

State of Kuwait SSP/NASP Presentation

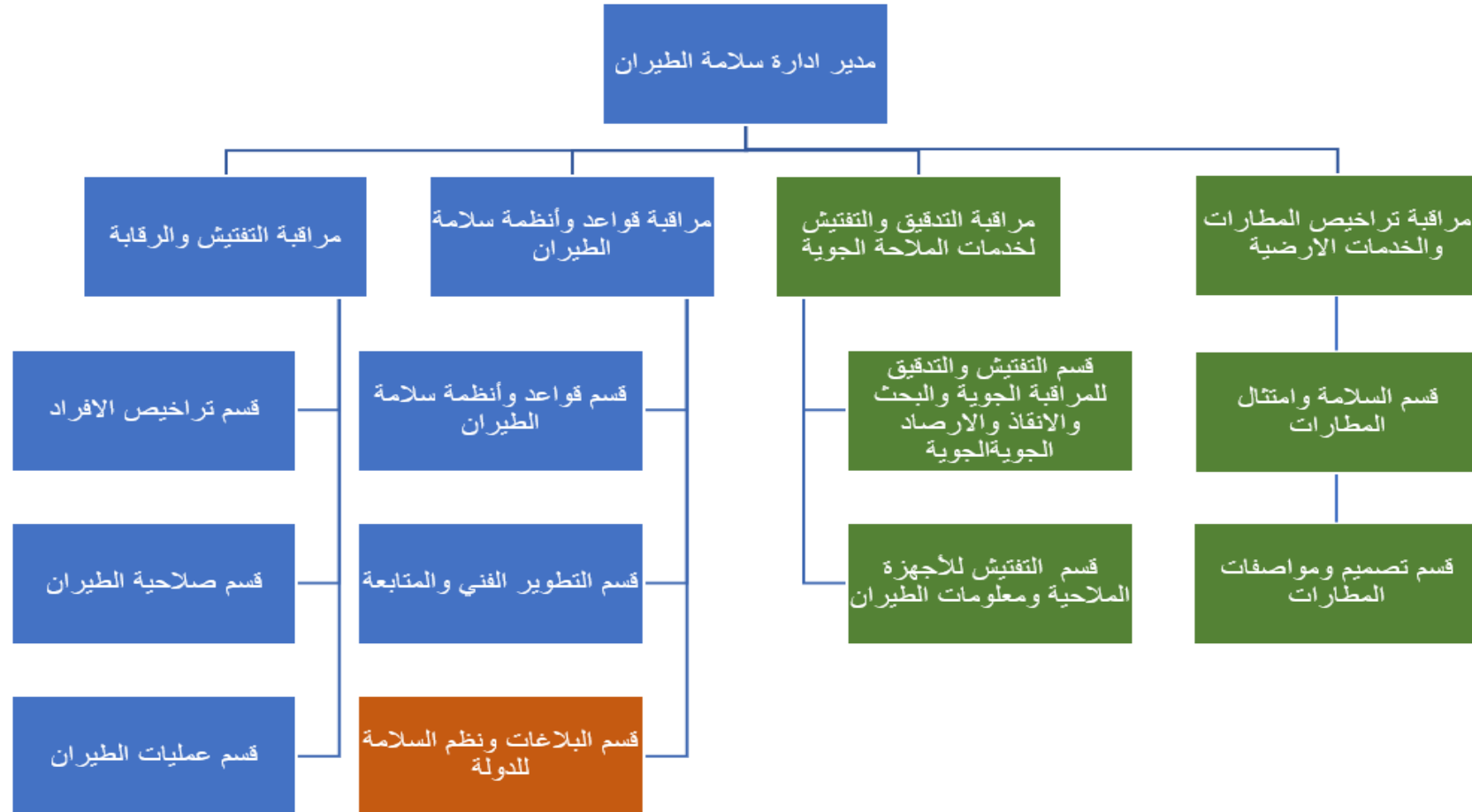
Fifth Meeting of the Safety Enhancement Implementation
Group (SEIG/5) 15-17/10-2023

Qatar Doha

Progress report on the development and implementation of States SSP/NASP

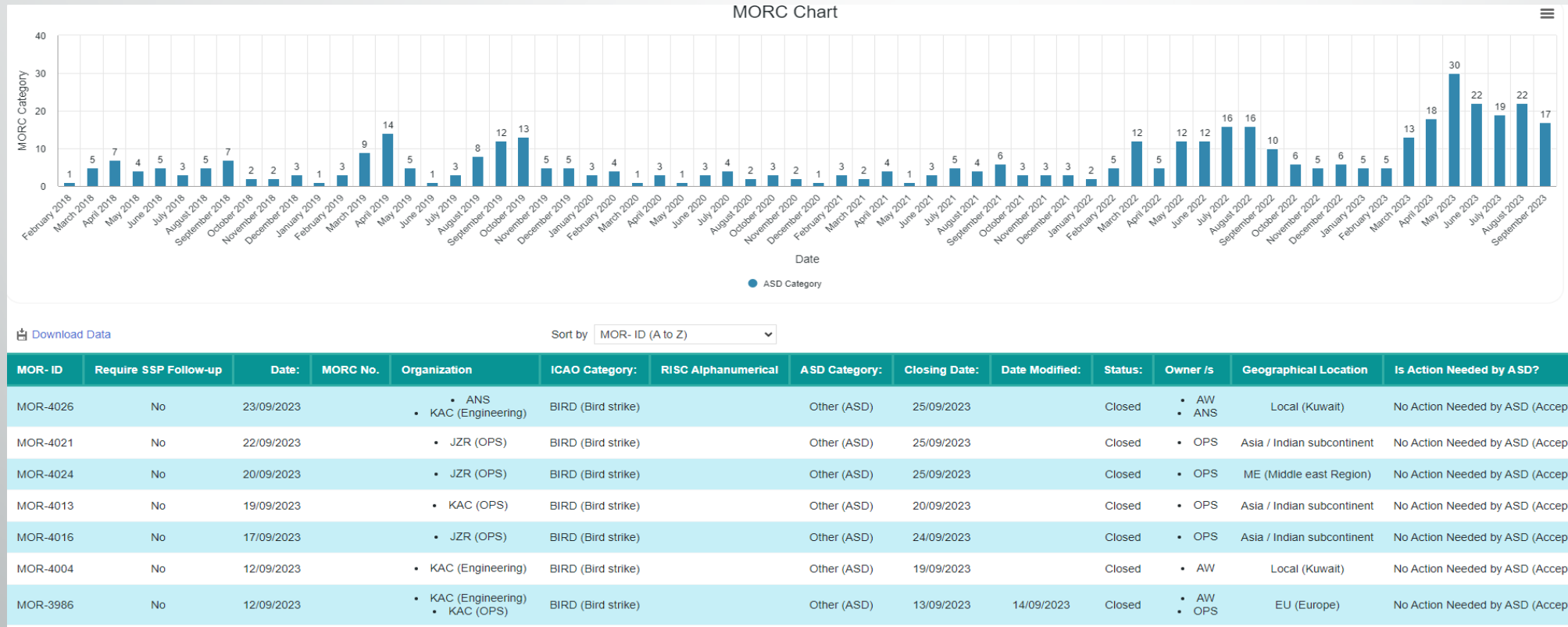
- Introduction:
 - The state of Kuwait has promulgated a national legislative framework and specific regulations to ensure compliance with international and national standards, and that define how Kuwait DGCA will oversee the management of safety in the State, including the establishment and implementation of the SSP. SSP was fully established in March 2022.
 - We have identified the Aviation Safety department (ASD) as the entity responsible for coordinating the maintenance and implementation of the SSP.
 - The ASD has established a coordination division (SSP/OC) within the ASD with responsibility of the implementation and maintenance of the SSP.

ASD New proposed structure



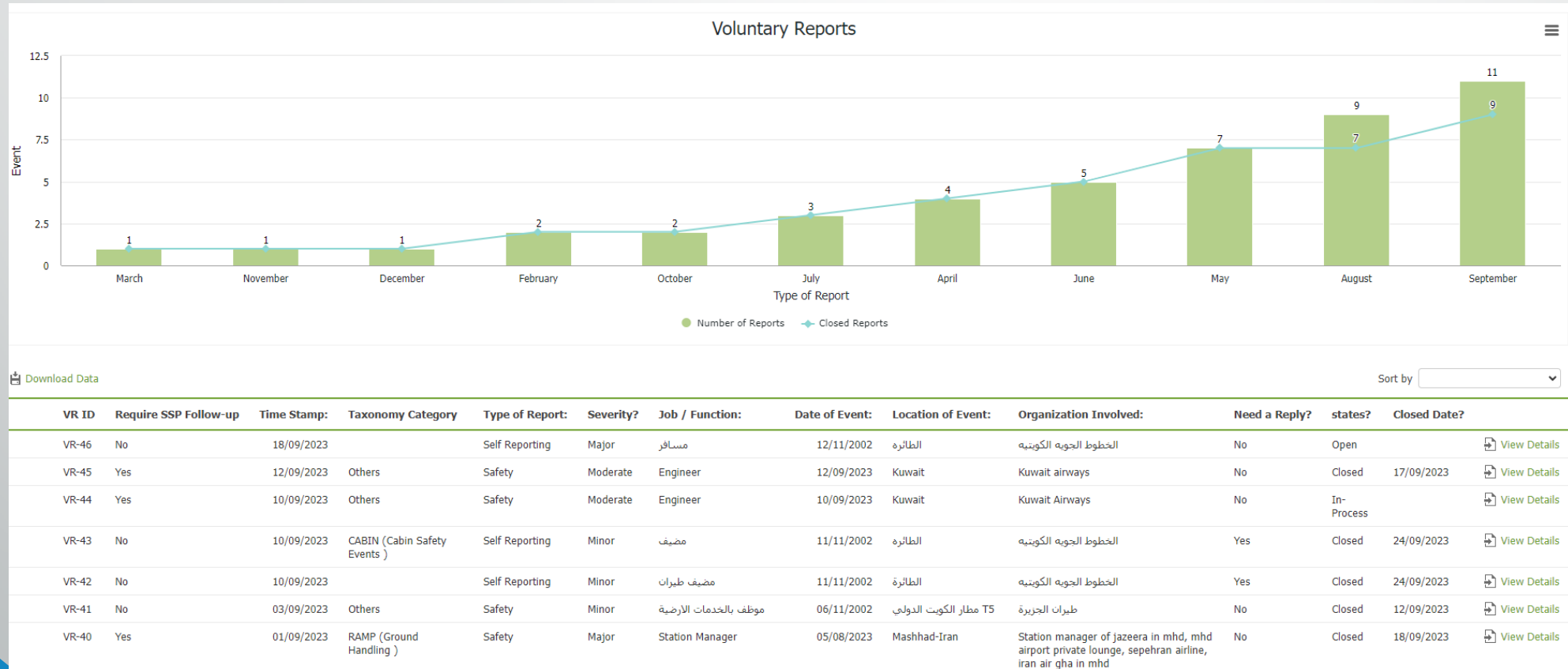
3- Creating Mandatory Occurrences (MOR) system and analysis.

4- 5 years old MOR conventional data was injected into our electronic system.



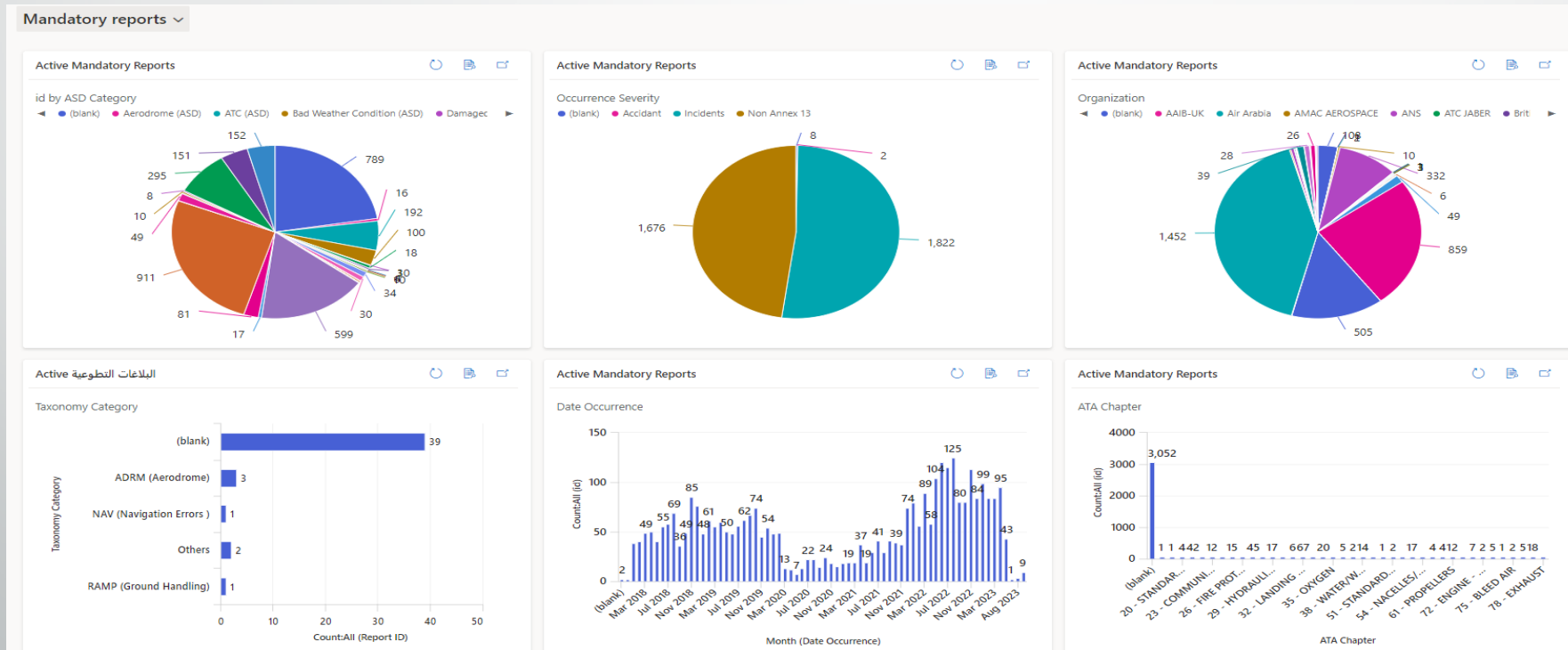
5- Creating Voluntary Reporting system and analysis.

6- Its evident with the upgoing curve that Safety promotion is effective.

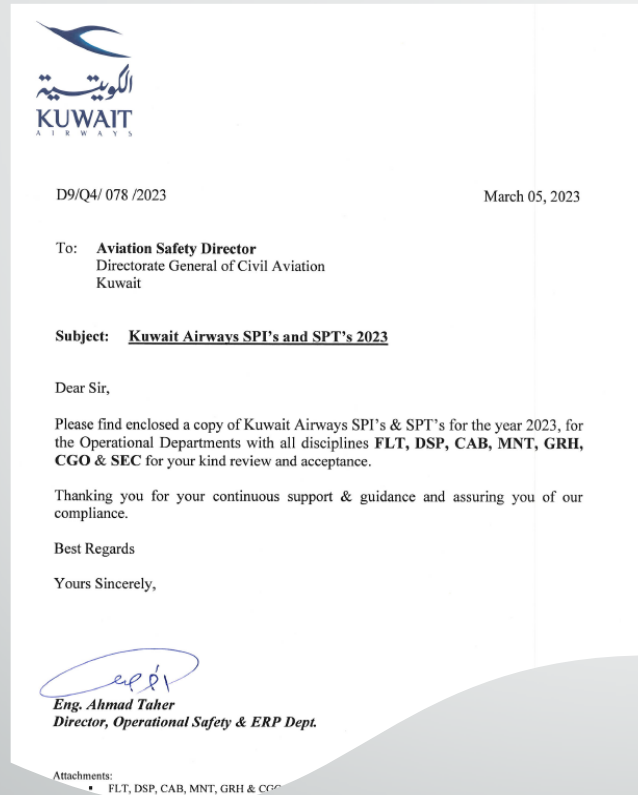
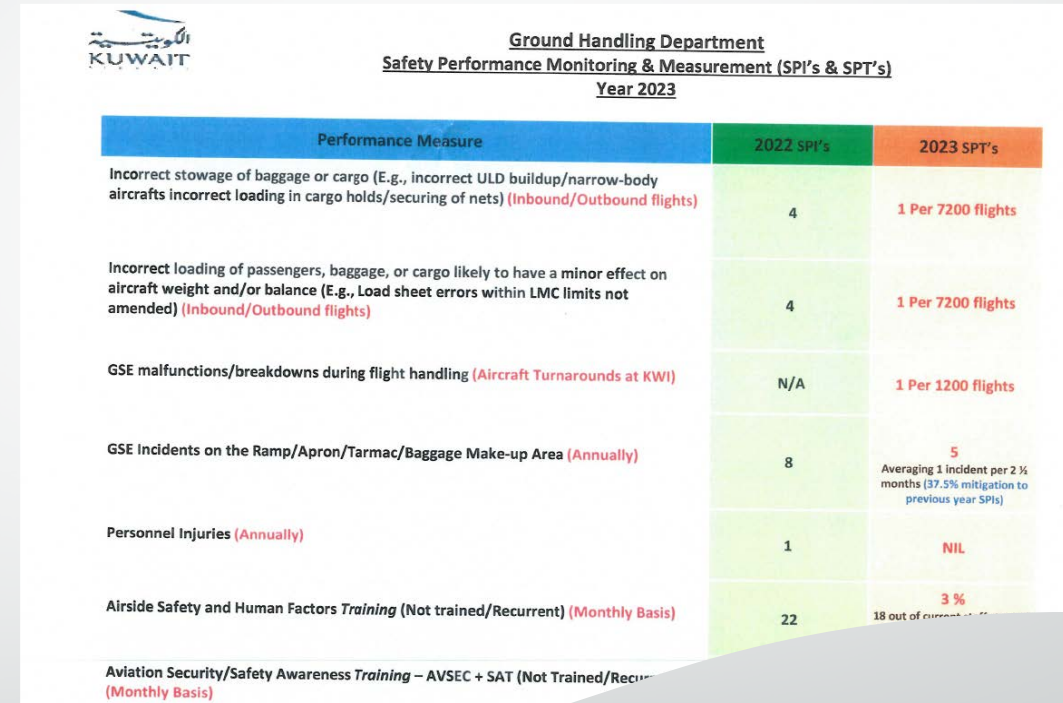


7- On going development of both reporting systems and the audit system into a new combined system and dashboard.

8- This facilitates risk-based audits and inspections and effectiveness of SMS functions.



9- Reviewing and accepting SPIs and SPTs from the organisations.

Performance Measure	2022 SPI's	2023 SPT's
Incorrect stowage of baggage or cargo (E.g., incorrect ULD buildup/narrow-body aircrafts incorrect loading in cargo holds/securing of nets) (Inbound/Outbound flights)	4	1 Per 7200 flights
Incorrect loading of passengers, baggage, or cargo likely to have a minor effect on aircraft weight and/or balance (E.g., Load sheet errors within LMC limits not amended) (Inbound/Outbound flights)	4	1 Per 7200 flights
GSE malfunctions/breakdowns during flight handling (Aircraft Turnarounds at KWI)	N/A	1 Per 1200 flights
GSE incidents on the Ramp/Apron/Tarmac/Baggage Make-up Area (Annually)	8	5 Averaging 1 incident per 2 ½ months (37.5% mitigation to previous year SPIs)
Personnel Injuries (Annually)	1	NIL
Airside Safety and Human Factors Training (Not trained/Recurrent) (Monthly Basis)	22	3 % 18 out of current
Aviation Security/Safety Awareness Training – AVSEC + SAT (Not Trained/Recurrent) (Monthly Basis)		

10- We have Identified and addressed the training needs of the employees of the regulatory staff and operational sector.

Introducing SPIs to our Mandatory Occurrence System

ASD Inspector Use:

Side (B) Required? ?	<input type="checkbox"/> Is side (B) required?
Is investigation required by ASD? ?	<input type="checkbox"/> Will ASD Investigate the occurrence?

SPIs:

Domain	Commercial Air Transport (CAT) ▼
SPI Level Definition	Level 3 - Unstable Approaches ▼
SPI Code	CAT_RE_UA
May lead to Level 2 (SPI Code)	CAT-RE
SPI Level 2 Definition	Level 2 - Runway Excursion

Working on Developing a new System to set Our SPIs in all Domains

Aviation Safety Department Required SPIs

Organisation SPIs Entry:

Organization
Aviation Safety Department (ASD)

Domain *
Commercial Air Transport (CAT)

SPI Filled For Period: *
From 1-1-2023 to 30-6-2023

CAT (Commercial Air Transport):

Level 2 (SPI-RE) Runway Excursion:
A runway excursion is an uncontrolled exit by an aircraft from a runway during take-off or landing. For instance, this may be unintentional or other.

CAT_RE ?
Per 100 Flights

CAT_RE-UA ?
Per 100 Flights

CAT_RE-ARC ?
Per 100 Flights

CAT_RE-RTO ?
Per 100 Flights

CAT Level 2 (SPI-RI) Runway Incursion by Vehicle, Person or Aircraft:
A Runway Incursion is any situation where an aircraft, vehicle or person is present on the runway or its protected area without clearance or other.

CAT_RI ?
Per 100 Flights

CAT_RI-LAC ?
Per 100 Flights

CAT Level 2 (SPI-MAC) Mid-Air Collisions or Near Misses:
In mid-air collisions of aircraft (manned, unmanned) and AIRPROX (aircraft proximity, near miss) situations, the distance between aircraft as well as the relative altitude and heading of the aircraft are considered.

CAT_MAC ?
Per 100 Flights

CAT_MAC-SMI-AC ?
Per 100 Flights

CAT_MAC-AI ?
Per 100 Flights

CAT_MAC-LB ?
Per 100 Flights

CAT_MAC-TCAS IGN ?
Per 100 Flights

CAT_MAC-NAV ERROR ?
Per 100 Flights

CAT_MAC ?
Per 100 Flights

CAT_MAC-SMI-AC ?
Per 100 Flights

CAT_MAC-AI ?
Per 100 Flights

CAT_MAC-LB ?
Per 100 Flights

CAT_MAC-TCAS IGN ?
Per 100 Flights

CAT_MAC-NAV ERROR ?
Per 100 Flights

CAT Level 2: CAT-SPI CFIT (Controlled Flight Into or Towards Terrain and similar incidents)
Controlled flight into (or towards) terrain occurs when an airworthy aircraft under the control of the pilot is inadvertently flown (or nearly flown) into terrain, water, or other obstacles.

CAT_CFIT ?
Per 100 Flights

CAT_CFIT-QNH ?
Per 100 Flights

CAT_CFIT-GPWS ?
Per 1000 Flights

CAT_CFIT-CHART ?
Per 1000 Flights

CAT Level 2: LOC-I (Loss of Control in Flight)
Means, a situation where the pilot loses control of an airborne aircraft totally or momentarily, resulting in a significant deviation from the aircraft's intended flight path.

CAT_LOC-I ?
Per 1000 Flights

CAT_LOC-I-LASER ?
Per 1000 Flights

CAT_LOC-I-SPEED ?
Per 100 Flights

CAT_LOC-I-LOADING ?
Per 100 Flights

CAT_LOC-I-TIEDOWN ?
Per 100 Flights

CAT_LOC-I-FCONT ?
Per 1000 Flights

CAT_LOC-I-LIBD ?
Per 100 Flights

CAT_LOC-I-WAKE ?
Per 1000 Flights

CAT_LOC-I-FIRE ?
Per 1000 Flights

CAT_LOC-I-LICE ?
Per 1000 Flights

CAT_LOC-I-LLS ?
Per 100 Flights

CAT-SPI-GCOL (Ground collisions – collisions while taxiing to or from a runway in use)
A situation where an aircraft comes into contact with another aircraft, a vehicle, a person, an animal, a structure, a building or any other obstacle while moving on the ground.

CAT_GCOL ?
No of events in 6 n

CAT-OTHER (Other level 3 contributing to any of level 2 above)

CAT_PHUF ?
No of events in 6 n

CAT_FUELING ?
No of events in 6 n

CAT_FAT OPS ?
No of events in 6 n

CAT_FAT ORG ?
No of events in 6 n

CAT_INCAPA ?
No of events in 6 n

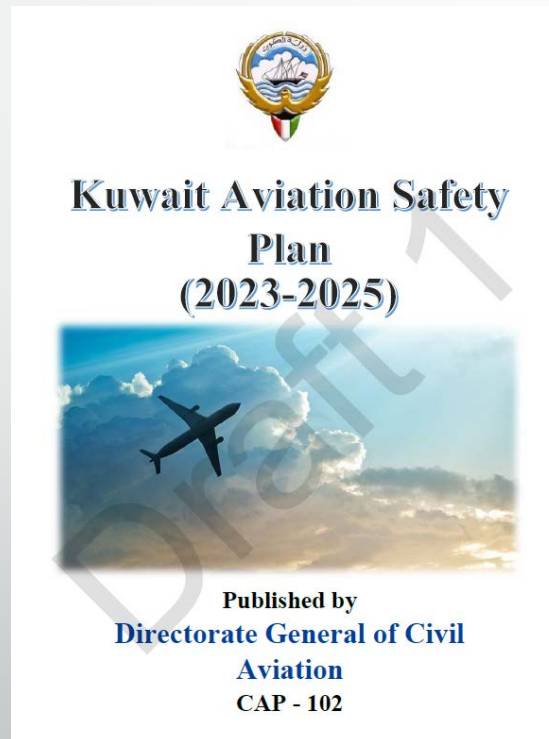
CAT_UNRULY ?
No of events in 6 n

SSP Challenges

Type of challenge	Reason	Status	Mitigation
Legislation	Last update was 1960	Law is currently in the parliament	We addressed the shortcoming in our Regulation (KCASRs)
Structure	Civil Service Commission resistant to change or update	Currently with the Civil Service Commission for approval	An office was internally created and approved by the president of DGCA.
Lack of competent manpower in some domains	Lack of incentive	Ongoing recruitment interviews	All main divisions have been trained and utilising the TCB contributing to the SSP task.
Developing our own SPIs and SPTs to establish ALSOP	Manpower	On going "slowly but surly"	Weekly ASD SSP meetings

NASP Development

- Working on updating our NASP to be in-line with GASP and RASP 2023-2025. e.g., goals, objectives and Emerging Risks.



Thank you

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