

Wildlife & FOD Workshop

Policies & Standards

Session #3 Presentation #3



Regional Aviation Safety Group-Middle East

RASG-MID

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Outline

- ❑ Establishment of ICAO RASGs
- ❑ RASG-MID
- ❑ RASG-MID: Organizational Structure/Working Arrangements
- ❑ Wildlife/FOD under RASG-MID
- ❑ The Second MID Region Safety Summit

Establishment of ICAO RASGs

Why RASGs?

- ❑ Improving the safety of the Global Air Transport System is ICAO's guiding and most fundamental Strategic Objective.
- ❑ ICAO strives to achieve a balance between identified and assessed risk and the requirements of practical and achievable mitigation strategies.
- ❑ Addressing and harmonizing regional flight operations safety issues (PIRGs, COSCAPs, ACAC, IATA, CANSO, DGCA,..).
- ❑ A new follow-up body to monitor progress, coordinate actions among States to support the implementation of the Global Aviation Safety Plan (GASP).
- ❑ Ensuring effective coordination and cooperation between all stakeholders.

Establishment of ICAO RASGs

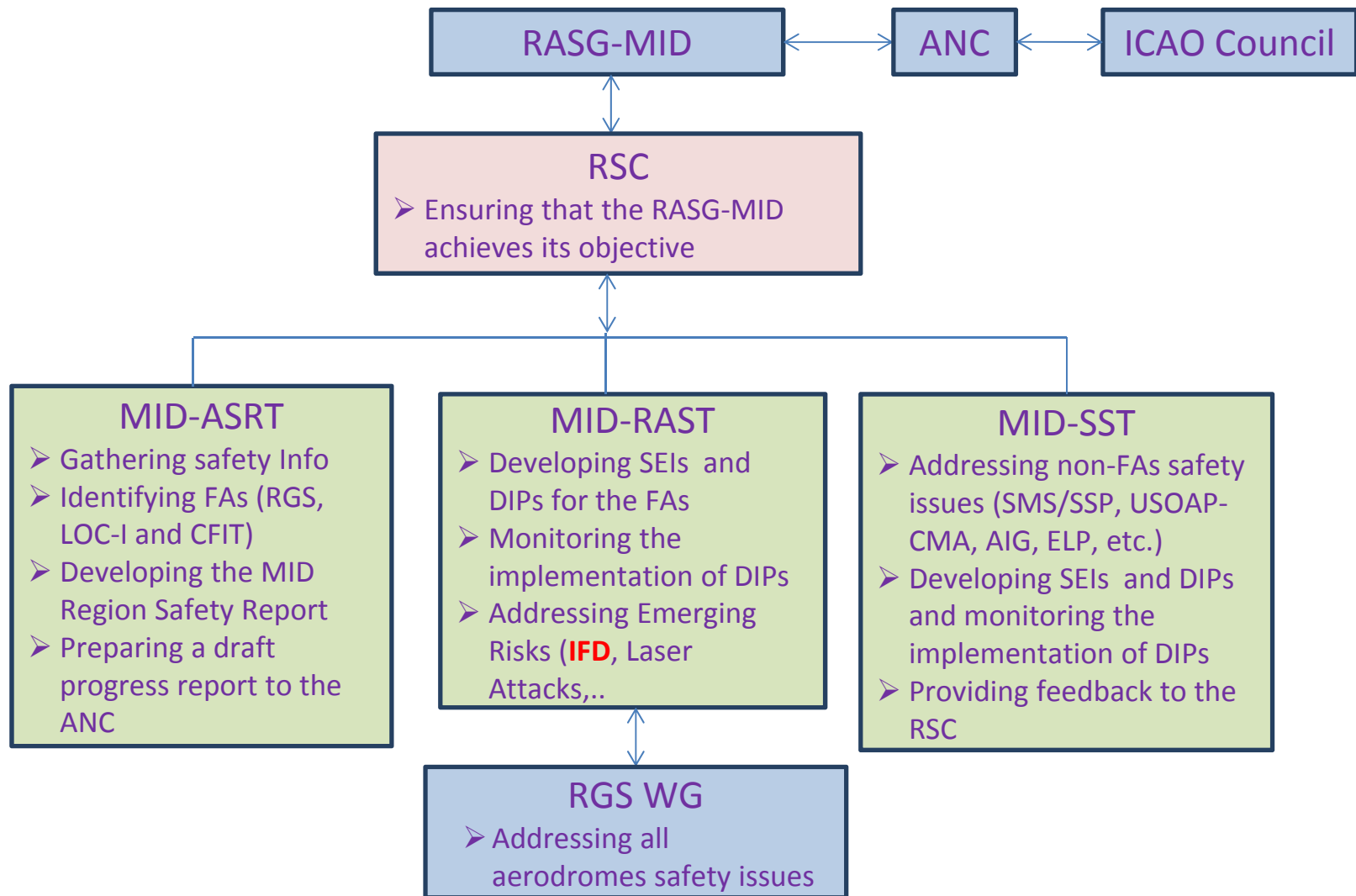
- ❑ On 25 May 2010, the 190th Session of the ICAO Council approved the establishment of the following RASGs:
 - **RASG-PA** for the Caribbean, South American, and North American regions (including Central America);
 - **RASG-EUR** for the European Region;
 - **RASG-APAC** for the Asia Pacific Region;
 - **RASG-AFI** for the African Region and
 - **RASG-MID** for the Middle East Region.

- ❑ To support a regional performance framework for the management of safety.

RASG-MID

- ❑ RASG-MID has been established following the ICAO Council directive and the Middle East Directors General of Civil Aviation meeting agreement (DGCA-MID/1, United Arab Emirates, 22-24 March 2011).
- ❑ To enhance safety in the Middle East Region and support the implementation of the GASP by:
 - ensuring effective coordination and cooperation between all stakeholders;
 - avoiding duplication of efforts;
 - sharing of resources; and
 - monitoring progress in the implementation of the GASP (MIR Region Safety Strategy).

Organizational Structure/Working Arrangements



Wildlife/FOD under RASG-MID

- ❑ The In-flight Damage (IFD) was initially identified as one of the Fas (main killers in the MID Region)
- ❑ Wildlife/Birds/Foreign Object is one of the contributing factors to IFD (analysis of accidents 2008 - 2011)

Category	Classification
Airline Threats	Aircraft Malfunction: Extensive/Uncontained Engine Failure
	Aircraft Malfunction: Gear / Tire
	Maintenance Events
Environmental Threats	Wildlife/Birds/Foreign Object
	Meteorology: Thunderstorms
Procedural Errors	SOP Adherence / SOP Cross-verification
Aircraft Handling UAS	Unnecessary Weather Penetration
Org Latent Conditions	Design
	Regulatory Oversight
	Safety Management

Wildlife/FOD under RASG-MID

- ❑ The MID-RAST developed and focused the following Safety Enhancement Initiatives (SEIs) related to IFD:
 - SOPs/SOP Adherence; this is a common area under Runway and Ground Safety (RGS) and Loss of Control (LOC-I);
 - Wildlife/FOD; under which the MID-RAST will promote practices and tools for mitigation of bird strike and FOD hazards at international airports; and
 - Handling Drastic Weather Conditions; under which the MID-RAST will increase awareness on means and tools of handling situations where a natural disaster occurs.

Wildlife/FOD under RASG-MID

- ❑ The MID-RAST developed the following Detailed Implementation Plan (DIP) related to Wildlife/FOD as the utmost priority :
 - conduct a survey and assessment of airports in the region to identify and understand animal habitat around airports, and methods used by the airport for controlling hazardous wildlife;
 - establish a regional guidance document that addresses key issues such as vegetation (like tall grass policy); and
 - organize a workshop for pilots and Air Traffic Control Officers (ATCOs) to increase awareness on wildlife avoidance during flight.

Wildlife/FOD under RASG-MID

- ❑ IFD is no longer considered as one of the main risk areas (analysis of 2nd MID ASR)
- ❑ IFD will be addressed under MID-RAST (the Emerging Risks Area)
- ❑ Implementation of the developed DIP for the top priority SEI related to IFD will be carried out in 2014

The Second MID Region Safety Summit

- ❑ Muscat, Oman, from 27 to 29 April 2014
- ❑ To present the status of aviation safety in the MID Region, the progress made in attaining the aviation safety targets outlined in the MID Region Safety Strategy, and the RASG-MID activities, as well as to discuss challenges and opportunities for the way forward
- ❑ To provide a forum for sharing expertise and experience for States, international and regional organizations, aviation safety partners, service providers and industry stakeholders
- ❑ A half day High-Level Briefing to the Top Management (DGCA's and CEOs) about the safety management accountability and responsibility and the impact on regional safety initiatives and activities

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Thank you