International Civil Aviation Organization

RASG-MID Steering Committee

Fourth Meeting (RSC/4)
(Cairo, Egypt, 15 – 17 December 2015)

Agenda Item 3:   **Regional Performance Framework for Safety**

MID REGION SAFETY TARGETS

(Presented by the Secretariat)

SUMMARY
This paper presents a progress report of achieving the Safety Targets included in the MID Region Safety Strategy.
Action by the meeting is at paragraph 3.

REFERENCES
-   RASG-MID/4 Report

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.

1.2   Through Conclusion 4/11, the RASG-MID/4 meeting (Jeddah, Saudi Arabia, 30 March-1April 2015) endorsed the MID Region Safety Strategy (Revision 2, April 2015) as at **Appendix A**, and urged States to provide necessary information/feedback to the ICAO MID Regional Office related to all Safety Indicators included in the MID Region Safety Strategy.

2.   DISCUSSION

2.1   In accordance with the results of the 4th MID Annual Safety Report and the updates from the MID-SST related to the SSP/SMS implantation, the current status of the different safety indicators included in the Strategy is shown in **Appendix B**.

2.2   With respect to the reactive part of the Strategy (i.e. Safety Themes: Accidents, RS, LOC-I and CFIT) it was agreed by the RASG-MID/4 meeting to use average rates for Safety Targets with a moving 5 year target.

2.3   In this regard, the meeting may wish to note that although the MID Region average accidents rates are slightly above the global rates, the regional average rates for the period (2010-2014) show stable improvement comparing to (2009-2013), as follows:

	Average Rate (2009-2013)	Average Rate (2010-2014)
Number of accidents per million departures	7.28	5.2
Number of fatal accidents per million departures	1.69	1.2
Number of Runway Safety related accidents per million departures	3.98	2.68
Number of LOC-I related accidents per million departures	0.61	0.39
Number of CFIT related accidents per million departures	0.42	0.2

2.4   With regard to the proactive part, the regional average USOAP-CMA Effective Implementation (EI) is 68.23, where the target is to achieve 70% in 2020. It should be noted that only thirteen (13) States out of fifteen (15) MID States have been audited. Currently, eight (8) States have EI above 60% and the target is to have eleven States by 2020. The MID Region has one Significant Safety Concern (SSC) related to Aircraft Operations (Air Operator Certificates-AOC).

2.5   31 out of 59 (53%) International Aerodromes in the MID Region are certified, exceeding the 2015 target (50%). The next target is to achieve 75% certified by 2017.

2.6   With respect to the predictive part, the following are the status of different indicators related to SSP/SMS:

–   9 States (Bahrain, Egypt, Iran, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE) completed the SSP Gap Analysis on iSTARS. The target is to have 10 MID States by 2015.

–   8 States (Bahrain, Egypt, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE) developed an SSP implementation plan. The target is to have 10 MID States by 2015.

–   3 States (Bahrain, Saudi Arabia and UAE) completed implementation of SSP Phase 1, and 4 States (Egypt, Iran, Kuwait and Qatar) partially completed implementation of SSP Phase 1.

–   1 State (UAE) completed implementation of SSP Phase 2, and 6 States (Bahrain, Egypt, Iran, Kuwait, Qatar and Saudi Arabia) partially completed implementation of SSP Phase 2.

–   7 States (Bahrain, Egypt, Iran, Kuwait, Qatar, Saudi Arabia and UAE) partially completed implementation of SSP Phase 3.

–   6 States (Bahrain, Egypt, Iran, Kuwait, Saudi Arabia and UAE) established a process for acceptance of individual service providers' SMS.

2.7   The RASG-MID/4 meeting noted that based on the outcome of the HLSC 2015 related to core Safety Performance Indicators (SPIs), the only SPI, which is not included in the MID Region Safety Strategy is related to Fleet Modernization. Accordingly, the meeting agreed that the RSC should consider adding this SPI to the MID Region Safety Strategy.

2.8   With respect to the safety indicator and targets related to the use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities, it should be noted that ICAO Air Navigation Commission (ANC) highlighted that the use of the term "acceptable means of compliance" is not appropriate and that the wording of the RASG-MID Conclusion 4/14 may be misleading. It was agreed that IOSA compliance does not replace a State's oversight activities but rather provided complementary information. Therefore, IOSA is not considered as an acceptable means of complying with State's oversight obligations.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) update the status of the safety indicators included in the MID Region Safety Strategy;

b) urge States and Stakeholders to provide necessary information/feedback to the ICAO MID Regional Office related to all the Safety Indicators included in the MID Region Safety Strategy; and

c) agree on the next course of actions related to the safety indictors and targets including the ones under 2.8 and 2.9 above.

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.

Near-term	**Mid-term**	**Long-term**
2017	**2022**	**2027**
• All States establish **effective safety oversight systems** • States with effecitve safety oversight (over 60% EI) **fully implement SSP** • States / Stakeholders support RASGs with the **sharing of safety information**	• All Member States **fully implement the ICAO SSP Framework** • RASGs incorporate **regional monitoring** and **safety management** programmes	• Member States implement **safety capabilities** as necessary to support future Air Navigation Systems

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:

	Theme	Safety Indicator	Safety Target
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: a. Regional average EI. b. Number of MIDStates with an overall EI over 60%. 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).	Progressively increase the USOAP-CMA EI scores/results: a. Increase the regional average EI to be above 70% by 2020. b. 11 MID States to have at least 60% EI by 2020. c. Max 3 MIDStates with an EI score less than 60% for more than 2 areas by 2017.
		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 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 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 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 2017.

	Theme	Safety Indicator	Safety Target
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.

APPENDIX B

STATUS OF THE MID REGION SAFETY INDICATORS vs. THE SAFETY TARGETS

Theme	Safety Indicator	Safety Target	MID Region			Global		
			Average Rate (2009-2013)	Average Rate (2010-2014)	Rate 2014	Average Rate (2009-2013)	Average Rate (2010-2014)	Rate 2014
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	7.28	5.2	4.4	3.72	3.5	3.1
	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	1.69	1.2	0.88	0.53	0.46	0.29
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	3.98	2.68	2.6	1.98	2.05	2.45
		Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016	N/A	N/A	2.6	N/A	N/A	N/A
	Number of established Runway Safety Team (RST) at MID International Aerodromes	50% of the international aerodromes by 2020	TBD					
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	0.61	0.39	0	0.08	0.07	0.06
Controlled Flight Into Terrain (CFIT)	Number of CFIT related accidents per million departures	Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016.	0.42	0.2	0	0.12	0.11	0.06

Proactive Safety Information			
Theme	**Safety Indicator**	**Safety Target**	**MID**
Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO)	USOAP-CMA Effective Implementation (EI) results: a. Regional average EI. b. Number of MIDStates with an overall EI over 60%. c. Number of MID States 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. Increase the regional average EI to be above 70% by 2020. b. 11 MID States to have at least 60% EI by 2020. c. Max 3 MID States with an EI score less than 60% for more than 2 areas by 2017.	a. Regional average EI (68.23%) b. 8 States c. 6 States
	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.	1 SSC
	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.	a. 68% b. 4 States
	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.	TBD
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.	(53%) 31 out of 59

	Predictive Safety Information		
Theme	**Safety Indicator**	**Safety Target**	**MID**
SSP/SMS Implementation	Number of MID States, having completed the SSP gap analysis on iSTARS	10 MID States by 2015	9 States Bahrain, Egypt, Iran, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE
	Number of MID States, that have developed an SSP implementation plan	10 MID States by 2015	8 States Bahrain, Egypt, Kuwait, Lebanon, Qatar, Saudi Arabia, Sudan and UAE
	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.	3 States (Bahrain, Saudi Arabia and UAE) completed implementation of SSP Phase 1 4 States (Egypt, Iran, Kuwait and Qatar) partially completed implementation of SSP Phase 1
	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.	1 State (UAE) completed implementation of SSP Phase 2 6 States (Bahrain, Egypt, Iran, Kuwait, Qatar and Saudi Arabia) partially completed implementation of SSP Phase 2
	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.	7 States (Bahrain, Egypt, Iran, Kuwait, Qatar, Saudi Arabia and UAE) partially completed implementation of SSP Phase 3.
	Number of MID States with EI>60%, having completed implementation of SSP	All MID States with EI>60% to complete SSP implementation by 2020	None
	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.	66% 6 States

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