



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

### Third Meeting (DGCA-MID/3) (Doha, Qatar, 27-29 April 2015)

#### Agenda Item 5: Aviation Safety

#### MID REGION SAFETY STRATEGY

*(Presented by the Secretariat)*

#### SUMMARY

This paper presents the MID Region Safety Strategy for the meeting review. The paper also proposes a draft Declaration on Aviation Safety and Air Navigation in the MID Region, for the meeting review, update and endorsement.

Action by the meeting is at paragraph 3.

#### 1. INTRODUCTION

1.1 The RASG-MID is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary.

#### 2. DISCUSSION

2.1 The final version of the MID Region Safety Strategy at **Appendix A** was endorsed by the RASG-MID/4 meeting (Jeddah, Saudi Arabia, 30 March – 1 April 2015). The Strategy was developed based on the version endorsed by the High-Level Briefing/Meeting, which was held on the third day of the Second MID Region Safety Summit (Muscat, Oman, 27 - 29 April 2014) and the outcome of the Third meeting of the RASG-MID Steering Committee (RSC/3). The changes to the Strategy include:

- a) the use of average rates for Safety Targets related to the Safety Themes: Accidents, RS, LOC-I and CFIT with a moving 5 year target;
- b) the inclusion of new Safety Indicator “Number of established Runway Safety Team (RST) at MID International Aerodromes”; and
- c) the inclusion of new Safety Indicator “Regional Average Effective Implementation (EI)”. This new Indicator is used at the global level for the monitoring of safety performance in all ICAO Regions.

2.2 Considering that the governing body of the MID Region Safety Strategy is the RASG-MID and in order to avoid that every amendment of the Strategy is to be approved by the Directors General of Civil Aviation (DGCA) during a DGCA-MID meeting or any other high-level event, the RASG-MID/4 meeting reviewed and supported the Part related to safety in the Draft Declaration, at Appendix B of WP/5, which includes a set of core Aviation Safety Targets to be monitored at the level the DGs.

2.3 WP/5 is addressing the same subject with a focus on air navigation.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) urge States and Stakeholders to provide necessary information/feedback to the ICAO MID Regional Office related to all Safety Indicators included in the MID Region Safety Strategy; and
- b) review, update and endorse the Declaration on Aviation Safety and Air Navigation in the MID Region at Appendix B of WP/5.

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# Regional Aviation Safety Group-Middle East RASG-MID



## MID Region Safety Strategy

*Revision 2, April 2015*

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# 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/Maintain the regional average rate of accidents to be in line with the global average rate by 2016.
		Number of fatal accidents per million departures	Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate by 2016.
2	Runway Safety (RS)	Number of Runway Safety related accidents per million departures	Reduce/Maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016.
			Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016.
		Number of established Runway Safety Team (RST) at MID International Aerodromes	50% of the international aerodromes by 2020.
3	Loss of Control In-Flight (LOC-I)	Number of LOC-I related accidents per million departures	Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016.
4	Controlled Flight Into Terrain (CFIT)	Number of CFIT related accidents per million departures	Reduce/Maintain the regional average rate of CFIT related accidents to be below the global rate by 2016.

	Theme	Safety Indicator	Safety Target
5	Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	USOAP-CMA Effective Implementation (EI) results: <ol style="list-style-type: none"> <li>a. Regional average EI.</li> <li>b. Number of MIDStates with an overall EI over 60%.</li> <li>c. Number of MIDStates with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA).</li> </ol>	Progressively increase the USOAP-CMA EI scores/results: <ol style="list-style-type: none"> <li>a. Increase the regional average EI to be above 70% by 2020.</li> <li>b. 11 MID States to have at least 60% EI by 2020.</li> <li>c. Max 3 MIDStates with an EI score less than 60% for more than 2 areas by 2017.</li> </ol>
		Number of Significant Safety Concerns	<ol style="list-style-type: none"> <li>a. MID States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification.</li> <li>b. No significant Safety Concern by 2016.</li> </ol>
		Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities	<ol style="list-style-type: none"> <li>a. Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA by 2015 at all times.</li> <li>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.</li> </ol>
		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	<ol style="list-style-type: none"> <li>a. 75% of the Ground Handling service providers to be certified IATA-ISAGO by the 2017.</li> <li>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 2017.</li> </ol>



	<b>Theme</b>	<b>Safety Indicator</b>	<b>Safety Target</b>
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 2015. b. 75% of the international aerodromes certified by 2017.
7	SSP/SMS Implementation	Number of MID States, having completed the SSP gap analysis on iSTARS	10 MID States by 2015.
		Number of MID States, that have developed an SSP implementation plan	10 MID States by 2015.
		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 2016.
		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 2017.
		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 2018.
		Number of MID States with EI>60%, having completed implementation of SSP	All MID States with EI>60% to complete SSP implementation by 2020
		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 2015. b. 70% of MID Stateswith EI>60% by 2016. c. 100% of MID Stateswith EI>60% by 2017.

## **4. Governance**

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

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

4.3 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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