



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REGIONAL AVIATION SAFETY GROUP – MIDDLE EAST
(RASG-MID)**

**MID REGION
SAFETY STRATEGY**

EDITION 5, SEPTEMBER 2017

TABLE OF CONTENTS

	Page
1. Strategic Safety Objective.....	3
2. Safety Objectives.....	3
3. Measuring and Monitoring Safety Performance.....	4
4. Governance.....	8

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. The 2017-2019 GASP introduce a new global aviation safety roadmap to ensure that safety initiatives deliver the intended benefits of the GASP objectives through enhanced coordination, thus reducing inconsistencies and duplication of efforts.

2.3 The GASP roadmap outlines specific safety initiatives supported by a set of actions associated with each of the four safety performance enablers (standardization, resources, collaboration and safety information exchange) which, when implemented by stakeholders, will address the GASP objectives and global safety priorities. These specific safety initiatives targeted to the different streams of stakeholders (States, regions and industry) at different levels of maturity.

2.4 States, Regions (supported primarily by the RASGs) and industry are expected to use the roadmap individually and collectively as the basis to develop action plans that define the specific activities which should take place in order to improve safety at the regional or sub-regional and national levels.

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.

Effective safety oversight	SSP implementation	Predictive risk management
RASGs and other fora: mechanisms for sharing of safety information	RASGs: mature regional monitoring and safety management programmes	All States: implement advanced safety oversight systems, including predictive risk management
States with EI > 60%: SSP implementation	All States: SSP implementation	
All States: achieve 60% EI of CEs		
2017 (near term)	2022 (mid term)	2028 (long term)

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

	Safety Indicator	Safety Target
Reactive Part	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.
	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.
	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.
		Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016.
	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.
	Number of CFIT related accidents per million departures.	Reduce/Maintain the regional average rate of CFIT related accidents to be below the global rate by 2016.

	Safety Indicator	Safety Target
Proactive Part	USOAP-CMA Effective Implementation (EI) results: <ol style="list-style-type: none"> a. Regional average EI. b. Number of MIDStates with an overall EI over 60%. 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). 	Progressively increase the USOAP-CMA EI scores/results: <ol style="list-style-type: none"> a. Increase the regional average EI to be above 70% by 2020. b. 11 MID States to have at least 60% EI by 2020. c. Max 3 MIDStates with an EI score less than 60% for more than 2 areas by 2017.
	Number of Significant Safety Concerns	<ol style="list-style-type: none"> 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 2016.
	Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities.	<ol style="list-style-type: none"> a. Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA at all times. b. All MID States with an EI of at least 60% use the IATA Operational Safety Audit (IOSA) to complement their safety oversight activities, by 2018.
	Number of certified International Aerodrome as a percentage of all International Aerodromes in the MID Region.	<ol style="list-style-type: none"> a. 50% of the International Aerodromes certified by 2015. b. 75% of the International Aerodromes certified by 2017.
	Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes by 2020.
	Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	<ol style="list-style-type: none"> a. 60% by 2018 b. 80% by 2020

	Safety Indicator	Safety Target
Predictive Part	Number of MID States, having completed the SSP gap analysis on iSTARS.	10 MID States by 2015.
	Number of MID States, that have developed an SSP implementation plan.	10 MID States by 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 2016.
	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.
	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.
	Number of MID States with EI>60%, having completed implementation of SSP.	All MID States with EI>60% to complete SSP implementation by 2020.
	Number of MID States with EI>60% that have established a process for acceptance of individual service providers' SMS.	a. 30% of MID Stateswith EI>60% by 2015. b. 70% of MID Stateswith EI>60% by 2016. c. 100% of MID Stateswith EI>60% by 2017.
	*Average Fleet Age.	States are required to monitor their fleet age. No regional Safety Targets are defined.
	*Percentage of fleet above 20 years of age.	

4. Governance

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

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

4.3 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 -