Safety Management Accountability & Responsibility

Session #2
Presentation #1
2nd MID Safety Summit
High Level Briefing
29 April 2014

Hussein Dabbas
Regional Vice President, Africa and the Middle East
“To be the force for value creation and innovation, driving a safe, secure and profitable air transport industry that sustainable connects and enriches our world.”
Holistic Airline Approach

- **IOSA – Enhanced IOSA**
  - Accident rate per one million sectors flown is 5.07
  - Non IOSA 12.54
  - E-IOSA mandatory - September 2015
Holistic Airline Approach

• IATA Standard Safety Assessment ISSA
  • Aircraft below 5,700 Kg.
  • 150 standards
  • ISAGO
Holistic Airline Approach

• Global Aviation Data Management **GADM**
  • Safety Trend Evaluation, Analysis & Data Exchange System **STEADES**
  • Ground Damage Database
  • Flight Data Exchange **FDX**
Holistic Airline Approach

- **Tool Kit**
  - Runway Safety Tool kit
  - Cabin Safety Tool kit
  - Loss of Control – next year
Holistic Airline Approach

- IATA Regional Campaigns
  - FOD/ Wildlife Management
  - Runway Safety Program
  - Performance Based Navigation
  - Aeronautical Information Management
  - Collaborative Decision Making
Thank you
Safety Management Accountability & Responsibility

Session #2
Presentation #2
Second MID Region Safety Summit
High-level Briefing

Engagement Strategy

Mohamed Smaoui
Deputy Regional Director, ICAO MID Regional Office

Muscat, Oman, 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
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.
Why do we need Engagement?

- Benefits
  - Enhanced quality decision making
  - Streamlined program/work development process
  - Effective implementation of action plans to achieve agreed safety targets
  - Enhanced collaboration
  - More synergies and transparent communication
  - Improved awareness, buy-in and commitment
RASG-MID Working Arrangements & Engagement
Core Team

- RASG-MID Chairpersons and RSC Co-Chairs
- ASRT, RAST and SST Rapporteurs
- Coordinators
- ICAO Secretariat
Subject Matter Experts

- Active contributors to the work (voluntary basis), including the review of the RASG-MID deliverables eg. Guidance Material, etc
- For the ASRT, there’s need especially for contribution to the Proactive and Predictive Sections of the ASR
- For the RAST, eg. need SMEs to work on the SEIs related to the reduction of unstabilized approaches (PBN, Training, etc)
- For the SST, need additional SMEs to support SSP and SMS implementation in the Region.
RASG-MID work/safety management is data driven.

For the ASRT, there’s a need for 3 categories of safety information: Reactive, Proactive, Predictive.

Need to provide/share information about the safety occurrences (unidentified).

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.
Implementation

- RASG-MID has started to produce deliverables
- Stakeholders are encouraged to use the RASG-MID deliverables to enhance safety.
- Feedback on the use/implementation of these deliverables is very important for continuous improvement.
- Difficulties for implementation should be claimed for identification of possible assistance.
Provide regular updates on the level of progress achieved with respect to the GASP objectives through measurement of reactive, proactive and predictive safety indicators.

Shows the progress against regionally-agreed indicators and targets.

Need to improve National and Regional Records
Second MID Region Safety Summit

High-Level Briefing to the Top Management (DGCAs and CEOs)

Revised Safety Strategy

Mohamed Smaoui
Deputy Regional Director, ICAO MID Regional Office

High-Level Briefing to the Top Management (DGCAs and CEOs)
(Muscat, Oman, 29 April 2014)
**GASP Objectives and Priorities**

### Near-term
- **2017**
  - All States establish **effective safety oversight systems**
  - States with effective safety oversight (over 60% EI) **fully implement SSP**
  - States / Stakeholders support RASGs with the **sharing of safety information**

### Mid-term
- **2022**
  - All Member States **fully implement the ICAO SSP Framework**
  - RASGs incorporate **regional monitoring** and **safety management programmes**

### Long-term
- **2027**
  - Member States implement **safety capabilities** as necessary to support future Air Navigation Systems

### Priorities
- **Runway Safety**
- **Controlled Flight into Terrain (CFIT)**
- **Loss of Control - Inflight**
RASG-MID Organizational Structure

- **RASG-MID**
  - Ensuring that the RASG-MID achieves its objective

- **ANC**
- **ICAO Council**

- **RSC**
  - Gathering safety info
  - Identifying FAs (RGS, LOC-I and CFIT)
  - MID Region Annual Safety Report

- **MID-ASRT**
  - SEIs and DIPs for the FAs
  - Implementation of DIPs
  - Emerging Risks (IFD, Laser Attacks,..)

- **MID-RAST**
  - SEIs and DIPs of Non-FAs
  - Safety issues (SMS/SSP, USOAP-CMA, AIG, ELP)

- **MID-SST**
  - Aerodromes safety issues

- **RGS WG**
Development of MID Annual Safety Report (MID-ASR):

1st MID ASR (2012)

2nd MID ASR (2014)

3rd MID ASR - In Progress
RGS

Develop and issue Stop Bar guidance documentation for consideration of LRSTs

Organize a Workshop for Regional RST Go-Teams

Develop and issue regulatory framework supporting establishment of LRSTs

Develop and issue a model checklist for LRSTs

April 2014

June 2014

September 2014

December 2014
<table>
<thead>
<tr>
<th>RGS</th>
<th>MID-RAST</th>
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<tbody>
<tr>
<td>Conduct a MID-Regional Runway Safety Seminar and Regional Aerodrome Certification Workshop</td>
<td>June 2014</td>
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<tr>
<td>Develop a MID-Region Aerodrome Certification toolkit for States including Core Items</td>
<td>January 2015</td>
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<tr>
<td>Develop and issue guidance material on periodic surveillance audits of Aerodrome Infrastructure &amp; Maintenance</td>
<td>April 2015</td>
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<tr>
<td>Develop and issue guidance material on proactive oversight of Aerodrome Infrastructure Development</td>
<td>June 2015</td>
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SSP Implementation – COSCAP-GS

Model regulation on SSP available for customization by other States
End of 2014

Model Procedures/Check-lists for the surveillance of operators (SMS implementation)
End of 2014

Training Program available for 2014/2015:
Training on Annex 19 / SMM Doc 9859;
Seminar on SSP Implementation for CAAs managers;
Advanced training on SMS auditing (to CAAs inspectors)
2014 (recurrent)

Develop and issue guidance material on proactive oversight of Aerodrome Infrastructure Development
End of 2014

Develop and issue guidance material on proactive oversight of Aerodrome Infrastructure Development
Planning
SECOND MID REGION SAFETY SUMMIT

REVISED SAFETY INDICATORS AND TARGETS
(MID REGION SAFETY STRATEGY)
MID REGION SAFETY STRATEGY

- DGCA-MID/2 reiterated the need to establish regional and national safety priorities and targets in line with the GASP.

- DGCA-MID/2 endorsed the MID Region Safety Strategy, which was developed by the First MID Region Safety Summit (Bahrain, 28-29 April 2013).

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

- The revised version of the Safety Strategy, as amended by the Summit, is presented to your Excellencies for endorsement.
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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<tr>
<th>Theme</th>
<th>Safety Indicator</th>
<th>Safety Target</th>
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<tbody>
<tr>
<td>Accidents</td>
<td>Number of accidents per million departures</td>
<td>Reduce the accident rate to be in line with the global average by the end of 2016.</td>
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<tr>
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<td>Number of fatal accidents per million departures</td>
<td>Reduce the rate of fatal accidents to be in line with the global average by the end of 2016.</td>
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<td>Runway Safety (RS)</td>
<td>Number of Runway Safety related accidents per million departures</td>
<td>Reduce the Runway Safety related accidents to be below the global rate by end of 2016.</td>
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<td>Reduce the Runway Safety related accidents to be less than 1 accident per million departures by end of 2016.</td>
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<tr>
<td>Loss of Control In-Flight (LOC-I)</td>
<td>Number of LOC-I related accidents per million departures</td>
<td>Reduce the LOC-I related accidents to be below the global rate by end of 2016.</td>
</tr>
<tr>
<td>Controlled Flight Into Terrain (CFIT)</td>
<td>Number of CFIT related accidents per million departures</td>
<td>Maintain the CFIT related accidents below the global rate by end of 2016</td>
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<tr>
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<tr>
<td>USOAP-CMA</td>
<td>USOAP-CMA Effective Implementation (EI) results:</td>
<td>Progressively increase the USOAP-CMA EI scores/results:</td>
</tr>
<tr>
<td></td>
<td>a. Number of MID States with an overall EI over 60%</td>
<td>a. 11 MID States to have at least 60% EI by the end of 2015.</td>
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<td></td>
<td>b. Number of MID States with an EI score less than 60% for more than 2 areas</td>
<td>all the 15 MID States to have at least 60% EI by the end of 2017.</td>
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<tr>
<td></td>
<td>(LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA)</td>
<td>b. Max 3 MID States with an EI score less than 60% for more than 2 areas by the end of 2015.</td>
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<td>Number of Significant Safety Concerns</td>
<td>a. MID States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification</td>
<td></td>
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<td></td>
<td>b. No significant Safety Concern by end of 2016.</td>
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| IATA IOSA and ISAGO          | 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 by the end of **2015** at all times  
                               |                                                                                  | b. All MID States with an EI of at least 60% accept the IATA Operational Safety Audit (IOSA) as an acceptable Means of Compliance (AMC) by **2015** to complement their safety oversight activities |
|                              | Number of Ground Handling service providers in the MID Region having the IATA Safety Audit for Ground Operations (ISAGO) certification, as a percentage of all Ground Handling service providers | a. 75% of the Ground Handling service providers to be certified IATA-ISAGO by the end of **2017**  
                               |                                                                                  | b. The IATA Ground Handling Manual (IGOM) endorsed as a reference for ground handling safety standards by all MID States with an EI above 60% by end of **2017**. |
### Aerodrome Certification

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<tbody>
<tr>
<td>Aerodrome Certification</td>
<td>Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region</td>
<td>a. 50% of the international aerodromes certified by the end of 2015</td>
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<td>b. 75% of the international aerodromes certified by the end of 2017</td>
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## SSP Implementation

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<tr>
<td>SSP Implementation</td>
<td>Number of MID States with EI&gt;60%, having completed the SSP gap analysis on iSTARS.</td>
<td>All MID States with EI&gt;60% by the end of <strong>2014</strong>.</td>
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<td></td>
<td>Number of MID States with EI&gt;60%, that have developed an SSP implementation plan.</td>
<td>All MID States with EI&gt;60% by the end of <strong>2014</strong>.</td>
</tr>
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<td></td>
<td>Number of MID States with EI&gt;60%, having completed implementation of SSP Phase 1.</td>
<td>All MID States with EI&gt;60% to complete phase 1 by the end of <strong>2015</strong>.</td>
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<td>Number of MID States with EI&gt;60%, having completed implementation of SSP Phase 2.</td>
<td>All MID States with EI&gt;60% to complete phase 2 by the end of <strong>2016</strong>.</td>
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<td></td>
<td>Number of MID States with EI&gt;60%, having completed implementation of SSP Phase 3.</td>
<td>All MID States with EI&gt;60% to complete phase 3 by the end of <strong>2017</strong>.</td>
</tr>
<tr>
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<tr>
<td>SMS Implementation</td>
<td>Number of MID States with EI&gt;60% that have established a process for acceptance of individual service providers’ SMS</td>
<td>a. 30% of MID States with EI&gt;60% by the end of 2015.</td>
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<td></td>
<td>b. 70% of MID States with EI&gt;60% by the end of 2016.</td>
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<td>c. 100% of MID States with EI&gt;60% by the end of 2017.</td>
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Safety Management Accountability & Responsibility
Panel Discussion

Moderator: Mr. Achim Baumann
Panelists:
Mr. Mohamed Khonji, Director, ICAO MID Regional Office
Mr. Hussein Dabbas, Regional Vice President of IATA A&ME
Mr. Mohamed Smaoui, Deputy Regional Director, ICAO MID
The Second MID Region Safety Summit

27-29 April 2014
Muscat, Oman

Coffee Break
11:00 – 11:30

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