



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

(MID-SST/4)

(Cairo, Egypt, 6 – 8 February 2018)

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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TABLE OF CONTENTS

Page

PART I - HISTORY OF THE MEETING

1. Place and Duration 1
2. Opening..... 1
3. Attendance 1
4. Officers and Secretariat..... 1
5. Language..... 1
6. Agenda 1
7. Conclusions and Decisions - Definition 2
8. List of Draft Conclusions and Draft Decisions 2

PART II - REPORT ON AGENDA ITEMS

Report on Agenda Item 1 1-1
Report on Agenda Item 2 2-1/2-4
Report on Agenda Item 3 3-1/3-2
Report on Agenda Item 4 4-1
Report on Agenda Item 5 5-1
Report on Agenda Item 6 6-1

APPENDICES

- Appendix 2A-2D
- Appendix 6A

ATTACHMENT

List of Participants Attachment A

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Fourth meeting of the MID Safety Support Team (MID-SST/4) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 6-8 February 2018.

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 the progress made in implementing the Safety Enhancement Initiatives (SEIs) and the important role of the assigned champions to advance the work programme in order to achieve the MID-SST objectives. He underlined that the Second NCMCs meeting would be a great opportunity to provide update on the USOAP-CMA and share States' experiences, best practices and challenges.

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

2.3 Mr. Ismaeil Al Hosani, MID-SST Rapporteur, welcomed the participants and highlighted the achievements of the MID-SST since its establishment. He underlined that the active participation of all stakeholders is a key factor for the MID-SST to achieve its objectives and goals.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty-eight (38) participants from eleven (11) States (Egypt, Iran, Iraq, Jordan, Lebanon, Libya, Saudi Arabia, Sudan, UAE, United States of America and Yemen) and three (3) International Organizations/Industries (IATA, IFALPA and IFATCA). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

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

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

Agenda Item 2: MID-SST Work Programme

Agenda Item 3: NCMCs Meeting

Agenda Item 4: Challenges and Way Forward

Agenda Item 5: Future Work Programme

Agenda Item 6: 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 4/1: ESTABLISHMENT OF THE AIG CORE TEAM

DRAFT CONCLUSION 4/2: ROADMAP FOR AIG REGIONAL COOPERATION

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***Follow-up on the RASG-MID/6 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 Conclusions and Decisions as at **Appendix 2A**.

2.2 With respect to Conclusion 6/4 related to sharing of safety recommendations and the development of a RASG-MID Safety Advisory including a set of safety recommendations addressing the Focus Areas and Emerging Risks in the MID Region, the meeting noted that no feedback had been received yet from States. In addition, it was highlighted that the MID-ASRT consolidated a prioritized list of Emerging Risks for further analysis. Accordingly, the meeting agreed to coordinate the next steps with the MID-ASRT.

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

2.3 The subject was addressed in WP/3 and WP/5 presented by the Secretariat. The meeting recalled that the RASG-MID approved the following SEIs for the SST:

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

2.4 The meeting was updated on the status of implementation of the different SEIs. The meeting reviewed and updated the list of actions for each SEI as at **Appendix 2B**.

2.5 The meeting urged States to complete the surveys related to SMS implementation by ANSPs, Air Operators, AMOs/MROs and ATOs and provide feedback to ICAO MID Office not later than 1 April 2018.

MID Region Safety Strategy

2.6 The subject was addressed in WP/4 presented by the Secretariat. The meeting reviewed the Fifth Edition of the MID Region Safety Strategy and the current status of the different Safety Indicators and Targets.

2.7 The meeting initiated brainstorming on the Safety Indicators and Targets related to the SSP and SMS implementation in the Region taking into consideration the global and regional developments, including the current work on the proposed GASP 2020-2022.

2.8 The meeting noted that the SSP Foundation is a sub-set of USOAP Protocol Questions (PQs) that have been identified as fundamentals, and are considered as prerequisites for sustainable implementation of the full SSP. Taking into consideration the challenges of establishing an ALoSP, and recognizing that the establishment of ALoSP is an important step in the implementation of an effective SSP, the meeting agreed to include the establishment of ALoSP as a safety indicator in the safety strategy. Accordingly, the meeting agreed to the following new safety indicators:

- Regional Average SSP Foundation Percentage
- Number of States that have achieved 70% SSP Foundation
- Number of States that have established an ALoSP

2.9 Based on the foregoing, the meeting agreed to the following set of safety indicators and targets related to the SSP and SMS:

Safety Indicator	Safety Target
Number of MID States that have completed the SSP gap analysis on iSTARS	13 States by 2020
Number of MID States that have developed an SSP implementation plan	13 States by 2020
Regional Average SSP Foundation %	70% by 2022
Number of MID States that have achieved 70% SSP Foundation	13 States by 2022
Number of MID States that have established an ALoSP	10 States by 2022
Number of MID States that have implemented an effective SSP	10 States by 2025
Percentage of MID States that have established a process for acceptance of individual service providers' SMS	80% by 2020

2.10 The meeting noted that the RSC/6 meeting (Cairo, 25-27 June 2018) and the Fourth MID Region Safety Summit (Riyadh, Saudi Arabia, tentatively October 2018) would revisit the MID Region Safety Strategy taking into consideration the global and regional developments. Accordingly, the meeting urged States and stakeholder to actively participate in these events and provide feedback on the regional safety indicators and targets.

SSP implementation in the MID Region

2.11 The meeting was an excellent opportunity to exchange experience related to the SSP implementation and identify common challenges/difficulties, taking into consideration, the outcome of the MID-SST/3 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;
- 4) take advantage of the Safety Management Implementation (SMI) website, which will serve 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

Strategy for the enhancement of cooperation among the MENA States in the provision of AIG functions

2.13 The subject was addressed in WP/6 presented by the SST Rapporteur. The meeting recalled that the Strategy for the enhancement of cooperation among the MENA States in the provision of AIG functions at **Appendix 2C** was endorsed by the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017). The meeting recognized the need to establish an AIG Core Team led by the Rapporteur of the SST to develop the Roadmap and to monitor the implementation of the Strategy. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 4/I: 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*

2.14 The meeting reviewed and endorsed the Roadmap for AIG Regional Cooperation at **Appendix 2D** and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 4/2: ROADMAP FOR AIG REGIONAL COOPERATION

*That, the Roadmap for AIG Regional Cooperation at **Appendix 2D** is endorsed.*

ISASI 2018

2.15 The subject was addressed in WP/7 presented by the SST Rapporteur. The meeting was informed that the International Society of Air Safety Investigators (ISASI) 2018-Seminar will be hosted by the Middle East and North Africa Society of Air Safety Investigators (MENASASI) and will take place at the Intercontinental Hotel, Festival City, Dubai, the United Arab Emirates, from 30 October to 1 November 2018. The meeting encouraged the States to actively participate in the ISASI 2018 Seminar.

Aviation Disaster Family Assistance

2.16 The subject was addressed in PPT/2 presented by UAE. The meeting was apprised of UAE's experience related to the aviation disaster family assistance.

REPORT ON AGENDA ITEM 3: NCMCs MEETING

3.1 The Second meeting of the National Continuous Monitoring Coordinators (NCMCs) was held on 7 February 2018. 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/3 presented by the Secretariat. The meeting was apprised of the USOAP CMA latest developments.

USOAP-CMA Regional Status

3.3 The subject was addressed in PPT/4 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 70.47%, which is above the world average 65.15% (as of January 2018);
- 2) 2 out of the 15 States in the MID Region have not yet received a USOAP audit (Iraq and Yemen);
- 3) 77% of the audited States achieved the target of 60% EI;
- 4) all audit areas are above 60% EI, which reflect the improvement in the oversight capabilities particularly in the area of ANS and AGA;
- 5) CE4 (Qualified technical personnel) still represents the lowest with 50.52% EI, whereas CE8 (resolution of safety issues) is also below EI 60%; and
- 6) low progress in CAPs development/update and implementation.

3.4 It was highlighted that some validation activities have been conducted recently such as ICVMs, which would positively affect the results.

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

3.5 Egypt, Iran, Jordan, Lebanon, Libya, Saudi Arabia and Sudan provided presentations highlighting the status of their safety oversight system, current status, challenges faced and best practices.

3.6 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 functions and service providers/operators;
 - 5) independent AIG Authority as required by amendment 15 to Annex 13; and
 - 6) political/security situation/instability in some States.

3.7 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 and actions:

- 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).

3.8 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: CHALLENGES AND WAY FORWARD

Challenges and Way Forward

4.1 The subject was addressed under Agenda Items 2 and 3.

REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME

5.1 The subject was addressed in WP/8 presented by the Secretariat. The meeting agreed that the MID-SST/5 be tentatively scheduled to be held during the first quarter of 2019. The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS***MID-SST Focal Points***

6.1 The subject was addressed in WP/9 presented by the Secretariat. The meeting reviewed and updated the list of Designated MID-SST Focal Points as at **Appendix 6A**.

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
<p>CONCLUSION 6/1: GLOBAL AVIATION SAFETY PLAN (GASP)</p> <p><i>That, States:</i></p> <p>a) <i>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</i></p> <p>b) <i>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.</i></p>	<p>- Development of national aviation safety plan</p> <p>- To get feedback on the safety roadmap</p>	<p>State Letter</p> <p>Feedback</p>	<p>ICAO</p> <p>States</p>	<p>Nov. 2017</p> <p>March 2018</p>	<p>Actioned</p> <p>SL ME4-17/305 dated 2 November 2017. <i>(No replies yet)</i></p>
<p>CONCLUSION 6/2: SAFETY MANAGEMENT IMPLEMENTATION</p> <p><i>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.</i></p>	<p>Sharing of best practices</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Jan. 2018</p>	<p>Actioned</p> <p>SL ME4-18/027 dated 25 January 2018 <i>(No replies yet)</i></p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/3: REGIONAL SAFETY OVERSIGHT ORGANIZATIONS</p> <p><i>That, States support:</i></p> <p>a) <i>the proposed global strategy and action plan to improve RSOOs; and</i></p> <p>b) <i>the conduct of a study related to the proposed global aviation safety oversight system (GASOS).</i></p>	<p>Improvement of RSOO and establishment of GASOS</p>	<p>Supporting the proposed global strategy</p> <p>Study related to the proposed GASOS)</p>	<p>RASG-MID</p>	<p>Sept. 2017</p> <p>TBD</p>	<p>Actioned</p> <p>The study will be shared</p>
<p>CONCLUSION 6/4: SHARING OF SAFETY RECOMMENDATIONS</p> <p><i>That,</i></p> <p>a) <i>States be urged to share their Safety Recommendations after investigation of accidents and incidents; and</i></p> <p>b) <i>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.</i></p>	<p>Sharing of safety recommendations in order to agree on mitigation measures at regional level (Best practices)</p>	<p>State Letter</p> <p>RSA</p>	<p>ICAO</p> <p>MID-SST MID-ASRT ICAO Stakeholders</p>	<p>Jan. 2018</p> <p>TBD</p>	<p>Ongoing</p> <p>SL ME4-18/028 dated 25 January 2018 (No replies yet)</p>

2A-3

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/5: ADOPTION OF ISAGO AND IGOM FOR GROUND HANDLING OPERATIONS</p> <p><i>That, States be invited to:</i></p> <p>a) <i>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</i></p> <p>b) <i>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.</i></p>	<p>Use of IATA Guidance material contained in the IGOM.</p> <p>Use of ISAGO as a source of complementary safety data for safety oversight activities</p>	State Letter	ICAO	Jan. 2018	<p>Actioned</p> <p>SL ME4-18/028 dated 25 January 2018 (No replies yet)</p>
<p>CONCLUSION 6/6: DEVELOPMENT OF ADDITIONAL GROUND HANDLING OPERATIONS PROVISIONS</p> <p><i>That, ICAO be invited to consider the development of additional Ground Handling Operations provisions.</i></p>	Need for additional provisions/guidance on Ground Handling Operations	Additional Ground Handling Operations provisions	ICAO	TBD	<p>Ongoing</p>
<p>CONCLUSION 6/7: EXPANSION OF THE RSP SCOPE</p> <p><i>That, ICAO be invited to consider the expansion of the ICAO Runway Safety Programme (RSP) scope to include the movement area (including aprons).</i></p>	Inclusion of the movement area in RSP scope	Expansion of the ICAO RSP scope	ICAO	TBD	<p>Ongoing</p>

2A-5

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>CONCLUSION 6/10: ACCIDENT AND SERIOUS INCIDENTS FINAL REPORTS</p> <p><i>That,</i></p> <p>a) <i>States be urged to comply with Annex 13 provisions related to the release of Final Reports on accidents and serious incidents; and</i></p> <p>b) <i>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.</i></p>	<p>Sharing of final reports on accidents and serious incidents</p>	<p>State Letter</p>	<p>ICAO</p>	<p>Jan. 2018</p>	<p>Actioned</p> <p>SL ME4-18/025 dated 25 January 2018 <i>(No replies yet)</i></p>
<p>CONCLUSION 6/11: SHARING OF INCIDENTS ANALYSES</p> <p><i>That, States be invited to present to the ASRT/I meeting their analyses related to the following top 5 areas of concern:</i></p> <p>1- <i>Near midair Collision (NMAC)-TCAS RA</i> 2- <i>Loss of Separation</i> 3- <i>Take off Clearance with Runway in use</i> 4- <i>Wake Turbulence –Encountered</i> 5- <i>Callsign Confusion</i></p>	<p>Identification of trends and sharing of best practices for mitigation measures</p>	<p>State Letter</p> <p>Safety Data Analyses</p>	<p>ICAO</p> <p>States</p>	<p>Nov. 2018</p> <p>Feb. 2018</p>	<p>Actioned</p> <p>SL ME 4–17/306 dated 2 November 2017 <i>(No replies yet)</i></p>
<p>DECISION 6/12: RASG-MID SAFETY ADVISORY - WILDLIFE MANAGEMENT AND CONTROL</p> <p><i>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.</i></p>	<p>Guidance material to the Wildlife Management and Control</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p> <p>SL ME 4–17/292 dated 23 October 2017</p> <p>- RASG-MID Safety Advisory-13 (RSA-13) has been posted on the ICAO MID website.</p>

CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
<p>DECISION 6/13: AMENDED RASG-MID SAFETY ADVISORY/12 – LASER ATTACK SAFETY GUIDELINES</p> <p><i>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.</i></p>	<p>Updated guidance related to the Laser Attack Safety</p>	<p>RSA-Rev. 1</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p> <p>SL ME 4-17/291 dated 23 October 2017</p> <p>RASG-MID Safety Advisory-12 (RSA-12) is available on the ICAO MID website.</p>
<p>CONCLUSION 6/14: REVISED MID REGION SAFETY STRATEGY</p> <p><i>That, the revised version of the MID Region Safety Strategy at Appendix 3N is endorsed.</i></p>	<p>Need to keep pace with developments, including the GASP 2017-2019</p>	<p>MID Region Safety Strategy (Edition 5)</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p>
<p>DECISION 6/15: RASG-MID SAFETY ADVISORY (RSA)– WAKE TURBULENCE IN THE RVSM AIRSPACE</p> <p><i>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.</i></p>	<p>Guidance related to the Wake Turbulence in the RVSM airspace</p>	<p>RSA</p>	<p>ICAO UAE IATA</p>	<p>TBD</p>	<p>Ongoing</p>
<p>DECISION 6/16: RASG-MID SAFETY ADVISORY-04 (RSA 04)</p> <p><i>That, the revised RSA-04 related to call sign confusion at Appendix 5B is endorsed.</i></p>	<p>Guidance material related to the Call Sign Confusion</p>	<p>RSA</p>	<p>RASG-MID</p>	<p>Sept. 2017</p>	<p>Completed</p>

APPENDIX 2B

List of Actions to support the SEIs

<i>SEI: Improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region</i>		
Actions	Champion	Progress/Remarks
Conduct of Safety Management Training Courses, Symposia and Workshops.	ICAO	<p>Ongoing</p> <p>ICAO Safety Management for Practitioners (SMxP) Course (Cairo, Egypt, 14 – 18 January 2018).</p> <p>APAC/MID Safety Management Symposium (Singapore, 23-26 April 2018).</p> <p>Fourth MID Region Safety Summit (Riyadh, 2-3 October 2018- TBC).</p>
Establish the MENA RSOO to support States in the expeditious implementation of SSP.	Saudi Arabia, ACAC and ICAO	<p>In Progress</p> <p>First MENA RSOO Steering Committee (Riyadh, 1 October 2018-TBC).</p>
Improve the status of implementation of SMS at International Aerodromes.	Egypt, Saudi Arabia and UAE	<p>In Progress</p> <p>RGS-WG/4 (Cairo, Egypt, 5-7 November 2017).</p> <p>Aerodrome Customized SMS Course and Workshop should be conducted back-to-back with the next RGS WG meeting with technical support provided by experts from Egypt and UAE.</p> <p>UAE (lead) a group with Egypt and Saudi Arabia Tool-kit will be presented at the Aerodrome SMS Training Workshop planned to be held back-to-back with the RGS WG/5.</p>

<p>Improve the status of implementation of SMS by ANSPs (ATM).</p>	<p>CANSO/ICAO</p>	<p style="text-align: center;">In Progress</p> <p>ICAO MID Office send 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).</p> <p>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.</p> <p>Reminder to be sent to States</p> <p>ATM SG to follow up on the subject</p>
<p>Improve the status of implementation of SMS by air operators.</p>	<p>IATA</p>	<p style="text-align: center;">In Progress</p> <p>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, (only 3 replies received from Jordan, Oman and Qatar).</p> <p>IATA to provide an update on SMS implantation including IOSA status to be presented to the RSC/6 meeting</p>

<p>Improve the status of implementation of SMS by maintenance organizations.</p>	<p>IATA</p>	<p>In Progress</p> <p>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, (only 3 replies received from Jordan, Oman and Qatar).</p>
<p>Improve the status of implementation of SMS by training organizations (involved in flight training).</p>	<p>ACAC and ICAO</p>	<p>In Progress</p> <p>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, (only 3 replies received from Jordan, Oman and Qatar).</p>

<p><i>SEI: Strengthening of States' Safety Oversight capabilities</i></p>		
<p>Actions</p>	<p>Champion</p>	<p>Progress/Remarks</p>
<p>Conduct USOAP CMA Workshops including cost-recovery.</p>	<p>ICAO</p>	<p>Ongoing</p> <p>USOAP-CMA Regional Workshop (Cairo, Egypt 6-9 February 2017).</p> <p>Cost-Recovery Workshops provided when requested by States.</p>
<p>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.</p>	<p>Saudi Arabia, ACAC and ICAO</p>	<p>In Progress</p> <p>First MENA RSOO Steering Committee (Riyadh, 1 October 2018-TBC).</p>
<p>Organize Government Safety Inspector (GSI) Courses (OPS, AIR, ANS, and AGA).</p>	<p>ICAO</p>	<p>Ongoing</p> <p>GSI Course ATM (Cairo, Egypt, 17-21 September 2017).</p> <p>GSI-AIR Course (Cairo, Egypt, 1-18 July 2018).</p>

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.
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 IAW the established criteria in the Strategy.

<i>SEI: Improve Regional Cooperation for the provision of Accident & Incident Investigation</i>		
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 ACAC/ICAO AIG Workshop.	Saudi Arabia	Completed ACAC/ICAO AIG Workshop (Jeddah, Saudi Arabia, 25-27 April 2017).
Finalize the Strategy for the establishment of a Middle East RAIO by the ACAC/ICAO AIG Workshop.	States/ACAC/ICAO/Stakeholders	Completed
Final endorsement by RASG-MID and the ACAC Executive Council.	ICAO and ACAC	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.

2B-5

Organize MENASASI 2017 Seminar in Saudi Arabia.	Saudi Arabia	Completed 5th Annual MENASASI Seminar & Workshop (7-9 Nov 2017)
Organize Training related to AIG.	UAE/Saudi Arabia	To be updated by UAE/Saudi Arabia.

<i>EI: Improve implementation of ELP requirements in the MID Region</i>		
Actions	Champion	Progress/Remarks
Develop 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	UAE to present a draft to the ATM-SG/4 UAE to coordinate with FAA to contribute
Disseminate the Questionnaire to the MID States.	ICAO	Not started
Analyse the survey results and agree on next course of actions.	MID-SST in coordination with the ATM SG	Not started

**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.

Attachment 1

	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

	Level 1 (Bilateral Agreements)	Level 2 (Regional Cooperation Mechanism)	Level 3 (RAIO)
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
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 2D

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 Apr. 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)	30 June 2018	Analysis Report	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	Mar. 2019	RASG-MID/7 Report	ICAO/RASG-MID	Questionnaire endorsed
	6	Endorse the Draft AIG RCM MoU by the DGCA-MID/5 Meeting	May 2019	DGCA-MID/5 Report	ICAO/DGCA-MID/5	AIG RCM MoU endorsed
Remaining level 2 actions will be detailed in due course						

APPENDIX 6A

LIST OF DESIGNATED MID-SST FOCAL POINTS

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BOEING			

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ATTACHMENT A

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