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RASG-MID

Ismaeil Al Blooshi

RASG-MID Chairman

Fourth MID Region Safety Summit
Riyadh, Saudi Arabia, 2 – 3 October 2018





RASG-MID Establishment

- **25 May 2010: the ICAO Council approved the establishment of Regional Aviation Safety Group (RASGs)**
- **The Regional Aviation Safety Group – Middle East (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).**
- **RASG-MID/1 meeting held in Cairo, Egypt, 18 – 19 September 2011**



RASG-MID Membership & Chairmanship

Membership:

- 15 MID States + International Organizations + Industry (Partners)

Chairmanship:

- Chair: Mr. Ismaeil Alblooshi, Assistant DG Aviation safety Affairs Sector, GCAA, UAE
- First Vice-Chair: Mr. Abdullah Al Ojaili, Assistant DG for Safety, PACA, Oman
- Second Vice-Chair: Mr. Jehad Faqir, Head of Safety & Flight Operations, IATA-MENA



RASG-MID Terms of Reference

- ✓ develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety.
- ✓ promote States and industry safety initiatives in line with the GASP and the regional objectives and priorities outlined in the MID Region Safety Strategy
- ✓ support and monitor the regional implementation of the GASP and the regional objectives and priorities outlined in the MID Region Safety Strategy
- ✓ ensure effective coordination and cooperation between all stakeholders
- ✓ ensure achievement of the RASG-MID's objectives by implementing the RASG-MID Engagement Strategy, which outlines 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

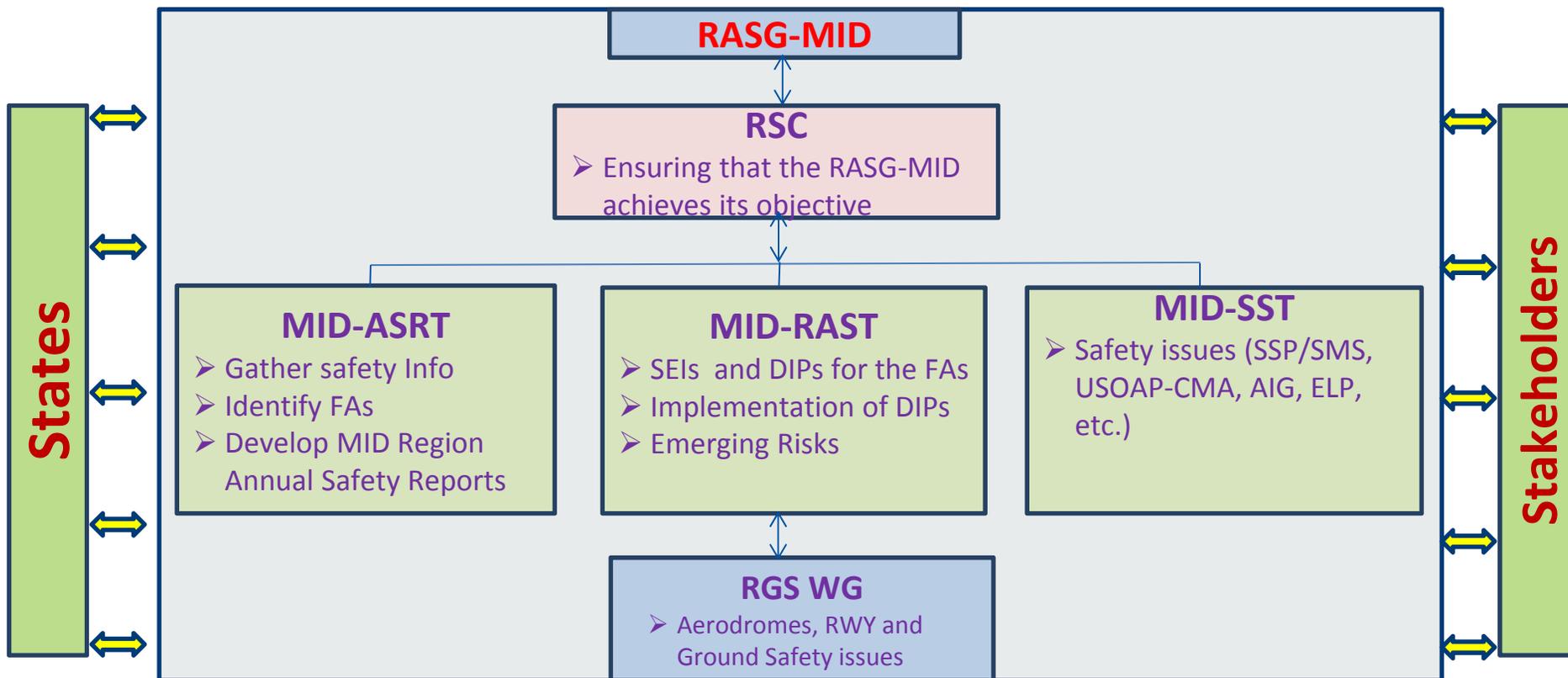


RASG-MID Terms of Reference

- **To meet the Terms of Reference, the Group shall:**
 - ✓ **analyze safety information and hazards to civil aviation at the regional level and review the action plans developed within the Region to address identified hazards;**
 - ✓ **facilitate the sharing of safety information and experiences among all stakeholders**
 - ✓ **ensure that all safety activities at the regional and sub-regional level are properly coordinated to avoid duplication of efforts;**
 - ✓ **coordinate with MIDANPIRG on safety issues**
 - ✓ **provide feedback to ICAO to continually improve and ensure an up-to-date global safety framework**



Organizational Structure





RASG-MID Priorities

Focus Areas	Emerging Risks
<ul style="list-style-type: none">• Runway Safety (RE and ARC)• System Component Failure – Power Plant (SCF-PP)• Loss of Control In-flight (LOC-I)	<ul style="list-style-type: none">• Controlled Flight Into Terrain (CFIT)• Near Midair Collision (NMAC)• RWY Incursion (RI)• Fire/Smoke (F-NI)• System Component Failure – Non Power Plant (SCF-NP)• Wildlife (WILD)• Birdstrike (BIRD)• Turbulence Encounter (TURB)



RASG-MID Priorities

MID-RAST Safety Enhancement Initiatives (SEIs)

Focus Area: RS

- **MID-RAST/RGS/2** (Development guidance material and training programmes to support the creation of action plans by local aerodrome Runway Safety Teams (RST))
- **MID-RAST/RGS/3** (Development guidance material and training programmes to support Aerodrome Infrastructure and Maintenance Management)
- **MID-RAST/RGS/4** (Aerodrome Safeguarding)
- **MID-RAST/RGS/5** (Wildlife Management)
- **MID-RAST/RGS/6** (Laser attacks)



RASG-MID Priorities

MID-SST Safety Enhancement Initiatives (SEIs)

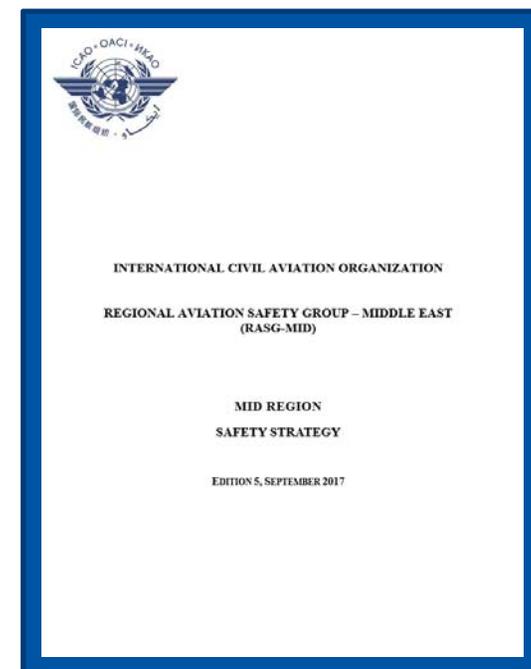
- 1) Improve the status of implementation of State Safety Programme (SSP) and Safety Management System (SMS) in the MID Region
- 2) Strengthening of States' Safety Oversight capabilities
- 3) Improve Regional cooperation for the provision of Accident & Incident Investigation
- 4) Improve implementation of ELP requirements in the MID Region.



RASG-MID Priorities

MID Region Safety Strategy

- In line with the GASP
- Addresses specific regional safety issues
- Identifies the safety priorities, indicators and targets for the MID Region
- The RASG-MID is the governing body responsible for the review and update of the Strategy





Strategic Safety Objective

Continuous improvement of aviation safety through a progressive reduction of the number of accidents and related fatalities in the MID Region to be in line with the global average, based on **reactive, proactive and predictive safety management practices.**



RASG-MID Achievements/Deliverables

- Average accident rate (2012-2016) is **2.76** (global rate also 2.76)
- 1 SSC removed
- Regional EI increased from 66.08% in 2016 to **73.2%** in 2018
- Number of States with EI below 60% decreased from 6 to **3**
- Percentage of Aerodrome Certification increased from 53% to **58%**
- 6 MID Annual Safety Reports published (7th in the pipeline)
- MID Region Safety Strategy (safety priorities, indicators and targets)
- 13 RASG-MID Safety Advisories



RASG-MID Achievements/Deliverables

- **Four MID Region Safety Summits**
- **Regional Seminars/Workshops/Courses (RRSS, SMS/SSP, AIG, ELP, Aerodrome Safeguarding, Aerodrome Certification; USOAP-CMA, ECCAIRS, Runway Safety Team (RST) Workshop)**
- **Conducted several Runway Safety Go-Team visits (Khartoum, Kuwait, Amman); and Muscat end of October 2018**
- **Studies/surveys related to safety issues such as Call Sign Confusion and Laser Attacks**
- **Provided support for the establishment of the MENA-RSOO**
- **Strategy for the Enhancement of Cooperation among the Middle East and North African States in the Provision of AIG Functions**



Challenges

- Average fatal accident rate (2012-2016) is **0.64** (global rate also 0.26)
- Average rate of Runway Safety related accidents (2012-2016) is **1.39**
- Percentage of States using ECCAIRS for the reporting of accidents/serious incidents (**27%**)
- Low level of reporting of safety data
- Insufficient technical and/or financial resources at State level to implement the Global Aviation Safety Plan (GASP) objectives, the SEIs and contribute to the achievement of the agreed safety targets and support the RASG-MID Work Programme
- Difficulty to find voluntary Champions/Coordinators (from States or the Industry) to progress the work related to the identified SEIs and DIPs
- Limited support to the RASG-MID Work Programme and its subsidiary bodies having an impact on the agreed planned activities



Challenges

- Escalated political/security situation in some of the MID States, which affected the achievement of the regional safety targets
- Some States do not have sufficient 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
- Slow progress in the implementation of the work programme of the MID Safety Support Team (USOAP-CMA, SSP/SMS, AIG, etc.)



Way Forward

- Engagement and Collaboration of States and stakeholders
- Further improve cooperation with international and regional organizations to support the RASG-MID work programme and avoid duplication of efforts.
- ICAO NCLB Initiative
- The Muscat Declaration and MID Region NCLB Strategy approved by the DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017) aim at a new leadership approach
- Agreement with concerned States on specific and measureable outcomes, and clear definition of accountability for the achievement of the set goals
- Proactive approach to foster political will and senior level commitment
- Identification of Champion State or stakeholder to provide required assistance



Conclusion

- The priorities identified by the RASG-MID helped all stakeholders to work towards the achievement of the agreed safety targets
- Good progress has been recorded, especially in the RGS area
- There is still room for improvement, but we need to address the main challenges
- Prioritization of activities based on effective implementation of ICAO SARPs, risk, political will and other factors
- Specific and measureable outcomes and goals/targets for each State
- Collaboration of all stakeholders to provide required assistance



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Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

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