International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Sixth Meeting (RASG-MID/6)
(Bahrain, 26-28 September 2017)

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

MID REGION SAFETY STRATEGY

(Presented by the Secretariat)

SUMMARY

This paper presents the revised version of the MID Region Safety Strategy for endorsement by the meeting.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/5 Final Report

- RSC/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 MID Region Safety Strategy (Revision 4, May 2016).

2. DISCUSSION

2.1 The RSC/5 meeting (Amman, Jordan, 23 – 25 January 2017) reviewed a revised version of the MID Region Safety Strategy.

2.2 With respect to the new Safety Indicators related to Average Fleet Age, Percentage of fleet above 20 years of age, 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. However, it was agreed that defining regional safety targets might be further discussed in the future based on the Sates feedback.

2.3 The RSC/5 meeting supported the Safety Targets defined by the MID-SST/3 meeting related to the Safety Indicator "Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents", as follows: 60% by 2018; and 80% by 2020.

2.4 It was agreed that the Strategy should be revised to reflect the GASP 2017-2019 including its Roadmaps, as well as the agreed Safety Targets. The revised version of the Strategy is at **Appendix A**. The meeting may wish to agree on the following Draft Conclusion:

Why	To reflect the GASP 2017-2019 in the MID Region Safety Strategy and include agreed Targets based on the outcome of the RASG-MID Safety Committee and Teams.
What	Revised MID Region Safety Strategy
Who	RASG-MID
When	September 2017

DRAFT CONCLUSION 6/XX: REVISED MID REGION SAFETY STRATEGY

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

2.5   The status of the Safety Indicators included in the MID Region Safety Strategy will be presented in a separate Power Point Presentation (PPT/4).

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) endorse the Draft Conclusion in para. 2.4; and

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.

APPENDIX A

INTERNATIONAL CIVIL AVIATION ORGANIZATION

REGIONAL AVIATION SAFETY GROUP – MIDDLE EAST (RASG-MID)

MID REGION

SAFETY STRATEGY

EDITION XX, 2017

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. The 2017-2019 GASP introduce a new global aviation safety roadmap to ensure that safety initiatives deliver the intended benefits of the GASP objectives through enhanced coordination, thus reducing inconsistencies and duplication of efforts.

2.3   The GASP roadmap outlines specific safety initiatives supported by a set of actions associated with each of the four safety performance enablers (standardization, resources, collaboration and safety information exchange) which, when implemented by stakeholders, will address the GASP objectives and global safety priorities. These specific safety initiatives targeted to the different streams of stakeholders (States, regions and industry) at different levels of maturity.

2.4   States, Regions (supported primarily by the RASGs) and industry are expected to use the roadmap individually and collectively as the basis to develop action plans that define the specific activities which should take place in order to improve safety at the regional or sub-regional and national levels.

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.

Effective safety oversight	SSP implementation	Predictive risk management
RASGs and other fora: mechanisms for sharing of safety information	RASGs: mature regional monitoring and safety management programmes	All States: implement advanced safety oversight systems, including predictive risk management
States with EI > 60%: SSP implementation	All States: SSP implementation	
All States: achieve 60% EI of CEs		
2017 (near term)	2022 (mid term)	2028 (long term)

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
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.
	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.	a. 60% by 2018 b. 80% by 2020

	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 Stateswith EI>60% by 2015. b. 70% of MID Stateswith EI>60% by 2016. c. 100% of MID Stateswith 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.

- END -