



International Civil Aviation Organization

**First Meeting of the MID Safety Support Team
(MID-SST/1)**

(Cairo, Egypt, 18-20 March 2014)

Agenda Item 2: MID-SST Work Programme

DETAILED IMPLEMENTATION PLAN-1 (DIP1) FOR SEI (MID-SST/01)

ESTABLISHMENT OF RSOO-SSP

(Presented by the Secretariat)

SUMMARY

This paper discusses the First Detailed Implementation Plan (DIP1), the establishment of an RSOO-SSP to support States in the implementation of SSP in an expeditious manner.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/3 Report

1. INTRODUCTION

1.1 The MID-SST was established to support the Regional Steering Committee (RSC) in the development; implementation and monitoring of SEIs related to identified safety issues not directly linked to the agreed FAs such as SSP/SMS implementation, Accident and Incident Investigation and English Language Proficiency.

1.2 The RASG-MID/3 meeting (Kuwait, 27-29 January 2014) endorsed the top priority SEIs related to MID-SST as follows:

- 1- improve status of implementation of State Safety Programs (SSPs) in the MID Region;
- 2- strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s); and
- 3- improve regional cooperation for the provision of Accident & Incident Investigation.

1.3 The complete set of SEIs with detailed information is at **Appendix A** to this working paper.

2. DISCUSSION

2.1 The RASG-MID/3 meeting agreed that due to the challenges facing the MID-SST to implement its work programme, in particular related to SSP implementation in the MID Region, effort should be put toward the establishment of an RSOO-SSP to support States in the implementation of SSP in an expeditious manner. The meeting urged States to support the activities related to the establishment of an RSOO-SSP to expedite the implementation of SSP in the MID Region.

2.2 The RASG-MID/3 meeting also agreed that in order to support the SSP implementation in the MID Region, the MID-SST will develop a draft action plan for the establishment of an RSOO-SSP to support States in the implementation of SSP, which includes a plan of visits to the interested/committed States.

2.3 The MID-SST developed the DIP1, as at **Appendix B** to this working paper, which includes the following actions:

- 1- Send out a questionnaire to the MID States in order to get the States' interest and commitment to the establishment of an RSOO-SSP to support States in the implementation of SSP.
- 2- States to be requested to complete a gap analysis (using ICAO iSTAR tool).
- 3- Promote the establishment of an RSOO-SSP during the Second MID Safety Summit (Oman, 27-29 April 2014) - PPT by IA (particularly through the high-level briefing for top management (DGs and CEOs).
- 4- Analyze the States' replies and develop proposals for establishment of an RSOO and a plan of visits to the committed States.
- 5- Develop an MOU to be presented to the DGs during the DGCA-MID/3 meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review, update/revise and complete the DIP1 at **Appendix B** to this working paper, with clear deliverables, timeframe and responsibilities.

APPENDIX A

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
MID-SST/01	Improve status of implementation of State Safety Programs (SSPs) in the MID region	<p>Safety Management Standardization: a) Consistent implementation of State safety programmes; b) Consistent implementation of safety management systems; c) Effective reporting of errors and incidents; and d) Implementation of risk-based standardization initiatives.</p> <p>Safety Management Collaboration: a) Coordination of regional safety management implementation programmes; b) Promotion of a multi-disciplinary risk management approach; and c) Measurement of safety performance.</p> <p>Safety Management Resources : a) Investments in aviation infrastructure and technology; b) Funding for aviation research and development; and c) Human Resources</p> <p>Safety Information Exchange: a) Support of safety management implementation; b) Consistent assessment of safety performance; and c) Appropriate use of shared information. d) Establishment of mechanisms for safety information protection</p>	BP-STD-S-12 BP-STD-S-13 BP-STD-S-16 BP-STD-I-4 BP-STD-I-5 BP-COL-S-4 BP-SIE-S-3 BP-SIE-S-10	High	Difficult	P3	1	ICAO	Mid-Term	

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
MID-SST/02	Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s)	<p>Safety oversight standardization:</p> <ul style="list-style-type: none"> a) Consistent implementation of International Standards b) Application of consistent regulatory oversight c) Implementation of effective accident and incident investigation d) Identification of differences with ICAO SARPs e) Establishment of a process to maintain current and relevant SARPs f) Compliance with national regulations and adoption of industry best practices <p>Safety oversight collaboration:</p> <ul style="list-style-type: none"> a) Support for and coordination of regional organizations and programmes b) Coordination of assistance programmes c) Providing an effective community response d) Implementation of Regional Accident and Incident Investigation Organizations e) Sharing of best practices <p>Safety oversight resource:</p> <ul style="list-style-type: none"> a) Identification of resource requirements b) Establishment of human resource audit processes c) Implementation of training and educational programmes d) Establishment of transparent funding mechanisms <p>Safety Information Exchange:</p> <ul style="list-style-type: none"> a) Use of shared information for aviation safety purposes b) Maintaining and sharing of accident and incident database c) Establishment of mechanisms for proper protection d) Implementation of international safety information sharing systems 	<p>BP-STD-S-1 BP-COL-S-1 BP-COL-S-4 BP-INV-S-1 BP-SIE-S-3</p>	High	Difficult	P3	2	ICAO ACAC	Mid-Term	

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
MID-SST/03	Improve regional cooperation for the provision of Accident & Incident Investigation.	<p>Safety oversight standardization:</p> <ul style="list-style-type: none"> a) Consistent implementation of International Standards b) Application of consistent regulatory oversight c) Implementation of effective accident and incident investigation d) Identification of differences with ICAO SARPs e) Establishment of a process to maintain current and relevant SARPs f) Compliance with national regulations and adoption of industry best practices <p>Safety oversight collaboration:</p> <ul style="list-style-type: none"> a) Support for and coordination of regional organizations and programmes b) Coordination of assistance programmes c) Providing an effective community response d) Implementation of Regional Accident and Incident Investigation Organizations e) Sharing of best practices <p>Safety oversight resource:</p> <ul style="list-style-type: none"> a) Identification of resource requirements b) Establishment of human resource audit processes c) Implementation of training and educational programmes d) Establishment of transparent funding mechanisms <p>Safety Information Exchange:</p> <ul style="list-style-type: none"> a) Use of shared information for aviation safety purposes b) Maintaining and sharing of accident and incident database c) Establishment of mechanisms for proper protection d) Implementation of international safety information sharing systems 	<p>BP-STD-S-4 BP-STD-S-5 BP-STD-S-6 BP-STD-S-7 BP-STD-S-8 BP-STD-S-9 BP-COL-S-2 BP-INV-S-1 BP-SIE-S-3</p>	Medium	Moderate	P5	3	UAE	Long Term	

APPENDIX B

Detailed Implementation Plan DIP1

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
MID-SST/01	Improve status of implementation of State Safety Programs (SSPs) in the MID Region	Refer to the SEI	Refer to the SEI	High	Difficult	P3	1	Mid Term
Safety Enhancement Action (expanded)		ICAO safety management provisions require States to establish a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS) in civil aviation.						
Statement of Work		Establishment of an RSOO to support States in the implementation of SSP in an expeditious manner.						
Champion Organization		ICAO,						
Human Resources		<ol style="list-style-type: none"> 1. SST 2. ICAO 3. States 4. Industry 5. ACAC 						
Financial Resources		Options will be explored by SST as required (funds from States or other safety partners).						

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Relation with Current Aviation Community Initiative								
Performance Goal		<ol style="list-style-type: none"> 1. Achieve acceptable level of safety in civil aviation. 2. Achieve MID- Region safety strategy targets. 						
Indicators		<p>Number of States having completed implementation of SSP Phase 1:</p> <ol style="list-style-type: none"> a. 5 States by the end of 2014; b. 10 States by the end of 2015; and c. all the 15 MID States by the end of 2016. 						
Key Milestones (Deliverables)		<ol style="list-style-type: none"> 1. Send out a questionnaire to the MID States in order to get the States' interest and commitment to the establishment of an RSOO-SSP to support States in the implementation of SSP. (15 March) 2. States to be requested to complete a gap analysis (using ICAO iSTAR tool). (15 March) 3. Promote the establishment of an RSOO-SSP during the Second MID Safety Summit (Oman, 27-29 April 2014)- PPT by IA (particularly through the high-level briefing for top management (DGs and CEOs). 4. Analyze the States' replies and develop proposals for establishment of an RSOO and a plan of visits to the committed States (mid of 2014). 5. Develop an MOU to be presented to the DGs during the DGCA-MID/3 meeting 						
Potential Blockers		<ol style="list-style-type: none"> 1. Lack of necessary expertise <p>Subject to the course of action that will be take:</p> <ol style="list-style-type: none"> 1. Regional Cooperation 2. Institutional issues 3. Financial constraints 						

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
Responsible	Core Team: ICAO, IATA, Region states, operators, Boeing, Airbus & GS COSCAP.							
DIP Notes								

- END -