Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region

The Situation

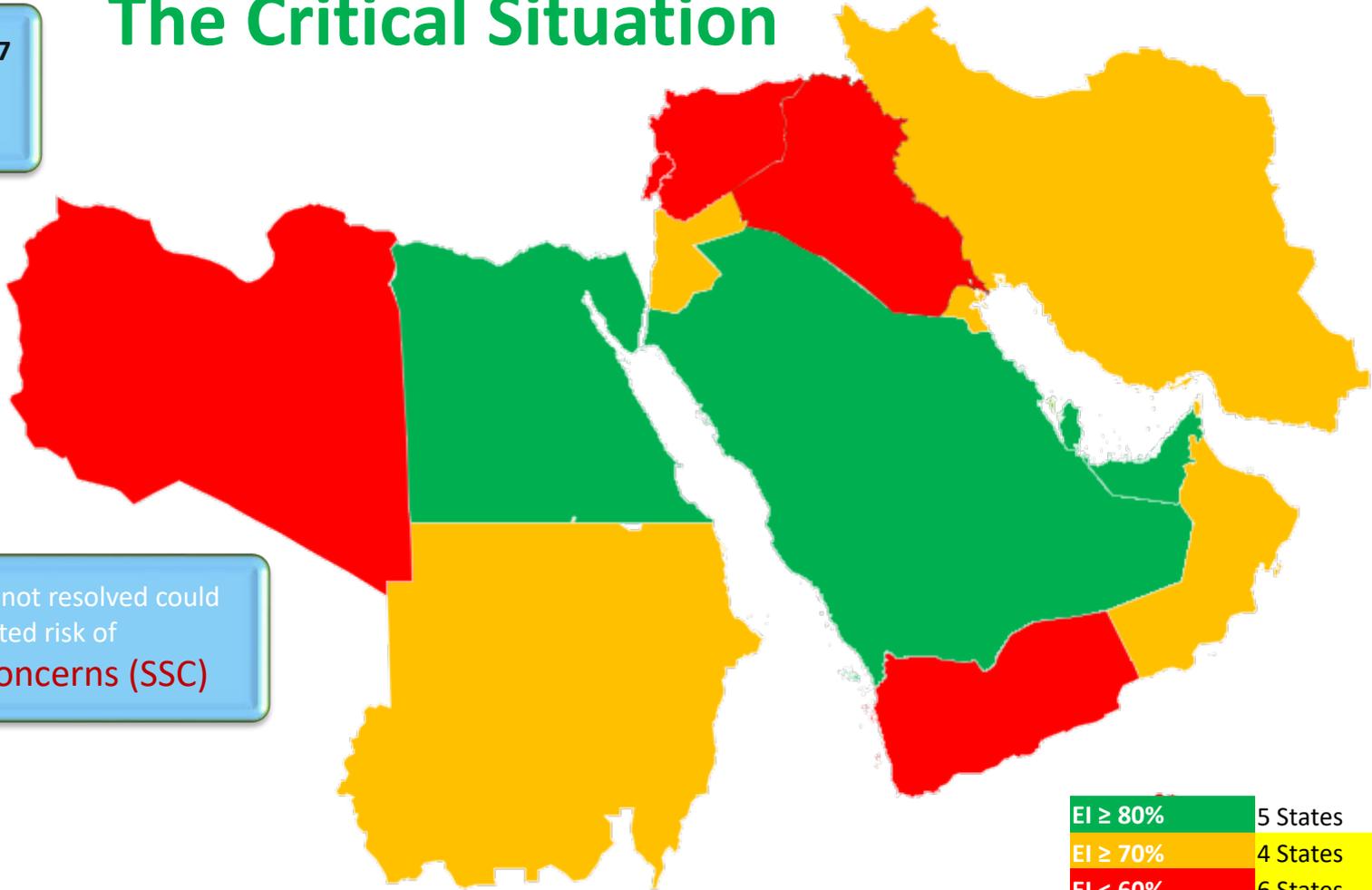|		
EI ≥ 90%	3 States	
70% ≤ EI ≤ 80	3 States	
60% ≤ EI ≤ 70	3 States	9 States 60% of the Region
60% > EI	4 States	
Not Defined	2 States	

The Critical Situation

USOAP Regional PPQ EI 71.57

Priority Protocol Question (PPQ)

212 PPQs out of 790 PQs

PPQ is **37%** of all PQs

Findings related to PPQs if not resolved could result in the elevated risk of

Significant Safety Concerns (SSC)

EI ≥ 80%	5 States
EI ≥ 70%	4 States
EI < 60%	6 States

The Challenges

➢ **Unstable political/security situation**

➢ **Insufficient financial resources**

➢ **Lack of qualified and experienced technical staff**

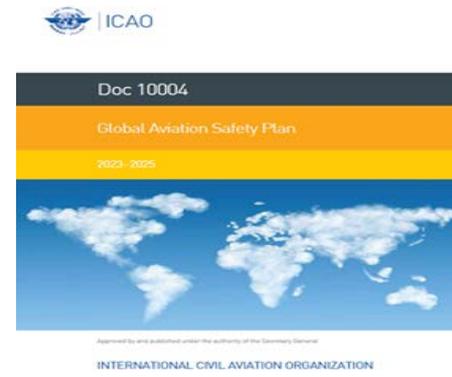➢ **Absent of Strategic Plan and Prioritization**

Histrocal Background

➢ **DGCA-MID/3, Doha, Qatar, 27-29 April 2015, endorsed**
"Doha Declaration on Aviation Safety and Air Navigation in the MID Region"

➢ **DGCA-MID/4, Muscat, Oman, 17-19 October 2017, endorsed**
"Muscat Declaration on MID Region NCLB"

➢ **DGCA-MID/5, Kuwait, 4-6 November 2019, endorsed**
"Second Edition of the MID Region NCLB Strategy"

The MID-RASP 2023-2025 Edition presents the **strategic direction** for the **management of aviation safety** at the regional level to:

- **support** States to effectively implement their **SSP** in a timely manner, and to strengthen the implementation of **SMS** in their aviation industry including the development of **NASP**

- **strengthen States Safety Oversight capabilities**, and **risk-based approach** to managing safety

- focus on MID Region **strategic safety priorities**: Organizational challenges/issues, operational safety risks, and emerging risks

- provide **strategy for improving safety** within a **specified timeframe**, through **defined SEIs** in a coordinated, cooperative and **collaborative approach** among States, international organizations, and industry to **achieve Safety Targets**

- **outline to all stakeholders** where the different **regional entities** involved in the management of aviation safety should **target resources**

- **emphasize the commitment** of States, international organizations, and industry to aviation safety.

ICAO MID   SAFETY

MID-RASP
MIDDLE EAST REGIONAL AVIATION SAFETY PLAN

Second Edition   2023-2025

ICAO

Doc 10004

Global Aviation Safety Plan

2023-2025

INTERNATIONAL CIVIL AVIATION ORGANIZATION

MID Region Strategic Priorities

Operational safety risks

Organizational issues

Emerging safety risks

Organizational issues

Strengthen States' Safety Oversight capabilities	Effective establishment and implementation

Improve Safety Management	Development &Implementation of SSP/SMS including NASP

Human Factors & Competence of Personnel	Focus on CRM, TRM, and Fatigue

Cybersecurity	Manage the cybersecurity risks

Regional Operational Safety Risks

- Loss of Control In-flight
- Runway Excursion/ARC
- Controlled Flight into Terrain
- Mid Air Collision
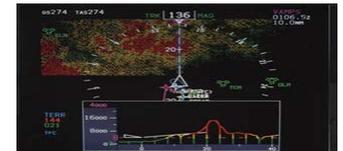- Runway Incursion
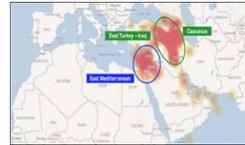
Emerging Risks

COVID-19 Pandemic

GNSS interference

Ensure Safe ops of UAS

Impact of security on safety

5G interference with Radio Altimeter

- The **MID Region Safety Performance Monitoring provides** a **regional specific goals** and **supports the region's strategic approach** to managing safety at the regional level.

- MID region safety **indicators and targets** were aligned with the 2023-2025 GASP goals and targets as relevant in the MID Region

- RASG-MID would continuously **monitor the effective implementation of the SEIs** and measure safety performance of the regional civil aviation system,

- to ensure the intended targets are achieved, using the **MID Region safety Performance Monitoring**

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Goal 2: Strengthen States' Safety Oversight Capabilities

Goal 3: Effective State Safety Programme (SSP)

Goal 4: Increase the collaboration at the regional level

Goal 5: Expand the use of industry Programmes & safety information sharing

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

Reinforce efficient and effective cooperation and collaboration with all stakeholders, avoiding duplication and optimizing the allocation of resources
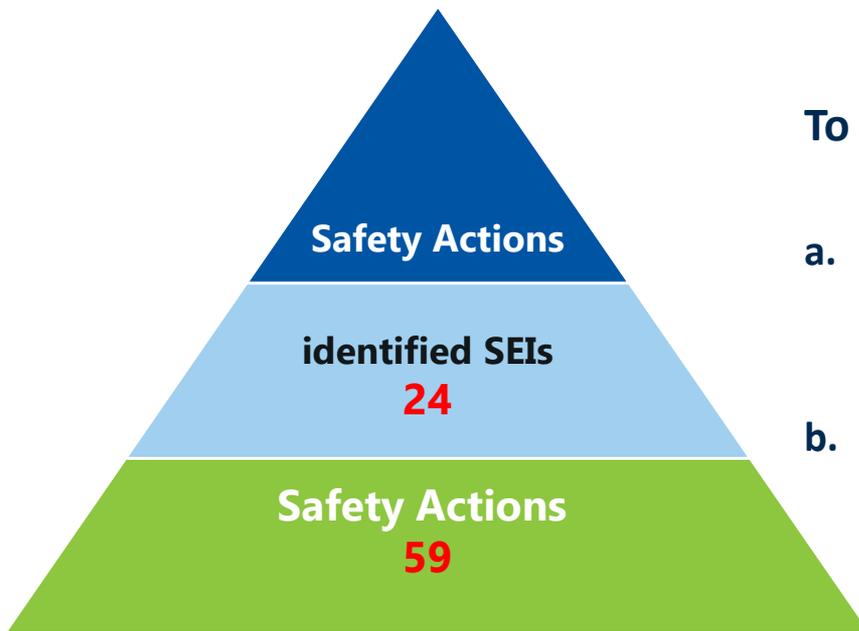
To address:

a. **Regional operational risks including emerging risks:**   **9 SEIs & 21 actions**

b. **Organizational issues including emerging risks:** **15 SEIs and 38 actions**

Way Forward

States, International/Regional Organizations and Industry to work together in a collaborative and coordinated manner towards to:

1) Supporting the provision of sustainable resources including financial and in-kind support to achieve effective aviation Safety Oversight and implementation of Safety Management including the development of NASPs;

2) Supporting implementation of MID-RASP including SEIs and safety actions

3) Reinforcing efficient and effective cooperation and collaboration with all stakeholders, avoiding duplication and optimizing the allocation of resources;

4) Coordinating the prioritization of Member States needs with ICAO MID Regional Office to ensure the availability of resources to support States, particularly States facing challenges in order to resolve identified safety issues and deficiencies;

5) Contributing to the ICAO Implementation Support and MID Region NCLB Strategy and ultimately the United Nations Sustainable Development Goals; and

6) Acting upon the recommendations agreed during the recommendations of the HLCC-2021 under the Safety Stream

Action by the Meeting

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

> *DRAFT CONCLUSION 6/X: CONTINUOUS COLLABORATION APPROACH TO MANAGING AND ENHANCING SAFETY IN MID REGION*
>
> *That:*
>
> a) *Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region at **Appendix A**, is endorsed; and*
>
> a) *States and Stakeholders are invited to support the implementation of the Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region.*

THANK YOU!

Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region

First Edition, November 2022

Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region

Introduction

1) ICAO Assembly Resolution 41-6, including the endorsement of 2023-2025 (fourth) edition of the Global Aviation Safety Plan (GASP);

2) The GASP 2023-2025 Edition presents the global strategy for the continuous improvement of aviation safety and provides a framework in which regional and national aviation safety plans Regional Aviation Safety Plan (RASP) and National Aviation Safety Plan (NASP) are developed and implemented;

3) ICAO Assembly Resolution 41-24, concerning Aviation's contribution towards the United Nations (UN) 2030 Agenda for Sustainable Development;

4) Aviation Safety activities and deliverables contained in the ICAO Strategic objectives and Business Plan supporting targets of the 11 out of 17 UN SDGs; and

5) The endorsement by 41 Assembly of the new Policy on ICAO Implementation Support Provided to States by ICAO, which strengthens ICAO's implementation support activities to meet the needs of States.

Middle East Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition

1) The Middle East Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition presents the strategic direction for the management of aviation safety in the MID Region, to strengthen Member States Safety Oversight Systems, and risk-based approach to managing safety and support effective implementation of States' Safety Programmes (SSP) and Safety Management System (SMS) including the development of NASPs;

2) The MID-RASP 2023-2025 Edition provides strategic approach to managing safety at the regional level with the focus on MID Region strategic safety priorities: Organizational challenges/issues, operational safety risks, and emerging risks.

3) The MID-RASP 2023-2025 Edition identifies MID Region Safety Performance Monitoring (SPM) with specific safety targets in line with GASP and the RASG-MID would continuously monitor the implementation of the Safety Enhancement Initiatives (SEIs) and measure safety performance of regional civil aviation, to ensure the intended targets are achieved using the MID Region SPM.

4) The drastic reduction in traffic volumes due to COVID-19 and the new safety risks identified by its impacts, the MID-RASP supports on maintaining collectively the pre-pandemic high aviation safety level throughout the recovery phase and improving safety post-recovery.

5) The MID-RASP provides strategy for improving safety within a specified timeframe, through defined SEIs in a coordinated, cooperative and collaborative approach among States, international organizations, and industry to achieve Safety Targets.

6) Fostering effective risk management capabilities in the MID Region, State and industry level to cope with the systemic and operational safety risks and wide-ranging effects of the crisis and constitute an important enabler for building back a more resilient aviation system

Challenges affecting achievement MID-RASP Objectives, Goals and Targets

1) Unstable Security/Political Situation
2) Financial Constraint (financial resources)
3) Insufficient qualified and experienced technical staff
4) Development of NASP and SSP implementation
5) Lack of sharing of safety information

Way Forward

States, International/Regional Organizations and Industry to work together in a collaborative and coordinated manner towards to:

i. Supporting the provision of sustainable resources including financial and in-kind support to achieve effective aviation Safety Oversight and implementation of Safety Management including the development of NASPs;

ii. Supporting the availability of needed resources for the implementation of MID-RASP including SEIs and safety actions, in coordination with ICAO MID Regional Office, which aims to enhance aviation safety in the MID Region.

iii. Reinforcing efficient and effective cooperation and collaboration with all stakeholders, avoiding duplication and optimizing the allocation of resources;

iv. Coordinating the prioritization of Member States needs with ICAO MID Regional Office to ensure the availability of resources to support States, particularly States facing challenges in order to resolve identified safety issues and deficiencies;

v. Contributing to the ICAO Implementation Support and MID Region NCLB Strategy and ultimately the United Nations Sustainable Development Goals; and

vi. Acting upon the recommendations agreed during the recommendations of the HLCC-2021 under the Safety Stream

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