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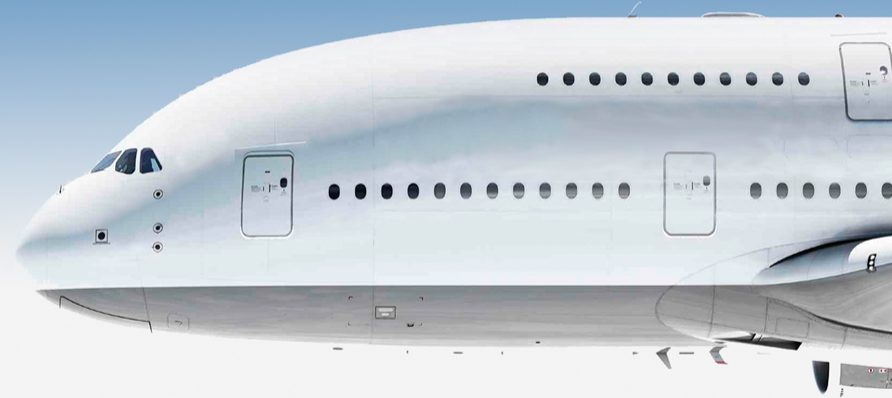
SAFETY

NO COUNTRY LEFT BEHIND



SESSION 6

MID Region Safety Strategy

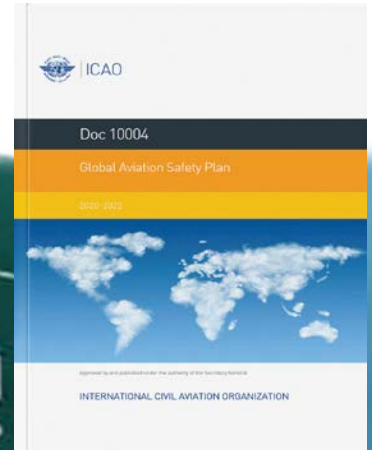




ICAO Global Aviation Safety Plan (GASP)

- Global strategy for safety improvement
- Framework for regional & national plans
- Promotes harmonization & coordination of efforts

GASP 2020-2022 Edition
Endorsed by A40





First MID Region Safety Strategy

First MID Region Safety Summit (Bahrain, April 2013)
Partnership between IATA and ICAO and hosted by Bahrain



Endorsed by DGCA-MID/2 meeting (Jeddah, Saudi Arabia, May 2013)



In line with the with the Global Aviation Safety Plan (GASP)
Address specific safety risks identified within the framework of the RASG-MID



The RASG-MID is he governing body trespensible for the review and update of the Strategy



Strategic Safety Objective

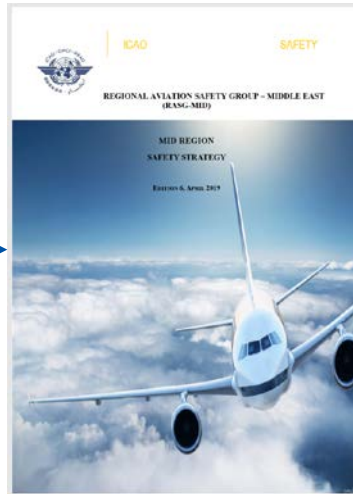
Continuous improvement of aviation safety through a progressive reduction of the number of accidents and related fatalities in the MID Region to be in line with the global average, based on:





MID Region Safety Strategy (Edition 6, 2019)

Revisited during the Fourth MID Region Safety Summit (Riyadh, Saudi Arabia, 2-3 October 2018)



Includes Goals and Safety indicators, taking into consideration the GASP 2020-2022 Edition



Addresses specific regional safety objectives and priorities in order to achieve the Safety Targets with a specific timeframe



Endorsed by the RASG-MID/7Cairo, Egypt, from 15 to 18 April 2019



MID Region Safety Strategy Goals

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





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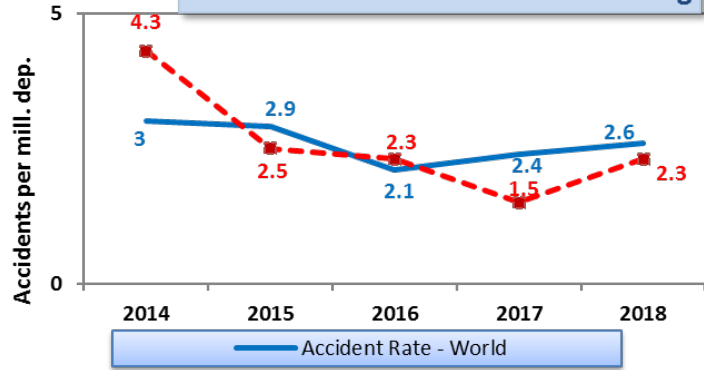


REACTIVE





Accident Rate Scheduled Commercial above 5700 kg



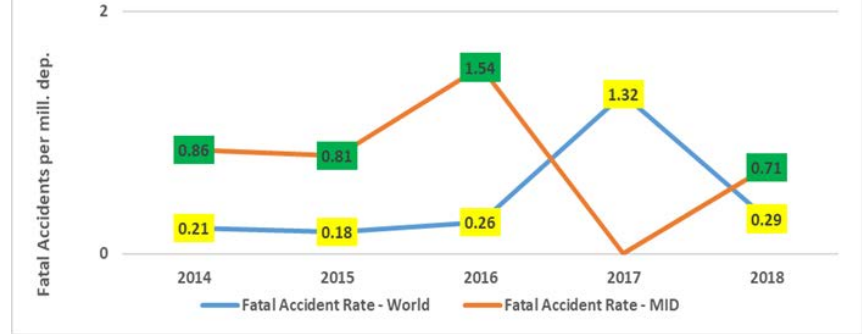
Safety Target
Reduce/Maintain the regional average rate of accidents to be in line with the global average rate by 2016

Average 2014-2018

Average MID
2.6

Average Global
2.58

Fatal Accident Rate Scheduled Commercial above 5700 kg



Safety Target
Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate by 2016

Average 2014-2018

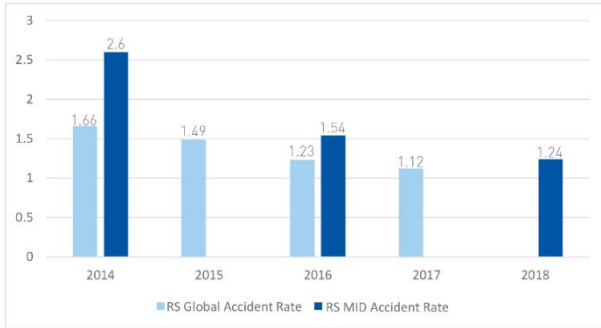
Average MID
0.78

Average Global
0.45



Reduce/Maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016

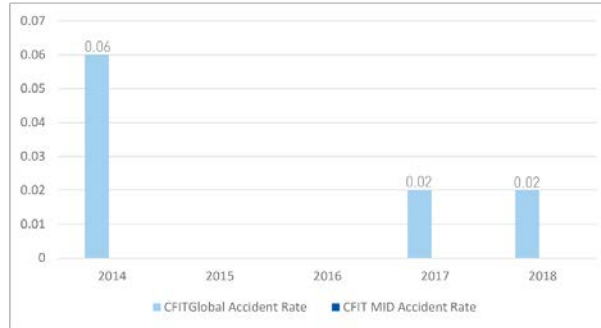
Runway Safety (RS)



Average MID
0.82

Average Global
1.23

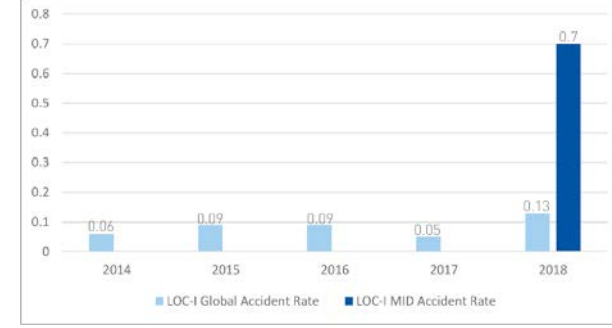
Loss of Control In-flight (LOC-I)



Average MID
0.14

Average Global
0.08

Controlled Flight Into Terrain (CFIT)



Average MID
0

Average Global
0.01



Some of New Safety targets (Reactive)

Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate by 2018



Regional average rate of Runway Excursion accidents to be below the global average rate



Regional average rate of Runway Incursion accidents to be below the global average rate



Zero Mid Air Collision accident





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PROACTIVE





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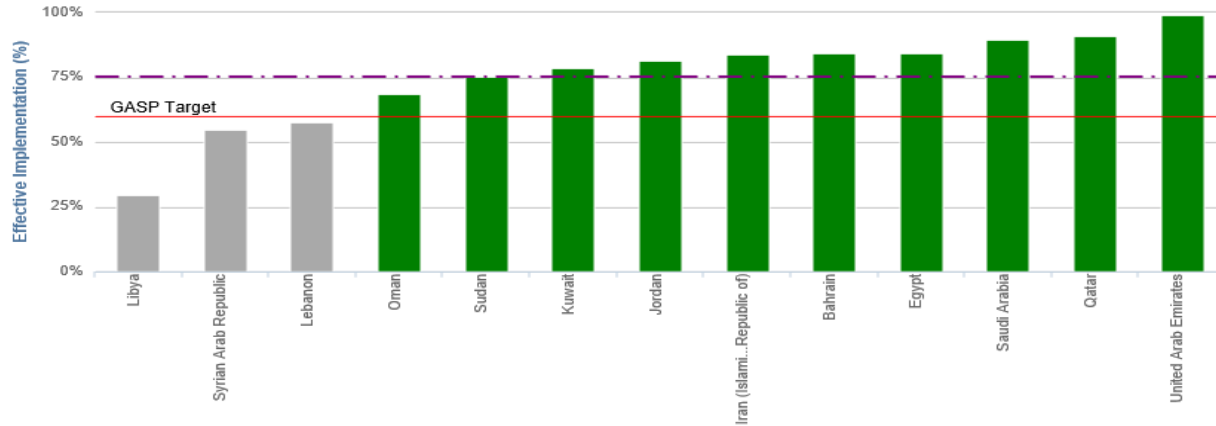
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USOAP
Continuous Monitoring Approach



Promoting global aviation safety
by continuously monitoring and updating
the safety oversight capabilities of all ICAO Member States.



No Significant Safety Concern (SSC)

Increase the regional average EI to be above 70% by 2020

11 MID States to have at least 60% EI by 2020

Regional Average EI
75.23%

Global Average EI
68.73%

10 States have achieved the target of 60% EI

As of 27 Feb 2020



Aerodrome Certification



50% of the international aerodromes certified by 2015

75% of the international aerodromes certified by 2017

Status
67%

Runway Safety Team (RST) at MID International Aerodromes



50% of the international aerodromes by 2020

Status
57%



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 at all times.

Status

45%

All MID States with an EI of at least 60% use the IATA Operational Safety Audit (IOSA) to complement their safety oversight activities, by 2018.

Status

5 states out of 10 States





PREDICTIVE



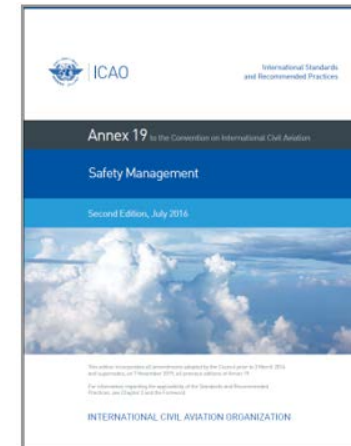


New Safety targets related to State Safety Programme (SSP)

13 States that have developed an SSP implementation plan by 2020

8 States

2 states in progress....



“SSP the only possible path towards operational safety”

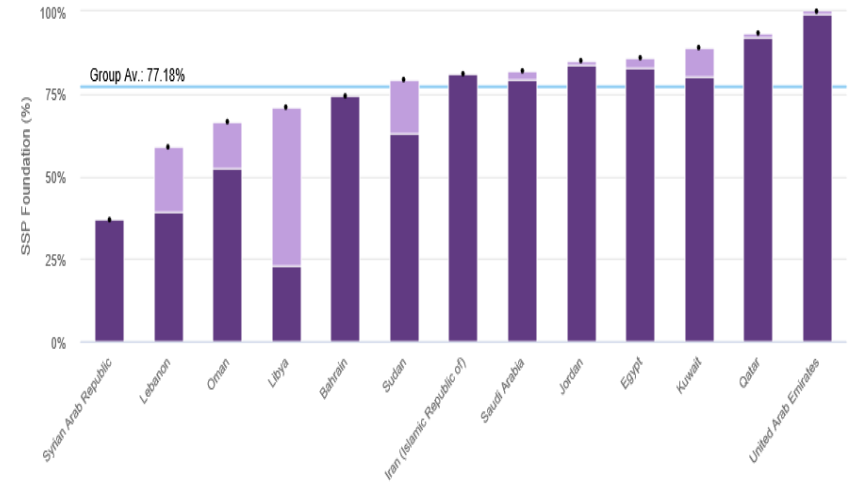


SSP Foundation

70% Regional Average of SSP Foundation by 2022

77.18% (27 Feb 2020)

10 States that have fully implemented the SSP Foundation by 2022 (in progress)



“It is essential that States establish a mature foundation to support effective SSP implementation”

“This foundation is comprised of the aspects of a safety oversight system that are needed to support a more performance-based approach”



Next Steps

- Support the goals and safety indicators and targets
- States and Stakeholders are urged to provide necessary information to the ICAO MID Regional Office related to all the Safety Indicators included in the MID Region Safety Strategy
- States take necessary measures to achieve targets
- Collaboration by all stakeholders to assist States to towards achieving the targets in line with MID Region NCLB Strategy under the leadership of ICAO
- ICAO will monitor the progress made related to the Regional targets through the RASG-MID Framework



Thank You