



# The Second MID Region Safety Summit

27-29 April 2014  
Muscat, Oman



**OMAN AIR** **الطيران العماني**

## TABLE OF CONTENTS

<b>PART I - GENERAL</b>	<b>Page</b>
1.1 Place and Duration.....	1
1.2 Attendance.....	1
1.3 Agenda.....	1
1.4 Objective.....	1
 <b>PART II - SUMMARY AND OUTCOME OF DISCUSSIONS</b>	
2.1 General.....	1
2.2 Global & Regional Aviation Safety.....	2
2.3 RASG-MID Activities & Engagement Strategy.....	2
2.4 Runway and Ground Safety (RGS).....	2
2.5 Loss of Control in Flight (LOC-I).....	2
2.6 Controlled Flight Into Terrain (CFIT).....	3
2.7 SSP/SMS Implementation.....	3
2.8 Revised Version of the MID Region Safety Strategy.....	3
2.9 High-Level Briefing to the Top Management (DGCA and CEOs).....	3
2.10 Third MID Region Safety Summit.....	3

Second MID Region Safety Summit  
Summary of Discussions

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**I. GENERAL**

**1.1 Place and Duration**

1.1.1 The Second MID Region Safety Summit was successfully held at the Golden Tulip Hotel, Muscat, Oman from 27 to 29 April 2014. The third day of the Summit (29 April 2014) was reserved to provide a High-Level Briefing to the Top Management (DGCAs and CEOs) about the safety management accountability and responsibility.

**1.2 Attendance**

1.2.1 The Summit was attended by a total of one hundred forty three (143) participants from ten (10) States (Egypt, Iran, Jordan, Kuwait, Morocco, Oman, Qatar, Sudan, United Arab Emirates and United States - FAA) and nine (9) Organizations/Industries (AACO, ACAC, ACI, Boeing, CANSO, COSCAP-GS, EMBRAER, IATA and IFATCA). The list of participants of the Second MID Region Safety Summit is at **Attachment A** to this Summary.

1.2.2 The High-Level Briefing/Meeting was attended by a total of forty seven participants (47) from nine (9) States (Egypt, Iran, Jordan, Kuwait, Morocco, Oman, Qatar, Sudan and United Arab Emirates) and eight (8) Organizations/Industries (AACO, ACAC, ACI, Boeing, CANSO, COSCAP-GS, IATA and IFATCA). The list of participants of the High-Level Briefing/Meeting is at **Attachment B** to this Summary.

**1.3 Agenda**

1.3.1 The agenda was developed around the main following topics:

- a) Global & Regional Aviation Safety
- b) RASG-MID Activities & Engagement Strategy
- c) Runway and Ground Safety (RGS)
- d) Loss of Control In Flight (LOC-I)
- e) Controlled Flight Into Terrain (CFIT)
- f) SSP/SMS Implementation
- g) Revised version of the MID Region Safety Strategy

1.3.2 A copy of the detailed Agenda/Work Programme is available at the ICAO MID Regional Office Website:

<http://www.icao.int/MID/Pages/2014/Second%20MID%20Region%20Safety%20Summit.aspx>

From extensive feedback it was confirmed that the Agenda was well balanced, informative and interesting and that it met the expectations of the safety stakeholders.

**1.4 Objective**

1.4.1 The Summit aimed to present the status of aviation safety in the MID Region, the progress made in attaining the aviation safety targets outlined in the MID Region Safety Strategy, as well as to discuss challenges and opportunities for the way forward.

**II. SUMMARY AND OUTCOME OF DISCUSSIONS**

**2.1 General**

2.1.1 The Summit provided a balance between concepts, strategies and operational experiences.

Second MID Region Safety Summit  
Summary of Discussions

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2.1.2 The Summit provided valuable panel Sessions and opportunities for networking, collaboration and coordination, as well as sharing of experiences. A revised version of the MID Region Safety Strategy has been consolidated based on the outcome of the different sessions. This version of the Strategy has been endorsed by the DGCA's and CEOs meeting during the third day of the Summit.

2.1.3 All the presentations are available at the ICAO MID Regional Website: <http://www.icao.int/MID/Pages/2014/Second%20MID%20Region%20Safety%20Summit.aspx>

## **2.2 Global & Regional Aviation Safety**

2.2.1 This Session provided an overview of the revised Global Aviation Safety Plan (GASP) and the global priorities. It clarified the link between global and regional safety plans as outlined in the MID Region Safety Strategy. The Session also provided an overview of the Regional Aviation Safety Group – Middle East (RASG-MID) working arrangements and activities.

## **2.3 RASG-MID Activities & Engagement Strategy**

2.3.1 This Session provided an updated overview of the activities of the different RASG-MID subsidiary bodies, i.e.: MID Annual Safety Report Team (MID-ASRT), MID Regional Aviation Safety Team (MID-RAST) and MID Safety Support Team (MID-SST), including the challenges faced and the support required to achieve their objectives.

2.3.2 It was highlighted that the First and Second Editions of the MID Region Annual Safety Report used the IATA data. However, for humanization purpose, starting with the Third Edition, ICAO data (Scheduled Commercial Departures) will be used for the reactive part of the Report.

2.3.3 The Session highlighted the need for support, commitment/engagement, participation and contributions of all States and Stakeholders in the MID Region to the RASG-MID activities to achieve the agreed objectives.

## **2.4 Runway and Ground Safety (RGS)**

2.4.1 This Session provided participants with an overview of the status of the RGS related accidents (Globally and Regionally), as well as, the RGS activities under the RASG-MID and the progress related to the development and implementation of Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs).

2.4.2 The outcome of the First Meeting of the RGS Working Group was highlighted including the updated Safety Indicators and Targets related to Runway Safety.

2.4.3 The Session also provided an update on the status of Aerodrome Certification in the MID Region.

## **2.5 Loss of Control In Flight (LOC-I)**

2.5.1 This Session provided an overview of the status of the LOC-I related accidents (Globally and Regionally), as well as, the LOC-I activities under the RASG-MID and the progress related to the development and implementation of SEIs and DIPs. In addition, the Safety Indicators and Targets were presented as outlined in the revised version of the MID Region Safety Strategy.

2.5.2 It was highlighted that the DIP needs to be further reviewed and finalized taking into consideration the outcome of the LOC-I Symposium (ICAO-HQ, Montreal, 20- 22 May 2014), and the Guidance Material contained in the Manual on Aeroplane Upset Prevention and Recovery (ICAO Doc 10011).

2.5.3 Participants were briefed about the recently completed work of the US Commercial Aviation Safety Team (CAST) dealing with Aircraft State Awareness.

Second MID Region Safety Summit  
Summary of Discussions

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**2.6 Controlled Flight Into Terrain (CFIT)**

2.6.1 This Session provided an overview of the status of the CFIT related accidents (Globally and Regionally). It was highlighted that according to ICAO data, no CFIT related accident occurred in the MID Region since 2006. However, the CFIT will continue to be addressed since it is a global priority and one of the three main killers globally.

2.6.2 Safety Indicators and Targets were reviewed and updated as outlined in the revised version of the MID Region Safety Strategy.

2.6.3 Participants were briefed about the draft DIP, which is currently coordinated between RASG-MID and MIDANPIRG (PBN Sub Group).

**2.7 SSP/SMS Implementation**

2.7.1 Participants were apprised of operational experiences related to SSP & SMS implementation in the MID Region.

2.7.2 This Session provided an overview of the development and implementation of SEIs and DIPs to support the SSP Implementation in the MID Region as part of the RASG-MID activities.

2.7.3 The discussion covered the Safety Indicators and Targets related to the SSP/SMS Implementation. Some updates to these Indicators and Targets were agreed upon as outlined in the revised version of the MID Region Safety Strategy.

**2.8 Revised version of the MID Region Safety Strategy**

2.8.1 During this Session a revised version of the MID Region Safety Strategy was consolidated based on the outcome of the different sessions related to the Safety Indicators and Targets.

**2.9 High-Level Briefing to the Top Management (DGCA's and CEOs)**

2.9.1 The meeting was apprised of the outcome of the first two days of the Summit, particularly; the revised version of the MID Region Safety Strategy, which has been endorsed by the meeting as at **Appendix A**.

2.9.2 The meeting was briefed about the RASG-MID working arrangements, activities and deliverables, as well as, the necessary support and commitment/engagement to achieve the RASG-MID's objectives.

2.9.3 A briefing was also provided about the Regional Cooperation including COSCAP-GS and the initiative to conduct a study related to the establishment of a Regional Safety Oversight Organization(s) for ACAC and MID States.

**2.10 Third MID Region Safety Summit**

2.10.1 Based on a proposal by Qatar, it was agreed that the Third MID Region Safety Summit will be held in 2016 in Doha, Qatar.

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# Regional Aviation Safety Group-Middle East RASG-MID



## MID Region Safety Strategy

*Revision 1, April 2014*

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**TABLE OF CONTENTS**

	<b>Page</b>
1. Strategic Safety Objective.....	3
2. Safety Objectives.....	3
3. Measuring and Monitoring Safety Performance.....	4
4. Governance.....	8



# MID Region Safety Strategy

## 1. Strategic Safety Objective

1.1 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 reactive, proactive and predictive safety management practices.

## 2. Safety Objectives

2.1 States and regions must focus on their safety priorities as they continue to foster expansion of their air transport sectors.

2.2 The ICAO Global Aviation Safety Plan (GASP) establishes targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders.

2.3 The GASP includes a framework comprised of measurable objectives, supported by Safety Performance Areas and associated safety initiatives.

2.4 One of the strengths of the GASP is that while setting global objectives and priorities, it allows States and Regions to plan and establish their own specific approaches towards meeting these objectives and priorities according to each Member State's safety oversight capabilities, SSPs and safety processes necessary to support the air navigation systems of the future.

2.5 The MID Region safety objectives are in line with the GASP objectives and address specific safety risks identified within the framework of the Regional Aviation Safety Group-Middle East (RASG-MID), based on the analysis of available safety data.



### GASP Objectives

2.6 The enhancement of communication and information exchange between aviation Stakeholders and their active collaboration under the framework of RASG-MID would help achieving the MID Region safety objectives in an expeditious manner.



### **3. Measuring and monitoring Safety Performance:**

3.1 The first version of the MID Region Safety Strategy was developed by the First MID Region Safety Summit (Bahrain, 28-29 April 2013) and endorsed by the DGCA-MID/2 meeting (Jeddah, Saudi Arabia, 20 -22 May 2013).

3.2 The monitoring of safety performance and its enhancement is achieved through identification of relevant Safety Themes and Indicators as well as the adoption and attainment of Safety Targets.

3.3 The following are the MID Region Safety Themes endorsed for the monitoring of safety performance:

- 1) Accidents;
- 2) Runway Safety (RS);
- 3) Loss of Control In-Flight (LOC-I);
- 4) Controlled Flight Into Terrain (CFIT);
- 5) Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);
- 6) Aerodrome Certification; and
- 7) SSP/SMS Implementation.

3.4 The MID Region Safety Indicators and Targets are detailed in the Table below:

	<b>Theme</b>	<b>Safety Indicator</b>	<b>Safety Target</b>
1	Accidents	Number of accidents per million departures	Reduce the accident rate to be in line with the global average by the end of 2016.
		Number of fatal accidents per million departures	Reduce the rate of fatal accidents to be in line with the global average by the end of 2016.
2	Runway Safety (RS)	Number of Runway Safety related accidents per million departures	Reduce the Runway Safety related accidents to be below the global rate by end of 2016.
			Reduce the Runway Safety related accidents to be less than 1 accident per million departures by end of 2016.
3	Loss of Control In-Flight (LOC-I)	Number of LOC-I related accidents per million departures	Reduce the LOC-I related accidents to be below the global rate by end of 2016.
4	Controlled Flight Into Terrain (CFIT)	Number of CFIT related accidents per million departures	Maintain the CFIT related accidents below the global rate by end of 2016.

	<b>Theme</b>	<b>Safety Indicator</b>	<b>Safety Target</b>
5	Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	USOAP-CMA Effective Implementation (EI) results: a. Number of MIDStates with an overall EI over 60%. b. Number of MIDStates with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA).	Progressively increase the USOAP-CMA EI scores/results: a. 11 MID States to have at least 60% EI by the end of 2015. b. all the 15 MID States to have at least 60% EI by the end of 2017. c. Max 3 MIDStates with an EI score less than 60% for more than 2 areas by the end of 2015.
		Number of Significant Safety Concerns	a. MID States resolve identified Significant Safety Concerns as 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 eligible MID airlines to be certified IATA-IOSA by the end of 2015 at all times. b. All MID States with an EI of at least 60% accept the IATA Operational Safety Audit (IOSA) as an acceptable Means of Compliance (AMC) by 2015 to complement their safety oversight activities.
		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. 75% of the Ground Handling service providers to be certified IATA-ISAGO by the end of 2017. b. The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States with an EI above 60% by end of 2017.
6	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. 75% of the international aerodromes certified by the end of 2017.

	<b>Theme</b>	<b>Safety Indicator</b>	<b>Safety Target</b>
7	SSP/SMS Implementation	Number of MID States with EI>60%, having completed the SSP gap analysis on iSTARS	All MID States with EI>60% by the end of 2014.
		Number of MID States with EI>60%, that have developed an SSP implementation plan	All MID States with EI>60% by end of 2014.
		Number of MID States with EI>60%, having completed implementation of SSP Phase 1.	All MID States with EI>60% to complete phase 1 by the end of 2015.
		Number of MID States with EI>60%, having completed implementation of SSP Phase 2.	All MID States with EI>60% to complete phase 2 by the end of 2016.
		Number of MID States with EI>60%, having completed implementation of SSP Phase 3.	All MID States with EI>60% to complete phase 3 by the end of 2017.
		Number of MID States with EI>60% that have established a process for acceptance of individual service providers' SMS.	a. 30% of MID Stateswith EI>60%by the end of 2015. b. 70% of MID Stateswith EI>60%by the end of 2016. c. 100% of MID Stateswith EI>60%by the end of 2017.

## **4. Governance**

4.1 The MID Region Safety Strategy is to be endorsed by the MID States' Directors General of Civil Aviation.

4.2 The MID Region Safety Strategy will guide the work of RASG-MID and all its member States and partners.

4.3 The RASG-MID will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

4.4 Progress on the implementation of the MID Region Safety Strategy and the achievement of the agreed Safety Targets will be reported to the ICAO Air Navigation Commission (ANC), through the review of the RASG-MID reports; and to the stakeholders in the Region during the MID Region Safety Summits.

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*International Civil Aviation Organization*

**SECOND MID REGION SAFETY SUMMIT**

*(Oman, 27 - 28 April 2014)*

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*International Civil Aviation Organization*

**HIGH-LEVEL BRIEFING TO THE TOP MANAGEMENT**

**(DGCAs AND CEOs)**

*(Oman, 29 April 2014)*

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