



**Fourth MID Region Safety Summit  
2-3 October 2018**

**Riyadh, Saudi Arabia**

FOURTH MID REGION SAFETY SUMMIT  
Summary of Discussions

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**SUMMARY OF DISCUSSIONS**

**1. GENERAL**

**1.1 Place and Duration**

1.1.1 The Fourth MID Region Safety Summit was successfully held in Riyadh, Saudi Arabia, 2 - 3 October 2018. The Summit was gratefully hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia.

**1.2 Attendance**

1.2.1 The Summit was attended by a total of two hundred and thirteen (213) participants from seventeen (17) States (Bahrain, Benin, Comoros, Egypt, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Saudi Arabia, Somalia, Sudan, United Arab Emirates and United States) and six (6) International Organizations/Industries (ACAO, ACI, Boeing, IATA, IFALPA, IFATCA). The list of participants of the Fourth MID Region Safety Summit is at **Attachment A**.

**1.3 Objective**

1.3.1 The Summit aimed to raise awareness on the Global Aviation Safety Developments including the Global Aviation Safety Plan (GASP), Regional Safety Priorities and Targets outlined in the MID Region Safety Strategy, RASG-MID activities and deliverables, and State Safety Programme implementation. The Summit provided a forum for sharing expertise and experience for States, International and Regional Organizations, Aviation Safety Partners, Service Providers and Industry Stakeholders. It also provided valuable panel sessions and opportunities for networking, collaboration and coordination.

1.3.2 The main topic addressed by the Summit was safety management, particularly the establishment and implementation of the State Safety Programme (SSP) and achievement of an Acceptable Level of Safety Performance (ALoSP). The MID Region Safety Strategy was re-visited during the Summit in order to update the safety indicators and targets.

**1.4 Opening**

1.4.1 Mr. Mohamed Khalifa Rahma, Regional Director, ICAO Middle East, expressed ICAO's sincere thanks to the government of the Kingdom of Saudi Arabia and to H.E Dr. Nabil bin Mohammed Al-Amoudi, Minister of Transport and H.E Minister Mr. Abdulhakeem Al-Tamimi, President of the General Authority of Civil Aviation (GACA) for hosting the 4th MID Region Safety Summit and for the generous hospitality extended to the participants. He highlighted the main objectives of the Summit and expected outcome.

1.4.2 H.E. Abdulhakim bin Muhammad Al Tamimi, President of GACA welcomed all participants to Saudi Arabia and thanked them for participating in the Fourth MID Region Safety Summit, which is an important forum for sharing experiences by all stakeholders to enhance aviation safety in the Region. H.E. Mr. Al Tamimi reiterated the continuous support of GACA to enhance aviation safety at the global and regional levels.

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1.4.3 H.E Dr. Nabil bin Mohammed Al-Amoudi, Minister of Transport welcomed all the DGs, CEOs, and delegations from States, International and Regional Organizations to Riyadh and to the Fourth MID Region Safety Summit. H.E Minister Al-Amoudi highlighted that the aviation sector has the full support from the leadership and government of Saudi Arabia with an ultimate goal to enhance aviation safety and security.

## 1.5 Work Programme

1.5.1 The Work Programme of the Summit included the following subjects addressed by specific presentations and/or discussion panels:

- a) High Level Briefing
- b) Global Aviation Safety Developments
- c) Regional Aviation Safety Group - Middle East (RASG-MID)
- d) MID Region Safety Priorities and Targets
- e) Methodology for identifying Safety performance indicators for the regulator
- f) Achieving an acceptable level of safety performance (ALoSP)
- g) FAA progress in Safety management
- h) MID Region Safety Strategy
- i) Regional safety indicators and targets

1.5.2 A copy of the detailed Work Programme is available at:  
<https://www.icao.int/MID/Pages/2018/MID%20Region%20Safety%20Summit.ASPX.aspx>

## 2. SUMMARY AND OUTCOME OF DISCUSSIONS

2.1.1 The Summit provided a balance between the time allocated to presentations covering concepts and practical experiences and a forum for open discussions, exchange of knowledge and experience. It provided valuable Panel Sessions and opportunities for networking, collaboration and coordination, as well as sharing of experiences. Much thought and effort had been put into the development of the presentations by the speakers who have been thanked for the time and effort they dedicated to the Summit and the enthusiasm and commitment to their subjects.

2.1.2 All the presentations are available at:  
<https://www.icao.int/MID/Pages/2018/MID%20Region%20Safety%20Summit.ASPX.aspx>

### *High Level Briefing*

2.1.3 The High Level Briefing addressed the state of aviation safety at the global and regional levels including challenges, cooperation and collaboration to achieve goal and objectives of the ICAO MID Region NCLB Strategy.

### *Global Aviation Safety Developments*

2.1.4 The objective of this session was to provide an updated overview on the Global Aviation Safety development including the new 2020-2022 Global Aviation Safety Plan (GASP), USOAP-CMA methodology and activities, Amendment 1 to Annex 19 and the new approach for Safety Management Manual (ICAO Doc 9859, 4<sup>th</sup> edition).

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***Regional Aviation Safety Group - Middle East (RASG-MID) - Panel Discussion***

2.1.5 This session provided an updated overview on the RASG MID current organizational structure and working arrangements, work programme and activities including challenges and achievements. It presented the current status in achieving RASG-MID objectives and priorities.

***A Methodology to identify safety performance indicators for the regulator***

2.1.6 The objective of this session was to provide a methodology to identify the safety performance indicators including the process for safety data collection and an aviation risk management picture, which will help identifying both the critical issues and opportunities.

2.1.7 The session also presented the tools to be used for risk identification and risk assessment and consequently the identification of safety performance.

***Achieving an Acceptable level of Safety Performance (ALoSP) - Panel Discussion***

2.1.8 This session presented SSP and SMS implementation in the MID Region from different perspectives (Regulator, Airlines, ANSP and Aerodrome Operator) highlighting the challenges and best practices.

2.1.9 The session was an excellent opportunity to discuss States experiences related to the establishment of Acceptable Level of Safety Performance (ALoSP), as well as the interaction between SSP and SMS.

***FAA progress in Safety management experience***

2.1.10 The session presented the FAA experience with Safety Management Systems including Risk Based Decision Making (RBDM), as well as air carrier implementation of SMS and transition to Continued Operational Safety (COS), along with potential challenges.

***MID Region Safety Strategy***

2.1.11 This session provided an overview and updates on the MID Region Safety Strategy including background and current version. It presented the current status of achieving each safety target related to the reactive, proactive and predictive parts.

***Regional Safety Indicators and Targets***

2.1.12 This session was an interactive session discussing the proposals to revise the MID Region safety indicators and targets, taking into consideration global and regional developments, including the new GASP 2020-2022.

2.1.13 The list of Safety Indicators and Targets, as reviewed and amended by the Summit as at **Attachment B**, will be presented to the RASG-MID/7 meeting for endorsement.

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International Civil Aviation Organization



## FOURTH MID REGION SAFETY SUMMIT

(Riyadh, Saudi Arabia, 2-3 October 2018)

### LIST OF PARTICIPANTS

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**Fourth MID Region Safety Summit  
(Riyadh, Saudi Arabia, 2-3 Oct 2018)**

**Revised MID Region Safety Targets**

**Aspirational Goal: Zero fatality by 2030****Goal 1: Achieve a continuous reduction of operational safety risks**

Safety Indicator	Safety Target	Timeline	Status
Number of accidents per million departures	<del>Reduce/Maintain the</del> Regional average rate of accidents to be in line with the global average rate <del>by 2016 and beyond.</del>	2016	
Number of fatal accidents per million departures	<del>Reduce/Maintain the</del> Regional average rate of fatal accidents to be in line with the global average rate <del>by 2016</del>	2016	
Number of fatalities per million departures	Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate	2018	
Number of Runway Safety Excursion accidents per million departures	<del>Reduce/Maintain the</del> Regional average rate of Runway Safety Excursion accidents to be below the global average rate <del>by 2016</del>	2016	
Number of Runway Safety Incursion accidents per million departures	<del>Reduce/Maintain the</del> Runway Safety related accidents to be less than 1 accident per million departures <del>by 2016</del> Regional average rate of Runway Safety Incursion accidents to be below the global average rate	2018	
Number of LOC-I related accidents per million departures	<del>Reduce/Maintain the</del> Regional average rate of LOC-I related accidents to be below the global rate <del>by 2016</del>	2016	
Number of CFIT related accidents per million departures	<del>Reduce/Maintain the</del> Regional average rate of CFIT related accidents to be below the global rate <del>by 2016</del>	2016	
Number of Mid Air Collision (accidents)	Zero Mid Air Collision accident	2018	

Safety Indicator	Safety Target	Timeline	Status
Number of Near Mid Air Collision (serious incidents)	Regional average rate of Near Mid Air Collision (serious incidents per million departures) to be less than <b>0.1</b>  All States to reduce the rate of Near Mid Air Collision (AIRPROX) within their airspace by 2020	2020	

**Goal 2: Strengthen States’ safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results:**

Safety Indicator	Safety Target	Timeline	Status
USOAP-CMA Effective Implementation (EI) results: a. Regional average EI b. Number of States with an overall EI over 60% c. Regional average EI by area d. Regional average EI by CE  Number of MIDStates with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA).	<del>Progressively increase the USOAP-CMA EI scores/results:</del>  a. <del>Increase the r</del> Regional average EI to be above 70% by 2020 b. 11 MID States to have at least 60% EI by 2020 c. Regional average EI for each area to be above 70% by 2020 d. Regional average EI for each CE to be above 70% by 2020  Max 3 MIDStates with an EI score less than 60% for more than 2 areas by 2017.	a. 2020 b. 2020 c. 2020 d. 2020	
Number of Significant Safety Concerns (SSC)	a. No Significant Safety Concern (SSC) by 2016. <del>States resolve identified Significant Safety Concerns</del> SSC, if identified, to be resolved as a matter of urgency, and in any case within 12 months from <del>their</del> its identification	2016	

**Goal 3: Improve aerodrome safety:**

Safety Indicator	Safety Target	Timeline	Status
Number of certified International Aerodrome as a percentage of all International Aerodromes in the MID Region	a. 50% of the International Aerodromes certified by 2015 b. 75% of the International Aerodromes certified by 2017	a. 2015 b. 2017	
Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes having established a RST by 2020.	2020	

**Goal 4: Expand the use of Industry Programmes:**

Safety Indicator	Safety Target	Timeline	Status
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 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.	a. N/A b. 2018	
Use of the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States. Pursue at least 50% increase in ISAGO registration (baseline 2017)	2020	
Use of the ACI Airport Excellence (APEX) in Safety programme	At least 1 ACI APEX in Safety conducted in 1 Airport of the Region per year	N/A	

**Goal 5: Implementation of effective SSPs and SMSs:**

Safety Indicator	Safety Target	Timeline	Status
Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	a. 60% 9 States by 2019 b. 80% 12 States by 2020	a. 2019 b. 2020	
Number of States that have completed the SSP Gap Analysis on iSTARS	13 States by 2020	2020	
Number of States that have developed an SSP implementation plan	13 States by 2020	2020	
Regional Average SSP Foundation (in %)	70% by 2022	2022	
Number of States that have fully implemented the SSP Foundation	10 States by 2022	2022	
Number of States that have established an ALoSP	10 States by 2025	2025	
Number of States that have implemented an effective SSP	10-7 States by 2025	2025	
Percentage—Number of States that have established a process for acceptance of individual service providers' SMS	80% 12 States by 2020	2020	
Number of States providing information on safety risks, including SSP SPIs, to the RASG-MID	7 States by 2022	2020	
Establishment of a Regional mechanism for regional data collection, sharing and analysis	Regional Mechanism established by 2018	2018	
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	All MID States with EI>60% to complete phase 2 by 2017.		

Safety Indicator	Safety Target	Timeline	Status
SSP Phase 2.			
<del>Number of MID States with EI&gt;60%, having completed implementation of SSP Phase 3.</del>	<del>All MID States with EI&gt;60% to complete phase 3 by 2018.</del>		
<del>Number of MID States with EI&gt;60%, having completed implementation of SSP.</del>	<del>All MID States with EI&gt;60% to complete SSP implementation by 2020.</del>		

**Goal 6: Increase Collaboration at the Regional Level to enhance safety:**

Safety Indicator	Safety Target	Timeline	Status
Number of States attending the RASG-MID meetings	At least 12 States from the MID Region	2019	
Number of States providing required data related to accidents, serious incidents and incidents to the MID-ASRT	All States from the MID Region	2020	
Number of States requiring and actively seeking assistance/support	All States having an EI below 60% to be member of the MENA RSOO	2019	
Number of States that received assistance/support through the RASG-MID, MENA RSOO and/or other NCLB mechanisms	All States having an EI below 60% to have an approved NCLB Plan of Actions for safety (agreed upon with the ICAO MID Office) SEI or Technical Assistance Mission/Project implemented for each assistance need identified by the RASG-MID	2019	

Safety Indicator	Safety Target	Timeline	Status
Number of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s)	Percentage of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s), to be at least <b>50%</b>	2022	
Number of States that contribute to the implementation of SEIs and Technical Assistance Missions/Projects	7 States	2020	
Percentage of SEIs implemented in accordance with the agreed timeframe	80% of the SEIs	N/A	

**Goal 7: Ensure the appropriate infrastructure is available to support safe operations:**

Safety Indicator	Safety Target	Timeline	Status
Number of Air Navigation Deficiency Priority “U” identified by MIDANPIRG	No Air Navigation Deficiency Priority “U”	2022	

**Goal 8: Monitor the fleet age:**

Safety Indicator	Safety Target
*Average Fleet Age.	States are required to monitor their fleet age.
*Percentage of fleet above 20 years of age.	No regional Safety Targets are defined.