International Civil Aviation Organization

MIDANPIRG Steering Group

Fourth Meeting (MSG/4)
(Cairo, Egypt, 24 - 26 November 2014)

Agenda Item 5:   Air Navigation Safety matters and Coordination with RASG-MID

RASG-MID ACTIVITIES

(Presented by the Secretariat)

SUMMARY
This paper provides an update on the activities of the Regional Aviation Safety Group – Middle East (RASG-MID).
Action by the meeting is at paragraph 3.
REFERENCES
-    RASG-MID/3 Report

1.   INTRODUCTION

1.1   The RASG-MID has been established further to the agreement of Middle East Directors General of Civil Aviation meeting (DGCA-MID/1, UAE, 22-24 March 2011). The main objectives of the RASG-MID are to support the establishment and operation of a performance-based safety system in the MID Region and the implementation of the Global Aviation Safety Plan (GASP). Its mission is to enhance civil aviation safety in the MID Region by ensuring effective coordination and cooperation between all aviation stakeholders and monitoring progress in the implementation of the GASP and the MID Region Safety Strategy.

1.2   In order to conduct and manage its activities, the RASG-MID has established the following subsidiary bodies:

   i)   the RASG-MID Steering Committee (RSC) to act as an advisory body to the RASG-MID, guide its work and ensure that safety initiatives are accomplished in a timely, effective and efficient manner;

   ii)   the MID Annual Safety Report Team (MID-ASRT) to gather safety information from different available sources to determine the main aviation safety risks and Focus Areas (FAs) in the MID Region and develop the MID Annual Safety Reports (MID-ASR);

   iii) the MID Regional Aviation Safety Team (MID-RAST) to support the RSC in the development, implementation and monitoring of Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) related to the identified FAs as well as Emerging Risks (low priorities);

iv) the Runway and Ground Safety Working Group (RGS WG), which was established under the MID-RAST to address all aerodromes safety activities that were transferred from MIDANPIRG to RASG-MID; and

v) the MID Safety Support Team (MID-SST) to support the RSC in the development, implementation and monitoring of SEIs and DIPs related to identified safety issues not directly linked to the agreed FAs such as SSP/SMS implementation, Accident and Incident Investigation and English Language Proficiency.

2.   DISCUSSION

2.1   The MID Annual Safety Report (MID-ASR) is composed of three main Sections (Reactive, Proactive and Predictive Safety Information). The safety information presented in the MID-ASR is based on the compilation and analysis of data provided by ICAO, States and Partners (IATA and Boeing).

2.2   The second edition of the MID-ASR, which was endorsed by the RASG-MID/3 meeting (Kuwait, 27 - 29 January 2014), demonstrated that the top three Focus Areas (FAs) in the MID Region are Runway Safety (RS) including Ground Safety, LOC-I and CFIT (in line with the global priorities). These Focus Areas are already addressed within the RASG-MID work programme including the development and implementation of SEIs and corresponding DIPs.

2.3   The third edition of the MID-ASR is in progress and will be endorsed by the RASG-MID/4 meeting (Saudi Arabia, 24-26 February 2015). According to the MID-ASR:

- the MID Region witnesses a stable and continuous growth in traffic volume (1.09 million departures in 2013 comparing to 0.877 million departure in 2009);

- the accident rate in the MID Region has been decreasing continuously since 2009 to 2012 from 14.8 accidents per million departures to 1.9, which is below the global rate 3.1;

- in 2013, the accident rate in the MID Region increased to 3.7 (approximately twice the rate in 2012), which is above the global rate 2.9; and

- the MID Region is the safest Region in terms of fatalities (no fatal accident in 2012 and 2013).

2.4   The DGCA-MID/2 meeting (Saudi Arabia, 20 - 22 May 2013) reiterated the need to establish regional and national safety priorities and targets in line with the GASP. Accordingly, the meeting endorsed the MID Region Safety Strategy, which was developed by the First MID Region Safety Summit (Bahrain, 28-29 April 2013).

2.5   The RASG-MID is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary. The MID Region Safety Strategy was revised by the Second MID Region Safety Summit (MSS/2), which was successfully held in Muscat, Oman, 27-29 April 2014. The Summit addressed the revised GASP and the link between the global and regional safety plans, the RASG-MID working arrangements/activities including challenges faced and the support required; and the status of the RS, LOC-I and CFIT related accidents (Globally and Regionally).

2.6   The revised version of the Safety Strategy was endorsed by the DGCAs and CEOs during the High-Level Briefing/Meeting, which was held on the third day of the MSS/2. The final version of the strategy at **Appendix A**, includes the following Regional Safety Themes endorsed for the monitoring of safety, as well as, the related MID Region Safety Indicators and Targets:

1) Accidents;
2) Runway Safety (RS);

3) Loss of Control In-Flight (LOC-I);
4) Controlled Flight Into Terrain (CFIT);
5) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);
6) Aerodrome Certification; and
7) SSP/SMS Implementation.

2.7   The RASG-MID continuously works on the development and implementation of SEIs and DIPs to address the regional Focus Areas and other safety issues. Detailed information on the SEIs and DIPs is available in the RASG-MID Reports.

2.8   Among the main RASG-MID deliverables are:

- two MID Region Safety Summits;
- the MID Region Safety Strategy (in line with the GASP);
- three MID Annual Safety Reports;
- Safety Management Workshops;
- USOAP-CMA Workshop;
- MID-Regional Runway Safety Seminar;
- Regional Aerodrome Certification Workshop;
- Workshop for Regional RST Go-Teams;
- RASG-MID Safety Advisory (RSA - 001) including Guidance for Harmonising the Use & Management of Stop Bars at Airports; and
- issuance of a regulatory framework supporting establishment of LRSTs (ongoing).

2.9   The RASG-MID and MIDANPIRG coordinate some related safety issues such as mitigation measures for CFIT and call sign confusion. Other subjects of interest to both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, Language Proficiency for Air Traffic Controllers, RVSM safety monitoring, etc.

2.10   The RASG-MID/3 meeting agreed with MIDANPIRG/14 on the transfer of aerodrome safety activities from MIDANPIRG to RASG-MID, and accordingly established the Runway and Ground Safety Working Group (RGS WG) to address all aerodrome safety issues. The meeting also agreed to the establishment of a Runway Safety GO Team to expedite the establishment of Runway Safety Teams in the MID Region International Aerodromes.

2.11   The First Meeting of the Runway and Ground safety Working Group (RGS WG/1) was held in Cairo, Egypt (7-9 April 2014). The RGS WG/1 meeting reviewed the implementation of the three approved RS SEIs and DIPs and suggested inclusion of new SEIs related to Aerodrome Safeguarding, Wildlife Control, and Laser Attacks.

2.12   In coordination with IATA, the ICAO MID Regional Office organized a Workshop on Wildlife and Foreign Object Debris (FOD) control. The Workshop was hosted by Egypt and convened in Cairo from 24 to 26 March 2014. The Workshop addressed Wildlife and FOD hazards risk assessment and mitigation measures.

2.13   The Second MID Regional Runway Safety Seminar (MID-RRSS/2) was successfully held in Dubai, UAE, 2 - 4 June 2014. The MID-RRSS/2 was gratefully hosted by the UAE General Civil Aviation Authority (GCAA) and sponsored by Dubai Airports in partnership with Emirates Airlines. The Seminar highlighted the importance of sharing lessons learnt and best practices, efficient training, awareness and communication, the use of available technology to support Runway Safety. It was underlined that the Local Runway Safety Teams (LRSTs) provide effective and inexpensive tools to enhance Runway Safety. The MID RS-Go Team was officially launched with an initial plan to conduct two Go-Team visits per year.

2.14   The RASG-MID/3 reviewed the draft RASG-MID Engagement Strategy in order to enhance the RASG-MID's efficiency, including the active participation of its stakeholders. The RASG-MID Steering Committee will finalize the Engagement Strategy.

2.15   The RASG-MID is committed to enhance aviation safety in the MID Region and support the implementation of the GASP by ensuring effective coordination and cooperation between all stakeholders, avoiding duplication of efforts, sharing of resources, and monitoring progress of GASP implementation.

2.16   The coordination between RASG-MID and MIDANPIRG is key for the improvement of safety in the MID Region.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to note the information contained in this working paper and take action as appropriate.

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Regional AviationSafety Group Middle East
RASG-MID

MID Region Safety Strategy

Revision 1, 2014

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MID Region Safety Strategy

Global Aviation Safety Plans (GASP)

The new GASP was endorsed by the 38th Session of the ICAO Assembly in 2013. The GASP sets out a continuous improvement strategy for States to implement over the next 15 years through the establishment of core, and then more advanced, aviation safety systems.

The target dates and the broad objectives are:
Near-Term (by 2017) - Implementation of an effective safety oversight system
Mid-Term (by 2022) - Full implementation of the ICAO State safety programme framework
Long-Term (by 2027) - Advanced safety oversight system including predictive risk management

ICAO continues to prioritize action in three areas of aviation safety – improving runway safety, reducing the number of Controlled Flight Into Terrain (CFIT) accidents and reducing the number of loss of control in-flight accidents and incidents.

One of the strengths of the GASP is that while setting global objectives and priorities, it allows States and regions to plan and establish their own specific approaches towards meeting these objectives and priorities according to each Member State's safety oversight capabilities, SSPs and safety processes necessary to support the air navigation systems of the future

Development of the MID Region Safety Strategy

The first version of the MID Region Safety Strategy was developed by the First MID Safety Summit (Bahrain, 28-29 April 2013), in line with the new GASP with the following Safety "Metrics" for the monitoring of safety performance:

1) Accidents and serious incidents;
2) Runway and Ground Safety (RGS);
3) In-Flight Damage (IFD);
4) Loss of Control In-Flight (LOC-I);
5) Controlled Flight Into Terrain (CFIT);
6) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);
7) Aerodrome Certification; and
8) SSP/SMS Implementation.

The DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 -22 May 2013) endorsed the MID Region Safety Strategy and assigned the RASG-MID to be the governing body responsible for the review and update of the MID Region Safety Strategy, monitor and measure the agreed safety indicators at regional level and develop and implement action plans to reach the agreed safety targets.

Revised MID Region Safety Strategy

The RASG-MID/3 meeting (Kuwait, 27-29 January 2014) reviewed the MID Region Safety Strategy. It was agreed that, from a terminology point of view, to use the term "Safety Theme" in the Strategy instead of "Safety Metric".

In the area of SSP/SMS, the RASG-MID/3 meeting agreed that the following Safety Indicator should be used for the monitoring of SSP implementation "Number of States having completed the SSP gap analysis on iSTARS".

It was agreed that the Regional Steering Committee (RSC) should review and amend as deemed necessary the MID Region Safety Strategy and consider the removal of IFD from the MID Region Safety Strategy, since IFD is no longer considered as one of the main risk areas according to the analysis of the Second MID Region Annual Safety Report.

Under the framework of RASG-MID, the Second MID Region Safety Summit was held in Muscat, Oman from 27 to 29 April 2014. The Summit aimed to present the status of aviation safety in the MID Region, the progress made in attaining the aviation safety targets outlined in the MID Region Safety Strategy in order to update the Strategy, as deemed necessary.

A revised version of the MID Region Safety Strategy has been consolidated based on the outcome of the different sessions of the Summit. This version of the Strategy has been endorsed by the DGCAs and CEOs meeting during the third day of the Summit.

It was highlighted that the RASG-MID will work on the "Enablers" for each Safety Theme through the development and implementation of the Detailed Implementation Plans (DIPs).

The following are the MID Region Safety Metrics endorsed for the monitoring of safety performance:

1) Accidents;

2) Runway Safety (RS);

3) Loss of Control In-Flight (LOC-I);

4) Controlled Flight Into Terrain (CFIT);

5) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);

6) Aerodrome Certification; and

7) SSP/SMS Implementation.

The MID Region Safety Indicators and Targets are detailed in the Table below:

	Theme	Safety Indicator	Safety Target	Enabler
1	Accidents	Number of accidents per million departures	Reduce the accident rate to be in line with the global average by the end of 2016.	
		Number of fatal accidents per million departures	Reduce the rate of fatal accidents to be in line with the global average by the end of 2016.	
2	Runway Safety (RS)	Number of Runway Safety related accidents per million departures	Reduce the Runway Safety related accidents to be below the global rate by end of 2016	
			Reduce the Runway Safety related accidents to be less than 1 accident per million departures by end of 2016	
3	Loss of Control In-Flight (LOC-I)	Number of LOC-I related accidents per million departures	Reduce the LOC-I related accidents to be below the global rate by end of 2016	
4	Controlled Flight Into Terrain (CFIT)	Number of CFIT related accidents per million departures	Maintain the CFIT related accidents below the global rate by end of 2016	

	Theme	Safety Indicator	Safety Target	Enabler
5	Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	USOAP-CMA Effective Implementation (EI) results: a. Number of MIDStates with an overall EI over 60% b. Number of MIDStates with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA)	Progressively increase the USOAP-CMA EI scores/results: a. 11 MID States to have at least 60% EI by the end of 2015. b. all the 15 MID States to have at least 60% EI by the end of 2017. c. Max 3 MIDStates with an EI score less than 60% for more than 2 areas by the end of 2015.	
		Number of Significant Safety Concerns	a. MID States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification b. No significant Safety Concern by end of 2016	
		Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities	a. Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA by the end of 2015 at all times. b. All MID States with an EI of at least 60% accept the IATA Operational Safety Audit (IOSA) as an acceptable Means of Compliance (AMC) by 2015 to complement their safety oversight	

	Theme	Safety Indicator	Safety Target	Enabler
			activities	
		Number of Ground Handling service providers in the MID Region having the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	a. 75% of the Ground Handling service providers to be certified IATA-ISAGO by the end of 2017 b. The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States with an EI above 60% by end of 2017	
6	Aerodrome Certification	Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region	a. 50% of the international aerodromes certified by the end of 2015 b. 75% of the international aerodromes certified by the end of 2017	
7	SSP/SMS Implementation	Number of MID States with EI>60%, having completed the SSP gap analysis on iSTARS	All MID States with EI>60% by the end of 2014	
		Number of MID States with EI>60%, that have developed an SSP implementation plan	All MID States with EI>60% by end of 2014	

	Theme	Safety Indicator	Safety Target	Enabler
		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 the end of 2015.	
		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 the end of 2016.	
		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 the end of 2017.	
		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 the end of 2015 b. 70% of MID States with EI>60% by the end of 2016 c. 100% of MID States with EI>60% by the end of 2017	

Governance

The MID Region Safety Strategy is to be endorsed by the MID States' Directors General of Civil Aviation.

The MID Region Safety Strategy will guide the work of RASG-MID and all its member States and partners.

The RASG-MID will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

Progress on the implementation of the MID Region Safety Strategy and the achievement of the agreed Safety Targets will be reported to the ICAO Air navigation Commission (ANC), through the review of the RASG-MID reports; and to the stakeholders in the Region during the MID Region Safety Summits.

-END-