INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE FIFTH MEETING OF THE
MID SAFETY SUPPORT TEAM**

(MID-SST/5)

(Cairo, Egypt, 19 – 21 February 2019)

The views expressed in this Report should be taken as those of the Regional Aviation Safety Group and not of the Organization. This Report will, however, be submitted to the ICAO Council and any formal action taken will be published in due course as a Supplement to the Report.

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

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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Fifth meeting of the MID Safety Support Team (MID-SST/5) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 19-21 February 2019.

2. OPENING

2.1 The meeting was opened by Mr. Mohamed Smaoui, Deputy Regional Director, ICAO Middle East Office, who welcomed the participants to Cairo. Mr. Smaoui highlighted 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 thanked Mr. Al Hosani for his good work and excellent contributions to the MID-SST and the RASG-MID during his career. Mr. Smaoui highlighted that the Team will review the progress in the Implementation of the MID-SST Safety Enhancement Initiatives (SEIs); as well as the safety targets included in the MID Region Safety Strategy; especially those related to SSP/SMS implementation.

2.2 Mr. Smaoui highlighted also that the MID-SST/5 meeting is expected to review the progress achieved in the implementation of the Strategy for the Enhancement of Cooperation among the MENA States in the Provision of AIG Functions; and agree on the next course of actions. He underlined that building on the success of the First and the Second NCMCs meetings; the third NCMC meeting will be conducted as part of the MID-SST/5 agenda, which will provide a great opportunity to share States' experiences, best practices and challenges related to the USOAP CMA.

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

3. ATTENDANCE

3.1 The meeting was attended by a total of twenty four (24) participants from eight (8) States (Bahrain, Egypt, Jordan, Libya, Oman, Saudi Arabia, UAE and Yemen). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Abdulelah Othman Felemban, Director General, Aviation Investigation Bureau (AIB), Saudi Arabia.

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

5. LANGUAGE

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

6. **AGENDA**

6.1   The following Agenda was adopted:

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

       Agenda Item 2:   MID-SST Work Programme

       Agenda Item 3:   NCMCs Meeting

       Agenda Item 4:   Future Work Programme

       Agenda Item 5:   Any other Business

7. **CONCLUSIONS AND DECISIONS – DEFINITION**

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

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

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

8. **LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS**

       DRAFT DECISION 5/1:   *SSP IMPLEMENTATION AD-HOC ACTION GROUP*

       DRAFT DECISION 5/2:   *AD-HOC ACTION GROUP FOR SMS IMPLEMENATION BY ANSPs*

       DRAFT CONCLUSION 5/3:   *ROADMAP FOR AIG REGIONAL COOPERATION*

       DRAFT CONCLUSION 5/4:   *AIG REGIONAL COOPERATION MECHANISM (ARCM)*

       DRAFT DECISION 5/5:   *ESTABLISHMENT OF ACCIDENT AND INCIDENT INVESTIGATION (AIG WG)*

       DRAFT DECISION 5/6:   *SHARING OF SAFETY RECOMMENDATIONS AD-HOC ACTION GROUP*

       DRAFT DECISION 5/7:   *ELP AD-HOC ACTION GROUP*

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1:   PROVISIONAL AGENDA AND ELECTION OF RAPPORTEUR

1.1   The subject was addressed in WP/1 presented by the Secretariat. The meeting reviewed and adopted the Agenda as at paragraph 6 of the History of the Meeting.

1.2   The meeting noted 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. The meeting thanked Mr. Al Hosani for his good work and excellent contributions to the MID-SST and the RASG-MID during his career.

1.3   In accordance with the RASG-MID Procedural Handbook, the meeting unanimously elected Mr. Abdulelah Othman Felemban, Director General, Aviation Investigation Bureau (AIB) from Saudi Arabia as the new SST Rapporteur.

REPORT ON AGENDA ITEM 2:   MID-SST WORK PROGRAMME

Follow-up on the RASG-MID/6 and RSC6 Conclusions and Decisions

2.1   The subject was addressed in WP/2 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the RASG-MID/6 and RSC6 Conclusions and Decisions as at **Appendices 2A** & **2B**, respectively.

Update on the implementation of the MID-SST Safety Enhancement Initiatives (SEIs)

2.2   The subject was addressed in WP/3 presented by the Secretariat. The meeting noted that RSC/6 meeting (Cairo, Egypt, 25-27 June 2018) updated the list of SEIs assigned to the MID-SST, to be as follows:

1) improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region;

2) strengthening of States' Safety Oversight capabilities;

3) improve Regional cooperation for the provision of Accident & Incident Investigation;

4) improve implementation of ELP requirements in the MID Region; and

5) sharing and analysis of safety recommendations related to accidents and serious incidents.

2.3   The meeting noted that the RSC/6 meeting (Cairo, Egypt, 25-27 June 2018) agreed that the RASG-MID/6 Conclusion 6/4 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. 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.

2.4   The meeting reviewed and updated the detailed actions for each SEI, as well as the status of implementation of the SEIs as at **Appendix 2C.**

Fourth MID Region Safety Summit

2.5   The subject was addressed in WP/4 presented by the Secretariat. The meeting was apprised of the outcome of the Fourth MID Region Safety Summit held in Riyadh, Saudi Arabia, 2 - 3 October 2018, and gratefully hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia. The Summary of Discussions of the Fourth MID Region Safety Summit is available at https://www.icao.int/MID/Pages/2018/MID%20Region%20Safety%20Summit.ASPX.aspx.

2.6   The meeting recalled that the MID Region Safety Summit is organized every two years as part of the RASG-MID work programme. It was noted that the Fifth MID Region Safety Summit will be held during the fourth quarter of 2020. Accordingly, the meeting urged States to support the organization of the Fifth MID Region Safety Summit and present proposals for the themes and hosting offers during the RASG-MID/7 meeting (Cairo, Egypt, 15 – 18 April 2019).

MID Region Safety Indicators and Targets

2.7   The subject was addressed in WP/5 presented by the Secretariat. The meeting noted that the Fourth MID Region Safety Summit reviewed the MID Region Safety Strategy and proposed revised set of Safety Indicators and Targets, taking into consideration global and regional developments, including the new GASP 2020-2022.

2.8   The meeting reviewed and supported the proposed set of Safety Indicators and Targets at **Appendix 2D**. It was noted that the revised version of the MID Region Safety Strategy (Safety Indicators and Targets) will be presented to the RASG-MID/7 meeting for endorsement. Accordingly, the meeting urged States to review and provide feedback/suggestions to the RASG-MID/7 meeting.

Safety Management Developments

2.9   The subject was addressed in PPT/1 presented by the Secretariat. The meeting was provided with updated overview regarding global developments related to safety management including Amendment 1 to Annex 19, Safety Management Manual (ICAO Doc 9859, 4th edition), Safety Management Implementation (SMI) website and ICAO Safety Management Training Programme.

SSP implementation in the MID Region

2.10   The subject was addressed in WP/6 presented by the Secretariat. The meeting noted the analysis report on the the status of SSP implementation in the MID Region. Accordingly, the meeting agreed to the following Draft Decision:

> *DRAFT DECISION 5/1:   SSP IMPLEMENTATION AD-HOC ACTION GROUP*
>
> *That, an SSP Implementation Ad-Hoc Action Group composed of the following experts, is established to develop the Regional Roadmap for SSP implementation in the MID Region:*
>
> - *Mr. Khalid Alhumaidan from UAE (Champion)*
> - *Mr. Mohammad Hushki from Jordan*
> - *Mr. Mohamed Salah from Egypt*
> - *Mr. Mohamed Chakib from ICAO*
> - *Mr. Mashhor Alblowi from ICAO*

2.11   The meeting was an excellent opportunity to exchange experience related to SSP implementation and identify common challenges/difficulties, taking into consideration, the outcome of the MID-SST/4 meeting, as follows:

1) agreement on the Safety Performance Indicators and Targets (SPI and SPT) with the operators/services providers;

2) establishment of an initial Acceptable Level of Safety Performance (ALoSP);

3) ineffective reporting systems, particularly the voluntary reporting system;

4) lack of expertise to support analysis of safety data.

5) allocation of resources to enable SSP implementation; and

6) lack of qualified and competent technical personnel to fulfil their duties and responsibilities regarding SSP implementation.

2.12   Based on the above, the meeting agreed to the following recommendations to support the SSP implementation:

1) participate in the new ICAO Safety Management Training Programme (SMTP);

2) use the SSP Foundation Tool to verify the status of the foundational PQs and implement CAPs to resolve the identified findings;

3) update the SSP Gap Analysis on continuous basis (realistic self-assessment);

4) take advantage of the Safety Management Implementation (SMI) website, which serves as a repository for multiple examples and tools from States and service providers to complement Doc 9859, Safety Management Manual (SMM), Fourth Edition;

5) work with the ICAO Regional Office to make use of available means (e.g. Technical Co-operation Bureau) to provide assistance needed for SSP implementation; and

6) enhance the voluntary and mandatory safety reporting systems.

Implementation of SMS by ANSPs (ATM)

2.13   The subject was addressed in WP/3 presented by the Secretariat. The meeting noted with concern the slow progress related to the actions to improve the status of implementation of SMS by ANSPs (ATM). The meeting agreed that in order to expedite the process, an Ad-Hoc Action Group should be established to foster required actions. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 5/2:   AD-HOC ACTION GROUP FOR SMS IMPLEMENATION BY ANSPS

That, an Ad-Hoc Action Group for SMS implementation by ANSPs composed of the following experts, is established to support ICAO and CANSO in the development and implementation (as appropriate) of actions/tasks in support of the SEI related to the improvement of the status of implementation of SMS by ANSPs (ATM):

- *Mr. Waleed Al Riyami from UAE (Champion)*
- *Mr. Ahmed Said from Egypt*
- *Mr. Ahmed Mostafa from Egypt*
- *Ms. Leena Ahmed Al-Kooheji from Bahrain*
- *Mr. Mohamed Chakib from ICAO*
- *Mr. Mashhor Alblowi from ICAO*

ICAO Safety Management Capacity Building Workshop

2.14   The subject was addressed in WP/7 presented by the Secretariat. The meeting noted that the ICAO Safety Management Capacity Building Workshop will be held in Cairo, Egypt from 24- 28 March 2019 (ICAO invitation letter Ref. FS 1/3-19/016, dated 23 January 2019 refers). Accordingly, the meeting encouraged States to participate in the Workshop.

Strategy for the Enhancement of Cooperation among the MENA States in the Provision of AIG Functions

2.15   The subject was addressed in WP/8 presented by the Secretariat. The meeting recalled that the Strategy for the enhancement of cooperation among the MENA States in the provision of AIG functions at **Appendix 2E** was endorsed by the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017).

2.16   The meeting noted that the RSC/6 meeting established an AIG Core Team led by the Rapporteur of the SST to develop the Roadmap and monitor the implementation of the Strategy.

2.17   The meeting reviewed and amended the Roadmap for AIG Regional Cooperation as at **Appendix 2F** and agreed to the following Draft Conclusion:

> *DRAFT CONCLUSION 5/3:   ROADMAP FOR AIG REGIONAL COOPERATION*
>
> *That, the Roadmap for AIG Regional Cooperation be amended as at **Appendix 2F***

2.18   The meeting reviewed the analysis report of the AIG questionnaire Level 1 at **Appendix 2G**. The meeting 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 that 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. Accordingly, the meeting agreed that the level 1 is completed.

2.19   The meeting reviewed the draft Questionnaire on AIG level 2 cooperation to survey States AIG capabilities at **Appendix 2H** and agreed to present it to the RASG-MID/7 meeting for endorsement.

2.20   The meeting reviewed the Draft AIG Regional Cooperation Mechanism (ARCM) at **Appendix 2I** and agreed to the following Draft Decision:

> *DRAFT CONCLUSION 5/4:   AIG REGIONAL COOPERATION MECHANISM*
> *(ARCM)*
>
> *That, the AIG Core Team review   the Draft AIG Regional Cooperation Mechanism (ARCM)   at **Appendix 2I** and provide inputs/comments to the Secretariat in order to   consolidate an improved draft to be presented to the RASG-MID/7 for review before endorsement by the DGCA-MID/5 meeting.*

2.21   The meeting noted with appreciation the extended invitation by Saudi Arabia to States to participate in the Workshop on implementation processes and procedures in AIG (26-28 March 2019 in Jeddah).

Recommendation for the Establishment of a dedicated Working Group for Accident and Incident Investigation (AIG WG) under the RASG-MID

2.22   The subject was addressed in WP/9 presented by UAE. The meeting recognized that the current structure of the MID-SST lacks focus, since its terms of reference include a wide range of important subjects (USOAP-CMA, SSP/SMS, ELP, AIG, etc). The meeting strongly supported UAE's proposal to establish a dedicated group for accident and incident investigation (AIG WG). Accordingly, the meeting agreed that UAE present a working paper on the subject to the RASG-MID/7, including the Terms of Reference (TORs) and the proposed changes to the current structure of the RASG-MID, in particular the SST TORs.

2.23   The meeting noted with appreciation the UAE's offer to host the first meeting of the AIG WG and the support that will be provided. Accordingly, the meeting agreed to the following Draft Decision:

> **DRAFT DECISION 5/5:   ESTABLISHMENT OF ACCIDENT AND INCIDENT INVESTIGATION (AIG WG)**
>
> *That,*
>
> a)   *the Accident and Incident Investigation (AIG WG) be established;*
> b)   *UAE present a WP on the subject to the RASG-MID/7 meeting with proposed Terms of Reference (TORs); and*
> c)   *the first meeting of the AIG WG be hosted by UAE.*

Sharing Safety Recommendations

2.24   The subject was addressed in WP/10 presented by UAE. It was highlighted that the Safety Recommendations are the utmost results of investigation or safety studies conducted by States. Such outcomes are worthwhile to be shared among States, through a database/online application or data repository. The online application for posting the Safety Recommendations has an advantage since it offers the possibility to break down each Safety Recommendation into its main components as recommended by ICAO Doc 9756, part IV:

> i.   the safety risks that are identified by the investigation
> ii.   the deficiencies of the risk controls
> iii. the recommended remedy actions
> iv.   the addressees of the Safety Recommendations.

2.25   This database/online application will support the conduct of robust analyses. The meeting noted that UAE volunteered to host this database on a website developed for this purpose. However, it was highlighted that it would be better if UAE could support the development/implementation of the database/online application under the ICAO umbrella (similar to the ICAO MID Forum, which was supported by Bahrain).

2.26   The second option was to develop a basic repository where States could upload their investigation Final Reports as well as their Safety Recommendations, which will be an easy solution to implement; however, this would not support the conduct of analyses.

2.27   Based on the above, the meeting agreed to the establishment of an Ad-hoc Action Group championed by Saudi Arabia and UAE to develop a study (SWOT analysis) with regard to the options related to the sharing of safety recommendations, as well as a supporting Charter of Cooperation to define clearly the responsibilities and functions offered. Accordingly, the meeting agreed to the following Draft Decision:

> **DRAFT DECISION 5/6:**   **SHARING   OF   SAFETY   RECOMMENDATIONS AD-HOC ACTION GROUP**
>
> *That, the Sharing of Safety Recommendations Ad-Hoc Action Group championed by Saudi Arabia and UAE is established to develop a study to select the best mechanism for sharing of safety recommendations, as well as a supporting Charter of Cooperation.*

English Language Proficiency (ELP)

2.28   The subject was addressed in WP/11 presented by UAE. The meeting noted with appreciation the progress of developing a draft questionnaire to be used as the basis of a survey to assess the implementation of ELP requirements in the MID Region.

2.29   The meeting reviewed the draft questionnaire at **Appendix 2J**, and agreed that an Ad-Hoc Action Group be established to finalize the questionnaire, taking into consideration the applicable PQs related to PEL area and available models from the States in order to foster the required follow-up actions. It was agreed that the final questionnaire should be presented to the RASG-MID/7 meeting for endorsement. Accordingly, the meeting agreed to the following Draft Decision:

> **DRAFT DECISION 5/7:**   **ELP AD-HOC ACTION GROUP**
>
> *That, an ELP Ad-Hoc Action Group composed of the following experts is established to support the implementation of the SEI related to the improvement of the implementation of ELP requirements in the MID Region:*
>
> - *Mr. Ibrahim Addasi from UAE (Champion)*
> - *Mr. Mutasim Aljawharji from Saudi Arabia*
> - *Mr. Mohammad Hushki from Jordan*
> - *Ms. Leena Ahmed Al-Kooheji from Bahrain*
> - *Mr. Mohamed Chakib from ICAO*
> - *Mr. Mashhor Alblowi from ICAO*

REPORT ON AGENDA ITEM 3:   NCMCS MEETING

3.1   The Third meeting of the National Continuous Monitoring Coordinators (NCMCs) was held on 20 February 2019. The meeting was a great opportunity to share experiences, challenges and best practices, which were appreciated by all participants.

Update on the ICAO USOAP-CMA

3.2   The subject was addressed in PPT/2 presented by the Secretariat. The meeting was apprised of the USOAP CMA latest developments and the SSP Implementation Assessments (SSPIA) programme.

USOAP-CMA Regional Status

3.3   The subject was addressed in PPT/3 presented by the Secretariat. The meeting noted the current regional status related to the USOAP CMA, as follows:

1)   current average EI in the MID Region is 73.11%, which is above the world average 67.1% (as of F 2019);

2)   2 out of the 15 States in the MID Region have not yet received a USOAP audit (Iraq and Yemen);

3)   10 out of the 13 audited States (77%) achieved the target of 60% EI;

4)   average EI for each of the audit areas is above 60%;

5)   CE4 (Qualified technical personnel) and CE8 (resolution of safety issues) are still below EI 60%;

6)   with respect to PEL, CE2 is below EI 60%;

7)   with respect to AGA and ANS, CE4 and CE8 are below EI 60%;

8)   with respect to AIG, CE3 and CE4 are below EI 60%; and

9)   low progress in CAPs development/update and implementation.

3.4   The meeting noted with appreciation the analysis showing the regional effective implementation status of the eight CEs in each audit area.

3.5   The meeting noted that the ACAO/ICAO Safety Oversight Workshop will be held in Casablanca, Morocco, 11-13 March 2019. Accordingly, the meeting encouraged States to actively participate in the Workshop and invited all the NCMCs to share experiences during the Workshop.

In-depth Analysis of the USOAP-CMA Data

3.6   The subject was addressed in WP/12 presented by the Secretariat. The meeting noted with appreciation the in-depth analysis of the USOAP CMA results for the OPS and AGA areas, developed by the Secretariat, as at **Appendices 3A** and **3B**, respectively.

3.7   The meeting recognized that the 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. Accordingly, the meeting agreed to the following:

- conduct similar in-depth analyses for the remaining areas (PEL, AIR, AIG and ANS);
- extend the analyses from the aggregate regional level to include analyses State by State;
- propose to the RASG-MID to develop a new SEI related to Dangerous Goods; and
- invite the RGS WG to look into the analyses related to AGA and conduct more in-depth analyses.

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

3.8   Bahrain, Egypt, Jordan, Libya, Oman and Saudi Arabia provided presentations highlighting the status of their safety oversight system, current status, challenges faced and best practices.

3.9   The meeting identified the following common challenges/difficulties in the MID Region:

1) lack of sufficient human resources (qualified technical personnel) to meet the State's obligations and carry out oversight functions and mandate;

2) the ability to attract, recruit and retain sufficiently qualified/experienced technical personnel;

3) training;

4) separation of oversight and service provision functions;

5) independent AIG Authority as required by amendment 15 to Annex 13; and

6) political/security situation/instability in some States;

7) old USOAP results for some States, especially those facing political/security situation/instability. Since no CMA activity has been conducted for many years, the results available on the OLF and iSTARS are not realistic.

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

1) high level commitment and engagement (regular briefings and meetings);

2) effective preparation well in advance (giving sufficient time);

3) assignment of focal point(s) for each audit area;

4) training of personnel (USOAP-CMA CBT, Workshop, participation in ICVMs and Audits), including the conduct of a USOAP-CMA Workshop (cost-recovery basis) at National level;

5) using the self-assessment to conduct internal audits, prepare for ICAO USOAP CMA activities; and monitor the civil aviation safety oversight system;

6) take advantage of other States' experiences;

7) update all CAPs to fully address the PQ findings and report the progress made on the CAPs implementation, which is a vital factor for the planning and conduct of the USOAP-CMA validation activities; and

8) regular update of the required information such as the State Aviation Activities Questionnaire (SAAQ) and Compliance Checklist/Electronic Filing of Differences (CC/EFOD).

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

REPORT ON AGENDA ITEM 4:   FUTURE WORK PROGRAMME

4.1   The subject was addressed in WP/13 presented by the Secretariat.   The meeting agreed that the MID-SST/6 be tentatively scheduled in the second quarter of 2020. The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

REPORT ON AGENDA ITEM 5: ANY OTHER BUSINESS

MID-SST Focal Points

5.1   The subject was addressed in WP/14 presented by the Secretariat.   The meeting reviewed and updated the list of Designated MID-SST Focal Points as at **Appendix 5A**.

The Investigator Magazine

5.2   The meeting was apprised of the Investigator Magazine, which covers latest investigation subjects, as well as newly arising investigation matters, such as recently published standards, techniques, and technologies. Several articles are about sensitive aspects of the investigation such as human factors and organizational systemic concerns. UAE invited experts, from States and Organizations to contribute to the Magazine and provide articles and suggestions.

APPENDICES

APPENDIX 2A

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

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
CONCLUSION 6/1: **GLOBAL AVIATION SAFETY PLAN (GASP)** *That, States:* a) *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* b) *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.*	- Development of national aviation safety plan - To get feedback on the safety roadmap	State Letter Feedback	ICAO States	Nov. 2017 March 2018	**Actioned** SL ME4-17/305 dated 2 November 2017. *(Replies: Bahrain and Jordan)* Reminder SL ME 4–18/233 dated 22 July 2018. *(No replies)* SL FS 1/2-18/271 dated 19 August 2018 Questionnaire on draft GASP 2020-2022 *(Replies: Bahrain, Jordan and UAE)* An overview on the GASP 2020-2022 will be presented to the RASG-MID/7 meeting (15-18 April 2019)
CONCLUSION 6/2: **SAFETY MANAGEMENT IMPLEMENTATION** *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.*	Sharing of best practices	State Letter	ICAO	Jan. 2018	**Actioned** SL ME4-18/027 dated 25 January 2018 Requesting States to take necessary measures to ensure the implementation of the provisions of this Conclusion

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
CONCLUSION 6/3: REGIONAL SAFETY OVERSIGHT ORGANIZATIONS *That, States support:* a) *the proposed global strategy and action plan to improve RSOOs; and* b) *the conduct of a study related to the proposed global aviation safety oversight system (GASOS).*	Improvement of RSOO and establishment of GASOS	Supporting the proposed global strategy Study related to the proposed GASOS)	RASG-MID	Sept. 2017 Nov. 2017	**Actioned** The study was released. A Summary of Recommendations is at Appendix 2B of the RSC/6 meeting Report The subject was further addressed by the AN-Conf/13 (Rec 6.1.3/1)

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
CONCLUSION 6/4: *SHARING OF SAFETY RECOMMENDATIONS* *That,* a) *States be urged to share their Safety Recommendations after investigation of accidents and incidents; and* b) *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.*	Sharing of safety recommendations in order to agree on mitigation measures at regional level (Best practices)	State Letter RSA	ICAO MID-SST MID-ASRT ICAO Stakeholders	Jan. 2018 TBD	**Actioned** 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. The RSC/6 meeting agreed that the SEI "Sharing and Analysis of Safety Recommendations" should be included in the MID-SST work Programme. Saudi Arabia and UAE will be the Champion for the implementation of this SEI.

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
CONCLUSION 6/5: **ADOPTION OF ISAGO AND IGOM FOR GROUND HANDLING OPERATIONS** *That, States be invited to:* a) *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* b) *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.*	Use of IATA Guidance material contained in the IGOM. Use of ISAGO as a source of complementary safety data for safety oversight activities	State Letter	ICAO	Jan. 2018	**Completed** SL ME4-18/029 dated 25 January 2018, encouraging States to implement the provisions of this Conclusion.
CONCLUSION 6/6: **DEVELOPMENT OF ADDITIONAL GROUND HANDLING OPERATIONS PROVISIONS** *That, ICAO be invited to consider the development of additional Ground Handling Operations provisions.*	Need for additional provisions/guidance on Ground Handling Operations	Additional Ground Handling Operations provisions	ICAO	TBD	**Ongoing**

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
CONCLUSION 6/7: EXPANSION OF THE RSP SCOPE *That, ICAO be invited to consider the expansion of the ICAO Runway Safety Programme (RSP) scope to include the movement area (including aprons).*	Inclusion of the movement area in RSP scope	Expansion of the ICAO RSP scope	ICAO	TBD	**Ongoing**
DECISION 6/8: DISSOLUTION OF THE AIA WG *That,* a) *the AIA WG is dissolved; and* b) *the RASG-MID Organizational Structure contained in the RASG-MID Procedural Handbook be amended accordingly.*	Poor attendance and support	Dissolution of the AIA WG	RASG-MID	Sept. 2017	**Completed**
DECISION 6/9: REVISED TERMS OF REFERENCE (TORS) OF THE MID-ASRT *That, considering the dissolution of the AIA WG:* a) *the MID-ASRT develop revised version of its Terms of References (TORs) for review and endorsement by the RSC; and* b) *face-to-face meetings of the MID-ASRT be organized on an annual basis.*	To include the tasks previously assigned to AIA WG	State Letter Revised TORs	ICAO RSC	Dec. 2017 June 2018	**Completed** SL ME4-17/306 dated 2 November 2017 (ASRT Members) *(Replies: Bahrain, Iran, Iraq, Jordan, Oman, Saudi Arabia, UAE, IFATCA and IFALPA)* RSC Decision 6/1

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
CONCLUSION 6/10: **ACCIDENT AND SERIOUS INCIDENTS FINAL REPORTS** *That,* a) *States be urged to comply with Annex 13 provisions related to the release of Final Reports on accidents and serious incidents; and* 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.*	Sharing of final reports on accidents and serious incidents	State Letter	ICAO	Jan. 2018	**Actioned** 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*)
CONCLUSION 6/11: SHARING OF INCIDENTS ANALYSES *That, States be invited to present to the ASRT/1 meeting their analyses related to the following top 5 areas of concern:* 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*	Identification of trends and sharing of best practices for mitigation measures	State Letter Safety Data Analyses	ICAO States	Nov. 2018 Feb. 2018	**Completed** SL ME 4–17/306 dated 2 November 2017 (*Replies: Bahrain, Iran, Iraq, Jordan, Oman, Saudi Arabia, UAE, IFATCA & IFALPA*)

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
DECISION 6/12: **RASG-MID SAFETY ADVISORY - WILDLIFE MANAGEMENT AND CONTROL** *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.*	Guidance material to the Wildlife Management and Control	RSA	RASG-MID	Sept. 2017	**Completed** SL ME 4–17/292 dated 23 October 2017 RASG-MID Safety Advisory-13 (RSA-13) has been posted on the ICAO MID website.
DECISION 6/13: **AMENDED RASG-MID SAFETY ADVISORY/12 – LASER ATTACK SAFETY GUIDELINES** *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.*	Updated guidance related to the Laser Attack Safety	RSA-Rev. 1	RASG-MID	Sept. 2017	**Completed** SL ME 4–17/291 dated 23 October 2017 RASG-MID Safety Advisory-12 (RSA-12) is available on the ICAO MID website.
CONCLUSION 6/14: **REVISED MID REGION SAFETY STRATEGY** *That, the revised version of the MID Region Safety Strategy at Appendix 3N is endorsed.*	Need to keep pace with developments, including the GASP 2017-2019	MID Region Safety Strategy (Edition 5)	RASG-MID	Sept. 2017	**Completed**

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
DECISION 6/15: **RASG-MID SAFETY ADVISORY (RSA)−WAKE TURBULENCE IN THE RVSM AIRSPACE** *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.*	Guidance related to the Wake Turbulence in the RVSM airspace	RSA	ICAO UAE IATA	TBD	**Ongoing**
DECISION 6/16: **RASG-MID SAFETY ADVISORY-04 (RSA 04)** *That, the revised RSA-04 related to call sign confusion at Appendix 5B is endorsed.*	Guidance material related to the Call Sign Confusion	RSA	RASG-MID	Sept. 2017	**Completed**

APPENDIX 2B

FOLLOW-UP ON RSC/6 CONCLUSIONS AND DECISIONS

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

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

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

Conclusions and Decisions	Concerns/ Challenges (rationale)	Deliverable/ To be initiated by		Target date	Status/Remarks
RSC Conclusion 6/8: *Revised RASG-MID Safety Advisory On Wildlife Hazards Management And Control (RSA-13)* *That, the revised RASG-MID Safety Advisory on WHMC (RSA-13) at* ***Appendix 3Q,*** *which includes the WHMC Plan Template is endorsed.*	Effectiveness of Wildlife Hazards Management and Control	RSA on Wildlife Hazards Management and Control		Sep. 2017	**Completed** Posted on the ICAO MID website in June 2018.
RSC Decision 6/9: *Establishment Of The AIG Core Team* *That, the AIG Core Team composed of the following experts, is established to develop the Roadmap and to monitor the implementation of the Strategy for the enhancement of Regional Cooperation in the provision of AIG function for the MENA States:* *Eng. Ismaeil Mohamed Al Hosani (Chairman)* *Mr. Ibrahim Addasi from UAE* *Mr. Abdulelah O. Felemban from Saudi Arabia* *Mr. Kamil Ahmed Mohammed from Sudan* *Mr. Theeb Abdullah Al Otaibi from Saudi Arabia* *Mr. Seyed Mohammad Hosein Mousavi Sajad from Iran* *Mr. M'barek Lfakir, from Morocco* *Mr. Mohamed Chakib from ICAO* *Mr. Mohamed Rejeb from ACAO*	Develop roadmap and monitor the implementation	AIG Core Team	RSC	Jun. 2018	**Completed**

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
RSC CONCLUSION 6/10: *RSA ON GNSS VULNERABILITIES* *That, States and stakeholders be invited to review the Draft Safety Advisory at* **Appendix 4E**; *and provide comments/inputs to the ICAO MID Office before* **15 September 2018**, *in order to consolidate the final version for endorsement by the RASG-MID/7 meeting.*	Guidance to reduce GNSS vulnerabilities in the MID Region	RASG-MID Safety Advisory	States and stakeholders	Sep. 2018	**Ongoing** SL ME4/1-18-230 dated 19 July 2018 *(Replies: Bahrain & IATA)* Safety Advisory will be presented to RASG-MID/7
DRAFT CONCLUSION 6/1: *ROADMAP FOR AIG REGIONAL COOPERATION* *That, the Roadmap for AIG Regional Cooperation at* **Appendix 3U** *is endorsed.*	To improve AIG Regional Cooperation	Roadmap	RASG-MID	Apr. 2019	**Ongoing** (Ref. MID SST/5 Draft Conclusion 5/3)

APPENDIX 2C

List of Actions to support the SEIs

Target Achieved	In Progress	Delayed

SEI: Improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region		
Actions	**Champion**	**Progress/Remarks**
Conduct of Safety Management Training Courses, Symposia and Workshops.	ICAO	**Ongoing** ICAO Safety Management for Practitioners (SMxP) Course held in Cairo, Egypt, 14 – 18 January 2018. APAC/MID Safety Management Symposium held in Singapore, 23-26 April 2018. Fourth MID Region Safety Summit (Riyadh, 2-3 October 2018). Safety Management Capacity Building Workshop (ICAO MID Office, Cairo, Egypt, 24-28 March 2019).
Establish the MENA RSOO to support States in the expeditious implementation of SSP.	Saudi Arabia, ACAO and ICAO	**In Progress** First MENA RSOO Steering Committee (Riyadh, 1 October 2018). Revised LoI was signed by 15 States. 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. Second MENA RSOO Steering Committee is tentatively planned to be held in Rabat, Morocco concurrently with the ACAO Executive Council and General Assembly.
Improve the status of implementation of SMS at International Aerodromes.	Egypt, Saudi Arabia and UAE	**Ongoing** Aerodrome Customized SMS Workshop conducted back-to-back with the RGS WG/5 meeting with technical support provided by experts from Egypt and UAE.

SEI: Improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region		
Actions	**Champion**	**Progress/Remarks**
		Aerodrome SMS Compliance and Effectiveness Toolkit have been developed by UAE and presented during the SMS Workshop.
Improve the status of implementation of SMS by ANSPs (ATM) through: - Organize Joint Workshop with CANSO - States to share experience and best practices - Monitor the SMS implementation status; - Review and simplify the EUROCONTROL/CANSO Standard of Excellence in SMS Questionnaire - Disseminate the Questionnaire to the MID States. - Review and analyse feedback from States	CANSO/ICAO AD-Hoc Action Group for SMS by ANSPs ICAO	**Delayed** 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). 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. AD-Hoc Action Group for SMS by ANSPs and ATM SG to follow up on the subject.
Improve the status of implementation of SMS by air operators.	IATA	**In Progress** 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. A Reminder was sent on 10 January 2018. 6 replies received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen. According to IATA, 29 air operators have SMS in place as part of IOSA

SEI: Improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region		
Actions	**Champion**	**Progress/Remarks**
Improve the status of implementation of SMS by maintenance organizations.	IATA	**In Progress** 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. A Reminder was sent on 10 January 2018. 6 replies received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen. No update provided
Improve the status of implementation of SMS by training organizations (involved in flight training).	ACAO and ICAO	**Delayed** 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, A Reminder was sent on 10 January 2018. 6 replies received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen.

SEI: Strengthening of States' Safety Oversight capabilities		
Actions	**Champion**	**Progress/Remarks**
Conduct USOAP CMA Workshops including cost-recovery.	ICAO	**Completed** USOAP-CMA Regional Workshop conducted in Cairo, Egypt 6-9 February 2017. Cost-Recovery Workshops provided when requested by States.
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.	Saudi Arabia, ACAO and ICAO	**In Progress** First MENA RSOO Steering Committee (Riyadh, 1 October 2018). Revised LoI was signed by 15 States 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. Second MENA RSOO Steering Committee is tentatively planned to be held in Rabat, Morocco during the ACAO Executive Council and General Assembly.
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.

SEI: Strengthening of States' Safety Oversight capabilities		
Actions	**Champion**	**Progress/Remarks**
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.

SEI: Improve Regional Cooperation for the provision of Accident & Incident Investigation		
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 ACAO/ICAO AIG Workshop.	States/ACAO/ICAO/Stake holders	**Completed**
Final endorsement by RASG-MID and the ACAO Executive Council.	ICAO and ACAO	**Completed** 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)

SEI: Improve Regional Cooperation for the provision of Accident & Incident Investigation		
Actions	**Champion**	**Progress/Remarks**
Organize workshop on implementation processes and procedures in AIG	Saudi Arabia	**Ongoing** Workshop on implementation processes and procedures in AIG (26-28 March 2019 in Jeddah)
Establishment of the AIG Core Team	States/ICAO/ACAO	**Completed**
Roadmap for AIG Regional Cooperation	States/ICAO	**Completed** RSC/6 meeting reviewed and updated the Roadmap for AIG Regional Cooperation. (Cairo, Egypt, 25-27 June 2018)
Develop a questionnaire and disseminate to States for surveying the current status of bilateral cooperation between MENA States (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	**Completed** Analysis report reviewed by the SST-MID/5 meeting. The meeting agreed that the level 1 is completed
- Develop a Draft Questionnaire to survey States AIG capabilities (Level 2) - Draft to be presented to the RASG-MID/7 meeting for endorsement.	AIG Core Team	**On-going**
- Develop a Draft AIG Regional Cooperation Mechanism (ARCM) - AIG Core Team review the Draft ARCM and provide inputs/ comments to the Secretariat in order to consolidate an improved draft to be presented to the RASG-MID/7 for review before endorsement by the DGCA-MID/5 meeting	AIG Core Team	**On-going**

SEI: Improve implementation of ELP requirements in the MID Region		
Actions	**Champion**	**Progress/Remarks**
Finalize 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 Ad-Hoc Action Group for ELP	**On-going** UAE presented a Draft Questionnaire to the MID-SST/5
Disseminate the Questionnaire to the MID States.	ICAO	**Not started**
Analyse the survey results and agree on next course of actions.	Ad-Hoc Action Group for ELP MID-SST in coordination with the ATM SG	**Not started**

SEI: Sharing of Safety Recommendations related to Accidents and Serious Incidents		
Actions	**Champion**	**Progress/Remarks**
- Establish an Ad-hoc Action Group - Develop a study to select the best mechanism for sharing of safety recommendations, as well as a supporting Charter of Cooperation	Saudi Arabia and 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.

APPENDIX 2D

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

Revised MID Region Safety Targets

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

Aspirational Goal: Zero fatality by 2030

Goal 1: Achieve a continuous reduction of operational safety risks

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

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

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

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

Goal 3: Improve aerodrome safety:

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

Goal 4: Expand the use of Industry Programmes:

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

Goal 5: Implementation of effective SSPs and SMSs:

Safety Indicator	Safety Target	Timeline	Status
Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	a. ~~60%~~ 9 States ~~by 20198~~ 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	

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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.

APPENDIX 2E

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.	- 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	- Knowledge and information is stored in data repository managed by a voluntary State - Procedure is common	- 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

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APPENDIX 2F

ROADMAP FOR AIG REGIONAL COOPERATION

Level of Cooperation	No.	Action Description	Target date	Deliverable	Champion	KPI
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	• 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	• 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						

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.

Item	Description	Effective implementation- States
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.

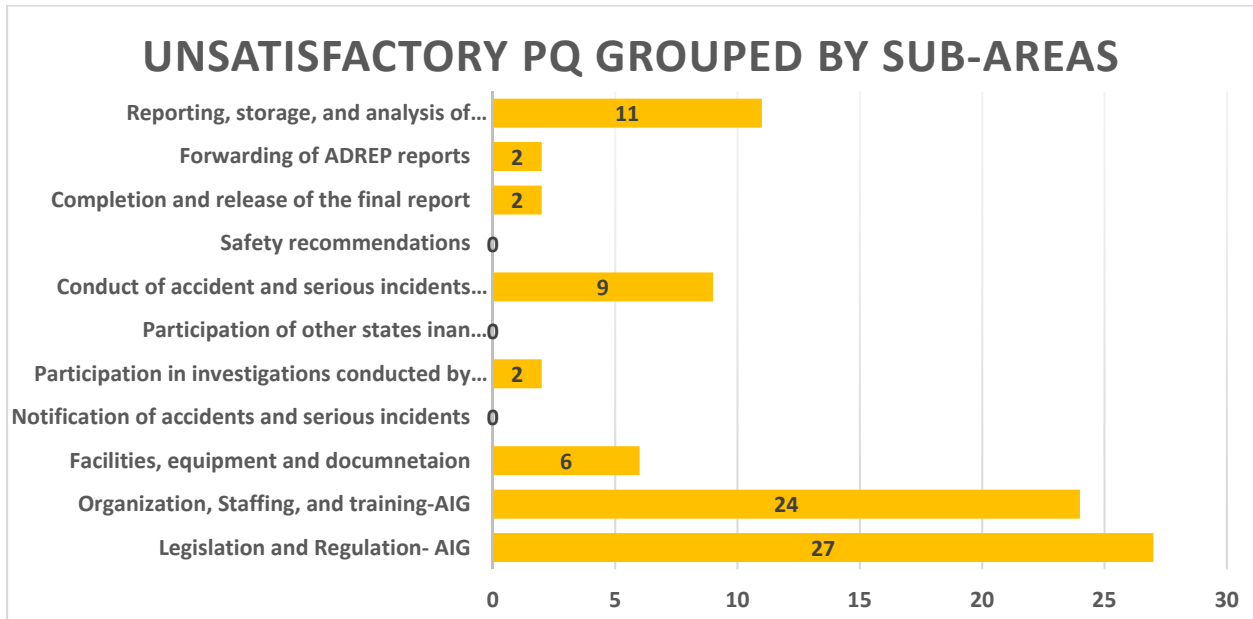
<u>**Appendix A**</u>

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 : *(Bahrain: 1; Iran: 1; Morocco:3; Saudi Arabia: 2; and Sudan: 4)* - 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? *(7 States)* - Cooperate with each other for the provision of initial, recurrent, and/or OJT training to their investigators? *(7 States)* - Support each other with investigation equipment/tools? *(7 States)* - Share investigation procedures/policies manuals, guidance material, safety information, etc.? *(5 States)* - Share accidents and incidents data? *(5 States)*
						- Number of States willing to move to Level 2	- Six (6) States *(Bahrain, Iran, Morocco, Saudi Arabia, Sudan, and UAE)* - Egypt is willing to defer the level 2 to the future.

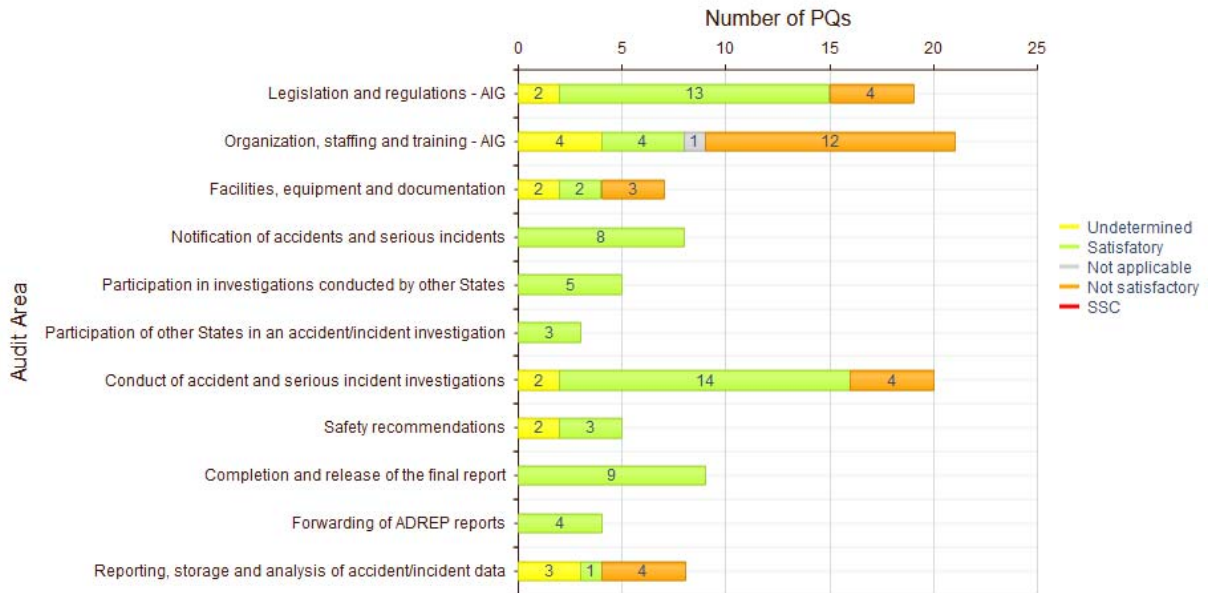|							
Level 2 Cooperation among MENA States under the framework of a regional cooperation mechanism (well-defined scope and set of coordinated, organized and harmonized procedures and mechanisms) for the conduct of accidents and serious incidents investigation	3	Develop a Draft Questionnaire to survey States AIG capabilities	31 Dec. 2018	Draft Questionnaire	AIG Core Team		
	4	Develop a Draft AIG RCM	31 Dec. 2018	Draft AIG RCM	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 by the DGCA-MID/5 Meeting	May 2019	DGCA-MID/5 Report	ICAO/DGCA-MID/5	AIG RCM 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

UNSATISFACTORY PQ GROUPED BY SUB-AREAS

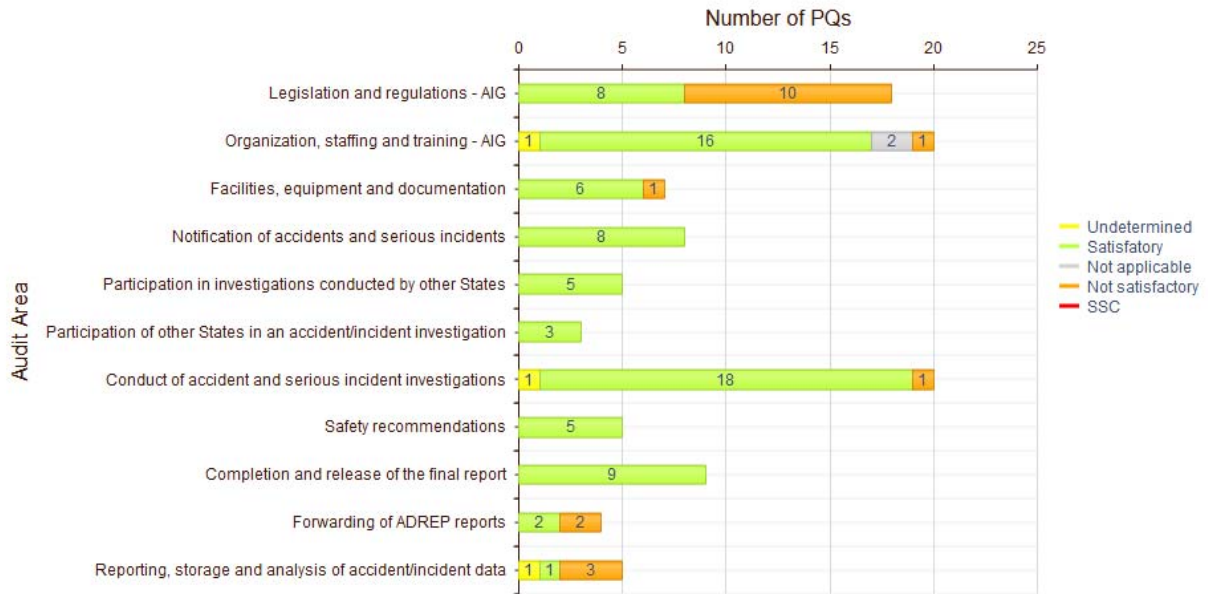| Sub-Area	Value
Reporting, storage, and analysis of…	11
Forwarding of ADREP reports	2
Completion and release of the final report	2
Safety recommendations	0
Conduct of accident and serious incidents…	9
Participation of other states inan…	0
Participation in investigations conducted by…	2
Notification of accidents and serious incidents	0
Facilities, equipment and documnetaion	6
Organization, Staffing, and training-AIG	24
Legislation and Regulation- AIG	27

Bahrain- ICVM from 7 May 2018 to 15 may 2018

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

Number of PQs

Audit Area	Undetermined	Satisfatory	Not applicable	Not satisfactory
Legislation and regulations - AIG	2	13		4
Organization, staffing and training - AIG	4	4	1	12
Facilities, equipment and documentation	2	2		3
Notification of accidents and serious incidents		8		
Participation in investigations conducted by other States		5		
Participation of other States in an accident/incident investigation		3		
Conduct of accident and serious incident investigations	2	14		4
Safety recommendations	2	3		
Completion and release of the final report		9		
Forwarding of ADREP reports		4		
Reporting, storage and analysis of accident/incident data	3	1		4

Legend:
- Undetermined
- Satisfatory
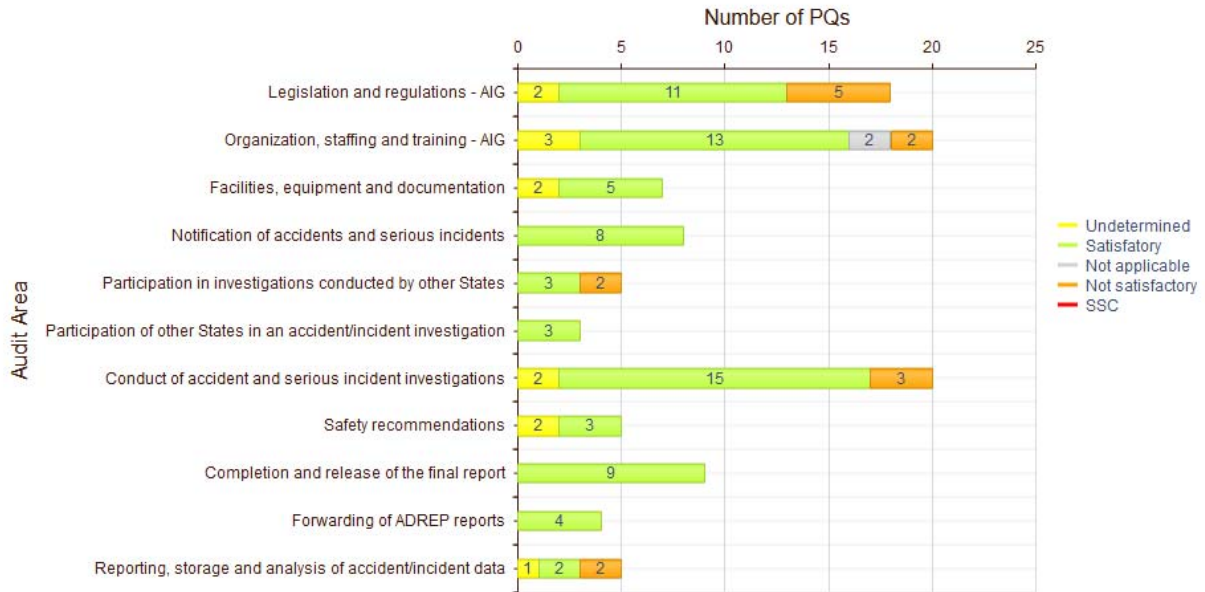- Not applicable
- Not satisfactory
- SSC

Egypt- ICVM from 20-26 Nov 2016

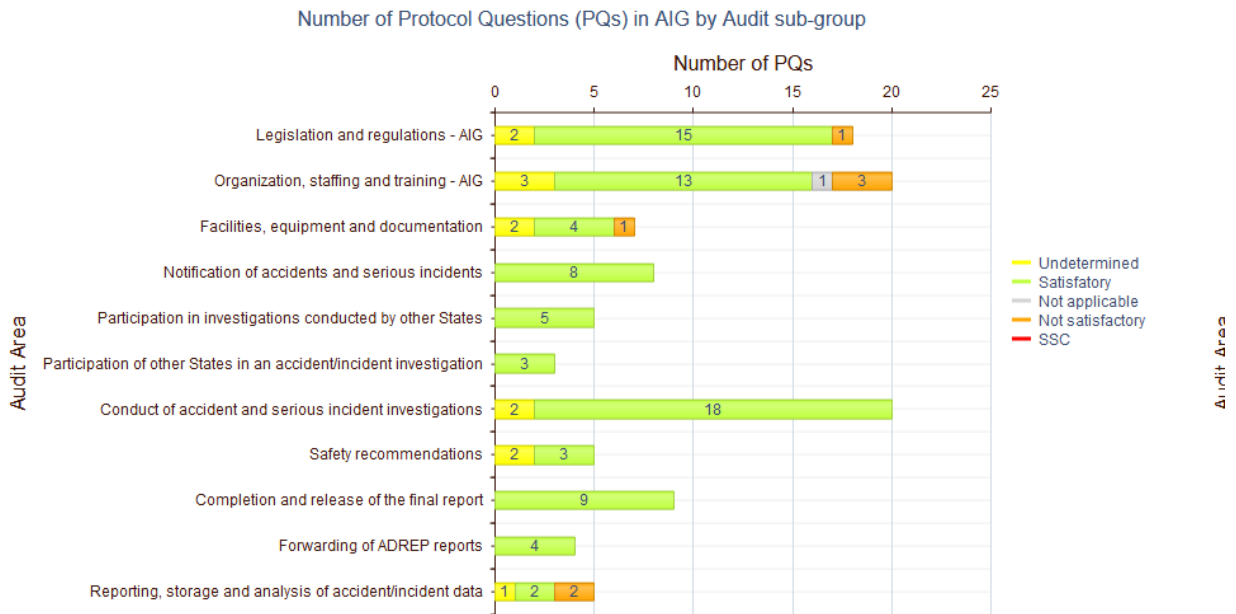### Number of Protocol Questions (PQs) in AIG by Audit sub-group
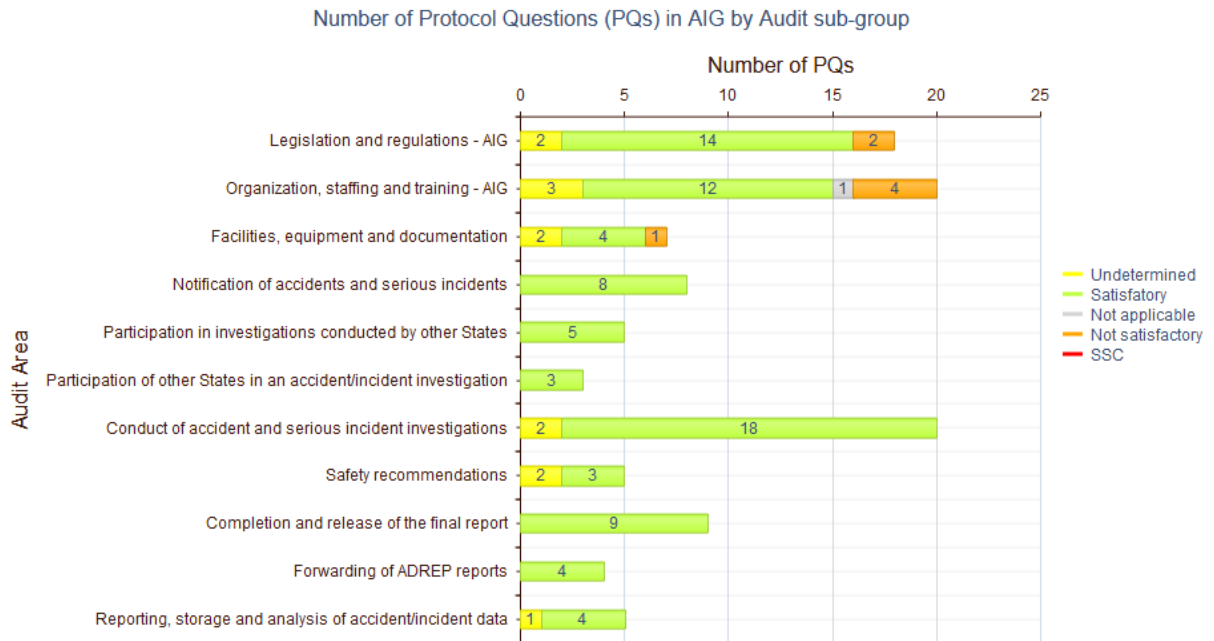

Iran- CMA audit from 8-18 Sep 2018

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

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

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

Sudan-ICVM from 25-26 May 2014

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

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

Number of Protocol Questions (PQs) in AIG by Audit sub-group
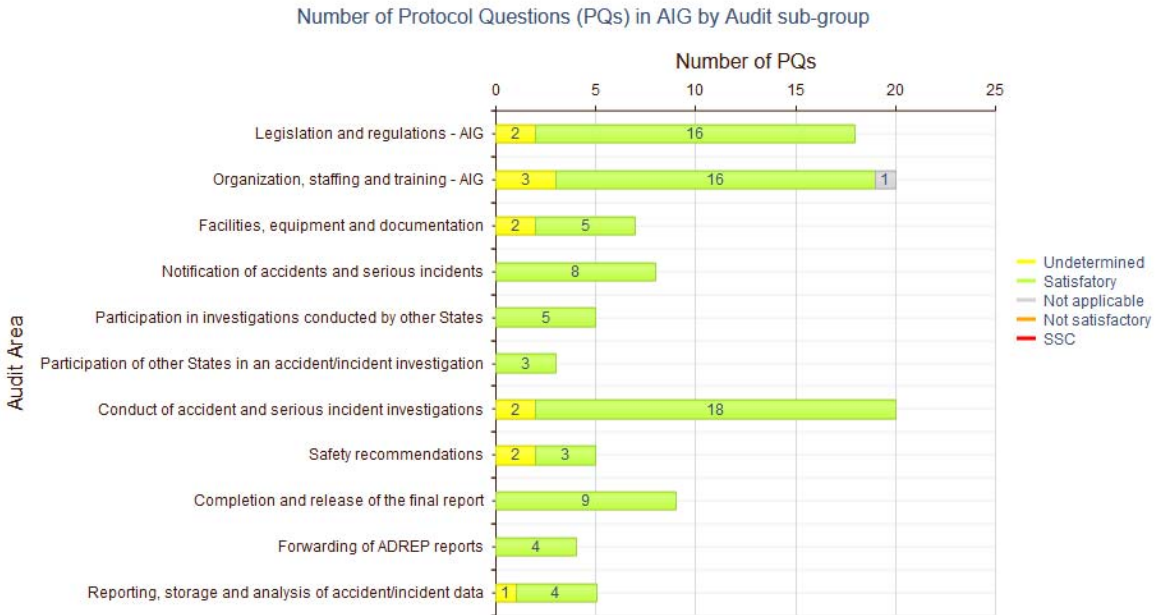
Morocco- CMA audit from 10 Oct-20 Oct 2016

Number of Protocol Questions (PQs) in AIG by Audit sub-group
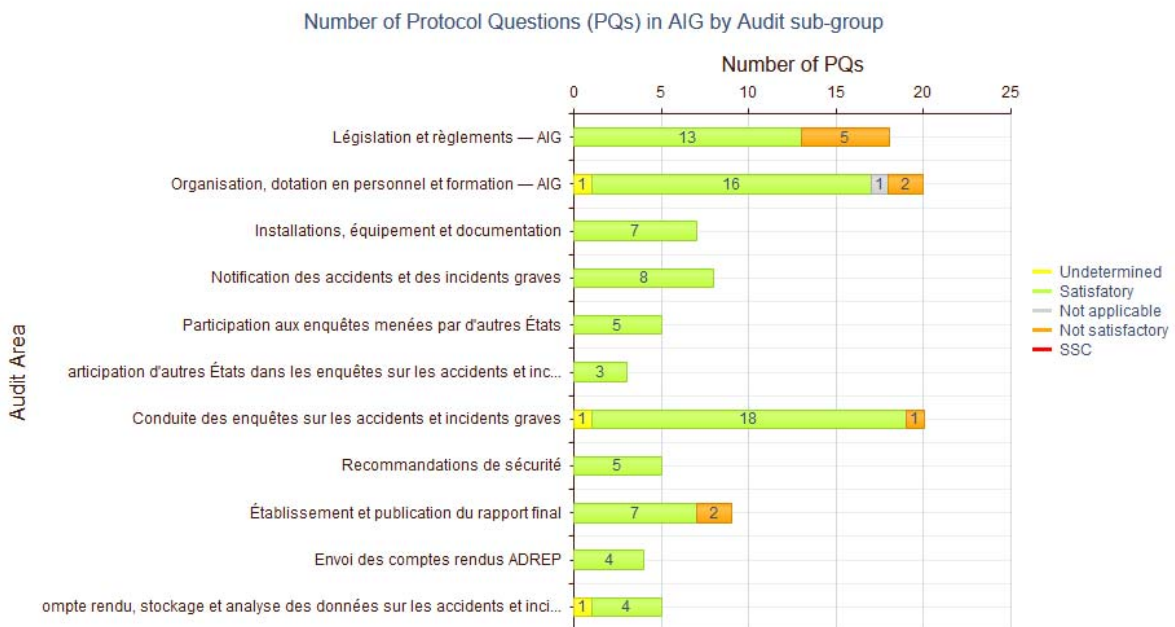
APPENDIX 2H

**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? *Note.−Modes of transportation means land, sea, and aerial.*	

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	

AIG Regional Cooperation Mechanism (ARCM)

Middle East and North Africa

TABLE OF CONTENTS

Page

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 the development of their National Regulations; and

f) 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.
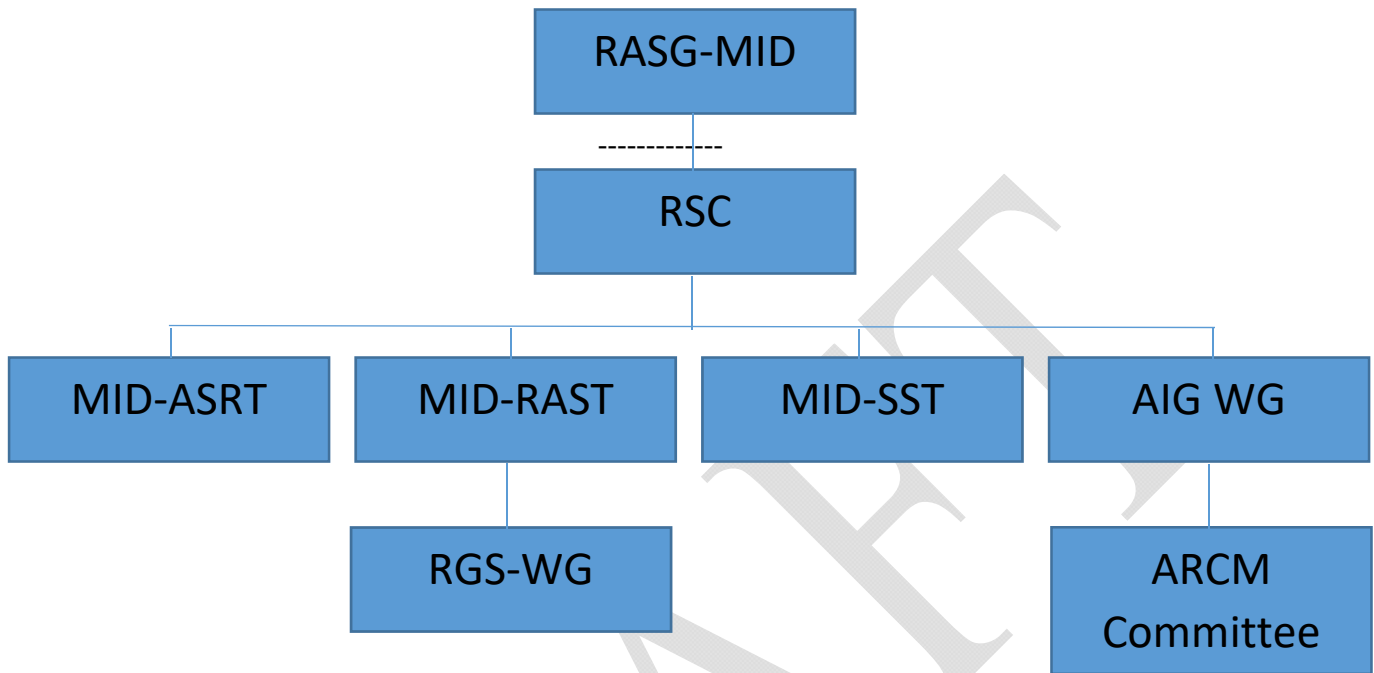
4. ARCM ORGANIZATIONAL STRUCTURE

4.1   The ARCM Committee shall consist of focal points nominated by each member State.

4.2   The ARCM Committee is responsible for overall supervision, direction, and management of the ARCM.

4.3   The ARCM Committee will be reporting to the RASG-MID through the AIG WG, as

shown in the following Organization Structure:

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                        ┌─────────────┐
                        │  RASG-MID   │
                        └──────┬──────┘
                          -------------
                        ┌──────┴──────┐
                        │     RSC     │
                        └──────┬──────┘
        ┌──────────────┬───────┴───────┬──────────────┐
   ┌────┴─────┐  ┌─────┴─────┐  ┌───────┴──┐  ┌────────┴──┐
   │ MID-ASRT │  │ MID-RAST  │  │ MID-SST  │  │  AIG WG   │
   └──────────┘  └─────┬─────┘  └──────────┘  └────┬──────┘
                  ┌────┴─────┐              ┌───────┴────┐
                  │  RGS-WG  │              │   ARCM     │
                  └──────────┘              │ Committee  │
                                            └────────────┘
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APPENDIX 2J

Questionnaire on the implementation of

English Language Proficiency Requirements

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 <u>English Language Proficiency</u> 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 ☐

    <u>If yes:</u>

    (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 <u>Language Proficiency</u> (local, national, regional, or English language) regulation covers:
    [Annex 1, Chapter 1, 1.2.9]

1.	Air Traffic Controllers?	Yes ☐ No ☐	*Mention the language(s):*
2.	Pilots?	Yes ☐ No ☐	*Mention the language(s):*
3.	Flight engineers?	Yes ☐ No ☐	*Mention the language(s):*
4.	Glider pilots?	Yes ☐ No ☐	*Mention the language(s):*
5.	Free balloon pilots?	Yes ☐ No ☐	*Mention the language(s):*
6.	Flight navigators?	Yes ☐ No ☐	*Mention the language(s):*
7.	Aeronautical station operators?	Yes ☐ No ☐	*Mention the language(s):*
8.	Aeronautical station operators?	Yes ☐ No ☐	*Mention the language(s):*

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

USOAP AIRCRAFT OPERATIONS AREA- ANALYSIS REPORT
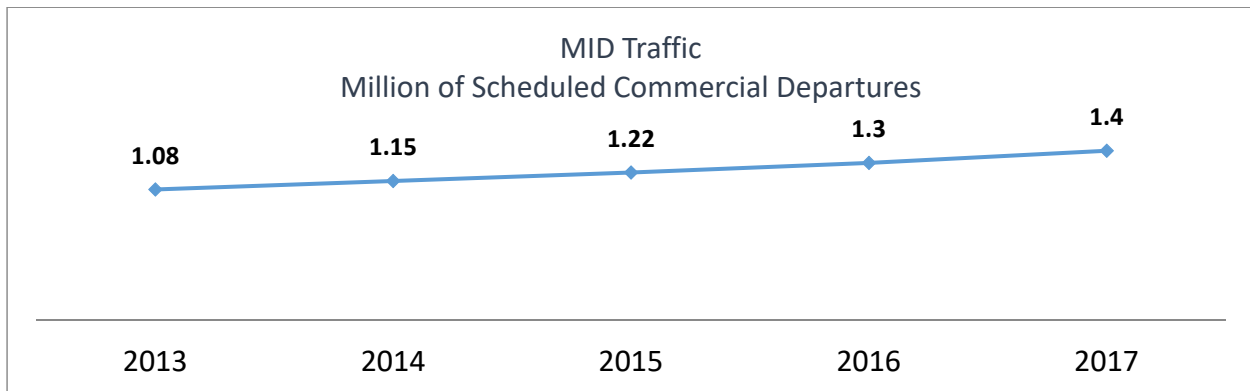
1.   INTRODUCTION

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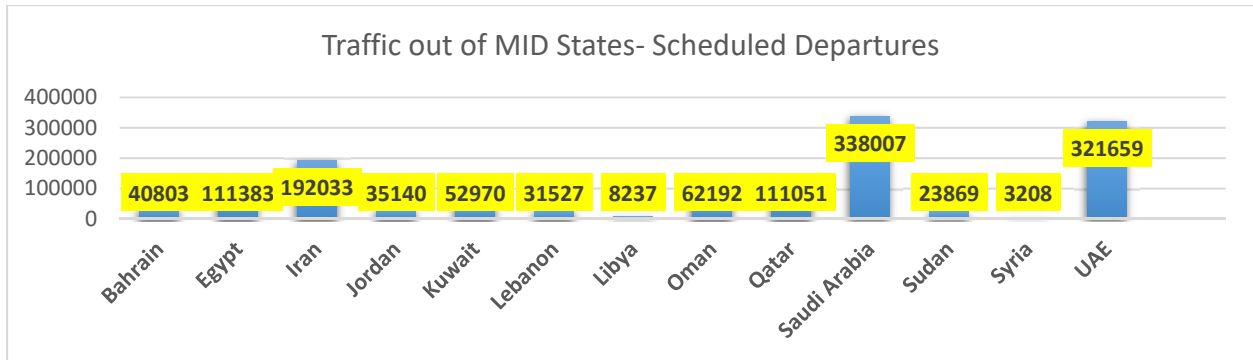
2.   LEVEL OF AVIATION ACTIVITY AND SAFETY IN THE MID REGION

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*

Traffic out of MID States- Scheduled Departures

Bahrain	Egypt	Iran	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE
40803	111383	192033	35140	52970	31527	8237	62192	111051	338007	23869	3208	321659

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.
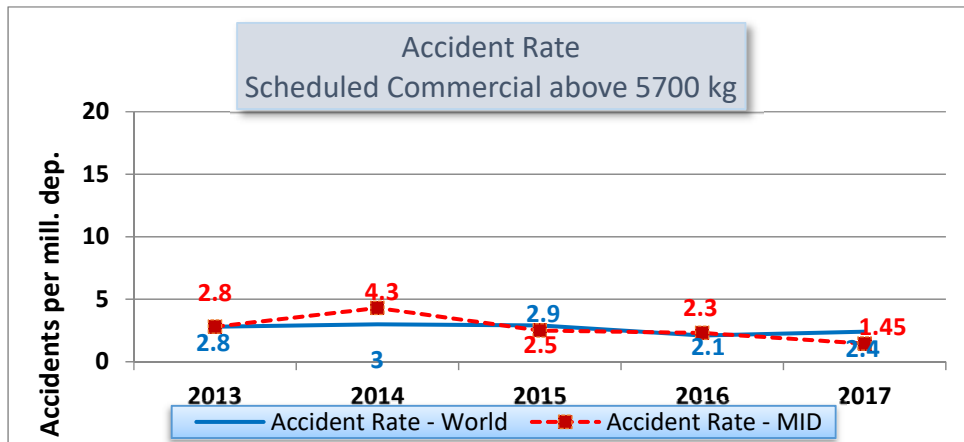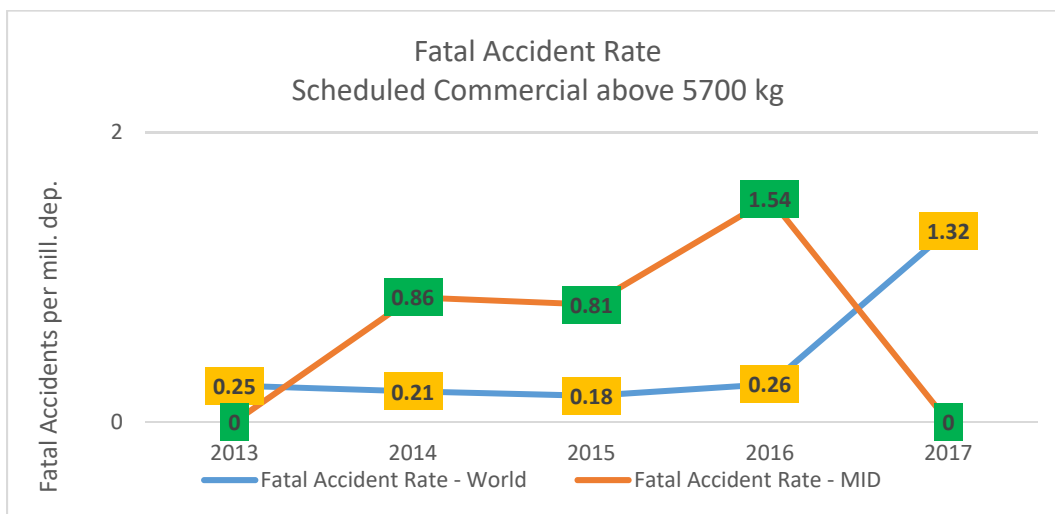

Graph 3: Global Accident Rate Vs MID Accident Rate
(Source iSATRS as of 10 Oct. 2018)
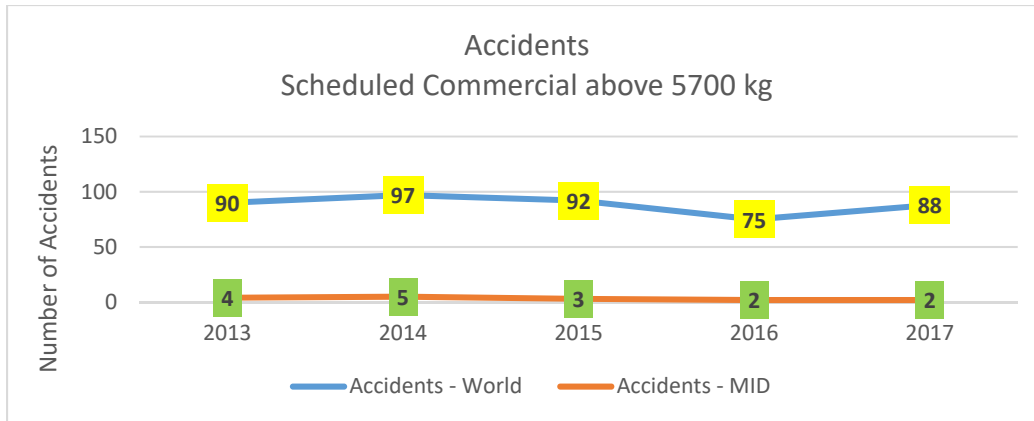
Graph 4: Number of MID Accidents Vs. Number of Global Accidents Per Year
(Source: iSTARS as of 8 Oct. 2018)

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.
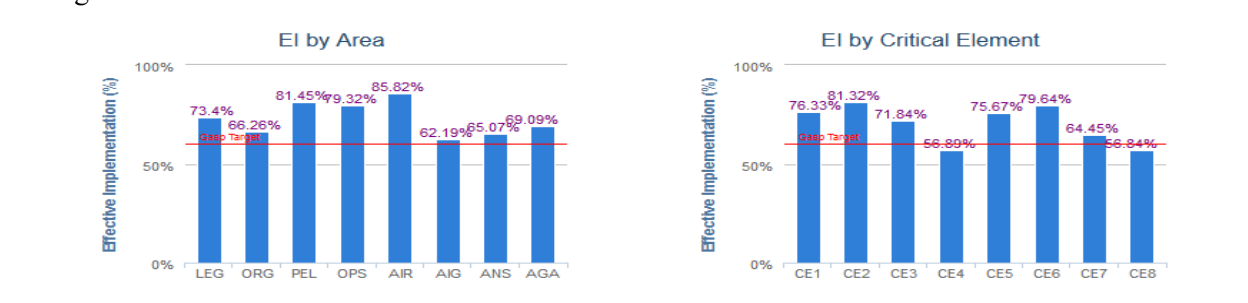
3.   THE SAFETY OVERSIGHT STATUS OF THE MID REGION STATES

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%.
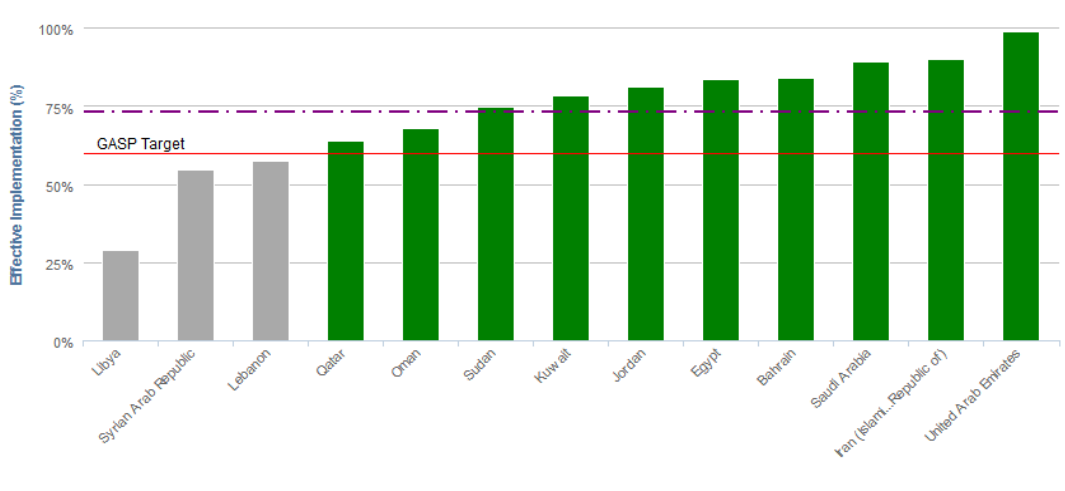
Graph 7: Source iSTARS dated 23 Sept. 2018

3.2   The following two charts show the average effective implementation (EIs) by audited area and CE for the M ID 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.

States	EIs- OPS	# of PQs Unsatisfactory for OPS Audit Area
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

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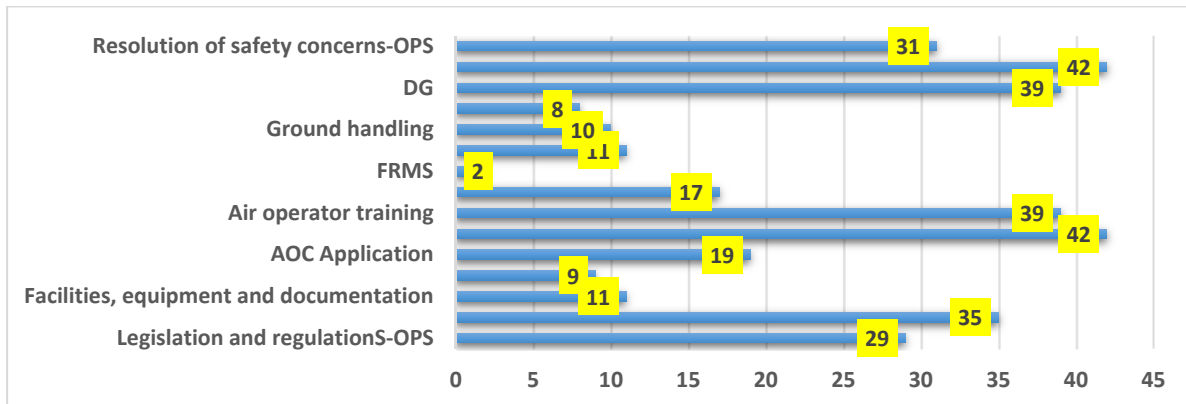
Graph 9: Source OLF dated 20 Sept. 2018:
Number of PQs in OPS Audit sub-Group-Aggregated Result

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 3B

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%.
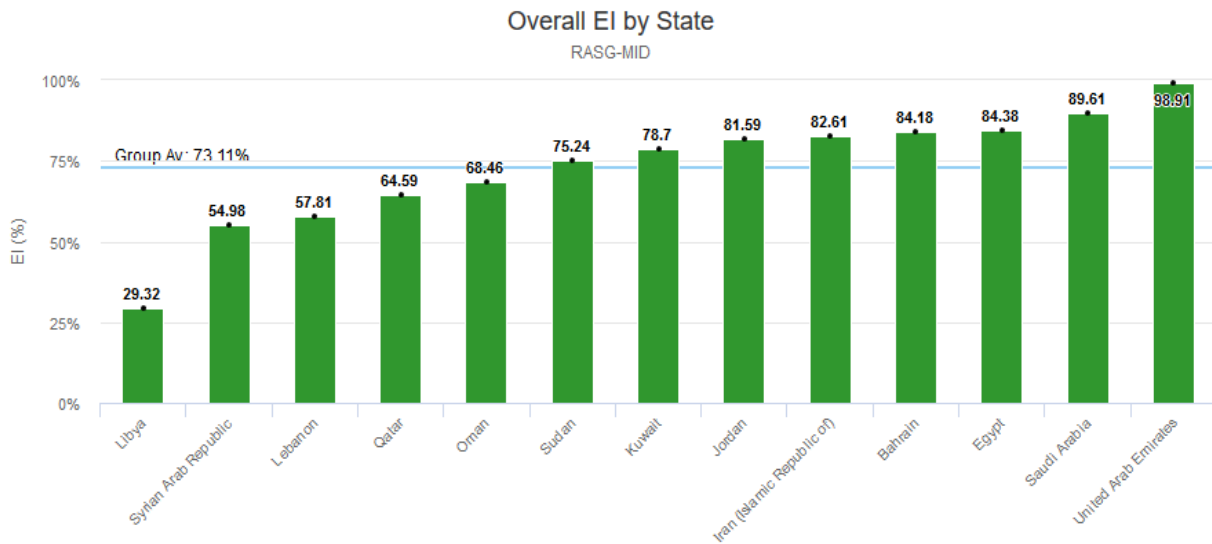
Graph 1: Source iSTARS dated 3 Feb. 2019

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.
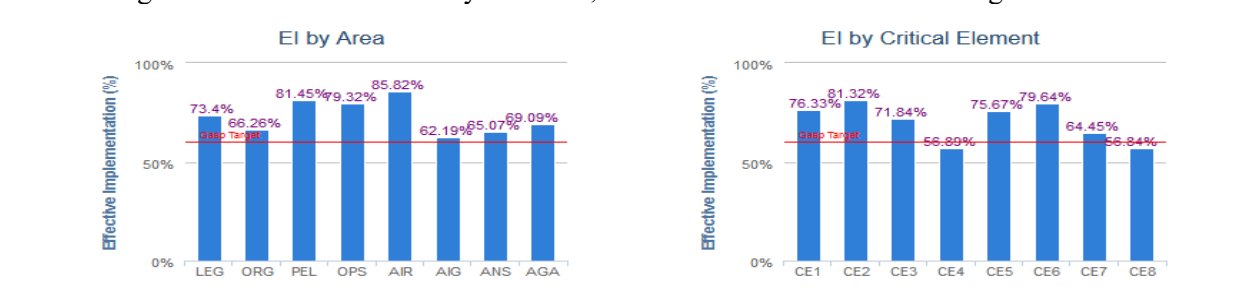
Graph 2: Source iSTARS dated 24 Sept. 2018

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.

States	EIs- AGA	# of PQs Unsatisfactory for AGA Audit Area
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 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.
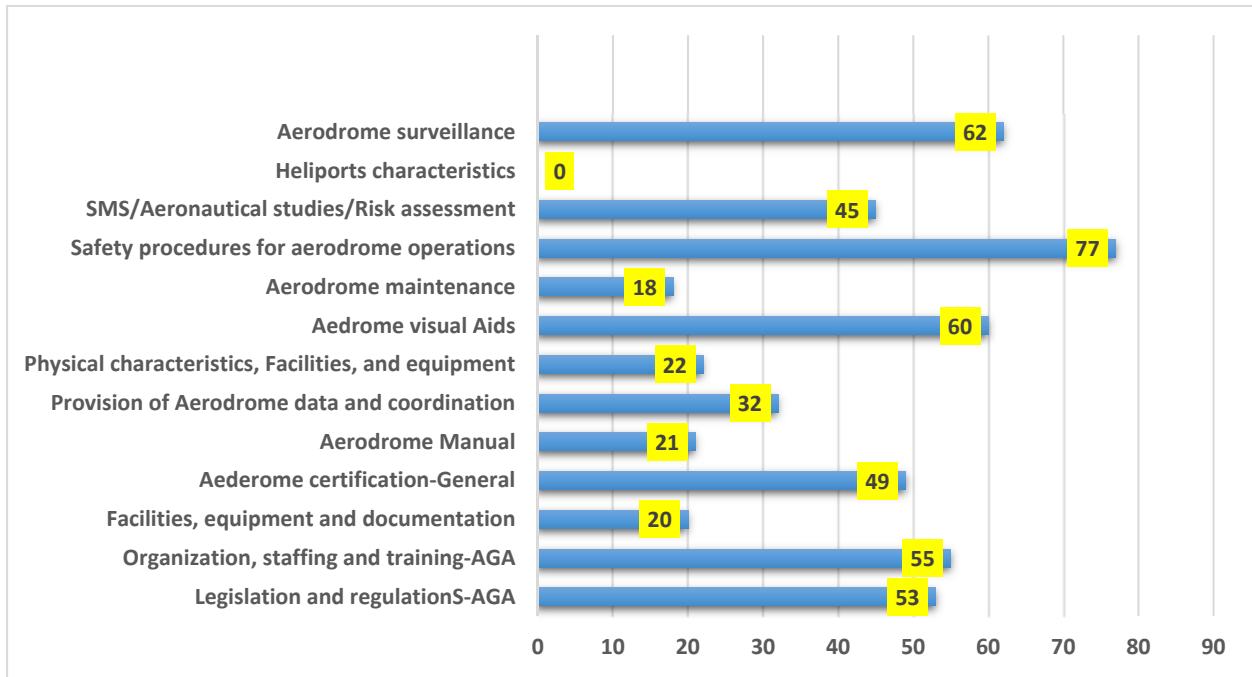
Graph 3: Source OLF dated 5 Feb. 2019:
Number of PQs in OPS Audit sub-Group-Aggregated Result

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.

APPENDIX 5A

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 Email: salah.alhumood@mtt.gov.bh	
	Mrs. Leena Ahmed Al-Kooheji Senior Air Navigation Audit Specialist Civil Aviation Affairs	Tel: +973 39676772 Email: l.alkooheji@mtt.gov.bh	
Egypt	Mr. Mohamed Salah Safety General Manager Egyptian Civil Aviation Authority	Mobile : +01223121674 E-mail: mohamed.abdelaziz@civilaviation.gov.eg	
	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	

States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
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	
Jordan	Dr. Mohammad M. S. Al-Husban Director Airworthiness Standards Civil Aviation Regulatory Commission	Tel: +962 6 4887042 Mobile: +962 79 6214053 Email: mohammad.al-husban@carc.gov.jo	
	Eng. Suha Daher Director of Quality Assurance and Internal Audit /NCMC Civil Aviation Regulatory Commission	Tel: +962 6 4892282 Ext. 3523 Mobile: +962 799598998 Email: suha.daher@carc.gov.jo	
Kuwait	Eng. Shaheen M. Al-Ghunim Inspection and Oversight Superintendent Aviation Safety Department Directorate General of Civil Aviation Kuwait International Airport	Tel: +965 24335046 Email: sm.alghanim@dgca.gov.kw	
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	

States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
Oman	Eng. Faiza Sulaiyam Suwaid Al Matani Assistant NCMC Aerodromes Safety Inspector Public Authority for Civil Aviation	Tel: +968 24354029 Mobile: +968 92443493 Email: faiza@paca.gov.om	
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	MID-SST Rapporteur
	Mr. Hussain Al Ghubari Manager, Safety Program General Authority of Civil Aviation	Mobile: +966 534209888 Email: halghubari@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	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	
AACO	Mr. Rashad Karaky, MBA, AVSEC PM Manager – Economics & Technology Management Beirut - Lebanon	Fax: +961 1863 168 Tel: +961 1861 297/8/9 Ext. 109 Mobile: +961 3 163318 Email: rkaraky@aaco.org etm@aaco.org	
BOEING			
CANSO			
COSCAP-GS			

States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
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	
GCC	Mr. Ahmad GH. Al-Shammari Consultant The Cooperation Council for the Arab States of the Gulf – Secretariat General (GCCSG) Riyadh 11462-Saudi Arabia	Tel: +966 11 4827777 Ext. 1735 Mobile: +966 598919189/ +965 99446648 Email: agalshammari@gccsg.org	
IATA	Mr. Jehad Faqir Deputy Regional Director Safety & Flight Operations IATA Amman 11118 - JORDAN	Tel: +962 6 580 4200 Ext. 1216 Mobile: +962 79 5111238 Email: faqirj@iata.org	
IFATCA	Mr. Mohamed Talaat Metwally IFATCA Regional Rep. AFI/MID Senior Air Traffic Controller	Fax: +254 20827102 Tel: +201 222214441 Mobile: +201 222214441 Email: mohtalaat@yahoo.com	

States/Organizations	Focal Points Names & Titles	Focal Points Contacts	Remarks
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	

ATTACHMENT A

LIST OF PARTICIPANTS

NAME	TITLE
<u>**STATES**</u>	
BAHRAIN Mr. Salah Mohammed Alhumood	Director of Aviation Safe ty and Security Ministry of Transportation and Telecommunications KINGDOM OF BAHRAIN
EGYPT Mr. Ahmed Mohamed Eid Mahrous	NCMC - Regulation General Manager Egyptian Civil Aviation Authority Ministry of Civil Aviation Building Cairo-EGYPT
Mr. Ahmed Mostafa Mohamed Arman	CNS Inspector /ANS Engineer Egyptian Civil Aviation Authority Ministry of Civil Aviation Building Cairo-EGYPT
Mr. Ahmed Saied Abdel Monsef	Senior CNS Inspector/ANS Engineer Egyptian Civil Aviation Authority Ministry of Civil Aviation Building Cairo-EGYPT
Mr. Hafez Elshiaty	Investigation Administration Head of Aircraft Accident Directorate Egyptian Civil Aviation Authority Ministry of Civil Aviation Building Cairo - EGYPT
Mr. Esmail Ahmed Ahmed	Safety Inspector Egyptian Civil Aviation Authority Ministry of Civil Aviation Building Cairo – EGYPT
Mr. Shehab Hassan	Deputy President Aircraft Accident Investigation Administration Ministry of Civil Aviation Building Cairo - EGYPT
Dr. Eng. Mohamed Abdelhakim GALAL	Head of Compliance and Safety Sector Egyptian Airports Company (EAC) Cairo – EGYPT
Mr. Mohamed Kamal El Din Motery	Airworthiness Inspector Egyptian Civil Aviation Authority Cairo - EGYPT

NAME	TITLE
Mr. Mohamed Sadek Abd El Kader	Safety Inspector Egyptian Civil Aviation Authority Ministry of Civil Aviation Building Cairo-EGYPT
Mr. Mohamed Salah	General Manager for Safety Egyptian Civil Aviation Authority Ministry of Civil Aviation Building Cairo-EGYPT
JORDAN Mr. Mohammad M. Hushki	Director/Quality Assurance and Internal Audit Civil Aviation Regulatory Commission Amman - JORDAN
Mr. Abdallah Falah Al-Samarat	Director Aircraft Accident and Incident Investigation Amman - JORDAN
LIBYA Mr. Suliman Ali El-Mesallati	Standards & Regulations Manager Libyan Civil Aviation Authority Tripoli - LIBYA
OMAN Mrs. Marwa Sulaiman Hassan Al Maashari	Safety Regulation Public Authority for Civil Aviation Muscat - SULTANATE OF OMAN
Eng. Faiza Sulaiyam Suwaid Al Matani	National Continuous Monitoring Coordinator Public Authority for Civil Aviation Muscat - SULTANATE OF OMAN
SAUDI ARABIA Mr. Abdulelah Othman Felemban	Director General Aviation Investigation Bureau KINGDOM OF SAUDI ARABIA
Capt. Adel Mohammed Omair	Aeromedical Evacuation Safety Manager KINGDOM OF SAUDI ARABIA
Mr. Theeb A. Al-Otaibi	Director, Safety Analysis Aviation Investigation Bureau KINGDOM OF SAUDI ARABIA
Dr. Sami M. Alsrisari	Director, Safety and Risk General Authority of Civil Aviation KINGDOM OF SAUDI ARABIA

NAME	TITLE
Eng. Mutasim Aljawharji	Quality Manager General Authority of Civil Aviation KINGDOM OF SAUDI ARABIA
UNITED ARAB EMIRATES Mr. Ibrahim Ahmed Addasi	Chief Air Accident Investigator/Air Accident Investigation Sector General Civil Aviation Authority Dubai, UNITED ARAB EMIRATES
Mr. Mohammad Faisal Al Dossari	Assistant Director General Air Accident Investigation General Civil Aviation Authority Aviation Safety Affairs Abu Dhabi, UNITED ARAB EMIRATES
YEMEN Mr. Fuad Ahmed Abdulaziz Al Yousefi	NCMC/Senior Airworthiness Inspector Civil Aviation and Meteorology Authority Sana'a - YEMEN

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