



International Civil Aviation Organization

**First Meeting the Runway and Ground Safety Working Group
(RGS WG/1)**

(Cairo, Egypt, 7-9 April 2014)

Agenda Item 2: Implementation of Aerodrome Safety Priorities and Objectives in the MID Region

REVIEW AND UPDATE OF THE MID REGION
SAFETY STRATEGY RELATED TO RGS

(Presented by the Secretariat)

SUMMARY
<p>This paper discusses the Safety Targets and Indicators related to RGS in the MID Region as indicated in the MID Region Safety Strategy for further review and update, as deemed necessary.</p> <p>Action by the meeting is at paragraph 3.</p>
REFERENCES
<p>- RASG-MID/3 Report</p>

1. INTRODUCTION

1.1 The RASG-MID/3 meeting (Kuwait, 27-29 January 2014) tasked the RSC to review and amend as deemed necessary the MID Region Safety Strategy. The Strategy will be presented to the Second MID Region Safety Summit (27-29 April 2014) for further review/update.

2. DISCUSSION

2.1 The MID Region Safety Indicators and Safety Targets related to RGS are detailed in the table at **Appendix A** to this working paper. With regard to RWY Incursions and RWY Excursions the Safety Targets RGS are to reduce the related accidents by 50% by the end of 2017.

2.2 From the 2nd ASR we have trends provided by IATA related only to the RWY Excursions as follows:

Runway Excursion

Trend 2008 to 2012

Year		2008	2009	2010	2011	2012
MID	Accident Nr.	1	2	1	3	1
	Accident Rate	1.01	1.81	0.80	2.34	0.71
World Rate		0.81	0.69	0.58	0.48	0.58

2.3 However, starting with the 3rd ASR, ICAO data (iSTARS) will be used where the following data has been extracted:

Year	F-NI	TURB	LOC-I	RS	OTH	CFIT	UNK	SCF	Totals
2006	0	0	0	4	0	0	0	0	4
2007	0	0	0	3	0	0	0	0	3
2008	0	0	0	1	1	0	0	1	3
2009	1	0	0	7	1	0	1	1	11
2010	1	0	1	8	1	0	1	1	13
2011	1	0	1	2	1	0	0	0	5
2012	0	0	0	1	1	0	0	0	2
Totals	3	0	2	26	5	0	2	3	41

Number of Accidents in MID by Risk category and by Year of occurrence, limited to Scheduled Commercial Air Transport on aircraft above 2250kg between 2006 and 2012

2.4 In this regard, the meeting may wish to note that ICAO HQ has grouped the categories ARC, CTOL, USOS, ADRM, BIRD, GCOL, RAMP, LOC-G, RE, RI and WILD in RS (Runway Safety).

2.5 Based on the above, the meeting may wish to agree to the following:

2.5.1 change the safety theme “Runway and Ground Safety (RGS)” to “Runway Safety” to be in line with ICAO HQ; and

2.5.2 combine the two safety indicators “Number of Runway excursion related accidents as a percentage of all accidents” and “Number of Runway incursion related accidents as a percentage of all accidents” to “ Number of Runway Safety related accidents as a percentage of all accidents.

2.6 With respect to the number of Certified International Aerodromes, the safety target is to have 50% of the International Aerodromes Certified by the end of 2015 and 80% by the end of 2016. In this respect, it is to be highlighted that 39% of the International Aerodromes in the MID Region are certified.

2.7 The RASG-MID/3 meeting noted that in accordance with the Strategy, the first safety target is to reduce the accidents rate to be in line with the global average by the end of 2017. In this respect, it is to be highlighted that the accidents rate in the MID Region for 2012 was (2.13 accidents per million departures) which is slightly above the world rate (2.06) for the same year. However, the rate of fatal accidents in the MID Region was (0.71) which is higher than the world rate (0.41) by 42.2% for 2012.

2.8 The RSC-Lim /3 meeting (Amman, 25-26 February 2014) suggested replacing the column titled “Action Plan” by “Enablers” in the Strategy.

2.9 The RSC-Lim /3 meeting also suggested revising the Safety Target for the RGS to “Continuous enhancement to maintain RGS related accidents below the global rate” and for the Aerodrome Certification to “10% annual increment of certified aerodromes beyond 2015”.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review and update, as appropriate, the MID Region Safety Strategy related to RGS.

APPENDIX A

	Theme	Safety Indicator	Safety Target	Enablers
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.	<ul style="list-style-type: none"> - Establishment and support of local Runway Safety Teams. - Establishment of Regional RST GO-Team. - Effective reporting system to exchange and analyze 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.	

	Theme	Safety Indicator	Safety Target	Enablers
7	Aerodrome Certification	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.	<ul style="list-style-type: none"> - Establish process and identify a certification model - SMS implementation - Airport Emergency Plan. - Review initial and refresher training to ensure aerodromes certification requirements are met. - 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