

The Second MID Region Safety Summit

27- 29 April 2014
Muscat, Oman

RASG MID Activities & Engagement Strategy

Session #3 Presentation #1



The Second MID Region Safety Summit

RASG-MID Activities & Engagement Strategy

Presented by:
Capt. Adnan Takrouri, IATA



Annual Safety Report (ASR)



- **The objective** of the RASG-MID Annual Safety Report (ASR) **is to gather safety information** from different stakeholders **and to identify the main aviation safety risks in the Middle East Region** in order **to deploy mitigation actions for enhancing aviation safety** in a coordinated manner.

Benefits of the ASR



- ASR provides Member States and the aviation community **with a high-level analysis of the air transport safety trends and indicators** in the MID Region.
- It presents a **snapshot of safety performance within the civil aviation system** in the MID Region, while providing helpful information about the **numerous efforts to develop collaborative responses to safety concerns** at the National and Regional level.

Sources of Information



The safety information presented in The report is based on the compilation and analysis of data provided by:

- ICAO,
- IATA,
- States
- Boeing, and
- Airline operators



The ASR comprises three main sections, one for each safety information category:

- 1. Reactive Information**
- 2. Proactive Information**
- 3. Predictive Information**



Reactive Safety Information



- Regional Accidents Rates
- MID Accidents Frequency and Severity
- Regional fatal accidents
- **Analysis of MID accidents**
- Safety Focus Areas for the MID region



Analysis of MID accidents

- All accidents rate in the MID region was above the world rate by an average of 3.86
- All Mid accidents rate among non IOSA registered operators was above the world accident rate by 6.23

Reactive Safety Information



The most **frequent accident** categories for the year 2008-2011 for the MID region are:

- Runway /Taxiway excursion
- Loss of control inflight
- Hard landing
- Gear-up landing/Gear collapse
- Inflight Damage

Top contributing Factors



- **Safety Management** ←
- Aircraft malfunction
- Maintenance events
- SOP adherence/SOP Cross verification
- Unstable approach
- LDG floated/bounced/bounced/firm /off center/crabbed LDG
- Monitor /Cross Check
- Over all crew performance





- Top Two flight phases when accidents occur in the MID region are LND and TOF
- The three top **fatal accident** categories for the 2008-2012 period are:
 1. Runway & Ground Safety (RGS)
 2. Loss of Control In-flight (LOC-I)
 3. Controlled Flight Into Terrain (CFIT)



Proactive Safety Information



This section of the Annual Safety Report focuses on proactive safety data analysis to identify additional risk Areas in order to be addressed under the emerging risks area.

Analysis of Audits

- ICAO USOAP-CMA.
- IATA Operational Safety Audit (IOSA)
- IATA (ISAGO)

Analysis of accidents and occurrences

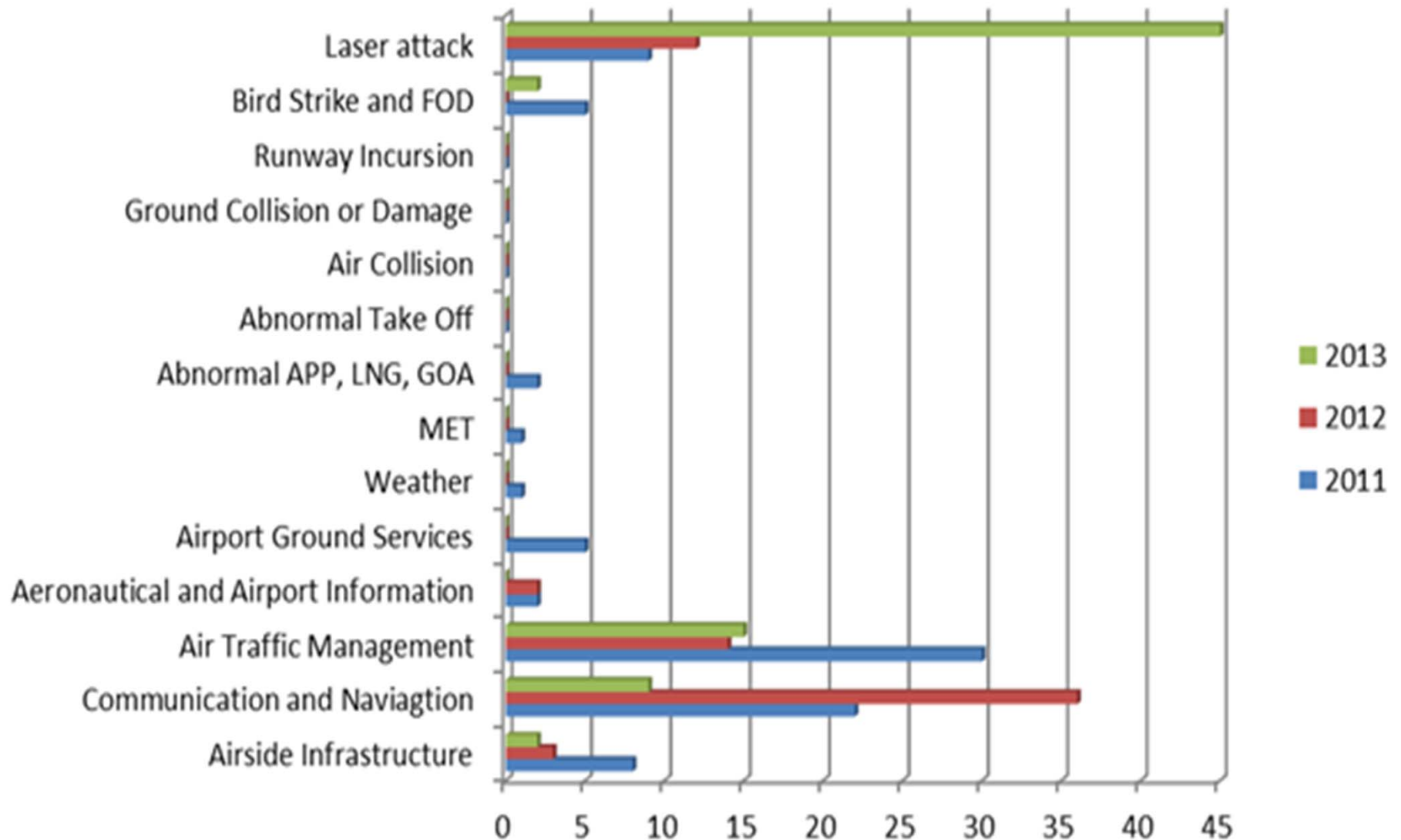
- Reported by States
- STEADES data
- Reported by airlines

On demand analysis of identified risks or hazards

MID Region Safety Performance - Safety Indicators



Incidents and occurrences reported by airlines January 2011 till July 2013



Predictive Safety Information



Under this section of the report, the aim is to collect and analyse safety data to proactively identify safety concerns before accidents or incidents occur, to develop timely mitigation and prevention measures

- **FDM Trends and FOQA Data**
FDX data
- **Hazard Identification and Risk Assessment**
State Safety Program (SSP)



- Within the MID Safety Strategy, the MID Region adopted the safety target to progressively reduce the accident rate to be in line with the global average by the end of 2017.



Conclusion



The RASG-MID Annual Safety Report is a timely, unbiased and transparent source of safety related information essential for all aviation stakeholders interested in having a tool to enable sound decision-making on safety related matters.



Questions ?
Thank you

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MID Regional Aviation Safety Team (MID-RAST)

Kamil Al-Awadhi

MID-RAST Rapporteur

Second MID Region Safety Summit (Muscat, 27-29 April)



Objective

- To support the RASG-MID Steering Committee (RSC) in the development, implementation and monitoring of Safety Enhancement Initiatives (SEIs) related to the identified Focus Areas (FAs).
- The Second MID Annual Safety Report (MID-ASR) reveals that the three 3 FAs in the MID Region are (based on IATA data):
 - 1- Runway and Ground Safety (RGS)
 - 2- Loss of Control In Flight (LOC-I)
 - 3- Controlled Flight into Terrain (CFIT)



In order to meet its Terms of Reference, the MID-RAST shall:

- assess work that has already been done under existing regional safety initiatives;
- identify short and medium term regional safety priorities and initiatives;
- identify possible mitigation measures;
- develop SEIs for the identified FAs;
- provide recommended actions through the development of Detailed Implementation Plans (DIPs) for each SEI, in a prioritized manner;
- monitor the implementation of DIPs and provide feedback to the RSC; and
- propose input to the RSC for the development of the RASG-MID annually work programme.



MID-RAST

Team Composition

- **States:**

Jordan, Lebanon, Oman, Saudi Arabia and UAE

- **Partners:**

AACO, IATA, Boeing, ACI, FAA, IFALPA



MID-RAST

Roles and Responsibilities

- MID-RAST Rapporteur – Coordinate MID-RAST activities and provide overall guidance and leadership;
- MID-RAST Coordinators – Provide technical expertise and collaborate in the development of SEIs and DIPs related to assigned FA, as requested by the MID-RAST Rapporteur;
- ICAO – Support; and
- Partners – Provide technical expertise and collaborate in the development of material as requested by the MID-RAST Rapporteur.



- **A Coordinator was assigned for each FA (RGS, LOC-I and CFIT):**

1- CFIT Coordinator, Mr. Paolo La Cava, IATA, Etihad Airways

2- LOC-I Coordinator, Mr. Chamsou Andjorin, Boeing

3- RGS, Mr. Mohammad Al Dossari, GCAA, UAE

➤ The Runway and Ground Safety Working Group (RGS WG) was established under the MID-RAST to address all aerodromes safety activities, which were transferred from MIDANPIRG to RASG-MID. Mr. Mohammad Al Dossari is the Chairman for RGS WG.



MID-RAST

Emerging Risks Area

- Although the RAST has been established mainly for the development, implementation and monitoring of SEIs and DIPs related to the identified Focus Areas (FAs), a mechanism should be agreed upon to address other emerging areas (low priority) such as:
 - In-flight Damage;
 - Call-sign Confusion ; and
 - Laser attacks
- It was agreed that all emerging risks will be addressed under the “Emerging Risks Area”
- Emerging Areas Coordinator: Mr. Yassir Almayoof, GACA, Saudi Arabia



MID-RAST SEIs and DIPs

- 3 SEIs were developed for the RGS with 3 DIPs for the first priority SEI.
- 3 SEIs were developed for the LOC-I with 1 DIP for the first priority SEI.
- 3 SEIs were developed for the CFIT with 1 DIP for the first priority SEI.

Detailed will be provided during the following sessions



MID-RAST

Support Needed

- States to join the team (currently: Jordan, Lebanon, Oman, Saudi Arabia and UAE);
- Provide volunteers to contribute to the work of MID-RAST, particularly the development and implementation of SEIs and DIPs;
- Provide Focal Points from the States;
- Active and continuous support and participation in the MID-RAST activities including:
 - Technical support;
 - MID-RAST meetings;



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Second MID Region Safety Summit

MID-Safety Support Team MID-SST

Mashhor Alblowi

Regional Officer, Flight Safety
ICAO MID Regional Office

*High-Level Briefing to the Top Management (DGCA's and CEOs)
(Muscat, Oman, 29 April 2014)*



Outline

- ❑ Establishment of MID-SST
- ❑ Terms of Reference
- ❑ Team Composition
- ❑ Roles and Responsibilities
- ❑ MID-SST Top Priority
- ❑ RSOO-SSP
- ❑ MID-SST/1 Meeting
- ❑ Support Needed



Establishment of ICAO MID-SST

- ❑ Established by RASG-MID/2 meeting (Abu Dhabi, UAE, 12-14 November 2012).
- ❑ To handle the identified safety issues not directly linked to the agreed Focus Areas, such as SMS/SSP, USOAP-CMA, AIG, English Language Proficiency (ELP), etc..
- ❑ Rapporteur: **Mr. Ismaeil Abdel Wahed**, Executive Director of Air Accident Investigation, GCAA.



Terms of Reference

- Developing SEIs and mitigation measures through Detailed DIPs related to safety matters, such as SSP/SMS implementation; Safety Oversight; ELP and Accident and Incident Investigation (AIG).
- Monitor the implementation of DIPs and provide feedback to the RSC; and
- Propose input to the RSC for the development of the RASG-M ID Annual work programme.



Team Composition

- **States:** Bahrain, Iran, Qatar, Lebanon and UAE
- **Partners:** AACO, Boeing, COSCAP-GS, IATA and WFP.



Roles and Responsibilities

- **MID-SST Rapporteur** – Coordinate MID-SST activities and provide overall guidance and leadership;
- **ICAO**– Support; and
- **Partners** – Provide technical expertise and collaborate in the development of material as requested by the MID-SST Rapporteur.



MID-SST Top Priority

The RASG-MID/3 meeting (Kuwait, 27-29 January 2014) endorsed the top priority SEIs related to MID-SST as follows:

1. Improve status of implementation of SSPs in the MID Region;
2. Strengthening of States' safety oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s); and
3. Improve regional cooperation for the provision of Accident & Incident Investigation.

PRIORITY



RSOO-SSP

- 
- Due to the challenges facing the MID-SST to implement its work programme, in particular related to SSP implementation in the MID Region, the RASG-MID/3 meeting agreed that effort should be put toward the establishment of an RSOO-SSP to support States in the implementation of SSP in an expeditious manner.
 - MID-SST will develop a draft action plan for the establishment of an RSOO-SSP to support States in the implementation of SSP.



RSOO-SSP

DIP Actions

- 1- Send out a questionnaire to the MID States in order to get the States' interest and commitment to the establishment of an RSOO-SSP to support States in the implementation of SSP. States to be requested to complete a gap analysis (using ICAO iSTAR tool).
- 2- Promote the establishment of an RSOO-SSP during the Second MID Safety Summit.
- 3- Analyze the States' replies and draft a report.
- 4- Develop proposals for establishment of an RSOO-SSP and a plan of visits to the committed States.
- 5- Develop an MOU to be presented to the DGs during the DGCA-MID/3 meeting.



First Meeting of the MID Safety Support Team MID-SST/1

- Cairo, Egypt, 18 - 20 March 2014.
- **Developed 3 additional draft DIPs related to SSP/SMS:**
 - 1- *Guidance Materials (ICAO Annex 19 Generic Regulations-Model, SMS assessment procedures for CAA);*
 - 2- *Training (workshops); and*
 - 3- *Assessment/Evaluation missions to States (by ICAO expert, SSP implementation, Gap Analysis on iSTARS, report for each State)*



First Meeting of the MID Safety Support Team MID-SST/1

- Reviewed the Safety Indicators and Targets related to the SSP/SMS implementation as outlined in the MID Region Safety Strategy.
- Proposed modification will be discussed in Session 8 (SSP/SMS Implementation)



First Meeting of the MID Safety Support Team MID-SST/1

- Reviewed the Safety Indicators and Targets related to the SSP/SMS implementation as outlined in the MID Region Safety Strategy.
- Proposed modification will be discussed in Session 8 (SSP/SMS Implementation)



MID-SST

Support Needed

- States to join the team (currently: Bahrain, Iran, Qatar, Lebanon and UAE);
- Provide volunteers to contribute to the work of MID-SST, particularly the development and implementation of SEIs and DIPs related to SSP/SMS;
- Provide Focal Points from the States;
- Active and continuous support and participation in the MID-SST activities including:
 - Technical support;
 - MID-SST meetings;



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RASG MID Activities & Engagement Strategy

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Second MID Region Safety Summit

Engagement Strategy

Mohamed Smaoui

Deputy Regional Director, ICAO MID Regional Office

Muscat, Oman, 27-29 April 2014

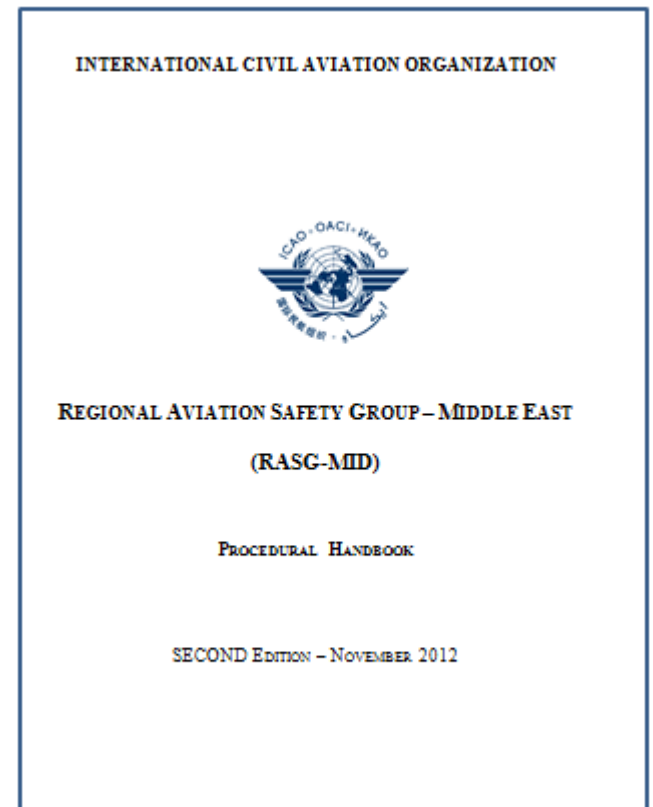


RASG-MID Objectives

- ❑ **RASG-MID objectives:**
 - ✓ enhance safety in the MID Region
 - ✓ support the implementation of the GASP
 - ✓ monitor progress in the implementation of the GASP objectives
 - ✓ ensure that all safety activities at the regional and sub-regional level are properly coordinated to avoid duplication of efforts
 - ✓ encourage/ensure effective coordination and cooperation between all stakeholders
 - ✓ encourage resource sharing

RASG-MID Handbook

- ✓ States should ensure necessary co-ordination and follow-up of the Group's activities within their Administrations.
- ✓ The roles and responsibilities of the different RASG-MID stakeholders are clearly defined



ENGAGEMENT/CHALLENGES

- The success of RASG-MID is dependent on the commitment, participation and contributions of its members from States and industry
- *Objectives cannot be achieved without support and commitment from all Stakeholders in the MID Region.*



Engagement Strategy

- safety data collection and sharing challenges, tools, and recommendations to enhance sharing of information at national and regional level.
- need to develop a strategy of engagement, which involves the top management, in order to enhance safety and reporting culture



Safety Management Workshop

11-12 June 2013
Muscat, Oman



OMAN AIR  الطيران العماني

Engagement Strategy

- A Draft Engagement Strategy was presented to the RASG-MID/3 meeting
- RASG-MID/3 noted that:
 - ✓ the level of attendance/support to the RASG-MID and its subsidiary bodies was far below expectation
 - ✓ certain administrative and resource issues should be addressed at the appropriate level (Safety Summit, DGCA-MID meetings, High-level Go-Teams, etc)
- RASG-MID/3 agreed that:
 - ✓ the RSC finalize the Engagement Strategy in order to be presented to the RASG-MID/4 meeting for endorsement

CHALLENGES

- Level of attendance/support to the RASG-MID and its subsidiary bodies is far below expectation.
- level of reply to the ICAO MID Regional Office State Letters and questionnaires related to safety is very low.
- Active contributors to the work (voluntary basis)
- Sharing of information at national and regional level.



Attendance

	States		ORG/Industry	
	Nr.	Participants	Nr.	Participants
1st Safety Summit	7	18	21	85
DGCA-MID/2	12	51	5	12
Safety Management Workshop	5	39	8	60
RSC/2	6	10	4	7
RASG-MID/3	7	56	9	13



Why do we need Engagement?

□ States/Stakeholders

- have a platform (RASG-MID) to voice their issues and concerns
- take part in the decision making process
- contribute as experts in their field to the activities of RASG-MID



Why do we need Engagement?

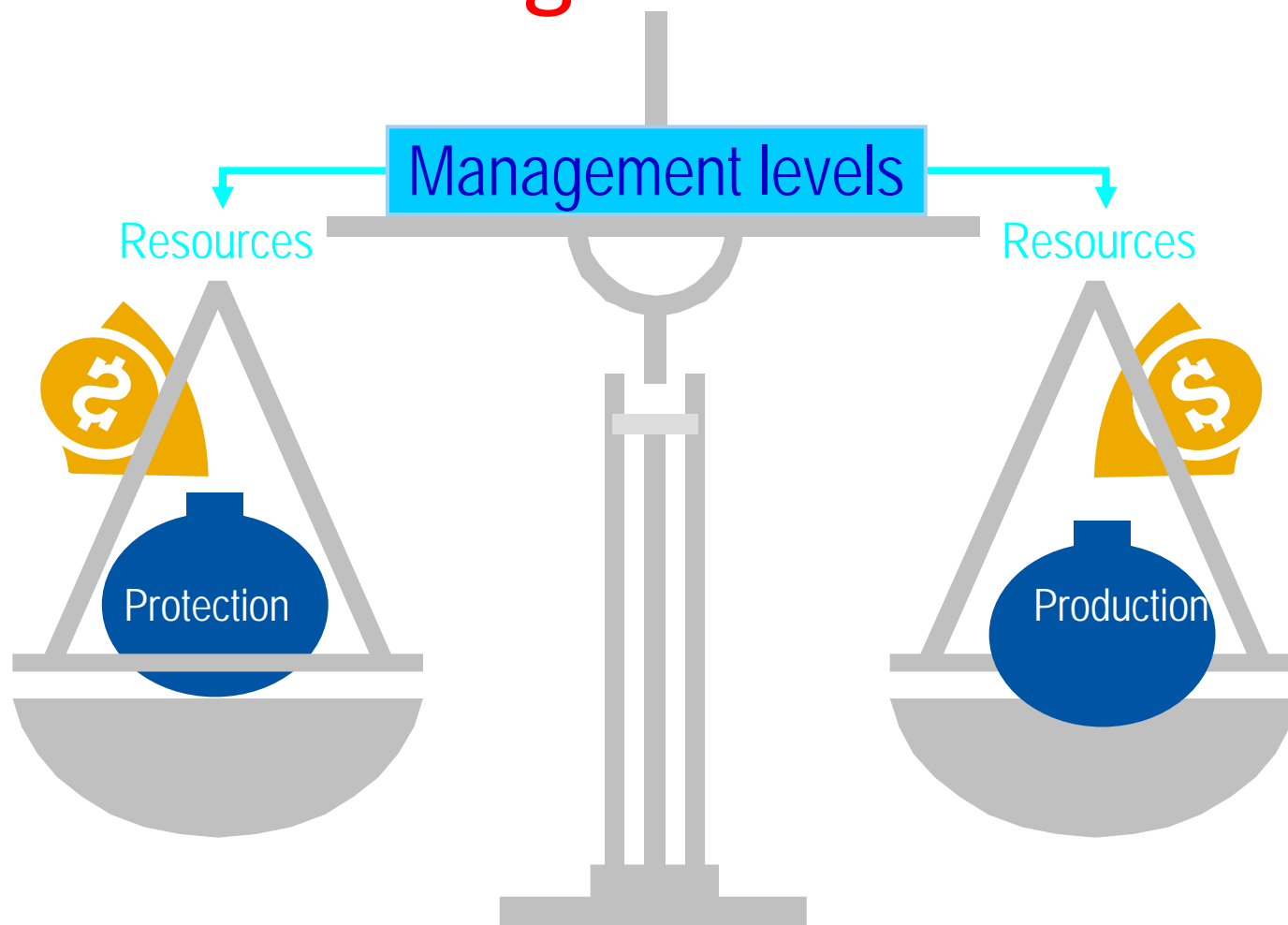
□ Benefits

- Improved awareness, buy-in and commitment
- Enhanced quality decision making
- Streamlined program/work development process
- Enhanced collaboration and capacity for innovation
- Effective implementation of action plans to achieve agreed safety targets
- More synergies and transparent communication
- Avoid duplication of efforts

High-level Engagement and Commitment

- ❑ 3rd day of the Summit reserved to the DGs and CEOs of Regulators, airlines, ANSPs, and airports from the Region to address the subject:
 - engagement and commitment to RASG-MID activities;
 - commitment of availing the right expertise to support RASG-MID activities;
 - continuity of participation of representatives in RASG-MID meetings; and
 - commitment to support global and regional Safety Enhancement Initiatives.

The Management dilemma



ENGAGEMENT/CHALLENGES

POSSIBLE REASONS

- Lack of Human Resources
- Lack of Financial Resources
- Long Administrative Process and Decision Making
- Many events organized at Regional level by different Organizations
- Communication issues (external and internal)
- No continuity in the Experts supporting the RASG-MID activities



POSSIBLE SOLUTIONS

Lack of Human Resources

- Regional Cooperation
- Establishment of RSOO(s)
- Other solutions to be explored





POSSIBLE SOLUTIONS

Lack of Financial Resources

- States and stakeholders be encouraged to use the SAFE fund earmarked contributions option to secure some funds that could be used for the implementation of the RASG-MID Work Programme (DGCA-MID/2 Conc. 2/2)
- Establishment of a specific fund to receive the in-kind States' voluntary contributions supporting the MIDANPIRG and RASG-MID activities (DGCA-MID/2 Conc. 2/2)
- Where possible, meetings, events, and forums will be held in connection with other events already planned so as to avoid extensive travel and costs

POSSIBLE SOLUTIONS

Long Administrative Process and Decision Making

- Expedite mission and travel approval for the appropriate participant(s) to attend the RASG-MID activities.
- Other solutions to be explored.



POSSIBLE SOLUTIONS

- Many events organized at Regional level by different Organizations
 - Avoid duplication of efforts.
 - Joint events.
 - Coordination through RASG-MID



POSSIBLE SOLUTIONS

Communication Issues

- We need open and transparent communication
- Identify a Main Focal point for RASG-MID to ensure receiving of correspondence in timely manner.
- Enhance internal mechanism for receiving/replying to State Letters.
- Other solutions to be explored



POSSIBLE SOLUTIONS

No continuity in the Experts supporting the RASG-MID activities

- Identify focal points and volunteers for each RASG-MID subsidiary body that can technically contribute and continuously participate in the meetings.
- Continuation of participation of same experts (avoid sending new people that have no background about RASG-MID Work Programme)

POSSIBLE SOLUTIONS

- More ideas are most welcome
- An improved version of this PPT with your inputs will be presented to the DGs/CEOs on 29 April





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RASG MID Activities & Engagement Strategy

Session #3
Panel Discussion

Moderator: *Mr. Achim Baumann, IATA*

Panelists: *Capt. Adnan Takrouri, IATA*

Mr. Kamel Awadi, Kuwait Airways

Mr. Mashhor Alblowi, ICAO MID

Mr. Mohamed Smaoui, ICAO MID



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Lunch Break
1:00 – 2:00

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