



ICAO CAIRO UNITING AVIATION

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LEFT BEHIND



HIGH-LEVEL BRIEFING ON AVIATION SAFETY & TECHNICAL ASSISTANCE/NCLB ACTIVITIES

Fourth MID Region Safety Summit

(Riyadh, Saudi Arabia, 2 – 3 October 2018)

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ICAO Middle East Regional Director





Outlines

- **State of Aviation Safety Globally and in MID Region**
- **Status of Aviation System Block Upgrade (ASBU) Implementation**
- **Challenges**
- **Cooperation, Collaboration & ICAO Technical Assistance**
- **ICAO MID Region NCLB Strategy**
- **Future Goal and Objectives**



4.1 b
Passengers



36.6 m Departures



50 fatalities
12.2 / billion





Global Accident and Fatal accident Trends-(2013-2017) Schedule Commercial above 5700 kg

Accident Trends

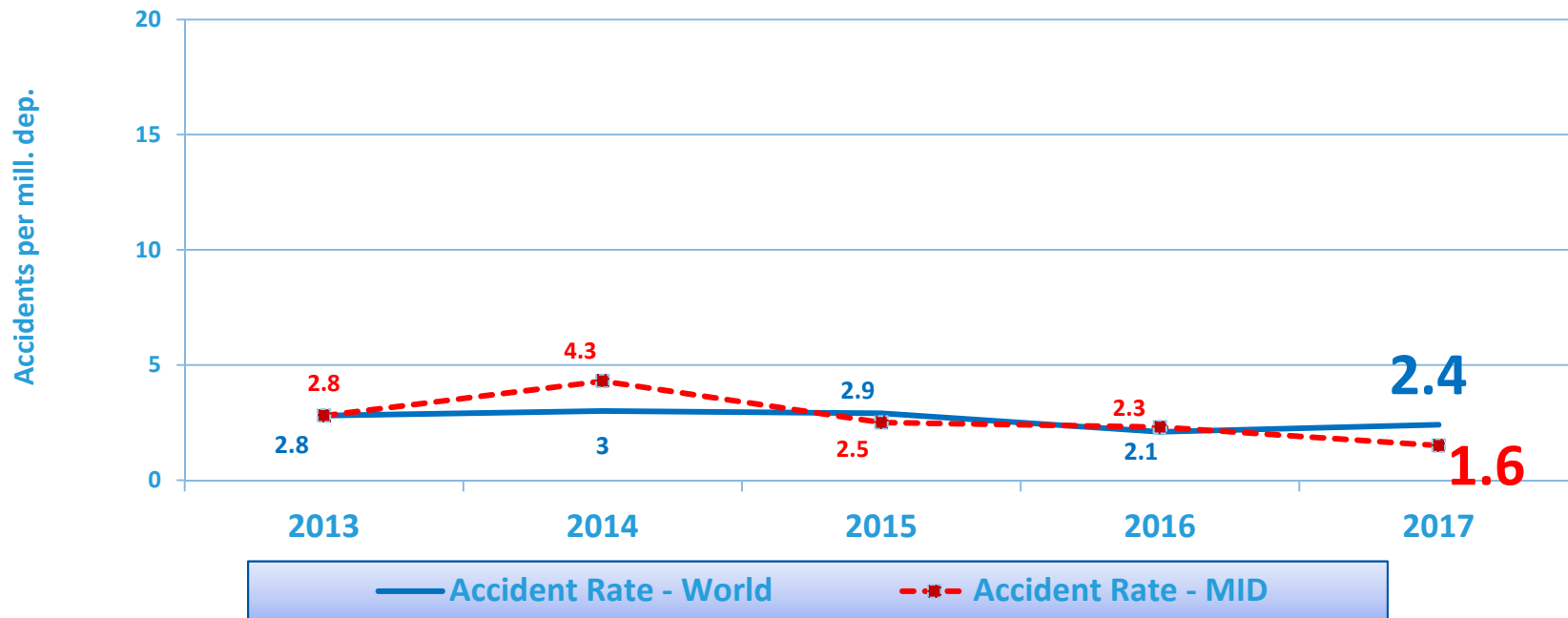
The number of accidents and fatal accidents on scheduled commercial flights during the 2013–2017 period are shown in Chart 18.

Chart 18: Accident and Fatal Accident Trend (2013–2017)





Accident Rate Scheduled Commercial above 5700 kg





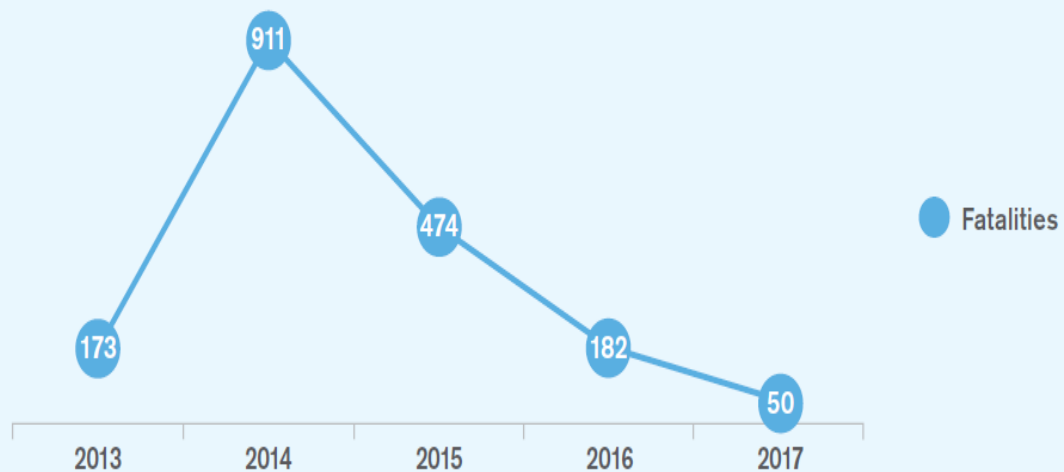
RASG-MID , No fatal accidents in 2017





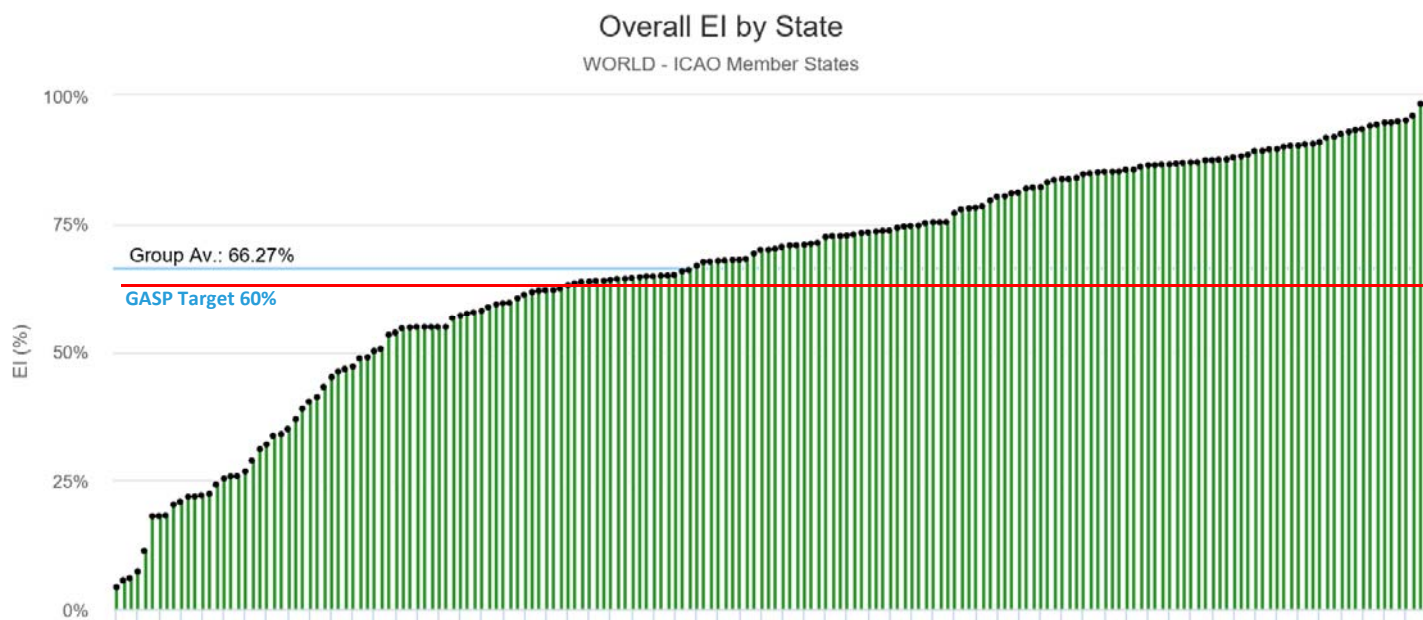
GASP 2020-2022 Aspirational Goal

Chart 19: Fatalities Trend (2013–2017)



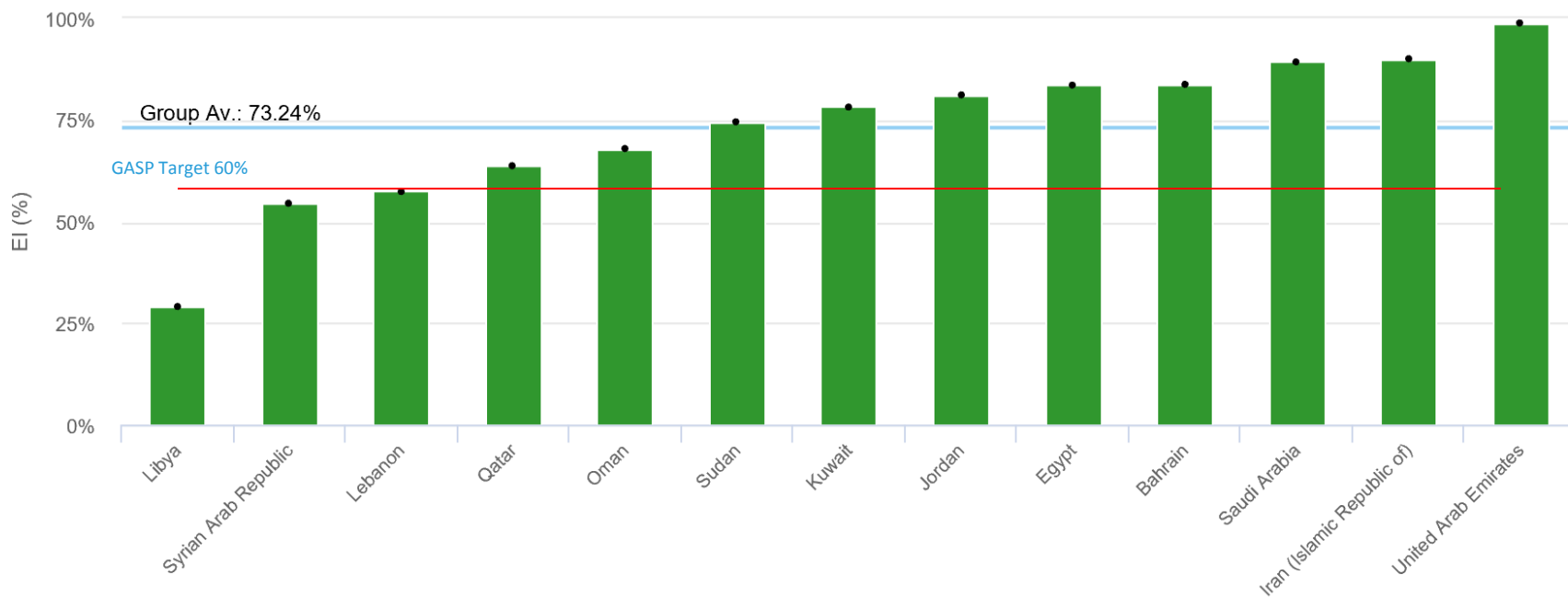


ICAO USOAP Audit Results-World





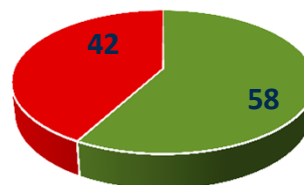
ICAO USOAP Audit Results-MID





Some Safety Indicators - MID

- MID Region Average EI: 73.24%
- No SSC
- 3 States have an overall EI below 60%
- No State has completed the SSP implementation
- Aerodrome Certification: 58%



■ % Certified Aerodromes
■ % Non-Certified Aerodromes



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SAFETY

Regional Aviation Safety Group -
Middle East
(RASG -MID)

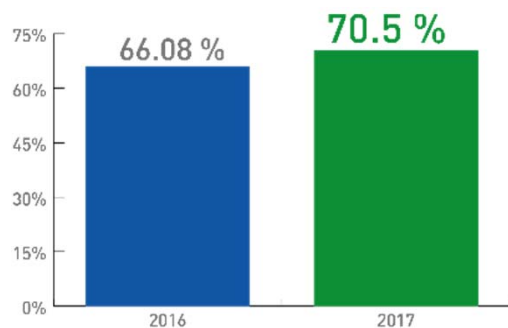
MID Region
Annual Safety Report



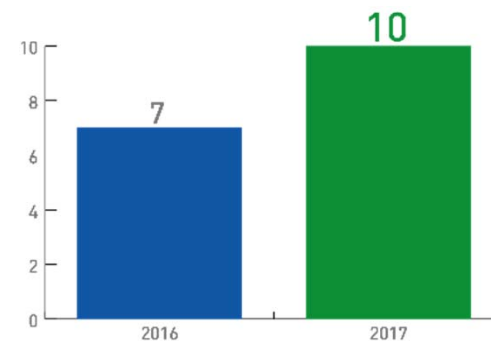
Fifth Edition
January 2017



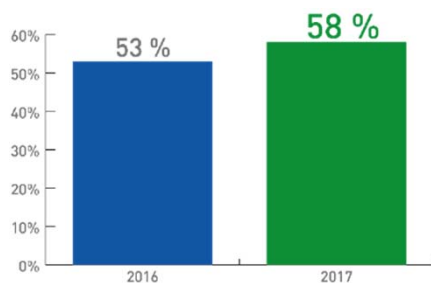
Main Accomplishments/ Safety



Regional EI

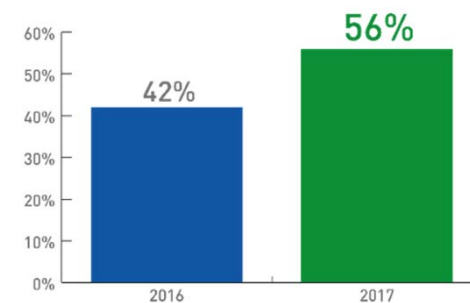


Number of States with EI above 60%



Percentage of Aerodrome Certification

No SSC

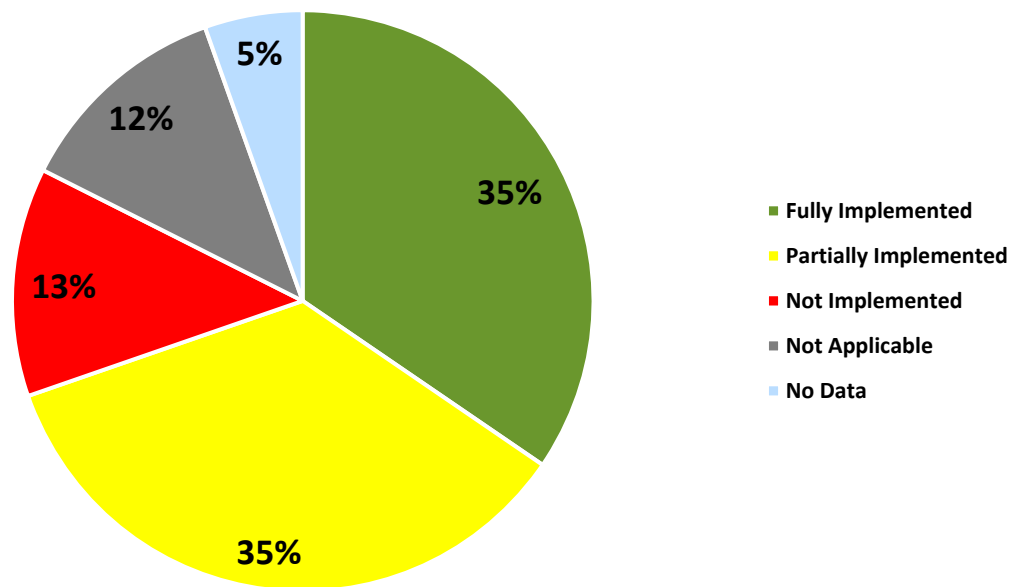


Percentage of International aerodromes with established RSTs



Status of ASBU implementation in the MID Region (as of June 2018)

Overall Implementations of ASBU Block 0 in the MID Region



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CAPACITY & EFFICIENCY

AIR NAVIGATION REPORT
ICAO Middle East Region

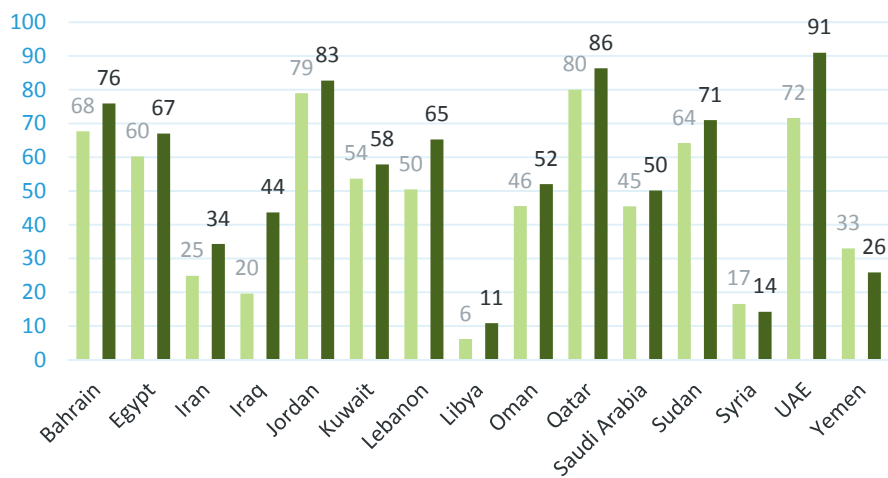


SECOND EDITION (REFERENCE PERIOD: January 2017 – June 2018)

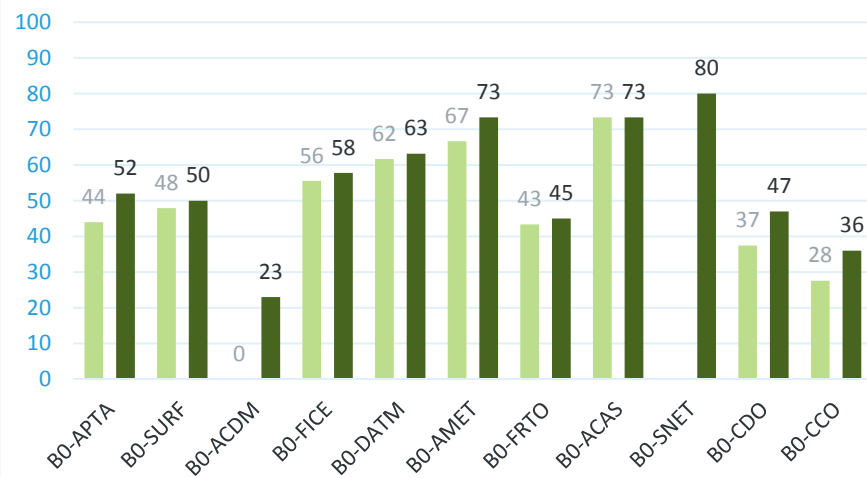


Progress of ASBU implementation in the MID Region

ASBU Block 0 Implementation - By State



ASBU Block 0 Implementation - By Module



	2016
	2017



Challenges

- **Still we have a lot to do to meet the GASP and GANP Objectives, especially the SSP implementation and ASBU Block 0 targets.**
- **Proposed new GASP Goals:**
 - ✓ Achieve continuous reduction of ops safety risks
 - ✓ Strengthen States' safety oversight capabilities
 - ✓ Implement effective State safety programmes
 - ✓ **Increase collaboration at regional level**
 - ✓ Strengthen the use of industry programmes
 - ✓ Ensure appropriate infrastructure is available to support safe ops



Challenges

- Security situation in some MID States and conflict zones.
- Lack of resources for the provisions of support to States in a timely manner
- Low level of financial or in-kind contribution from States to regional activities.
- Although we established a regional framework to support the implementation of regional initiatives/projects (MID Implementation Plan), still there is no funding for it.
- ICAO MID Region and ACAC Areas of responsibility/accreditation are not aligned.



WORK COOPERATIVELY





ICAO Regional Implementation Support Mechanisms

- **Regional Aviation Safety Groups (RASGs):**

- Data driven approach to set **regional safety priorities and targets**
- Supports **regional implementation** of the GASP .
- **Harmonize and coordinate** mitigation measures to reduce major risks
- Involves **all aviation stakeholders** in the region
 - States, ICAO, international organizations and industry

- **Regional Safety Oversight Organizations (RSOOs)**

Support improvement of State's safety oversight systems and USOAP EI levels (including resolution of Significant safety concerns):

- Faster improvement of safety oversight capabilities
- Increased effectiveness and efficiency by sharing experience and resources
- Achieve higher compliance quicker and with less resources
- Readiness to deploy and implement assistance
- Advice based on other member's experience



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Global aviation safety and technical assistance

ICAO TECHNICAL ASSISTANCE





ICAO Technical Assistance Objectives

- Enhancement of aviation safety oversight and capacity
- Compliance with ICAO SARPs
- Implementation of new GASP and GANP priorities
- Resolution of SSCs and other deficiencies through implementation of State's corrective action plan from ICAO USOAP audit
- Resolution of air navigation deficiencies
- Implementation of ICAO Plans of Action





ICAO Technical Assistance Mechanism

- Analysis and action plans
- NCLB implementation.
- Training
- Technical evaluation, follow-up and assistance missions to States
- Projects
 - Appointment of experts – Advisers and Operational Assistance Expert
 - Consulting services
 - Procurement of equipment
- Supporting RSOO
- Coordination with partners/donors
- SAFE Fund
- ASIAP (The Aviation Safety Implementation Assistance Partnership)



ICAO Technical Assistance Success Factors

Success and sustainability depends on :

- Good governance, political will and commitment for implementation and improvements.
- Aviation should be a high priority in the national development strategy and plans.
- Collaboration between assistance providers coordinated by ICAO to avoid duplication.
- Full involvement and active participation of State counterparts.





ICAO NCLB Strategy

- Reflects ICAO's current mandate and operations
- For **ALL States** and **ALL Strategic Objectives**
- Focus on **increased State implementation** of ICAO policies, plans and SARPs and enhanced ICAO support for States with prioritized needs
- **Raise awareness** on the importance and benefits of improved global air connectivity and aviation system access for sustainable growth, development and socio-economic prosperity





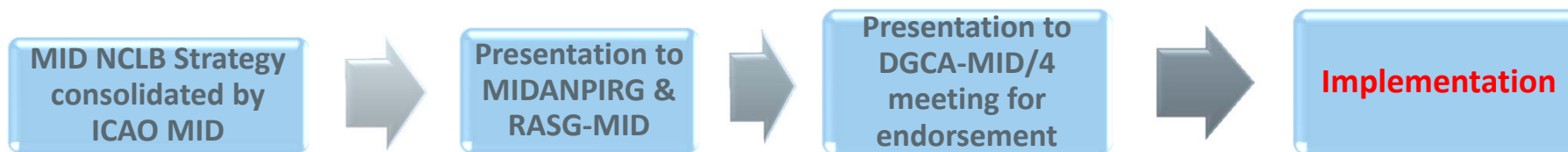
Means to Achieve NCLB Objectives

- **Advocating the benefits of aviation for States at the highest level.**
- **Developing implementation support tools and services.**
- **Prioritizing assistance needs and assessing risks.**
- **Facilitating and support implementing capacity-building initiatives.**
- **Establishing and enhancing partnerships.**
- **Mobilizing resources for aviation-related projects.**
- **Recognizing progress by States**





MID NCLB Strategy Development Steps



INTERNATIONAL CIVIL AVIATION DAY

WORKING TOGETHER TO ENSURE NO COUNTRY IS LEFT BEHIND



MID Region NCLB Strategy

States in the MID Region are classified into four groups:

SSC
[NIL]

$0 < EI < 60$;
or not audited
[5 States]

$60 \leq EI < 70$
[2 States]

$EI \geq 70$
[8 States]



3 Phases of the MID NCLB Strategy

I

Selection

Selection of States based on prioritization criteria;
Agreement with State for the development and implementation of an NCLB Plan of Actions

(RD accountable)

II

Plan of Actions

MID Office in coordination with the State and other stakeholders, as required, develop the NCLB Plan of Actions

(State accountable)

Communicate the Plan of Actions to the State at Executive Level (DG/Minister) for agreement

(RD accountable)

III

Implementation/ Monitoring

State (assistance to be provided by stakeholders)

NCLB Multidisciplinary TEAM visits/missions (as required)

verification of findings resolutions

(State accountable; DG/Minister)

Regular Briefs to DG/Minister & Implementation Reviews

(RD accountable)



MID Region NCLB Plan

- Developed to address the targeted state specific needs after thorough analysis.
- Living document used for recording the NCLB activities in the MID Region (General and State by State); including:
 - ✓ *States' NCLB Plan of Actions ; and*
 - ✓ *States/Stakeholders' contributions to support*
- Specific goals, outcomes, deliverables and timelines are specified in the States' NCLB Plan of Actions/Recommended Actions





MID NCLB Activities & Achievements

- **Removal of the only SSC** in the Region in Lebanon (ICVM of May 2016)
- **Regional EI increased from 66.08% in 2016 to 73.24% in 2018**
 - Egypt EI increased from **54.96% to 83.65%**
 - Jordan EI increased from **58.65% to 81.26%**
 - Kuwait EI increased from **54.53% to 78.2%**
 - Bahrain EI increased from **67.12% to 83.99%**
- **Number of States with EI below 60% decreased from 6 to 3**
- **Percentage of Aerodrome Certification increased from 53% to 58%**
- **Improvement of all the Air navigation Performance Indicators (PBN, AIDC/OLDI, AIM, MET and ACAS); Yet, we are still under the performance targets.**
- **NCLB Plans of Actions for Oman, and Sudan, and draft plans for Iraq, Kuwait, Lebanon,**



MID NCLB Activities & Achievements

- **Provision of assistance to States in support of the NCLB initiative**
 - Certification of Queen Alia International Airport, as a result of the regional assistance mission (Nov – Dec 2016), which was supported by the SAFE fund
 - Two (2) Runway Safety Go-Teams (Jordan and Kuwait); Oman is planned for end of Oct. 2018
 - Two (2) ECCAIRS courses in 2016,
 - 1 USOAP CMA Regional Workshop and 3 National Workshops.
 - 1 NCLB Aerodrome Certification Workshop/Training
 - 1 ATM Government Inspectors Course (GSI-ANS/ATM) in 2017
 - 1 AIR Government inspectors Course (GSI-AIR) in 2018



States/Stakeholders Support to MID NCLB

- **400 K US\$ provided by Saudi Arabia**
- **Saudi Arabia support to MENA RSOO**
- **50 K US\$ provided by UAE to support the MID FPP Regional project**
- **EASA Technical support missions to Iraq (in Amman)**
 - ✓ **First Mission: 1-4 May 2017**
 - ✓ **Second Mission: 28 May – 1 June 2017**
- **We agreed with ACAO to have a 3 years joint action plan.**



Future Goals & Objectives

- Foster the implementation of the MID Region NCLB Strategy
- Supporting MENA RSOO to be fully operational and providing necessary assistance to member States
- MID FPP to be operational and providing necessary assistance to member States
- CRV project (MID IP Network) operational: (at least 6 States to join the project)
- Resource mobilization (voluntary donations) to support the implementation of Regional/Sub-regional projects under the MIDIP framework .
- Enhance cooperation with Regional and international organizations.



Conclusion

- Despite the success we achieved together we have long way ahead and still there is a big room for improvement, we need to address the main challenges.
- The alignment of regional priorities helps all stakeholders to work towards the achievement of the agreed targets.
- Leadership, political will and accountability have vital role in enhancing civil aviation safety and efficiency.

THE KEY IS COMMITMENT AND COLLABORATION



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Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU