

EXPERIENCE OF QATAR CAA IN THE IMPLEMENTATION PROCESS FOR THE STATE SAFETY PROGRAM (SSP) & CHALLENGES AHEAD

RASG – MID/ 7 CAIRO, EGYPT

15- 18 APRIL 2019

QATAR CIVIL AVIATION AUTHORITY

OVERVIEW

SSP Implementation

- Legislative requirements for establishment and implementation of an SSP
- Promulgation of regulations for implementing the provisions of ICAO Annex 19
- SSP framework -High level document
- Conduct of Gap analysis and posting on iSTARs/Implementation Plan Level 4
- Training
- Status of implementation of SMS by the industry

Best Practices

- Risk-Based and Performance-based approach Complementing the Compliance based approach
- Concept of ALoSP and technics utilized
- SDCPS dynamic database allowing real time interactivity (industry/Regulator)
- Centralized process for SMS oversight
- In-house tools Approval/acceptance of the SMS document - Initial evaluation/on-site evaluation

REQUIREMENTS FOR SSP IN LAW 15 OF 2002 AS AMENDED

- Article 4 (6).The Civil Aviation Authority shall be responsible for:
 6. Developing and implementing the State Safety Program that aims to achieve an acceptable level of safety and shall include provisions related to aviation safety policy in accordance with the requirements of the Chicago Convention and its Annexes.

- Article 106 Ter. : Protection of safety data

AMIRI DECISION NO 66 OF 2018 ARTICLE 18

- The Air Safety Department (ASD) shall

2. Develop and manage the State Safety Program.

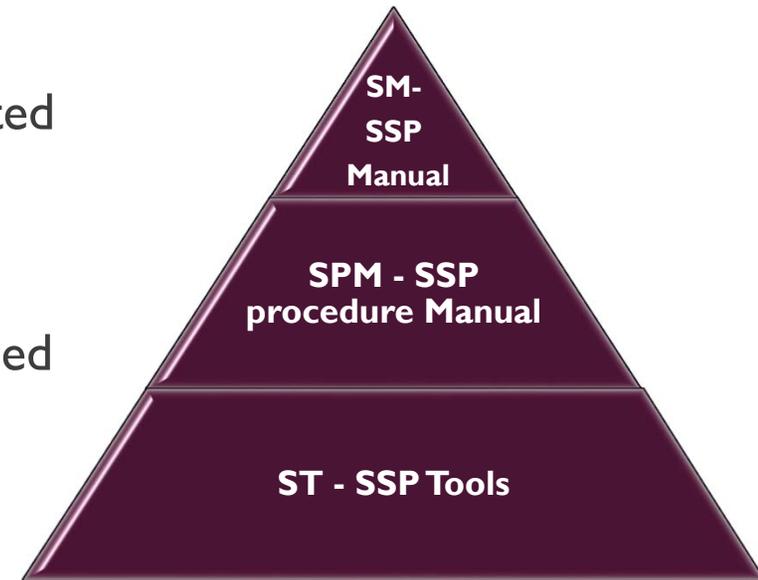
- SSP Safety Committee under the President of QCAA
- Placeholder organization: Director ASD

REGULATIONS IMPACTING SMS/SSP

- QCAR Part 19 lays down the requirements for the establishment and implementation of SMS by the industry.
- Part A lays down the Policy

SSP DOCUMENTS

- SSP High-level document has been developed and posted on the QCAA website (caa.gov.qa)
- It elaborates on the components of the Qatar SSP.
- Based on Compliance, risk based and performance based approaches
- The process is guided by D3M (data driven decision making)



SDCPS

- Article 5(6) of Amiri Decision 66 of 2018

5. To establish a Safety Data Collection and Processing System (SDCPS), and to store, analyse and extract the results and supporting information;

- * A centralized SDCPS has been established and running. We have gathered enough safety data on occurrences/trends since October 2017.
- * Stakeholders can now directly enter MORs into our database and interact with the Authority. It is a dynamic platform
- * A database on hazards register and log has been implemented and is active
- * It has been developed in-house and reflects user needs; is compatible with ECCAIRS and ICAO ADREP taxonomy
- * We are developing the VORs and want to merge the platform for both security and safety events

SSP SUPPORTING DOCUMENTS

Requirements for Mandatory and Voluntary occurrence reports-Occurrence reporting regulations 004 of 2017

SSP Implementation- State Safety Responsibilities and accountabilities (Advisory Circular SSP No 01/14)

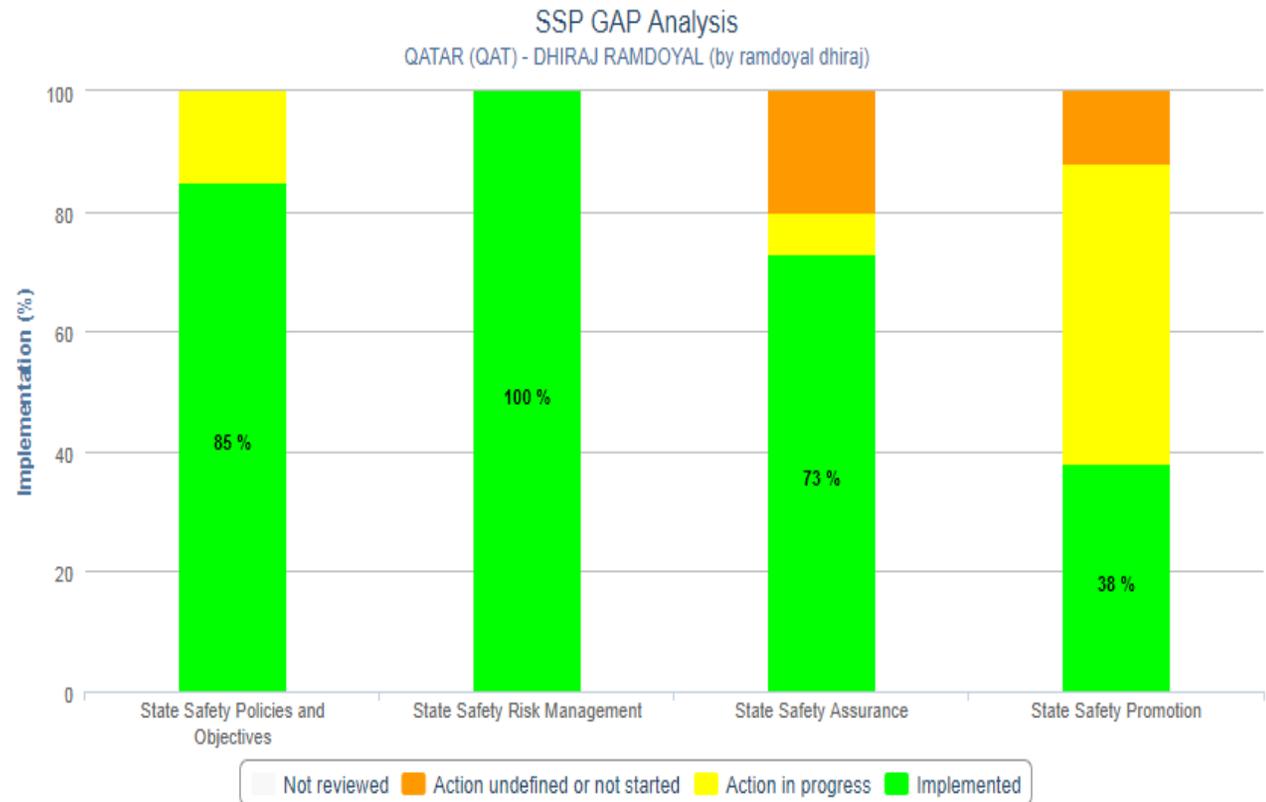
Safety Committee

Placeholder organization

Note: Structure according to Annex 19 1st edition

ISTARS GAP ANALYSIS

- We have completed the GAP analysis on ISTARS regarding the establishment and implementation of SSP & SMS.
- Qatar is implementing stage 4 of the SSP framework



MID REGION SAFETY OBJECTIVES

Near-term 2020

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

Mid-term 2022

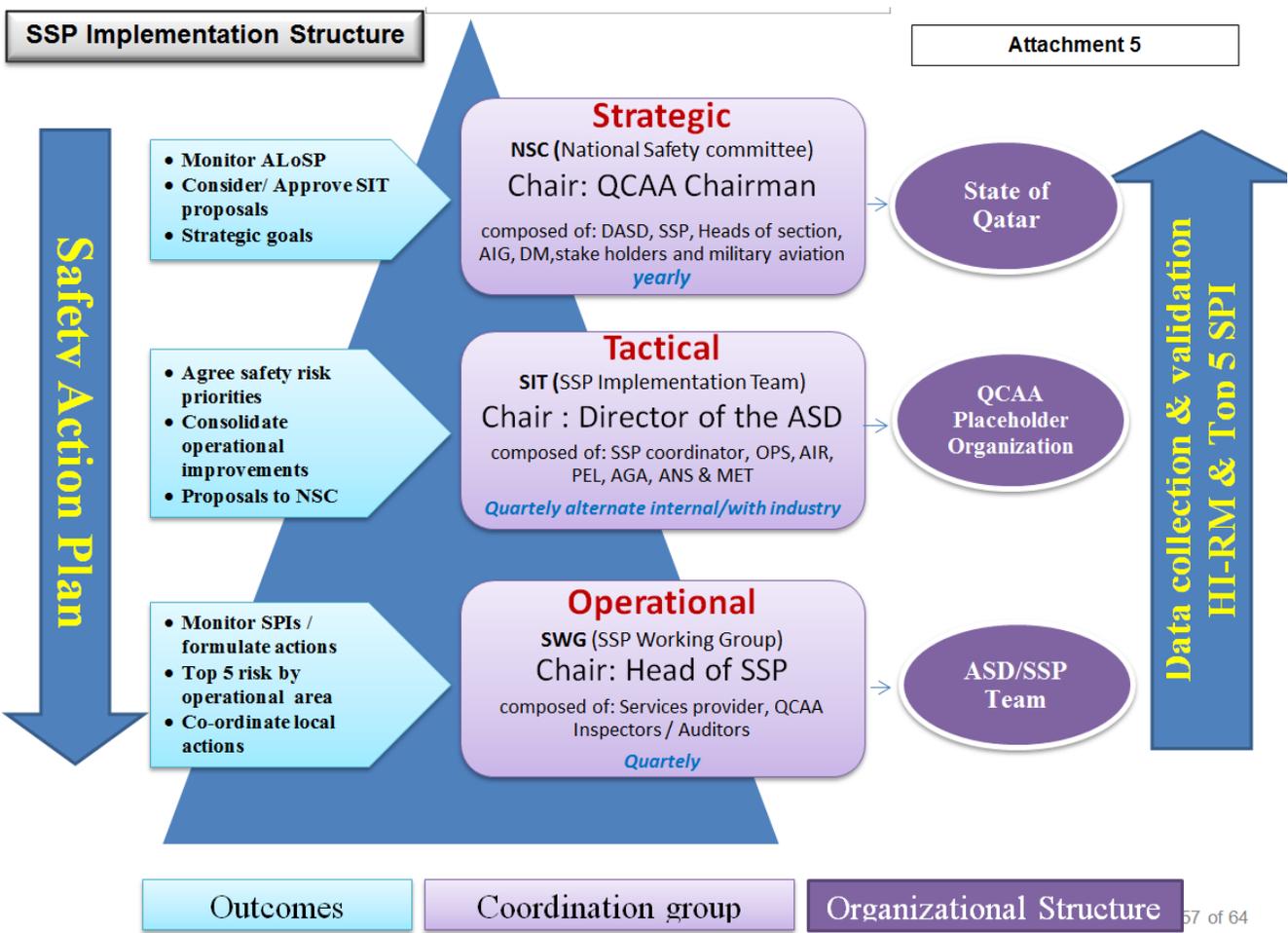
All Member States fully implement ICAO SSP framework

Long –term 2027

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

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
- Mandatory reporting system- Regular reports are being sent
- Training completed:
 - ECCAIRS
 - Safety analysis workshop
 - SSP/SMS seminar/workshop



IMPLEMENTATION STATUS OF SMS BY THE INDUSTRY

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

CHALLENGES:

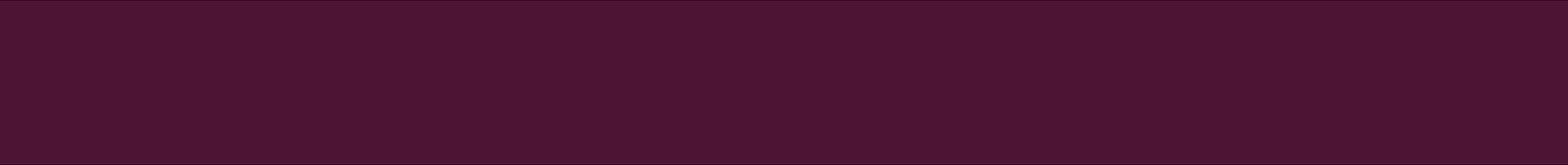
- 90 new/revised protocol questions addressing SSP/SMS have been posted on the CMA on-line framework
- Voluntary reporting,
- SSP implementation team
- SSP committee meetings

CONCLUSION

Qatar met the regional objectives set for 2018

Regulations QCAR-19 has been promulgated

The SSP framework has been established

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- The meeting is invited to:
 - Note the implementation process for SMS and SSP in Qatar;
 - Note the enclosed presentation the different steps towards implantation; and
 - Note the willingness of State of Qatar, to assist through a regional platform the implementation process for both SMS and SSP.



THANK YOU FOR YOUR ATTENTION

