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RASG-MID

MID Region Safety Priorities and Targets

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OUTLINE

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 - *Background and Objectives*
 - *Organizational Structure/Working Arrangements*
 - *Activities*
 - *Achievements/Deliverables*

- ❑ MID Region Safety Strategy
 - *Strategic Safety Objective*
 - *Status of Regional Safety Priorities and Targets*



- On 25 May 2010, the 190th Session of the ICAO Council approved the establishment of the following RASGs:

RASG-PA, RASG-EUR, RASG-APAC, RASG-AFI and RASG-MID

- RASG-MID has been established following the ICAO Council directive and the agreement of the DGCA-MID/1 meeting (UAE, March 2011).

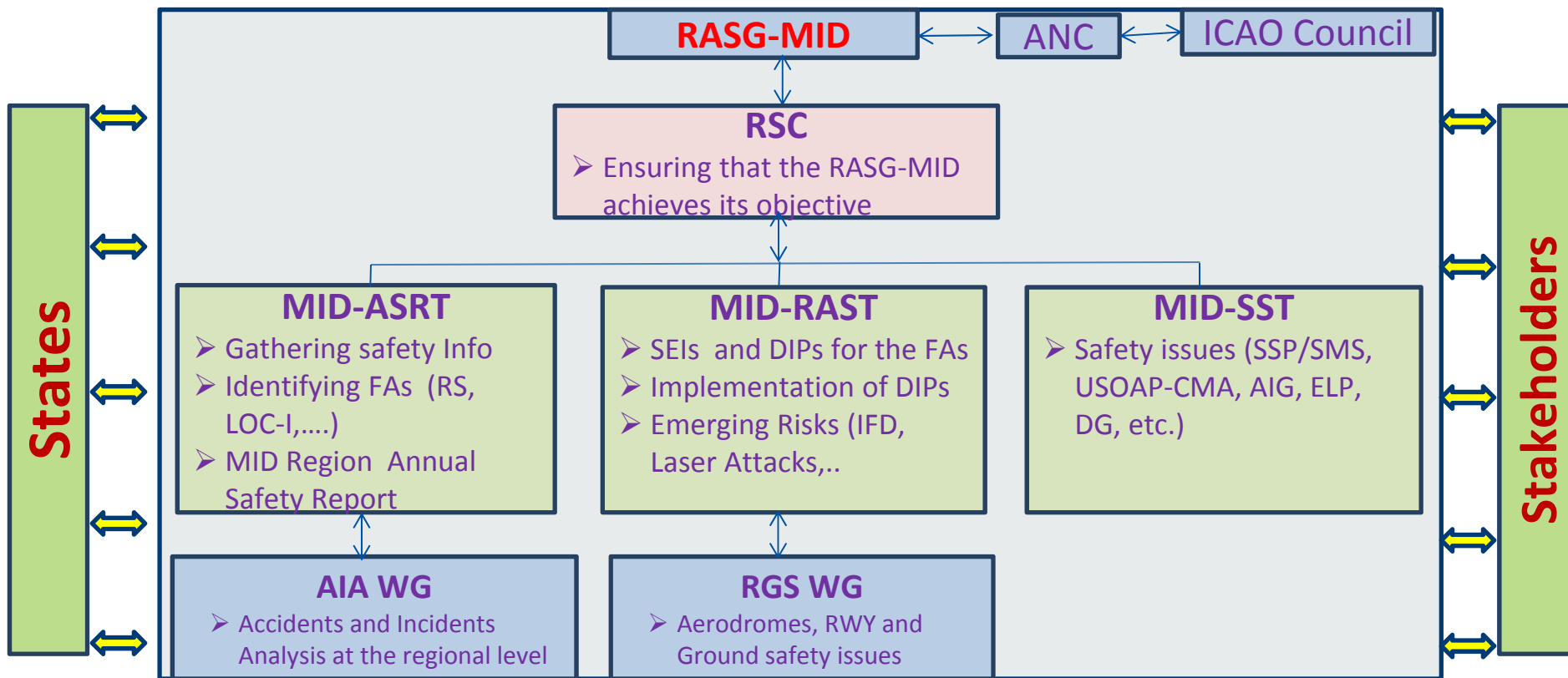
To support a regional performance framework for the management of safety



RASG-MID

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

- ✓ enhance safety in the MID Region
- ✓ support and monitor the regional implementation of the GASP
- ✓ establish regional safety priorities and targets
- ✓ ensure that all safety activities at the regional and sub-regional level are coordinated to avoid duplication of efforts
- ✓ encourage/ensure effective coordination and cooperation between all stakeholders
- ✓ Support collection of data for regional dashboard (Priorities, indicators, metrics, targets)





ACHIEVING THE OBJECTIVE

- analyze safety information and hazards to civil aviation at the regional level and develop the **MID Annual Safety Reports, MID-ASRT**;
- facilitate the sharing of safety information and experiences among all stakeholders;
- reduce duplication of efforts by encouraging collaboration, cooperation and resource sharing (joint organization of Safety events such as **Safety Summits and Safety Management Workshops, etc.**);



- develop/implement Safety Enhancement Initiatives (**SEIs**) and Detailed Implementation Plans (**DIPs**) related to the Focus Areas (FAs), **MID-RAST**;
- address other safety issues such as SSP/SMS, AIG, DG, etc. **MID-SST**; and
- monitor the implementation of regional safety objectives and targets (**MID Region Safety Strategy**);



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
- Conducted several Runway Safety Go-Team
- Safety Management Workshops
- 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**

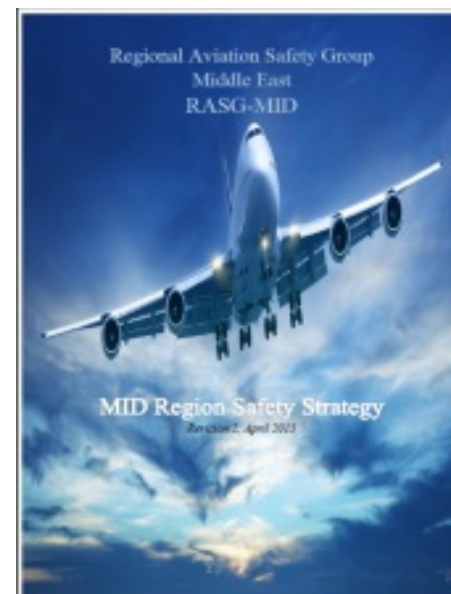
In the pipeline:

- **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





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.**



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

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.**
- **Insufficient technical and/or financial resources at State level.**
- **Difficulty to find voluntary Champions/Coordinators (from States or the Industry).**



Challenges

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



Way Forward

- Doha Declaration (2015) and the MID Region Safety Strategy defined regional performance targets, but do not specify what needs to be achieved by each State.

The MID NCLB Strategy/Plan

- 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.



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