



ICAO

UNITING AVIATION

***Safety Management Workshop
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Regional Safety Activities

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Outline

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- *Status of Regional Safety Priorities and Targets*

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- *Results and main proposals*
- *Commitment and next steps*



RASG-MID



RASG-MID

- ❑ On 25 May 2010, the 190th Session of the ICAO Council approved the establishment of the following RASGs:

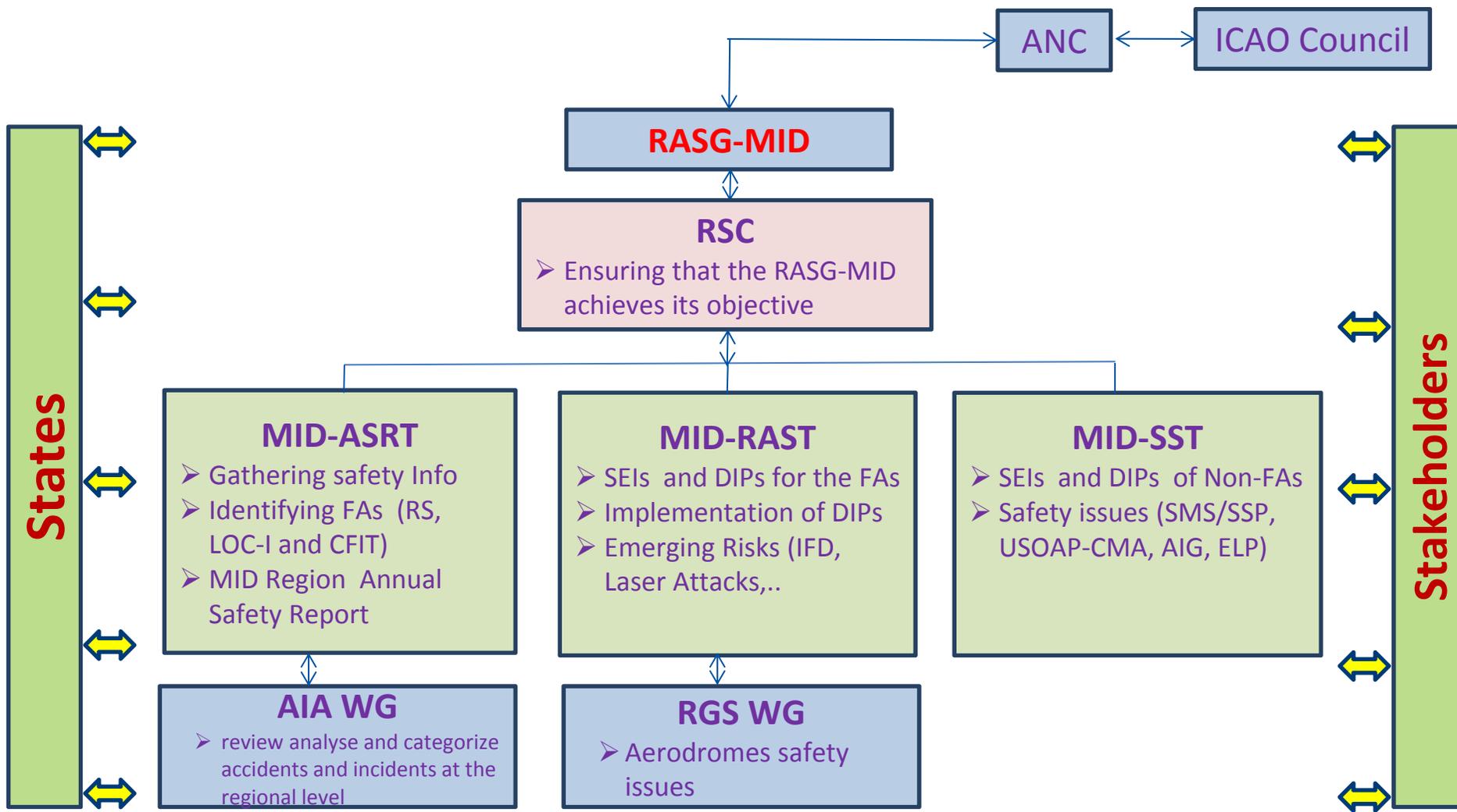
RASG-PA, RASG-EUR, RASG-APAC, RASG-AFI and RASG-MID

- ❑ RASG-MID has been established following the ICAO Council directive and the agreement of the DGCA-MID/1 meeting (UAE, March 2011).

- ✓ enhance safety in the MID Region
- ✓ support and monitor the implementation of the GASP objectives
- ✓ ensure that all safety activities at the regional and sub-regional level are properly coordinated to avoid duplication of efforts
- ✓ encourage/ensure effective coordination and cooperation between all stakeholders
- ✓ encourage resource sharing



Organizational Structure/Working Arrangements





RASG-MID

HOW WE CAN ACHIEVE THE OBJECTIVE?

- analyze safety information and hazards to civil aviation at the regional level and develop the **MID Annual Safety Reports**;
- facilitate the sharing of safety information and experiences among all stakeholders;
- reduce duplication of efforts by encouraging collaboration, cooperation and resource sharing (joint organization of Safety events such as **Safety Summits**);
- identify regional safety priorities and targets (**MID Region Safety Strategy**);



RASG-MID

HOW WE CAN ACHIEVE THE OBJECTIVE?

- develop Safety Enhancement Initiatives (**SEIs**) related to the identified Focus Areas (FAs) as well as other safety issues such as SSP/SMS, AIG, etc.;
- provide recommended actions through the development of Detailed Implementation Plans (**DIPs**) for each SEI, in a prioritized manner and monitor the implementation of DIPs; and
- monitor the implementation of the regional safety targets.



RASG-MID Achievements/Deliverables

- Three MID Annual Safety Reports.
- Two successful MID Region Safety Summits.
- Development of SEIs and DIPs related to the Regional Focus Areas (Runway Safety, LOC-I and CFIT) in addition to the SSP implementation in the MID Region.
- Two approved SEIs related to Runway Safety are almost complete.
- Successful Second MID Regional Runway Safety Seminar, an Aerodrome Certification Workshop and a Runway Safety Team (RST) Workshop.
- RASG-MID Safety Advisory (RSA - 001) including Guidance for Harmonising the Use & Management of Stop Bars at Airports.



RASG-MID Achievements/Deliverables

- RASG-MID Safety Advisory (RSA - 002) including Guidance for Regulatory framework for RST establishment.
- RASG-MID Safety Advisory (RSA - 003) including Guidance and Model Checklists for Runway Safety Team.
- Establishment of the MID Runway Safety Go-Team with participation of UAE, Egypt, FAA, IATA, and ACI.
- The first RS Go-Team visit was (Khartoum, Sudan from 30 November to 4 December 2014).
- Studies/surveys related to safety issues such as Call Sign Confusion and Laser Attacks.



MID-SST

- Established by RASG-MID/2 meeting (UAE, November 2012).
- To handle the identified safety issues not directly linked to the agreed Focus Areas (main killers), such as SMS/SSP, USOAP-CMA, AIG, English Language Proficiency (ELP), etc..



MID-SST Top Priority (SEIs)

The RASG-MID/3 meeting (Kuwait, January 2014) endorsed the top priority SEIs related to MID-SST as follows:

- Improve status of SSPs implementation in the MID Region;
- Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s); and
- Improve regional cooperation for the provision of Accident & Incident Investigation.



Detailed Implementation Plans

DIP1: Establishment of an RSOO to support States in the implementation of SSP

- *Promotion of RSOO establishment*
- *SSP/SMS Questionnaire MID States*
- *Coordination with ICAO MID Regional Office and ACAC (Study on the establishment of RSOO(s) for ACAC and MID Region States)*

DIP2: SMS guidance material (SMS CAA Surveillance Procedures)

DIP3: SSP/SMS Workshops



Future Activities

Additional DIPs related to:

1. States' Safety Oversight capabilities taking into consideration the Study on the establishment of RSOO(s) for ACAC and MID Region States;
2. Regional cooperation for the provision of Accident & Incident Investigation.

Conduct a study on the need and feasibility of establishing a MID Region Safety Database

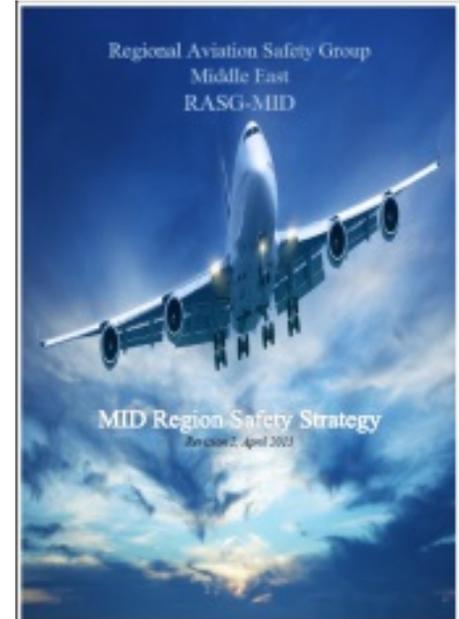


MID Region Safety Strategy



MID Region Safety Strategy

- In line with the GASP
- Address specific regional safety issues
- Developed by the First MID Region Safety Summit (Bahrain, April 2013)
- Endorsed by the DGCA-MID/2 (Saudi Arabia, May 2013)
- First revision by the Second MID Region Safety Summit (Oman, April 2014) and endorsed by the High-Level Briefing/Meeting during the Summit
- Second revision by the RASG-MID/4 meeting (Saudi Arabia, April 2015)
- The RASG-MID is the governing body responsible for the review and update of the Strategy





Strategic Safety Objective

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.



METRICS/THEMES

- 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.



SAFETY PRIORITIES AND TARGETS

Accidents (2009-2013)

Safety Indicator	Safety Target	Average 2009-2013		2013	
		MID Region	Global	MID Region	Global
Number of accidents per million departures	Reduce/Maintain the regional average rate of accidents to be in line with the global average rate by 2016	7.28	3.72	3.7	2.9
Number of fatal accidents per million departures	Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate by 2016	1.69	0.53	0	0.29



Runway Safety (RS)

Safety Indicator	Safety Target	Average 2009-2013		2013	
		MID Region	Global	MID Region	Global
Number of Runway Safety related accidents per million departures	Reduce/Maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016	3.98	1.98	1.8	1.8
	Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016	1.8	N/A		
Number of established Runway Safety Team (RST) at MID International Aerodromes	50% of the international aerodromes by 2020	TBD			



Loss of Control In-Flight (LOC-I)

Safety Indicator	Safety Target	Average 2009-2013		2013	
		MID Region	Global	MID Region	Global
Number of LOC-I related accidents per million departures	Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016 .	0.61	0.08	0	0.1



Controlled Flight Into Terrain (CFIT)

Safety Indicator	Safety Target	Average 2009-2013		2013	
		MID Region	Global	MID Region	Global
Number of CFIT related accidents per million departures	Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016 .	0.42	0.12	0	0.1



USOAP-CMA Effective Implementation (EI)

Safety Indicator	Safety Target	Status
Regional average EI	Increase the regional average EI to be above 70% by 2020	71%
Number of MID States with an overall EI over 60%.	11 MID States to have at least 60% EI by 2020	9 States
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).	Max 3 MID States with an EI score less than 60% for more than 2 areas by 2017	6 States

Significant Safety Concerns (SSCs)

Safety Indicator	Safety Target	Status
Number of SSCs	MID States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification. No significant Safety Concern by 2016 .	1 SSC



IATA Operational Safety Audit (IOSA)

Safety Indicator	Safety Target	Status
Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities	Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA by 2015 at all times	69%
	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	2 out of 9 States have IOSA as AMC

CURRENTLY 9 STATES OUT OF 13 AUDITED STATES ARE WITH EI>60%

IATA Safety Audit for Ground Operations (ISAGO)

Safety Indicator	Safety Target	Status
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	75% of the Ground Handling service providers to be certified IATA-ISAGO by the 2017	TBD
	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 2017	



Aerodrome Certification

Safety Indicator	Safety Target	Status
Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region	50% of the international aerodromes certified by 2015	(44%) 29 out of 66
	75% of the international aerodromes certified by 2017	



State Safety Programme (SSP) Implementation

Safety Indicator	Safety Target	Status
Number of MID States, having completed the SSP gap analysis on iSTARS	10 MID States by 2015	8 States
Number of MID States, that have developed an SSP implementation plan	10 MID States by 2015	7 States
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 2016	2 States-fully 5 States-partially
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 2017	1 State-fully 6 States-partially
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 2018	0 State-fully 7 States-partially
Number of MID States with EI>60%, having completed implementation of SSP	All MID States with EI>60% to complete SSP implementation by 2020	0

CURRENTLY 9 STATES OUT OF 13 AUDITED STATES ARE WITH EI>60%



Safety Management System (SMS) Implementation

Safety Indicator	Safety Target	Status
Number of MID States with EI>60% that have established a process for acceptance of individual service providers' SMS	30% of MID State with EI>60% by 2015	66% 6 States out of 9 States
	70% of MID States with EI>60% by 2016	
	100% of MID States with EI>60% by 2017	

CURRENTLY 9 STATES OUT OF 13 AUDITED STATES ARE WITH EI>60%



MENA RSOO



Study on the establishment of RSOO(s) for MENA States

- A Strategy for the establishment of RSOO(s) was endorsed by the ACAC Executive Council in December 2012 and by the DGCA-MID/2 meeting in May 2013
- ICAO was requested to support ACAC in the conduct of the
- 13 States committed to participate in the study

Bahrain, Egypt, Iraq, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia, Sudan, Tunisia, UAE and Yemen
- Work begun on the study in January 2015, upon the hiring of a Consultant
- Funded by ACAC, Boeing and ICAO



RSOO Study Results

- Based on analysis of data/info (ICAO, IATA, Questionnaire, States, etc.)
- Initial Report was reviewed by ACAC and ICAO
- Workshop in Rabat, 23-24 March 2015
- Main outcomes of the Study presented to and supported by the RASG-MID/4 meeting (Jeddah, Saudi Arabia, April 2015)
- Final Report submitted on 12 April 2015
- Final Report circulated by ACAC to the 13 States that participated in the Study



RSOO Study Main Proposals

- An RSOO for the MENA Group of States should be established.
- A minimum of five State signatories to the Letter of Intent for establishing the MENA RSOO is required to start the process of establishment.
- The primary objective of the RSOO should be to assist member States to develop and implement SSP. The RSOO should also assist States to resolve safety oversight deficiencies, and thereby achieve compliance with international requirements.



RSOO Study Main Proposals

- With respect to safety oversight, the RSOO should carry out tasks and functions in the area of PEL, OPS, AIR, AGA and ANS.
- Safety oversight activities of the RSOO should include harmonization of regulations, development of guidance materials, the conduct of audits and inspections, training and consultancies.



RSOO Study Main Proposals

- The RSOO should perform its duties and functions within the framework of the GASP and should be fully aligned with the RASGs' priorities and objectives.
- The MENA RSOO should be first established on the basis of an MOU.
- The MOU should provide the RSOO with legal personality, thus enabling it to act independently.



Next Steps

- 9 States signed the Letter of Intent (DGCA-MID/3, April 2015) and committed to participate in the establishment process of the Middle MENA RSOOA :

Bahrain, Egypt, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia and Sudan

- The establishment of the Steering Committee, which will be composed of the Directors General of the States that signed the Letter of Intent



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THANK YOU