



International Civil Aviation Organization
Runway and Ground Safety Working Group

Fourth Meeting (RGS WG/4)
(Cairo, Egypt, 05-07 November 2017)

Agenda Item 3: Implementation of Aerodrome Safety Priorities and Objectives in the MID Region

RUNWAY SAFETY PRIORITIES AND ANALYSIS IN THE MID REGION

(Presented by the Secretariat)

SUMMARY

This paper presents the Runway Safety Priorities and Analysis in the MID Region.

Runway safety related accidents is the main contributing factors to accidents in the MID Region

Action by the meeting is at paragraph 3.

REFERENCES

- ANSIG/2 Report
- ASR/5 Report
- RASG-MID/6 Report

1. INTRODUCTION

1.1 The RASG-MID/6 meeting (Bahrain, 26 – 28 September 2017) endorsed the MID Region Safety Strategy (*Revision 5, September 2017*) as at Appendix A to WP/8.

1.2 The RASG-MID/5 meeting has endorsed the Fifth Edition of the MID Annual Safety Report (MID-ASR), January 2017. The objective of the MID-ASR is to gather safety information from different stakeholders and to identify the main aviation safety risks in the MID Region in order to deploy mitigation actions for enhancing aviation safety in a coordinated manner.

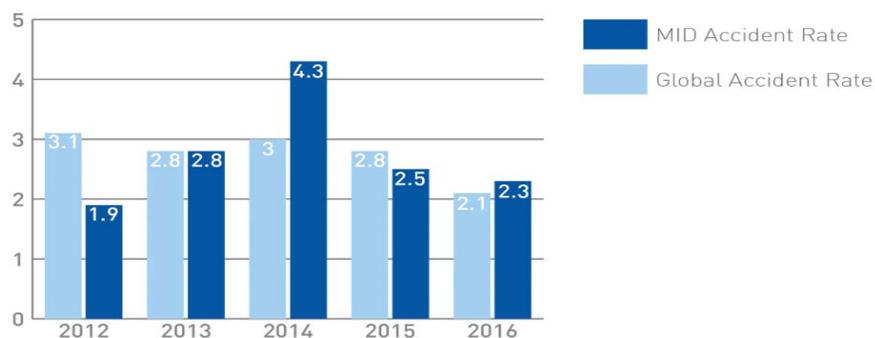
2. DISCUSSION

2.1 MID Region Safety Strategy, in line with the GASP, address specific regional safety issues, Identifies the safety priorities, indicators and targets for the MID region. The objectives of Safety strategy are the 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.

2.2 The meeting may wish to note that the priorities identified by the RASG-MID and included in the MID Region Safety Strategy help all Stakeholders to work towards the achievement of the agreed safety targets.

2.3 The meeting may wish to note the following figures extracted from the MID Annual Safety Report:

- *Safety Indicator*
Number of accidents per million departures
- *Safety Target*
Reduce/Maintain the regional average rate of accidents to be in line with the global average rate by 2016
- Average MID 2.76
- Average Global 2.76



2.4 The meeting may wish to note that the priorities identified by the RASG-MID and included in the MID Region Safety Strategy help all Stakeholders to work towards the achievement of the agreed safety targets.

2.5 The meeting may wish to note the statistics at **Appendix A** on Runway Safety related accidents from 2012 to 2016, identified Runway Safety Targets and Indicators were:

- a) Reduce/maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016 (MID Average rate is 1.39 and the global average rate is 1.48)
- b) Reduce/maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016 (MID is 1.54).

2.6 The meeting may wish to recall that Runway Incursions and Excursions represent the majority of Runway accidents and incidents. The contributing causes of runway incursions and excursions is at **Appendix B**.

2.7 A list of reported Accidents related to Runway safety in the MID Region for the last five years (2012-2016) is at **Appendix C**, the meeting is invited to explore ways and means to address the main root causes, contributing factors for the listed accidents and propose mitigation measures, plan of actions and expedite its implementation process to meet the agreed Safety targets.

2.8 With respect to safety recommendations related to past investigation activities, which could be very beneficial to address the Focus Areas and Emerging Risks in the MID Region, the RASG-MID/6 meeting urged States to share their safety recommendations after the completion of investigation and agreed to the following Conclusion:

CONCLUSION 6/4: SHARING OF SAFETY RECOMMENDATIONS

That,

- *States be urged to share their Safety Recommendations after investigation of accidents and incidents; and*
- *MID-SST to coordinate with MID-ASRT, ICAO and stakeholders the development of a RASG-MID Safety Advisory to consolidate a set of safety recommendations addressing the Focus Areas and Emerging Risks in the MID Region.*

2.9 The meeting may wish to agree that there is a need for a move to a collaborative approach based on data sharing & analysis to proactively discover safety concerns before accidents or incidents occur, leading to timely mitigation and prevention of safety concerns.

2.10 Taking into consideration the dissolution of the AIA WG, the MID-ASRT will include in its new TORs tasks directly related to the identification of focus areas and emerging risks, as well as review and analysis of accidents/incidents data. Face-to-face meetings of the MID-ASRT will be organized on an annual basis (Decision 6/9 refers). The first MID-ASRT meeting (ASRT/1) will be held in Cairo (4-5 February 2018).

DECISION 6/9: REVISED TERMS OF REFERENCE (TORs) OF THE MID-ASRT

That, considering the dissolution of the AIA WG:

- a) the MID-ASRT develop revised version of its Terms of References (TORs) for review and endorsement by the RSC; and*
- b) face-to-face meetings of the MID-ASRT be organized on an annual basis.*

2.11 In connection with the above, RASG-MID/6 meeting agreed that for an improved efficiency, the composition of the MID-ASRT should encompass members from States and industry partners to actively participate in the MID-ASRT activities including the face-to-face meetings.

2.12 With respect to accidents data; RASG-MID agreed that the MID-ASRT should review and analyze accident data (available in the investigation reports) related to the Focus Area (RS and SCF), as well as to identify the root causes and contributing factors and available safety recommendations.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) encourage MID States to share their safety recommendation after investigation of accidents and incidents related to Runway Safety;
- b) explore ways and means to address the main root causes, contributing factors of reported accidents and incidents related to Runway Safety; and
- c) propose mitigation measures, plan of actions and expedite its implementation process to meet the agreed Safety targets.
- d) support MID-ASRT activities as required.

APPENDIX A

Number of Runway Safety related Accidents (2012-2016)

Runway Safety Target and Indicators

Runway Safety (RS)

Safety Indicator

Number of Runway Safety related accidents per million departures

Safety Target - 1

Reduce/Maintain the regional average rate of Runway Safety related accidents to be below the global average rate by 2016

Average MID

1.39

Average Global

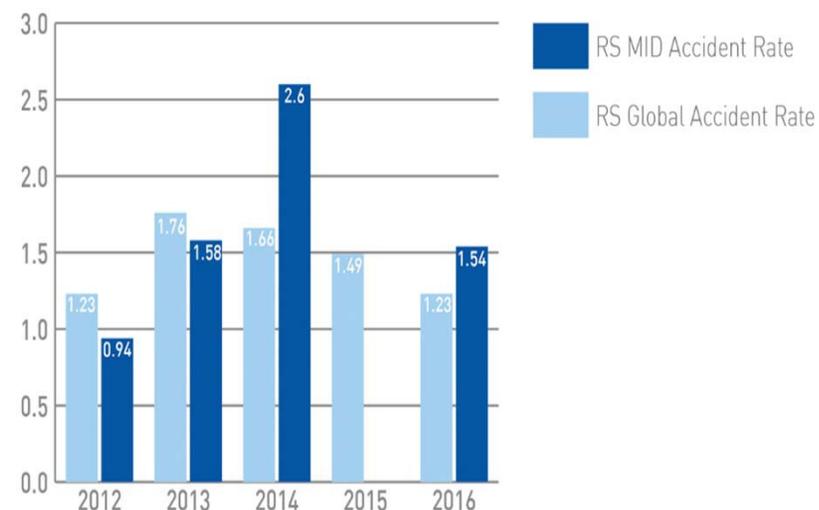
1.48

Safety Target - 2

Reduce/Maintain the Runway Safety related accidents to be less than 1 accident per million departures by 2016

MID 2016

1.54

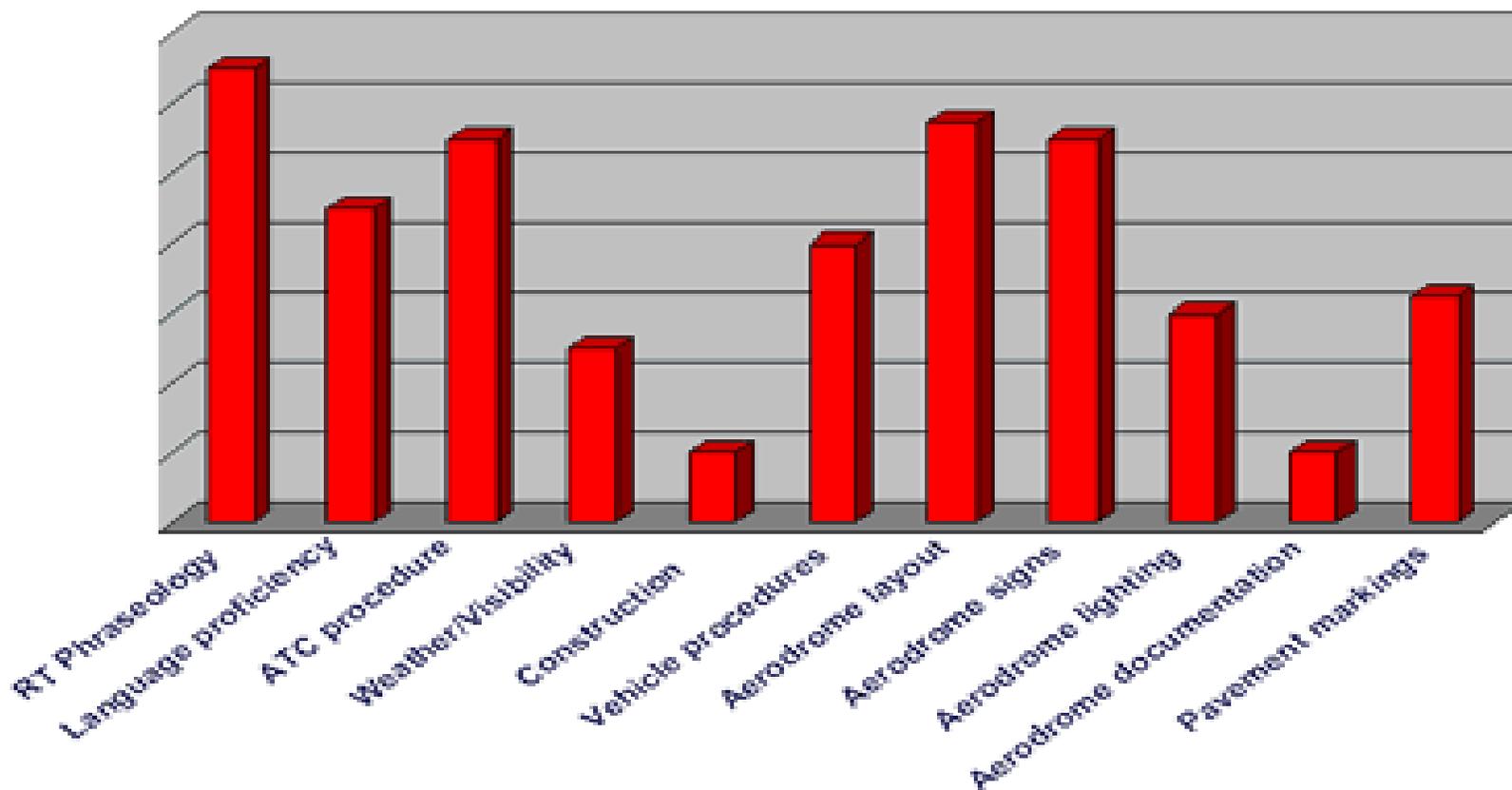


Official ICAO accident statistics, used for the development of the ICAO safety reports
Scheduled commercial operations involving aircraft with MTOW above 5700 kg

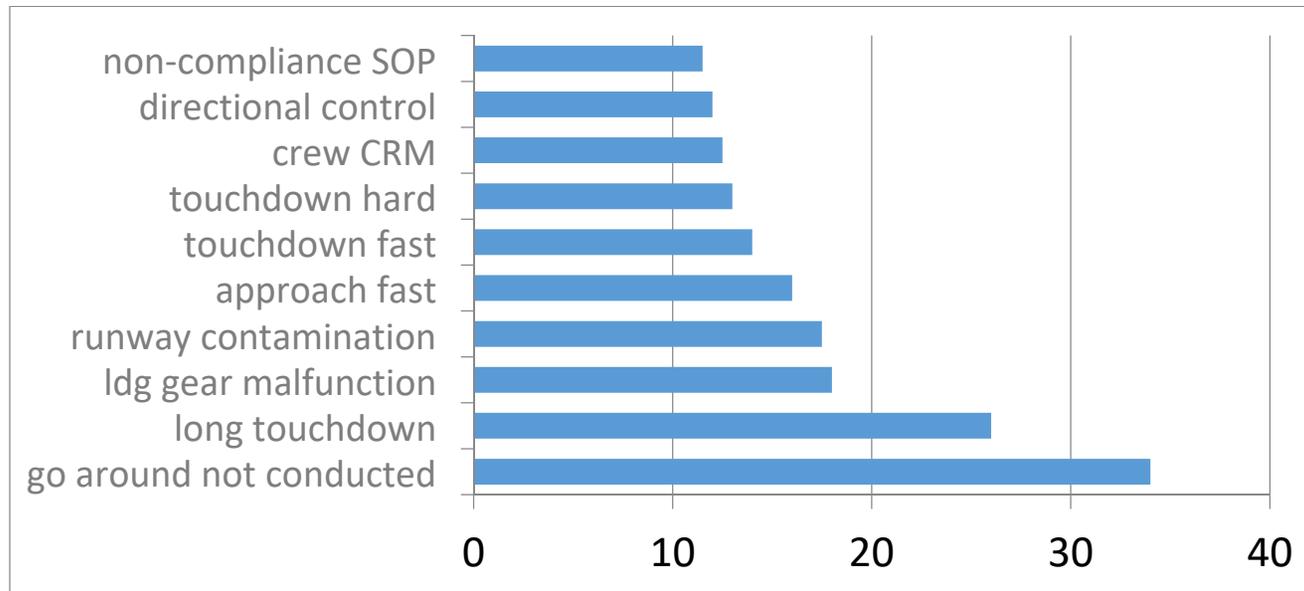
APPENDIX B

CONTRIBUTING CAUSES OF RUNWAY INCURSIONS AND EXCURSIONS

Contributing causes of experienced RWY Incursions



Threats and errors involved in Runway Excursion accidents



MID ACCIDENTS (2012 - 2016) related to Runway Safety - Analysis

#	Date	Aircraft Type	State of Occurrence	Fatalities	Accident Category	Root Causes and Contributing Factors	Safety Recommendation	Proposed set of Mitigation Measures & Plan of actions
	3/8/2016	Boeing 777	UAE	1	RS			
	19/05/2016	Airbus A320	Egypt	66	UNK			
	28/01/2016	MCDONNELL DOUGLAS	Iran		RS			
	13/9/2015	Airbus A380	UAE	-	TURB			
	15/10/2015	Boeing 747	Iran	-	SCF			
	31/10/2015	Airbus A321	Egypt	224	UNK			
	5/1/2014	Boeing 767	Saudi Arabia	-	RS			
	17/2/2014	Airbus A321	UAE	-	RS			
	10/5/2014	Fokker	Iran	-	RS			
	10/8/2014	Antonov 140	Iran	38	SCF			
	23/10/2014	Airbus A330	UAE	-	OTH			
	11/2/2013	Boeing 737	Oman	-	SCF			
	28/4/2013	Boeing 777	Saudi Arabia	-	RS			
	6/8/2013	Fookker 727	Sudan	-	RS			
	29/3/2012	Fokker 50	Sudan	-	RS			
	20/9/2012	Airbus A320	Syria	-	OTH			

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