

Experience of Qatar CAA in the implementation process for the State Safety Programme (SSP) and challenges ahead

Third Meeting of the Directors General of Civil Aviation

Middle East Region

Doha Qatar, 27 - 29 April 2015

QCAA, Qatar

Overview

- Regional requirements the implementation of the State Safety programme (SSP)
- Requirements for implementation of SMS by the industry in Qatar (Advisory Circular 01-09 SMS in 2009)
- Requirements for Mandatory and Voluntary occurrence reports (AIC 01/10)
- Promulgation of QCAR -19 (Part A, B and C) consolidating requirements for SMS implementation, including the safety policy
- SSP Implementation- State Safety Responsibilities and accountabilities (Advisory Circular SSP No 01/14)
- Conduct of Gap analysis and posting on iSTARs
- Training
- Status of implementation of SMS by the industry
- Challenges

Mid Region Safety Objectives

The MID Region safety objectives are in line with the GASP objectives and address specific safety risks identified within the framework of the RASG-MID, based on analysis of available safety data.

The RASG-Mid/4 meeting held in Saudi Arabia recommended that the near-term, mid term and long term safety objectives with respect to implementation of effective safety oversight system and SSP be amended to reflect achievable timelines

Mid Region Safety Objectives

Near-term ~~2017~~ 2020

- All States establish effective safety oversight systems
- States with effective safety oversight (over 60% of EI) fully implement the SSP.

Mid-term 2022

- All Member States fully implement ICAO SSP framework

Long -term 2027

- Member States implement safety capabilities as necessary to support future Air Navigation Systems

Overview of implementation Status SMS requirements/guidance material

- Advisory Circular 01-09 SMS-trigger

“In the state of Qatar, SMS will be mandated on 1 January 2010. After such date, all aviation service providers must (by then) have in place a QCAA accepted SMS manual” .

Reporting systems

- Advisory circular 01/10
- Mandatory Occurrence Reporting (MORs)
- Voluntary reports

Implementation status-QCAA

Regulations, Policy and objectives (QCAR - Part 19)

SSP Place holder Organization
(Established-AIC SSP 01/14)

Gap analysis completed and posted on iSTARs

Data bases (on-going)

Implementation status-QCAA

Mandatory reporting system- Regular reports are being sent

Voluntary reports- Still on-going

Salama

GCAA UAE model (VORSY)

Initial training completed:

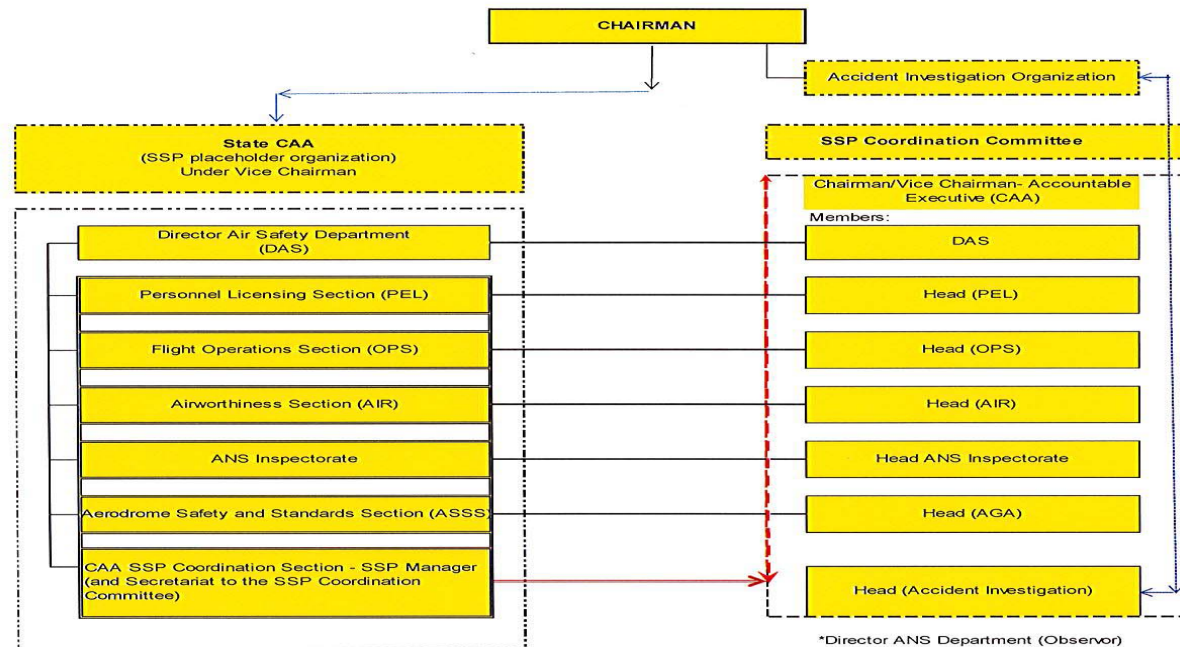
- ECCAIRS
- Safety analysis workshop
- SSP/SMS seminar/workshop



ADVISORY CIRCULAR

Appendix A

Organizational structure of the SSP framework for Qatar



Implementation status-QCAA

Implementation of SMS by the industry

- SMS documentation
- SMS implementation
 - Safety committee meetings
 - Safety action group
 - Agreement on determining alert level methodology
 - Participation at the Safety committee meetings

Implementation status (cont...)

Challenges:

- 90 new/revised protocol questions addressing SSP/SMS have been posted on the CMA on-line framework
 - Conduct of self-assessment of the PQs
 - Getting ready for CMA evaluation as from November 2016

Implementation status (cont...)

Challenges:

- SSP document
- Database (s),
- Voluntary reporting,
- Setting up of Indicators, Targets and alert levels
- Approval of the SMS documents
- Acceptance of SMS
- SSP implementation team
- SSP committee meetings

Outstanding issues

-Status of Conclusions/Recommendations emanating from HLSC 10 & 11

-The Safety Management International Cooperation Group (SM ICG) activities (3 tiers), Wp/37 of HLSC/10

-Regional approach for supporting SSP implementation

-Sharing of safety data

-Amendment to A19 & SMM Manual

Conclusion

Qatar met the regional objectives set for 2014

- Regulations QCAR-19 has been promulgated

- The SSP framework has been established

- Concerned entities from both the State and the industry have been trained on SSP/SMS, ECCAIRS, Data analysis

- Informal meetings are organized with the industry to discuss on indicators, targets and alert levels

Conclusion

-High-level consequence safety indicators and targets in support of the SSP have not been finalized

-SSP framework has been established and the committee is yet to meet.

-SMS has been established by the industry; however the methodology for the approval of the SMS documentation and the acceptance of the SMS is yet to be implemented

-The database is yet to be fully established

-Still awaiting support from ICAO on conclusions/Recommendations from HLSC10 & HLSC/11

Thank you