



International Civil Aviation Organization

MID Safety Support Team

Fifth Meeting (MID-SST/5)
(Cairo, Egypt, 19-21 February 2019)

Agenda Item 2: MID-SST Work Programme

PROPOSED MID REGION SAFETY INDICATORS & TARGETS

(Presented by the Secretariat)

SUMMARY

This paper presents the proposed updates to the MID Region Safety Strategy concerning the safety indicators and targets.

Action by the meeting is at paragraph 3.

REFERENCES

- Fourth MID Region Safety Summit
- RASG-MID/6 Report
- RSC/6 Report

1. INTRODUCTION

1.1 The RASG-MID/6 meeting (Bahrain, 26 – 28 September 2017) endorsed the MID Region Safety Strategy (*Revision 5, September 2017*).

1.2 The Sixth meeting of the RASG-MID Steering Committee (RSC/6) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 25 -27 June 2018. The RSC/6 meeting reviewed the MID Region Safety Strategy, which was endorsed by the RASG-MID/6 meeting and noted that the MID-SST/4 meeting initiated a brainstorming on the Safety Indicators and Targets related to the SSP and SMS implementation in the Region.

1.3 The RSC/6 meeting agreed that the MID Region Safety Strategy would be revisited during the Fourth MID Region Safety Summit (Riyadh, Saudi Arabia, October 2018) taking into consideration the global and regional developments, including the objectives and priorities of GASP 2020-2022, Amendment 1 to Annex 19 and Fourth Edition of the Safety Management Manual.

1.4 The RSC/6 meeting decided to include ISAGO in the revised version of the MID Region Safety Strategy. IATA will provide proposals for the associated safety indicators and targets, based on the current status of implementation and future plans.

2. DISCUSSION

MID Region Safety Indicators and Targets

2.1 The meeting may wish to note that the MID Region Safety Strategy has been revisited during the Fourth MID Region Safety Summit.

2.2 The revised version of the MID Region Safety Strategy (Safety Indicators and Targets) will be presented to the RASG-MID/7 meeting for endorsement.

2.3 The proposed updates of the different Safety Indicators and Targets are presented at **Appendix A.**

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the updated MID Region Safety Indicators and Targets; and
- b) provide suggestions, as appropriate, for future consideration.

APPENDIX A



**Fourth MID Region Safety Summit
(Riyadh, Saudi Arabia, 2-3 Oct 2018)**

Revised MID Region Safety Targets

**STATUS OF THE MID REGION SAFETY INDICATORS TARGETS
(SAFETY INDICATORS TARGETS RELATED TO RGS ARE SHADED IN ORANGE)**

Aspirational Goal: Zero fatality by 2030**Goal 1: Achieve a continuous reduction of operational safety risks**

Safety Indicator	Safety Target	Timeline	Status
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 and beyond.	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	2016	
Number of fatalities per million departures	Number of fatalities per billion passengers carried (fatality rate) to be in line with the global average rate	2018	
Number of Runway Safety Excursion accidents per million departures	Reduce/Maintain the Regional average rate of Runway Safety Excursion accidents to be below the global average rate by 2016	2016	
Number of Runway Safety Incursion accidents per million departures	Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016 Regional average rate of Runway Safety Incursion accidents to be below the global average rate	2018	
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	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	2016	
Number of Mid Air Collision (accidents)	Zero Mid Air Collision accident	2018	

Safety Indicator	Safety Target	Timeline	Status
Number of Near Mid Air Collision (serious incidents)	Regional average rate of Near Mid Air Collision (serious incidents per million departures) to be less than 0.1 All States to reduce the rate of Near Mid Air Collision (AIRPROX) within their airspace by 2020	2020	

Goal 2: Strengthen States' safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results:

Safety Indicator	Safety Target	Timeline	Status
USOAP-CMA Effective Implementation (EI) results: a. Regional average EI b. Number of States with an overall EI over 60% c. Regional average EI by area d. Regional average EI by CE 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. Regional average EI for each area to be above 70% by 2020 d. Regional average EI for each CE to be above 70% by 2020 Max 3 MIDStates with an EI score less than 60% for more than 2 areas by 2017.	a. 2020 b. 2020 c. 2020 d. 2020	
Number of Significant Safety Concerns (SSC)	a. No Significant Safety Concern (SSC) by 2016. States resolve identified Significant Safety Concerns SSC, if identified, to be resolved as a matter of urgency, and in any case within 12 months from their its identification	2016	

Goal 3: Improve aerodrome safety:

Safety Indicator	Safety Target	Timeline	Status
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	a. 2015 b. 2017	
Number of established Runway Safety Team (RST) at MID International Aerodromes.	50% of the International Aerodromes having established a RST by 2020 .	2020	

Goal 4: Expand the use of Industry Programmes:

Safety Indicator	Safety Target	Timeline	Status
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 .	a. N/A b. 2018	
Use of the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers	The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States. Pursue at least 50% increase in ISAGO registration (baseline 2017)	2020	
Use of the ACI Airport Excellence (APEX) in Safety programme	At least 1 ACI APEX in Safety conducted in 1 Airport of the Region per year	N/A	

Goal 5: Implementation of effective SSPs and SMSs:

Safety Indicator	Safety Target	Timeline	Status
Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	a. 60% 9 States by 2019 b. 80% 12 States by 2020	a. 2019 b. 2020	
Number of States that have completed the SSP Gap Analysis on iSTARS	13 States by 2020	2020	
Number of States that have developed an SSP implementation plan	13 States by 2020	2020	
Regional Average SSP Foundation (in %)	70% by 2022	2022	
Number of States that have fully implemented the SSP Foundation	10 States by 2022	2022	
Number of States that have established an ALoSP	10 States by 2025	2025	
Number of States that have implemented an effective SSP	10-7 States by 2025	2025	
Percentage—Number of States that have established a process for acceptance of individual service providers' SMS	80% 12 States by 2020	2020	
Number of States providing information on safety risks, including SSP SPIs, to the RASG-MID	7 States by 2022	2020	
Establishment of a Regional mechanism for regional data collection, sharing and analysis	Regional Mechanism established by 2018	2018	
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.		

Safety Indicator	Safety Target	Timeline	Status
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.		

Goal 6: Increase Collaboration at the Regional Level to enhance safety:

Safety Indicator	Safety Target	Timeline	Status
Number of States attending the RASG-MID meetings	At least 12 States from the MID Region	2019	
Number of States providing required data related to accidents, serious incidents and incidents to the MID-ASRT	All States from the MID Region	2020	
Number of States requiring and actively seeking assistance/support	All States having an EI below 60% to be member of the MENA RSOO	2019	
Number of States that received assistance/support through the RASG-MID, MENA RSOO and/or other NCLB mechanisms	All States having an EI below 60% to have an approved NCLB Plan of Actions for safety (agreed upon with the ICAO MID Office)	2019	

Safety Indicator	Safety Target	Timeline	Status
	SEI or Technical Assistance Mission/Project implemented for each assistance need identified by the RASG-MID		
Number of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s)	Percentage of States, having an EI below 60% in some areas, delegating certain safety oversight functions to the MENA RSOO or other State(s), to be at least 50%	2022	
Number of States that contribute to the implementation of SEIs and Technical Assistance Missions/Projects	7 States	2020	
Percentage of SEIs implemented in accordance with the agreed timeframe	80% of the SEIs	N/A	

Goal 7: Ensure the appropriate infrastructure is available to support safe operations:

Safety Indicator	Safety Target	Timeline	Status
Number of Air Navigation Deficiency Priority “U” identified by MIDANPIRG	No Air Navigation Deficiency Priority “U”	2022	

Goal 8: Monitor the fleet age:

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

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