International Civil Aviation Organization

MID Safety Support Team

Third Meeting (MID-SST/3)
(Abu Dhabi, UAE, 10 – 13 October 2016)

Agenda Item 2:   **MID-SST Work Programme**

MID REGION SAFETY TARGETS AND
REVISED MID REGION SAFETY STRATEGY

(Presented by the Secretariat)

SUMMARY
This paper presents the revised version of the MID Region Safety Strategy.
Action by the meeting is at paragraph 3.

REFERENCES
- RASG-MID/5 Final 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   The RASG-MID/5 meeting (Doha, Qatar, 22-24 May 2016) through Decision 5/14 endorsed a revised version of the MID Region Safety Strategy (Revision 4, May 2016) as at **Appendix A**.

1.3   In accordance with the MID-SST Terms of Reference, the MID-SST should monitor the status of achieving related safety objectives and targets included in the MID Region Safety Strategy.

2.   DISCUSSION

2.1   The revised version of MID Region Safety Strategy includes the following changes:

–   inclusion of two new Safety Indicators: "*Average Fleet Age*" and "*Percentage of fleet above 20 years of age*", based on the outcome of the HLSC 2015 related to core Safety Performance Indicators (SPIs);

–   inclusion of new Safety Indicator related to ECCAIRS: "*Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents*";

– deletion of the wording "acceptable means of compliance" from the Safety Target related to the use of the IATA Operational Safety Audit (IOSA); and

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

2.2   With respect to the newly added Safety Indicators: Average Fleet Age, Percentage of fleet above 20 years of age and Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents, concern was raised during the RASG-MID/5 meeting regarding the use of the term "Safety Indicator" especially for the Average Fleet Age and Percentage of fleet above 20 years of age. In this respect, reference was made to the definition in Annex 19-Safety Management and Doc 9859-Safety Management Manual. The meeting recalled, that in accordance with the outcome of the HLSC 2015, States are required to monitor their fleet age; and there is no requirement to define a regional target for these indicators. The meeting agreed that the subject should be further addressed by the RSC.

2.3   It is to be highlighted that RASG-MID/5 meeting underlined that ECCAIRS should be used for the reporting of accidents and serious incidents to ICAO. Accordingly, the RASG-MID/5 meeting agreed to the following Conclusion:

> *CONCLUSION 5/3:   USE OF ECCAIRS*
>
> *That, States that have not yet done so, be urged to use ECCAIRS for the reporting of accidents and serious incidents; and send their feedback to the ICAO MID Office by **15 October 2016**.*

2.4   The status of the Safety Indicators included in the MID Region Safety Strategy will be presented in a separate Power Point Presentation (PPT/1).

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) review the revised version of the MID Region Safety Strategy and agree on a feedback to the RSC, particularly the newly added Safety Indicators: Average Fleet Age, Percentage of fleet above 20 years of age and Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents;

b) review and update the status of the related Safety Indicators included in the MID Region Safety Strategy and take actions as required;

c) update the implementation status of Conclusion 5/3 regarding use of ECCAIRS; 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.

Regional Aviation Safety Group
Middle East
RASG-MID

MID Region Safety Strategy

Revision 4, May 2016

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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.
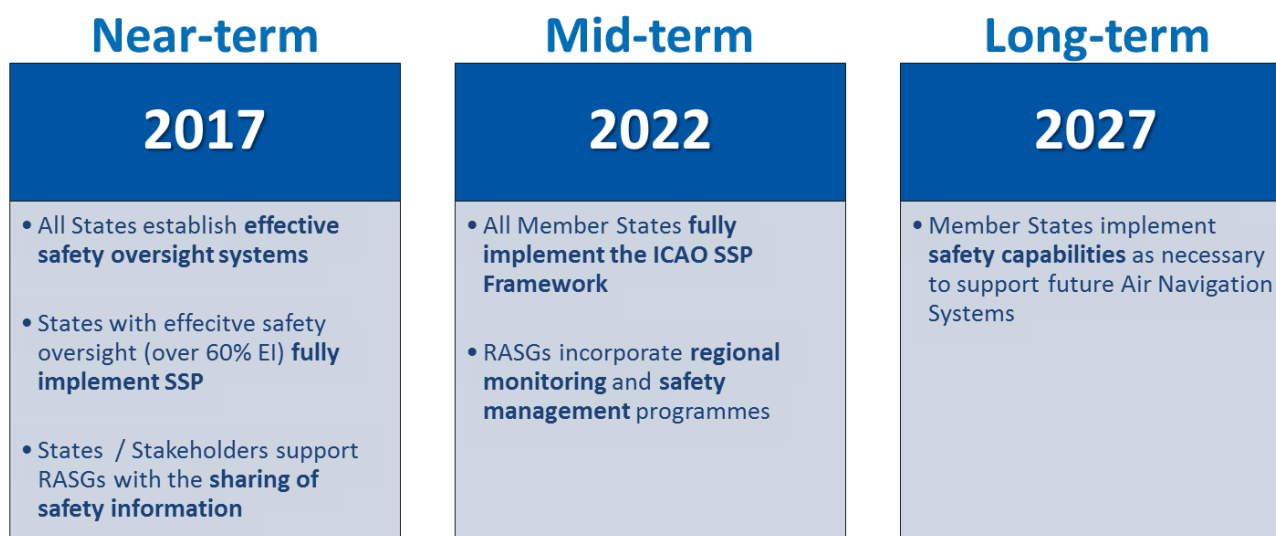
2.   Safety Objectives

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 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 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.

Safety Indicator	Safety Target
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.
Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes by 2020.
Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	TBD.

(Row group label, vertical text at left spanning all rows: **Proactive Part**)

	Safety Indicator	Safety Target
Predictive Part	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.
	*Average Fleet Age.	States are required to monitor their fleet age. No regional Safety Targets are defined.
	*Percentage of fleet above 20 years of age.	

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.