



**Third MID Region Safety Summit
24-25 May 2016**

**High-level Briefing to DGCAs and CEOs
26 May 2016**

Doha, Qatar

MID REGION SAFETY SUMMIT AND
HIGH-LEVEL BRIEFING TO DGCA's AND CEOs
Summary of Discussions

SUMMARY OF DISCUSSIONS

1. GENERAL

1.1 Place and Duration

1.1.1 The Third MID Region Safety Summit and the High-Level Briefing to DGCA's and CEOs were successfully held in Doha, Qatar from 24 to 26 May 2016. The events were gratefully hosted by Qatar Civil Aviation Authority.

1.2 Attendance

1.2.1 The Summit was attended by a total of ninety six (96) participants from thirteen (13) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, S. Arabia, Sudan, UAE and United States) and eight (8) International Organizations/Industries (ACI, ACAC, Airbus, CANSO, COSCAP, IATA, IFATCA and MIDRMA). The list of participants of the Second MID Region Safety Summit is at **Attachment A** to this Summary.

1.2.2 The High-Level Briefing/Meeting was attended by a total of seventy two (72) participants from fourteen (14) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, S. Arabia, Sudan, UAE and United States) and eight (8) International Organizations/Industries (ACI, ACAC, Airbus, CANSO, COSCAP, IATA, IFATCA and MIDRMA). The list of participants of the High-Level Briefing/Meeting is at **Attachment B** to this Summary.

2. THIRD MID REGION SAFETY SUMMIT

2.1 Objective

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

2.2 Opening

2.2.1 H.E. Mr. Abdulla Bin Nasser Al Subaey, Chairman of QCAA welcomed all participants to Qatar and thanked them for participating in the Third MID Region Safety Summit, which is an important forum for sharing experiences by all stakeholders to enhance aviation safety in the Region. Mr. Al Subaey reiterated the need to work together and the commitment by all stakeholders to achieve the targets of Doha Declaration, which was signed by the DGCA during the DGCA-MID/3 meeting (Doha, 27-29 April 2015). In this respect, Mr. Al Subaey commended the efforts made by the RASG-MID in achieving the regional safety targets.

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2.2.2 Mr. Mohamed Khalifa Rahma, Regional Director, ICAO Middle East (MID) Regional Office, expressed ICAO sincere gratitude to Qatar for hosting the Summit and for the excellent hospitality and cooperation. He highlighted that the Summit aims to present the status of aviation safety in the Region, the progress made in attaining the aviation safety targets outlined in the Safety Strategy and Doha Declaration, as well as to address the MID Region's safety objectives, priorities, initiatives, challenges and opportunities for the way forward.

2.3 Work Programme

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

- a) Global Aviation Safety Developments
- b) Regional Aviation Safety Group - Middle East (RASG-MID)
- c) MID Region Safety Priorities and Targets
- d) ICAO USOAP-CMA
- e) Runway and Ground Safety
- f) Loss of Control In Flight
- g) Air Navigation Issues related to Safety
- h) Safety Management

2.3.2 A copy of the detailed Work Programme is available at: www.icao.int/mid.

2.3.3 From extensive feedback, it was confirmed that the Work Programme was well balanced, informative and interesting and that it met the expectations of the participants.

2.4 Summary and Outcome of Discussions

2.4.1 The Summit provided a balance between the time allocated to presentations covering concepts and practical experiences and a forum for open discussions, exchange of knowledge and experience. It provided valuable Panel Sessions and opportunities for networking, collaboration and coordination, as well as sharing of experiences. Much thought and effort had been put into the development of the presentations by the speakers who have been thanked for the time and effort they dedicated to the Summit and the enthusiasm and commitment to their subjects.

2.4.2 All the presentations are available at: www.icao.int/mid.

No Country Left Behind (NCLB) & Partnership in Aviation Safety

2.4.3 The objective of this session was to provide an updated overview on the Global Aviation Safety including ICAO NCLB Initiative and the means to achieve its objectives and ICAO related efforts and activities. The session introduced the new 2017-2019 Global Aviation Safety Plan (GASP) objectives, framework and associated roadmap.

2.4.4 The session also provided an overview on the global activities and ICAO Programmes such as Global Implementation Support Programmes (Safety & Air Navigation), Safety Management Programme, Performance-based Navigation (PBN) Programme, Next Generation of Aviation Professionals (NGAP) and Global Aviation Training (TRAINAIR).

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ICAO's Universal Safety Oversight Audit Programme (USOAP) - Continuous Monitoring Approach (CMA)

2.4.5 This session provided an updated overview on the USOAP-CMA methodology and tools including the components of the USOAP CMA, Critical Elements of the Safety Oversight System, USOAP Audit Areas and latest PQs amendments, as well as, USOAP CMA Workshops and Computer-Based Training (CBT).

2.4.6 The session also provided an overview on the CMA Online Framework (OLF) including its functionalities and their applications.

Regional Aviation Safety Group - Middle East (RASG-MID) & MID Region Safety Priorities and Targets

2.4.7 This session provided an update on the RASG MID activities, the current organizational structure and working arrangements, as well as achievements and deliverables.

2.4.8 The session also presented the revised version of the MID Region Safety Strategy and the current status of the Regional Safety Targets, as well as the challenges and difficulties faced in achieving the targets and the way forward.

Runway and Ground Safety

2.4.9 This session provided an overview on the activities of the Runway and Ground Safety Working Group (RGS WG) within the RASG-MID including achievements and deliverables of the different Safety Enhancement Initiatives (SEIs).

2.4.10 During this session, the progress of implementation of Aerodrome Certification in the MID Region was addressed. Updates were also provided on the ICAO Runway Safety Programme, IATA Safety Audit for Ground Handling (ISAGO) and ACI's work on Aerodrome Safety. The session also addressed the Runway Safety issues from an ANSP perspective.

Loss of Control in Flight (LOC-I)

2.4.11 The session presented the LOC-I accidents statistics and related contributing factors. It provided an overview of LOC-I activities under RASG-MID including achievements and deliverables of the related Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs).

2.4.12 The session provided information on challenges in developing and implementing Upset Prevention and Recovery Training (UPRT) Programme (Airline Experience).

2.4.13 The session also provided an overview on the Commercial Aviation Safety Team (CAST) Safety Enhancements related to LOC-I.

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Air Navigation Issues related to Safety

2.4.14 This session provided updates on the regional air navigation activities related to safety (PBN, RVSM, Conflict Zones, Call Sign Confusion, SAR and RPAS).

2.4.15 An overview related to the Middle East Regional Monitoring Agency (MIDRMA) was provided, highlighting the key activities of the MIDRMA and the available tools supporting the monitoring of RVSM height-keeping in the MID Region, in order to ensure that the set out safety objectives continue to be met.

2.4.16 CANSO presented an update on their activities which support the air navigation service providers to meet their global and regional obligations.

Safety Management

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

3. HIGH-LEVEL BRIEFING TO DGCA'S AND CEOs

3.1 H.E. Mr. Jassim Seif Al Sulaiti, Minister of Transport and Communication of Qatar welcomed all participants to Qatar and wished them a pleasant stay in Doha and a fruitful meeting. The Minister assured that Qatar will always support the regional initiatives and activities in order to achieve the agreed goals and objectives and ensure safe, secure and efficient air transport.

3.2 Mr. Mohamed Khalifa Rahma, Regional Director, ICAO Middle East (MID) Regional Office, expressed ICAO sincere gratitude to Qatar for the continued support. Mr. Rahma thanked the DGCA's and CEOs for their participation, which reflects the high level commitment by the States in the MID Region. He reiterated that the cooperation and collaboration by all stakeholders will direct the Region to achieving its objective and targets outlined in the regional strategies. In this regard, he highlighted that the MID NCLB Strategy/Plan, which is under development in support of the ICAO NCLB Initiative will bring a new vision and scope of the regional activities to improve effective implementation status of Member States, and to set measureable deliverables and specific outcomes with clear lines of accountability.

3.3 A briefing was provided on the progress made in attaining the aviation safety targets outlined in the Safety Strategy and Doha Declaration. The meeting was updated on the status of each MID State including the USOAP CMA results, as well as meeting the regional safety and air navigation targets.

3.4 The meeting was apprised of the ICAO NCLB Initiative and the means to achieve its objectives. In this regard, the meeting was briefed about the development of the MID NCLB Strategy/Plan, which aims at a new leadership approach to transform the way business is done through agreement with concerned States on specific and measureable outcomes, and clear definition of accountability for the achievement of the set goals. The meeting supported the development of the MID NCLB Strategy/Plan and agreed that it should be presented to the DGCA-MID/4 meeting, for endorsement.

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3.5 The meeting congratulated Lebanon for the removal of the Significant Safety Concern (SSC) after the ICVM, which was conducted in Beirut, Lebanon, 9-13 May 2016. The meeting thanked the ICAO MID Office for the support provided to Lebanon for the removal of the SSC. In this respect, the meeting commended the support missions to States carried out by the ICAO MID Office.

3.6 The meeting was updated on the implementation status of the regional projects related to safety and air navigation including the associated challenges and difficulties and the support/commitment required to foster the implementation, particularly for the following Projects:

- 1- Establishment of the Regional Safety Oversight Organization for MENA States (MENA RSOO); and
- 2- MID Region ATM Enhancement Programme (MAEP), including:
 - a- MID Flight Procedure Programme (MID FPP);
 - b- MID ATS Route Network Optimization Project (ARNOP) – Phase I;
 - c- MID IP Network;
 - d- MID Integrated Flight Plan Processing System (MID IFPS);
 - e- MID Region AIM Database (MIDAD); and
 - f- Regional/Sub-Regional ATFM System.

3.7 With respect to MENA RSOO, Saudi Arabia re-confirmed its commitment to support the establishment of the MENA RSOO by hosting the RSOO and providing financial and in-kind support to expedite its establishment (no need for another study).

3.8 With regard to MAEP, it was highlighted that the organizational structure of the programme was amended by the MAEP Board/2 meeting (Cairo, Egypt, 11-13 April 2016). MAEP will be governed by the MAEP Board and supported by the MAEP Projects Coordination Team (MPCT). The MAEP Memorandum of Agreement (MOA) will be changed to a Memorandum of Understanding (MOU), reflecting the commitment of States to work cooperatively towards the implementation of regional/sub-regional air navigation projects. It was noted that membership of the MAEP Board is no longer depending on any financial contribution, which would encourage all States to sign the new MAEP MOU.



International Civil Aviation Organization

MID Region Safety Summit

Third Meeting

(Doha, Qatar, 24-25 May 2016)

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International Civil Aviation Organization

High-Level Briefing to the Top Management

(DGCAs and CEOs)
(Doha, Qatar, 26 May 2016)

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