



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

CIVIL AIR NAVIGATION SERVICES ORGANISATION (CANSO) SAFETY ACTIVITIES
&
PROPOSAL FOR COORDINATION BETWEEN THE REGIONAL AVIATION SAFETY GROUP
– MIDDLE EAST (RASG-MID) AND CANSO MIDDLE EAST SAFETY WORKGROUP

(Presented by CANSO)

SUMMARY

This paper highlights the various safety activities within CANSO and the need for improved coordination between the RASG-MID and CANSO Middle East Safety Workgroup. Improved coordination will enhance the efficiency of both groups and will allow them to work together, taking into consideration the role of the International Civil Aviation Organization (ICAO), to achieve the goal of CANSO as the voice of air navigation service providers in the Middle East Region.

Action by the meeting is at paragraph 4.

REFERENCES

- CANSO website: <https://www.canso.org/safety>
- RASG Reports

1. INTRODUCTION

1.1 CANSO

1.1.1 The Civil Air Navigation Services Organisation (CANSO) is the global voice of air traffic management (ATM) worldwide. CANSO Members support over 85% of world air traffic. Members share information and develop new policies, with the ultimate aim of improving air navigation services both on the ground and in the air. CANSO represents its Members' views to a

wide range of aviation stakeholders, including the International Civil Aviation Organization (ICAO), where it has official Observer status. CANSO has an extensive network of Associate Members drawn from across the aviation industry.

1.1.2 CANSO seeks to lead the transformation of global ATM performance and to serve as the global voice for its Member air navigation service providers (ANSPs). CANSO has three Standing Committees – Safety, Policy and Operations – with supporting workgroups which deliver policy and set standards on behalf of Members, bringing together global experts to address issues of common interest, as well as to share and promote best practice. Additionally, CANSO’s five Regions – Africa, Asia-Pacific, Europe, Middle East and Latin America and Caribbean – lead both regional and national ATM initiatives, working with industry stakeholders and States to improve ATM performance. They represent the interests of ANSPs and the ATM industry on initiatives such as regional airspace harmonisation, further improving safety through seminars and sharing best practice, and operational improvements.

1.2 CANSO Safety Standing Committee

1.2.1 Safety is CANSO’s number one priority. The CANSO Safety Standing Committee (SSC) oversees the CANSO Safety Programme and is broadly committed to:

- continually improving safety performance in ATM operations;
- further enhancing safety management and culture among CANSO Members; and
- providing global leadership on safety management issues.

1.2.2 The specific objectives of the SSC are to:

- provide Members with a mechanism to exchange information and best practices to improve their safety management systems (SMSs) and overall safety performance;
- establish common CANSO positions on a broad range of safety issues;
- represent the safety interests of CANSO Members to governmental and regulatory bodies (particularly ICAO); and
- identify CANSO safety goals and develop products and initiatives in support of those goals.

1.3 Key CANSO Safety Products

1.3.1 CANSO provides information to its Members regarding compliance with existing or proposed regulations and industry best practices. To improve its Members’ safety performance, risk identification and SMS implementation, CANSO has produced the Standard of Excellence in SMSs (available to all ANSPs), as well as the SMS Implementation Guide (available to CANSO Members only), designed to aid ANSPs in SMS implementation and maturity. Both the Standard and the SMS Implementation Guide have been recently updated so as to be fully aligned with ICAO Annex 19, *Safety Management*.

2. DISCUSSION

2.1 CANSO Vision 2020 & Global Safety Strategy

2.1.1 Vision 2020 is the strategic framework of CANSO's global policies, aimed at transforming global ATM performance and delivering seamless global airspace. Vision 2020 informs and guides the work of the CANSO Standing Committees in both regional and national ATM initiatives.

2.1.2 In support of Vision 2020, the SSC has developed the CANSO Global Safety Strategy, designed to bring about significant cultural and behavioural changes in ANSPs across the globe. While the needs of individual ANSPs and CANSO Regions may differ, the Global Safety Strategy will ensure that CANSO Members are prepared to confront current and future ATM industry challenges (new technologies, rapid growth, capacity demands, etc.) in a coordinated manner. Additionally, the strategy is designed to complement existing safety plans and can be used as a baseline for the development of both regional and individual safety plans for ANSPs.

2.2 CANSO SSC Workgroups

2.2.1 Both Vision 2020 and the Global Safety Strategy inform the work plans of the CANSO SSC Workgroups:

- SMS Capabilities
- Future SMS Development
- Safety Performance Measurement

2.2.2 Each Workgroup is discussed in further detail in the following sections:

SMS Capabilities Workgroup

2.2.2.1 The goal of the SMS Capabilities Workgroup is to implement the CANSO Global Safety Strategy. Its work plan activities to accomplish this goal include:

- collaborating with industry partners;
- facilitating regional safety programmes and support;
- encouraging global adoption of just culture, as well as safety culture framework and tools;
- enhancing approaches to safety management; and
- coordinating SSC support for CANSO cross-committee initiatives.

Future SMS Development Workgroup

2.2.2.2 The goal of the Future SMS Development Workgroup is to develop safety management guidance and tools to assist ANSP transitions to increasingly automated service delivery. Its work plan activities to accomplish this goal include:

- achieving a consistent approach in automation concepts of operation;
- using tools to determine the impact of automation on controllers;
- assuring that design maintains the human in the system and that functions maximise safety benefit;
- integrating human factors and performance findings into the safety analysis and investigation phase; and
- developing new processes (e.g., fatigue risk management, safety by design) and promoting safety culture as a key enabler for SMS maturity.

2.2.2.3 This Workgroup is responsible for the production and maintenance of the CANSO Standard of Excellence in SMSs and the SMS Implementation Guide, including their revision to align with ICAO Annex 19. It has also produced the Standard for Common Safety Methods on Risk Evaluation and Assessment for ANSPs and is currently developing a proposal for incorporating a common risk assessment methodology (such as the Risk Analysis Tool/Process) into the Standard of Excellence in SMSs. Additionally, some of its members represent CANSO on the ICAO Fatigue Risk Management System Task Force and Annex 19 Panel. Finally, the Future SMS Development Workgroup is focusing its work plan activities around developing guidance for codes of practice, using a barrier-based risk model and incorporating human performance in safety investigations.

Safety Performance Measurement Workgroup

2.2.2.4 The goal of the Safety Performance Measurement Workgroup is to develop/implement common definitions and measures of risk and safety performance metrics. Its work plan activities to accomplish this goal include:

- creating new leading indicators oriented toward understanding safety performance and risk control effectiveness;
- outlining common definitions and measures of risk in order to proactively identify potential safety hazards;
- promoting guidance and educational materials to increase Member participation in CANSO data reporting programmes; and
- shifting focus from failures to successes.

2.2.2.5 This Workgroup is focused on collecting and analysing data from CANSO Members in order to provide useful benchmarking information, as well as to better define risk and to enhance global measurement of safety. It produces a number of reports, including the annual CANSO Safety

Performance Benchmarking Report based on the EUROCONTROL/CANSO SMS Maturity Survey. The survey allows ANSPs to self-assess their SMS implementation, and their data have historically been de-identified in the report. However, many SSC members have agreed to identify their data, allowing the Workgroup to produce a second, identified benchmarking report for the first time this year. Finally, the Safety Performance Measurement Workgroup is working to revise the SMS Maturity Survey to align with the revised Standard of Excellence in SMSs (and therefore Annex 19) and exploring the possibility of alignment with other regulator surveys to reduce the reporting burden on ANSPs.

2.3 **Safety Status: Middle East ANSPs**

2.3.1 Across the Middle East Region, the level of SMS implementation varies from one ANSP to another and depends on resources, human factors and financial budgets. As such, safety activities within CANSO Middle East ANSPs are taking place at the national level only. Although ICAO is always keen to invite safety representatives from both the regulatory and ANSP sides in order to ensure all aspects of safety are represented, participation by ANSPs remains limited. Therefore, most ICAO regional safety activities focus on the RASG and the RASG-MID Annual Safety Report.

2.4 **CANSO Middle East Safety Workgroup**

2.4.1 The CANSO Middle East Safety Workgroup was established in May 2009, with the following objectives:

- developing and promoting guidance to support and encourage Middle East ANSPs to implement the CANSO Standard of Excellence in SMSs and international best practices in the provision of ATM services in the Region;
- developing specific activities to support the planning and implementation of safety management in the provision of ATM services in the Middle East Region;
- ensuring the continuous and coherent development of safety management activities between involved Middle East ANSPs in a manner harmonised with regional planning and consistent with global requirements;
- carrying out ATM safety management planning activities to facilitate and harmonise inter-regional implementation processes to obtain adequate and efficient SMSs in the near, mid and long terms in the Middle East;
- identifying possible safety threats/risks in the ATM field and consequently developing safety assessments/analyses that result in the allocation of priorities to address these threats/risks;
- promoting the CANSO generic safety assessment for air navigation facilities and services provided by involved ANSPs;
- facilitating the exchange of information and experience on implementing ATM safety management and, where necessary, recommending actions/measures to ensure harmonisation;

- ensuring close cooperation between involved ANSPs and relevant organisations to optimise the use of available expertise and resources in safety management;
- promoting the utilisation of the CANSO common taxonomy where appropriate; and
- providing input to the work of appropriate CANSO and ICAO bodies in the field of ATM safety management.

Work Streams



Priorities



Activities

2.4.2 The first Middle East Safety Seminar was held in May 2009 in Jeddah, Saudi Arabia, and the second in November 2009, also in Jeddah. In February 2014, a successful safety culture plenary session and workshop took place at the CANSO Middle East Conference in Amman, Jordan. Finally, a second safety culture workshop took place in Muscat, Oman, in February 2015.

2.5 CANSO Middle East Safety Survey

2.5.1 The CANSO Middle East Safety Survey Version 1 was prepared by the General Authority of Civil Aviation of Saudi Arabia in 2010. It was distributed to all Middle East ANSPs; however, the level of response was less than desired, even though follow-up was conducted. Key conclusions obtained from those results that were submitted include:

- Safety culture is not as mature as desired in the Middle East.
- The Middle East Safety Workgroup will prioritise creating awareness for SMS.
- The Middle East Safety Workgroup will adapt CANSO global guidance material to suit Middle East regional needs rather than developing original, Region-specific guidance material.
- The Middle East Safety Workgroup will organise seminars/workshops based on CANSO guidance.

2.5.2 The CANSO Middle East Safety Survey Version 2 has been developed using lessons learned from Version 1 and will include more specific questions and details. It will be launched in the third quarter of 2015 and distributed once again to all ANSPs in the Middle East, with the hope that that level of response will be as required.

3. CONCLUSION

3.1 CANSO is committed to working closely with ICAO on important regional initiatives; to enhancing its existing collaborative partnership with ICAO and industry partners; to promoting the excellent values it can bring to the Middle East Region; and to avoiding redundancy with similar safety activities. In light of such commitments, CANSO looks to:

- share interests contributing to on-going efforts of improving and transforming ATM performance in the Middle East Region; and
- invite the ICAO Middle East Office and concerned safety representatives to attend all future CANSO Middle East Safety Workgroup meetings in order to share experience and views, exchange best practices, learn from one another, partner to address emerging issues and agree on hosting future CANSO/ICAO joint events.

4. ACTION BY THE MEETING

4.1 The meeting is invited to note the information provided in this paper and advise as to the preferred means of:

- a) increasing the participation of ANSPs in RASG/MID; and
- b) improving coordination between the RASG- MID and the CANSO Middle East Safety Workgroup.