



International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7

(Cairo-Egypt, 15-18 April 2019)

Agenda Item 5.1: Regional Performance Framework for Safety

**STRATEGY FOR THE ENHANCEMENT OF
COOPERATION IN THE PROVISION OF
AIG SERVICE IN THE MENA REGION**

(Presented by Secretariat)

SUMMARY

This paper presents the outcome of the MID-SST/5 meeting related to the cooperation between the Middle East and North Africa (MENA) States in the field of AIG. It proposes a Draft Questionnaire of AIG level 2 of cooperation to survey States AIG capabilities as well as a Draft AIG Regional Cooperation Mechanism (RCM) concerning the enhancement of cooperation among the MENA States in the provision of AIG functions.

Action by the meeting is at paragraph 3.

REFERENCES

- ACAC/ICAO AIG Workshop Report, Jeddah, Saudi Arabia, 25-27 April 2017
- DGCA-MID/4 Meeting, Muscat, Oman, 17-19 October 2017
- RASG-MID/6 Meeting, Manama, Bahrain, 26-28 September 2017
- RSC-MID/6 Meeting, Cairo, Egypt, 25-27 June 2018
- SST-MID/5 Meeting, Cairo, Egypt, 19-21 February 2019

1. INTRODUCTION

1.1 The ACAC/ICAO AIG Workshop held in Jeddah, Saudi Arabia, 25-27 April 2017 drafted a new Strategy for enhancement of cooperation among the MENA States in the provision of AIG functions. The objective of the Strategy was to contribute to the improvement of aviation safety in the MENA States by enabling States to conduct independent and effective investigations of aircraft accidents and incidents, and support States in fulfilling their investigation obligations as mentioned in Annex 13.

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

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

That:

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

1.3 The MID-SST/5 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. DISCUSSION

2.1 A Roadmap for the implementation of the Strategy was developed, under the framework of RASG-MID, to provide the details and timelines related to the implementation of the different levels. The Roadmap is a live document, which includes Key Performance Indicators (KPIs) developed for monitoring the implementation to ensure that the Roadmap agreed goals are achieved.

2.2 The MID-SST/5 meeting reviewed and amended the Roadmap for AIG Regional Cooperation as at **Appendix B** and agreed to the following Draft Conclusion:

WHY	No need to have a RCM MoU from the first phase (agreement to defer that to a later stage)
What	Amend the Roadmap for AIG Regional Cooperation
Who	MIDANPIRG/17 & RASG-MID/7
When	April 2019

DRAFT CONCLUSION 5/3: ROADMAP FOR AIG REGIONAL COOPERATION

*That, the Roadmap for AIG Regional Cooperation be amended as at **Appendix B**.*

2.3 The MID-SST/5 meeting reviewed the analysis report of the AIG Questionnaire Level 1 at **Appendix C** and 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.

2.4 The MID-SST/5 meeting reviewed the draft Questionnaire on AIG level 2 cooperation to survey States AIG capabilities at **Appendix D** and agreed to present it to the RASG-MID/7 meeting for endorsement.

2.5 The MID-SST/5 meeting reviewed the Draft AIG Regional Cooperation Mechanism (ARCM); and through Draft Decision 5/4 tasked the AIG Core Team to 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. The Draft AIG Regional Cooperation Mechanism (ARCM) at **Appendix E** was consolidated based on the inputs received from the AIG Core Team.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and endorse the draft Questionnaire on AIG level 2 cooperation to survey States AIG capabilities at **Appendix D**;
- b) review the Roadmap at **Appendix B** and endorse the Draft Conclusion 5/3; and
- c) review and amend, as deemed necessary, the Draft AIG Regional Cooperation Mechanism (RCM) at **Appendix E** and agree to its presentation to the DGCA-MID/5 meeting for endorsement.

APPENDIX A

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

1- Background

Whereas it is incumbent on the State in which an accident occurs to institute an inquiry into the circumstances of the accident in conformity with Article 26 of the Convention;

Whereas Assembly Resolution A36-10, inter-alia:

- urges Contracting States to undertake every effort to enhance accident prevention measures, particularly in the areas of personnel training, information feedback and analysis and to implement voluntary and non-punitive reporting systems, so as to meet the new challenges in managing flight safety, posed by the anticipated growth and complexity of civil aviation;
- urges Contracting States to cooperate with ICAO and other States in a position to do so, in the development and implementation of accident prevention measures designed to integrate skills and resources to achieve a consistently high level of safety throughout civil aviation;

Whereas, amendment 15 of Annex 13 (STD 3.2) stipulates that a State shall establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation;

Whereas, owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident or serious incident investigation requires participation by experts from many specialized technical and operational fields and access to specially equipped facilities for investigation;

Whereas many Contracting States do not have such specialized technical and operational expertise and appropriate facilities;

Whereas the costs of salvage and investigation of major aircraft accidents may place a heavy financial burden on the resources of the State where the accident occurred;

Whereas Assembly Resolution A37-15 (Appendix U), recommends that Contracting States cooperate in the investigation of major aircraft accidents or accidents in which the investigation requires highly specialized experts and facilities;

Whereas, the ICAO Universal Safety Oversight Audit Programme (USOAP) audit findings indicate that a number of States have not been able to implement an effective accident and incident investigation system for their aviation activities;

Recognizing that the USOAP findings have been associated, in general, with a lack of resources (both human and financial), lack of appropriate legislation and regulations, lack of an organization for the investigation of accidents and incidents, lack of a training system for investigators, lack of equipment to conduct investigations and lack of policies, procedures and guidelines for accident and incident investigations;

Recognizing that combined with the expected increase in air transport operations, the relatively unchanged trend in the accident rate over the past several years might lead to an increase in the number of accidents per year;

Recognizing that there are many challenges to effective accident prevention, and that more effective identification and correction of aviation hazards and system deficiencies are required in order to complement regulatory efforts in further reducing the number of worldwide accidents and to improve the accident rate;

Recognizing that a regional investigation system can provide economies of scale by allowing for the sharing of required resources, and that by working together, States of a region or sub-region can have a more persuasive voice on the world stage and can help secure a more favorable climate aimed at a safer international air transportation system;

Acknowledging that during the AIG Divisional Meeting (2008) several States highlighted that, in regions where individual States do not have investigation capability, implementing a regional accident and incident investigation organization (RAIO) would ensure the effectiveness of investigations, reinforce conformity with the provisions of Annex 13, and contribute to the enhancement of aviation safety;

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

Considering that the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 - 22 May 2013) noted that it is widely considered that implementing a RAIO would ensure the effectiveness of investigations, reinforce conformity with the provisions of Annex 13, and contribute to the enhancement of aviation safety; and accordingly through Conclusion 2/11 endorsed the First version of the Strategy for the establishment of RAIO(s);

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

Considering the challenges related to the establishment of a RAIO;

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

2- Objective

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

3- Methodology

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

Level 1:

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

Level 2:

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

Level 3:

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

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

4- Strategic Plan

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

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

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

APPENDIX B

ROADMAP FOR AIG REGIONAL COOPERATION

Level of Cooperation	Action		Target date	Deliverable	Champion	KPI
	No.	Description				
Level 1 Cooperation among MENA States under the framework of Annex 13 and/ or a standard bilateral MoU to share, on ad-hoc basis, resources, training, information, documentation and capabilities; and strengthen conformity with Annex 13	1	Develop a questionnaire and disseminate to States through a State Letter for surveying the current status of the MENA States in bilateral cooperation, and their willingness to move to Level 2	30 Sep. 2018	Survey	AIG Core Team ICAO States	<ul style="list-style-type: none"> Number of States' responses
	2	Analyze the received responses including the assessment of the effective implementation of the cooperation elements as listed in the Strategy (Level 1)	31 Oct. 2018		AIG Core Team	<ul style="list-style-type: none"> Number of bilateral agreements per State Level of effective implementation of Level 1 elements Number of States willing to move to Level 2
Level 2 Cooperation among MENA States under the framework of a regional cooperation mechanism (well-defined scope and set of coordinated, organized and harmonized procedures and mechanisms) for the conduct of accidents and serious incidents investigation	3	Develop a Draft Questionnaire to survey States AIG capabilities	31 Dec. 2018	Draft Questionnaire	AIG Core Team	
	4	Develop a Draft AIG RCM MoU	31 Dec. 2018	Draft AIG RCM MoU	AIG Core Team	
	5	Endorsement of the Questionnaire by the RASG-MID/7 Meeting	Apr. 2019	RASG-MID/7 Report	ICAO/RASG-MID	Questionnaire endorsed
	6	Endorse the Draft AIG RCM MoU by the DGCA-MID/5 Meeting and ACAO EC	Nov. 2019	DGCA-MID/5 Report and ACAO EC Report	ICAO/DGCA-MID/5 ACAO EC	AIG RCM MoU endorsed
Remaining level 2 actions will be detailed in due course						

APPENDIX C

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

1. BACKGROUND

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

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

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

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

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

2. AIG QUESTIONNAIRE ON LEVEL 1

2.1 The Roadmap for AIG Regional Cooperation level 1 calls for the cooperation among MENA States under the framework of Annex 13 and/ or a standard bilateral MoU to share, on ad-hoc basis, resources, training, information, documentation and capabilities; and strengthen conformity with Annex 13. Subsequently, the AIG Core Team developed the questionnaire, which was disseminated to the MENA States by the ICAO MID Office and ACAO. The purpose of the questionnaire was to survey the current status of the MENA States in bilateral cooperation, and their willingness to move to the level 2 as defined in the Strategy for the enhancement of cooperation amongst the MENA States in the provision of the AIG functions, approved by the DGCA-MID/4 meeting and ACAO ...

3. ANALYSIS

Received Response

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

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

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

Number of Bilateral Agreements Per State

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

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

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

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

Level of Effective Implementation of Level 1 Elements

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

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

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

Number of States Willing to Move to Level 2

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

4. AIG EFFECTIVE IMPLEMENTATION

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

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

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

5. CONCLUSION

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

Appendix A

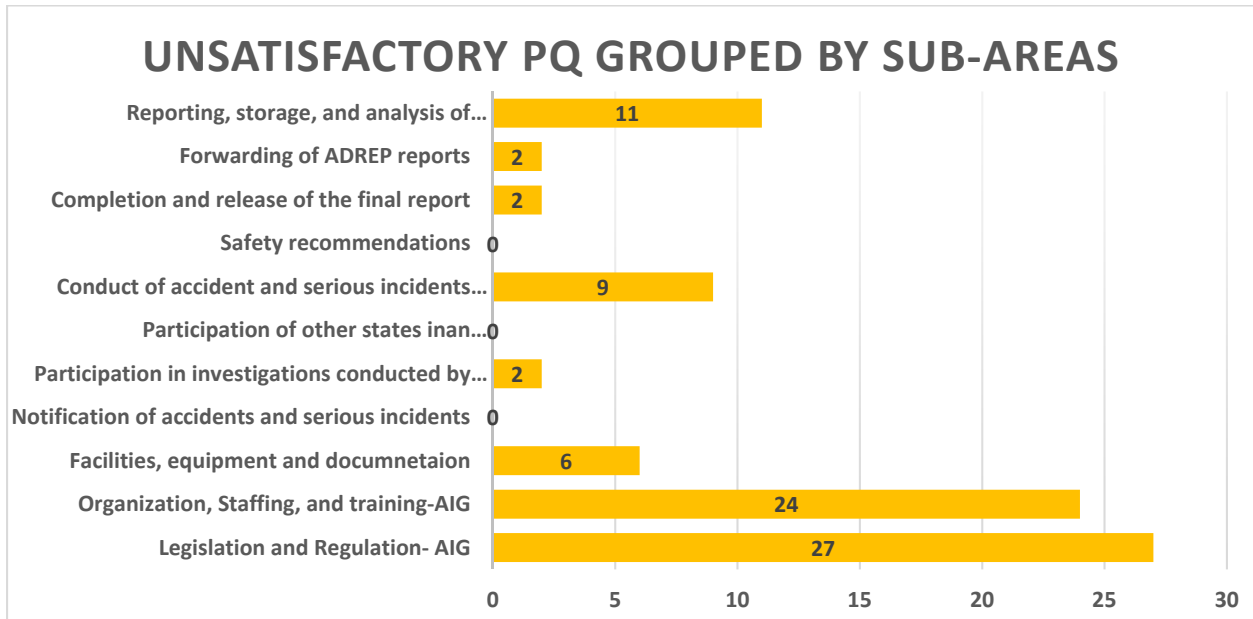
ROADMAP FOR AIG REGIONAL COOPERATION

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

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

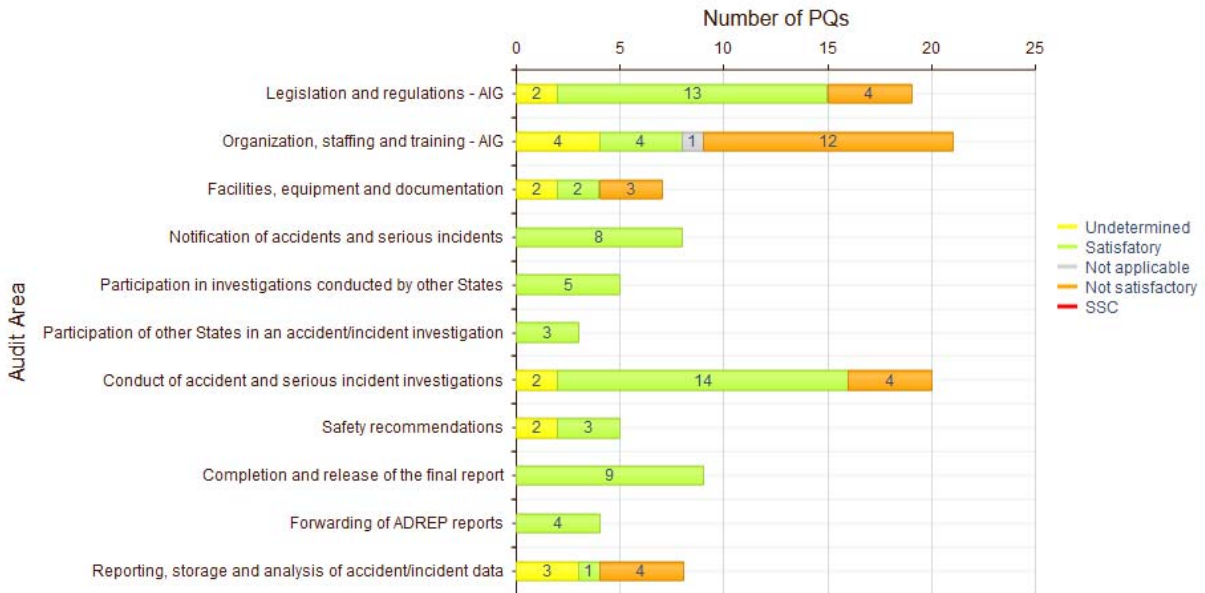
Appendix B: OLF results dated 27 August 2018

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



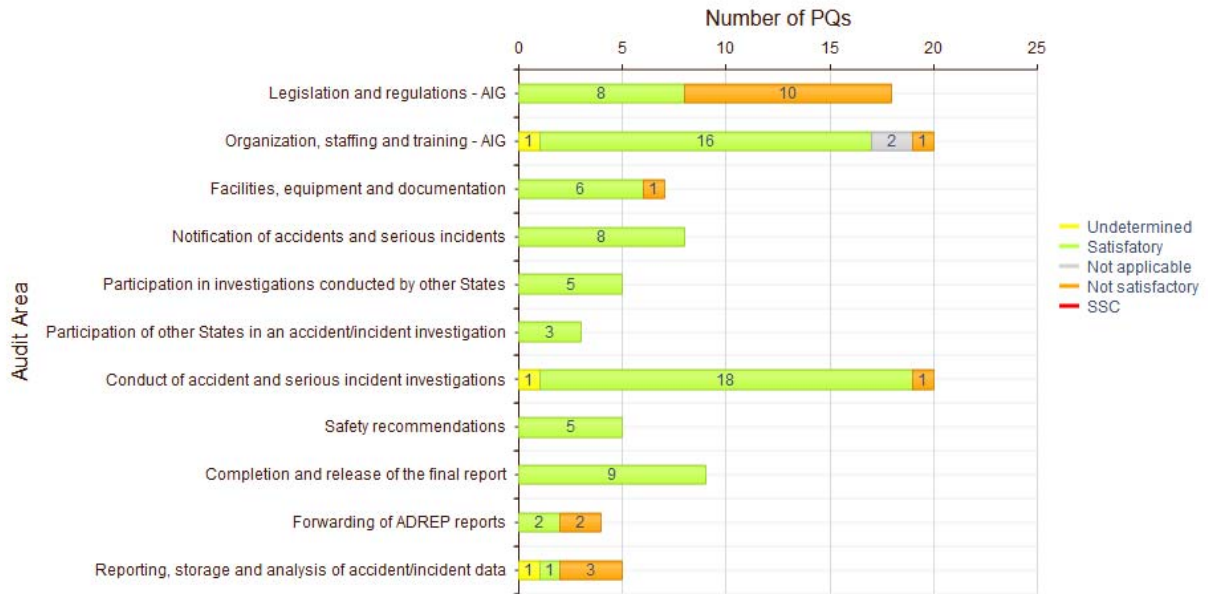
Bahrain- ICVM from 7 May 2018 to 15 may 2018

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



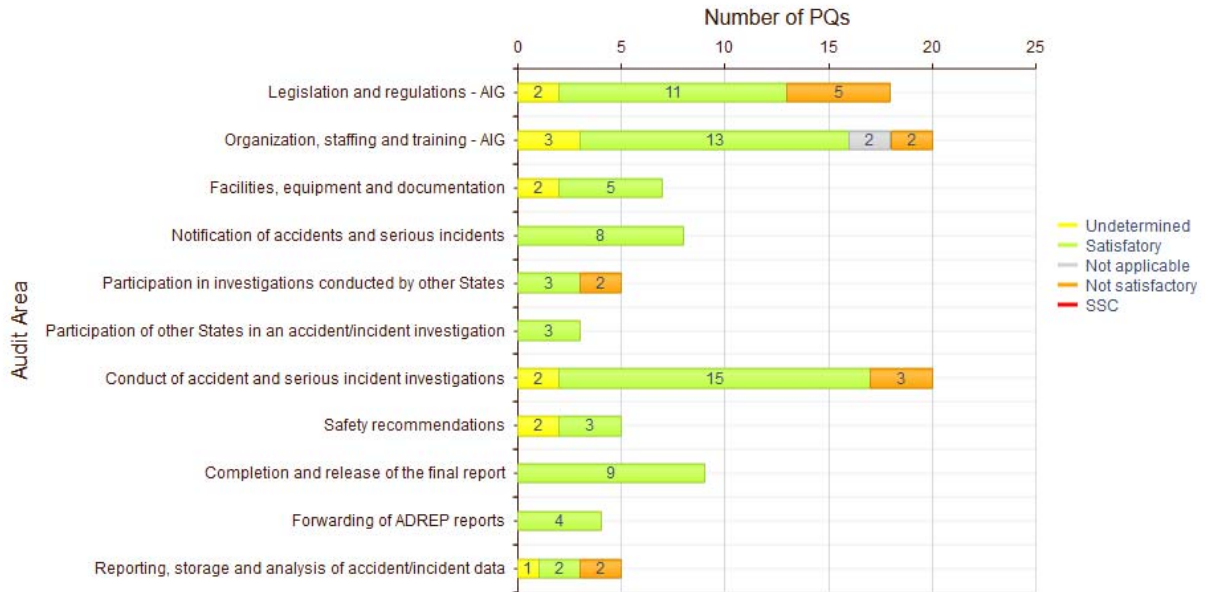
Egypt- ICVM from 20-26 Nov 2016

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

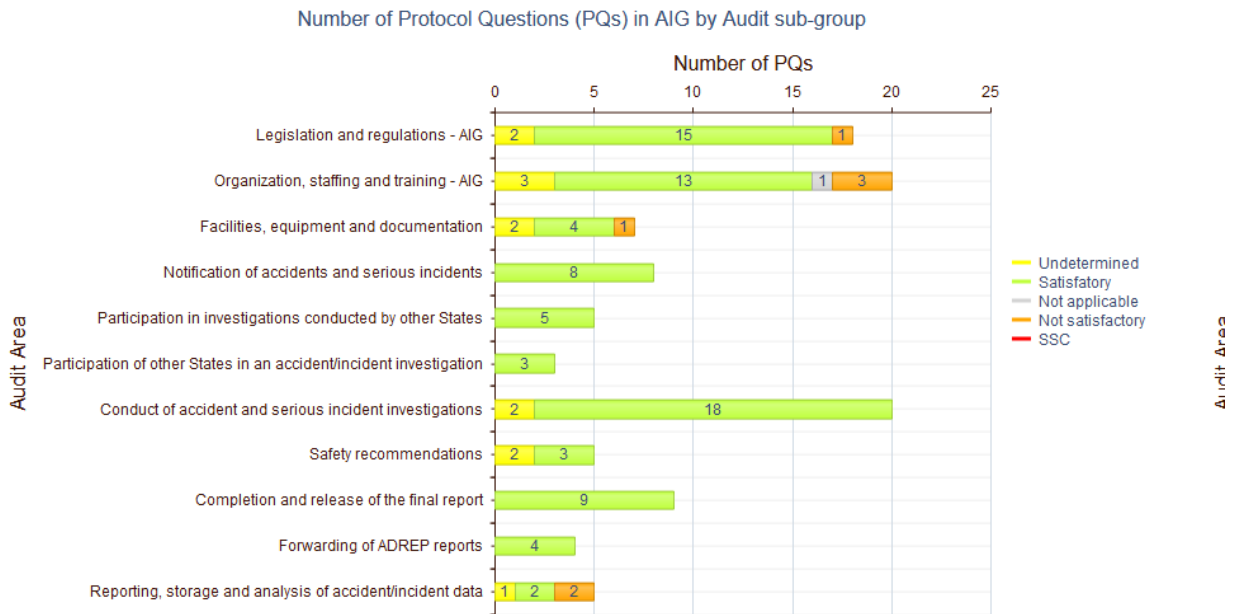


Iran- CMA audit from 8-18 Sep 2018

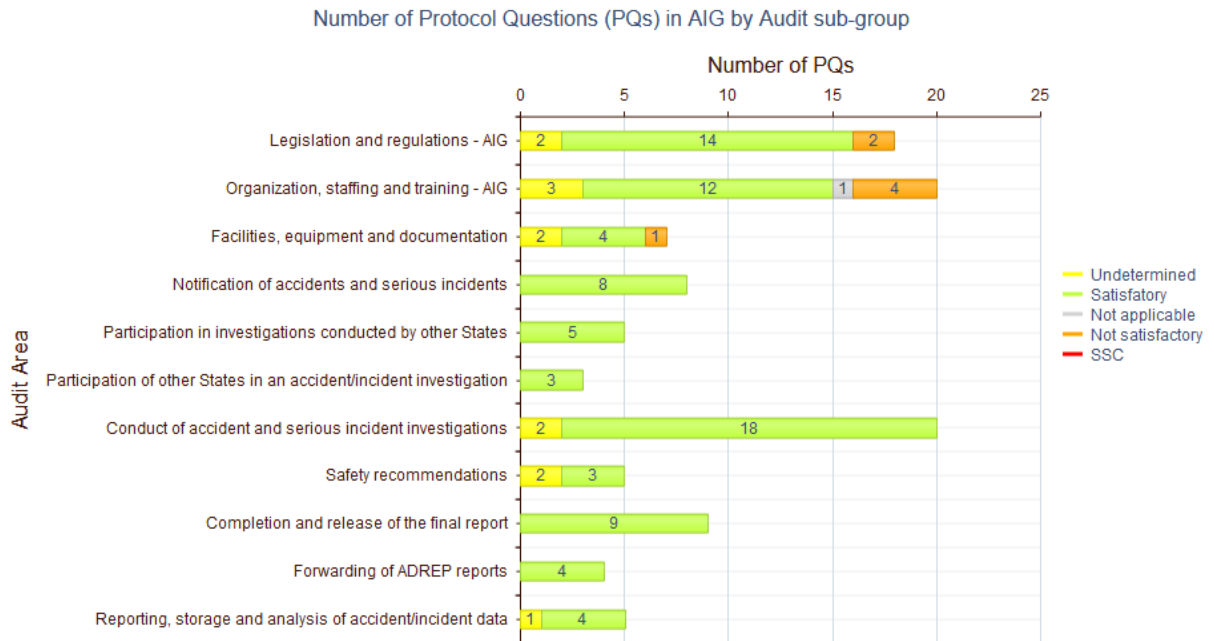
Number of Protocol Questions (PQs) in AIG by Audit sub-group



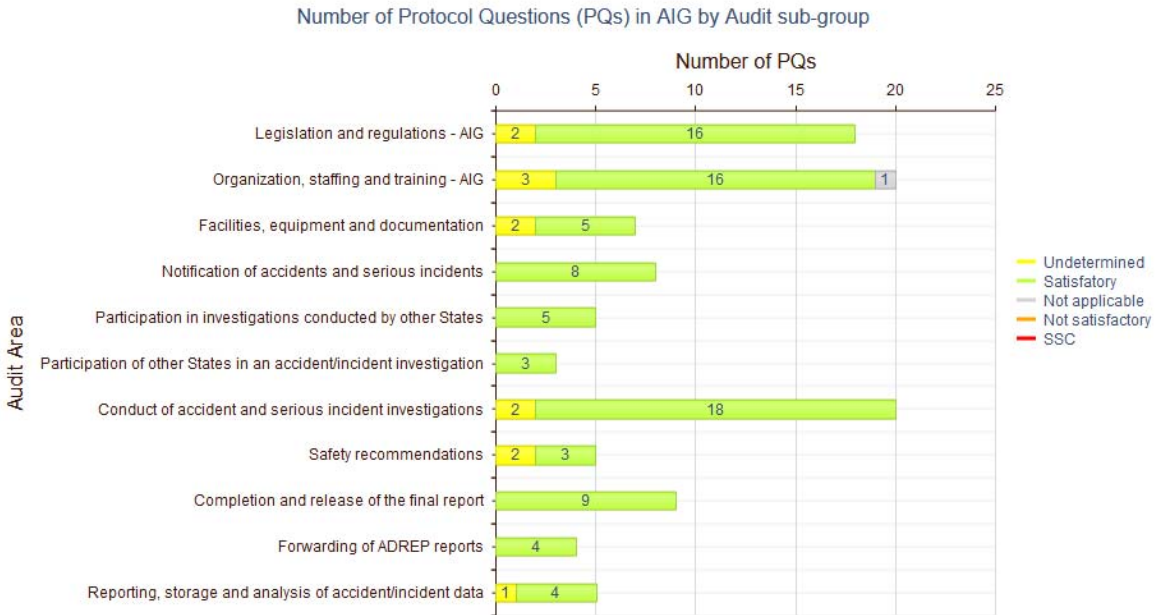
Saudi- Arabia- ICVM from 27 April 2014-4 May 2014



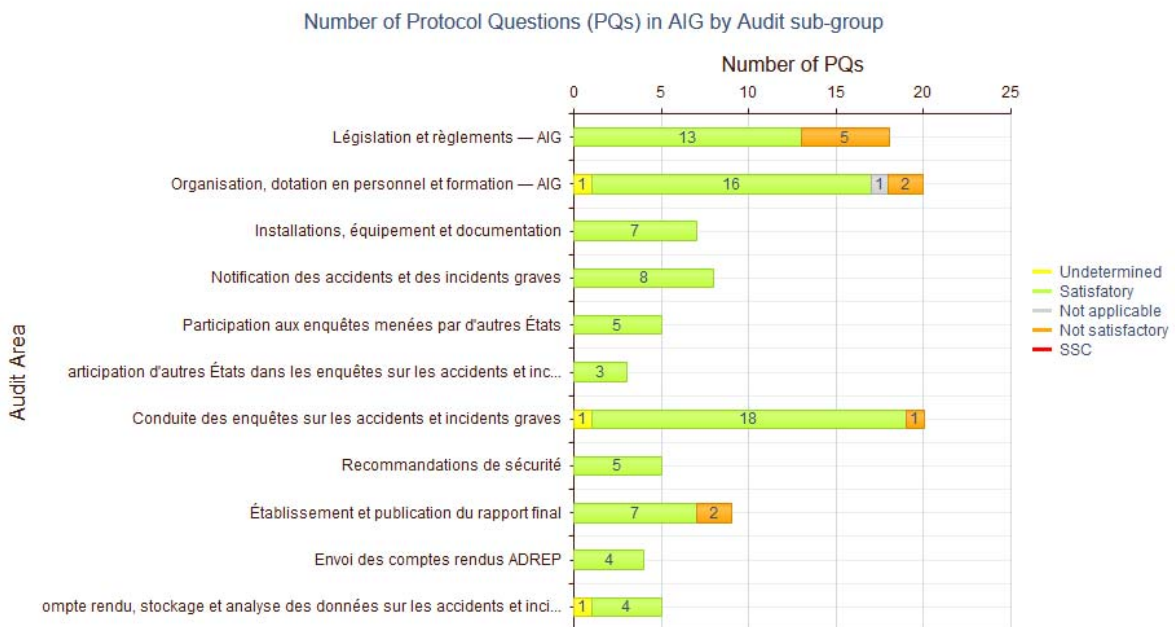
Sudan-ICVM from 25-26 May 2014



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



Morocco- CMA audit from 10 Oct-20 Oct 2016



APPENDIX D

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

Questionnaire to survey States' AIG capabilities

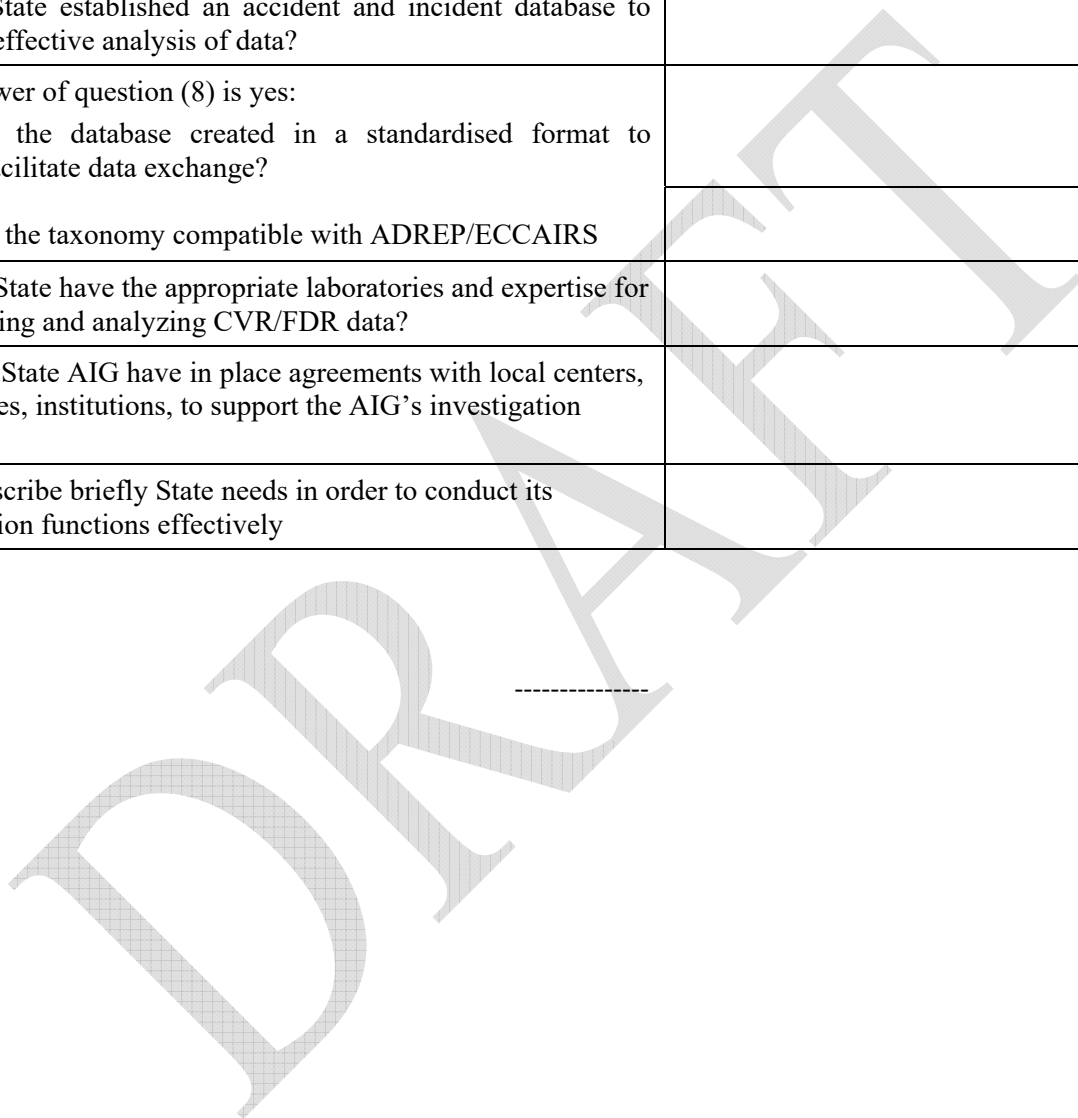
State Name:

Name of AIG organization:

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

APPENDIX D

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	



APPENDIX E

AIG Regional Cooperation Mechanism (ARCM)

Middle East and North Africa (MENA)

DRAFT

TABLE OF CONTENTS

	Page
1. Vision and Mission of the ARCM	3
2. Participants.....	3
3. ARCM Objectives.....	3
4. ARCM Organisational Structure.....	3

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1. VISION AND MISSION OF THE ARCM

1.1 The MENA AIG Regional Cooperation Mechanism (ARCM) is a mechanism, which will foster the cooperation among MENA member States for the provision of AIG functions. The ARCM will create a platform to support States requesting assistance for fulfilling their investigation obligations. This will make investigation capabilities and outcomes of the investigation within the Region more effective.

1.2 The ARCM is NOT an entity with legal status, and its work will be with no financial implications. Any expenses for applying this ARCM provisions will be covered by the Member State requesting such services or as agreed by both parties (requestor and provider(s)).

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 are to:

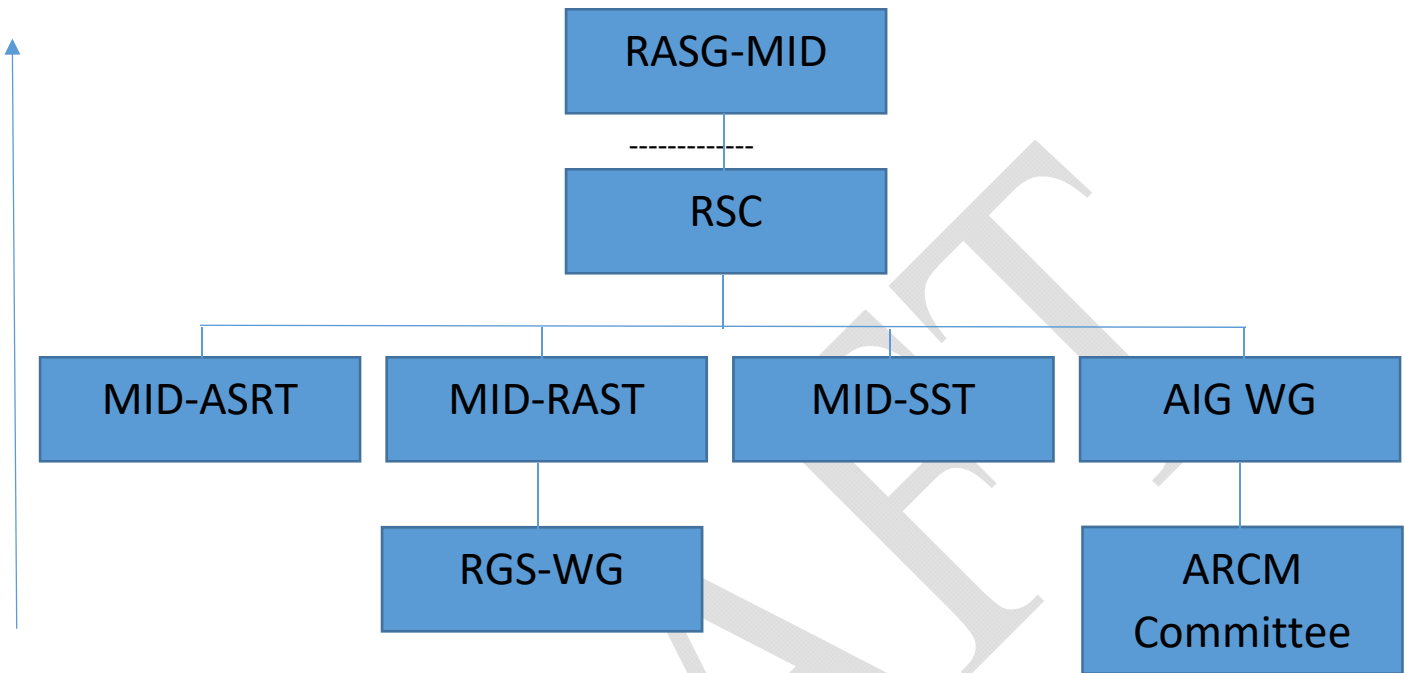
- a) increase and facilitate cooperation and collaboration among ARCM member States with respect to aircraft accident and incident investigation;
- b) make utmost use of AIG resources available in the MENA member States, including expertise, training capabilities, equipment, investigation know-how and information, standards and guidance, etc.;
- c) facilitate actions aiming at increasing the qualifications and experience of accident investigators in MENA member States;
- d) encourage the development of investigation common standards, rules and regulations consistent with the ICAO provisions. The MENA member States will also be encouraged to use a standard Template of investigation regulations for the development of their National Regulations; and
- e) encourage the development of a common accident and incident database for the MENA member States, and utilize this database for identifying operational safety risks and their corresponding controls.

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 the 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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