



Reachout No. 2

**Beirut, Lebanon
13-16 April 2002**

**Hosted by:
Middle East Airlines and the
Lebanese Civil Aviation Authority**

Middle East Airlines, through ISASI member, Captain Mohammed Aziz, invited the Reachout committee to deliver a workshop in Beirut. Preliminary discussions at the Victoria ISASI seminar resulted in 13-16 April, 2002 being selected and the program being decided. Captain Aziz wanted a program similar to the Prague Reachout and offered to arrange for local support. A two day accident investigation workshop was held, followed by a one day workshop on safety management systems and a full day on emergency response planning. Instructors in Beirut confirmed the advisability of continuing to work with local hosts in developing the program and responding to the hosts requirements as much as possible.

The Audience

Captain Aziz was provided with some documents from the Prague workshop and decided that invitations to attend the workshop would come from Middle East Airlines and he encouraged attendance through his contacts in the Middle East. Captain Aziz also advised those attending that they did not have to attend the full four days but could pick the sessions they wanted to attend.

The result was that up to 40 people attended the 4 day workshop. The accident investigation workshop had about 40 people present, the Safety Management System day about 35 people and the Emergency Response day about 30 people. There were 5 countries represented including; Lebanon; Bahrain; Jordan; Tunisia; and Saudi Arabia. The employment of those attending Reachout Beirut included pilots; CRM/HF specialists; regulatory authority staff (including flight operations, air navigation systems, air traffic control and airworthiness inspectors) accident investigators; management; flight safety specialists; ICAO experts; legal staff and airport representatives.

The Workshop Schedule

Instructors included Jim Stewart for safety management systems, Elaine Parker for emergency response planning and Ken Smart and Caj Frostell for accident investigation. As well, Reachout Committee member Timothy Crouch participated as an instructor in Jim Stewart's workshop and provided some "hand's on" insight. This proved to be a good combination for teaching the theory as well as the operational challenge and application. All of the instructors had teaching experience, were familiar with the Reachout program and provided a broad range of experience and backgrounds. All of the instructors had between 25 and 40 year's aviation experience. Beyond that, their diverse backgrounds proved to be extremely valuable in presenting and discussing the various topics in a "team teaching" concept. Adding instructors to the Reachout faculty, while maintaining a basic level of Reachout experience appeared to work well.

The hosts decided to start the workshop on Saturday and work through Tuesday. Instructors visited the training facility on Friday before the workshop, met with MEA training staff, tested equipment and had formal meetings with senior officials of MEA and the Lebanese Civil Aviation Authority. Sessions started at 9:00 am and were complete by 4:15 pm. MEA supplied two coffee breaks and lunch each day at their training facility.

Delegate Materials

All Reachout Beirut instructors had to prepare their own training material. This consisted of paper handouts, CD-ROM libraries and published manuals and booklets. It is essential that instructors be prepared to develop their programs, share teaching material and provide a copy for the ISASI Reachout Committee for the use of future Reachout committees.

Formal delegate products such as nametags were not used. Schedules were produced locally and were very basic. MEA staff produced a certificate of attendance which was handed out at the end of the workshop. All production costs were borne by MEA.

Middle East Airlines was the primary sponsor of the workshop. They provided air travel for all instructors from Europe to Beirut and return, paid instructor accommodation, provided all coffee breaks and some lunches during the workshop and provided continual administrative and staff support.

ISASI Corporate members see the value in supporting ISASI Reachout. Reachout Beirut added some important new sponsors including Honeywell, Air Canada, Middle East Airlines, American Airlines, the Canadian Society of Air Safety Investigators and ISASI became first time sponsors. CSASI created an important precedent by becoming the first ISASI Society or Chapter to provide financial sponsorship using the proceeds from the ISASI Annual Seminar. The cash donation from Honeywell, CSASI and returning sponsor, ALPA International provided sufficient funds for Beirut with some funds left over to cover costs of Reachout Santiago.

The separate account for Reachout has allowed us to exercise tight control over spending and direct accountability for sponsorship money. The maintenance of two "gatekeepers" on Reachout funds is an essential part of the check and balance on expenditures. To provide greater certainty of costs, the Reachout Beirut committee used the UN rates for meals. They also established a maximum meal reimbursement as one day before, during and one day after the workshop. This allowed us to go directly to potential sponsors and obtain financial backing only to the extent of the need. This is an important aspect of planning. A number of expenses were specific to travelling to Lebanon and have allowed the committee to develop a list of "reasonable" expenses which may serve as a basis for future workshop planning and reimbursement.

The ICAO Link

ICAO did not play as big an official role in Reachout Beirut as it did in Reachout Prague. For example, the regional office did not issue a formal joint invitation nor did senior officials attend Reachout Beirut. However, this was more a function of the busy schedule of the organisers than a signal that ICAO support was not needed. In fact, Reachout Beirut was advertised as an "ICAO supported" workshop and there is no doubt that the ICAO affiliation carries much weight in the regions of the world that we target Reachout workshops. In fact, the instructors felt that had we had more ICAO visibility for Reachout Beirut we may have increased attendance numbers. The continued link with ICAO should be maintained.

Social Program

There was no social program associated with Reachout Beirut.

ISASI Office Support

The Reachout Committee wants to acknowledge the excellent support given to our Reachout program by ISASI's Office Manager, Ann Schull. Ann has been an enthusiastic supporter of the Reachout program since its inception and has responded to last minute requests for recognition plaques and materials with speed and precision. Without Ann's support for Reachout Beirut we would not have been able to present our recognition plaques on site and we would not have been able to provide pre-travel funds for our instructors.

Corporate Sponsors - Reachout Beirut

Canadian Society of Air Safety Investigators
Honeywell
Air Line Pilots Association International
Continental Airlines
Air Canada
Middle East Airlines
UK AAIB
ICAO
Beyond Risk Management