



International Civil Aviation Organization

**Second Meeting of the RASG-MID Steering Committee
(RSC/2)**

(Amman, Jordan, 28 – 30 October 2013)

Agenda Item 3: Regional Performance Framework for Safety

MID-RAST ACTIVITIES

(Presented by the MID-RAST Rapporteur)

SUMMARY

This paper provides a Progress Report on the activities of MID-RAST, presents the up-to-date Safety Enhancement Initiatives (SEIs) & one Detailed Implementation Plan (DIP) for each Focus Area (FA)

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The ICAO planning objective is to implement a performance based safety framework through safety systems and procedures in a progressive, cost-effective and cooperative manner. It will provide guidance for the prioritization and allocation of aviation safety resources with measurable achievement of global safety goals and associated global safety targets.

1.2 The aim of a performance-based approach is to reduce risk and achieve continuous improvement in safety performance through the establishment and monitoring of specific performance criteria based on a data driven process.

1.3 The performance-based approach adheres to the following principles: strong focus on results through adoption of performance objectives and targets; collaborative decision making among stakeholders; and reliance on facts and data for decision making. Assessment of achievements is periodically checked through a performance review, which in turn requires adequate performance measurement and data collection capabilities.

1.4 The advantage of a performance-based approach is that it is result oriented, transparent and promotes accountability. It shifts from prescribing solutions to specifying desired performance outcomes; employs quantitative and qualitative methods; avoids a technology driven approach; helps decision makers to set priorities, makes the most appropriate trade-offs, and allows optimum resource allocation.

1.5 It's to be highlighted that the RSC/1 meeting re-iterated that the working methods of the RASG-MID need to be dynamic and follow a Performance-based Cycle such as the following:

- a) identify key stakeholders;
- b) gather and analyze data from all available sources;
- c) identify risk areas;
- d) prioritize;
- e) elaborate Safety Enhancement Initiatives (SEIs);
- f) create Detailed Implementation Plans (DIPs) with measurable objectives; and
- g) monitor/adjust the implementation plans by gathering and analyzing data.

1.6 The RSC/1 meeting noted that ICAO had developed a software tool to monitor the development and implementation of SEIs, with a view to support the RASGs in the process of implementation of a performance-based safety framework. It was highlighted that tracking the progress of all ICAO Regions in implementing Safety Enhancements will also be important to determine the effectiveness of the GASP on both regional and global basis. Information concerning implementation plans is centrally stored on an ICAO network server (the RAST group on the ICAO secure site <http://portal.icao.int>). Thus, regions that choose to use the tool would not only be able to track the development and implementation of their safety initiatives, but also safety initiatives in other regions.

2. DISCUSSION

2.1 In November 2012, the RASG-MID/2 meeting endorsed the following:

- a. the establishment of MID-RAST which would be responsible mainly for the development and implementation of Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) for the identified Focus Areas;
- b. the MID-RAST Terms of Reference (TORs);
- c. the use of MID-RAST of the most appropriate tool for the monitoring of the safety performance framework;
- d. the importance of MID-RAST refinement and prioritization of SEIs; and
- e. the establishment of the related DIP for the top priority SEI.

2.2 MID-RAST had two meetings since RASG-MID/2. The First Meeting was in Amman, Jordan on 26th February 2013 and had the following outputs:

- a. The addition of MID-RAST Contributor Group and their Responsibilities:
 - i. Provide feedback on MID-RAST SEIs & DIPs;
 - ii. Promote MID-RAST activities and outcomes within their Organization;
 - iii. Provide feedback on MID-RAST Reports; and
 - iv. Provide information support when needed.
- b. The Prioritization of SEIs for each Focal Area and feedback;
- c. Rapporteur possible replacement;

- d. MID-RAST Workplan for the year 2013;
- e. The enhancement of current DIP format by the use of other regions DIPs' applicable information; and
- f. MID-RAST 2nd 2013 meeting after the coming MID Safety Summit.

2.3 The Second Meeting was in April 2013 during the First MID Safety Summit at Bahrain had agreed on the following outputs:

- a. the use of the agreed upon SEI format and providing input for all available fields;
- b. the emphasis of key milestones as the deliverables that should include and specify necessary actions and their time frames;
- c. all SEIs and the top priority SEI related DIP deadline are due 10th of May 2013;
- d. GSI (global standard indicator) used through our SEI format has an update limiting the number to 9. Details of GSI were to be provided by Mr. Mashhor, ICAO-MID;
- e. Mr. Chamsou will be presenting MID-RAST final results on my behalf of Mr. Haithem Gauwas, MID-RAST Rapporteur, during the 3-5 June 2013 RSC/2 meeting at Egypt;
- f. the meeting agreed that one of the recommendations that will be forwarded to RSC and will take place after their approval is the posting of MID-RAST SEIs & DIPs results on ICAO portal and ICAO-MID websites; and
- g. the meeting also agreed that after the RSC meeting DIPs actions should be carried out by the responsible and followed by the champion and the related results should be reported to RASG-MID meeting on November along with the rest of the achievements.

2.4 MID-RAST up-to-date activities included the refine tuning and production of 3 top prioritized SEIs and one DIP as follows:

- a. Mohammad Al Dossari from UAE GCAA created three SEIs and one DIPs for Runway & Ground Safety (RGS) Focus Area;
- b. Ruby Sayyed from IATA created three SEIs and one DIPs for In-Flight Damage Focus Area;
- c. Mr. Chamsou from Boeing created three SEIs and one DIPs for Loss of Control-In flight Focus Area; and
- d. Capt. Richard Hill from IATA (Etihad Airways) created three SEIs and one DIPs for Controlled Flight Into Terrain Focus Area.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and endorse the SEIs and DIPs for each focal area;
- b) agree on the posting of MID-RAST SEIs & DIPs results on ICAO portal and ICAO-MID websites through the assistance of ICAO-MID Secretariat; and
- c) note the activities carried out by the MID-RAST and agree on its future work program including the carryover of the DIPs through the responsible for the action and followed by the champion and the related results should be reported to RASG-MID meeting on November 2013 along with the rest of the achievements.

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