



***DGCA-MID/3 Meeting
Doha, Qatar, 27-29 April 2015***

***RASG-MID Achievements and Progress
Report on Safety Priorities and Targets***

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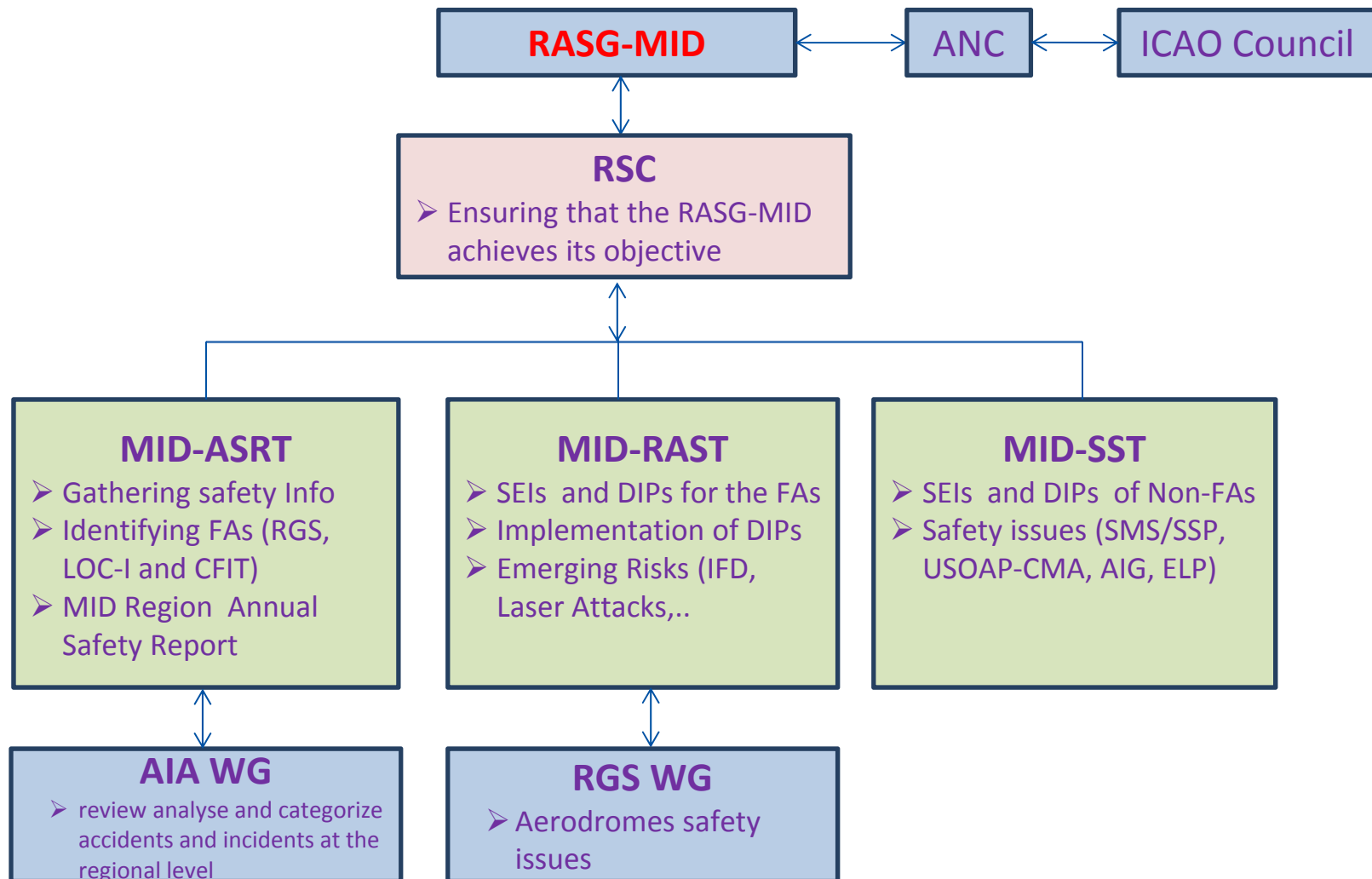


Outline

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Organizational Structure/Working Arrangements





RASG-MID Objectives

- ✓ enhance safety in the MID Region
- ✓ support and monitor 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**



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HOW WE CAN ACHIEVE THE OBJECTIVE?

- analyze safety information and hazards to civil aviation at the regional level and develop the **MID Annual Safety Reports**;
- facilitate the sharing of safety information and experiences among all stakeholders;
- reduce duplication of efforts by encouraging collaboration, cooperation and resource sharing (joint organization of Safety events such as **Safety Summits**);
- identify regional safety priorities and targets (**MID Region Safety Strategy**);



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HOW WE CAN ACHIEVE THE OBJECTIVE?

- develop Safety Enhancement Initiatives (**SEIs**) related to the identified Focus Areas (FAs) as well as other safety issues such as SSP/SMS, AIG, etc.;
- provide recommended actions through the development of Detailed Implementation Plans (**DIPs**) for each SEI, in a prioritized manner and monitor the implementation of DIPs; and
- monitor the implementation of the regional safety targets.



SAFETY PRIORITIES AND TARGETS

Accidents

(2009-2013)

| Safety Indicator | Safety Target | MID Region | Global |
|--|--|-------------|-------------|
| 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 | 7.28 | 3.72 |
| 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 | 1.69 | 0.53 |



SAFETY PRIORITIES AND TARGETS

Runway Safety (RS)

(2009-2013)

| Safety Indicator | Safety Target | MID Region | Global |
|--|---|-------------|-------------|
| Number of Runway Safety related accidents per million departures | Reduce/Maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016 | 3.98 | 1.98 |
| | Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016 | 1.8 | N/A |
| Number of established Runway Safety Team (RST) at MID International Aerodromes | 50% of the international aerodromes by 2020 | TBD | TBD |



SAFETY PRIORITIES AND TARGETS

Loss of Control In-Flight (LOC-I)

(2009-2013)

| Safety Indicator | Safety Target | MID Region | Global |
|--|---|-------------|-------------|
| 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 . | 0.61 | 0.08 |

Controlled Flight Into Terrain (CFIT)

(2009-2013)

| Safety Indicator | Safety Target | MID Region | Global |
|---|---|-------------|-------------|
| Number of CFIT related accidents per million departures | Reduce/Maintain the regional average rate of LOC-I related accidents to be below the global rate by 2016 . | 0.42 | 0.12 |



SAFETY PRIORITIES AND TARGETS

USOAP-CMA Effective Implementation (EI)

| Safety Indicator | Safety Target | Status |
|--|--|-----------------|
| Regional average EI | Increase the regional average EI to be above 70% by 2020 | 71% |
| Number of MID States with an overall EI over 60%. | 11 MID States to have at least 60% EI by 2020 | 9 States |
| Number of MID States with an EI score less than 60% for more than 2 areas (LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA). | Max 3 MID States with an EI score less than 60% for more than 2 areas by 2017 | 7 States |

Significant Safety Concerns (SSCs)

| Safety Indicator | Safety Target | Status |
|------------------|--|--------------|
| Number of SSCs | MID States resolve identified Significant Safety Concerns as a matter of urgency and in any case within 12 months from their identification. No significant Safety Concern by 2016 . | 1 SSC |



SAFETY PRIORITIES AND TARGETS

IATA Operational Safety Audit (IOSA)

| Safety Indicator | Safety Target | Status |
|--|--|---|
| Use of the IATA Operational Safety Audit (IOSA), to complement safety oversight activities | Maintain at least 60% of eligible MID airlines to be certified IATA-IOSA by 2015 at all times | 69% |
| | 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 | 2 out of 9 States have IOSA as AMC |

CURRENTLY 9 STATES OUT OF 13 AUDITED STATES ARE WITH EI>60%

IATA Safety Audit for Ground Operations (ISAGO)

| Safety Indicator | Safety Target | Status |
|--|--|------------|
| 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 | 75% of the Ground Handling service providers to be certified IATA-ISAGO by the 2017 | TBD |
| | 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 2017 | |



SAFETY PRIORITIES AND TARGETS

Aerodrome Certification

| Safety Indicator | Safety Target | Status |
|---|--|-------------------------------------|
| Number of certified international aerodrome as a percentage of all international aerodromes in the MID Region | 50% of the international aerodromes certified by 2015 | (44%) 29 out of 66 |
| | 75% of the international aerodromes certified by 2017 | |



SAFETY PRIORITIES AND TARGETS

State Safety Programme (SSP) Implementation

| Safety Indicator | Safety Target | Status |
|--|--|--|
| Number of MID States, having completed the SSP gap analysis on iSTARS | 10 MID States by 2015 | 8 States |
| Number of MID States, that have developed an SSP implementation plan | 10 MID States by 2015 | 7 States |
| 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 | 2 States-fully 5 States-partially |
| 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 | 1 State-fully 6 States-partially |
| 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 | 0 State-fully 7 States-partially |
| Number of MID States with EI>60%, having completed implementation of SSP | All MID States with EI>60% to complete SSP implementation by 2020 | 0 |

CURRENTLY 9 STATES OUT OF 13 AUDITED STATES ARE WITH EI>60%



SAFETY PRIORITIES AND TARGETS

Safety Management System (SMS) Implementation

| Safety Indicator | Safety Target | Status |
|--|---|---|
| Number of MID States with EI>60% that have established a process for acceptance of individual service providers' SMS | 30% of MID State with EI>60% by 2015 | 66% 6 States out of 9 States |
| | 70% of MID States with EI>60% by 2016 | |
| | 100% of MID States with EI>60% by 2017 | |

CURRENTLY 9 STATES OUT OF 13 AUDITED STATES ARE WITH EI>60%



RASG-MID Achievements/Deliverables

- Three MID Annual Safety Reports.
- Two successful MID Region Safety Summits.
- Development of SEIs and DIPs related to the Regional Focus Areas (Runway Safety, LOC-I and CFIT) in addition to the SSP implementation in the MID Region.
- Two approved SEIs related to Runway Safety are almost complete.
- Successful Second MID Regional Runway Safety Seminar, an Aerodrome Certification Workshop and a Runway Safety Team (RST) Workshop.
- RASG-MID Safety Advisory (RSA - 001) including Guidance for Harmonising the Use & Management of Stop Bars at Airports.



RASG-MID Achievements/Deliverables

- RASG-MID Safety Advisory (RSA - 002) including Guidance for Regulatory framework for RST establishment.
- RASG-MID Safety Advisory (RSA - 003) including Guidance and Model Checklists for Runway Safety Team.
- Workshop on Wildlife and FOD at airports.
- Establishment of the MID Runway Safety Go-Team with participation of UAE, Egypt, FAA, IATA, and ACI.
- The first RS Go-Team visit was (Khartoum, Sudan from 30 November to 4 December 2014).
- Studies/surveys related to safety issues such as Call Sign Confusion and Laser Attacks.



CHALLENGES

- Poor reporting culture.
- Slow progress in SSP/SMS implementation.
- Insufficient number of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities.
- Lack of adequate training provided to technical and inspectorate staff.
- Travel restrictions to some States in the Region due to political/security reasons.



CHALLENGES

- Support, participation and contribution to the RASG-MID:
 - 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

RASG-MID Engagement Strategy

To outline a strategy and plan for engagement and communication with safety stakeholders and partners in the MID Region to enhance the level of participation in and support to RASG-MID and its subsidiary bodies, in order to achieve RASG-MID's objectives.



The key is commitment

Thru the RASG-MID

***we can better work together to raise the
safety bar in our Region***



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THANK YOU