sudan: 4.

3.6 The analysis also showed that for example Sudan has bilateral agreements of cooperation with UAE. Morocco also has bilateral agreements of cooperation with both Saudi Arabia and UAE.

3.7 The analysis also showed that the States have already in place bilateral agreements between themselves, which is good foundation to move to the AIG regional cooperation level 2.

Level of Effective Implementation of Level 1 Elements

3.8 For the seven (7) States that have bilateral agreements of cooperation with other States, the analysis showed that:

- Regarding the elements (Items 4, 5, and 6), seven (7) States (Bahrain, Egypt, Iran, Morocco, Saudi Arabia, Sudan, and UAE) have agreements with other States on the mentioned elements above. However, for Egypt only with condition “upon request or coordination”. It means most of the States have an acceptable effective implementation of the mentioned above elements.
- Regarding element (items 7; Share investigation procedures/policies manuals, guidance material, safety information, etc.), Five (5) States (Iran, Morocco, Saudi Arabia, Sudan, and UAE) have agreements with other States on the mentioned element above. However, Bahrain and Egypt do not have an agreement with other States on this element.
- For the element (items 8; Share accidents and incidents data), Five (5) States (Egypt, Iran, Morocco, Sudan, and UAE) have agreements with other States on the mentioned element above. However, for Egypt the agreement is in place, but should be “according to the national regulation”. Bahrain and Saudi Arabia do not have this element in the agreements with any other State.

<i>Item</i>	<i>Description</i>	<i>Effective implementation- States</i>
4	Support each other with expertise in the event of an accident or serious incident investigation?	7
5	Cooperate with each other for the provision of initial, recurrent, and/or OJT training to their investigators?	7
6	Support each other with investigation equipment/tools?	7
7	Share investigation procedures/policies manuals, guidance material, safety information, etc.?	5
8	Share accidents and incidents data?	5

Number of States Willing to Move to Level 2

3.9 Six (6) States (Bahrain, Iran, Morocco, Saudi Arabia, Sudan, and UAE) stated clearly that they are willing to move to the level 2 of cooperation in accordance with the Strategy for the enhancement of cooperation among the Middle East and North Africa (MENA) States in the provision of AIG Functions. However, Egypt is willing to defer the level 2 to the future and Yemen is willing in the near future to start with level 1.

4. AIG EFFECTIVE IMPLEMENTATION

4.1 A review and analysis of AIG Effective Implementation (EI) Protocol Questions (PQ), grouped by sub-areas helps to determine the needs of the States and the needs that a Regional Cooperation Mechanism (RCM) would be expected to meet. The review was based on the ICAO USOAP-results. It is to be highlighted that the analysis only covers the States, which responded to the Questionnaire, excluding Yemen which has not yet been audited by ICAO.

4.2 **Appendix B** to this report provides aggregated results of AIG Effective Implementation (EI) regarding Protocol Questions (PQ), grouped by sub-areas representing the least compliance. The following subgroups had the highest number of unsatisfactory Protocol Questions (PQs): organization, staffing and training; legislation and regulation; reporting, storage, and analysis of accident/incident data; conduct of accident and serious incident investigations; and facilities, equipment, and documentation. It then becomes clear where further improvement in effective implementation is needed.

4.3 **Appendix B** also indicates that some of the States do not have the necessary resources to investigate the full range of aviation accidents and incidents or to conduct a comprehensive analysis of the information on accidents and incidents that is received. For those States, the move to the level 2 which calls for Cooperation among MENA States under the framework of a Regional Cooperation Mechanism (RCM) for the conduct of accidents and serious incidents investigation and subsequently could provide the only solution to achieve the implementation of an effective accident and incident investigation system.

5. CONCLUSION

5.1 The status of the KPIs included in the Roadmap for AIG Regional Cooperation has been determined based on the replies received from the eight (8) States that replied to the Questionnaire as shown in **Appendix A**. The results provided by the analysis could be used as the foundation for the States to move to the AIG level 2 of cooperation under the framework of a Regional Cooperation Mechanism (RCM) for the conduct of accidents and serious incidents investigation, which would be a viable solution to achieve the implementation of an effective accident and incident investigation system.

Appendix A

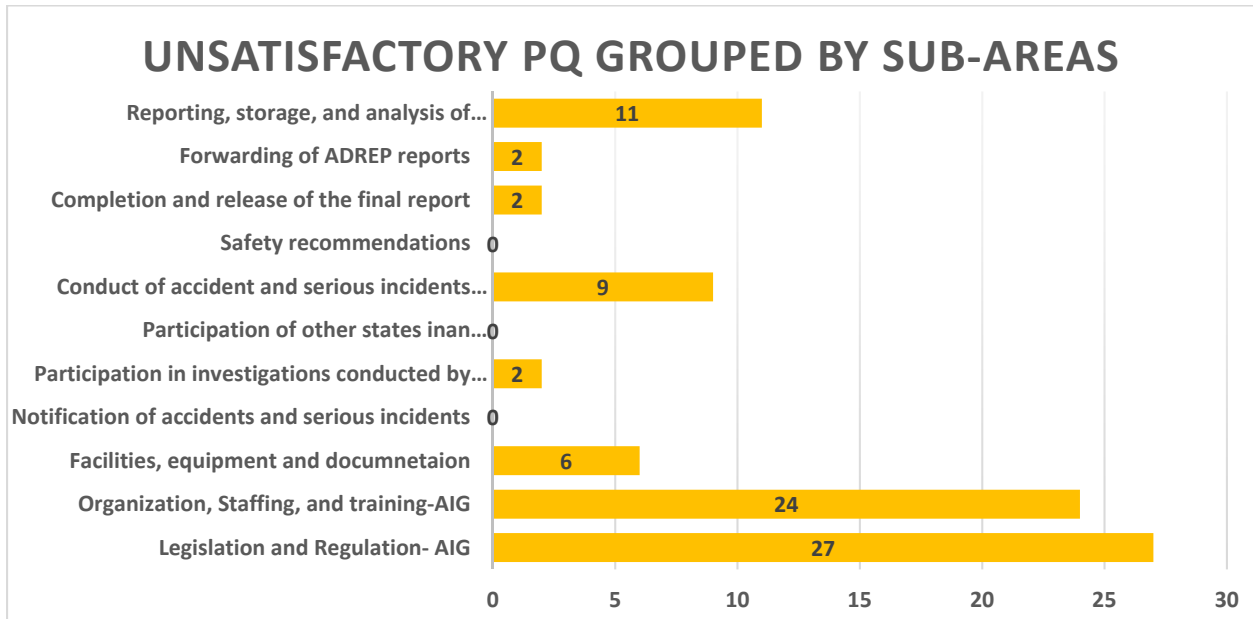
ROADMAP FOR AIG REGIONAL COOPERATION

Level of Cooperation	Action		Target date	Deliverable	Champion	KPI	
	No.	Description				KPI	Status
Level 1 Cooperation among MENA States 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 conformity with Annex 13	1	Develop a questionnaire and disseminate to States through a State Letter for surveying the current status of the MENA States in bilateral cooperation, and their willingness to move to Level 2	30 Apr. 2018	Survey	AIG Core Team ICAO States	- Number of States' responses	- Eight (8) States
	2	Analyze the received responses including the assessment of the effective implementation of the cooperation elements as listed in the Strategy (Level 1)	30 June 2018	Analysis Report	AIG Core Team	- Number of bilateral agreements per State	- Eleven (11) Bilateral Agreements : <i>(Bahrain: 1; Iran: 1; Morocco:3; Saudi Arabia: 2; and Sudan: 4)</i> - Egypt and UAE have bilateral agreements of cooperation with other States but without indicating the number of agreements.
						- Level of effective implementation of Level 1 elements	- Support each other with expertise in the event of an accident or serious incident investigation? <i>(7 States)</i> - Cooperate with each other for the provision of initial, recurrent, and/or OJT training to their investigators? <i>(7 States)</i> - Support each other with investigation equipment/tools? <i>(7 States)</i> - Share investigation procedures/policies manuals, guidance material, safety information, etc.? <i>(5 States)</i> - Share accidents and incidents data? <i>(5 States)</i>
						- Number of States willing to move to Level 2	- Six (6) States <i>(Bahrain, Iran, Morocco, Saudi Arabia, Sudan, and UAE)</i>

							- Egypt is willing to defer the level 2 to the future.
Level 2 Cooperation among MENA States 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 investigation	3	Develop a Draft Questionnaire to survey States AIG capabilities	31 Dec. 2018	Draft Questionnaire	AIG Core Team		
	4	Develop a Draft AIG RCM MoU	31 Dec. 2018	Draft AIG RCM MoU	AIG Core Team		
	5	Endorsement of the Questionnaire by the RASG-MID/7 Meeting	Mar. 2019	RASG-MID/7 Report	ICAO/RASG-MID	Questionnaire endorsed	
	6	Endorse the Draft AIG RCM MoU by the DGCA-MID/5 Meeting	May 2019	DGCA-MID/5 Report	ICAO/DGCA-MID/5	AIG RCM MoU endorsed	
Remaining level 2 actions will be detailed in due course							

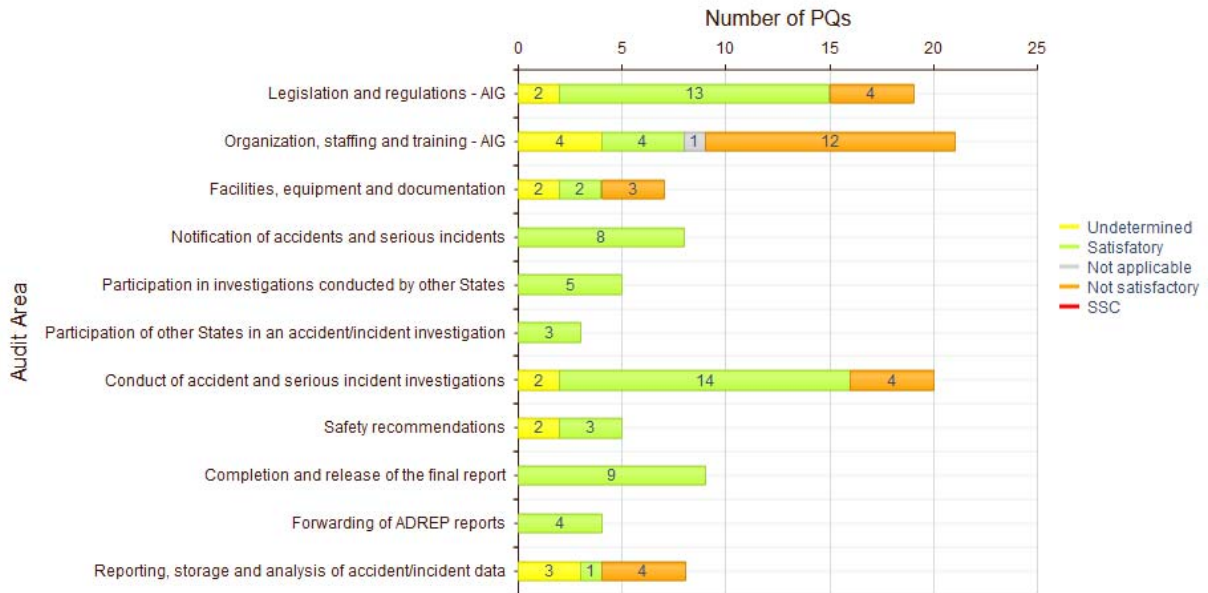
Appendix B: OLF results dated 27 August 2018

Number of PQs in AIG audit sub-Group-Aggregated results



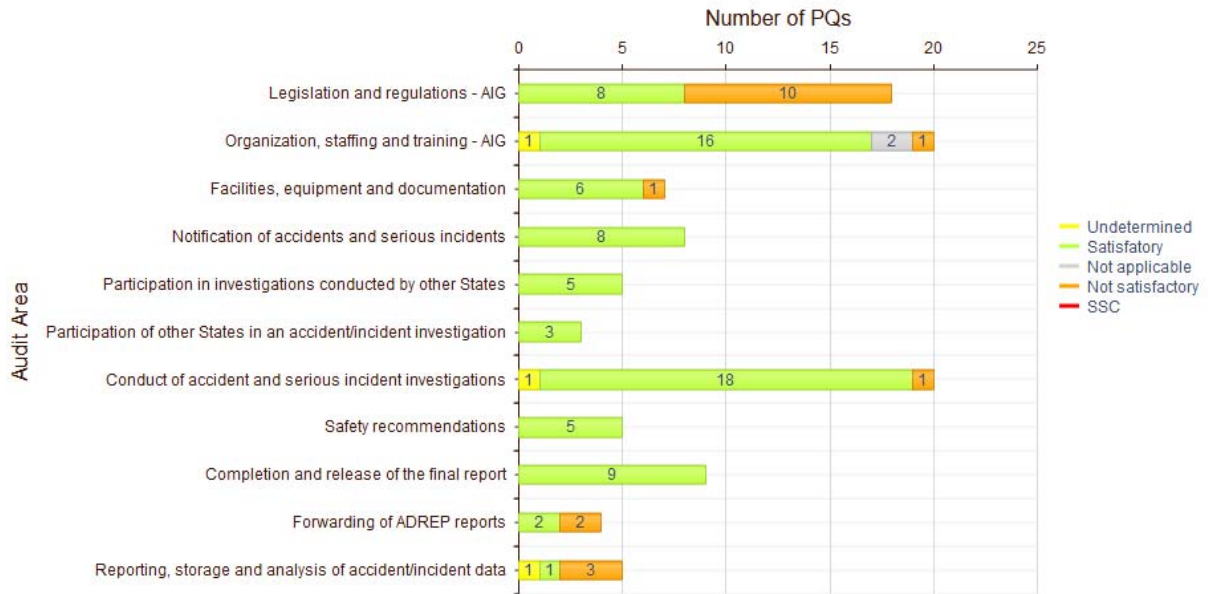
Bahrain- ICVM from 7 May 2018 to 15 may 2018

Number of Protocol Questions (PQs) in AIG by Audit sub-group



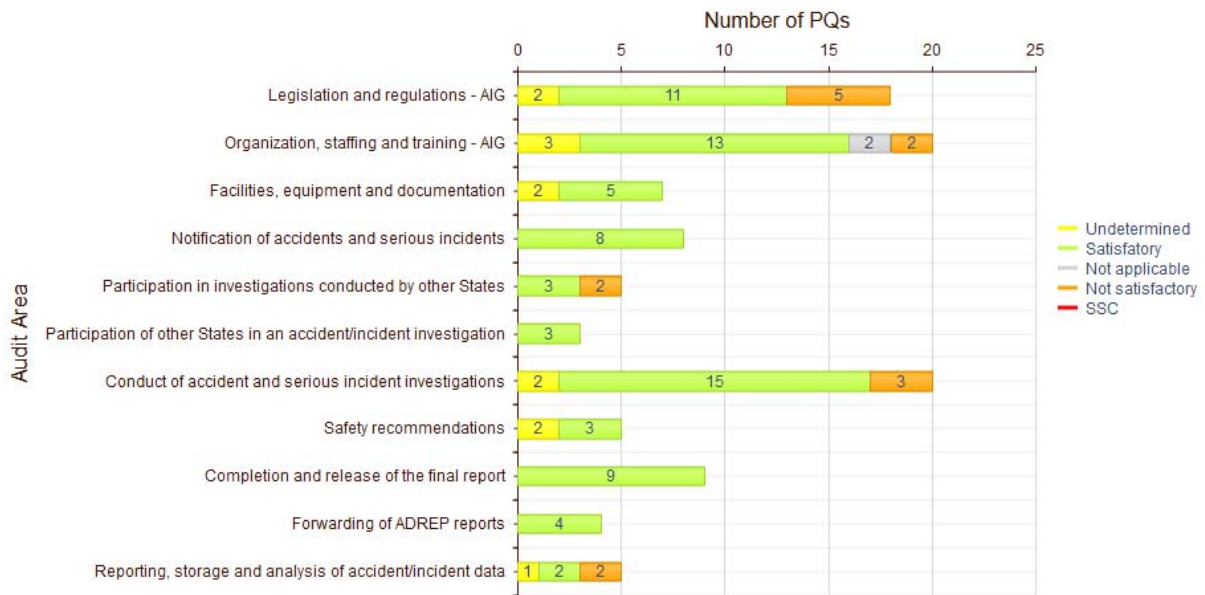
Egypt- ICVM from 20-26 Nov 2016

Number of Protocol Questions (PQs) in AIG by Audit sub-group

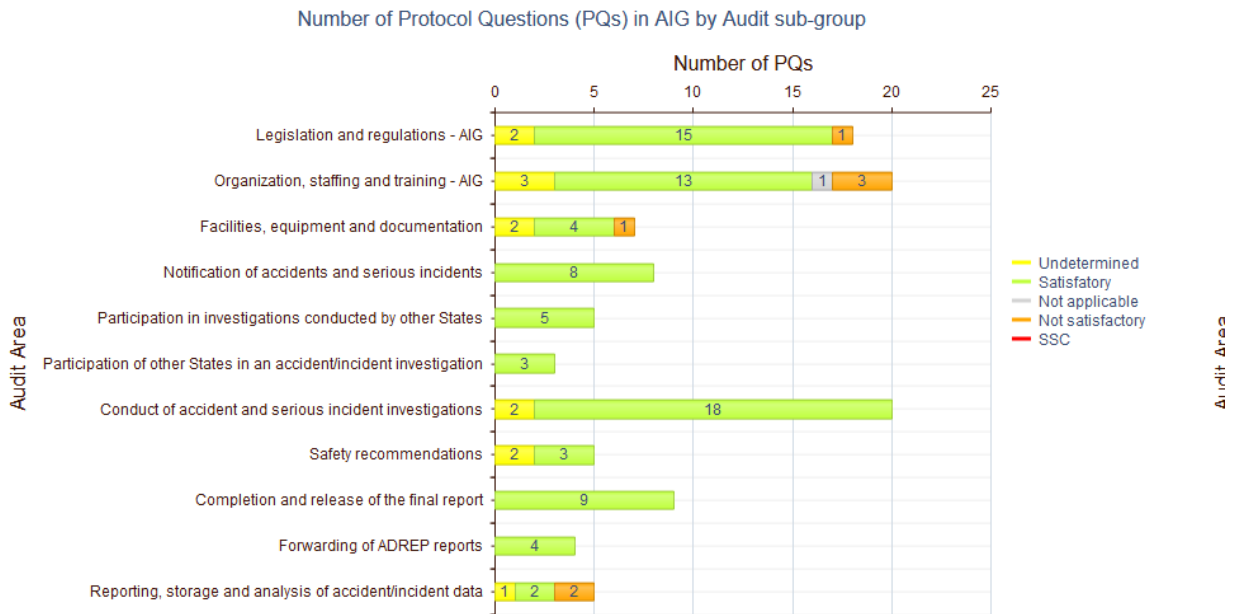


Iran- CMA audit from 8-18 Sep 2018

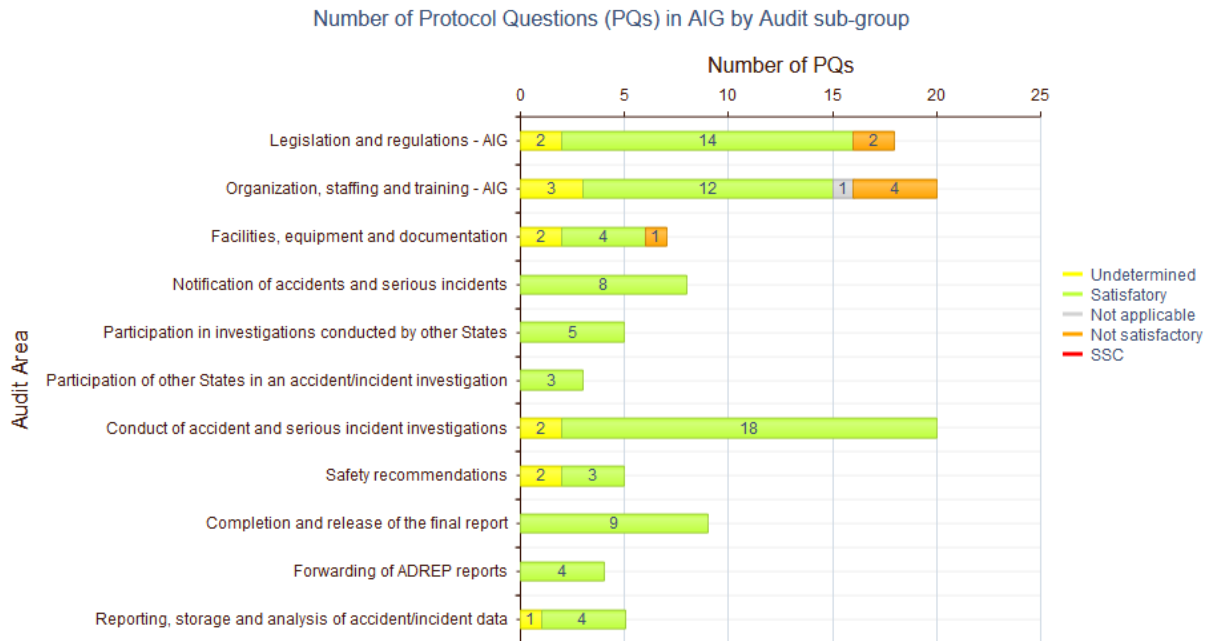
Number of Protocol Questions (PQs) in AIG by Audit sub-group



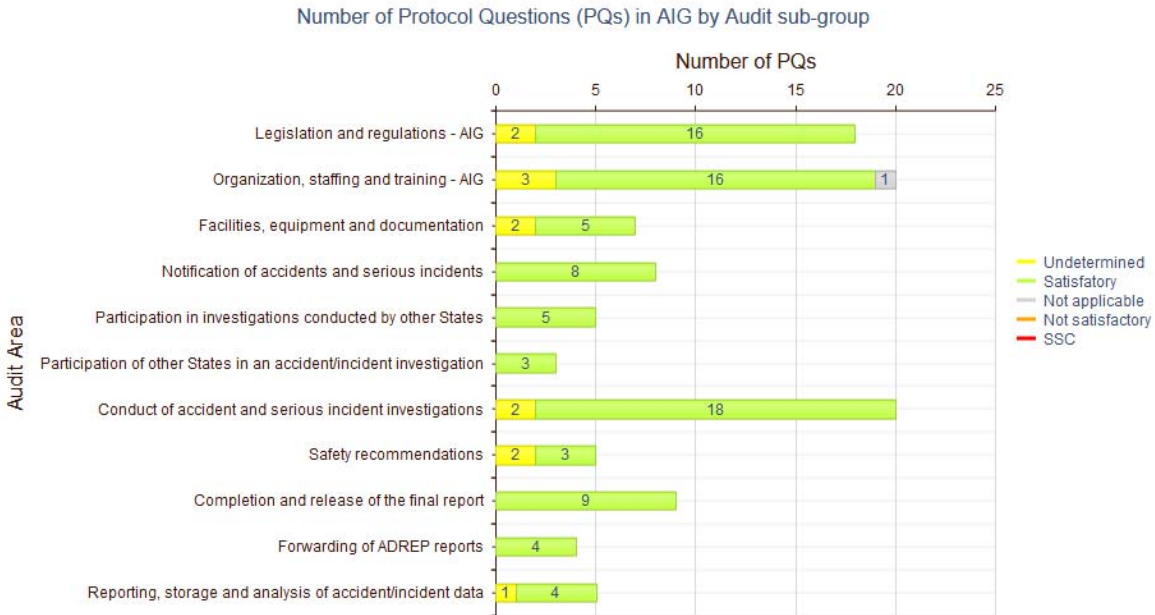
Saudi- Arabia- ICVM from 27 April 2014-4 May 2014



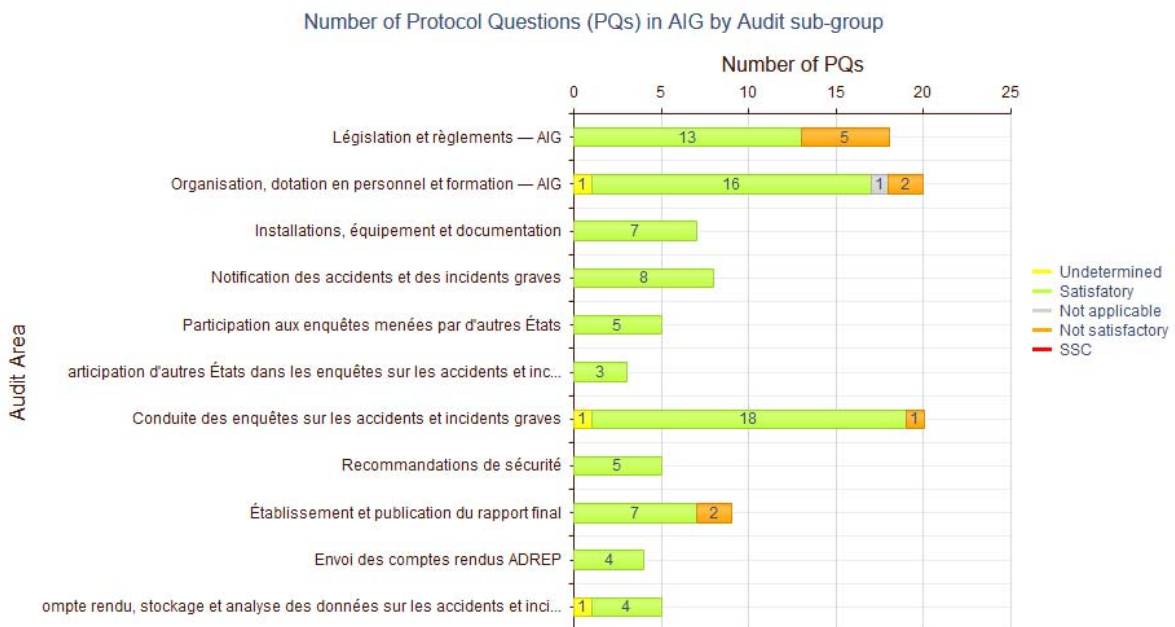
Sudan-ICVM from 25-26 May 2014



UAE-Integrated validated mission from 1 Dec 2014-31 Jan 2015



Morocco- CMA audit from 10 Oct-20 Oct 2016



APPENDIX E

**Questionnaire on Accidents and Incidents Investigation (AIG) Level 2 Cooperation-
MENA States**

Questionnaire to survey States' AIG capabilities

State Name:

Name of AIG organization:

No.	Question	State Reply
1	Does the State have its own appropriately qualified personnel identified and charged with aircraft accident and serious incidents investigation duties? Please list the number of qualified investigators and their area of expertise.	
2	Has the State established and implemented a process to ensure that the AIG authority have sufficient financial resources?	
3	Has the State established an aircraft accident and incident investigation-training unit(s)? If yes, please list the name of the unit(s) institute/academy and the list of provided courses.	
4	Does the State have all the necessary equipment to enable the conduct of the investigation? If yes, please list the number and name of equipment.	
5	Does the State have all necessary protective equipment to address the biological hazards and other hazards at accident sites? If yes, please list them.	
6	Does the State have all necessary means of communication to enable the conduct of the investigation? Please list them.	
7	Does the State have all necessary modes of transportation to enable the investigators to reach difficult accident site? <i>Note.-Modes of transportation means land, sea, and aerial.</i>	

8	Has the State established an accident and incident database to facilitate effective analysis of data?	
9	If the answer of question (8) is yes: (a) is the database created in a standardised format to facilitate data exchange?	
	(b) is the taxonomy compatible with ADREP/ECCAIRS	
10	Does the State have the appropriate laboratories and expertise for downloading and analyzing CVR/FDR data?	
11	Does that State AIG have in place agreements with local centers, laboratories, institutions, to support the AIG's investigation analysis?	
12	Please describe briefly State needs in order to conduct its investigation functions effectively	

DRAFT

APPENDIX F

AIG Regional Cooperation Mechanism (ARCM)

Middle East and North Africa

(AIG-MENA)

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DRAFT

1. VISION AND MISSION OF THE ARCM

1.1 The MENA AIG Regional Cooperation Mechanism (ARCM) a mechanism, which will foster the cooperation (multi-cooperation) between member States for the provision of AIG functions in the MENA Region. The ARCM will support States requesting assistance to ensure the best services in the provision of AIG functions, in coordination with all member States, to enable improved effective implementation in the AIG area.

1.2 The ARCM is not an entity with legal status and its work will be with no financial implications. The travel costs and per diems will be covered by the member States requesting such services

2. PARTICIPANTS

2.1 Participation in the ARCM is open to all MENA member States interested to join the ARCM.

3. ARCM OBJECTIVES

3.1 The main objectives of the ARCM will be to:

- a) increase cooperation and collaboration among ARCM member States with respect to aircraft accident and incident investigation;
- b) make utmost use of AIG resources available in the MENA States, including equipment, qualified personnel, training, etc.;
- c) facilitate actions aiming at increasing the qualifications and experience of accident investigators in all member States;
- d) encourage the development by voluntary State of Template of investigation regulations consistent with the ICAO provisions;
- e) encourage member States to use the Template of investigation regulations for their development of their National Regulations; and
- f) to encourage the development of a MENA accident and incident database by a voluntary State and make use of this database to identify operational safety risks and come out with mitigations.

4. ARCM ORGANIZATIONAL STRUCTURE

4.1 The ARCM consists of:

- a) the ARCM will be supported by a Technical Committee composed of voluntary AIG experts designated by member States;
- b) the ARCM will be led by the MID-SST Rapporteur; and
- c) the ARCM will be reporting to the RASG-MID through the MID-SST.

-END-



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

**RECOMMENDATION FOR THE ESTABLISHMENT OF
AN ICAO ACCIDENT INVESTIGATION WORKING GROUP (AIWG)
FOR THE MID-REGION**

(Presented by the United Arab Emirates)

SUMMARY

This paper proposes the establishment of an ICAO Accident Investigation Working Group (AIWG) for the MID-Region, constituted under the framework of the MID Regional Aviation Safety Group (RASG).

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 It is incumbent on the State in which an aircraft accident occurs to institute an inquiry into the circumstances of the accident in conformity with Article 26 of the Convention.

1.2 Aircraft accident and incident investigations have yielded many safety recommendations, implementation of which has contributed significantly to improving safety.

1.3 Owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident investigation usually requires participation by experts from many specialized technical and operational fields, and access to specially equipped facilities for investigation.

1.4 Some MID-Region Contracting States do not have such specialized technical and operational investigation expertise and appropriate facilities.

1.5 The ICAO Universal Safety Oversight Audit Program (USOAP) findings indicate that a number of States have not been able to implement an effective accident and incident investigation system for their aviation activities.

1.6 The USOAP findings have been associated, in general, with lack of:

- resources (both human and financial);
- appropriate legislation and regulations;
- organization for the investigation of accidents and incidents;
- training system for investigators;
- equipment to conduct investigations; and
- policies, procedures and guidelines for accident and incident investigations.

1.7 To assist in maintaining public confidence in the safety of commercial aviation in the MID-Region, it is important that aircraft accidents and incidents be properly investigated to determine the probable cause and that the resulting safety recommendations are promulgated appropriately.

2. RECOMMENDATIONS

2.1 The work of the ICAO MID AIWG should advance strategies, policies and provisions relevant to the MID-Region States' Accident Investigation Authorities, enabling development and continuous improvement of investigations in a timely and cost-effective manner.

2.2 The ICAO MID AIWG should research and develop provisions for accident and incident investigations to allow for timely and effective investigations as set forth in Annex 13, and in support of the Global Aviation Safety Plan (GASP).

2.3 The ICAO MID AIWG should encourage and facilitate cooperation among the MID-Region States in the investigation of major aircraft accidents or accidents in which the investigation requires highly specialized experts and facilities;

2.4 Examples of potential work items that could be addressed by the proposed AIWG:

- (a) Investigation procedures, techniques and methodologies
- (b) Establishment of a Regional Accident Investigation Organization (RAIO)
- (c) Protection of accident and incident records
- (d) Investigation involving unmanned aircraft systems (UAS)
- (e) Investigation of Serious Incidents
- (f) Mutual cooperation in investigations
- (g) Mutual cooperation in the provision of training
- (h) Participation in exercises
- (i) ICAO AIG Divisional Meetings

2.5 The MID-Region States, and appropriate regional professional organizations such as the Gulf Flight Safety Council, the International Air Transport Association (IATA) and the Middle East and North Africa Society of Air Safety Investigators (MENASASI), should each be invited to nominate an expert with relevant qualifications and professional experience for membership on the ICAO MID AIG WG.

2.6 The ICAO MID AIWG should conduct regular meetings, and also communicate through emails or telecommunication calls to discuss the progress of work.

2.7 Each MID State should be invited to send a representative to an inaugural meeting to establish the proposed AIWG (MID). It is suggested that the meeting be arranged by the ICAO MID Office and be held in Abu Dhabi and hosted by the United Arab Emirates.

2.8 The United Arab Emirates is willing to support the activities of the proposed ICAO MID AIWG.

3. ACTION BY THE MEETING

3.1 The meeting is invited to consider the recommendation to establish an ICAO MID-Region Accident Investigation Group Working Group (AIWG), under the Regional Aviation Safety Group (RASG) MID framework, with the goal of contributing to improved air safety in the MID-Region through effective State Authority accident investigations.



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

SHARING SAFETY RECOMMENDATIONS

(Presented by the United Arab Emirates)

SUMMARY

Sharing of Safety Recommendations related to Accidents and Serious Incidents

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The RSC/6 meeting agreed to form a Safety Enhancement Initiative (SEI) to be addressed by the appropriate Safety Team(s) within the RASG-MID framework to enhance sharing of safety recommendations and to establish a regional database, which would be very beneficial in addressing the Focus Areas and Emerging Risks in the MID-Region.

1.2 The RSC/6 meeting noted, with appreciation, that the United Arab Emirates will be the Champion for the implementation of this SEI concerning *Sharing of Safety Recommendations related to Accidents and Serious Incidents*. It was also agreed that details on actions and deliverables should be addressed by the MID-SST/5 meeting.

1.3 It was agreed that the Regional database should include safety recommendations related to accidents and serious incidents. Accordingly, the meeting urged States to share their safety recommendations after investigation of accidents and serious incidents.

2. DISCUSSION

2.1 In accordance with the provisions of Annex 13, a State shall send to ICAO a copy of the Final Report on its investigations into accidents and serious incidents involving aircraft of a maximum mass of over 5,700 kilograms.

2.2 Final Reports can be sent in hard copy but it is preferable that they be in electronic format. The Final reports shall be public documents which are issued in the interest of aircraft accident prevention.

2.3 Final Reports received by ICAO are stored in the ICAO Electronic Library of Final Reports (e-Library) and posted on the AIG website, which is accessible through the ICAO public website. In this way, safety lessons learned during investigations, and information captured in Final Reports, will be made available to a wide audience, including safety investigators, other safety officers, and interested parties.

2.4 Prompt dissemination to all States of the findings of investigations can be a major contribution to aviation safety. To facilitate the exchange of accident information, all States are encouraged to disseminate their Final Reports to other States. Use of the Internet can expedite such dissemination.

2.5 A safety recommendation is defined as a proposal by an accident investigation authority, based on information derived from an investigation. The intended purpose of a safety recommendation is the prevention of accidents or incidents, and the reduction of the consequences of such occurrences. Non-contributing safety issues may also be sources of safety recommendations.

2.6 The benefits of a safety recommendation will be more assured if the State issuing the safety recommendation follows the guidance of ICAO Doc 9756, Part IV. According to the guidance, a safety recommendation should clearly describe the safety problem and provide justification for the recommended safety actions. The development of convincing recommendations must be based on validated factual information, sound analysis and logical conclusions, so as to withstand challenges by those having divergent interests.

2.7 ICAO requires that safety recommendations be transmitted in a dated transmittal correspondence to the appropriate authorities, notifying them of the safety recommendations for which they are responsible. States are also required to inform the Accident Investigation Section of the ICAO Air Navigation Bureau of issued Safety Recommendations of Global Concern (SRGC), as well as the responses received to these recommendations.

2.8 Sharing safety recommendations within the MID-Region will limit the number of States and it will be more practicable for States to present their investigation outcomes. The medium of sharing is preferable to be electronic on a shared MID-Region repository (library).

2.9 An 'online application form' is one of the ways in which safety recommendations may be posted on the repository. The form may contain fields relevant to the safety recommendations components, i.e. the safety risks addressed by the investigation, the deficient risk controls, the recommended safety actions, and the addressees of the safety recommendations. This mechanism is the most effective since it makes the origin of the safety recommendation visible to all member States and makes analysis of the database more worthwhile. However, this mechanism needs effort, focus, and human resources from the States.

2.10 As a more traditional approach, safety recommendations may be uploaded to the repository as 'read only' as they are issued either in the Final Report, or in any other safety recommendation document.

2.11 It is highly recommended that the shared safety recommendations be analyzed while considering each State's operational environment and aviation system. However, analysis may be carried out by either an individual State or States' common body. In either scenario, the resulting conclusions and strategic recommended corrective actions should be shared and posted to the repository.

2.12 For this database to be useful and effective, the member States should develop a document such as a 'charter of cooperation mechanism' that will oblige the repository member States to post all Final Reports and safety recommendations. The 'charter' should contain the mechanism of cooperation and the overall objectives. The maintenance of the mechanism should be subject to the utmost diligence by the member States. The location of the repository and its management should be clearly mentioned in the 'charter'.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) discuss and approve the proposal to establish a repository for MID-Region States to allow sharing and analysis of their safety recommendations and sharing of Final reports;
- b) form a taskforce to prepare a questionnaire and follow up the distribution and collection for surveying of the MID-Region States' interest in such cooperation; and
- c) form a working group to establish Strategy for this cooperation mechanism, and draft a 'charter' to document the cooperation mechanisms and objectives.

-END-



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

ENGLISH LANGUAGE PROFICIENCY

(Presented by the United Arab Emirates)

SUMMARY

Implementation Questionnaire for ICAO Language Proficiency

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 ICAO introduced language provisions to ensure that pilots and air traffic control personnel are proficient in conducting and comprehending radiotelephony communications in the English language, including requirements that the English language be available on request at all stations on the ground serving designated airports and international air routes.

1.2 Poor English Language Proficiency (ELP) has been identified as a contributory factor in some accidents. As a result, the ICAO 32nd Assembly in 1998 considered the problem and enhanced the relevant provisions in ICAO Annexes 1 and 10.

1.3 Concern over the role of language in airline accidents led to the 1998 Resolution A32-16, which urged the ICAO Council to direct the Air Navigation Commission to consider this matter with a high degree of priority, and to complete the task of strengthening relevant ICAO provisions concerning language requirements. This was done with the intention of obligating Contracting States to take steps to ensure that air traffic control personnel and flight crew involved in flight operations in airspace where the use of the English language is required are proficient in conducting and comprehending radiotelephony communications in the English language.

1.4 The 38th Assembly Meeting recognized that the language provisions reinforce the requirement to use ICAO standardized phraseology in all situations for which it has been specified, that the Member States have made substantial efforts to comply with the language proficiency requirements; and that some Member States encounter considerable difficulties in implementing the language proficiency requirements, including the establishment of language training and testing capabilities.

1.5 Accordingly, the Assembly adopted Resolution A38-8 – *Proficiency in the English language used for radiotelephony communications*, which superseded Resolution A37-10, and which directed the Council to continue to support Member States in their implementation of the ELP requirements. Resolution A38-8 also encouraged Member States to make use of the ICAO Aviation English Language Test Service (AELTS) to verify language testing instruments; and the Resolution urged Member States to make use of the ICAO Language Proficiency Requirements - Rated Speech Sample training aid, and to assist each other in the implementation of the language proficiency requirements.

2. DISCUSSION

2.1 Contracting States were obliged to take the necessary steps in order to ensure that pilots and air traffic controllers were proficient in understanding, as well as speaking, the English language by 5 March 2008. The implementation date was extended to 2011.

2.2 ICAO Doc 9835 AN/453 – *Manual on the Implementation of ICAO Language Proficiency Requirements*, contains basic information and guidance for States necessary to plan a successful implementation of a State-wide ELP system. Furthermore, ICAO launched an official website to provide information related to the ELP. This site was re-launched in July 2013.

2.3 During the MID-SST/4 meeting which took place at Cairo, Egypt, 6-8 February 2018, the work program, following up on the RASG-MID/6, concluded and it was decided to improve implementation of ELP requirements in the MID-Region.

2.4 The first action was to develop a questionnaire to be used as the basis of a survey to assess the implementation of ELP requirements. The United Arab Emirates was chosen to be the Champion for the action, in coordination with the ICAO MID Office. During development of the questionnaire, the UAE will coordinate with the Federal Aviation Administration (FAA). The UAE will present a draft survey to the ATM-SG/4.

2.5 A draft Questionnaire was developed as in **Appendix A** to survey the MID-Regions States to obtain information on their measures for the ELP. This questionnaire stems from ICAO Doc 9835. It was made as simple as possible in order to be easily understandable by the respondents. This draft questionnaire was prepared and shared with the FAA for comments based on their experience.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) discuss and approve the Questionnaire;
- b) form a taskforce to follow up the distribution and collection of the final Questionnaire; and
- c) form a working group to establish a Strategy and Roadmap for ELP enhancement.

References:ICAO

- Annex 1 - Personnel Licensing (see 1.2.9 Language Proficiency and Appendix A - Language Proficiency Rating Scale);
- Annex 10 - Aeronautical Communications, Volume II;
- <https://www.icao.int/Newsroom/Pages/ICAO-announces-revamped-aviation-english-language-test-service-site.aspx>
- Doc 9835 AN/453 – Manual on the Implementation of ICAO Language Proficiency Requirements, Second Edition 2010.
- Attachment A to State letter AN 12/44.6-07/68, Resolution A36-11–Proficiency in the English language for Radiotelephony;
- Attachment B to State letter AN 12/44.6-07/68, Guidelines for the Development of a Language Proficiency Implementation Plan;
- ICAO Language proficiency requirements – Implementation and maintenance recommended checklist, updated on 13/03/2013;
- ICAO Circular 323 Guidelines for Aviation English Training Programmes – guidelines based on the work of the Board and members of the International Civil Aviation English Association (ICAEA);
- For more information on the ICAO Language Proficiency Requirements consult the ICAO FSIX website: Implementation of Language Proficiency Requirements.

UK CAA

- Guidance for Examiners and Candidates: Process for the Testing of English Language, Standards Document No. 51, version 1.

APPENDIX A

The Draft Questionnaire

This Questionnaire is about the implementation of Annex 1 Language Proficiency (local, national, regional, or English language) by Contracting States supported by the Manual on the Implementation of ICAO Language Proficiency Requirements, ICAO Doc 9835.

1. **Has your State promulgated English Language Proficiency regulations taking into account the required level of proficiency in accordance with Annex 1– *Personnel Licensing*?**
[Annex 1, Chapter 1, 1.2.9]

- Yes
- No

If yes:

- (a) since when? Year: _____
- (b) is your regulation in conformance with ICAO Doc 9835?

- Yes
- No

List of differences:

(c) List which of the following aviation discipline your Language Proficiency (local, national, regional, or English language) regulation covers:
[Annex 1, Chapter 1, 1.2.9]

- | | | | | |
|----|---------------------------------|------------------------------|-----------------------------|---------------------------------|
| 1. | Air Traffic Controllers? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | _____ |
| | | | | <i>Mention the language(s):</i> |
| 2. | Pilots? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | _____ |
| | | | | <i>Mention the language(s):</i> |
| 3. | Flight engineers? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | _____ |
| | | | | <i>Mention the language(s):</i> |
| 4. | Glider pilots? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | _____ |
| | | | | <i>Mention the language(s):</i> |
| 5. | Free balloon pilots? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | _____ |
| | | | | <i>Mention the language(s):</i> |
| 6. | Flight navigators? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | _____ |
| | | | | <i>Mention the language(s):</i> |
| 7. | Aeronautical station operators? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | _____ |
| | | | | <i>Mention the language(s):</i> |
| 8. | Aeronautical station operators? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | _____ |
| | | | | <i>Mention the language(s):</i> |

If No:

- (a) when are you planning to promulgate such regulation? Year: _____
- (b) if your State is planning to promulgate regulation, does the regulation requires the implementation plan to consist of the following components?
[Doc 9835, Chapter 5, 5.2.2]

A regulatory framework to support the implementation of the requirements:

- Yes
No

Comments

An estimate of the national level of implementation:

- Yes
No

Comments

Language proficiency training programs:

- Yes
No

A language proficiency assessment plan for licensing purposes:

- Yes
No

Interim measures to mitigate risks:

- Yes
No

2. **Has your State promulgated Language Proficiency regulations for:**
[Annex 1, Chapter 1, Section 1.2.9.2]

3. **Has your State promulgated regulation for language testing standards?**
[Annex 1, 1.2.9.6 and 1.2.9.7, and Doc 9835, Chapter 4, 4.4.7]

- Yes
No

Comments

4. **Has your State promulgated regulations requiring formal demonstration of proficiency for individuals qualified below the Expert Level (Level 6)?**
[Annex 1, Chapter 1, Section 1.2.9.6]

- Yes
No

Comments

Are these individuals to be evaluated at intervals at least once every three years for those demonstrating language proficiency at the Operational Level (Level 4), and at least once every six years for those demonstrating language proficiency at the Extended Level (Level 5)?

Yes
No

Comments

5. Has your State promulgated regulation for implementation of English Level Proficiency Assessment bodies?

[Doc 9835, Chapter 6]

Yes
No

Comments

6. Does your State certify or approve English Level Proficiency assessment bodies?

Yes
No

Comments

7. Does your State aviation authority have an oversight system of English Level Proficiency assessment bodies?

Yes
No

Comments

8. Has your State promulgated regulation for assessors' qualifications?

[Doc 9835, Chapter 6]

Yes
No

Comments

9. Does your State monitor the test results and use the results for quality enhancement?

Yes
No

Comments

10. Does your State have process or mechanism to deal with foreign licence holders (ELP assessed in foreign territory) at time of conversion?

Yes
No

Comments



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19 – 21 February 2019)

Agenda Item 3: NCMCs Meeting
3.1 Update on the ICAO USOAP-CMA

USOAP AIRCRAFT OPERATIONS AND AGA AREAS- DATA ANALYSIS REPORTS

(Presented by the Secretariat)

SUMMARY
This paper presents some analyses of the USOAP-CMA data related to the OPS and AGA areas.
Action by the meeting is at paragraph 3.
REFERENCES
- USOAP-CMA results
- iSTARS data

1. INTRODUCTION

1.1 An in-depth analysis of the USOAP-CMA data could be very useful for the identification of areas of concern, common deficiencies, etc; and would provide good insight for the prioritization of the assistance/NCLB activities in the MID Region. As a first step, the Secretariat carried out an analysis of the OPS and AGA areas. The analysis is based on the safety oversight results and iSTARS data. The Analysis Report for OPS and AGA are at **Appendices A & B**, respectively.

1.2 The Reports provide results and analysis of data from activities conducted within the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA). The data and safety information collected from Member States through the USOAP CMA allow ICAO to use a risk-based approach for monitoring and assessing States' safety oversight capabilities through various on-site and off-site monitoring activities.

2. DISCUSSION

OPS Area

2.1 When the results of the MID Region States are aggregated at the level of the group, they indicate good progress in the implementation of the safety oversight requirements in accordance with the GASP and the MID Region Strategy. However, by drilling down in the audit area of OPS and the number of aggregated unsatisfactory PQs as shown in Table 1, it becomes clearer where further

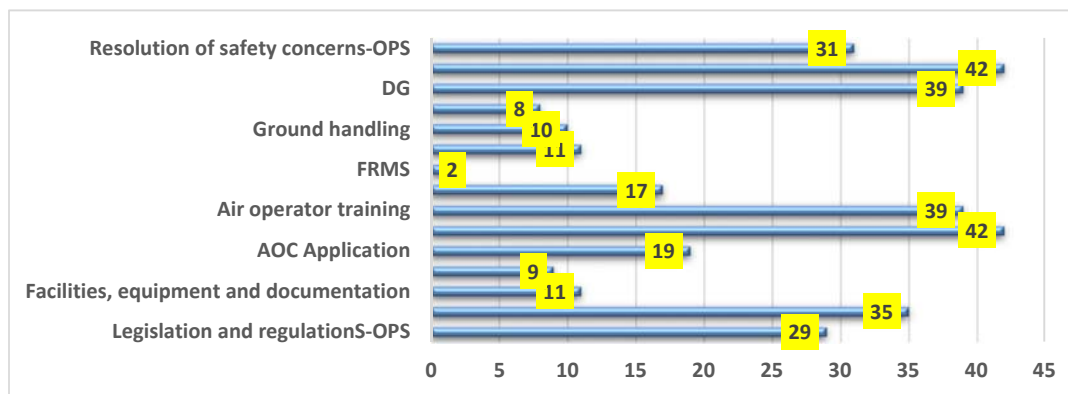
improvement in effective implementation is still needed. If the 60% target is applied to individual audit areas, then two MID States (Libya and Lebanon) need to further improve implementation in the area of OPS. From the **Table 1**, it is noticed that three States (Egypt, Iran, and Syria) have an EI above 60%; however, they also have high number of unsatisfactory PQs in this area.

<i>States</i>	<i>EIs- OPS</i>	<i># of PQs Unsatisfactory for OPS Audit Area</i>
Bahrain	91.6%	10
Egypt	76.47%	32
Jordan	94.78%	7
Iran	62.02%	49
Kuwait	92.59%	10
Lebanon	58.96%	55
Libya	25.62%	90
Oman	79.83%	24
Qatar	87.29%	15
Saudi Arabia	86.99%	16
Sudan	85.12%	18
Syria	72.95%	33
UAE	100	0

Table 1: Source OLF Dated 20 September 2018

2.2 In addition, a review and analysis of OPS Effective Implementation (EI) Protocol Questions (PQ) at the **Graph 1**, grouped by sub-areas helps to determine the needs of the States and the needs that States would be expected to meet. The **Graph 1** shows that the highest number of aggregated unsatisfactory PQs in operations audit sub-group are mainly the aircraft operations surveillance, air operator documents review, dangerous goods, air operator training, staffing and training; and the resolution of safety concerns.

2.3 The States considered to improve their EIs in the area of OPS are Egypt, Iran, Lebanon, Libya and Syria.



**Graph 1: Source OLF dated 20 September 2018:
Number of PQs in OPS Audit sub-Group-Aggregated Result**

2.4 The main identified safety issues are as follows: States have not established and implemented a comprehensive surveillance Programme; dangerous goods procedures; organization and training; resolution of safety concerns and documentation review; insufficient financial resources as well as unavailability of adequate personnel in competent authorities.

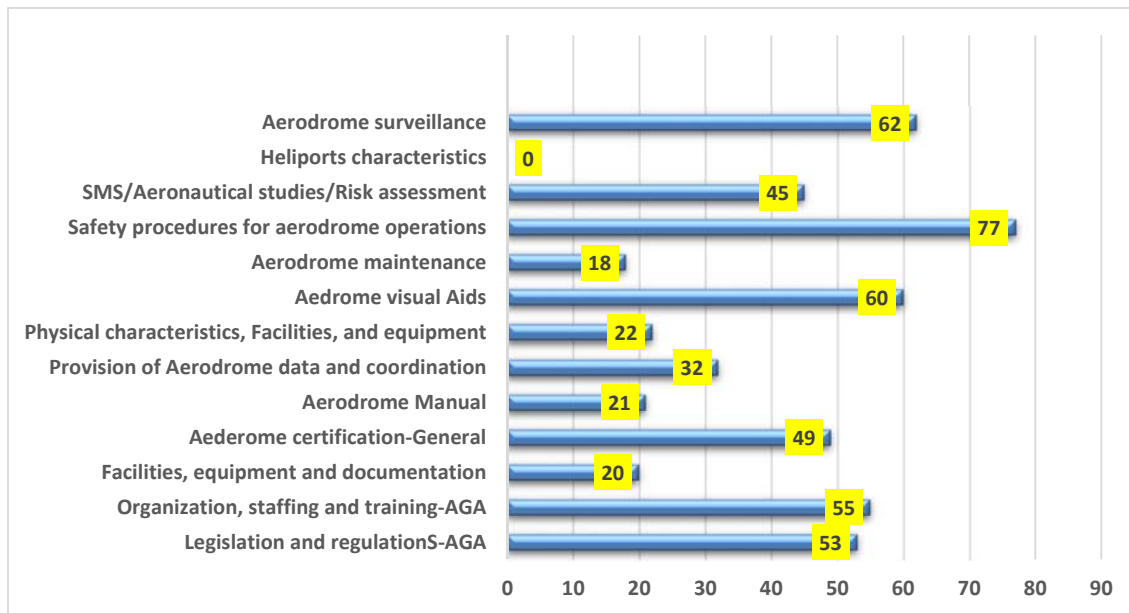
AGA Area

2.5 When the results of the MID States are aggregated at the level of the group, they indicate good progress in the implementation of the safety oversight requirements. However, by drilling down in the audit area of AGA and looking to the number of aggregated unsatisfactory PQs as shown in **Table 2**, it becomes clearer where further improvement in effective implementation is still needed. If the 60% target is applied to individual audit areas, then two MID States (Jordan and Libya) need to further improve implementation in the area of AGA. It is noticed that six States (Kuwait, Lebanon, Oman, Sudan, and Syria) have an EI above 60% in the area of AGA; however, they also have a considerable number of unsatisfactory PQs in this area.

<i>States</i>	<i>EIs- AGA</i>	<i># of PQs Unsatisfactory for AGA Audit Area</i>
Bahrain	84.67%	21
Egypt	84.83%	22
Jordan	57.93%	61
Iran	94.2%	8
Kuwait	65.07%	51
Lebanon	66.17%	45
Libya	14.39%	119
Oman	64.06%	46
Qatar	68.89%	18
Saudi Arabia	82.86%	24
Sudan	66.67%	45
Syria	60.00%	52
UAE	97.83	3

Table 2: Source iSTARS dated 3 Feb. 2019

2.6 In addition, a review and analysis of AGA Effective Implementation (EI) by sub-areas at the **Graph 2**, helps to determine the needs of the States and the needs that States would be expected to meet. The **Graph 3** shows that the highest number of aggregated unsatisfactory PQs in AGA audit sub-group are mainly: the safety procedures for aerodromes operations; aerodrome surveillance; aerodrome visual aids; legislation and regulation; staffing and training; aerodrome certification and SMS. The States considered to improve their EIs in the area of AGA are Kuwait, Lebanon, Libya, Oman, Sudan, and Syria.



**Graph 2: Source OLF dated 5 Feb. 2019:
Number of PQs in OPS Audit sub-Group-Aggregated Result**

2.7 The main identified safety issues are as follows: Some States have not established and implemented the requirements for the certification of aerodromes; a formal surveillance Programme for their certified aerodromes with associated procedures and periodic surveillance plans have not been established; a quality system to verify the accuracy of aerodrome data to ensure compliance with the regulation; safety management system; and safety procedures. In addition, some States do not have the resources and sufficient number of qualified and experienced aerodrome technical staff.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the Analysis Reports on the the status of the OPS and AGA areas in the MID Region; and
- b) agree on the way forward.

APPENDIX A

USOAP FLIGHT OPERATIONS AREA- ANALYSIS REPORT

1. INTRODUCTION

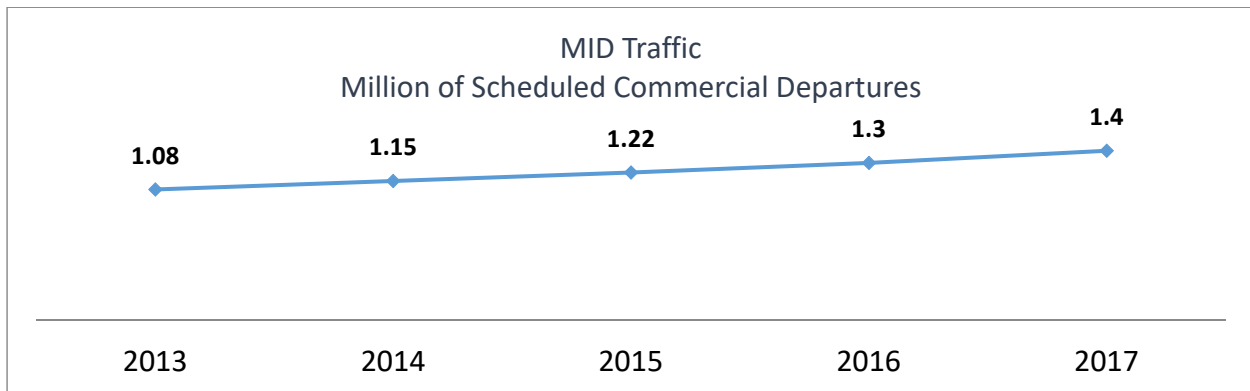
1.1 An in-depth analysis of the USOAP-CMA data could be very useful for the identification of areas of concern, common deficiencies, etc; and would provide good insight for the prioritization of the assistance/NCLB activities in the MID Region. As a first step, the Secretariat carried out an analysis of the OPS area. The analysis is based on the safety oversight results and iSTARS data.

1.2 The Reports provide results and analysis of data from activities conducted within the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA). The data and safety information collected from Member States through the USOAP CMA allow ICAO to use a risk-based approach for monitoring and assessing States' safety oversight capabilities through various on-site and off-site monitoring activities.

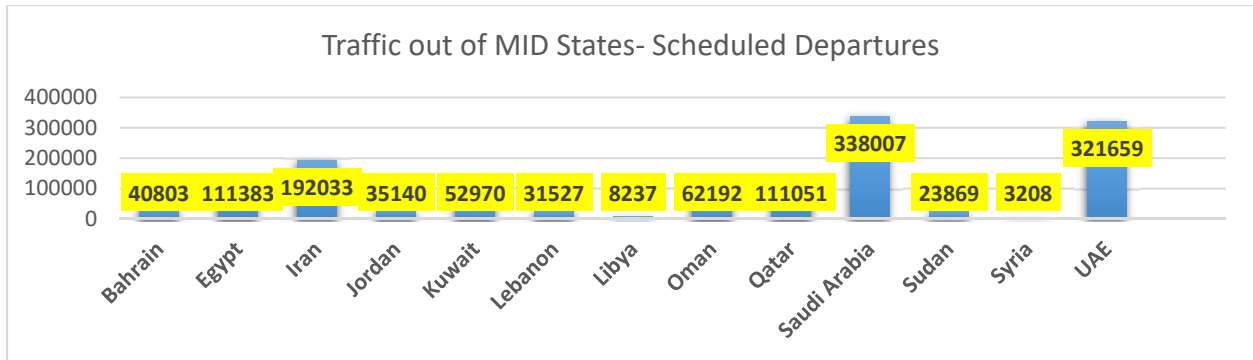
2. LEVEL OF AVIATION ACTIVITY AND SAFETY IN THE MID REGION

2.1 The **Graph 1** shows that over the last five years, the global scheduled commercial international operations accounted for approximately 36.3 million departures in 2017, compared to 31.3 million departures in 2013. The MID Region showed a stable growth in traffic volumes. Total scheduled commercial departures in 2017 accounted approximately for 1.4 million departures compared to 1.08 million departures in 2013.

2.2 The **Graph 2** shows that the schedule commercial departures traffic out of the States for the year 2017 increased and Saudi Arabia recorded the highest schedule commercial departure followed by UAE and Iran.



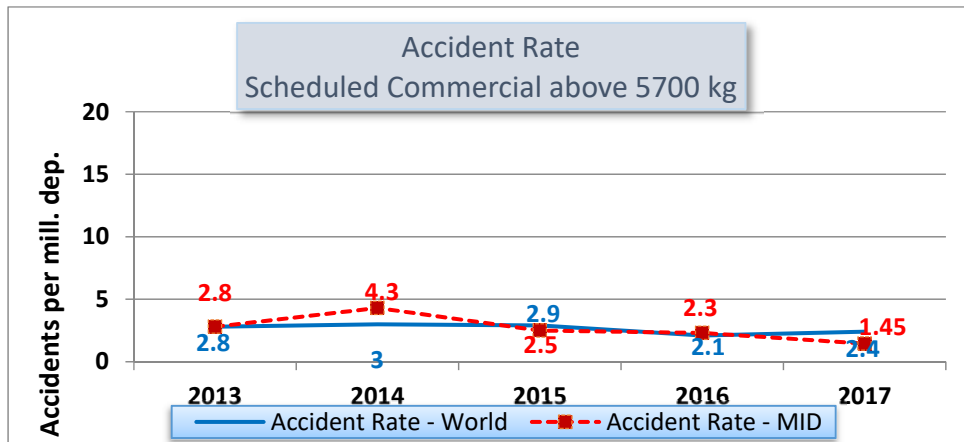
Graph 1: Source iSTARS dated 24 Sept. 2018



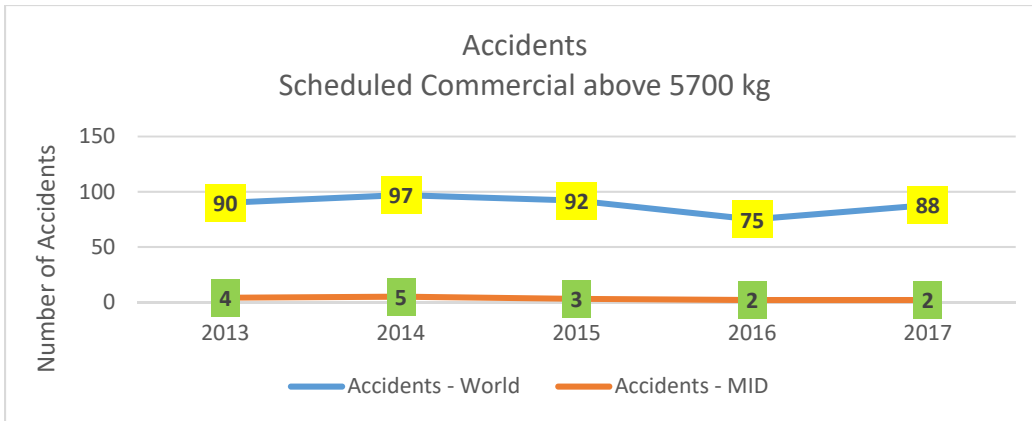
Graph 2: Source iSTARS dated 24 Sep 2018

2.3 The **Graph 3** shows that the MID Region had an accident rate of 1.45 accidents per million departures in 2017, which decreased compared to the previous year (2016). However, the 5-year average accident rate for 2013-2017 is 2.6, which is equal to the global average rate for the same period.

2.4 The **Graph 4** shows that 16 accidents occurred in the MID Region during the period (2013-2017), whereas (442) accidents occurred globally. The accidents that occurred in the MID Region represent 3.2% of the global accidents.

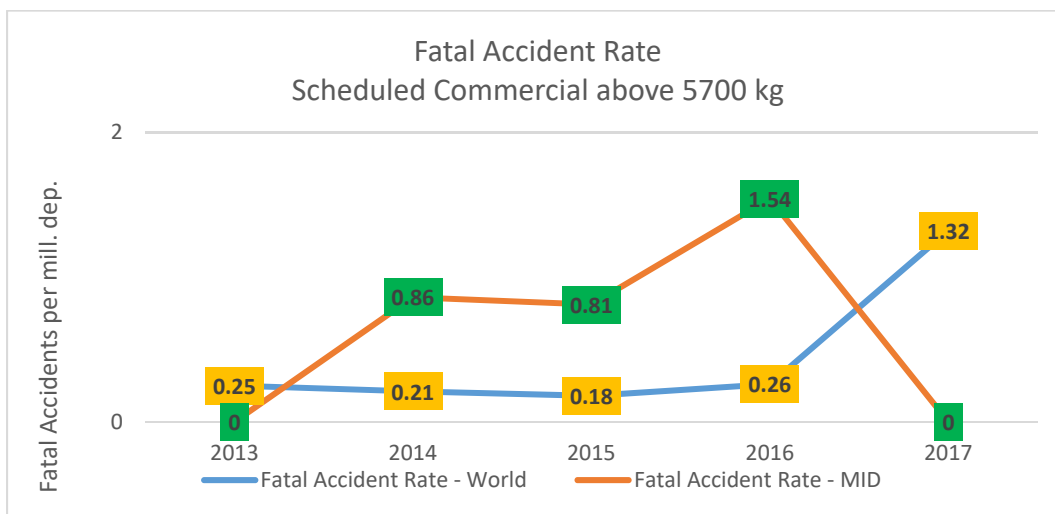


Graph 3: Global Accident Rate Vs MID Accident Rate
(Source iSATRS as of 10 Oct. 2018)



Graph 4: Number of MID Accidents Vs. Number of Global Accidents Per Year
(Source: iSTARS as of 8_Oct. 2018)

2.5 The **Graph 5** shows that the average rate of fatal accidents in the MID Region for the period (2013-2017) is 0.64 accident per million departures, compared to 0.44 for the globe. The MID Region had no fatal accidents in 2012, 2013, and 2017. However, three fatal accidents occurred in 2014, 2015 and 2016. The 2014 accident caused 38 fatalities, 224 fatalities were registered in 2015 and 1 fatality in 2016 as shown in **Graph 6**.



Graph 5: Global Fatal Accident Rate Vs MID Fatal Accident Rate
(Source: iSTARS as of 8 Oct. 2018)



Graph 6: Number of MID Fatalities Vs. Global Fatalities
 (Source: iSTARS as of 8 Oct. 2018)

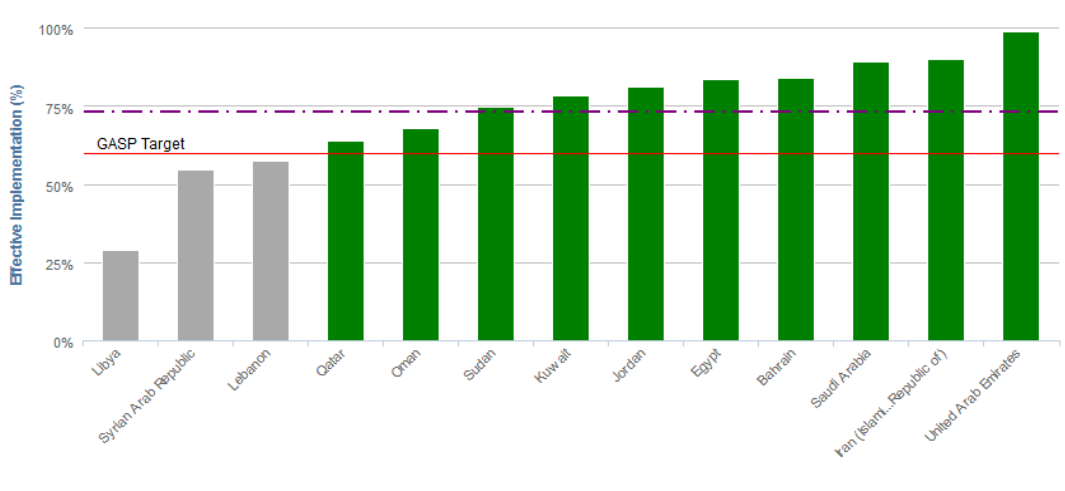
2.6 Based on the analyses of all accidents, serious incidents, and incidents data, it was concluded that the main risk areas for the MID Region were:

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)

2.7 The CFIT and MAC were also considered as risk areas due to the potential risk of this type of accidents though the MID States did not experience those accidents during the period 2013-2017.

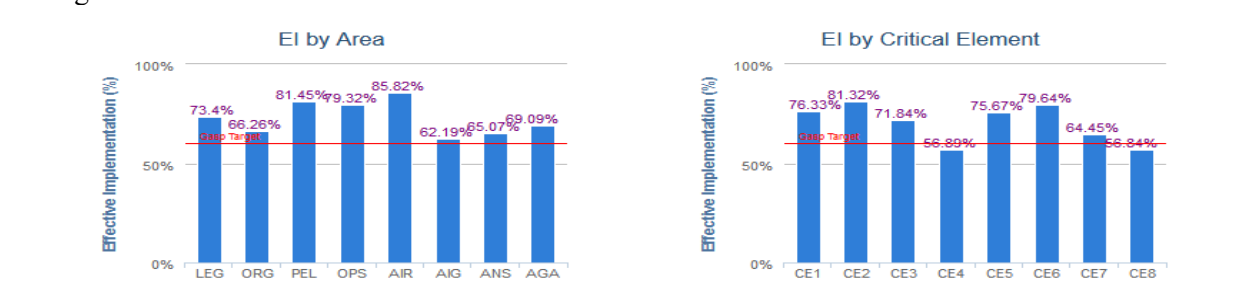
3. THE SAFETY OVERSIGHT STATUS OF THE MID REGION STATES

3.1 The **Graph 7** shows that RASG-MID contains 15 States. 2 States (Iraq and Yemen) have not yet received a USOAP audit. The current average USOAP score for States in RASG-MID is 73.24%, which is above the world average of 66.27%. 76.92% of the States in RASG-MID have achieved the target of 60% EI, as suggested by the Global Aviation Safety Plan (GASP). Three States are still below the GASP target of 60%.



Graph 7: Source iSTARS dated 23 Sept. 2018

3.2 The following two charts show the average effective implementation (EIs) by audited area and CE for the MID Region States. In respect to each audit area, the average EIs for all the States is above their respective world average. However, in the audit areas, it is noted that the three lowest EIs are in the areas of the AIG, ANS, and ORG. Regarding the critical element (CE), the Graph 8 shows that the average EIs for all States is above their respective world average, except for CE 4 and CE8 that are related to technical qualification and training and resolution of the safety concerns, which are below the world average.



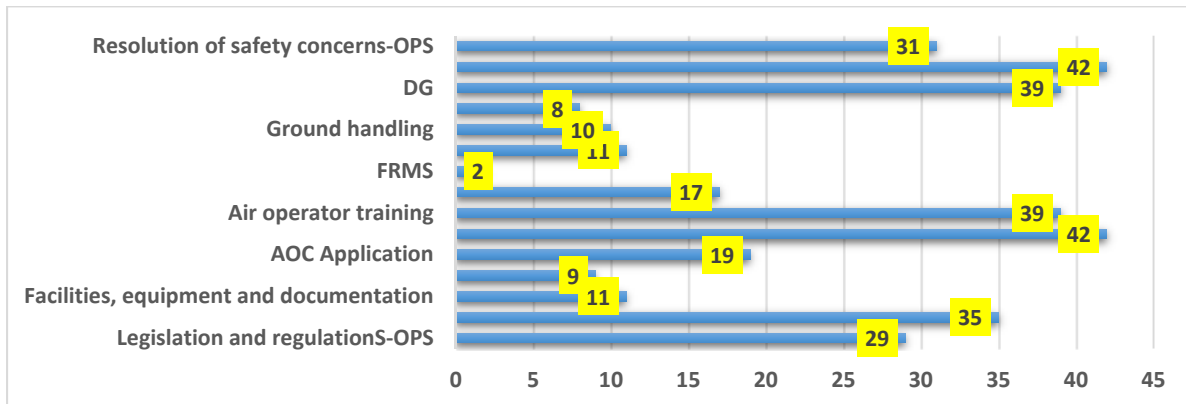
Graph 8: Source iSTARS dated 24 Sept. 2018

3.3 When the results of the MID Region States are aggregated at the level of the group, they indicate good progress in the implementation of the safety oversight requirements. In accordance with the GASP and the MID Region strategy. However, by drilling down in the audit area of OPS and the number of aggregated unsatisfactory PQs for OPS area in table 1, it becomes clearer where further improvement in effective implementation is still needed for OPS area. If the 60% target is applied to individual audit areas, then two MID States (Libya and Lebanon) need to further improve implementation in the area of operations. It is noticed that three States (Egypt, Iran, and Syria) have an EI above 60% in the area of operations; however, they also have a considerable number of unsatisfactory PQs in the operations area.

<i>States</i>	<i>EIs- OPS</i>	<i># of PQs Unsatisfactory for OPS Audit Area</i>
<i>Bahrain</i>	91.6%	10
<i>Egypt</i>	76.47%	32
<i>Jordan</i>	94.78%	7
<i>Iran</i>	62.02%	49
<i>Kuwait</i>	92.59%	10
<i>Lebanon</i>	58.96%	55
<i>Libya</i>	25.62%	90
<i>Oman</i>	79.83%	24
<i>Qatar</i>	87.29%	15
<i>Saudi Arabia</i>	86.99%	16
<i>Sudan</i>	85.12%	18
<i>Syria</i>	72.95%	33
<i>UAE</i>	100	0

Source OLF Dated 20 September 2018

3.4 In addition, a review and analysis of OPS Effective Implementation (EI) Protocol Questions (PQ) at the **Graph 9**, grouped by sub-areas helps to determine the needs of the States and the needs that States would be expected to meet. The review was based on the ICAO USOAP-results. The Graph 9 shows that the highest number of aggregated unsatisfactory PQs in operations audit sub-group are mainly the aircraft operations surveillance, air operator documents review, Dangerous Goods, air operator training, staffing and training; and the resolution of safety concerns. The States considered to improve their EIs in the area of the operations are Libya, Lebanon, Iran, and Egypt.



**Graph 9: Source OLF dated 20 Sept. 2018:
Number of PQs in OPS Audit sub-Group-Aggregated Result**

4. ANALYSIS: HIGHLIGHTS OF THE IDENTIFIED ISSUES

4.1 Some States have not developed adequate procedures for the issuance of approvals and authorizations contained in the operations specifications associated with the air operator certificate (AOC), including reduced vertical separation minima (RVSM), extended diversion time operation (EDTO), Required Navigation Performance (RNP), minimum navigation performance specification (MNPS), and performance-based navigation (PBN).

4.2 Some States have not established and implemented a consistent requirement and procedures for the approval of an air operator's ground flight facilities, simulators and other training devices, and training programmes and syllabi prior to granting an AOC or other specific approvals.

4.3 Some States have not implemented an effective system for safety oversight of the various entities involved in the transport of dangerous goods, including shippers, packers, cargo handling companies and air operators. In addition, in some States, dangerous goods inspector procedures have not been established and implemented.

4.4 Most of States have not effectively reviewed the dangerous goods procedures of air operators, contained in the operations and ground handling manuals.

4.5 Some of the States have not implemented a comprehensive surveillance programme to verify that all AOC holders in the State comply, on a continuing basis, with national regulations, international standards as well as the provisions of the AOCs and associated operations specifications.

4.6 The surveillance programmes established by some States are often not fully implemented and records of inspections conducted are not systematically kept.

4.7 Some of the States have not ensured compliance with Annex 6 whereby an operator of an aeroplane of a maximum certificated take-off mass in excess of 27 000 kg must establish and maintain a flight data analysis programme as part of its SMS.

4.8 Some States have not established a training policy for the technical personnel of the CAA. Ideally, it should require the establishment of comprehensive and detailed training programmes for all technical personnel in aircraft operations within the CAA and the establishment of periodic training plans for each technical staff member.

4.9 In most cases, the lack of sufficient financial resources remains the main obstacle to the provision of training, which results in the inspectorate and relevant staff not having all qualifications needed to effectively perform licensing, certification, authorization, approval and surveillance activities.

5. RECOMMENDED STRATEGIES

Actions to be taken by Members States

5.1 States Civil Aviation Authorities need to:

- a) establish rule-making process to ensure timely amendment and promulgation of the OPS specific operating regulations in compliance with the Annexes to the Chicago Convention;

- b) establish procedures for the issuance of approvals and authorizations contained in the operations specifications;
- c) ensure that air operators have implemented an SMS acceptable to the State. Additionally, States need to actively engage air operators in the development of SMS SPIs;
- d) ensure proper and timely review of the documentation of the air operators;
- e) ensure that OPS inspectorates and technical experts are well staffed with qualified personnel in order to carry out their regulatory and surveillance functions in an effective manner;
- f) ensure that adequate training is provided for the technical personnel;
- g) review dangerous goods procedures of air operators; and
- h) establish and implement an effective surveillance programme.

Action to be taken by ICAO MID office in coordination with other stakeholders

5.2 ICAO MID needs to:

- a. identify States that may require support and ensure such support is offered;
- b. prepare a plan of action to support the mentioned States above in the area of operations using the NCLB initiatives, assistance visit, etc.; and
- c. conduct Regional Safety Management system workshops and other programmes workshops to support the States.

5.3 The RASG-MID needs to:

- a. collect and perform analysis of available regional safety data to identify trends, risks and contributing factors. These activities to be reviewed and conducted on a recurring basis to reassess risks.
- b. develop: Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs); and monitor and actively manage regional action plans, including:
 - review resources requirements;
 - facilitate partnerships between regional stakeholders (States, IATA, ACAO, industry, RASG/PIRGs);
 - give priority to the safety risk management activities related to high risk accidents such as Runway Safety, LOC-I, CFIT which could be triggered by operations deficiencies;
 - measure implementation/effectiveness; and
 - update action plans, as necessary.

APPENDIX B

USOAP AGA AREA- ANALYSIS REPORT

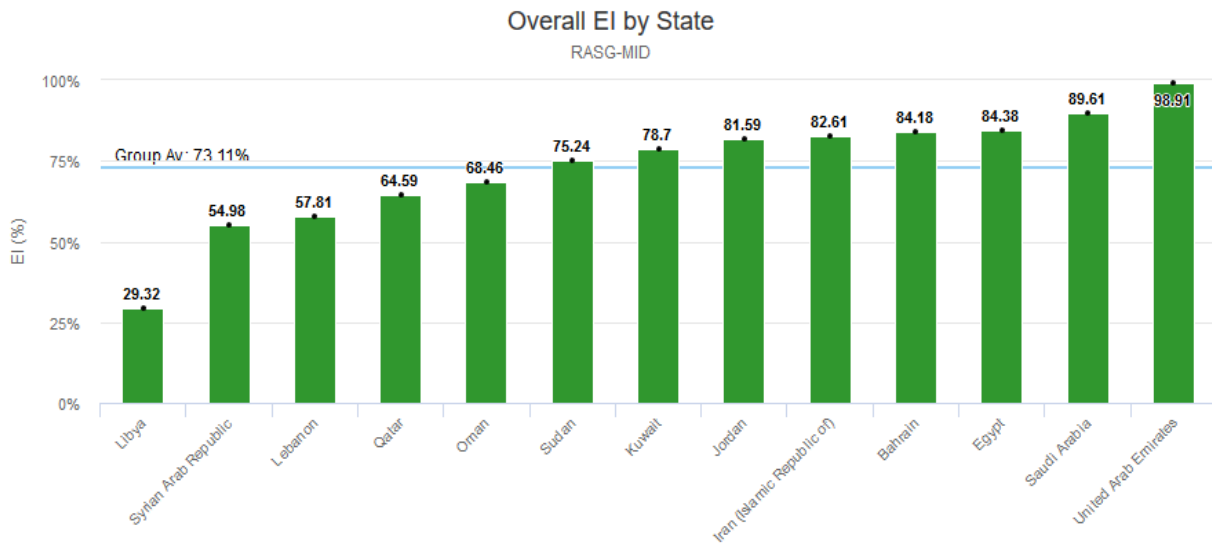
1. INTRODUCTION

1.1 An in-depth analysis of the USOAP-CMA data could be very useful for the identification of areas of concern, common deficiencies, etc; and would provide good insight for the prioritization of the assistance/NCLB activities in the MID Region. As a first step, the Secretariat carried out an analysis of the AGA area. The analysis is based on the safety oversight results and iSTARS data.

1.2 The Reports provide results and analysis of data from activities conducted within the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA). The data and safety information collected from Member States through the USOAP CMA allow ICAO to use a risk-based approach for monitoring and assessing States’ safety oversight capabilities through various on-site and off-site monitoring activities.

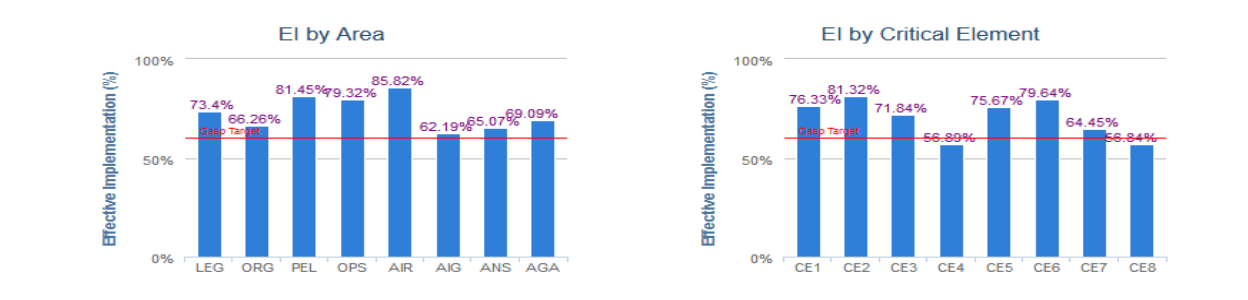
2. THE SAFETY OVERSIGHT STATUS OF MID STATES

2.1 The **Graph 1** shows that 2 States out of 15 (Iraq and Yemen) have not yet received a USOAP audit. The current average USOAP score for States in the MID Region is 73.11%, which is above the world average of 67.36%. 76.92% of the MID States have achieved the target of 60% EI, as suggested by the Global Aviation Safety Plan (GASP). Three States are still below the GASP target of 60%.



Graph 1: Source iSTARS dated 3 Feb. 2019

2.2 The following two charts show the average effective implementation (EIs) by audited area and CE for the MID Region States. In respect to each audit area, the average EI for all the States is above the respective world average. However, it is noted that the three lowest EIs are in the areas of the AIG, ANS, and ORG. Regarding the critical element (CE), the **Graph 2** shows that the average EIs for all States is above their respective world average, except for CE 4 and CE8 that are related to technical qualification and training and resolution of the safety concerns, which are below the world average.



Graph 2: Source iSTARS dated 24 Sept. 2018

2.3 When the results of the MID States are aggregated at the level of the group, they indicate good progress in the implementation of the safety oversight requirements. In accordance with the GASP and the MID Region Safety Strategy. However, by drilling down in the audit area of AGA and looking to the number of aggregated unsatisfactory PQs for AGA area in table 1, it becomes clearer where further improvement in effective implementation is still needed. If the 60% target is applied to individual audit areas, then two MID States (Jordan and Libya) need to further improve implementation in the area of AGA. It is noticed that three States (Kuwait, Lebanon, Libya, Oman, Sudan, and Syria) have an EI above 60% in the area of AGA; however, they also have a considerable unsatisfactory PQs in this area.

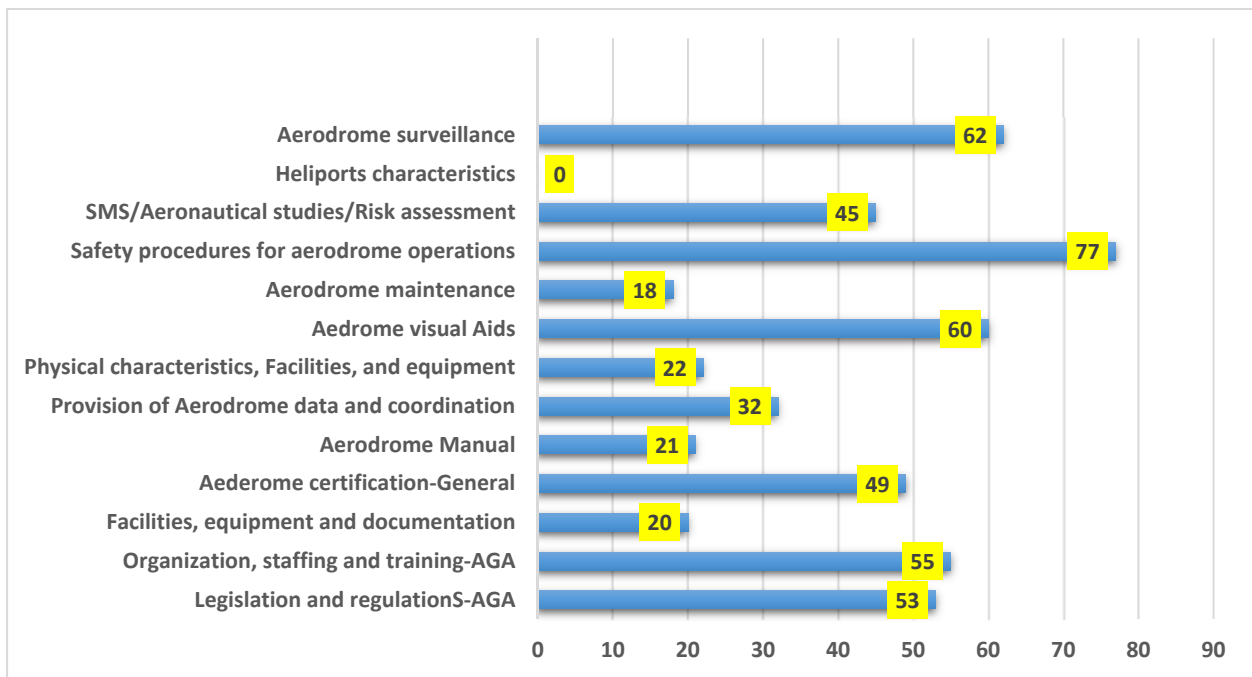
<i>States</i>	<i>EIs- AGA</i>	<i># of PQs Unsatisfactory for AGA Audit Area</i>
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Libya	14.39%	119
Oman	64.06%	46
Qatar	68.89%	18
Saudi Arabia	82.86%	24
Sudan	66.67%	45
Syria	60.00%	52
UAE	97.83	3

Table 1: Source iSTARS dated 3 Feb. 2019

2.4 In addition, a review and analysis of AGA Effective Implementation (EI) by sub-areas at the **Graph 3**, helps to determine the needs of the States and the needs that States would be expected to meet.

2.5 The **Graph 3** shows that the highest number of aggregated unsatisfactory PQs in AGA audit sub-group are mainly the safety procedures for aerodromes operations, aerodrome surveillance, aerodrome visual aids, legislation and regulation, staffing and training, aerodrome certification, and SMS.

2.6 The States considered to improve their EIs in the area of the AGA are Kuwait, Lebanon, Libya, Oman, Sudan, and Syria.



**Graph 3: Source OLF dated 5 Feb. 2019:
Number of PQs in OPS Audit sub-Group-Aggregated Result**

3. ANALYSIS: HIGHLIGHTS OF THE MAIN IDENTIFIED ISSUES

- i. Some States have not fully established and implemented the requirements for the certification of aerodromes.
- ii. Some States have not ensured that aerodrome operators receiving international flights have implemented an SMS acceptable to the State, as part of their aerodrome certification process.
- iii. Some States have not established and implemented a formal surveillance programme for their certified aerodromes with associated procedures and periodic surveillance plans.

- iv. Some States do not ensure that their aerodrome operators have established and implemented integrated strategies, including the establishment of Runway Safety Teams (RSTs), for the prevention of runway incursions and other accidents and incidents at aerodromes.
 - v. Some States have not established and implemented a quality system to verify the accuracy of aerodrome data to ensure compliance with the regulations, and to ensure that the accuracy, integrity and protection requirements for aeronautical data reported by the aerodrome operator are met throughout the data transfer process from the survey/origin to the next intended use.
 - vi. Some States do not have the resources and sufficient number of qualified and experienced aerodrome technical staff with the appropriate mix of technical disciplines to be able to cover all aspects involved in the certification of aerodromes.
4. **RGS WG ACTION:** RGS Working Group needs to further finalise the analysis of the report.

-END-



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 4: Future Work Programme

FUTURE WORK PROGRAMME

(Presented by the Secretariat)

SUMMARY

The aim of this paper is to agree on the date and venue of the Sixth MID Safety Support Team Meeting (MID-SST/6).

Action by the meeting is at paragraph 2.

1. INTRODUCTION

1.1 The MID-SST is expected to decide on the dates and venue of the next MID-SST/6 meeting taking into consideration the work programme of the RASG-MID.

2. ACTION BY THE MEETING

2.1 The meeting is invited to agree on the dates and venue of the MID-SST/6.

- END -



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 5: Any other Business

MID-SST FOCAL POINTS

(Presented by the Secretariat)

SUMMARY

The aim of this working paper is to update the list of the Safety Teams' Focal Points (MID-SST).

Action by the meeting is at paragraph 2.

1. INTRODUCTION

1.1 In accordance with the RASG-MID Procedural Handbook, participation in Safety Teams should be by specialists in the subjects under consideration. Such specialists should have relevant experience in the field concerned.

1.2 The list of the Safety Teams' Focal Points (MID-SST) is at **Appendix A**.

2. ACTION BY THE MEETING

2.1 The meeting is invited to review and update the list of the Safety Teams' Focal Points (MID-SST) at **Appendix A**.

APPENDIX A

LIST OF DESIGNATED MID-SST FOCAL POINTS

States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
Bahrain	Mr. Salah Mohammed Alhumood Director of Aviation Safety and Security Ministry of Transportation and Telecommunications	Tel : +973- 17321153 Mobile : +973 36400424 E-mail: salah.alhumood@mtt.gov.bh	
Egypt	Mr. Magdi Kamal El Din Ryad Safety General Manager Egyptian Civil Aviation Authority	Mobile : +01001769608 E-mail: capt.magdyryad.caa@link.net	
	Mr. Mohamed Sadek Abd El Kader Safety Inspector Egyptian Civil Aviation Authority	Tel: +02 24552731 Mobile: +01000471671 Email: mohamedsadek347@gmail.com	
Iran	Mr. Javad Mohammadpour Hamedani General Director of Safety & Quality Assurance & NCMC Civil Aviation Organization of Iran	Tel: +98 21 44659366 Mobile: +98 9123030870 Email: jmpour@cao.ir	
	Mr. Mahdi Hedayat Khouzani Head of Safety Data Collection Group Civil Aviation Organization	Tel: +98 21 44659366 Mobile: +989 125 454738 Email: m-hedayat@cao.ir	
Iraq	Mrs. Nahlah Omar Abdulrahman Koperly Senior Chief Engineer/Director of Planning and Follow-up Dept. Head of USOAP Committee Iraqi Civil Aviation Authority	Tel: +964 18136000 Mobile: +964 7901331283 Email: n_koperly@yahoo.co.uk koperly57@gmail.com	

States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
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	Eng. Suha Daher Director of Quality Assurance and Internal Audit /NCCM Civil Aviation Regulatory Commission	Tel: +962 6 4892282 Ext. 3523 Mobile: +962 799598998 Email: suha.daher@carc.gov.jo	
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Lebanon	Dr. Omar Kaddouha Director of Flight Safety Directorate General of Civil Aviation	Fax: +9611629106 Tel: +9611628000 Ext 2396/2397 Mobile: +9613032443 Email: okaddouha@beirutairport.gov.lb	
Libya	Mr. Suliman Ali El-Mesallati Standards & Regulations Manager Libyan Civil Aviation Authority	Mobile: +218913219918 Email: suliman.elmesallati@caa.gov.ly	
Oman	Eng. Faiza Sulaiyam Suwaid Al Matani Assistant NCCM Aerodromes Safety Inspector Public Authority for Civil Aviation	Tel: +968 24354029 Mobile: +968 92443493 Email: faiza@paca.gov.om	

States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
Qatar	Mr. Dhiraj Ramdoyal State Safety Programme Specialist Civil Aviation Authority	Fax: +974 4455 2233 Tel: +974 4455 7250 Mobile: +974 3393 2711 Email: dhiraj.ramdoyal@caa.gov.qa	
Saudi Arabia	Mr. Abdulelah Othman Felemban Director, Safety Analysis Aviation Investigation Bureau	Fax: +966 126854250 Tel: +966 126854506 Ext. 300 Mobile: +966 548429076 Email: afelimban@aib.gov.sa	
	Mr. Abdulrahman Seddiq Manager, Safety Program General Authority of Civil Aviation	Fax: +966 12 685 5507 Tel: +966 12 6855387 Mobile: +966 546597864 Email: akseddiq@gaca.gov.sa	
Sudan	Mr. Hussain Naeil Ahmed Elmahi Safety Policy and Standard Director / NCMC Sudan Civil Aviation Authority (SCAA)	Fax: +2491 83520079 Tel: +249 183 763381 Mobile: +249 123 499247 Email: hnaile@scaa.gov.sd Hnaile60@yahoo.com	

States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
UAE	Eng. Ismaeil Mohamed Al Hosani Assistant Director General Air Accident Investigation General Civil Aviation Authority Dubai-United Arab Emirates	Fax: +971 24491599 Tel: +971 24054501 Mobile: +971 506670713 Email: iwahed@gcaa.gov.ae	MID-SST Rapporteur
	Mr. Mohammad Faisal Al Dossari Director Air Navigation and Aerodromes Department General Civil Aviation Authority Abu Dhabi-United Arab Emirates	Fax: +971 24054406 Tel: +971 24054395 Mobile: +971 555594943 Email: aldossari@gcaa.gov.ae	
	Mr. Ibrahim Ahmad Addasi Chief Air Accident Investigator/Air Accident Investigation Sector General Civil Aviation Authority Dubai-United Arab Emirates	Fax: +971 2 4491599 Tel: +971 4 211 1667 Mobile: +971 50 443 1052 Email: ialaddasi@gcaa.gov.ae	
Yemen	Mr. Fuad Ahmed Al-Yousefi Airworthiness Inspectors & ICAO Affairs Manager & NCMC Civil Aviation and Meteorology Authority	Mobile: +967 733934440 Email: civilaviation@y.net.ye fuadchec@yahoo.com	
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BOEING			

States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
CANSO			
COSCAP-GS			
EASA	Mr Juan de Mata Morales Lopez International Cooperation Officer	E-mail: juan-de-mata.morales-lopez@easa.europa.eu	
FAA (USA)	Mr. Daniel Chong Manager, International Affairs Branch	Tel: +202-385-8076 Fax: +202-493-5888 Email: daniel.chong@faa.gov	
	Mr. Robert Roxbrough Senior Representative - Abu Dhabi FAA Embassies District (airport Rd) St#4 Abu Dhabi, Intl. 09825 United Arab Emirates	Tel: +971 414 2438 Email: robert.roxbrough@faa.gov	
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States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
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WFP	Capt. Samir M. Sajet Head of Regional Aviation Safety Office United Nations World Food Programme United Arab Emirates	Fax: +971 6 5574796 Tel: +971 6 5574799 Mobile: +971 50 6561019 Email: samir.sajet@wfp.org	



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19 – 21 February 2019)

LIST OF INFORMATION AND WORKING PAPERS

1- WORKING PAPERS

WP No.	Agenda Item	Title of Working Paper	Presented by
1	1. Adoption of the Provisional Agenda and Election of Rapporteur	Provisional Agenda and Election of Rapporteur	Secretariat
2	2. MID-SST Work Programme	Follow up on the RASG-MID/6 and RSC/6 Conclusions and Decisions	Secretariat
3	2. MID-SST Work Programme	Update on the Implementation of the MID-SST Safety Enhancement Initiatives (SEIs)	Secretariat
4	2. MID-SST Work Programme	Outcome of the Fourth MID Region Safety Summit	Secretariat
5	2. MID-SST Work Programme	Proposed MID Region Safety Indicators and Targets	Secretariat
6	2. MID-SST Work Programme	Status of the State Safety Programme (SSP) Implementation in the MID Region	Secretariat
7	2. MID-SST Work Programme	Safety Management Capacity Building Workshop	Secretariat
8	2. MID-SST Work Programme	Strategy for the Enhancement of Cooperation among the MENA States in the Provision of AIG Functions	Secretariat
9	2. MID-SST Work Programme	Recommendation for the establishment of an ICAO accident investigation working group (AIWG) for the MID Region	UAE
10	2. MID-SST Work Programme	Sharing Safety Recommendations	UAE
11	2. MID-SST Work Programme	English Language Proficiency	UAE
12	3. NCMCs Meeting	USOAP CMA Data Analysis	Secretariat

WP No.	Agenda Item	Title of Working Paper	Presented by
13	4. Future Work Programme	Future Work Programme	Secretariat
14	5. Any other business	MID-SST Focal Points	Secretariat

2- INFORMATION PAPERS

IP No.	Agenda Item	Title of Information Paper	Presented By
1		List of IPs/WPs	Secretariat
2		Work Programme/Daily Order of Business	Secretariat

3- PRESENTATIONS

PPT No.	Agenda Item	Title of Presentation	Presented By
1	2. MID-SST Work Programme	Update on Safety Management	Secretariat
2	3. NCMCs Meeting	Update on the ICAO USOAP-CMA	Secretariat
3	3. NCMCs Meeting	USOAP-CMA Regional Status	Secretariat
--	3. NCMCs Meeting	Presentations by the States' NCMCs related to the USOAP-CMA	States



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
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DAILY ORDER OF BUSINESS AND WORK PROGRAMME

(Presented by the Secretariat)

Days	Registration 08:30- 09:00	1st Session 09:00 - 10:30	Break 10:30 - 11:00	2nd Session 11:00 - 12:30	Break 12:30 - 13:00	3rd Session 13:00 - 14:30
Day 1: Tuesday 19/2/2019	Registration of Delegates	Opening of the meeting (IP/1, IP/2) Agenda Item 1: WP/1 Agenda Item 2: WP/2, WP/3, WP/4	Break (Group Photo)	Agenda Item 2: WP/5, PPT/1, WP/6, WP/7 Presentations by States related to the implementation of SSP	Break	Agenda Item 2: (Cont'd.) Presentations by States related to the implementation of SSP WP/8, WP/9, WP/10, WP/11
		1st Session 09:00 - 10:30	Break 10:30 - 11:00	2nd Session 11:00 - 12:30	Break 12:30 - 13:00	3rd Session 13:00 - 14:30
Day 2: Wednesday 20/2/2019	Agenda Item 3: Third NCMCs Meeting PPT/2, PPT/3, WP/12 Presentations by NCMCs		Break	Agenda Item 3: (Cont'd.) Presentations by the States' NCMCs Discussion	Break	Discussion and Conclusion (Cont'd.) Agenda Item 4: WP/13 Agenda Item 5: WP/14
Day 3: Thursday 21/2/2019	Review of the Draft Report Closing of the Meeting					

Notes:

IP: Information Paper

WP: Working Paper

PPT: Presentation