RASG-MID
Activities, Achievements & Challenges

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RASG-MID

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
Focus Areas

- Runway Safety (RS); (RE and ARC during landing)
- Loss of Control-In Flight (LOC-I)
- Controlled Flight Into Terrain (CFIT)
- Mid-Air Collision (MAC)

Emerging Risks

- SEC
- FN-I
- Turbulence (wake Vortex)
- BIRD
- RI

Runway Safety (RS); (RE and ARC during landing)
Loss of Control-In Flight (LOC-I)
Controlled Flight Into Terrain (CFIT)
Mid-Air Collision (MAC)
Accident Rate

- Reduced accident rate (1.45) for 2017 compared to 2016 (2.3)
- Below global rate in 2017
- No Fatal occurred during 2017
- 5 year average MID Region (2.67) slightly above global rate! (avg global = 2.64)
Regional EI from 70.5% to 75.14%

10 States above EI 60%

9 States above EI 75%

2 States received President's Certificates

NO SSC in MID Region
Main Activities in 2018

- 4th MID Region Safety Summit in Saudi Arabia
- 1st Meeting of MENA RSOO Steering Committee
- Implementation of Level 1 of the MENA AIG Regional Cooperation Strategy
- Publication of the 6th Annual Safety Report
- SMxP and GSI-AIR training courses
- Third NCMCs Meeting
- Runway Safety Go-Team mission to Muscat
- Aerodrome SMS Workshop
- APAC/MID Safety Management Symposium and Workshop
## RASG-MID Safety Advisory

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<th>Pub. Ref.</th>
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<tr>
<td>RS 01</td>
<td>Harmonizing the Use &amp; Management of Stop Bars at Airports</td>
<td>Oct. 2014</td>
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<tr>
<td>RS 02</td>
<td>Regulatory Framework Supporting Establishment of Runway Safety Teams</td>
<td>Jan. 2015</td>
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<td>RS 03</td>
<td>Model Check List for Runway Safety Teams (RSTs)</td>
<td>Mar. 2015</td>
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<td>RS 04</td>
<td>Guidance Material Related to Call Sign Similarity</td>
<td>May 2015</td>
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<td>RS 05</td>
<td>Aerodromes Certification Toolkit</td>
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<td>RS 06</td>
<td>Flight Data Exchange (FDX)</td>
<td>May 2016</td>
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<td>RS 07</td>
<td>Standard Operating Procedures Effectiveness and Adherence</td>
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<td>RS 09</td>
<td>Airplane States Awareness (ASA) – Low Speed Alerting</td>
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<td>RS 11</td>
<td>Safeguarding of Aerodromes</td>
<td>Mar. 2017</td>
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<td>RS 12</td>
<td>Laser Attacks Safety Guidelines</td>
<td>Mar. 2017</td>
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Main Challenges

- Political/Security Situation in Some States
- The Lack of Financial and Human Resources in Some States
- States’ Support to RASG-MID Work and Implementation of the SEI
- Lack of Adequate Training Provided to Technical and Inspectorate Staff
- Low Level of Reporting by States
SSP Implementation

- Agreement on the Safety Performance Indicators and Targets (SPI and SPT) with the operators/services providers
- Establishment of an initial Acceptable Level of Safety Performance (ALoSP)
- Ineffective reporting systems, particularly the voluntary reporting system
- Lack of expertise to support analysis of safety data
- Allocation of resources to enable SSP implementation
- Lack of qualified and competent technical personnel to fulfil their duties and responsibilities regarding SSP implementation
SUPPORT THE RASG-MID

- Contributing to the activities and work programme
- Championing specific SEIs
- Enhancing safety data collection (provide unidentified data for analysis)
- Participating in activities under the MID NCLB Strategy
The key is Commitment

Thru the RASG-MID we can better work together to raise the safety bar in our Region
Thank you.