



International Civil Aviation Organization

**Second Meeting of the Middle East Regional Aviation Safety Group
(RASG-MID/2)**

(Abu Dhabi, UAE, 12 - 14 November 2012)

Agenda Item 3: Regional Performance Framework for Safety

MID REGIONAL AVIATION SAFETY TEAM (MID-RAST)

(Presented by the MID-RAST Rapporteur)

SUMMARY

This paper describes the principles of a performance-based approach to reduce risk and achieve continuous improvement in safety performance through the establishment and monitoring of specific performance criteria based on a data driven process. In addition, it provides information on a software tool developed by ICAO to monitor the development and implementation of safety enhancements.

The paper proposes also Terms of Reference for the MID Regional Aviation Safety Team established by the RSC/1 meeting and provides a progress report on the activities of the Team.

Action by the meeting is at paragraph 3.

REFERENCES

- RSC/1 Report

1. INTRODUCTION

1.1 The ICAO planning objective is to implement a performance based safety framework through safety systems and procedures in a progressive, cost-effective and cooperative manner. It will provide guidance for the prioritization and allocation of aviation safety resources with measurable achievement of global safety goals and associated global safety targets.

2. DISCUSSION

2.1 The aim of a performance-based approach is to reduce risk and achieve continuous improvement in safety performance through the establishment and monitoring of specific performance criteria based on a data driven process.

2.2 The performance-based approach adheres to the following principles: strong focus on results through adoption of performance objectives and targets; collaborative decision making among stakeholders; and reliance on facts and data for decision making. Assessment of achievements is periodically checked through a performance review, which in turn requires adequate performance measurement and data collection capabilities.

2.3 The advantage of a performance-based approach is that it is result oriented, transparent and promotes accountability. It shifts from prescribing solutions to specifying desired performance outcomes; employs quantitative and qualitative methods; avoids a technology driven approach; helps decision makers to set priorities, makes the most appropriate trade-offs, and allows optimum resource allocation.

2.4 It's to be highlighted that the RSC/1 meeting re-iterated that the working methods of the RASG-MID need to be dynamic and follow a performance-based cycle such as the following:

- a) identify key stakeholders;
- b) gather and analyze data from all available sources;
- c) identify risk areas;
- d) prioritize;
- e) elaborate Safety Enhancement Initiatives (SEIs);
- f) create Detailed Implementation Plans (DIPs) with measurable objectives; and
- g) monitor/adjust the implementation plans by gathering and analyzing data.

2.5 The RSC/1 Meeting noted that ICAO has developed a software tool to monitor the development and implementation of SEIs, with a view to support the RASGs in the process of implementation of a performance-based safety framework. It was highlighted that tracking the progress of all ICAO Regions in implementing safety enhancements will also be important to determine the effectiveness of the GASP on both regional and global basis. Information concerning implementation plans is centrally stored on an ICAO network server (the RAST group on the ICAO secure site <http://portal.icao.int>). Thus, regions that choose to use the tool would not only be able to track the development and implementation of their safety initiatives, but also safety initiatives in other regions.

2.6 Details of the tool are outlined in **Appendix A** to this working paper.

2.7 The meeting may wish to note that the RSC/1 agreed to the establishment of a MID Regional Aviation Safety Team (MID-RAST), which would be responsible mainly for the development and implementation of Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) for the identified Focus Areas. The meeting agreed that the MID-RAST should propose to the next RASG-MID/2 Meeting draft Terms of Reference (TORs) using the PA-RAST as a baseline.

2.8 The RSC/1 Meeting agreed also that the MID-RAST should decide on the use of the most appropriate tool for the monitoring of the safety performance framework.

2.9 Based on all of the foregoing, the meeting agreed to the following Draft Decision:

DRAFT DECISION 1/3: ESTABLISHMENT OF THE MID REGIONAL AVIATION SAFETY TEAM (MID-RAST)

That,

- a) a MID Regional Aviation Safety Team (MID-RAST) is established to deal with operational safety initiatives with the following initial tasks:

 - i) develop SEIs using the ones developed by other RASGs for the following Risk Areas:

 - Runway and Ground Safety;
 - Loss of Control In-Flight; and
 - Controlled Flight Into Terrain.*
 - ii) prepare SEIs for the In-flight Damage risk area identified by the ASRT;*
 - iii) prioritize the SEIs; and*
 - iv) develop at least two DIPs for each Risk Area.**
- b) draft Terms of Reference of the MID-RAST be presented to the RASG-MID/2 meeting for endorsement.*

2.10 The Terms of Reference in **Appendix B** to this working paper are proposed for the MID-RAST. The meeting is invited also to endorse the following Draft Decision:

DRAFT DECISION 2/X: ESTABLISHMENT OF THE MID REGIONAL AVIATION SAFETY TEAM (MID-RAST)

That, the MID Regional Aviation Safety Team (MID-RAST) be established with Terms of Reference as at Appendix 4X to the Report on Agenda Item 4.

MID-RAST Activities

2.11 Most of MID-RAST correspondences took place via emails due to the unsuccessful teleconference experience.

2.12 The Rapporteur was responsible for maintaining the group focused on high priority items and the meeting of deadlines.

2.13 PA-RAST SEIs & DIPs formats were used as guidelines in developing of the MID SEIs and DIPs.

2.14 MID-RAST Coordinators selected the use of applicable PA-RAST SEIs, as they were relevant to the MID region.

2.15 Coordinators created new SEIs and DIPs as required.

2.16 MID-RAST final production included all four assigned Focus Areas with their related SEIs and DIPs.

2.17 Mr. Mohammad Al Dossari from UAE GCAA created eight SEIs and two DIPs for Runway & Ground Safety (RGS) Focus Area.

2.18 Ms. Ruby Sayyed from IATA created four SEIs and three DIPs for In-Flight Damage Focus Area.

2.19 Mr. Chamsou Andjorin from Boeing created six SEIs and Six DIPs for Loss of Control-In flight Focus Area.

2.20 Capt. Richard Hill from IATA (Etihad Airways) created nine SEIs and nine DIPs for Controlled Flight Into Terrain Focus Area.

2.21 All SEIs and DIPs were reformatted for better harmonization.

2.22 Future MID-RAST activities shall focus on the prioritization of SEIs and possible merging of DIPs for efficient implementation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and endorse the proposed TOR for the MID-RAST;
- b) endorse the Draft Decision in para. 2.10; and
- c) note the activities carried out by the MID-RAST and agree on its future work programme.

APPENDIX A

**ICAO Tool for Implementation of the
Regional Safety Performance Framework**

1. The Tool provides a process to ensure adherence to Regional Performance Framework and enable ICAO to readily share the outputs between the various RASGs. The APRAST would first identify Safety Enhancement Initiatives (SEIs). These initiatives could be established based on the analysis of data, ICAO initiatives and/or as developed by other organizations/safety teams. While for the most part SEI would be globally applicable, this may not always be the case and the priorities for implementation of SEIs may vary between regions. Recognizing that it will take time to implement SEIs, APRAST could prioritize, using some of criteria below identified SEIs to ensure that those which have the greatest potential for reducing safety risk are examined first. The following information is contained in the SEI template.
 - a) GSI (Global Safety Initiative) Number from the GASP;
 - b) RAST Number in the form of APRAST /(risk areas)/ (i.e. APRAST/CFIT/1);
 - c) Safety Impact (High, Medium or Low) ;
 - d) Changeability (Difficult, Moderate and Easy) taking into consideration the political will, commitment / consensus, resource requirements, availability for implementation, potential blockers – what conditions exist that could prevent implementation;
 - e) Impact-Changeability (IC) Indicator (P1, P2, P3, etc.);
 - f) Priority;
 - g) Possible Champion; and
 - h) Notes.

2. Subsequently, for each SEI a Detailed Implementation Plan (DIP) would be completed which should contain the following additional information:
 - a. Safety Enhancement Action (expanded)
 - b. Statement of Work
 - c. Human Resources
 - d. Financial Resources
 - e. Relation with Current Aviation Community Initiative
 - f. Performance Goal
 - g. Indicators
 - h. Key Milestones

3. Once the Detailed Implementation Plans are completed the outputs for each DIP would be defined utilizing the appropriate template. The Outputs Template contains the following information:
 - a. Description
 - b. Target Initiation Date
 - c. Resources
 - d. Resource Notes
 - e. Timelines
 - f. Action
 - g. Target Completion Date

Note: Sample SEI, DIP and Outputs Templates from the ICAO Tool are outlined hereafter:

Output Template	
Rast No.	Output No.
Description	
Target Initiation Date	
Resources	
Resource Notes	
Time Line:	
Actions	
Target Completion Date	

APPENDIX B

MID REGIONAL AVIATION SAFETY TEAM (MID-RAST)

TERMS OF REFERENCE

A) Purpose of the MID-RAST:

The MID-RAST is established to support the RASG-MID Steering Committee (RSC) in the development, implementation and monitoring of Safety Enhancement Initiatives (SEIs) related to the identified Focus Areas (FAs).

In order to meet its Terms of Reference, the MID-RAST shall:

- 1) assess work that has already been done under existing regional safety initiatives;
- 2) identify short and medium term regional safety priorities and initiatives;
- 3) identify possible mitigation measures;
- 4) develop SEIs for the identified FAs;
- 5) provide recommended actions through the development of Detailed Implementation Plans (DIPs) for each SEI, in a prioritized manner;
- 6) monitor the implementation of DIPs and provide feedback to the RSC; and
- 7) propose input to the RSC for the development of the RASG-M ID yearly work programme.

B) Composition:

States:

...

- Jordan;
- Oman;
- Saudi Arabia; and
- UAE

Partners:

- AACO, IATA, Boeing, ...

C) Roles and Responsibilities:

- MID-RAST Rapporteur – Coordinate MID-RAST activities and provide overall guidance and leadership;
- MID-RAST Coordinators – Provide technical expertise and collaborate in the development of SEIs and DIPs related to assigned FA, as requested by the MID-RAST Rapporteur;
- ICAO – Support;
- Partners – Provide technical expertise and collaborate in the development of material as requested by the MID-RAST Rapporteur.