



International Civil Aviation Organization

MID Safety Support Team

Second Meeting (MID-SST/2)
(Cairo, Egypt, 27-29 October 2015)

Agenda Item 2: MID-SST Work Programme

**UPDATE ON THE MID REGION'S SAFETY TARGETS RELATED TO SSP/SMS
IMPLEMENTATION**

(Presented by the Secretariat)

SUMMARY

The SSP/SMS Implementation is one of the themes under the MID Region Safety Strategy, which needs to be monitored against its indicators and targets.

Action by the meeting is at paragraph 3.

REFERENCES

- MID Region Safety Strategy
- RASG-MID/4 Report

1. INTRODUCTION

1.1 The RASG-MID/4 meeting (Jeddah, Saudi Arabia, 30 March - 1 April 2015) reviewed and updated the MID Region Safety Strategy. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 4/11: MID REGION SAFETY STRATEGY

That,

- a) the MID Region Safety Strategy at **Appendix 3Q** is endorsed; and*
- b) States be urged to provide necessary information/feedback to the ICAO MID Regional Office related to all Safety Indicators included in the MID Region Safety Strategy.*

1.2 The Strategy is at **Appendix A**. The following Safety Themes were endorsed for the monitoring of safety performance:

- 1) Accidents;
- 2) Runway Safety (RS);

- 3) Loss of Control In-Flight (LOC-I);
- 4) Controlled Flight Into Terrain (CFIT);
- 5) Safety Oversight capabilities (USOAP-CMA, IOSA and ISAGO);
- 6) Aerodrome Certification; and
- 7) SSP/SMS Implementation.

2. DISCUSSION

2.1 The chart below shows the Safety Indicators and Targets related to the SSP/SMS Implementation and the current status of achieving each target:

Theme	Safety Indicator	Safety Target	Status
SSP/SMS Implementation	Number of MID States, having completed the SSP Gap Analysis on iSTARS.	10 MID States by 2015.	9 States Bahrain, Egypt, Iran, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE. <i>According to the SSP Gap Analysis on iSTARS.</i>
	Number of MID States, that have developed an SSP implementation plan.	10 MID States by 2015.	8 States Bahrain, Egypt, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE. <i>According to the SSP Gap Analysis on iSTARS.</i>
	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.	2 States (Saudi Arabia and UAE) completed implementation of SSP Phase 1. 5 States (Bahrain, Egypt, Iran, Kuwait and Qatar) 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 (UAE) completed implementation of SSP Phase 2. 6 States (Bahrain, Egypt, Iran, Kuwait, Qatar and Saudi Arabia) 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 (Bahrain, Egypt, Iran, Kuwait, Qatar, Saudi Arabia and UAE) 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.	66% 6 States (Bahrain, Egypt, Iran, Kuwait, Saudi Arabia and UAE) established a process for acceptance of individual service providers' SMS.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review and update the status of each Safety Targets and agree on the next course of actions.

Regional Aviation Safety Group-Middle East RASG-MID



MID Region Safety Strategy

Revision 2, April 2015

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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.

2.3 The GASP includes a framework comprised of measurable objectives, supported by Safety Performance Areas and associated safety initiatives.

2.4 One of the strengths of the GASP is that while setting global objectives and priorities, it allows States and Regions to plan and establish their own specific approaches towards meeting these objectives and priorities according to each Member State's safety oversight capabilities, SSPs and safety processes necessary to support the air navigation systems of the future.

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 following are the MID Region Safety Themes endorsed for the monitoring of safety performance:

- 1) Accidents;
- 2) Runway Safety (RS);
- 3) Loss of Control In-Flight (LOC-I);
- 4) Controlled Flight Into Terrain (CFIT);
- 5) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);
- 6) Aerodrome Certification; and
- 7) SSP/SMS Implementation.

3.4 The MID Region Safety Indicators and Targets are detailed in the Table below:

	Theme	Safety Indicator	Safety Target
1	Accidents	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.
2	Runway Safety (RS)	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 established Runway Safety Team (RST) at MID International Aerodromes	50% of the international aerodromes by 2020.
3	Loss of Control In-Flight (LOC-I)	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.
4	Controlled Flight Into Terrain (CFIT)	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.

	Theme	Safety Indicator	Safety Target
5	Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	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 by 2015 at all times. b. 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.
		Number of Ground Handling service providers in the MID Region having the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	a. 75% of the Ground Handling service providers to be certified IATA-ISAGO by the 2017. b. The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States with an EI above 60% by 2017.

	Theme	Safety Indicator	Safety Target
6	Aerodrome Certification	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.
7	SSP/SMS Implementation	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.

4. Governance

4.1

4.2 The MID Region Safety Strategy will guide the work of RASG-MID and all its member States and partners.

4.3 The RASG-MID will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

4.4 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.

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