International Civil Aviation Organization

Fourth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/4)

(Bangkok, Thailand, 21 – 24 January 2014)

Agenda Item 6: Review of Regional Priorities and Targets

DEVELOPMENT OF REGIONAL PRIORITIES AND TARGETS

(Presented by APRAST Co-chairs)

SUMMARY

This paper proposes a set of regional priorities and targets for APRAST/4's discussion and finalisation as directed by RASG-APAC Decision 3/22.

Action by the meeting is at Paragraph 3.

1. INTRODUCTION

1.1 This paper seeks to implement RASG-APAC Decision 3/22, on the development of regional safety priorities and targets.

1.2 The RASG-APAC Decision 3/22 (see Attachment A) requires APRAST to review the Regional Safety Priorities and Targets presented at the APRAST/3 meeting under WP/21, and finalise them for circulation to RASG for comments, before submitting the final version incorporating comments received, to RASG Chair for consideration before March 2014.

2. DISCUSSION

2.1 The 50th Conference of Directors-General of Civil Aviation Asia and Pacific Regions ("DGCA Conference") in July 2013 adopted the Global Aviation Safety Priorities and Targets specified in the revised Global Aviation Safety Plan (GASP) (DGCA Action Item 50/14). The revised GASP was endorsed by the ICAO General Assembly in September 2013 and provides a framework for the development of regional priorities and targets. It sets out three broad objectives for Member States over the next 15 years –

a. Implementation of an effective safety oversight system by 2017;

b. Full implementation of the ICAO State safety programme framework by 2022; and

c. Advanced safety oversight system including predictive risk management by 2027.

2.2 The DGCA Conference also urged States and industry to actively participate in implementing RASG-APAC Decision 3/22 and provide expertise to implement the RASG work programmes. (DGCA Action Item 50/15).

2.3 The RASG-APAC Decision 3/22 and the DGCA Conference Action Items 50/14 and 50/15, are at **Attachment A** for ease of reference.

2.4 APRAST/3 WP/21 had presented a set of priorities and targets related to :

- Technical training
- Implementation of Safety Enhancement Initiatives
- Aircraft accident investigation initiatives
- SSP implementation, and
- Establishment of Runway Safety Teams.

2.5 The APRAST Co-Chairs have reviewed APRAST/3 WP21 in accordance with RASG-APAC Decision 3/22 and revised the regional priorities and targets, as presented in **Attachment B**. The proposed regional priorities and targets build on those presented in APRAST/3 WP/21 and are aligned with two broad themes contained in the GASP, viz. enhancing the effectiveness of safety oversight systems, and moving towards data-driven safety oversight.

2.6 The proposed Regional Priorities of other ICAO regions are at **Attachment C** to this paper as reference material for developing APAC Region's Priorities and Targets.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review the proposed Regional Safety Priorities and Targets in **Attachment B** of this paper, and finalise them for circulation to RASG for comments, before submitting the final version incorporating comments received, to RASG Chair for consideration.

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3rd Meeting of Regional Aviation Safety Group – Asia and Pacific Regions

RASG-APAC Decision 3/22

That,

a) the RASG agreed to release the draft safety priorities and targets for discussion at the 50th Conference of the Director General of Civil Aviation, Asia and Pacific Regions, noting the need to finalise the regional safety priorities and targets by RASG and its subsidiary bodies.

That,

b) APRAST review the Regional Safety Priorities and Targets presented in WP/21, and finalise them for circulation to RASG for comments, before submitting the final version incorporating comments received, to RASG Chair for consideration before March 2014.

50th Conference of Directors General of Civil Aviation Asia and Pacific Regions

Action Item	Regional Aviation Safety Group Meeting Report
Action Item 50/14	Recognising that actions are already underway within the RASG-APAC to address the Global Aviation Safety Priorities and Targets specified in the revised Global Aviation Safety Plan, the Conference adopted these Safety Priorities and Safety Targets as well as the target dates for the implementation of related key milestones.
Action Item 50/15	Recognising the importance of enhancing aviation safety in the region, in line with the GASP, the regional priorities and targets, the Conference urged States and industry to actively participate in implementing the RASG-APAC Decision 3/22 and provide expertise to implement the RASG work programmes.

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PROPOSED RASG-APAC PRIORITIES AND TARGETS

I. Reduce operational risks

According to the APAC Annual Safety Report, the percentage of global fatal accidents attributed to the APAC region has increased from 11% in 2008 to 25% in 2011. The report has also identified Loss of Control In-flight (LOC-I), Controlled Flight Into Terrain (CFIT) and runway safety related accidents as the main contributing factors to fatal accidents in the APAC region, which is in line with the analysis in the ICAO Global Aviation Safety Plan.

Action – Implement priority Safety Enhancement Initiatives (SEIs)

- RASG-APAC should continue its focus on the development of the current SEIs to address the priority areas of LOC-I, CFIT and Runway Safety.
- RASG-APAC should continue to provide implementation support to States and industry.
- States and industry should likewise accord priority to the implementation of these SEIs.

Targets:

- RASG-APAC to complete the development of currently identified priority SEIs by 2015.
- States and industry to complete the implementation of all SEIs in RASG-APAC work programme by 2018.

Metric:

- Reduction in the number of fatal accidents irrespective of the volume of air traffic in the APAC region.

II. Improve safety oversight and compliance

Recognising that the APAC region has one of the fastest air traffic growth rates and that effective safety oversight systems are crucial in ensuring high standards of safety, States should enhance their safety oversight system as a high priority.

Action – Enhance safety oversight systems through capacity building

Capacity building is an important element to enhance safety oversight capabilities. Considering that ICAO's last comprehensive systems approach audit cycle showed that the highest lack of effective implementation (52%, please see Figure 1 below) was in the area of CE 4 "qualified personnel", programmes should be initiated to increase the number of qualified inspectors in the region. A dedicated task force should be established by APRAST to develop an action plan on capacity building.

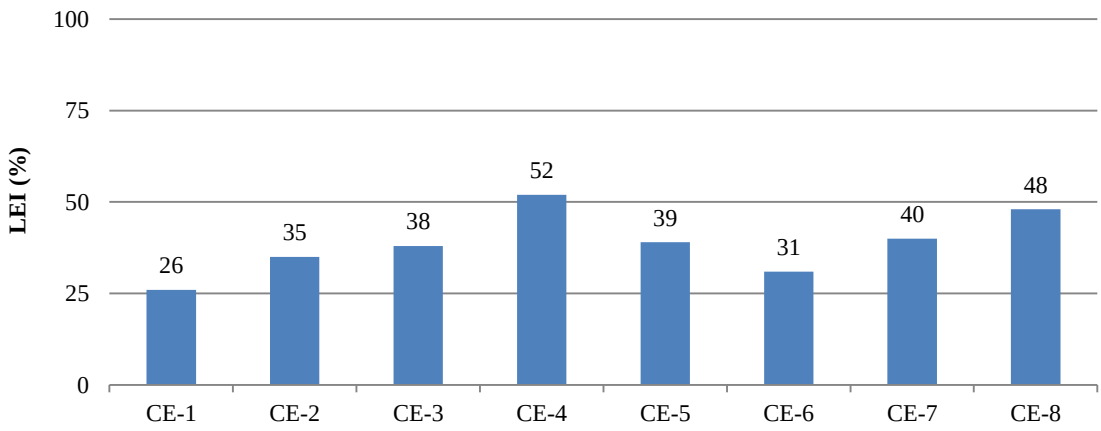

Figure 1 LEI by CE – APAC region

Action – Resolve Significant Safety Concerns (SSCs)
States should accord the utmost priority to the resolution of any SSCs identified by the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) programme. States with SSCs should draw on the necessary resources available, including technical assistance from other States and regional programmes such as COSCAPs, where necessary, to resolve the SSCs promptly.

Action – Use of the IATA Operational Safety Audit (IOSA)
IOSA registered carriers have demonstrated safety performance more than 2 times better than that for non-registered operators for the period between 2008 and 2013. IOSA can be utilised as an effective tool for States to evaluate operational capability and to establish level of confidence of air operators. Airlines are encouraged to pursue IOSA registration as a means to strengthen their safety management and compliance. States should consider various options to leverage IOSA from including recognition of IOSA to requiring IOSA certification for all applicable operators.

Action – Use of the IATA Safety Audit for Ground Operations (ISAGO) to improve ground safety

Aircraft ground damage is a significant APAC issue and contributes to a global figure of nearly USD 4 billion annual loss in terms of damage and injury. ISAGO aims to improve safety oversight of ground service providers, promptly identify ground operation activities with higher risks and reduce the number of accidents related to ground operations. With these aims in mind, airport operators are encouraged to pursue ISAGO registration for ground service providers for enhancement in aviation safety at the aerodromes.

Targets:
- Task force to develop an action plan on capacity building by December 2015.
- States to resolve any SSCs identified by the ICAO USOAP CMA programme promptly within 12 months
- States to achieve at least 60% EI by 2017.
- Maintain at least 60% of applicable APAC airlines to be IOSA certified by the end of 2017.
- Verify the percentage of current ISAGO registered ground service providers and pursue at least a 50% increase in ISAGO registrations by end of 2017.

Metrics:
- Increase in APAC States' ICAO USOAP CMA effective implementation rate
- Increase in registration rate for IOSA and ISAGO

III. Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)
The growing air traffic in the APAC region and the increasingly complex operating environment necessitate the involvement of both industry and States in ensuring high levels of safety. During the period between 2008 and 2012, 27% of APAC accidents involved deficiencies in safety management while 33% of the accidents in APAC involved deficiencies in regulatory oversight. Effective implementation of SMS is essential for industry to identify hazards and resolve safety concerns. The robust implementation of the SSP also enables States to focus their safety oversight resources where they are most needed.

Action – Support robust implementation of SMS and SSP

- RASG–APAC should facilitate the sharing of best practices amongst States in the region on SMS and SSP.
- States should accord priority to the implementation of SMS and SSP to achieve an acceptable level of safety in aviation operations
- APAC COSCAPs should focus on assisting States in the implementation of SMS and SSP.

Targets:

- Industry, particularly airlines, airport operators, air navigation service providers and aviation service providers to implement SMS fully by 2017
- States to implement the full ICAO SSP framework by 2022

Metrics:

- Reduction in the number of accidents involving safety management and/or regulatory oversight deficiencies

IV. Predictive risk management and advanced regulatory oversight

The evolution from reactive to predictive safety management and data-driven regulatory oversight systems hinges on the availability of high quality safety data. Proper risk management and oversight is also reliant on the effective investigation of accidents and incidents in order to prevent recurrence.

APAC States often lack the resources and expertise to manage and collect data on a State level and there are currently no formal mechanisms in place that allow for the sharing and benchmarking of information at the regional level.

Furthermore, many APAC States have yet to fully implement ICAO Annex 13 requirements for accident investigation (53% - please see Figure 2 below). AIG AWG recommendations offer guidance to States to at least meet the minimum requirements. Implementation of these recommendations would help to improve each State's capacity to effectively investigate accidents and serious incidents and should also enhance the level of reporting by States to assist in the identification of regional safety issues and trends.

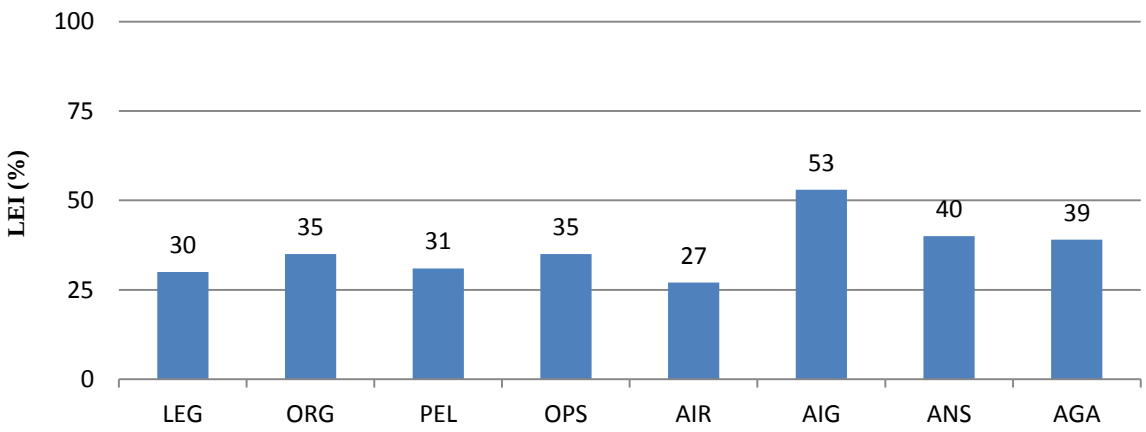

Figure 2 LEI by area - APAC region

Finally, while many air operators in APAC have Flight Data Analysis Programmes, many have yet to fully incorporate the data into their risk management decision-making and few are leveraging on the valuable information available from external data-sharing platforms such as the IATA Flight Data Exchange (FDX) or the FAA Aviation Safety Information Analysis and Sharing (ASIAS) programmes.

Action – Agree to standard taxonomies for safety data sharing
Benchmarking and sharing of data among States could be facilitated if States agree to standardise taxonomies, for example in the description of safety occurrences, ramp inspection outcomes and definitions of audit findings.

Action – Establish a structure for safety data collection, analysis and sharing
RASG–APAC should establish an action plan that facilitates the use of standardised taxonomies for data collection in the region, and in the longer term, put in place a structure for the collection, analysis and sharing of safety and operational data in the region in support of predictive risk management.

Action – Implementation of AIG AWG recommendations to address Annex 13 requirements
States should consider it a priority to implement the AIG AWG recommendations.

Action – Establish a mechanism for regional data collection and sharing
RASG-APAC should facilitate initiatives to develop regional data collection, analysis and sharing systems, including collaboration with existing data sharing systems ASIAS and IATA FDX programmes, with support from States and industry.

Targets:
- To develop regional mechanism for data collection, analysis and sharing by 2017.
- States to achieve at least 60% EI in AIG by 2017
- 50% of APAC air operators participating in flight data sharing initiative by 2015.
- APAC States to use predictive risk management techniques in safety oversight by 2027

Metrics:
- Increase in States' ICAO USOAP CMA EI rate for AIG module
- Reduction in recurring accident types (i.e. runway excursions)

V. Enhanced Aviation Infrastructure

Air Traffic Services
Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities (e.g. full trajectory-based operations) that increase capacity while maintaining or enhancing operational safety margins. The long-term safety objective is intended to support a collaborative decision making environment characterised by increased automation and the integration of advanced technologies on the ground and in the air, as contained in ICAO's Aviation System Block Upgrades (ASBUs) strategy.

Aerodrome Facilities
Particular attention should be paid to runway safety. Most aerodromes in the region are not certified due to lack of capacity of their respective regulatory authorities. The aerodrome and ground aids CMA module has one of lowest levels of effective implementation (39%, please see Figure 2 above). In 2012, 13% of APAC accidents included threats that were related to the malfunction or unavailability of ground based navigation aids. During the period between 2008 and 2012, 30% of the accidents in APAC were runway excursions.

Action – Coordination with APANPIRG
- Support the implementation of ASBU and ensure their implementation accounts for and properly manages existing and emerging risks (i.e. approaches with vertical guidance (APV) to mitigate CFIT and runway excursion).
- Jointly develop the proper structures to sustain the collection and sharing of regional ATS safety data.

Action – Promotion of Runway Safety Programmes

- RASG-APAC should promote runway safety programmes that support the establishment of Runway Safety Teams (RSTs) and implementation of inter-organisational SMS and Collaborative Decision Making schemes.

Targets:

- Coordinate with APANPIRG in their workplan for ASBU implementation
- Implement mechanisms between RASG and APANPIRG to explore collection and sharing of ATM data
- States to achieve at least 60% EI in AGA by 2017
- Promote runway safety through workshops and seminars
- International aerodromes in APAC to have local RSTs by 2017

Metrics:

- Development of mechanism to collect and share regional ATS safety data
- Increase in States' ICAO USOAP CMA EI rate for AGA module
- Increase in runway safety seminars, workshops or other events at APRAST or RASG-APAC
- Increase in local RSTs at international aerodromes in APAC

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REGIONAL SAFETY PRIORITIES AND TARGETS

AFI Region

The **Aviation Safety Targets for Africa were** adopted in total, during Ministerial Meeting in Abuja, 2012.

From the Ministerial Meeting in Abuja:

Improve African Aviation Safety Record

a. Progressively reduce the African accident rate to be in line with the global average by the end of 2015.

   i. Reduce runway related accidents and serious incidents by 50% by the end of 2015.

   ii. Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of Dec 2015.

Implement Effective and Independent Regulatory Oversight

b. Establish and strengthen autonomous Civil Aviation Authorities with independent regulatory oversight, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry or delegate their functions to RSOOs or other African States by the end of Dec 2013

c. As a matter of urgency, States resolve ALL identified Significant Safety Concerns created by a State in allowing the holder of an authorization or approval, to exercise the privileges attached to it without meeting the minimum requirements of the State and ICAO.

   i. Existing by July 2013;

   ii. Any newly identified within 12 months from identification.

d. Abide by the timelines and provide resources for implementation of ICAO/State Plans of Action by July 2013.

e. Progressively increase the Effective Implementation (EI) score of ICAO's USOAP results to no less than 60% (35% or 19 States of all African States by the end of 2013, 70% or 38 States of all African States by the end of 2015 and 100% or 54 of all African States by the end of 2017).

f. Implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015.

g. Certify all International Aerodromes by the end of 2015.

h. Require all African airlines to obtain an IATA Operational Safety Audit (IOSA) certification by the end of 2015.

These commitments will demonstrate political will to improving Aviation Safety, paving the way for a significant announcement of progress by African community during the AFCAC Plenary in April/May 2013 and the ICAO Assembly in September/October 2013. These results will also demonstrate that the ICAO Comprehensive Regional Implementation Plan for Aviation Safety (AFI Plan) and the sustained and targeted assistance of many international partners have produced tangible results.

MID Region

Safety priorities and targets adopted in total, during the DGCA-MID/2 meeting in May 2013.

From DGCA-MID/2:

Regional Safety Strategy

6.6 The subject was addressed in WP/20 and WP/21 presented by the Secretariat and IATA, respectively. The meeting reiterated the need to establish regional and national safety priorities and targets in line with the Global Aviation Safety Plan (GASP), which provides the framework for the development of regional, sub-regional and national implementation.

6.7 The meeting noted with appreciation the outcome of the First MID Region Safety Summit organized by IATA in partnership with ICAO and hosted by Bahrain, from 28 to 29 April
2013.

6.8 The meeting reviewed and endorsed the MID Region Safety Strategy developed by the Summit as at Appendix 6A to the Report on Agenda Item 6. The MID Region Safety Strategy includes the following Safety Metrics for the monitoring of safety performance:

1) Accidents and serious incidents;

2) Runway and Ground Safety (RGS);

3) In-Flight Damage (IFD)

4) Loss of Control In-Flight (LOC-I);

5) Controlled Flight Into Terrain (CFIT);

6) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);

7) Aerodrome Certification; and

8) SSP/SMS Implementation.

6.9 Accordingly, the meeting agreed to the following Conclusion:

DGCA-MID/2 CONCLUSION 2/9− REGIONAL SAFETY STRATEGY That:

a) the MID Region Safety Strategy is endorsed as at **Appendix 6A** to the Report on Agenda Item 6; and

b) the RASG-MID:

i. monitor and measure the agreed safety indicators, at regional level; and

ii. develop and implement action plans to reach the agreed safety targets.

6.10 Based on all of the foregoing, the meeting:

a) urged States to:

i. develop national safety implementation plans, ensuring the alignment with and support to the agreed regional safety priorities (Metrics, Indicators and Targets);

ii. provide necessary data and regular updates to the ICAO MID Regional Office and/or RASG-MID appropriate Teams on the level of progress achieved through measurement of the agreed safety indicators, at national level.

RASG- MID – Regional Safety Strategy

Near-term Objective (2017):

In the near term, States will ensure that they have the resources as well as the legal, regulatory and organizational structures necessary to fulfil their safety oversight obligations and in collaboration with all stakeholders achieve the following near-term objectives:

- all MID States should establish an effective safety oversight system and progressively increase the USOAP-CMA Effective Implementation (EI) score with a baseline of 60% for all States by 2017, through mainly the reinforcement of the entities responsible to carry out regulatory and safety oversight functions with qualified and trained technical staff, and/or the delegation of certain safety oversight functions to a Regional Safety Oversight Organization (RSOO);
- reduce Runway Excursions and Incursions accidents in the MID Region by 50% by 2017, through establishment and activation of Runway Safety Teams (RST's), Aerodromes Certification, and implementation of Airport Safety Management System (SMS);
- reduce In-flight Damage accidents in the MID Region by 50% by 2017, through the development of regional guidance, and conducting awareness training;
- reduce Loss Of Control In-flight (LOC-I) related accidents in the MID Region by 50% by 2017, through appropriate Standard Operating Procedures (SOPs) related to mode awareness and energy state management, and Advance Manoeuvres Training;
- maintain the rate of Controlled Flight Into Terrain related accidents in the MID Region below the global rate, through pilot training, use of Fatigue Risk Management Systems (FRMS) framework, and implementation of PBN; and
- States with an effective safety oversight score (EI) over 60% proceed to fully implement SSP following a phased approach supported by high-level management with the availability of necessary resources and safety promotion through the provision of appropriate training, communication and dissemination of safety information and improvement of the safety culture.

Mid-term Objective (2022):

The mid-term objective is to achieve full implementation of State Safety Programme (SSP) by States and Safety Management Systems (SMS) by concerned service providers (namely air navigation service providers, airlines, airports and other aviation stakeholders) to facilitate the proactive management of safety risks. The mid-term objective therefore represents the evolution from a purely compliance-based oversight approach to one which proactively manages risks through the identification and control of existing or emerging safety issues. In addition, service providers will strive to gain safety benefits from the common implementation of the different modules of the Aviation System Block Upgrades (ASBUs). The target implementation date for the mid-term objective is 2022.

Long-term Objective (2027):

The focus of the long-term objective is the implementation of proactive and predictive systems that ensure safety in a real-time, collaborative decision-making environment. Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities (e.g. full trajectory-based operations) that increase capacity while maintaining or enhancing operational safety margins and manage existing and emerging risks. The long-term safety objective is intended to support a collaborative decision making environment characterized by increased automation and the integration of advanced technologies on the ground and in the air, as contained in ICAO's Aviation System Block Upgrades (ASBUs) strategy. The target implementation date for the long-term objectives is 2027.

	Metric	Safety Indicator	Safety Target	Action Plan
1	Accidents and serious incidents	Number of accidents per million departures	Progressively reduce the accident rate to be in line with the global average by the end of 2017.	− Establish a regional framework for safety data sharing to effectively analyse trends, identify risks and hazards, and develop mitigation strategies − Progressively implement the Detailed Implementation Plans (DIPs) based on the developed Safety enhancement Initiatives (SEIs) under MID-RAST and MID-SST.
		Number of fatal accidents per million departures	Progressively reduce the rate of fatal accidents to be in line with the global average by the end of 2017.	
2	Runway and Ground Safety (RGS)	Number of Runway excursion related accidents as a percentage of all accidents	Reduce Runway Excursions related accidents by 50% by the end of 2017	− Establishment and support of local Runway Safety Teams. − Establishment of Regional RST GO-Team. − Effective reporting system to exchange and analyse safety information. − Runway Safety Seminar/Workshop. − Adopt specific regulations related to runway safety. − Identify hazards and mitigation measures on runway excursions/incursions and un-stabilized approach, and develop guidance material and specific training.
		Number of Runway incursion related accidents as a percentage of all accidents	Reduce Runway Incursions related accidents by 50% by the end of 2017	
3	In-Flight Damage (IFD)	Number of In-flight Damage related accidents as a percentage of all accidents	Number of In-flight Damage related accidents as a percentage of all accidents	− Identifying and understanding wild life habitat around airports, and methods used by the airport for controlling hazardous wildlife by assessing airports in the region − Establishing a regional guidance document that addresses key issues such as wildlife and vegetation − Convening a workshop for pilots and ATCOs to increase awareness on wildlife avoidance during Flight

	Metric	Safety Indicator	Safety Target	Action Plan
4	Loss of Control In- Flight (LOC-I)	Number of LOC-I related accidents as a percentage of all accidents	Reduce LOC-I related accidents by 50% by the end of 2017	− Upset Prevention and Recovery Training or AMT - Adopt ICAO UPRT Manual (2014) − Develop legislative and regulatory framework that supports data protection for individual reporters and data providers − Utilize FDM , Voluntary Reporting and LOSA for trend analysis and identifying precursors − Emphasis on robust standard operating procedures (SOPs) and crew resource management (CRM) through training, monitoring and validation − Develop and implement Fatigue Risk Management Strategies − Encourage aircraft manufacturers to pursue innovation in practical and cost effective technology to mitigate LOC risks − Address ATC contribution to potential LOC events through guidance material, awareness workshop, and training.

	Metric	Safety Indicator	Safety Target	Action Plan
5	Controlled Flight Into Terrain (CFIT)	Number of CFIT related accidents as a percentage of all accidents	Maintain CFIT related accidents below the global rate	− Develop a regionally customized CFIT training and guidance material provided to all air transport operators and Training Centres − Embodying FRMS within individual organizations' SMS Implementing of PBN and APV operations (Approaches with Vertical guidance) in the MID region in a phased approach: 30% in Dec 2015 70% in Dec 2018 100% in Dec 2020 Mandating RNP-AR approaches for approaches with
6	Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	USOAP-CMA Effective Implementation (EI) results: a. Number of States with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA) b. Number of States with an overall EI over 60%	Progressively increase the USOAP-CMA EI scores/results: a. Max 3 States with an EI score less than 60% for more than2 areas (i.e. Min 12States having at least 60% EI for 6 out of the 8 areas) and an overall EI over 60%, by the end of 2015; and b. all the 15 MID States to have at least 60% EI by the end of 2016 .	− Availability of sufficient number of qualified and trained technical staff, to carry out regulatory and safety oversight functions in an effective manner; − Establishment of Regional Safety Oversight Organization(s) (RSOOs) to enhance safety oversight capabilities of member States; − ICAO assistance to States through the organization of Continuous Monitoring Approach (CMA) Workshops, mission to States, etc.

	Metric	Safety Indicator	Safety Target	Action Plan
		Number of Significant Safety Concerns	a. States resolve identified Significant Safety Concerns a s a matter of urgency and in any case within 12 months from their identification b. No significant Safety Concern by end of 2016	
		Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities	a. Maintain at least 60% of the MID airlines to be certified IATA- IOSA by the end of 2015 at all times b. All MID States to accept the IATA Operational Safety Audit (IOSA) as an acceptable Means of Compliance (AMC) by 2015 to complement their safety oversight activities.	− All MID States to mandate all airlines with an Air Operator Certificated issued by a State accredited to MID (other than air taxi or general aviation) to obtain an IATA Operational Safety Audit (IOSA) certification − IATA to conduct awareness training and workshops for States and airlines about the use and benefit of IOSA − Use of IOSA by States to complement oversight activities such as aircraft leasing, issuing FOC for Hajj flights, etc.
		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. 50% of the Ground Handling service providers to be certified IATA-ISAGO by the end of 2015 b. all Ground Handling service providers to be certified IATA- ISAGO by the end of 2017 c. The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States by end of 2015.	− All MID States to mandate all Ground Handling service providers at all airports to obtain an IATA Safety Audit for Ground Operations (ISAGO) certification − IATA to conduct awareness training and workshops for States, Ground Handling service providers, and airlines about the use and benefit of ISAGO − Use of ISAGO by States to complement oversight activities such as out-stations audits and qualifying new Ground Handling service providers.

	Metric	Safety Indicator	Safety Target	Action Plan
		Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region	a. 50% of the international aerodromes certified by the end of 2015 b. 80% of the international aerodromes certified by the end of 2016	− Establish process and identify a certification model − SMS implementation − Airport Emergency Plan − Review initial and refresher training to ensure aerodromes certification requirements are met.
7	Aerodrome Certification			− Develop regional guidance and a phased approach of aerodromes certification implementation. − Conduct airport visits and airport technical missions to improve maintenance of runways and runway/taxiway related lighting and markings in accordance with Annex 14
		Number of States having completed implementation of SSP Phase 1	a. 5 States by the end of 2014; b. 10 States by the end of 2015; and c. all the 15 MID States by the end of 2016.	− Improvement of safety culture; − Establishment of effective reporting systems which include mandatory and voluntary reporting systems; − Safety training and awareness (SSP, SMS, etc.), including high-level management safety briefings; − Internal & external communication and dissemination of safety information; − Sharing of safety data at national and regional level; − Sharing of best practices; − ICAO SSP, SMS and ECCAIRS trainings, including CBT; − Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc.);

	Metric	Safety Indicator	Safety Target	Action Plan
8	SSP/SMS Implementation	Number of States having completed implementation of SSP Phase 2	a. 5 States by the end of 2015; b. 10 States by the end of 2016;	− Improvement of safety culture; − Establishment of effective reporting systems which include mandatory and voluntary reporting systems
		Number of States having completed implementation of SSP Phase 3	a. 5 States by the end of 2016; b. 10 States by the end of 2017; and c. all the 15 MID States by the end of 2018.	− Safety training and awareness (SSP, SMS, etc.), including high-level management safety briefings; − Internal & external communication and dissemination of safety information; − Sharing of safety data at national and regional level; − Sharing of best practices; − ICAO SSP, SMS and ECCAIRS trainings, including CBT; − Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc.); − Establishment of Regional Safety Oversight Organization(s) (RSOO) to assist States in the implementation of SSP in an expeditious manner.
		Number of Service Providers having completed implementation of SMS Phase 1, as a percentage of all service providers required to implement SMS	a. 40% of the service providers having completed implementation of SMS Phase 1 by the end of 2014; b. 75% of the service providers having completed implementation of SMS Phase 1 by the end of 2015; and c. all the service providers having completed implementation of SMS Phase 1 by the end of 2016	− Improvement of safety culture; − Establishment of effective reporting systems which include mandatory and voluntary reporting systems; − Safety training and awareness (SSP, SMS, etc.), including high-level management safety briefings; − Internal & external communication and dissemination of safety information; − Sharing of safety data at national and regional level;

				− ICAO SSP, SMS and ECCAIRS trainings, including CBT; − Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc.).
		Number of Service Providers having completed implementation of SMS Phase 2, as a percentage of all service providers required to implement SMS	a. 40% of the service providers having completed implementation of SMS Phase 2 by the end of 2015; b. 75% of the service providers having completed implementation of SMS Phase 2 by the end of 2016; and c. all the service providers having completed implementation of SMS Phase 2 by the end of 2017	− Improvement of safety culture; − Establishment of effective reporting systems which include mandatory and voluntary reporting systems; − Safety training and awareness (SSP, SMS, etc.), including high-level management safety briefings; − Internal & external communication and dissemination of safety information; − Sharing of safety data at national and regional level; − ICAO SSP, SMS and ECCAIRS trainings, including CBT; − Regional Seminars and Workshops on safety management (SSP/SMS, Annex 19, etc.).
		Number of Service Providers having completed implementation of SMS Phase 3, as a percentage of all service providers required to implement SMS.	a. 40% of the service providers having completed implementation of SMS Phase 3 by the end of 2016; b. 75% of the service providers having completed implementation of SMS Phase 3 by the end of 2017; and c. all the service providers having completed implementation of SMS Phase 3 by the end of 2018	

RASG-PA

Pan America partially adopted, in progress. RASG-PA/6 in June 2013 agreed to adopt by October 2013 (postponed until early 2014)

- NAM/CAR Regions: Within the current target timeframes
- SAM Region: Pre-agreement at Safety Directors Meeting (Lima, October 2013), to be agreed at DGCA meeting (Bogotá, December 2013)

From RASG-PA/6:

> 3.1.6 During the PA-RAST/13 Meeting, it was agreed that PA-RAST would begin developing and preparing RASG-PA safety targets based on the adopted United States Commercial Aviation Safety Team (CAST) Risk Formula. The safety targets will be forwarded to the ICAO Air Navigation Bureau by October 2013.
>
> 5.3.2 The Meeting agreed, among other issues, on the need to endorse global safety priorities and to establish targets for these priorities. In the case of RASG-PA, priorities and safety targets should be provided to ICAO Headquarters Air Navigation Bureau (ANB) by October 2013.

RASG-EUR

RASG-EUR priorities and targets, in progress. EU/NAT plans are within the current target timeframes. Priorities and targets to be proposed during RCOG/03 (2-3 December 2013) for further approval by RASG-EUR/3 (February 2014).

DRAFT PROPOSED REGIONAL PRIORITIES AND TARGETS. WP TO BE PRESENTED AT RCOG/03, 2-3 DEC 2013 (nrallo, 19nov)

ST1 – Improvement of the accident rate in commercial air transport

- Safety Target Context: Progressively reduce the accident rate in commercial air transport in the ICAO EUR Region by end 2017
- Metric: Moving five-year average accident rate

ST2 – Strengthening of CAA resources

- Safety Target Context: Progressively increase by end 2017 the USOAP CMA Effective Implementation (EI) score for PQs related to the financial and human resources of the CAAs, including their capacity to attract, recruit and retain the necessary qualified safety oversight staff.
- Metric – EIs for PQs related to the financial and human resources of the CAAs

ST3 – Strengthening of States' systems for licensing, certification, surveillance and resolution of safety concerns

- Safety Target Context: Progressively increase the USOAP CMA Effective Implementation (EI) score for PQs related to CE6, CE7 and CE8 in the PEL, OPS, AIR, ANS and AGA areas by end 2017.
- Metric: EIs for PQs related to CE6, CE7 and CE8 in the PEL, OPS, AIR, ANS and AGA areas

ST4 – Resolution of significant safety concerns

- Safety Target Context: States to resolve all identified Significant Safety Concerns by end 2014
- Metric: Percentage of resolved SSCs

ST5 – Effective Implementation of SSP and SMS

- Safety Target Context: All States to have effectively implemented SSP and all service providers to have effectively implemented SMS as required under ICAO SARPs by end 2017
- Metrics:
  - Percentage of States having effectively implemented SSP (at "implementing level" at least) and having ensured effective implementation of SMS by their service providers (at "implementing level" at least)
  - Percentage of States having effectively implemented SSP (at "Managing & Measuring level" at least) and having ensured effective implementation of SMS by their service providers (at "Managing & Measuring level" at least)

ST6 – Effective investigation of serious incidents in commercial air transport

- Safety Target Context: Improve the rate of serious incidents in commercial air transport (for aircraft of a maximum mass of over 2 250 kg) which are effectively investigated according to ICAO Annex 13 by end 2017
- Metric: Percentage of known serious incidents in commercial air transport (for aircraft of a maximum mass of over 2 250 kg) for which an investigation has been launched by the State of occurrence according to ICAO Annex 13, or delegated to another State

— END —