



International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7

(Egypt, 14-18 April 2019)

Agenda Item 5.1: Regional Performance Framework for Safety

OUTCOME OF THE MID-SST/5 MEETING

(Presented by the Secretariat)

SUMMARY
This paper presents the outcome of the MID-SST/5 meeting. Action by the meeting is at paragraph 3.
REFERENCES
- MID-SST/5 Report

1. INTRODUCTION

1.1 The Fifth meeting of the MID Safety Support Team (MID-SST/5) was held in the ICAO MID Office, Cairo, Egypt, 19-21 February 2019. The meeting was attended by a total of twenty-four (24) participants from eight (8) States (Bahrain, Egypt, Jordan, Libya, Oman, Saudi Arabia, UAE and Yemen).

1.2 The MID-SST/5 meeting included a one day NCMCs meeting, to share and discuss all issues related to USOAP CMA, including the status, challenges and best practices.

2. DISCUSSION

2.1 The meeting recalled that the RSC/6 meeting (Cairo, Egypt, 25-27 June 2018) updated the list of SEIs assigned to the MID-SST, as follows:

- 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;
- 4) improve implementation of ELP requirements in the MID Region; and
- 5) sharing and analysis of safety recommendations related to accidents and serious incidents.

2.2 The meeting was apprised of the outcome of the Fourth MID Region Safety Summit held in Riyadh, Saudi Arabia, 2 - 3 October 2018, including the revised set of Safety Indicators and Targets. The subject will be covered in a separate WP.

2.3 The SST/5 meeting was provided with an update regarding global developments related to safety management including Amendment 1 to Annex 19, Safety Management Manual (ICAO Doc 9859, 4th edition), Safety Management Implementation (SMI) website and ICAO Safety Management Training Programme.

2.4 With respect to the SSP/SMS implementation in the MID Region, the SST/5 meeting noted the analysis report on the the status of SSP implementation in the MID Region. Accordingly, the meeting agreed to the following Draft Decision:

WHY	To develop the Regional Roadmap for SSP implementation in the MID Region
What	Ad-Hoc Action Group
Who	RASG-MID/7
When	To be finalised before the MID-SST/6 meeting

DRAFT RASG-MID DECISION 5/1: SSP IMPLEMENTATION AD-HOC ACTION GROUP

That, an SSP Implementation Ad-Hoc Action Group composed of the following experts, is established to develop the Regional Roadmap for SSP implementation in the MID Region:

- *Mr. Khalid Alhumaidan from UAE (Champion)*
- *Mr. Mohammad Hushki from Jordan*
- *Mr. Mohamed Salah from Egypt*
- *Mr. Mohamed Chakib from ICAO*
- *Mr. Mashhor Alblowi from ICAO*

2.5 The meeting was an excellent opportunity to exchange experience related to SSP implementation and identify common challenges/difficulties, taking into consideration, the outcome of the MID-SST/4 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.

2.6 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 (realistic self-assessment);
- 4) take advantage of the Safety Management Implementation (SMI) website, which serves 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

2.7 With regard to SMS implementation at MID International Aerodromes, the SST/5 meeting noted that an Aerodrome Customized SMS Workshop was conducted back-to-back with the RGS WG/5 meeting with technical support provided by experts from Egypt and UAE; and an Aerodrome SMS Compliance and Effectiveness Toolkit has been developed by UAE and presented during the SMS Workshop.

2.8 For the SMS implementation by ANSPs (ATM), the meeting noted with concern the slow progress related to the actions to improve the status of implementation of SMS by ANSPs (ATM). The meeting agreed to the establishment of an Ad-Hoc Action Group in order to expedite the process and foster the implementation of the required actions. Accordingly, the meeting agreed to the following Draft Decision:

Why	To improve the status of implementation of SMS by ANSPs (ATM)
What	Ad-Hoc Action Group
Who	RASG-MID/7
When	To be finalised before the MID-SST/6 meeting

DRAFT DECISION 5/2: AD-HOC ACTION GROUP FOR SMS IMPLEMENTATION BY ANSPS

That, an Ad-Hoc Action Group for SMS implementation by ANSPs composed of the following experts, is established to support ICAO and CANSO in the development and implementation (as appropriate) of actions/tasks in support of the SEI related to the improvement of the status of implementation of SMS by ANSPs (ATM):

– Mr. Waleed Al Riyami from UAE (Champion)

- Mr. Ahmed Said from Egypt
- Mr. Ahmed Mostafa from Egypt
- Ms. Leena Ahmed Al-Kooheji from Bahrain
- Mr. Mohamed Chakib from ICAO
- Mr. Mashhor Alblowi from ICAO

2.9 For the status of SMS implementation by air operators, maintenance and training organizations, the SST/5 meeting noted with concern the slow progress in the implementation of the agreed actions and the challenges faced. In this respect, it was noted that reminder State Letters were sent on 10 January 2018 and only 6 replies were received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen.

2.10 With respect to the third SEI “Improve Regional cooperation for the provision of Accident & Incident Investigation”. The subject will be covered in a separate WP.

2.11 Regarding the Recommendation for the Establishment of a dedicated Working Group for Accident and Incident Investigation (AIG WG) under the RASG-MID, the meeting recognized that the current structure of the MID-SST lacks focus, since its Terms of Reference include a wide range of important subjects (USOAP-CMA, SSP/SMS, ELP, AIG, etc). The meeting strongly supported UAE’s proposal to establish a dedicated group for accident and incident investigation (AIG WG). Accordingly, the meeting agreed that UAE present a working paper on the subject to the RASG-MID/7, including the Terms of Reference (TORs) and the proposed changes to the current structure of the RASG-MID, in particular the SST TORs. Accordingly, the meeting agreed to the following Draft Decision:

WHY	To establish an Accident and Incident Investigation (AIG WG)
What	UAE
Who	MIDANPIRG/17 and RASG-MID/7
When	April 2019

DRAFT DECISION 5/5: ESTABLISHMENT OF ACCIDENT AND INCIDENT INVESTIGATION (AIG WG)

That,

- a. the Accident and Incident Investigation (AIG WG) be established;*
- b. UAE present a WP on the subject to the RASG-MID/7 meeting with proposed Terms of Reference (TORs); and*
- c. the first meeting of the AIG WG be hosted by UAE*

2.12 The meeting re-iterated that the Safety Recommendations are the utmost results of investigation or safety studies conducted by States. The meeting agreed to the establishment of an Ad-hoc Action Group championed by Saudi Arabia and UAE to develop a study (SWOT analysis) with regard to the options related to the sharing of safety recommendations, as well as a supporting Charter of Cooperation to define clearly the responsibilities and functions offered. Accordingly, the meeting agreed to the following Draft Decision:

WHY	To develop a study to select the best mechanism for sharing of safety recommendations, as well as a supporting Charter of Cooperation
What	AD-HOC ACTION GROUP
Who	RASG-MID/7
When	To be finalised before the MID-SST/6 meeting

*DRAFT DECISION 5/6: SHARING OF SAFETY RECOMMENDATIONS
AD-HOC ACTION GROUP*

That, the Sharing of Safety Recommendations Ad-Hoc Action Group championed by Saudi Arabia and UAE is established to develop a study to select the best mechanism for sharing of safety recommendations, as well as a supporting Charter of Cooperation

2.13 With respect to the implementation of ELP requirements in the MID Region, the SST/5 meeting noted with appreciation the progress of developing a draft questionnaire to be used as the basis of a survey to assess the implementation of ELP requirements in the MID Region. It was agreed that the final Questionnaire at **Appendix A** should be presented to the RASG-MID/7 meeting for endorsement. Accordingly, the meeting agreed to the following Draft Decision:

WHY	To support the implementation of the SEI related to the improvement of the implementation of ELP requirements in the MID Region
What	ELP Ad-Hoc Action Group
Who	RASG-MID/7
When	To be finalised before the MID-SST/6 meeting

DRAFT DECISION 5/7: ELP AD-HOC ACTION GROUP

That, an ELP Ad-Hoc Action Group composed of the following experts is established to support the implementation of the SEI related to the improvement of the implementation of ELP requirements in the MID Region:

- *Mr. Ibrahim Addasi from UAE (Champion)*
- *Mr. Mutasim Aljawharji from Saudi Arabia*
- *Mr. Mohammad Hushki from Jordan*
- *Ms. Leena Ahmed Al-Kooheji from Bahrain*
- *Mr. Mohamed Chakib from ICAO*
- *Mr. Mashhor Alblowi from ICAO*

2.14 The meeting may wish to note that the MID-SST/5 meeting updated the list of actions in support of the agreed SEIs as at **Appendix B**.

2.15 The MID-SST/5 meeting noted with appreciation the in-depth analysis of the USOAP CMA results for the operations (OPS) and Aerodrome and Ground Operations (AGA) areas, developed by the Secretariat and recognized that the in-depth analysis of the USOAP-CMA data could be very useful for the identification of areas of concern, common deficiencies, etc; and would provide good insight for the prioritization of the assistance/NCLB activities in the MID Region. Accordingly, the meeting agreed to the following:

- conduct similar in-depth analyses for the remaining areas (PEL, AIR, AIG and ANS);
- extend the analyses from the aggregate regional level to include analyses State by State;
- propose to the RASG-MID to develop a new SEI related to Dangerous Goods; and
- invite the RGS WG to look into the analyses related to AGA and conduct more in-depth analyses.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the progress made by the MID-SST and agree on the way forward;
- b) endorse the final ELP Questionnaire at **Appendix A**
- c) encourage States and stakeholders to support the MID-SST activities, including the list of actions at **Appendix B**; and
- d) endorse Draft Decision 5/5 (UAE WP refers); and agree to the following Draft Decision:

WHY	Based on data analysis, Dangerous Good has been determined as an area with low level of effective implementation
What	SEI related to Dangerous Goods
Who	MID-RAST and RSC
When	To be endorsed by the RSC/7 meeting

DRAFT RASG-MID DECISION 7/XX: SEI RELATED TO DANGEROUS GOODS

That, the MID-RAST and RSC develop a new SEI related to Dangerous Goods.

APPENDIX A

DRAFT QUESTIONNAIRE

This questionnaire is about the implementation of Annex 1 English Language Proficiency by Contracting States supported by the Manual on the Implementation of ICAO Language Proficiency Requirements, ICAO Doc 9835.

1. **Has your State promulgated English Language Proficiency regulations taking into account the required level of proficiency in accordance with Annex 1– *Personnel Licensing*?**
(Reference: Annex 1, Chapter 1, 1.2.9)

Yes

No

If yes:

(a) since when? Year: _____

(b) did you refer to ICAO Doc 9835 in your regulation?

Yes

No

List differences from ICAO Doc 9835:

(c) List which of the following aviation discipline your Language Proficiency (local, national, regional, or English language) regulation covers:
(Reference: Annex 1, Chapter 1, 1.2.9)

- | | | | | |
|----|---------------------------------|-----|--------------------------|---------------------------------|
| 1. | Air Traffic Controllers? | Yes | <input type="checkbox"/> | _____ |
| | | No | <input type="checkbox"/> | <i>Mention the language(s):</i> |
| 2. | Pilots? | Yes | <input type="checkbox"/> | _____ |
| | | No | <input type="checkbox"/> | <i>Mention the language(s):</i> |
| 3. | Flight engineers? | Yes | <input type="checkbox"/> | _____ |
| | | No | <input type="checkbox"/> | <i>Mention the language(s):</i> |
| 4. | Glider pilots? | Yes | <input type="checkbox"/> | _____ |
| | | No | <input type="checkbox"/> | <i>Mention the language(s):</i> |
| 5. | Free balloon pilots? | Yes | <input type="checkbox"/> | _____ |
| | | No | <input type="checkbox"/> | <i>Mention the language(s):</i> |
| 6. | Flight navigators? | Yes | <input type="checkbox"/> | _____ |
| | | No | <input type="checkbox"/> | <i>Mention the language(s):</i> |
| 7. | Aeronautical station operators? | Yes | <input type="checkbox"/> | _____ |
| | | No | <input type="checkbox"/> | <i>Mention the language(s):</i> |
| 8. | Aeronautical station operators? | Yes | <input type="checkbox"/> | _____ |
| | | No | <input type="checkbox"/> | <i>Mention the language(s):</i> |

If No:

(a) when are you planning to promulgate such regulation? Year: _____

(b) if your State is planning to promulgate regulation, does the regulation requires the implementation plan to consist of the following components?
(Reference: Doc 9835, Chapter 5, 5.2.2)

A regulatory framework to support the implementation of the requirements:

Yes
No

Comments

An estimate of the national level of implementation:

Yes
No

Comments

Language proficiency training programs:

Yes
No

A language proficiency assessment plan for licensing purposes:

Yes
No

Interim measures to mitigate risks:

Yes
No

2. Has the State implemented a system for the endorsement of language proficiency on the licence issued?

*(Reference: Article 39B State letter AN 12/44.6-14/31
Annex 1, Chapter 1, 1.2.9.1 and Chapter, 5.1.1.2 XIII
Doc 9379, Part II, Chapter 6 and Attachment)*

Yes
No

Comments

3. Has your State promulgated regulation for language testing standards?

(Reference: Annex 1, 1.2.9.6 and 1.2.9.7, and Doc 9835, Chapter 4, 4.4.7)

Yes
No

Comments

4. Has your State promulgated regulations requiring formal demonstration of proficiency for individuals qualified below the Expert Level (Level 6)?

(Reference: Annex 1, Chapter 1, Section 1.2.9.6)

Yes
No

Comments

Are these individuals to be evaluated at intervals at least once every three years for those demonstrating language proficiency at the Operational Level (Level 4), and at least once every six years for those demonstrating language proficiency at the Extended Level (Level 5)?

- Yes
No

Comments

5. Has your State promulgated regulation for implementation of English Level Proficiency Assessment bodies?

(Reference: Doc 9835, Chapter 6)

- Yes
No

Comments

6. Does your State certify or approve English Level Proficiency assessment bodies?

- Yes
No

Comments

7. Does your State aviation authority have an oversight system of English Level Proficiency assessment bodies?

- Yes
No

Comments

8. Has your State promulgated regulation for assessors' qualifications?

(Reference: Doc 9835, Chapter 6)

- Yes
No

Comments

9. Does your State monitor the test results and use the results for quality enhancement?

- Yes
No

Comment

10. Does your State have process or mechanism to deal with foreign licence holders (ELP assessed in foreign territory) at time of conversion?

- Yes
No

Comments

APPENDIX B

List of Actions to support the SEIs

Target Achieved	In Progress	Delayed
-----------------	-------------	---------

<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 style="text-align: center;">Ongoing</p> <p>ICAO Safety Management for Practitioners (SMxP) Course held in Cairo, Egypt, 14 – 18 January 2018.</p> <p>APAC/MID Safety Management Symposium held in Singapore, 23-26 April 2018.</p> <p>Fourth MID Region Safety Summit (Riyadh, 2-3 October 2018).</p> <p>Safety Management Capacity Building Workshop (ICAO MID Office, Cairo, Egypt, 24-28 March 2019).</p>
Establish the MENA RSOO to support States in the expeditious implementation of SSP.	Saudi Arabia, ACAO and ICAO	<p style="text-align: center;">In Progress</p> <p>First MENA RSOO Steering Committee (Riyadh, 1 October 2018).</p> <p>Revised LoI was signed by 15 States.</p> <p>A MENA RSOO Technical Meeting (Riyadh, 2-4 February 2019) to review and finalize MOA and Project Document. The meeting came up with a set of recommendations.</p> <p>Second MENA RSOO Steering Committee is tentatively planned to be held in Rabat, Morocco concurrently with the ACAO Executive Council and General Assembly.</p>
Improve the status of implementation of SMS at International Aerodromes.	Egypt, Saudi Arabia and UAE	<p style="text-align: center;">Ongoing</p> <p>Aerodrome Customized SMS Workshop conducted back-to-back with the RGS WG/5 meeting with technical support provided by experts from Egypt and UAE.</p>

<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
		Aerodrome SMS Compliance and Effectiveness Toolkit have been developed by UAE and presented during the SMS Workshop.
<p>Improve the status of implementation of SMS by ANSPs (ATM) through:</p> <ul style="list-style-type: none"> - Organize Joint Workshop with CANSO - States to share experience and best practices - Monitor the SMS implementation status; - Review and simplify the EUROCONTROL/CANSO Standard of Excellence in SMS Questionnaire - Disseminate the Questionnaire to the MID States. - Review and analyse feedback from States 	<p>CANSO/ICAO</p> <p>AD-Hoc Action Group for SMS by ANSPs</p> <p>ICAO</p>	<p>Delayed</p> <p>ICAO MID Office sent 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>AD-Hoc Action Group for SMS by ANSPs and ATM SG to follow up on the subject.</p>
<p>Improve the status of implementation of SMS by air operators.</p>	IATA	<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.</p> <p>A Reminder was sent on 10 January 2018.</p> <p>6 replies received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen.</p> <p>According to IATA, 29 air operators have SMS in place as part of IOSA</p>

<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
Improve the status of implementation of SMS by maintenance organizations.	IATA	<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.</p> <p>A Reminder was sent on 10 January 2018.</p> <p>6 replies received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen.</p> <p>No update provided</p>
Improve the status of implementation of SMS by training organizations (involved in flight training).	ACAO and ICAO	<p>Delayed</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,</p> <p>A Reminder was sent on 10 January 2018.</p> <p>6 replies received from Bahrain, Jordan, Oman, Qatar, Syria and Yemen.</p>

<i>SEI: Strengthening of States' Safety Oversight capabilities</i>		
Actions	Champion	Progress/Remarks
Conduct USOAP CMA Workshops including cost-recovery.	ICAO	<p>Completed</p> <p>USOAP-CMA Regional Workshop conducted in Cairo, Egypt 6-9 February 2017.</p> <p>Cost-Recovery Workshops provided when requested by States.</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.	Saudi Arabia, ACAO and ICAO	<p>In Progress</p> <p>First MENA RSOO Steering Committee (Riyadh, 1 October 2018).</p> <p>Revised LoI was signed by 15 States</p> <p>A MENA RSOO Technical Meeting (Riyadh, 2-4 February 2019) to review and finalize MOA and Project Document. The meeting came up with a set of recommendations.</p> <p>Second MENA RSOO Steering Committee is tentatively planned to be held in Rabat, Morocco during the ACAO Executive Council and General Assembly.</p>
Organize Government Safety Inspector (GSI) Courses (OPS, AIR, ANS, and AGA).	ICAO	<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	<p>Ongoing</p> <p>ICAO MID Office conducts mission to States to all States scheduled for USOAP-CMA activities.</p>

<i>SEI: Strengthening of States' Safety Oversight capabilities</i>		
Actions	Champion	Progress/Remarks
Develop and implement a specific NCLB plan of actions for prioritized States according to established criteria.	ICAO/States/Stakeholders	<p>Ongoing</p> <p>The MID Region NCLB Strategy endorsed by the DGCA-MID/4 Meeting (Muscat, Oman, 17-19 October 2017).</p> <p>ICAO MID Office develop/ implement NCLB plan of actions in accordance with the established criteria in the Strategy.</p>

<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 ACAO/ICAO AIG Workshop.	Saudi Arabia	Completed ACAO/ICAO AIG Workshop (Jeddah, Saudi Arabia, 25-27 April 2017).
Finalize the Strategy for the establishment of a Middle East RAIO by the ACAO/ICAO AIG Workshop.	States/ACAO/ICAO/Stake holders	Completed
Final endorsement by RASG-MID and the ACAO Executive Council.	ICAO and ACAO	<p>Completed</p> <p>The Strategy endorsed by the DGCA-MID/4 Meeting (Muscat, Oman, 17-19 October 2017).</p> <p>The Roadmap for the implementation of the Strategy be further finalized by the RASG MID.</p>
Organize MENASASI 2017 Seminar in Saudi Arabia.	Saudi Arabia	Completed 5th Annual MENASASI Seminar & Workshop (7-9 Nov 2017)

<i>SEI: Improve Regional Cooperation for the provision of Accident & Incident Investigation</i>		
Actions	Champion	Progress/Remarks
Organize workshop on implementation processes and procedures in AIG	Saudi Arabia	Ongoing Workshop on implementation processes and procedures in AIG (26-28 March 2019 in Jeddah)
Establishment of the AIG Core Team	States/ICAO/ACAO	Completed
Roadmap for AIG Regional Cooperation	States/ICAO	Completed RSC/6 meeting reviewed and updated the Roadmap for AIG Regional Cooperation. (Cairo, Egypt, 25-27 June 2018)
Develop a questionnaire and disseminate to States for surveying the current status of bilateral cooperation between MENA States (Level 1)	AIG Core Team ICAO States	Completed Replies to the AIG Questionnaire were received from eight (8) States. (Bahrain, Egypt, Iran, Morocco, Saudi Arabia, Sudan, UAE, and Yemen)
Analyse the received responses including the assessment of the effective implementation of the cooperation elements as listed in the Strategy (Level 1)	AIG Core Team	Completed Analysis report reviewed by the SST-MID/5 meeting. The meeting agreed that the level 1 is completed
<ul style="list-style-type: none"> - Develop a Draft Questionnaire to survey States AIG capabilities (Level 2) - Draft to be presented to the RASG-MID/7 meeting for endorsement. 	AIG Core Team	On-going
<ul style="list-style-type: none"> - Develop a Draft AIG Regional Cooperation Mechanism (ARCM) - AIG Core Team review the Draft ARCM and 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 	AIG Core Team	On-going

<i>SEI: Improve implementation of ELP requirements in the MID Region</i>		
Actions	Champion	Progress/Remarks
Finalize 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 Ad-Hoc Action Group for ELP	On-going UAE presented a Draft Questionnaire to the MID-SST/5
Disseminate the Questionnaire to the MID States.	ICAO	Not started
Analyse the survey results and agree on next course of actions.	Ad-Hoc Action Group for ELP MID-SST in coordination with the ATM SG	Not started

<i>SEI: Sharing of Safety Recommendations related to Accidents and Serious Incidents</i>		
Actions	Champion	Progress/Remarks
<ul style="list-style-type: none"> - Establish an Ad-hoc Action Group - Develop a study to select the best mechanism for sharing of safety recommendations, as well as a supporting Charter of Cooperation 	Saudi Arabia and UAE	<p>The RSC/6 meeting noted with appreciation that UAE will be the Champion for the implementation of this SEI. It was also agreed that details on actions and deliverables should be addressed by the MID-SST/5 meeting.</p> <p>It was agreed that the Regional Database should include safety recommendations related to accidents and serious incidents.</p> <p>UAE to provide update on the subject.</p>