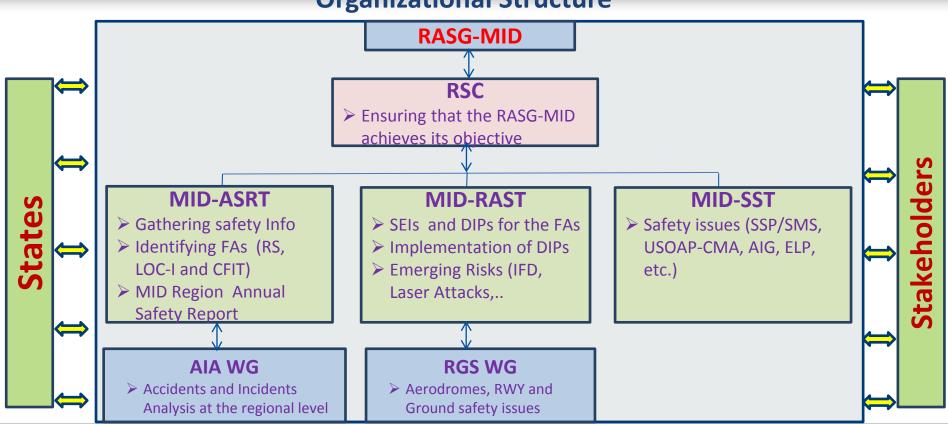# RASG-MID

Develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety

- ✓ **support and monitor the regional implementation of the GASP**

- ✓ **A collaborative and coordinated approach in partnership with all aviation stakeholders under the leadership of ICAO (coordinated and joint activities, resource sharing,..)**

- ✓ **Establish regional safety priorities and targets**

- ✓ **Support collection of data for regional dashboard (Priorities, indicators, metrics, targets)**

- ✓ **Alignment of RSOO(s) / COSCAP(s) with GASP**

Organizational Structure

RASG-MID

RSC
- Ensuring that the RASG-MID achieves its objective

States

Stakeholders

MID-ASRT
- Gathering safety Info
- Identifying FAs (RS, LOC-I and CFIT)
- MID Region Annual Safety Report

MID-RAST
- SEIs and DIPs for the FAs
- Implementation of DIPs
- Emerging Risks (IFD, Laser Attacks,..

MID-SST
- Safety issues (SSP/SMS, USOAP-CMA, AIG, ELP, etc.)

AIA WG
- Accidents and Incidents Analysis at the regional level

RGS WG
- Aerodromes, RWY and Ground safety issues

RASG-MID Deliverables

- Four MID Annual Safety Reports
- MID Region Safety Strategy (safety priorities, indicators and targets)
- Three MID Region Safety Summits
- MID Regional Runway Safety Seminar, Aerodrome Certification Workshop and Runway Safety Team (RST) Workshop
- Safety Management Workshops
- Conducted several Runway Safety Go-Team
- Studies/surveys related to safety issues such as Call Sign Confusion and Laser Attacks
- Provided support for the establishment of the MENA-RSOO

RASG-MID Deliverables (cont'd)

- **RASG-MID Safety Advisories (RSAs):**

  ➢ **RSA – 001, Guidance for Harmonising the Use & Management of Stop Bars at Airports**

  ➢ **RSA – 002, Guidance for Regulatory framework for RST establishment**

  ➢ **RSA – 003, Guidance and Model Checklists for Runway Safety Team**

  ➢ **RSA-004, Guidance on call sign similarity**

  ➢ **RSA-005, MID-Region Aerodromes Certification Toolkit"**

  ➢ **RSA-006, Guidance on "Flight Data Exchange (FDX)"**

  ➢ **RSA-007, Standard Operating Procedures Effectiveness and Adherence**

RASG-MID Deliverables (cont'd)

- **RSA-008, Airplane States Awareness (ASA) – Training –Flight Crew training (Approach to stall & Up set recovery) Verification and Validation**

- **RSA-009, Airplane States Awareness (ASA) – Low Speed Alerting**

- **RSA-010, Periodic Surveillance Audits of Aerodrome Infrastructure and Maintenance**
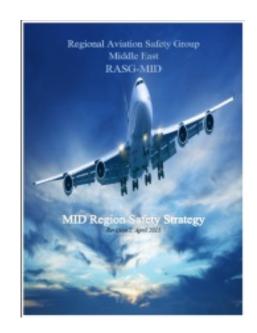
(In the pipeline)

- **RSA-011, Safeguarding Of Aerodromes**

- **RSA-012, Guidance On Regulatory Framework Supporting Establishment Of Wildlife Management And Control Teams**

MID Region Safety Strategy

➢ **In line with the GASP**

➢ **Addresses specific regional safety issues**

➢ **Identifies the safety priorities, indicators and targets for the MID region**

➢ **The RASG-MID is the governing body responsible for the review and update of the Strategy**

Regional Aviation Safety Group
Middle East
RASG-MID

MID Region Safety Strategy
Revision 2, April 2015

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.**

Revised MID Region Safety Strategy

➢ First MID Region Safety Strategy developed by the First Safety Summit (Bahrain, 28-29 April 2013) and endorsed by the DGCA-MID/2 meeting (Jeddah, 20-22 May 2013).

➢ RASG-MID, as the governing body, made further amendments to the Strategy

➢ Latest version (Rev. 2) endorsed by the RASG-MID/4 (Jeddah, 30 March – 1 April 2015)

➢ **A revised version (ver. 3) was endorsed by the RASG-MID/5 meeting:**

  – 3 new Safety Indicators have been added: "Average Fleet Age"; "Percentage of fleet above 20 years of age"; and "Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents"

  – Rewording of the Safety Target related to the use of the IATA Operational Safety Audit (IOSA), ("acceptable means of compliance")

  – The safety indicator and target related to IATA Safety Audit for Ground Operations (ISAGO) has been deleted

SAFETY PRIORITIES AND TARGETS
Accidents
(2010-2014)

Safety Indicator	Safety Target	Average 2010-2014		2014	
		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**	5.2	3.5	4.4	3.1
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**	1.2	0.46	0.88	0.29

Runway Safety (RS)

Safety Indicator	Safety Target	Average 2010-2014		2014	
		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**	2.68	2.05	2.6	2.45
	Reduce/Maintain the Runway Safety related accidents to be **less than 1 accident** per million departures by **2016**	2.6	N/A		
Number of established Runway Safety Team (RST) at MID International Aerodromes	50% of the international aerodromes by **2020**	32%			

Loss of Control In-Flight (LOC-I)

Safety Indicator	Safety Target	Average 2010-2014		2014	
		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**.	0.39	0.07	0	0.06

Controlled Flight Into Terrain (CFIT)

Safety Indicator	Safety Target	Average 2010-2014		2014	
		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**.	0.2	0.11	0	0.06

USOAP-CMA Effective Implementation (EI)

Safety Indicator	Safety Target	Status
Regional average EI	Increase the regional average EI to be above 70% by **2020**	**68.23%**
Number of MID States with an overall EI over 60%.	11 MID States to have at least 60% EI by **2020**	**8 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**.	**0 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	68%
	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	4 out of 8 States (50%)

CURRENTLY 8 STATES OUT OF 13 AUDITED STATES HAVE EI>60%

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**	**53%**
	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**	11 States
Number of MID States, that have developed an SSP implementation plan	10 MID States by **2015**	9 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 (4 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 (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 (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 8 STATES OUT OF 13 AUDITED STATES HAVE 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**	75% (6 States)
	70% of MID States with EI>60% by **2016**	
	100% of MID States with EI>60% by **2017**	

CURRENTLY 8 STATES OUT OF 13 AUDITED STATES ARE WITH EI>60%

Challenges

➢ **Escalated political/security situation in some of the MID States, which affected the achievement of the regional safety targets;**

➢ **Insufficient technical and/or financial resources at State level to implement the Global Aviation Safety Plan (GASP) objectives, the SEIs and contribute to the achievement of the agreed safety targets and support the RASG-MID Work Programme;**

➢ **Difficulty to find voluntary Champions/Coordinators (from States or the Industry) to progress the work related to the identified SEIs and DIPs.**

Challenges

➢ **Some States do not have sufficient number of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities;**

➢ **Lack of adequate training provided to technical and inspectorate staff;**

➢ **Slow progress in the implementation of the work programme of the MID Safety Support Team (USOAP-CMA, SSP/SMS, AIG, etc.);**

➢ **Low level of reporting of safety data (incidents and hazards).**

Way Forward

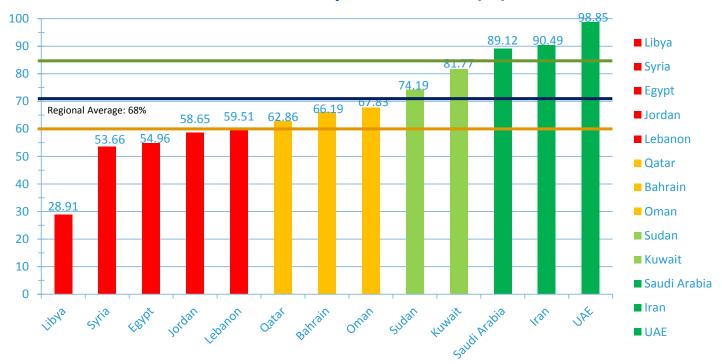- **Doha Declaration and the MID Region Safety Strategy defined regional performance targets, but do not specify what needs to be achieved by each State.**

- **Business as usual does not impact the resolution of many long standing deficiencies.**

- **ICAO NCLB Initiative.**

- **The MID NCLB Strategy/Plan aims at a new leadership approach.**

- **Agreement with concerned States on specific and measureable outcomes, and clear definition of accountability for the achievement of the set goals.**

- **Proactive approach to foster political will and senior level commitment.**

- **Identification of Champion State or stakeholder to provide required assistance.**
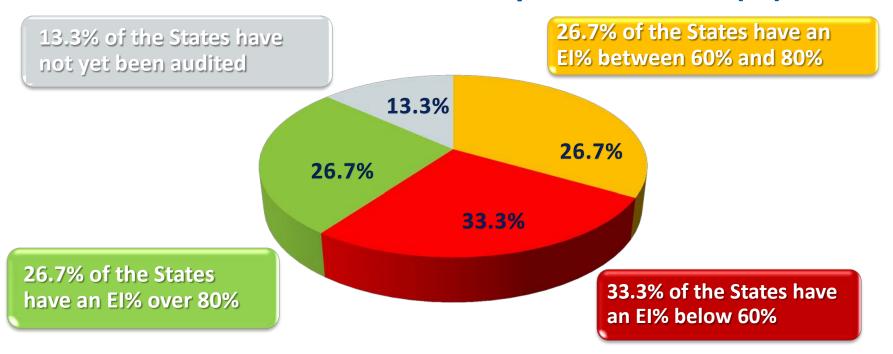
ICAO CAIRO   UNITING AVIATION

NO COUNTRY LEFT BEHIND

USOAP-CMA Effective Implementation (EI)

Regional Average: 68%

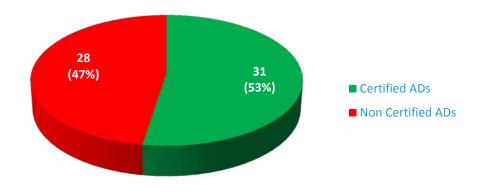| Country	Value
Libya	28.91
Syria	53.66
Egypt	54.96
Jordan	58.65
Lebanon	59.51
Qatar	62.86
Bahrain	66.19
Oman	67.83
Sudan	74.19
Kuwait	81.77
Saudi Arabia	89.12
Iran	90.49
UAE	98.85

Status of Aerodrome Certification

State	Number of Intl Aerodromes	Number of Certified Intl Aerodromes	Percentage certified
Bahrain	1	1	100%
Egypt	7	4	57%
Iran	9	4	44%
Iraq	6	2	33%
Jordan	3	1	33%
Kuwait	1	1	100%
Lebanon	1	0	0%
Libya	3	0	0%
Oman	2	2	100%
Qatar	2	2	100%
Saudi Arabia	4	4	100%
Sudan	4	2	50%
Syria	3	0	0%
UAE	8	8	100%
Yemen	5	0	0%
Total	59	31	53%

31 (53%)

28 (47%)

- Certified ADs
- Non Certified ADs

MID Region NCLB Strategy/Plan

Aligned with the ICAO NCLB campaign and Regional priorities and specific to the MID States

Based on USOAP-CMA Effective Implementation (EI)

States in the MID Region could be classified into four categories:

0≤ EI ≤60

60< EI ≤70

70< EI ≤85

85< EI ≤ 100

MID NCLB Strategy/Plan – Key Activities

- Clearly defined objectives
- Established and agreed to priorities
- Schedules and timelines
- Accountability for MID Regional Office, States, and other Stakeholders
- Monitor progress & measurable targets
- Key milestones and outcomes
- Coordination with other relevant programmes and stakeholders

Conclusion

- **The priorities identified by the RASG-MID helped all stakeholders to work towards the achievement of the agreed safety targets.**

- **Good progress has been recorded, especially in the RGS area.**

- **Although the MID Region average accidents rates are slightly above the global rates, the regional average rates for the period (2010-2014) show a good improvement compared to (2009-2013).**

- **There is still room for improvement, but we need to address the main challenges.**

Conclusion (Cont'd)

MID NCLB Strategic Approach

- **Leadership/Commitment/Political will/ Accountability**
- **Prioritization of activities based on effective implementation of ICAO SARPs, risk, political will and other factors**
- **Specific and measureable outcomes and goals/targets for each State**
- **Collaboration of all stakeholders to provide required assistance**

The key is commitment and collaboration