



International Civil Aviation Organization

Aerodrome Safety & Planning Implementation Group

First Meeting (ASPIG/1)
(Cairo, Egypt, 19-21 November 2019)

Agenda Item 5: Implementation of Aerodrome Safety Priorities and Objectives

2020 – 2022 GLOBAL SAFETY PLAN &
MID REGION SAFETY STRATEGY OVERVIEW

(Presented by the Secretariat)

SUMMARY

This paper presents the 2020-2022 edition of the Global Aviation Safety Plan (GASP) and the MID Region Safety Strategy.

Action by the meeting is at paragraph 3.

REFERENCES

- 2020-2022 edition of the GASP
- MID Region Safety Strategy

1. INTRODUCTION

1.1 The 2020-2022 edition of the Global Aviation Safety Plan (GASP) (Doc 10004), which has been endorsed by the 40th ICAO Assembly, sets forth ICAO's Safety Strategy in support of the prioritization and continuous improvement of aviation safety.

1.2 The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized safety strategy and the implementation of regional and national aviation safety plans.

1.3 The global aviation safety roadmap, presented in the 2020-2022 edition of the GASP, serves as an action plan to assist the aviation community in achieving the GASP goals.

2. DISCUSSION

2.1 The GASP provides a long-term vision that will assist ICAO, States, RASGs and other regional entities, and industry with the development of a harmonized safety strategy. An overview of the 2020-2022 edition of the GASP is presented at **Appendix A** and for more details the meeting may wish to note that the endorsed is available at <https://www.icao.int/safety/Pages/GASP.aspx>.

MID Region Safety Strategy

2.2 The MID Region Safety Strategy includes Goals and Safety indicators, taking into consideration the GASP 2020-2022 edition and regional specific objectives and priorities in order to achieve the Safety Targets with a specific timeframe.

2.3 The RASG-MID is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary. The revised version of the MID Region Safety Strategy has been endorsed by the RASG-MID/7 meeting held in Cairo, Egypt, 15-18 April 2019 as at **Appendix B**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to agree to the following Draft Conclusion:

Why	to implement and support the regional goals and safety priorities and objectives set on the ICAO MID Safety Strategy.
What	Implementation Plans to reach and support the regional goals and safety priorities and objectives set on the ICAO MID Safety Strategy.
Who	States
When	November, 2019

DRAFT CONCLUSION I/XX: STATES COMMITMENT ON THE MID SAFETY PRIORITIES AND OBJECTIVES

That, States be aware of the weight of their individual progress on the regional targets, assume their own responsibility and commit to Implementation Plans to reach and support the regional goals and safety priorities and objectives set on the ICAO MID Safety Strategy.

APPENDIX A

2020 – 2022 GLOBAL SAFETY PLAN Overview

GASP Vision

2.1 The vision of the 2020-2022 edition of the GASP is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond, which is consistent with the United Nations' 2030 Agenda for Sustainable Development. The year 2030 has been selected as the timeframe for reaching this goal as it is by this date that traffic volume is forecast to double.

GASP Goals

2.2 A series of six goals in the 2020-2022 edition of the GASP support the overall aspirational safety goal and will supersede the objectives presented in the 2017-2019 Edition of the GASP. Some derive from the 2017-2019 Edition of the GASP, which called for States to implement effective safety oversight systems and State safety programmes (SSPs). Other goals respond to feedback from States and international organizations received during the consultation process to update the GASP, asking for a greater emphasis on the management of operational safety risks. The following goals for the 2020-2022 edition of the GASP are proposed:

Goal 1: Achieve a continuous reduction of operational safety risks.

Goal 2: Strengthen States' safety oversight capabilities.

Goal 3: Implement effective State safety programmes.

Goal 4: Increase collaboration at the regional level.

Goal 5: Expand the use of industry programmes.

Goal 6: Ensure the appropriate infrastructure is available to support safe operations.

GASP Missions

2.3 The Plan's mission is to continually enhance aviation safety performance internationally by providing a collaborative framework for States, regions and industry. The GASP strives to enhance global civil aviation safety through the following values:

- a) promoting a positive safety culture;
- b) recognizing and promoting the aviation sector's responsibility for the safety of the public;
- c) encouraging collaboration, teamwork and shared learning in the management of safety;
- d) protecting safety data and safety information;
- e) promoting the sharing and exchange of safety information;
- f) taking data-driven decisions;
- g) encouraging risk-based prioritization;
- h) ensuring proportionality of actions and resources to risk; and
- i) proactive management of emerging issues.

GASP Structure

2.4 The 2020-2022 edition of the GASP has been restructured in two parts. Part one addresses safety planning, including the identification of organizational challenges and operational safety risks and the definition of roles and responsibilities of the different stakeholders within the GASP. Part two addresses implementation of safety enhancement initiatives aimed at improving safety. The 2020-2022 edition of the GASP is available at <https://www.icao.int/safety/Pages/GASP.aspx>.

GASP High-Risk Categories (HRCs)

2.5 To mitigate the risk of fatalities, States, regions and industry need to address the high-risk categories (HRCs) of occurrences. The selection of types of occurrences considered to be global HRCs (previously referred to as “global safety priorities”) is based on actual fatalities from past accidents, high fatality risk per accident or the number of accidents and incidents. The following HRCs, in no particular order, have been identified for the draft 2020-2022 edition of the GASP: controlled flight into terrain; loss of control in-flight; mid-air collision; runway excursion; and runway incursion.

2.6 In line with the 2020-2022 edition of the GASP, each region and State will be encouraged to develop a regional aviation safety plan and national aviation safety plan, respectively, in which the strategic direction for the management of aviation safety for a set time period will be presented. Each plan should be developed in line with the GASP goals, targets and HRCs. For States that have fully implemented a State safety programme (SSP), the national aviation safety plan is the means to demonstrate commitment to the implementation of additional activities to improve safety in the State, for example, to strengthen the SSP and to meet the State’s safety objectives.

Global Aviation Safety Roadmap

2.7 The 2020-2022 edition of the GASP includes the global aviation safety roadmap, which serves as an action plan to assist the aviation community in achieving its goals through a structured, common frame of reference for all relevant stakeholders. The roadmap presents globally recognized safety enhancement initiatives for States, regions and industry to address each of the GASP goals. The operational safety risks portion of the roadmap is included in the GASP to assist States, regions and industry in addressing the above five HRC. The safety enhancement initiatives should be implemented as soon as practicable to mitigate the risks associated with the HRCs. The roadmap supports the validation of the effectiveness of the safety enhancement initiatives and suggests a structure to identify hazards associated with the HRCs and develop additional safety enhancement initiatives to mitigate the associated safety risks.

GASP indicators & targets

2.8 GASP indicators are included in the 2020-2022 edition of the plan and will be used to measure the progress of individual States, regions and industry towards achieving the GASP goals and targets. The GASP targets contain dates for the completion of different actions and are used to measure the success of regional and national aviation safety plans and the GASP in general. Following the publication of the 2020-2022 edition of the GASP, ICAO will monitor the level of achievement by individual States and regions with respect to these goals and targets.

2.9 The meeting may wish to note that States and industry should ensure that adequate resources, including qualified technical personnel, infrastructure, tools and funding will be available to support the safety enhancement initiatives needed to achieve the GASP goals.

GASP supporting GANP

2.10 The meeting may wish to note that, in addition to the safety-related challenges and operational safety risks, the 2020-2022 edition of the GASP supports the implementation of the Global Air Navigation Plan (GANP) by addressing the need for appropriate infrastructure to support safe operations. The coordination of activities between the Regional Aviation Safety Group – Middle East (RASG-MID) and the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) are key to the successful implementation of the GASP and the GANP.

APPENDIX B



ICAO

SAFETY

**REGIONAL AVIATION SAFETY GROUP – MIDDLE EAST
(RASG-MID)**

**MID REGION
SAFETY STRATEGY**

EDITION 6, APRIL 2019



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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 2017-2019 GASP introduced a global aviation safety roadmap to ensure that safety initiatives deliver the intended benefits of the GASP objectives through enhanced coordination, thus reducing inconsistencies and duplication of efforts.

2.4 The GASP roadmap outlines specific safety initiatives supported by a set of actions associated with each of the four safety performance enablers (standardization, resources, collaboration and safety information exchange) which, when implemented by stakeholders, will address the GASP objectives and global safety priorities. These specific safety initiatives targeted to the different streams of stakeholders (States, regions and industry) at different levels of maturity.

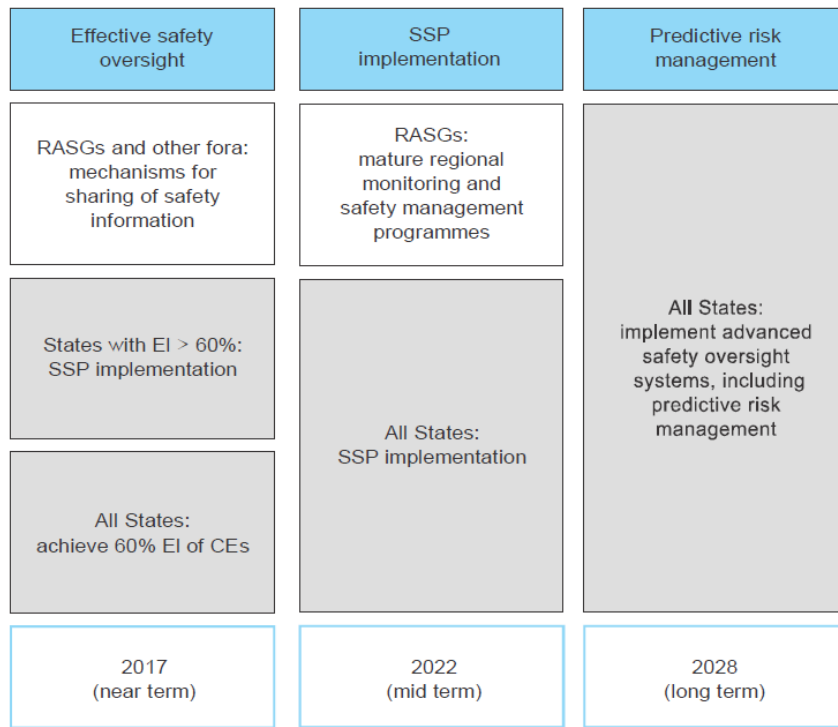
2.5 States, Regions (supported primarily by the RASGs) and industry are expected to use the roadmap individually and collectively as the basis to develop action plans that define the specific activities which should take place in order to improve safety at the regional or sub-regional and national levels.

2.6 The Draft 2020-2022 Edition of the GASP would set forth ICAO's Safety Strategy in support of the prioritization and continuous improvement of aviation. The plan guides the implementation of regional and national aviation safety plans.

2.7 The 2020-2022 Edition of the GASP includes a new set of goals, targets and indicators, in line with the United Nations' 2030 Agenda for Sustainable Development.

2.8 The global aviation safety roadmap, presented in the Draft 2020-2022 Edition of the GASP, would serve as an action plan to assist the aviation community in achieving the GASP goals.

2.9 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.



2017-2019 GASP Objectives

2.10 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 Goals and Safety Indicators, taking into consideration the Draft GASP 2020-2022 and regional specific objectives and priorities, as well as the adoption and attainment of Safety Targets with a specific timeframe.

3.3 The MID Region Safety Strategy includes the following Goals:

- Aspirational Goal: Zero fatality by 2030
- Goal 1: Achieve a continuous reduction of operational safety risks
- Goal 2: Strengthen States' safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results
- Goal 3: Improve aerodrome safety
- 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
- Goal 7: Ensure the appropriate infrastructure is available to support safe operations
- Goal 8: Monitor the fleet age

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

MID Region Safety Targets

Aspirational Goal: Zero Fatality by 2030

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Safety Indicator	Safety Target	Timeline
Number of accidents per million departures	Regional average rate of accidents to be in line with the global average rate	2016
Number of fatal accidents per million departures	Regional average rate of fatal accidents to be in line with the global average rate	2016
Number of fatalities per million departures	Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate	2018
Number of Runway Excursion accidents per million departures	Regional average rate of Runway Excursion accidents to be below the global average rate	2016
Number of Runway Incursion accidents per million departures	Regional average rate of Runway Incursion accidents to be below the global average rate	2018
Number of LOC-I related accidents per million departures	Regional average rate of LOC-I related accidents to be below the global rate	2016
Number of CFIT related accidents per million departures	Regional average rate of CFIT related accidents to be below the global rate	2016
Number of Mid Air Collision (accidents)	Zero Mid Air Collision accident	2018
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	2020

Goal 2: Strengthen States' Safety Oversight Capabilities/Progressively Increase the USOAP-CMA EI Scores/Results:

Safety Indicator	Safety Target	Timeline
USOAP-CMA Effective Implementation (EI) results: a. Regional average EI b. Number of States with an overall EI over 60% c. Regional average EI by area d. Regional average EI by CE	a. Regional average EI to be above 70% b. 11 MID States to have at least 60% EI c. Regional average EI for each area to be above 70% d. Regional average EI for each CE to be above 70%	a. 2020 b. 2020 c. 2020 d. 2020
Number of Significant Safety Concerns (SSC)	a. No Significant Safety Concern (SSC) b. SSC, if identified, to be resolved as a matter of urgency, and in any case within 12 months from its identification	2016

Goal 3: Improve Aerodrome Safety:

Safety Indicator	Safety Target	Timeline
Number of certified International Aerodrome as a percentage of all International Aerodromes in the MID Region	a. 50% of the International Aerodromes certified b. 75% of the International Aerodromes certified	a. 2015 b. 2017
Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes having established a RST	2020

Goal 4: Expand the use of Industry Programmes:

Safety Indicator	Safety Target	Timeline
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 at all times. b. All MID States with an EI of at least 60% use the IATA Operational Safety Audit (IOSA) to complement their safety oversight activities	a. N/A b. 2018
Use of the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States. Pursue at least 50% increase in ISAGO registration (baseline 2017)	2020
Use of the ACI Airport Excellence (APEX) in Safety programme	At least 1 ACI APEX in Safety conducted in 1 Airport of the Region per year	N/A

Goal 5: Implementation of Effective SSPs and SMSs:

Safety Indicator	Safety Target	Timeline
Number of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	a. 9 States b. 12 States	a. 2019 b. 2020
Number of States that have completed the SSP Gap Analysis on iSTARS	13 States	2020
Number of States that have developed an SSP implementation plan	13 States	2020
Regional Average SSP Foundation (in %)	70%	2022
Number of States that have fully implemented the SSP Foundation	10 States	2022
Number of States that have established an ALoSP	10 States	2025
Number of States that have implemented an effective SSP	7 States	2025
Number of States that have established a process for acceptance of individual service providers' SMS	2 States	2020
Number of States providing information on safety risks, including SSP SPIs, to the RASG-MID	7 States	2020
Establishment of a Regional mechanism for regional data collection, sharing and analysis	Regional Mechanism established	2018

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

Safety Indicator	Safety Target	Timeline
Number of States attending the RASG-MID meetings	At least 12 States from the MID Region	2019
Number of States providing required data related to accidents, serious incidents and incidents to the MID-ASRT	All States from the MID Region	2020
<p>Number of States requiring and actively seeking assistance/support</p> <p>Number of States that received assistance/support through the RASG-MID, MENA RSOO and/or other NCLB mechanisms</p>	<p>All States having an EI below 60% to be member of the MENA RSOO</p> <p>All States having an EI below 60% to have an approved NCLB Plan of Actions for safety (agreed upon with the ICAO MID Office)</p> <p>SEI or Technical Assistance Mission/Project implemented for each assistance need identified by the RASG-MID</p>	<p>2019</p> <p>2019</p>
Number of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s)	Percentage of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s), to be at least 50%	2022
Number of States that contribute to the implementation of SEIs and Technical Assistance Missions/Projects	7 States	2020
Percentage of SEIs implemented in accordance with the agreed timeframe	80% of the SEIs	N/A

Goal 7: Ensure the Appropriate Infrastructure is available to Support Safe Operations:

Safety Indicator	Safety Target	Timeline
Number of Air Navigation Deficiency Priority “U” identified by MIDANPIRG	No Air Navigation Deficiency Priority “U”	2022

Goal 8: Monitor the Fleet Age:

Safety Indicator	Safety Target
*Average Fleet Age.	States are required to monitor their fleet age. No regional Safety Targets are defined.
*Percentage of fleet above 20 years of age.	

4. Governance

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

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

4.3 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.

- END -