



International Civil Aviation Organization

RASG-MID Steering Committee

Fourth Meeting (RSC/4)
(Cairo, Egypt, 15 – 17 December 2015)

Agenda Item 3: Regional Performance Framework for Safety

REVIEW OF THE DRAFT OF THE FOURTH MID ANNUAL SAFETY REPORT

(Presented by the MID-ASRT Rapporteur)

SUMMARY

This paper presents the draft version of the Fourth MID Annual Safety Report with the analysis of the accidents and incidents data, and identification of the key Focus Areas and related contributing factors in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- Appendix A - Draft edition of 4th Annual Safety Report

1. INTRODUCTION

1.1 The MID Annual Safety Report Team (MID-ASRT) was established through Decision 1/3 of the Regional Aviation Safety Group (RASG-MID/1) meeting which was held in September 2011.

1.2 The objective of the RASG-MID Annual Safety Report is to gather safety information from different stakeholders and to identify the main aviation safety risks in the Middle East Region in order to deploy mitigation actions for enhancing aviation safety in a coordinated manner.

2. DISCUSSION

2.1 The safety information presented in the Fourth Edition of the Annual Safety Report at **Appendix A** is based on the compilation and analysis of data provided by: Boeing, the International Air Transport Association (IATA) and the International Civil Aviation Organization (ICAO), airline operators, and States.

2.2 The Annual Safety Report includes the following three main sections;

- a) Reactive Safety Information;
- b) Proactive Safety Information; and
- c) Predictive Safety Information.

2.3 The reactive safety information section represents the largest portion of the report. It contains analysis of accident data provided by different sources ICAO, IATA and Boeing, in order to identify/confirm the Focus Areas (main killers) in the MID Region.

2.4 For harmonization purpose (with the ICAO Global and Regional Safety Reports), ICAO accident statistics have been used as the main source of data to calculate accident rates and monitor the progress of achieving the Regional Safety Targets as outlined in the MID Region Safety Strategy. However, safety data collected from other sources including IATA and Boeing was used also for the identification of Focus Areas, determination of contributing factors and root causes in order to support the development of mitigation measures.

2.5 It is to be highlighted that there are differences in the safety information provided by the participating organizations (ICAO, IATA and Boeing) due to the use of different criteria and classifications of accidents. Discrepancies among the different data sets were also clearly identified and explained.

2.6 Following the analysis of the reactive safety information provided, it was concluded that the main Focus Areas for the MID Region have changed for the period 2010-2014 and include Runway Safety (RS), Loss of Control In Flight (LOC-I), System Component Failure-power plant (SCF-PP), Controlled Flight Into Terrain (CFIT), and System Component Failure-Non power plant (SCF-NP).

2.7 The proactive safety information is based on the results of the ICAO USOAP-CMA and IATA IOSA and ISAGO, as well as, other occurrences (Incidents) reported by States and airlines in order to identify emerging risks in the Region.

2.8 The aim of the predictive safety information is to collect and analyse safety data to proactively identify safety concerns before accidents or incidents occur, to develop timely mitigation and prevention measures. This section provides analysis of airline's STEADES reports relating to accident precursors. It also provides the implementation status of State Safety Programme (SSP) in the MID Region.

2.9 It should be highlighted that reporting of accidents and serious incidents is still low in the MID Region, which underlines the need for regional cooperation to enhance reporting culture.

2.10 Additional efforts should be put in place by the Annual Safety Report Team for collecting and analysing predictive safety information. This is necessary to allow the identification and mitigation of safety concerns before accidents or incidents would even take place.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and endorse the Draft Fourth Edition of the Annual Safety Report at **Appendix A**; and
- b) urge States and stakeholders to provide comments on the Draft ASR to the MID-ASRT for the consolidation/improvement of the Final Version of the ASR to be presented to RASG-MID/5 for endorsement.
