



International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Fourth Meeting (RASG-MID/4)
(Jeddah, Saudi Arabia, 30 March - 1 April 2015)

Agenda Item 3: Regional Performance Framework for Safety

THE MID REGION SAFETY STRATEGY

(Presented by the Secretariat)

SUMMARY

This paper presents the MID Region Safety Strategy after some necessary adjustments/fine-tunings requested by the RSC for final endorsement by the meeting before presentation to the DGCA-MID/3 meeting. The paper also highlights the need to have a declaration on aviation safety in the MID Region in order expedite the achievement of the main Aviation Safety Targets.

Action by the meeting is at paragraph 3.

REFERENCES

- RSC/3 Report
- Summary of Discussions of the Second MID Safety Summit

1. INTRODUCTION

1.1 The RASG-MID is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary.

1.2 The MID Region Safety Strategy was revised by the Second MID Region Safety Summit (Muscat, Oman, 27- 29 April 2014) and endorsed by the High-Level Briefing/Meeting, which was held on the third day of the Summit. The following are the MID Region Safety Themes 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.

2. DISCUSSION

2.1 The RSC/3 meeting (Cairo, Egypt, 9-11 December 2014) was apprised of the current status of the different safety indicators included in the Safety Strategy and assessed the progress achieved towards the agreed Safety targets.

2.2 The meeting may wish to note that in accordance with the Strategy, the first Safety Target is to reduce the accidents rate to be in line with the global average by the end of 2016. In this respect, the RSC/3 meeting highlighted that although the MID Region average accident rate for the past 5 years (2009-2013) is 7.28 accident per million departures, which is almost twice the average global rate for the same period, there was a big improvement in the Region during the past 3 years during which the accident rate was slightly above the global accident rate.

2.3 Based on the above, the RSC/3 meeting discussed the interpretation of some Safety Targets (i.e. if the rate of accident for the last year should be compared to the global rate for the same year; or if the average rate for the past 5 years should be compared to the average global rate for the same period). Accordingly, it was agreed, that in addition to the agreed indicators providing the comparison of the regional average rates to the global ones for the same 5 year period, it is important to highlight, in the MID Annual Safety Report (MID-ASR), the comparison of the last year regional accident rates with the global rates for the same year. Accordingly, the meeting updated the status of the different safety indicators as at **Appendix A**.

2.4 In connection with the above, it was agreed that a moving 5 year period (i.e. 2009-2013, 2010-2014, etc) should be used for the compilation of the Safety Indicators and the development of the MID-ASRs.

2.5 The RSC/3 meeting agreed that an improved version of the Safety Strategy with some necessary adjustments/fine-tunings need to be presented/endorsed by the RASG-MID/4 meeting before presentation to the DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2015). An improved version of the Safety Strategy is at **Appendix B**. The changes to the Strategy are based on the RSC recommendations and the coordination done by the Secretariat with the Safety Partners; this includes:

- 1- the use of average rates for Safety Targets related to the Safety Themes: Accidents, RS, LOC-I and CFIT with a moving 5 year target;
- 2- the inclusion of new Safety Indicator “Number of established Runway Safety Team (RST) at MID International Aerodromes”; the safety target is to be determined by the meeting; and
- 3- the inclusion of new Safety Indicator “Regional Average Effective Implementation (EI)” with a Target “Increase/Maintain the regional average EI to be above 70% by 2020”. This new Indicator is used at the global level for the monitoring of safety performance in all ICAO Regions.

2.6 It is to be highlighted that the RSC/3 meeting noted with concern that the current status of some safety indicators is far from the agreed targets, in particular those related to IATA IOSA and ISAGO programmes, SSP Gap Analysis on iSTARS, SSP Implementation Plan, and Implementation of SSP (Phases 1, 2 and 3). In this respect, the meeting may wish to note that based on the information available on iSTARS and the replies received from 11 States to the SSP Questionnaire, the status of the different indicators related to SSP/SMS included in the MID Region Safety Strategy is as follows:

- 6 States (Egypt, Kuwait, Qatar, Saudi Arabia, Sudan and UAE) out of 9 States (with EI>60%) completed the SSP gap analysis on iSTARS and developed an SSP implementation plan.
- 1 State (Iran) Started the SSP gap analysis on iSTARS.
- 2 States (Saudi Arabia and UAE) completed implementation of SSP Phase 1, and 5 States (Bahrain, Egypt, Iran, Kuwait and Qatar) partially completed implementation of SSP Phase 1.
- 1 State (UAE) completed implementation of SSP Phase 2, and 6 States (Bahrain, Egypt, Iran, Kuwait, Qatar and Saudi Arabia) partially completed implementation of SSP Phase 2.
- 7 States (Bahrain, Egypt, Iran, Kuwait, Qatar, Saudi Arabia and UAE) partially completed implementation of SSP Phase 3.
- 6 States (Bahrain, Egypt, Iran, Kuwait, Saudi Arabia and UAE) established a process for acceptance of individual service providers' SMS.

2.7 Based on the above, the RSC/3 meeting urged IATA and ICAO to follow-up with States and airlines for the improvement of the situation. With regard to the SSP Gap Analysis on iSTARS, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 3/8: SSP GAP ANALYSIS ON iSTARS

*That, States, that have not yet done so, be urged to complete their SSP Gap Analysis on iSTARS and request assistance from ICAO, as deemed necessary, to complete this task before **15 February 2015**.*

2.8 In line with the above, and in order to expedite the achievement of the main Safety Targets, it is proposed that a declaration on aviation safety in the MID Region, which includes the main Aviation Safety Targets, be presented to the DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2015) for adoption by the DGCAs. In this respect, the Secretariat prepared a Draft Declaration on aviation safety in the MID Region as at **Appendix C**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update, as appropriate, the MID Region Safety Strategy at **Appendix A**;
- b) agree on the use of average rates for Safety Targets related to the Safety Themes: Accidents, RS, LOC-I and CFIT;
- c) agree to add a Safety Indicator related to the "Number of established Runway Safety Team (RST) at MID International Aerodromes" and agree on an associated safety target;
- d) agree on the new Safety Indicator and Target "Average Regional Effective Implementation (EI)";
- e) agree to the Draft Conclusion at 2.6;

- f) urge States and Stakeholders to provide necessary information/feedback to the ICAO MID Regional Office related to all Safety Indicators included in the MID Region Safety Strategy; and
- g) support the proposal in Para. 2.7; and review and amend the Draft Declaration on aviation safety in the MID Region at **Appendix C**, to be presented to the DGCA-MID/3 meeting for adoption.

APPENDIX A

STATUS OF THE MID REGION SAFETY INDICATORS vs. THE SAFETY TARGETS

Reactive Safety Information						
Theme	Safety Indicator	MID Region Current Status		Safety Target	Global	
		Average Rate (2009-2013)	Rate for 2013		Average Rate (2009-2013)	Rate for 2013
Accidents	Number of accidents per million departures	7.28	3.7	Reduce the accident rate to be in line with the global average by the end of 2016.	3.72	2.9
	Number of fatal accidents per million departures	1.69	0	Reduce the rate of fatal accident to be in line with the global average by the end of 2016.	0.53	0.29
Runway Safety (RS)	Number of Runway Safety related accidents per million departures	3.98	1.8	Reduce the Runway Safety related accidents to be below the global rate by end of 2016.	1.98	1.8
				Reduce the Runway Safety related accidents to be less than 1 accident per million departures by end of 2016.	N/A	
Loss of Control In-Flight (LOC-I)	Number of LOC-I related accidents per million departures	0.61	0	Reduce the LOC-I related accidents to be below the global rate by end of 2016.	0.08	0.1
Controlled Flight Into Terrain (CFIT)	Number of CFIT related accidents per million departures	0.42	0	Maintain the CFIT related accidents below the global rate by end of 2016.	0.12	0.1

Proactive Safety Information			
Theme	Safety Indicator	Safety Target	MID
Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	USOAP-CMA Effective Implementation (EI) results: (a) Number of MID States with an overall EI over 60% (b) Number of MID States 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 MID States with an EI score less than 60% for more than 2 areas by the end of 2015.	Currently 9 States out of 13 audited States are with EI>60%. 6 States with an EI score less than 60% for more than 2 areas.
	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.	1 SSC
	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 activities.	a. 69% b. 2 States have IOSA as AMC
	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.	TBD
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.	29 out of 66 (44%)

Predictive Safety Information			
Theme	Safety Indicator	Safety Target	MID
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.	Currently 9 States out of 13 audited States are with EI>60% 6 States out of 9 States completed the SSP gap analysis on iSTARS 1 State Started the SSP gap analysis on iSTARS (Source: ICAO-iSTARS)
	Number of MID States with EI>60%, that have developed an SSP implementation plan	All MID States with EI>60% by end of 2014	6 out of 9 States developed an SSP implementation plan (Source: ICAO-iSTARS)
	Number of MID States with EI>60%, having completed implementation of SSP Phase 1.	All MID States with EI>60% to complete phase 1 by the end of 2015.	2 out of 9 States completed implementation of SSP Phase 1 5 States partially completed implementation of SSP Phase 1 (Based on replies of 7 States with EI>60% to the SSP Questionnaire)
	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.	1 State completed implementation of SSP Phase 2 6 States partially completed implementation of SSP Phase 2 (Based on replies of 7 States with EI>60% to the SSP Questionnaire)
	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.	7 States partially completed implementation of SSP Phase 3 (Based on replies of 7 States with EI>60% to the SSP Questionnaire)
	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	6 States established a process for acceptance of individual service providers' SMS (Based on replies of 7 States with EI>60% to an SSP Questionnaire)

Regional Aviation Safety Group-Middle East RASG-MID



MID Region Safety Strategy

Revision ~~21~~, April 201~~5~~4

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MID Region Safety Strategy

1. Strategic Safety Objective

1.1 Continuous improvement of aviation safety through a progressive reduction of the number of accidents and related fatalities in the MID Region to be in line with the global average, based on reactive, proactive and predictive safety management practices.

2. Safety Objectives

2.1 States and regions must focus on their safety priorities as they continue to foster expansion of their air transport sectors.

2.2 The ICAO Global Aviation Safety Plan (GASP) establishes targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders.

2.3 The GASP includes a framework comprised of measurable objectives, supported by Safety Performance Areas and associated safety initiatives.

2.4 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.

2.5 The MID Region safety objectives are in line with the GASP objectives and address specific safety risks identified within the framework of the Regional Aviation Safety Group-Middle East (RASG-MID), based on the analysis of available safety data.



GASP Objectives

2.6 The enhancement of communication and information exchange between aviation Stakeholders and their active collaboration under the framework of RASG-MID would help achieving the MID Region safety objectives in an expeditious manner.

3. Measuring and monitoring Safety Performance:

3.1 The first version of the MID Region Safety Strategy was developed by the First MID Region Safety Summit (Bahrain, 28-29 April 2013) and endorsed by the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 -22 May 2013).

3.2 The monitoring of safety performance and its enhancement is achieved through identification of relevant Safety Themes and Indicators as well as the adoption and attainment of Safety Targets.

3.3 The following are the MID Region Safety Themes 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.

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

	Theme	Safety Indicator	Safety Target
1	Accidents	Number of accidents per million departures	Reduce/ <u>Maintain</u> the <u>regional average rate of</u> accident rate to be in line with the global average <u>rate</u> by the end of 2016.
		Number of fatal accidents per million departures	Reduce/ <u>Maintain</u> the <u>regional average</u> rate of fatal accidents to be in line with the global average <u>rate</u> by the end of 2016.
2	Runway Safety (RS)	Number of Runway Safety related accidents per million departures	Reduce/ <u>Maintain</u> the <u>regional average rate of</u> Runway Safety related accidents to be below the global <u>average</u> rate by end of 2016.
			Reduce/ <u>Maintain</u> the Runway Safety related accidents to be less than 1 accident per million departures by end of 2016.
		<u>Number of established Runway Safety Team (RST) at MID International Aerodromes</u>	a. <u>50% of the international aerodromes by the end of 2020.</u>
3	Loss of Control In-Flight (LOC-I)	Number of LOC-I related accidents per million departures	Reduce/ <u>Maintain</u> the <u>regional average rate of</u> 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	<u>Reduce</u> / <u>Maintain</u> the <u>regional average rate of</u> CFIT related accidents <u>to be</u> below the global rate by end of 2016.

	Theme	Safety Indicator	Safety Target
5	Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	<p>USOAP-CMA Effective Implementation (EI) results:</p> <p><u>a. Regional average EI.</u></p> <p>a.b. Number of MIDStates with an overall EI over 60%.</p> <p>b.c. Number of MIDStates with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA).</p>	<p>Progressively increase the USOAP-CMA EI scores/results:</p> <p><u>a. Increase the regional average EI to be above 70% by 2020.</u></p> <p>a.b. 11 MID States to have at least 60% EI by the end of 2020¹⁵.</p> <p>b. <u>all the 135 MID States to have at least 60% EI by the end of 2020¹⁷.</u></p> <p>c. Max 3 MIDStates with an EI score less than 60% for more than 2 areas by the end of 2017⁵.</p>
		Number of Significant Safety Concerns	<p>a. MID States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification.</p> <p>b. No significant Safety Concern by end of 2016.</p>
		Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities	<p>a. Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA by the end of 2015 at all times.</p> <p>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 activities.</p>
		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	<p>a. 75% of the Ground Handling service providers to be certified IATA-ISAGO by the end of 2017.</p> <p>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.</p>

	Theme	Safety Indicator	Safety Target
6	Aerodrome Certification	Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region	<p>a. 50% of the international aerodromes certified by the end of 2015.</p> <p>b. 75% of the international aerodromes certified by the end of 2017.</p>
7	SSP/SMS Implementation	Number of MID States with EI>60% , having completed the SSP gap analysis on iSTARS	All 10 MID States with EI>60% by the end of 2015.
		Number of MID States with EI>60% , that have developed an SSP implementation plan	All 10 MID States with EI>60% by end of 2015.
		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.	<p>a. 30% of MID States with EI>60% by the end of 2015.</p> <p>b. 70% of MID States with EI>60% by the end of 2016.</p> <p>c. 100% of MID States with EI>60% by the end of 2017.</p>

4. Governance

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

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

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

4.4 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.

APPENDIX C

**DOHA DECLARATION ON
AVIATION SAFETY IN THE MID REGION**

28 April 2015

Doha-Qatar

DECLARATION

We, Directors General of Civil Aviation, meeting in Doha, Qatar from 27 to 29 April 2015;

Mindful of the Convention on International Civil Aviation (Chicago Convention);

Recognizing the importance of effective implementation of regional and national plans and initiatives based on the global frameworks;

Recognizing that further progress in improving the global safety, is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO;

Recognizing the need to set safety priorities, targets and indicators for the monitoring of safety performance at the national, regional and global levels;

Considering the need to implement safety management principles and mitigate risks on identified operational issues; and

Considering the Regional Aviation Safety Group-Middle East (RASG-MID) is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary.

Undertake to:

1. meet our States safety obligations under the Convention on International Civil Aviation (the Chicago Convention);
2. support the effective implementation of the ICAO Global Aviation Safety Plan (GASP) and MID Region Safety Strategy;
3. enhance States' safety oversight capabilities and ensure progressive increase in the USOAP Effective Implementation (EI);
4. support the Regional Aviation Safety Group-Middle East (RASG-MID) in order to implement its work programme and achieve the global and regional safety objectives and targets, including the main Aviation Safety Targets at **Appendix A**.

APPENDIX A

MAIN AVIATION SAFETY TARGETS FOR THE MID REGION

Accidents

- 1) Reduce/Maintain the regional average rate of accidents to be in line with the global average rate by the end of 2016.
- 2) Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate by the end of 2016.

USOAP-CMA Effective Implementation (EI)

- 3) Increase the regional average EI to be above 70% by end of 2020.
- 4) 11 MID States to have at least 60% EI by the end of 2020.

Significant Safety Concerns (SSCs)

- 5) MID States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification.

Aerodrome Certification

- 6) 80% of the international aerodromes certified by the end of 2020.

State Safety Programme (SSP)

- 7) 12 MID States to complete the development of SSP implementation plan by end of 2017
- 8) 5 MID States to complete implementation of SSP by end of 2020.

-END-