International Civil Aviation Organization

MID Safety Support Team

Fourth Meeting (MID-SST/4)
(Cairo, Egypt, 6 – 8 February 2018)

Agenda Item 2: **MID-SST Work Programme**

MID REGION SAFETY TARGETS AND
REVISED MID REGION SAFETY STRATEGY

(Presented by the Secretariat)

SUMMARY
This paper presents the revised version of the MID Region Safety Strategy, as well as the current status of the different Safety Indicators and Targets.
Action by the meeting is at paragraph 3.
REFERENCES
- RASG-MID/6 Final Report

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 RASG-MID/6 meeting (Bahrain, 26-28 September 2017), through Conclusion 6/14, endorsed the revised version of MID Region Safety Strategy.

2. **DISCUSSION**

2.1   The revised version of MID Region Safety Strategy reflects the GASP 2017-2019 including its Roadmap, as well as the agreed Safety Targets. The MID Region Safety Strategy is at **Appendix A**, and the current status of the different Safety Indicators and Targets included in the Strategy as at **Appendix B**.

2.2   The MID Region Safety Strategy would be revisited during the Fourth MID Region Safety Summit (Riyadh, Saudi Arabia, October 2018) taking into consideration the global and regional developments.

3.   **ACTION BY THE MEETING**

3.1   The meeting is invited to:

    a) review and update the status of the related Safety Indicators included in the MID Region Safety Strategy and take actions as required; and

    b) support the Fourth MID Region Safety Summit and urge States and Stakeholders to actively participate in the Summit.

APPENDIX A

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

MID REGION

SAFETY STRATEGY

EDITION 5, SEPTEMBER 2017
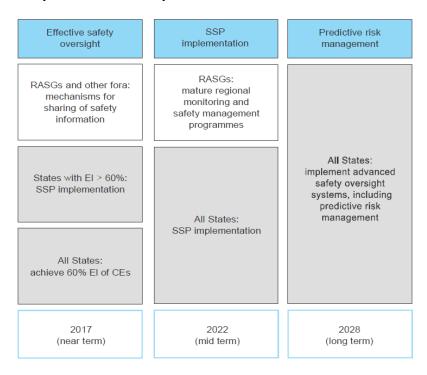
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MID Region Safety Strategy

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. 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.

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
USOAP-CMA Effective Implementation (EI) results: 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: 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	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.	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.	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.	a. 60% by 2018 b. 80% by 2020

Proactive Part

	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.

APPENDIX B

STATUS OF THE MID REGION SAFETY INDICATORS TARGETS

	Safety Indicator	Safety Targets	MID Average Rate 2012-2016	Global Average Rate 2012-2016	MID 2016	Global 2016
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.	2.76	2.76	2.3	2.1
	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.	0.64	0.26	1.54	0.26
	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.	1.39	1.48	1.54	1.23
		Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016.	2			
	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	0.07	0	0.1
	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.	0	0.08	0	0.04

Safety Indicator	Safety Target	MID
USOAP-CMA Effective Implementation (EI) results: a. Regional average EI. b. Number of MID States with an overall EI over 60%. c. 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. 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 MID States with an EI score less than 60% for more than 2 areas by 2017.	a. 70.5% b. 10 States c. 7 States
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.	None
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 2015 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. 57% b. 4 States
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.	58%
Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes by 2020.	56%
Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	a. 60% by 2018 b. 80% by 2020	27% already using ECCAIRS 13% Planning to use ECCAIRS in 2017

(Row group label at left spanning all rows: Proactive Part)

	Safety Indicator	Safety Target	MID
Predictive Part	Number of MID States, having completed the SSP Gap Analysis on iSTARS.	10 MID States by 2015.	13 States
	Number of MID States that have developed an SSP implementation plan.	10 MID States by 2015.	10 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.	3 States completed implementation of SSP Phase 1. 4 States partially completed implementation of SSP Phase 1.
	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 completed implementation of SSP Phase 2. 6 States partially completed implementation of SSP Phase 2.
	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.	7 States partially completed implementation of SSP Phase 3.
	Number of MID States with EI>60%, having completed implementation of SSP.	All MID States with EI>60% to complete SSP implementation by 2020.	None
	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 2015. b. 70% of MID States with EI>60% by 2016. c. 100% of MID States with EI>60% by 2017.	75%
	*Average Fleet Age.	States are required to monitor their fleet age. No regional Safety Targets are defined.	N/A
	*Percentage of fleet above 20 years of age.		

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