

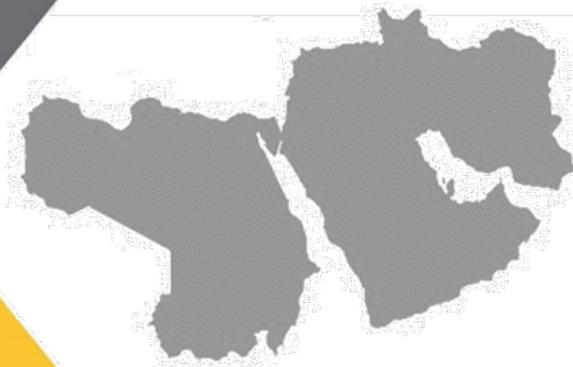


MIDANPIRG/18



RASG-MID/8

VIRTUAL MEETINGS



15-22 February 2021

RASG-MID/8

MID-RASP



ICAO MID



Introduction



Objectives and principles

- ❑ MID-RASP constitutes the regional safety plan for MID region, setting out the **strategic priorities, main risks** affecting the region aviation system and the necessary **actions to mitigate those risks** to further improve aviation safety.
- ❑ MID-RASP is to create a **common focus on Regional aviation safety issues** as a continuation of the MID Region work to improve aviation safety and to comply with ICAO standards.
- ❑ The MID-RASP provides guidance on how States should identify which top risks and key safety issues mentioned in the GASP and MID-RASP; apply to their national context and then to be included in their NASPs

Introduction



Executive Summary

PART-I. Planning

1. Introduction
 - 1.1 Objectives and principles
 - 1.2 MID-RASP & GASP
2. How MID-RASP is structured
3. How MID-RASP is developed and monitored
4. Operational Context
5. Strategic Priorities
 - 5.1. Organizational Challenges/Issues
 - 5.2. Regional Operational Safety risks
 - 5.3. Emerging Safety Risks

How MID-RASP is structured

MIDDLE EAST REGIONAL AVIATION SAFETY PLAN (MID-RASP)



ICAO

FIRST EDITION 2020–2022
DRAFT

How MID-RASP is structured

PART-II. Implementation

6. Safety Implementation

6.1 Safety monitoring and implementation

6.2 Communication of Progress to RASG-MID

7. Safety Actions

7.1. Organizational Challenges & Emerging Risks

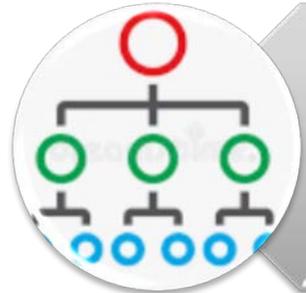
7.2. Regional Operational Risks

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How MID-RASP is developed and monitored

- RASG-MD is the governing body responsible for the development, implementation and monitoring of the MID-RASP
- SEIG to support the RASG-MID in the development/update of MID-RASP and the monitoring of the implementation of SEIs related to identified safety issues
- The MID-RASP Edition 2020-2022 covers the three-year period between 2020 and 2022 and will be updated on a yearly basis. It is a rolling 3-year plan
- The MID-RASP is to be endorsed by RASG-MID at least every three years and as deemed necessary



Organizational issues



Regional Operational Risks



Emerging risks

Strategic Priorities



Strategic Priorities

Organizational Challenges/Issues

- States' Safety Oversight
- Safety Management
- Human Factors & Competence of personnel
- Accident and incident investigation

Regional Operational Safety Risks-CAT Aeroplane

- LOC-I
- CFIT
- RE
- RI
- MAC

Emerging Risks

- COVID-19 Pandemic Outbreak
- GNSS Outages/ Vulnerability
- Civil Drones (UAS/RPAS)
- Impact of security on safety

Safety monitoring and implementation

**Aspirational Goal:
*Zero Fatalities***

**GASP Goals:
*Organizational***

**GASP Goals:
*Operational***

**Targets:
*Oversight***

**Targets:
*SM***

**Targets:
*Accidents***

**Targets:
*Safety Risks***

Indicators

Indicators

Indicators

Indicators

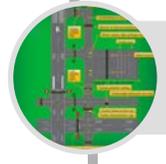
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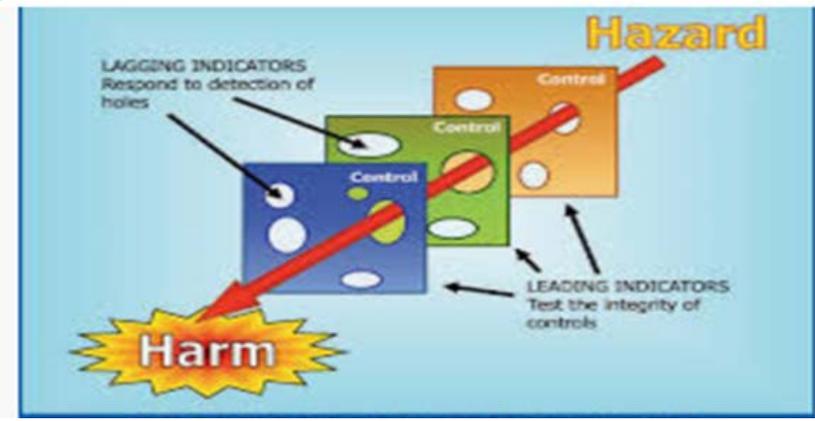
Indicators

Indicators

Indicators

Safety monitoring and implementation

-  **Goal 1:** Achieve a Continuous Reduction of Operational Safety Risks
-  **Goal 2:** Strengthen States' Safety Oversight Capabilities
-  **Goal 3:** Ensure the appropriate infrastructure for safe operations
-  **Goal 4:** Expand the use of Industry Programmes
-  **Goal 5:** Implementation of Effective SSPs and SMSs
-  **Goal 6:** Increase Collaboration at the Regional Level to Enhance Safety



Safety monitoring and implementation

MID Region Safety Indicators/Targets

Aspirational Goal: Zero Fatality by 2030

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Safety Indicator	Safety Target	Timeline	Links to GASP
Number of accidents per million departures	Regional average rate of accidents to be in line with the global average rate (baseline 2016)	2022	<i>Linked to Goal 1 and Target 1.1 of the GASP</i>
Number of fatal accidents per million departures	Regional average rate of fatal accidents to be in line with the global average rate (baseline 2016)	2022	
Number of fatalities per million departures	Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate (baseline 2018)	2022	
Number of Runway Excursion accidents per million departures	Regional average rate of Runway Excursion accidents to be below the global average rate (baseline 2016)	2022	
Number of Runway Incursion accidents per million departures	Regional average rate of Runway Incursion accidents to be below the global average rate (baseline 2018)	2022	
Number of LOC-I related accidents per million departures	Regional average rate of LOC-I related accidents to be below the global rate (baseline 2016)	2022	
Number of CFIT related accidents per million departures	Regional average rate of CFIT related accidents to be below the global rate-(baseline 2016)	2022	
Number of Mid Air Collision (accidents)	Zero Mid Air Collision accident (baseline 2018)	2022	
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 0.1 All States to reduce the rate of Near Mid Air Collision (AIRPROX) within their airspace	2022	

Communication of progress to RASG-MID & Stakeholders

1. A MID Region Annual safety report would be annually published to provide stakeholders with relevant up-to-date information on the progress made in achieving the regional safety goals and targets, as well as the implementation status of the SEIs.
2. MID-RASP SEIs and their respective actions as well as regional safety goals and targets; would be presented at every SEIG and RASG-MID meetings as well as safety seminars.
 - a. **Brief overview of the overall implementation of the MID-RASP;**
 - b. **Analysis on delay/ challenges encountered in implementation of SEIs and their respective actions; and**
 - c. **If regional safety goals and targets are not met, causes would be addressed and presented to relevant stakeholders.**

Goal: Goal supports the region’s strategic approach to managing safety at the regional level.

- **Name:** Goal #Number - SEI# Number: Description of the SEI;
- **Target(s)/Metrics.** Targets which serve to fulfil their respective Regional Goal;
- **Rationale** behind the safety issue (why it has been identified as an issue);
- **What it is to be achieved** (objective);
- **How we intend to monitor improvement** in the future;
- **How we intend to achieve** the objective; here, the various actions contributing to mitigate the identified risk in that area are described;
- **Actions:** The tasks required for the implementation of the SEI. The actions support the SEI and Targets of the Regional Goal;
- **References:**
 - Indicates key existing global documents from which the SEI is adopted, if applicable.

Safety Actions

Stakeholders: The entities/ stakeholders in the MID region, to which the Actions are addressed	
Example Action 1: Description of the Action to be taken	
Subtask(s) if needed to be added	
Owner(s):	Appointed Group/State(s)/Organization(s) to further develop details for implementation of the respective Action
Priority:	Low, Medium, High
Completion Date:	The date in which the respective Action is expected to be implemented
Status:	new, ongoing, on hold, completed. (Provide also updated progress if any)
Example Action 2: Description of the Action to be taken	
Subtask(s) if needed to be added	
Owner(s):	Appointed Group/State(s)/Organization(s) to further develop details for implementation of the respective Action
Priority:	Low, Medium, High
Completion Date:	The year(s) in which the respective Action is expected to be implemented
Status:	new, ongoing, on hold, completed. (Provide also updated progress if any)
Deliverable(s)	EXPECTED OUTPUT
Description of the Result to be achieved	The year in which the respective Target is expected to be achieved

Safety Actions

To address:

- a. **Regional operational risks: 5 SEIs & 17 actions**
- b. **Organizational issues and emerging risks: 10 SEIs and 31 actions**



Safety Actions: Organizational issues & Emerging Risks

**Goal 2:
Strengthening states safety oversight capabilities**

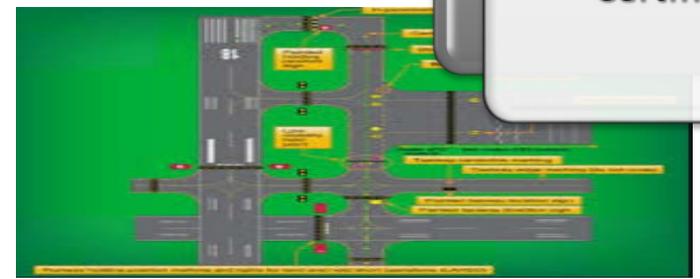


Safety Actions: Organizational issues & Emerging Risks

Goal 3:
Ensure the appropriate infrastructure is available to support safety operations

G3-SEI-01:
Certification of international aerodromes

G3-SEI-02:
Establish runway safety teams





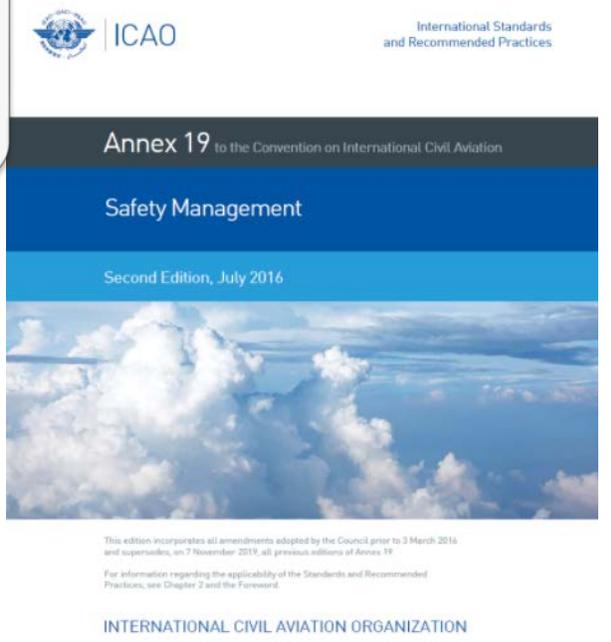
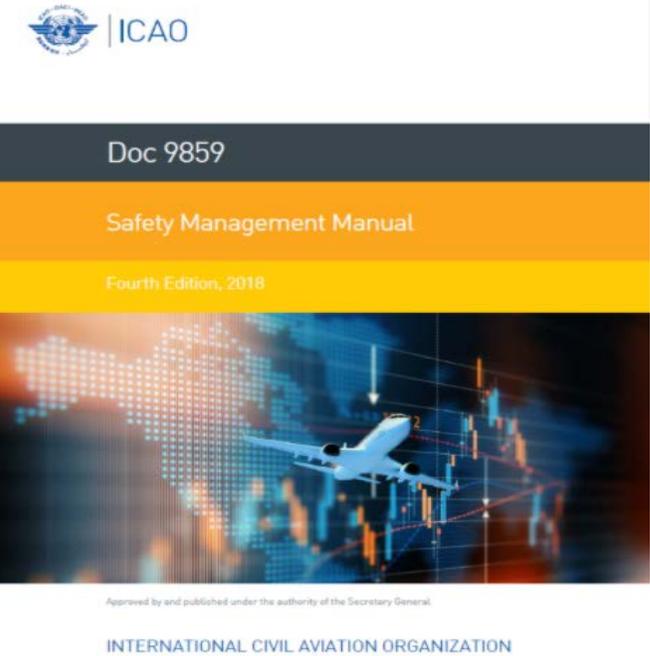
Safety Actions: Organizational issues & Emerging Risks

Goal 4:
Expand the use of industry Programmes

G4-SEI-01:
Promote the use of industry Programmes



Safety Actions: Organizational issues & Emerging Risks



Safety Actions: Organizational issues & Emerging Risks

Goal 6: Increase Collaboration at the Regional Level to Enhance Safety



SEI(s) to be developed in the future

Safety Actions: Regional operational safety risks

Goal 1:
Achieve a continuous reduction of operational risks

G1-SEI-01: LOC-I



**G1-SEI-02:
RE**



G1-SEI-03: CFIT



**G1-SEI-04:
RI**



G1-SEI-05: MAC



SEIs identified in MID-RASP and recommended to States for inclusion in their NASPs



**G2-SEI-01:
Strengthening of
States' Safety
Oversight**



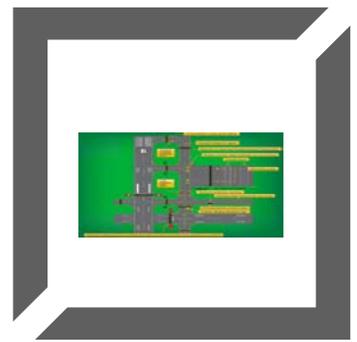
**G2-SEI-04:
Enhance State
Oversight on
Dangerous
Goods**



**G2-SEI-05:
Human factors
and Competence
of Personnel**



**G2-SEI-06:
Impact of security
on safety**



**G3-SEI-01:
Certification of
International
Aerodromes**

SEIs identified in MID-RASP and recommended to States for inclusion in their NASPs



G3-SEI-02:

Establish Runway Safety Team (RST) at International Aerodromes



G5-SEI-01:

Implement an effective Safety Management

SEIs identified in MID-RASP and recommended to States for inclusion in their NASPs



G1-SEI-01:
Aircraft upset in flight (LOC-I)



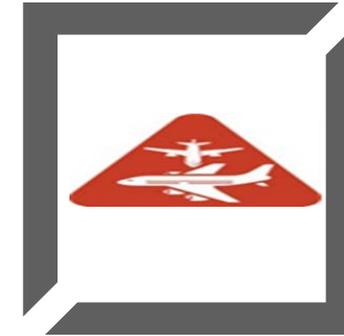
G1-SEI-02:
Runway Excursion (RE)



G1-SEI-03:
Runway Incursion (RI)



G1-SEI-04:
Controlled Flight into Terrain (CFIT)



G1-SEI-05:
5A- Mid Air Collision (MAC)-"Loss of separation between military and civil aircraft"
5B- Ensure the Safe Operations of UAS (drones)

