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RSC/6-PPT/3

MID Region Safety Strategy

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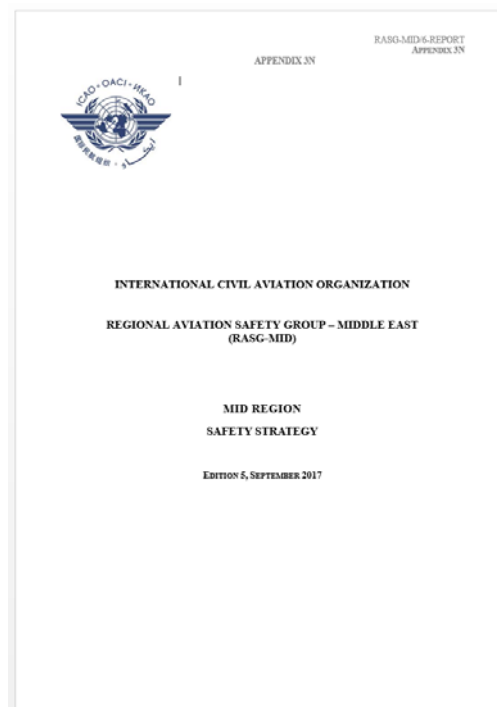
*Regional Officer, Flight Safety
ICAO Middle East Office, Cairo*

Fourth MID Region Safety Summit
Riyadh, Saudi Arabia, 2-3 October 2018





MID Region Safety Strategy





MID Region Safety Strategy

First MID Region Safety Summit (Bahrain, April 2013)

DGCA-MID/2 meeting (Jeddah, Saudi Arabia, May 2013)

Latest version (Revision 5) was endorsed by the RASG-MID/6 meeting (Bahrain, Sept 2017)



The RASG-MID is the governing body responsible for the review and update of the Strategy

In line with the Global Aviation Safety Plan (GASP)

Addresses specific regional safety issues and identifies safety priorities, indicators and targets for the MID Region



Strategic Safety Objective

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.



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REACTIVE





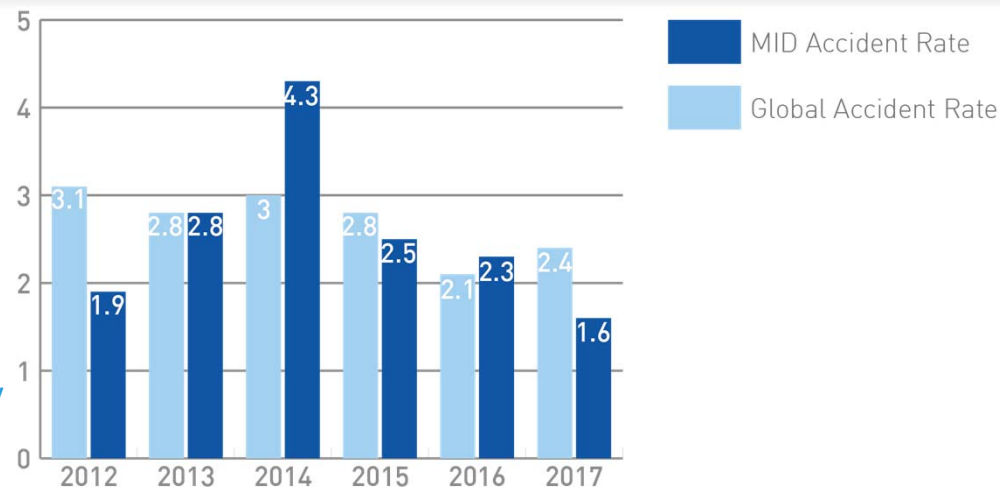
Accidents

Safety Indicator

Number of accidents per million departures

Safety Target

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



Official ICAO accident statistics, used for the development of the ICAO safety reports
Scheduled commercial operations involving aircraft with MTOW above 5700 kg

Average 2012-2016

Average MID
2.76

Average Global
2.76

Average 2013-2017

Average MID
2.70

Average Global
2.62



Fatal Accidents

Safety Indicator

Number of fatal accidents per million departures

Safety Target

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

Average 2012-2016

Average MID

0.64

Average Global

0.26

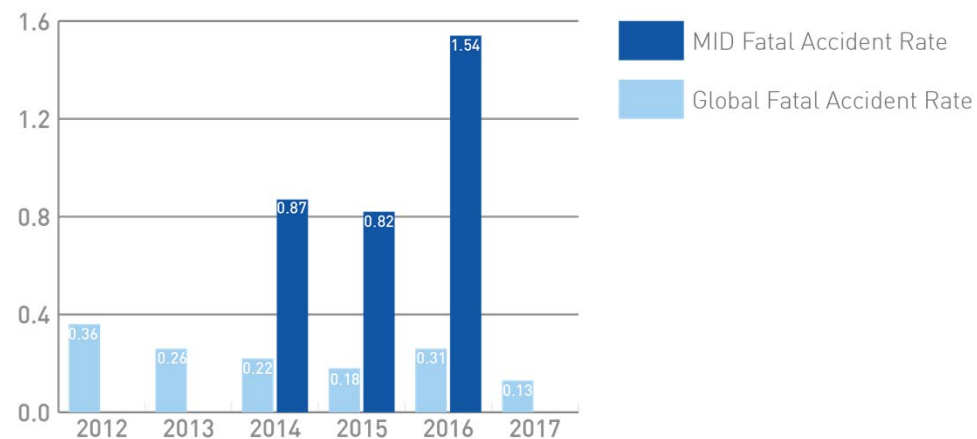
Average 2013-2017

Average MID

0.64

Average Global

0.22



Official ICAO accident statistics, used for the development of the ICAO safety reports
Scheduled commercial operations involving aircraft with MTOW above 5700 kg



Runway Safety (RS)

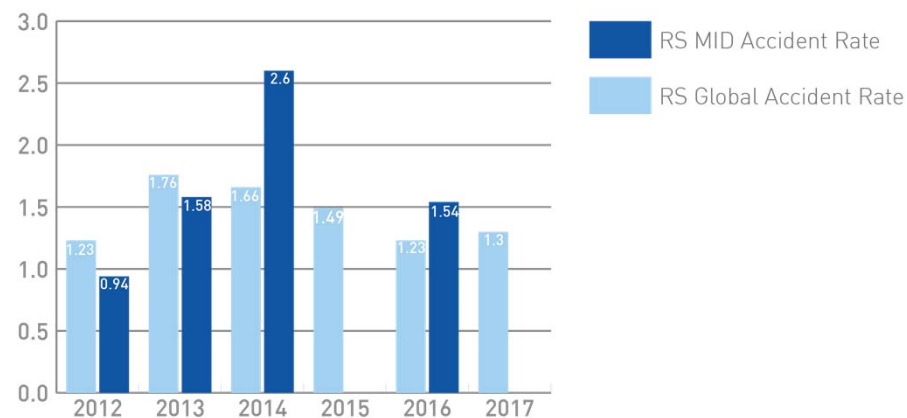
Safety Indicator

Number of Runway Safety related accidents per million departures

Safety Target - 1

Reduce/Maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016

| Average 2012-2016 | Average MID | Average Global |
|--------------------------|-------------|----------------|
| | 1.39 | 1.48 |
| Average 2013-2017 | 1.14 | 1.49 |



Official ICAO accident statistics, used for the development of the ICAO safety reports
Scheduled commercial operations involving aircraft with MTOW above 5700 kg

Safety Target - 2

Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016

| MID 2016 | MID 2017 |
|-------------|----------|
| 1.54 | 0 |



Loss of Control In-flight (LOC-I)

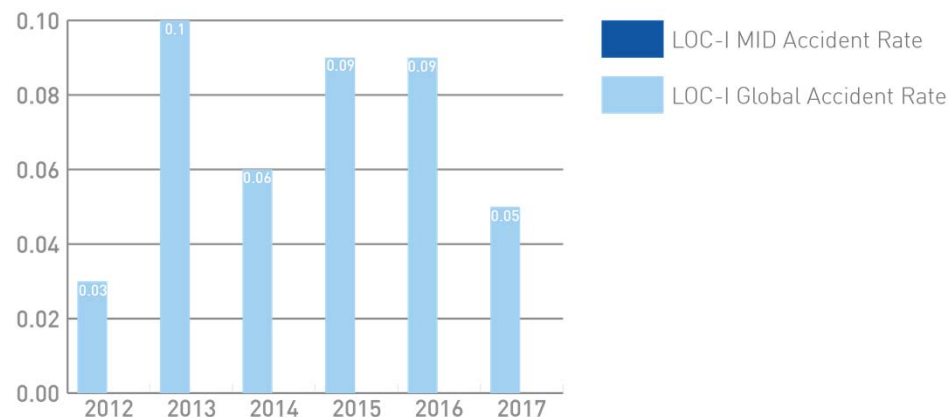
Safety Indicator

Number of LOC-I related accidents per million departures

Safety Target

Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016

| | | |
|--------------------------|-------------------------|-------------------------------|
| Average 2012-2016 | Average MID 0 | Average Global 0.07 |
| Average 2013-2017 | Average MID 0 | Average Global 0.08 |



Official ICAO accident statistics, used for the development of the ICAO safety reports
Scheduled commercial operations involving aircraft with MTOW above 5700 kg



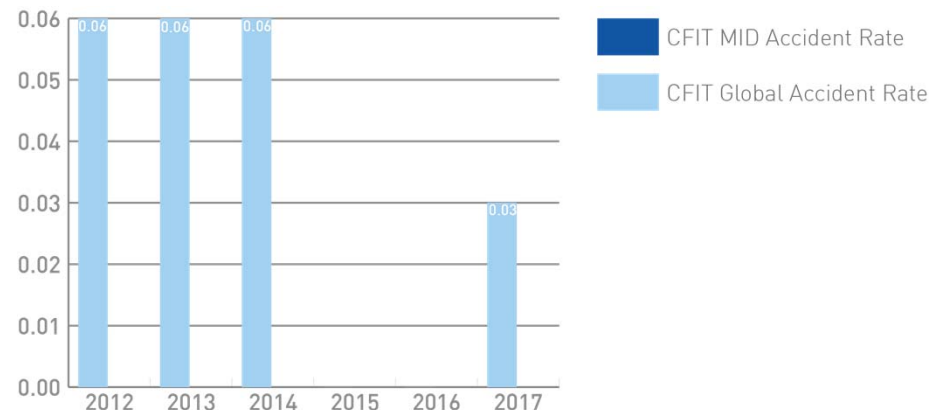
Controlled Flight Into Terrain (CFIT)

Safety Indicator
Number of CFIT related accidents per million departures

Safety Target
Reduce/Maintain the regional average rate of CFIT related accidents to be below the global rate by 2016

Average 2012-2016 Average MID Average Global
0 0.08

Average 2013-2017 Average MID Average Global
0 0.03



Official ICAO accident statistics, used for the development of the ICAO safety reports
Scheduled commercial operations involving aircraft with MTOW above 5700 kg

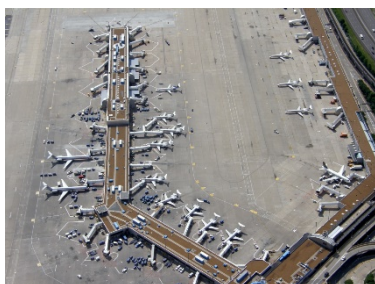


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PROACTIVE



USOAP
Continuous Monitoring Approach



Promoting global aviation safety
by continuously monitoring and updating
the safety oversight capabilities of all ICAO Member States.





USOAP-CMA

Safety Indicator - 1
Regional average EI

Safety Target - 1
Increase the regional average EI to be above 70% by 2020

Regional Average EI
73.24%

Global Average EI
66.27%

Safety Indicator - 2
Number of MID States with an overall EI over 60%

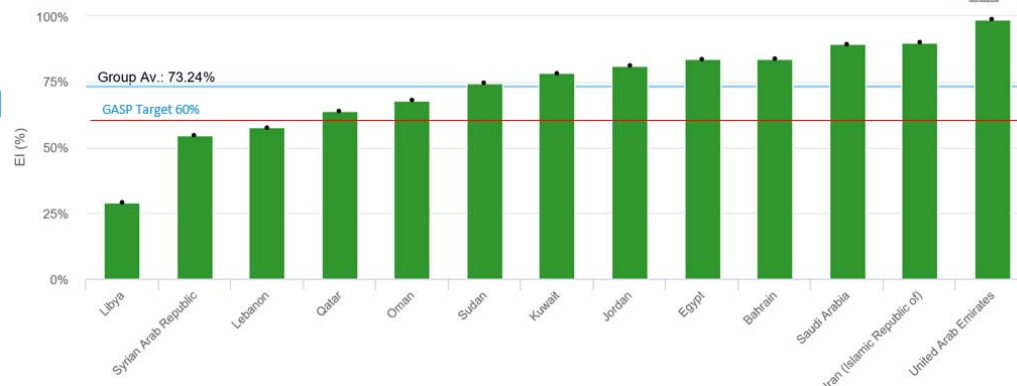
Safety Target - 2
11 MID States to have at least 60% EI by 2020

10 States have achieved the target of 60% EI

USOAP
Continuous Monitoring Approach



Promoting global aviation safety
by continuously monitoring and updating
the safety oversight capabilities of all ICAO Member States.





USOAP-CMA

Safety Indicator - 3

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)

Safety Target - 3

Max 3 MID States with an EI score less than 60% for more than 2 areas by 2017

7 States

Safety Indicator - 4

Number of Significant Safety Concerns (SSCs)

Safety Target - 3

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

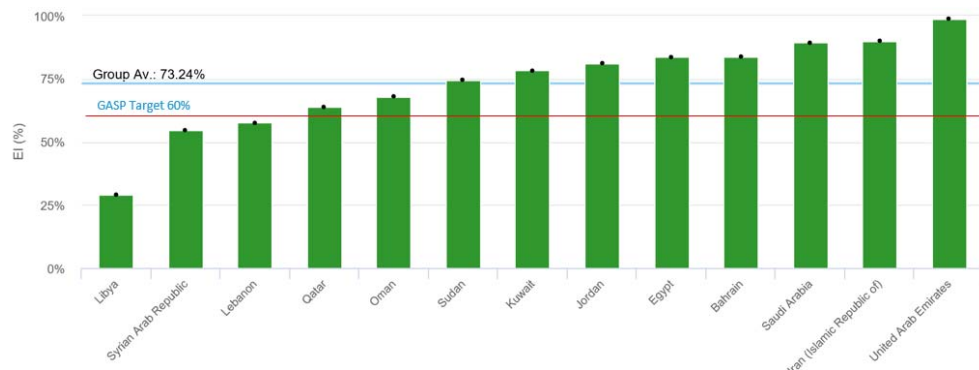
No significant Safety Concern by 2016.

NO SSC in MID Region

USOAP Continuous Monitoring Approach



Promoting global aviation safety by continuously monitoring and updating the safety oversight capabilities of all ICAO Member States.





Aerodrome Certification

Safety Indicator

Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region

Safety Target

50% of the international aerodromes certified by 2015

75% of the international aerodromes certified by 2017

Status

58%

Runway Safety Team (RST) at MID International Aerodromes

Safety Indicator

Number of established Runway Safety Team (RST) at MID International Aerodromes

Safety Target

50% of the international aerodromes by 2020

Status

56%



IATA Operational Safety Audit (IOSA)

Safety Indicator

Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities.

Safety Target - 1

Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA by 2015 at all times

Status

60%

Safety Target - 2

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.

Status

4 out of 10



ECCAIRS

Safety Indicator - 1

Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents

Safety Target 60% by 2018

Safety Target 80% by 2020

Status

**27% already using
ECCAIRS**

**13% Planning to use
ECCAIRS in 2017**



PREDICTIVE

SSP + SMS

the only possible path towards
operational safety



State Safety Programme (SSP) Implementation

| Safety Indicator | Safety Target | Status |
|--|--|---|
| Number of MID States, having completed the SSP gap analysis on iSTARS | 10 MID States by 2015 | 10 States started 8 states completed |
| Number of MID States, that have developed an SSP implementation plan | 10 MID States by 2015 | 7 States |
| 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 (4 States-partially) |
| 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 (6 States-partially) |
| 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-partially) |
| 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 |



Safety Management System (SMS) Implementation

Safety Indicator

Number of MID States with EI>60% that have established a process for acceptance of individual service providers' SMS

Safety Target - 1

30% of MID State with EI>60% by 2015

Safety Target - 2

70% of MID States with EI>60% by 2016

Safety Target - 3

100% of MID States with EI>60% by 2017



Status

75%
(6 States)



Fleet Age

| Safety Indicator | Safety Target | Status |
|---|--|--------|
| Average Fleet Age | States are required to monitor their fleet age. No regional Safety Targets are defined. | N/A |
| Percentage of fleet above 20 years of age | | |



Next step

Update/modify indicators and targets

- New GASP 2020-2022
- Regional priorities and specific needs
- RASG-MID



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Dakar

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North Atlantic
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Paris

Middle East
(MID) Office
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