International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Fifth Meeting (RASG-MID/5)
(Doha, Qatar, 22-24 May 2016)

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

MID REGION SAFETY TARGETS AND
REVISED MID REGION SAFETY STRATEGY

(Presented by the Secretariat)

SUMMARY

This paper presents a progress report on the achievement of the Safety Targets included in the MID Region Safety Strategy; and highlights the associated challenges. It also presents a revised version of the MID Region Safety Strategy for endorsement.

Action by the meeting is at paragraph 3.

REFERENCES

- 4th MID Annual Safety Report

- RSC/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 - 01April 2015) endorsed the MID Region Safety Strategy (Revision 2, April 2015) 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.

1.3   The RSC/4 meeting (Cairo, Egypt, 15 – 17 December 2015) reviewed the current status of the different Safety Indicators included in the MID Region Safety Strategy. Based on the outcomes of the Safety Teams, as well as the HLSC 2015 related to core Safety Performance Indicators (SPIs), the meeting agreed on the revised version of the Strategy for endorsement by the RASG-MID/5.

2. DISCUSSION

Status of Implementation of the MID Region Safety Strategy

2.1   In accordance with the results of the 4th MID Annual Safety Report and the updates from the Safety Teams, the current status of the different safety indicators included in the Strategy is shown in **Appendix A**.

2.2   With respect to the reactive part of the Strategy, it was noted that although the MID Region average accidents rates are slightly above the global rates, the regional average rates for the period (2010-2014) show a good improvement compared to (2009-2013).

	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

2.3   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. Currently, eight (8) States out of thirteen (13) audited States have EI above 60% and the target is to have eleven (11) States by 2020.

2.4   With respect to Aerodromes Certification, 31 out of 59 International Aerodromes in the MID Region are certified (53%), exceeding the 2015 target (50%). However, it's to be highlighted that, taking into consideration, the political/security situation in some of the MID States (conflict zones), the achievement of the target 75% certified by 2017 is very challenging.

2.5   With regard to the predictive part, the followings are the status of different indicators related to SSP/SMS:

-    11 States completed the SSP Gap Analysis on iSTARS (the target is to have 10 MID States by 2015).

-    9 States developed an SSP implementation plan (the target is to have 10 MID States by 2015).

-    3 States completed implementation of SSP Phase 1, 1 State completed implementation of SSP Phase 2, and 6 States established a process for acceptance of individual service providers' SMS.

2.6   The meeting may wish to note that the priorities identified by the RASG-MID and included in the MID Region Safety Strategy helped all Stakeholders to work towards the achievement of the agreed safety targets and that, as a whole, good progress has been recorded, especially in the RGS area. However, there is still room for improvement, but this necessitate to address the following main challenges:

a) the escalated political/security situation in some of the MID States, which affected the achievement of the regional safety targets;

b) insufficient technical and/or financial resources at State level to implement the Global Aviation Safety Plan (GASP) objectives, the SEIs and contribute to the achievement of the agreed safety targets and support the RASG-MID Work Programme;

c) difficulty to find voluntary Champions/Coordinators (from States or the Industry) to progress the work related to the identified SEIs and DIPs;

d) some States do not have sufficient number of qualified and experienced technical staff, including inspectorate staff to fulfil safety oversight responsibilities;

e) lack of adequate training provided to technical and inspectorate staff;

f) slow progress in the implementation of the work programme of the MID Safety Support Team (USOAP-CMA, SSP/SMS, AIG, etc.); and

g) low level of reporting of safety data (incidents and hazards).

2.7   The meeting may wish to recall that the DGCA-MID/3 meeting (Doha, Qatar, 27-29 April 2016) endorsed the Declaration on Aviation Safety and Air Navigation in the MID Region (Doha Declaration) at **Appendix B**, whose objective is to expedite the achievement of the main Aviation Safety and Air Navigation Targets in the MID Region.

Revised MID Region Safety Strategy

2.8   The RSC/4 meeting (Cairo, Egypt, 15 – 17 December 2015) revised the MID Region Safety Strategy to include the following modifications:

– Based on the outcome of the HLSC 2015 related to core Safety Performance Indicators (SPIs), 2 new Safety Indicators have been added: "*Average Fleet Age*" and "*Percentage of fleet above 20 years of age*".

– It was underlined that ECCAIRS should be used for the reporting of accidents and serious incidents to ICAO. Accordingly, the following Safety Indicator has been added: "*Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents*".

– With respect to the Safety Target related to the use of the IATA Operational Safety Audit (IOSA), the wording "acceptable means of compliance" has been deleted.

– Due to the difficulties related to the measurement/monitoring of the indicator related to IATA Safety Audit for Ground Operations (ISAGO) and unavailability of required information including the total number of Ground Services Providers, the related indicator has been deleted.

2.9   The revised version of the Strategy is at **Appendix C**. The meeting may wish to agree on the following Draft Conclusion:

Why	To amend/delete/add Safety Indicators and Targets, considering the outcome of the HLSC 2015 and RASG-MID Safety Committee and Teams.
What	Revised MID Region Safety Strategy
Who	RASG-MID
When	RASG-MID/5 meeting (May 2016)

DRAFT CONCLUSION 5/XX: REVISED MID REGION SAFETY STRATEGY

That, the revised version of the MID Region Safety Strategy is endorsed.

3. **ACTION BY THE MEETING**

3.1   The meeting is invited to:

a) endorse the Draft Conclusion in para. 2.9;

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

c) agree on a plan of actions to address the challenges in 2.6 and to achieve the safety targets included in the Doha Declaration; and

d) 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.
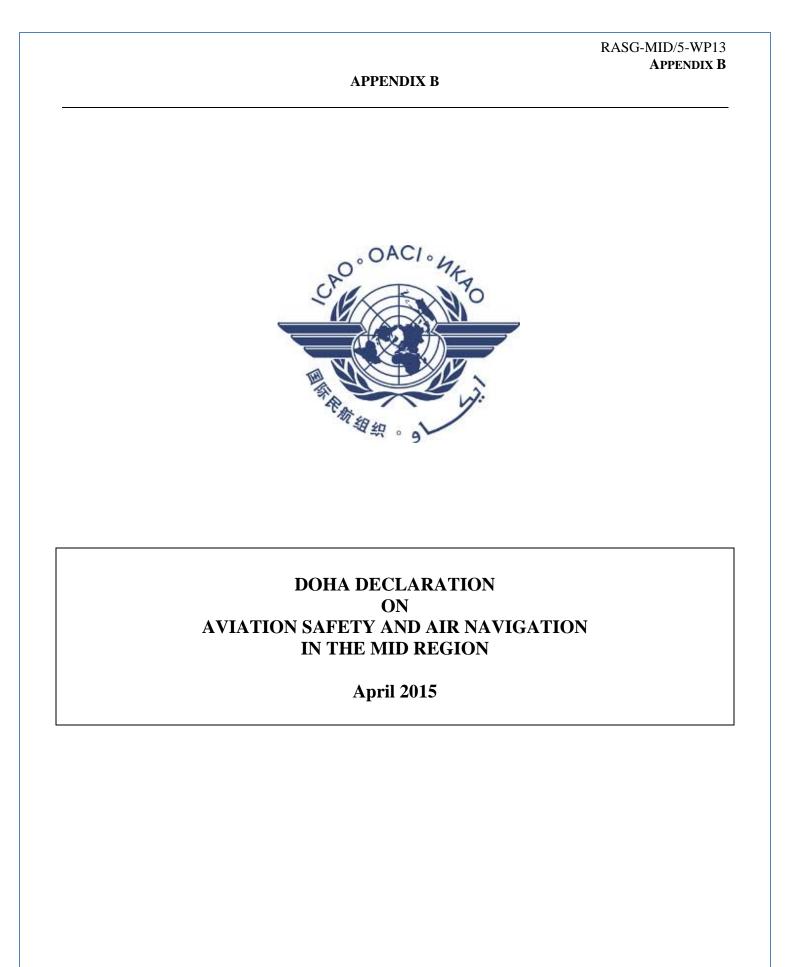

APPENDIX A

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	32%					
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.	None
	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	11 States (Bahrain, Egypt, Iran, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic and UAE)
	Number of MID States, that have developed an SSP implementation plan	10 MID States by 2015	9 States (Bahrain, Egypt, Kuwait, Lebanon, Oman, 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 (Bahrain, Egypt, Iran, Kuwait, Saudi Arabia and UAE) established a process for acceptance of individual service providers' SMS.

APPENDIX B

**DOHA DECLARATION
ON
AVIATION SAFETY AND AIR NAVIGATION
IN THE MID REGION**

April 2015

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DECLARATION

Whereas the Convention on International Civil Aviation and its Annexes provide the essential framework required to support the safe operation of a global aviation system;

Considering the Montréal Declaration on Planning for Aviation Safety Improvement, February 2015;

Recognizing the importance of effective implementation of regional and national plans and initiatives based on the global frameworks;

Recognizing that further progress in enhancing the global safety and improving air navigation capacity and efficiency, is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO;

Recognizing the need to set air navigation and safety priorities, targets and indicators for the monitoring of performance at the national, regional and global levels;

Considering the need to implement safety management principles and mitigate risks on identified operational issues;

Considering the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) is the governing body responsible for the review and update of the MID Region Air Navigation Strategy, as deemed necessary;

Considering the Regional Aviation Safety Group-Middle East (RASG-MID) is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary;

We, the Directors General of Civil Aviation-Middle East Region, meeting in Doha, Qatar, from 27 to 29 April 2015, on the occasion of the Third meeting of the Directors General of Civil Aviation-Middle East Region (DGCA-MID/3)**:**

*Undertake to***:**

1. meet our States' civil aviation obligations under the Convention on International Civil Aviation (the Chicago Convention);

2. act upon the plans agreed during the Second High-level Safety Conference *(HLSC 2015), as* reflected in the Montréal Declaration on Planning for Aviation Safety Improvement;

3. support the effective implementation of the ICAO Global Aviation Safety Plan (GASP), ICAO Global Air Navigation Plan (GANP) and MID Region Air Navigation and Safety Strategies;

4. take necessary measures to foster the implementation of the global safety and air navigation priorities and objectives;

5. support MIDANPIRG and RASG-MID activities and achieve the regional Aviation Safety and Air Navigation objectives and targets, including those at **Appendix A**.

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APPENDIX A

MAIN AVIATION SAFETY AND AIR NAVIGATION TARGETS FOR THE MID REGION

Accidents

1) Reduce/Maintain the regional average rate of accidents to be in line with the global average rate by 2016

2) Reduce/Maintain the regional average rate of fatal accidents to be in line with the global average rate by 2016

USOAP-CMA Effective Implementation (EI)

3) Increase the regional average EI to be above 70% by 2020

4) 11 States to have at least 60% EI by 2020

Significant Safety Concerns (SSCs)

5) States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification

Aerodrome Certification

6) 80% of the international aerodromes certified by 2020

State Safety Programme (SSP)

7) All MID States with EI>60% to complete implementation of SSP by 2020

Optimization of Approach Procedures including vertical guidance (PBN)

8) Implement PBN approach procedures with vertical guidance, for all runways ends at international aerodromes, either as the primary approach or as a back-up for the precision approaches by 2017

Increased Interoperability, Efficiency and Capacity through Ground   -Ground Integration

9) 11 States to implement AIDC/OLDI between their ACCs and at least one adjacent ACC by 2017

Service Improvement through Digital Aeronautical Information Management

10) All States to complete implementation of Phase I of the transition from AIS to AIM by 2017

Meteorological information supporting enhanced operational efficiency and safety

11) 12 States to complete the implementation of QMS for MET by 2017

ACAS Improvement

12) All States require carriage of ACAS (TCAS v 7.1) for aircraft with a max certificated take-off mass greater than 5.7 tons by 2017

Regional Aviation Safety Group
Middle East
RASG-MID

MID Region Safety Strategy

Revision 3, December 2015

TABLE OF CONTENTS

Page

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.
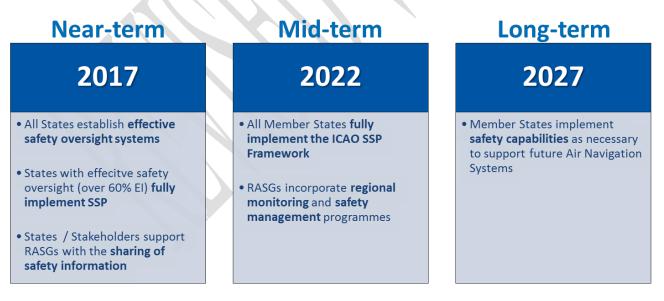
2.   Safety Objectives

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

	Safety Indicator	Safety Target
Reactive Part	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.
	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.
	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.
	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.
	Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	TBD.

Safety Indicator	Safety Target
Proactive Part 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 at all times. b. All MID States with an EI of at least 60% use the IATA Operational Safety Audit (IOSA) to complement their safety oversight activities, by 2018.
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.

Safety Indicator	Safety Target
Average Fleet Age.	TBD
Percentage of fleet above 20 years of age.	TBD
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 States with EI>60% by 2015. b. 70% of MID States with EI>60% by 2016. c. 100% of MID States with EI>60% by 2017.

The leftmost column of the table is labelled vertically: **Predictive Part**

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.

- END -