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WORKING PAPER

ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 31: Aviation Safety – Emerging Issues

THE STATE OF GLOBAL AVIATION SAFETY REPORTING KEY PRIORITIES FOR THE NEXT TRIENNIUM

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper provides an overview of the safety reporting publications issued by ICAO. Since the inaugural publication of the *State of Global Aviation Safety Report in 2011*, ICAO publishes reports of trends and issues related to the Global Aviation Safety Plan (GASP) objectives.

Additionally, this paper summarizes the planned development of annual reports by each of the regional aviation safety groups (RASGs) to highlight their respective safety issues and initiatives.

Action: The Assembly is invited to:
a) note the ICAO safety reporting publications; and
b) urge Member States to provide the RASGs with the information and resources necessary to publish regional safety reports.

Strategic Objectives:	This working paper relates to Safety.
Financial implications:	The activities referred to in this paper will be undertaken subject to the resources available in the 2014-2016 Regular Programme Budget and/or from extra budgetary contributions.
References:	Doc 10004, *Global Aviation Safety Plan* 2013 ICAO *Safety Report* 2011 ICAO *State of Global Aviation Safety Report*

1. INTRODUCTION

1.1 ICAO publishes regular reports on the state of global aviation safety to update progress on the attainment of Global Aviation Safety Plan (GASP) objectives, to analyse safety indicators and to provide information on activities that promote the implementation of the ICAO Strategic Objective on Safety.

1.2 The ICAO *Safety Report* is now published each April in electronic format to provide updates on safety indicators including accidents and related risk factors occurring in the previous year. The 2013 Safety Report can be found at http://www.icao.int. As necessary, ICAO will publish mid-year updates to safety statistics or trends. In addition, *State of Global Aviation Safety* reports are planned for publication during years in which an ICAO Assembly is held to provide Member States, the aviation community and the travelling public with comprehensive accounts of the significant aviation safety programmes being undertaken by ICAO and its partners, highlighting the Organization's important leadership role in fostering increased cooperation and innovation to enhance air transport safety outcomes worldwide.

2. BACKGROUND

2.1 The inaugural edition of the ICAO *State of Global Aviation Safety Report* was published in December 2011. This report provided an overview of activities in the ICAO safety framework areas of policy, standardization, analysis, monitoring and implementation. The 2011 *State of Global Aviation Safety Report* established ICAO's methodology to disseminate information regarding its safety policies and related initiatives.

2.2 Subsequent to publication of the inaugural report, ICAO has issued safety reports on an annual basis. The reporting cycle has continually evolved to enable more timely dissemination of key safety trends from previous years. In order to provide accurate information in the most timely manner possible, the 2013 ICAO *Safety Report* was issued in April, with a supplementary mid-year *State of Global Aviation Safety Report* issued prior to the 38th Assembly to provide an update of safety indicators as well as information regarding certain safety programmes. It is anticipated that reports will continue to be issued on a semi-annual basis.

3. DISCUSSION

3.1 A proactive approach to safety requires continuous analysis and periodic reporting of relevant indicators and trends. The ICAO safety reports provide annual updates of global safety performance in a number of areas including statistical analysis of traffic volume, accidents and Universal Safety Oversight Audit Programme (USOAP) results.

3.2 The safety reports include analysis of reactive safety indicators (e.g. accidents), the global accident rate and related fatalities. Additionally, the reports provide analysis of traffic growth, USOAP protocols, information obtained through the Continuous Monitoring Approach (CMA) and other indicators to monitor and predict emerging safety issues. As such, these reports assist in the definition of safety priorities for each triennium.

3.3 Based on current analysis, three high-risk accident categories have been identified: loss of control – inflight (LOC-I); controlled flight into terrain (CFIT) and accidents related to runway safety.

The Appendix to this working paper depicts the distribution of accidents, fatal accidents and related fatalities within these categories during 2012 in comparison to the previous six-year period which is used as a benchmark. While the charts in the Appendix provide insights into the distribution of these three accident categories, interpretation of reactive analysis results is based on the number of accidents included in the data set. In 2012, there were a total of 99 accidents of which 9 were fatal accidents involving scheduled commercial operations.

3.4 The analysis has resulted in an effective response in addressing these safety issues. Working in partnership with Member States and international organizations, ICAO delivered a Global Runway Safety Symposium followed by a series of regional runway safety seminars. New guidance material to support multidisciplinary runway safety teams is currently under development. As depicted in the Appendix, the proportion of runway safety-related events and related fatalities decreased significantly during 2012 as compared to the previous six years.

3.5 ICAO has also coordinated with Member States and industry partners to address LOC-I risks including the development of a training manual on upset avoidance and recovery training, which is to be finalized in 2013. Additionally, ICAO will host a Loss of Control – Inflight Symposium in May 2014 to exchange information regarding initiatives being undertaken to mitigate this type of risk.

3.6 ICAO's safety reporting activities have evolved to inform the aviation community regarding progress in the attainment of the near-, mid- and long-term GASP objectives. Nonetheless, it is important for the global analyses contained in the ICAO reports to be supplemented with analyses of indicators at the regional level. Regional information sharing initiatives propagated through the RASGs will serve to increase the value of these analyses. Beginning in 2014, all regional aviation safety groups (RASGs) are expected to develop annual reports, providing summaries of safety trends and activities specific to each region. Additionally, ICAO will continue to issue regular safety reports at a global level to highlight significant issues or achievements related to key safety initiatives.

4. CONCLUSION

4.1 Consistent with its safety strategy, ICAO has developed a method for the regular reporting of indicators, trends and initiatives related to attainment of the GASP objectives. The development of safety reports, issued by ICAO as well as by the RASGs, establishes the mechanism to disseminate timely information on safety policy, standardization, analysis, monitoring and implementation initiatives. Supplemented with periodic *State of Global Aviation Safety Reports*, ICAO safety reporting publications provide information to assess progress in safety efforts globally and within each region as well as to establish safety priorities for the future.

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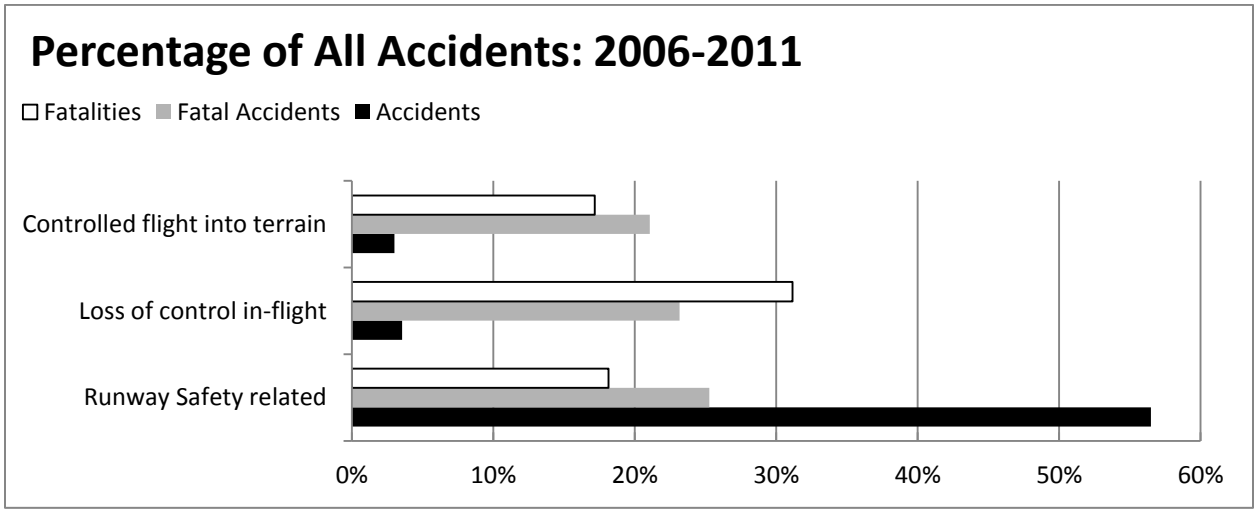
APPENDIX

ANALYSIS OF ACCIDENTS – SCHEDULED COMMERCIAL AIR TRANSPORT

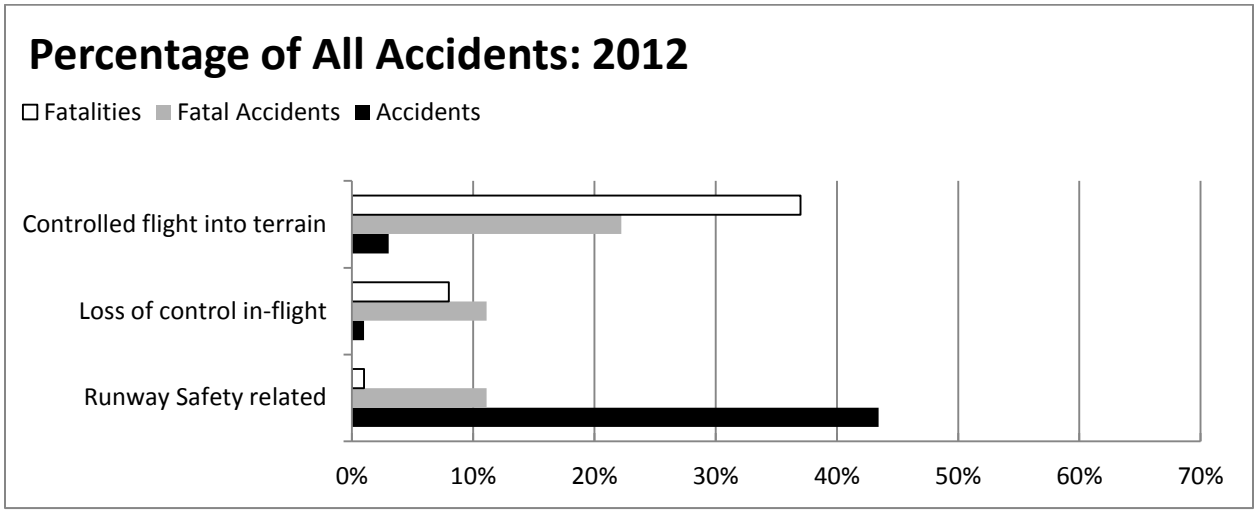
The following charts provide a comparison of the distribution of accidents, fatal accidents and fatalities related to the three high-risk occurrence categories during the baseline 2006–2011 period and 2012. Runway safety-related accidents accounted for the majority of all accidents during the 2006–2011 period, as well as 18 per cent of all fatalities.



Notable observations from 2012 accidents include:

- The percentage of runway safety-related accidents was reduced significantly, representing 43 per cent of all accidents while accounting for only 11 per cent of all fatal accidents and one per cent of all related fatalities—a major decrease from the 2006–2011 baseline period.
- While the loss of control in-flight occurrence category included a single accident representing one per cent of all accidents, this category is of significant concern as it accounted for eight per cent of all fatalities.

  There were 3 accidents related to controlled flight into terrain accounting for three per cent of all accidents but representing 22 per cent of all fatal accidents and 37 per cent of fatalities (a major increase from the baseline).


Percentage of All Accidents: 2012
Fatalities
Fatal Accidents
Accidents
Controlled flight into terrain
Loss of control in-flight
Runway Safety related
0%
10%
20%
30%
40%
50%
60%
70%

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