International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7 Meeting

(Cairo, Egypt, 15 – 18 April 2019)

Agenda Item 5.1:   **Regional Performance Framework for Safety**

OUTCOME OF THE FOURTH MID REGION SAFETY SUMMIT
AND REVISED MID REGION SAFETY STRATEGY

(Presented by the Secretariat)

SUMMARY

The Fourth MID Region Safety Summit was organized by ICAO and hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia. The main outcome of the Summit was a proposed update to the MID Region Safety Strategy (safety indicators and targets).

This paper presents a revised version of the MID Region Safety Strategy including updated 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 Fourth MID Region Safety Summit was successfully held in Riyadh, Saudi Arabia, 2 - 3 October 2018. The Summit was gratefully hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia.

1.2   The Summit was attended by a total of two hundred and thirteen (213) participants from seventeen (17) States (Bahrain, Benin, Comoros, Egypt, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Saudi Arabia, Somalia, Sudan, United Arab Emirates and United States) and six (6) International Organizations/Industries (ACAO, ACI, Boeing, IATA, IFALPA, IFATCA).

1.3   The Summit aimed to raise awareness on the Global Aviation Safety Developments including the Global Aviation Safety Plan (GASP), Regional Safety Priorities and Targets outlined in the MID Region Safety Strategy, RASG-MID activities and deliverables, and State Safety Programme implementation. The Summit provided a forum for sharing expertise and experience for States,

International and Regional Organizations, Aviation Safety Partners, Service Providers and Industry Stakeholders. It also provided valuable panel sessions and opportunities for networking, collaboration and coordination.

1.4   The Summary of Discussions of the Fourth MID Region Safety Summit is at **Appendix A**.

2.   **DISCUSSION**

2.1   The RASG-MID is the governing body responsible for the review and update of the MID Region Safety Strategy, as deemed necessary.

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

2.3   The MID Region Safety Strategy was revisited during the Fourth MID Region Safety Summit (Riyadh, Saudi Arabia, 2-3 October 2018) taking into consideration the global and regional developments, including the objectives and priorities of the Draft GASP 2020-2022, Amendment 1 to Annex 19 and Fourth Edition of the Safety Management Manual. An updated list of Safety Indicators and Targets was proposed by the Summit.

2.4   The meeting may wish to note that the Draft 2020-2022 Edition of the GASP sets forth ICAO's Safety Strategy in support of the prioritization and continuous improvement of aviation. The plan guides the implementation of regional and national aviation safety plans. The Global Aviation Safety Roadmap presented in the Draft 2020-2022 Edition of the GASP, serves as an Action Plan to assist the aviation community in achieving the GASP goals. The Draft 2020-2022 Edition of the GASP will be presented to the 40th Session of the ICAO Assembly for endorsement.

2.5   The revised version of the MID Region Safety Strategy includes Goals and Safety indicators, taking into consideration the Draft GASP 2020-2022 Edition and regional specific objectives and priorities in order to achieve the Safety Targets with a specific timeframe.

2.6   The MID Region Safety includes the following Goals:

- Aspirational Goal: Zero fatality by 2030
- Goal 1: Achieve a continuous reduction of operational safety risks
- Goal 2: Strengthen States' safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results
- Goal 3: Improve aerodrome safety
- Goal 4: Expand the use of Industry Programmes
- Goal 5: Implementation of effective SSPs and SMSs
- Goal 6: Increase Collaboration at the Regional Level to enhance safety
- Goal 7: Ensure the appropriate infrastructure is available to support safe operations
- Goal 8: Monitor the fleet age

2.7   The revised version of the MID Region Safety Strategy including updated Safety Indicators and Targets is at **Appendix B**. The meeting may wish to agree to the following Draft Conclusion:

Why	To reflect in the MID Region Safety Strategy the agreed Goals, Safety Indicators and Targets based on the outcome of the Fourth MID Region Safety Summit, and the RASG-MID Safety Committee and Teams, taking into consideration the Draft GASP 2020-2022 and regional specific objectives and priorities.
What	Revised MID Region Safety Strategy
Who	RASG-MID
When	April 2019

DRAFT RASG-MID CONCLUSION 7/XX: REVISED MID REGION SAFETY STRATEGY

*That, the revised version of the MID Region Safety Strategy at **Appendix B** is endorsed.*

2.8   The status of the Safety Indicators included in the MID Region Safety Strategy will be presented in a separate Power Point Presentation (PPT/8).

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) review and amend, as deemed necessary, the revised version of the MID Region Safety Strategy at **Appendix B**; (the revised version of the strategy with track-changes is at **Appendix C**, for easy reference);

b) endorse the Draft Conclusion in para. 2.7; and

c) 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.

Fourth MID Region Safety Summit
2-3 October 2018

Riyadh, Saudi Arabia

SUMMARY OF DISCUSSIONS

1.   GENERAL

1.1   Place and Duration

1.1.1   The Fourth MID Region Safety Summit was successfully held in Riyadh, Saudi Arabia, 2 - 3 October 2018. The Summit was gratefully hosted by the General Authority of Civil Aviation (GACA) of Saudi Arabia.

1.2   Attendance

1.2.1   The Summit was attended by a total of two hundred and thirteen (213) participants from seventeen (17) States (Bahrain, Benin, Comoros, Egypt, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Saudi Arabia, Somalia, Sudan, United Arab Emirates and United States) and six (6) International Organizations/Industries (ACAO, ACI, Boeing, IATA, IFALPA, IFATCA). The list of participants of the Fourth MID Region Safety Summit is at **Attachment A**.

1.3   Objective

1.3.1   The Summit aimed to raise awareness on the Global Aviation Safety Developments including the Global Aviation Safety Plan (GASP), Regional Safety Priorities and Targets outlined in the MID Region Safety Strategy, RASG-MID activities and deliverables, and State Safety Programme implementation. The Summit provided a forum for sharing expertise and experience for States, International and Regional Organizations, Aviation Safety Partners, Service Providers and Industry Stakeholders. It also provided valuable panel sessions and opportunities for networking, collaboration and coordination.

1.3.2   The main topic addressed by the Summit was safety management, particularly the establishment and implementation of the State Safety Programme (SSP) and achievement of an Acceptable Level of Safety Performance (ALoSP). The MID Region Safety Strategy was re-visited during the Summit in order to update the safety indicators and targets.

1.4   Opening

1.4.1   Mr. Mohamed Khalifa Rahma, Regional Director, ICAO Middle East, expressed ICAO's sincere thanks to the government of the Kingdom of Saudi Arabia and to H.E Dr. Nabil bin Mohammed Al-Amoudi, Minister of Transport and H.E Minister Mr. Abdulhakeem Al-Tamimi, President of the General Authority of Civil Aviation (GACA) for hosting the 4th MID Region Safety Summit and for the generous hospitality extended to the participants. He highlighted the main objectives of the Summit and expected outcome.

1.4.2   H.E. Abdulhakim bin Muhammad Al Tamimi, President of GACA welcomed all participants to Saudi Arabia and thanked them for participating in the Fourth MID Region Safety Summit, which is an important forum for sharing experiences by all stakeholders to enhance aviation safety in the Region. H.E. Mr. Al Tamimi reiterated the continuous support of GACA to enhance aviation safety at the global and regional levels.

FOURTH MID REGION SAFETY SUMMIT
Summary of Discussions

1.4.3   H.E Dr. Nabil bin Mohammed Al-Amoudi, Minister of Transport welcomed all the DGs, CEOs, and delegations from States, International and Regional Organizations to Riyadh and to the Fourth MID Region Safety Summit. H.E Minister Al-Amoudi highlighted that the aviation sector has the full support from the leadership and government of Saudi Arabia with an ultimate goal to enhance aviation safety and security.

1.5   **Work Programme**

1.5.1   The Work Programme of the Summit included the following subjects addressed by specific presentations and/or discussion panels:

a)   High Level Briefing
b)   Global Aviation Safety Developments
c)   Regional Aviation Safety Group - Middle East (RASG-MID)
d)   MID Region Safety Priorities and Targets
e)   Methodology for identifying Safety performance indicators for the regulator
f)   Achieving an acceptable level of safety performance (ALoSP)
g)   FAA progress in Safety management
h)   MID Region Safety Strategy
i)   Regional safety indicators and targets

1.5.2   A copy of the detailed Work Programme is available at:
https://www.icao.int/MID/Pages/2018/MID%20Region%20Safety%20Summit.ASPX.aspx

2.   SUMMARY AND OUTCOME OF DISCUSSIONS

2.1.1   The Summit provided a balance between the time allocated to presentations covering concepts and practical experiences and a forum for open discussions, exchange of knowledge and experience. It provided valuable Panel Sessions and opportunities for networking, collaboration and coordination, as well as sharing of experiences. Much thought and effort had been put into the development of the presentations by the speakers who have been thanked for the time and effort they dedicated to the Summit and the enthusiasm and commitment to their subjects.

2.1.2   All the presentations are available at:
https://www.icao.int/MID/Pages/2018/MID%20Region%20Safety%20Summit.ASPX.aspx

High Level Briefing

2.1.3   The High Level Briefing addressed the state of aviation safety at the global and regional levels including challenges, cooperation and collaboration to achieve goal and objectives of the ICAO MID Region NCLB Strategy.

Global Aviation Safety Developments

2.1.4   The objective of this session was to provide an updated overview on the Global Aviation Safety development including the new 2020-2022 Global Aviation Safety Plan (GASP), USOAP-CMA methodology and activities, Amendment 1 to Annex 19 and the new approach for Safety Management Manual (ICAO Doc 9859, 4th edition).

FOURTH MID REGION SAFETY SUMMIT
Summary of Discussions

Regional Aviation Safety Group - Middle East (RASG-MID) - Panel Discussion

2.1.5   This session provided an updated overview on the RASG MID current organizational structure and working arrangements, work programme and activities including challenges and achievements. It presented the current status in achieving RASG-MID objectives and priorities.

A Methodology to identify safety performance indicators for the regulator

2.1.6   The objective of this session was to provide a methodology to identify the safety performance indicators including the process for safety data collection and an aviation risk management picture, which will help identifying both the critical issues and opportunities.

2.1.7   The session also presented the tools to be used for risk identification and risk assessment and consequently the identification of safety performance.

Achieving an Acceptable level of Safety Performance (ALoSP) - Panel Discussion

2.1.8   This session presented SSP and SMS implementation in the MID Region from different perspectives (Regulator, Airlines, ANSP and Aerodrome Operator) highlighting the challenges and best practices.

2.1.9   The session was an excellent opportunity to discuss States experiences related to the establishment of Acceptable Level of Safety Performance (ALoSP), as well as the interaction between SSP and SMS.

FAA progress in Safety management experience

2.1.10   The session presented the FAA experience with Safety Management Systems including Risk Based Decision Making (RBDM), as well as air carrier implementation of SMS and transition to Continued Operational Safety (COS), along with potential challenges.

MID Region Safety Strategy

2.1.11   This session provided an overview and updates on the MID Region Safety Strategy including background and current version. It presented the current status of achieving each safety target related to the reactive, proactive and predictive parts.

Regional Safety Indicators and Targets

2.1.12   This session was an interactive session discussing the proposals to revise the MID Region safety indicators and targets, taking into consideration global and regional developments, including the new GASP 2020-2022.

2.1.13   The list of Safety Indicators and Targets, as reviewed and amended by the Summit as at **Attachment B**, will be presented to the RASG-MID/7 meeting for endorsement.

ICAO

SAFETY

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

MID REGION

SAFETY STRATEGY

EDITION 6, APRIL 2019

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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 2017-2019 GASP introduced a 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.

2.4   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.

2.5   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.

2.6   The Draft 2020-2022 Edition of the GASP would set forth ICAO's Safety Strategy in support of the prioritization and continuous improvement of aviation. The plan guides the implementation of regional and national aviation safety plans.

2.7   The 2020-2022 Edition of the GASP includes a new set of goals, targets and indicators, in line with the United Nations' 2030 Agenda for Sustainable Development.

2.8   The global aviation safety roadmap, presented in the Draft 2020-2022 Edition of the GASP, would serve as an action plan to assist the aviation community in achieving the GASP goals.

2.9   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.

2017-2019 GASP Objectives

2.10   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 Goals and Safety Indicators, taking into consideration the Draft GASP 2020-2022 and regional specific objectives and priorities, as well as the adoption and attainment of Safety Targets with a specific timeframe.

3.3   The MID Region Safety Strategy includes the following Goals:
  -   Aspirational Goal: Zero fatality by 2030
  -   Goal 1: Achieve a continuous reduction of operational safety risks
  -   Goal 2: Strengthen States' safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results
  -   Goal 3: Improve aerodrome safety
  -   Goal 4: Expand the use of Industry Programmes
  -   Goal 5: Implementation of effective SSPs and SMSs
  -   Goal 6: Increase Collaboration at the Regional Level to enhance safety
  -   Goal 7: Ensure the appropriate infrastructure is available to support safe operations
  -   Goal 8: Monitor the fleet age

3.4   The MID Region Safety Goals, Indicators and Targets are detailed in the Table below:

MID Region Safety Targets

Aspirational Goal: Zero Fatality by 2030

Goal 1: Achieve a Continuous Reduction of Operational Safety Risks

Safety Indicator	Safety Target	Timeline
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
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
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 r~~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
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
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
Number of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	a. ~~60%~~ 9 States ~~by 20198~~ 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.~~	
~~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.~~	

Safety Indicator	Safety Target	Timeline
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
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 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 be member of the MENA RSOO	2019
	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
	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

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

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 -

APPENDIX C

ICAO

SAFETY

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

MID REGION

SAFETY STRATEGY

EDITION 6, ~~XXXXXXX~~APRIL 2019

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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

1.2.1   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.

2.2.3   The 2017-2019 GASP introduced 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.

3.2.4   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.

2.5   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.
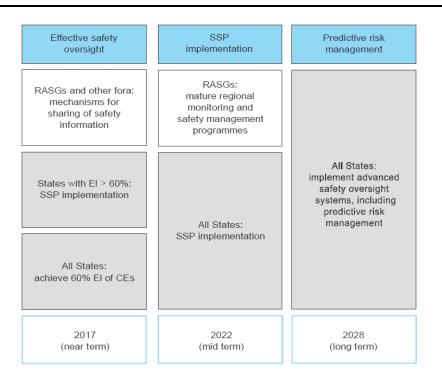
2.6   The Draft 2020-2022 eEdition of the GASP would set forth ICAO's Safety Strategy in support of the prioritization and continuous improvement of aviation. The plan guides the implementation of regional and national aviation safety plans.

2.7   The 2020-2022 eEdition of the GASP includes a new set of goals, targets and indicators, in line with the United Nations' 2030 Agenda for Sustainable Development.

2.8   The global aviation safety roadmap, presented in the Draft 2020-2022 eEdition of the GASP, would serve as an action plan to assist the aviation community in achieving the GASP goals. The Draft 2020-2022 edition of the GASP will be presented to the 40th Session of the ICAO Assembly for endorsement.
4.

5.2.9   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.

2017-2019 GASP Objectives

6.2.10   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:

1.3.1   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 Goals and Safety Indicators, taking into consideration the Draft GASP 2020-2022 and regional specific objectives and priorities, and Indicators as well as the adoption and attainment of Safety Targets with a specific timeframe.

3.3   The MID Region Safety Strategy includes the following Goals:
-    Aspirational Goal: Zero fatality by 2030
-    Goal 1: Achieve a continuous reduction of operational safety risks
-    Goal 2: Strengthen States' safety oversight capabilities/Progressively increase the USOAP-CMA EI scores/results
-    Goal 3: Improve aerodrome safety
-    Goal 4: Expand the use of Industry Programmes
-    Goal 5: Implementation of effective SSPs and SMSs
-    Goal 6: Increase Collaboration at the Regional Level to enhance safety
-    Goal 7: Ensure the appropriate infrastructure is available to support safe operations
1.-   Goal 8: Monitor the fleet age

1.3.4   The MID Region Safety Goals, Indicators and Targets are detailed in the Table below:

MID Region Safety Targets

Aspirational Goal: Zero fatality by 2030

Goal 1: Achieve a continuous reduction of operational safety risks

Safety Indicator	Safety Target	Timeline
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
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: ~~1.~~a. Regional average EI ~~2.~~b. Number of States with an overall EI over 60% ~~3.~~c. Regional average EI by area ~~4.~~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:~~ ~~1.~~a. ~~Increase the r~~Regional average EI to be above 70% ~~by 2020~~ ~~2.~~b. 11 MID States to have at least 60% EI ~~by 2020~~ ~~3.~~c. Regional average EI for each area to be above 70% ~~by 2020~~ ~~4.~~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.~~	~~1.~~a. 2020 ~~2.~~b. 2020 ~~3.~~c. 2020 ~~4.~~d. 2020	
Number of Significant Safety Concerns (SSC)	~~1.~~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~~	~~1.~~a. 2015 ~~2.~~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.	1.a. N/A 2.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 Number of MID States that use ECCAIRS for the reporting of accidents and serious incidents.	1.a. 60% 9 States by 20198 2.b. 80% 12 States by 2020	1.a. 2019 2.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	

Safety Indicator	Safety Target	Timeline	Status
~~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.~~		
~~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	

Safety Indicator	Safety Target	Timeline	Status
Number of States requiring and actively seeking assistance/support 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 be member of the MENA RSOO All States having an EI below 60% to have an approved NCLB Plan of Actions for safety (agreed upon with the ICAO MID Office) SEI or Technical Assistance Mission/Project implemented for each assistance need identified by the RASG-MID	2019 2019	
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. *Percentage of fleet above 20 years of age.	States are required to monitor their fleet age. No regional Safety Targets are defined.

~~3.~~4. Governance

~~1.~~4.1   The MID Region Safety Strategy will guide the work of RASG-MID and all its member States and partners.

~~2.~~4.2   The RASG-MID will be the governing body responsible for the review and update of the Strategy, as deemed necessary.

~~3.~~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.

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