INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

MID-SST/2

(Cairo, Egypt, 27 – 29 October 2015)

The views expressed in this Report should be taken as those of the MID Safety Support Team and not of the Organization. This Report will, however, be submitted to the RASG-MID 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 Second meeting of the MID Safety Support Team (MID-SST/2) was held at the Meeting Room of the ICAO Middle East Regional Office in Cairo, Egypt, 27 – 29 October 2015.

2. OPENING

2.1　　　The meeting was opened by Mr. Mohamed Smaoui, Deputy Regional Director, ICAO Middle East Office, Cairo. Mr. Smaoui welcomed all the participants to Cairo and wished them a successful and fruitful meeting. He highlighted that MID-STT is responsible to address very important issues in the MID Region, mainly SSP/SMS implementation, States' safety oversight capabilities and regional cooperation for the provision of Accident & Incident Investigation.

2.2　　　Mr. Smaoui emphasized that in order to properly address these major issues, States and Safety Partners should be committed to support the MID-SST and be effectively involved in the work of the MID-SST by providing the required expertise to be active contributors to the work programme.

2.3　　　Mr. Ismaeil Al Hosani, MID-SST Rapporteur, welcomed all the participants and emphasized that the active participation and contribution is vital for the success of the MID-SST.

3. ATTENDANCE

3.1　　　The meeting was attended by a total of eighteen (18) participants from eight (8) States (Bahrain, Egypt, Kuwait, Oman, Qatar, Saudi Arabia, Sudan and United Arab Emirates) and three (3) Organizations/Industries (IATA, IFATCA and WFP). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1　　　The meeting was chaired by Mr. Ismaeil Al Hosani, Assistance Director General Air Accident Investigation Sector, General Civil Aviation Authority, UAE.

4.2　　　Mr. Mashhor Alblowi, Regional Officer, Flight Safety(FLS) was the Secretary of the meeting, assisted by Mr. Adel Ramlawi, Regional, Officer, Aerodrome and Ground Aids (AGA).

5. LANGUAGE

5.1　　　The discussions were conducted in English. Documentation was issued in English.

6. AGENDA

6.1   The following Revised Agenda was adopted:

Agenda Item 1:   Adoption of the Provisional Agenda

Agenda Item 2:   MID-SST Work Programme

Agenda Item 3:   Future Work Programme

Agenda Item4:   Any other Business

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1:   ADOPTION OF THE PROVISIONAL AGENDA

1.1   The meeting reviewed and adopted the Provisional Agenda as at paragraph 6 of the History of the Meeting.

REPORT ON AGENDA ITEM 2:   MID-SST WORK PROGRAMME

Terms of Reference (TORs)

2.1   Considering the nature of the safety issues addressed by the Team, the meeting reviewed and revised the TORs as at **Appendix 2A**. It was agreed that States and Partners should share expertise, experience and best practices in order to provide recommended actions and identify associated difficulties related to the implementation of the Safety Enhancement Initiatives (SEIs). In addition, the Team will be responsible for monitoring the status of achieving related safety objectives and targets included in the MID Region Safety Strategy and provide feedback on the implementation of the Global Aviation Safety Plan (GASP).

Safety Enhancement Initiatives (SEIs)

2.2   The meeting agreed to continue its work programme based on the current SEIs as endorsed by the RASG-MID/3 meeting (Kuwait, 27-29 January 2014), 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.

Implementation of SSPs in the MID Region

2.3   The meeting reviewed the implementation of DIP (MID-SST/01) related to the establishment of an RSOO to support the SSP implementation in the Region. In this regard, it was noted that the Study conducted by ACAC and ICAO MID Office on the establishment of an RSOO for ACAC and ICAO MID States was conducted based on the analysis of information from different resources including the analysis and feedback from the MID-SST.

2.4   It was highlighted that, based on the results and proposals of the Study, the DGCA-MID/3 meeting supported the establishment of MENA RSOO, with a primary objective to assist member States to develop and implement SSP (core service) as well as assist States to resolve safety oversight deficiencies. It was underlined that ACAC is coordinating the next course of actions related to the establishment process and should provide feedback on the subject.

2.5   Based on the above, the meeting agreed that DIP (MID-SST/01) is completed and the team would provide assistance to the establishment of MENA RSOO, as needed.

2.6   The meeting reviewed the implementation of the two other DIPs with COSCAP-GS as a Champion related to SMS guidance material (MID-SST/02) and SSP/SMS Workshops (MID-SST/03) and considered them completed. In this regard, the meeting noted with appreciation the invitation by Bahrain and Kuwait, the member States of COSACP-GS, to MID States to participate in the project's activities related to SSP/SMS at no cost.

2.7　　　　　In connection with above, the meeting reviewed and updated current status of achieving the Safety Targets related to the SSP/SMS Implementation included in the MID Region Safety Strategy.

2.8　　　　　In the same vein, and for the purpose of sharing experience including challenges and best practices, in order to properly provide recommended actions to support the SSP implementation in the Region, the following presentations were delivered (presentations are available on ICAO MID Website):

　　　　　　1)　Bahrain - SSP Document and Strategy/Roadmap (SSP 2015 – 2020);

　　　　　　2)　Egypt - The Twining Project between Egypt and Italy under the European Commission including the implantation of SSP;

　　　　　　3)　Qatar - Overview of SSP implementation in Qatar including challenges;

　　　　　　4)　Sudan - National Safety Programme; and

　　　　　　5)　UAE - SSP and Air Accident Investigation.

2.9　　　　　The meeting agreed that in order to monitor the progress of the SSP implementation and keep ICAO informed on the process, States should continuously update the Gap Analysis on iSTARS. It was highlighted that the Gap Analysis could be shared by selecting this option on iSTARS. Accordingly, the meeting encouraged States to select this option in order to share their experience in implementing the SSPs.

2.10　　　　　It was highlighted that the Protocol Questions (PQs) related to Safety Management are available on the CMA Online Framework (CMA-OLF), and that the self-assessment tool on the OLF can be used by States to conduct internal audits, prepare for ICAO USOAP CMA activities and monitor their own civil aviation safety oversight system. Accordingly, the meeting urged States to conduct the self-assessment including the PQs related to Safety Management.

2.11　　　　　The meeting noted that SMS implementation is one of the aerodrome certification challenges and that the Second meeting of the Runway and Ground Safety Working Group (RGS WG/2, Cairo, Egypt, 19 – 21 May 2015) reviewed an offer from Saudi Arabia to champion an SEI with support from Egypt. Considering that SMS is part of the MID-SST Terms of Reference, the meeting concurred with the RGS WG view to address the subject under the framework of the MID-SST in coordination with the RGS WG. Accordingly, the meeting invited Saudi Arabia to coordinate with Egypt to provide feedback on the action plan related to enhancement of SMS implementation at MID International Aerodromes to be presented to the RSC/4 meeting (December, 15-17).

2.12　　　　　The meeting updated the Safety Targets related to the SSP/SMS Implementation in the MID Region as at **Appendix 2B**.

Strengthening of States' Safety Oversight Capabilities

2.13　　　　　The meeting reviewed the status of the Regional Average EI and the EI of each audited State in the MID Region. It was noted that areas of LEG, ORG, AIG, ANS and AGA need to be enhanced. With respect to the Critical Elements (CEs), CE4 (Qualified technical personnel) still represents the lowest EI and CE7 (surveillance obligations) and CE8 (resolution of safety issues) are below EI 60% and need improvement.

2.14   In this regard, the meeting agreed that States should provide detailed information on deficiencies related to each audit area/sub-area in order for the Team to identify common shortcomings and recommend actions accordingly. It was agreed that this information including current status, main obstacles, needs and work programme to complete PQs and CAPs, technical assistance received, comments on the CMA-OLF, and any other information should be presented during the next MID-SST/3 meeting with participation of the NCMCs in the MID Region.

2.15   The meeting noted that the progress of updating the CAPs to address identified findings from the USOAP-CMA is low, which affects the improvement of EI. Accordingly, the meeting encouraged States to take necessary measures to update their CAPs.

2.16   It was noted that the establishment of MENA RSOO would assist participating States to resolve safety oversight deficiencies and the Team would provide assistance, as required.

Regional Cooperation for the Provision of Accident & Incident Investigation

2.17   The meeting reviewed the Strategy for the establishment of Regional Accident and Incident Investigation Organization(s) (RAIO(s)), which was endorsed by the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 - 22 May 2013), through Conclusion 2/11.

2.18   The meeting noted the limited progress of implementing the Strategy and agreed that the Strategy needs to be revisited in order to reach a mature level of regional cooperation before considering any feasibility study on the establishment of RAIO(s).

2.19   In this regard, the meeting agreed to the following actions:

1) Bahrain, Saudi Arabia, Sudan and UAE to review the Strategy and provide a proposed revised version;

2) UAE coordinate the work and circulate the revised draft version to the MID-SST for comments and feedback;

3) UAE to finalize the revised draft version in coordination with Bahrain, Saudi Arabia and Sudan by 20 November 2015; and

4) the revised draft version to be presented to the RSC/4 meeting (15-17 December 2015).

2.20   The meeting was apprised of the UAE activities related to Underwater Recovery of Wreckage and Flight Recorders. The meeting noted with appreciation the invitation extended by UAE to participate in the Workshop planned to be held in 2016 in UAE. UAE will provide information on the exact venue and date in due course.

Accident and Incident Analysis Working Group (AIA WG)

2.21   The meeting supported the establishment of the AIA WG and encouraged States to support its work programme and provide safety experts from relevant fields such as flight safety, aerodromes and ANS, with experience in Accident and Incident Investigation (AIG), including the ADREP Taxonomy and ECCAIRS.

Outcomes of the Safety Management Workshop

2.22   The meeting was apprised of the outcomes of the Safety Management Workshop (Kuwait, 25 -27 May 2015). The meeting agreed that safety culture is one of the biggest challenges for the SSP/SMS implementation and accordingly supported the near-term recommendations provided by the Workshop to enhance safety culture and promote reporting at national level, as follows:

> ➢ Management commitment and leadership
> ➢ Non-punitive approach (Safety Culture)
> ➢ Safety Promotion (training and communication)
> ➢ Motivation: Incentives and Rewards
> ➢ Ownership
> ➢ Transparency
> ➢ Feedback after reporting (action taken)
> ➢ Strengthening the regulator's role in achieving effective safety reporting culture.

2.23   The meeting noted that RASG-MID/4 meeting tasked the MID-SST to conduct a study on the need and feasibility of establishing a MID Region Safety Database. In this regard, it was highlighted that the Workshop addressed the subject and provided a mid-term recommendations, as follows:

1) the proposed database could partially address the issue of confidentiality and protection of safety information through the de-identification of the source of safety data, which represent a barrier for an effective reporting system;

2) taking into consideration the enhancement required for the reporting system at national level and the action plan for the establishment of the MENA RSOO, it was recommended that the establishment of a Regional/Sub-regional safety database should be considered by the MENA RSOO, when established; and

3) to gain efficiency, the integration of various management systems, including quality and safety, security, environment, etc., should be considered.

2.24   The meeting supported the above recommendations and agreed that the subject should be considered by the MENA RSOO, when established.

Interregional English Language Proficiency Workshop

2.25   The meeting noted that the Interregional English Language Proficiency Workshop will be organized jointly by the APAC, EUR/NAT and MID Regional Offices in Kuwait from 9 to 11 November 2015. Accordingly, the meeting urged States to support the Workshop and follow up on its outcomes.

The Third MID Region Safety Summit

2.26   The meeting noted that the Third MID Region Safety Summit is scheduled to be held in 2016 in Doha, Qatar (7-9 March 2016) and the High-Level Briefing to the DGCAs and CEOs on 10 March 2016 in the same venue. Accordingly, the meeting agreed to support and promote these events.

REPORT ON AGENDA ITEM 3:   FUTURE WORK PROGRAMME

3.1   The meeting noted with appreciation UAE's offer to host the MID‑SST/3 meeting and agreed that the meeting be held in Abu‑Dhabi, UAE, 10‑13 October 2016.

REPORT ON AGENDA ITEM 4:   **ANY OTHER BUSINESS**

4.1   The meeting reviewed and updated the list of Designated MID-SST Focal Points as at **Appendix 4A**.

APPENDICES

APPENDIX 2A

FIRST MEETING OF THE MID SAFETY SUPPORT TEAM

(MID-SST)

TERMS OF REFERENCE

A) **PURPOSE OF THE MID-SST**

The MID-SST is established to support the RASG-MID Steering Committee (RSC) in the development, ~~implementation~~ and monitoring the ~~of~~implementation of Safety Enhancement Initiatives (SEIs) related to identified safety issues not directly linked to the agreed Focus Areas (FAs).

In order to meet its Terms of Reference, the MID-SST shall:

1) develop SEIs ~~and mitigation measures~~ ~~through Detailed Implementation Plans (DIPs)~~ related to safety matters, such as:

   a) State Safety Programs (SSP) and Safety Management Systems (SMS) implementation;

   b) Safety Oversight;

   c) English Language Proficiency (ELP); and

   d) Accident and Incident Investigation (AIG).

2) identify associated difficulties and deficiencies related to implementation of each SEI and propose mitigation measures;

~~2)~~3)   shar~~eing~~ expertise and experience and provide recommended actions ~~through the development of DIPs~~ for each SEI, in a prioritized manner based on ~~and~~ best practices;

4) monitor the status of achieving related safety objectives and targets included in the MID Region Safety Strategy~~implementation of DIPs and provide feedback to the RSC~~; ~~and~~

~~3)~~5)   monitor the implementation of the Global Aviation Safety Plan (GASP) at the regional level and provide feedback to the RSC; and

~~4)~~6)   propose input to the RSC for the development of the RASG-M ID ~~yearly~~ annual work programme.

B) **COMPOSITION**

The MID-SST is composed of Members designated by the ~~following~~ MID States and Partners~~:~~.

~~**States**: Bahrain, Iran, Qatar, Lebanon and UAE~~

~~**Partners**: AACO, Boeing, COSCAP-GS, IATA and WFP.~~

C) **ROLES AND RESPONSIBILITIES**

- MID-SST Rapporteur – Coordinate MID-SST activities and provide overall guidance and leadership;
- ICAO– Support; and
- Partners – Provide technical expertise and collaborate in the development of material as requested by the MID-SST Rapporteur.

APPENDIX 2B

Safety Targets Related to the SSP/SMS Implementation in the MID Region

Theme	Safety Indicator	Safety Target	Status
SSP/SMS Implementation	Number of MID States, having completed the SSP Gap Analysis on iSTARS.	10 MID States by 2015.	**9 States** Bahrain, Egypt, Iran, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE. *According to the SSP Gap Analysis on iSTARS.*
	Number of MID States, that have developed an SSP implementation plan.	10 MID States by 2015.	**8 States** Bahrain, Egypt, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE. *According to the SSP Gap Analysis on iSTARS.*
	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.	**3 States** (Bahrain, Saudi Arabia and UAE) completed implementation of SSP Phase 1. **4 States** (Egypt, Iran, Kuwait and Qatar) partially completed implementation of SSP Phase 1.
	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.	**1 State** (UAE) completed implementation of SSP Phase 2. **6 States** (Bahrain, Egypt, Iran, Kuwait, Qatar and Saudi Arabia) partially completed implementation of SSP Phase 2.
	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.	**7 States** (Bahrain, Egypt, Iran, Kuwait, Qatar, Saudi Arabia and UAE) partially completed implementation of SSP Phase 3.
	Number of MID States with EI>60%, having completed implementation of SSP.	All MID States with EI>60% to complete SSP implementation by 2020.	None
	Number of MID States with EI>60% that have established a process for acceptance of individual service providers' SMS.	a. 30% of MID States with EI>60% by 2015. b. 70% of MID States with EI>60% by 2016. c. 100% of MID States with EI>60% by 2017.	**66%** **6 States** (Bahrain, Egypt, Iran, Kuwait, Saudi Arabia and UAE) established a process for acceptance of individual service providers' SMS.

APPENDIX 4A

LIST OF DESIGNATED MID-SST FOCAL POINTS

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