



International Civil Aviation Organization

Accident and Incident Analysis Working Group

First Meeting (AIA WG/1)
(Cairo, Egypt, 29 - 31 March 2016)

Agenda Item 2: AIA WG Work Programme

AIA WG WORK ARRANGEMENT

(Presented by the Secretariat)

SUMMARY

The RASG-MID/4 meeting established the AIA WG to review, analyse and categorize on annual basis the accidents and incidents at the regional level and provide an agreed and harmonized regional dataset of accidents and incidents.

Action by the meeting is at paragraph 3.

REFERENCES

- The RASG-MID/4 meeting Report

1. INTRODUCTION

1.1 The RASG-MID/4 meeting (Jeddah, Saudi Arabia, 30 March - 1 April 2015) recognized the need to establish a working group to review, analyse and categorize on annual basis the accidents and incidents at the regional level and provide an agreed and harmonized regional dataset of accidents and incidents. It was highlighted that this Group would also, to the extent possible, identify the main root causes and contributing factors of the reviewed accidents and incidents. Accordingly, the meeting agreed to the following Decision:

DECISION 4/5: ACCIDENT AND INCIDENT ANALYSIS WORKING GROUP (AIA WG)

*That, the Accidents and Incidents Analysis Working Group (AIA WG) be established with Terms of Reference (TOR) as at **Appendix 3B**.*

1.2 The AIA WG should be composed of safety experts, from relevant fields such as Flight Safety, Aerodromes and ANS, with grounded knowledge and experience in Accident and Incident Investigation (AIG), including the ADREP Taxonomy and ECCAIRS, nominated by the RASG-MID Member States and Partners. Accordingly, the meeting urged States and Safety Partners to appoint members with required experience and expertise to the AIA WG, in order to actively support its work. The AIA WG's TOR is at **Appendix A**.

1.3 The AIA WG should provide necessary information on accidents and incidents to the MID Annual Safety Report Team (MID-ASRT) for the development of the MID Annual Safety Report. The draft Fourth MID Annual Safety Report provides analysis of the accidents and incidents for the period (2010-2014), which provides the official data used for monitoring the progress of achieving the Safety Targets outlined in the MID Region Safety Strategy.

2. DISCUSSION

2.1 At the level of ICAO Headquarters, aircraft accidents and serious incidents are reviewed and categorized by the ICAO Safety Indicators Study Group (SISG) using the definition provided in Annex 13 to the Chicago Convention—Aircraft Accident and Incident Investigation. The objective is to provide an agreed dataset of accidents and serious incidents on an annual basis. It is to be highlighted that accidents and serious incidents are given one or more of “Occurrence Categories” (using ADREP taxonomy). In addition, some accidents and incidents are classified as “Unknown”.

2.2 ICAO iSTARS (ADREP et al.) application contains an aggregation of different accident and incident data sources including ADREP, Aviation Safety Network and Aviation Herald. This application provides the official ICAO accident and incidents statistics used for the development of the ICAO Safety Reports. The application is updated on regular basis and includes most of accidents and incidents data.

2.3 The iSTARS application provides information including the narrative. It also provides a Primary or Risk Category for each event based on the Occurrence Categories.

2.4 According to ICAO iSTARS, the following are the accidents and incidents data available for the period (2010-2014) occurred in the MID Region:

- 27 Accidents (all are categorized);
- 13 Serious Incidents (some are categorized and include Unknown); and
- 76 Incidents (majority are categorized)

Note: Accident data is based on scheduled commercial operations involving aircraft having a Maximum Take-off Weight (MTOW) above 5700 kg. However, incident data covers all operations.

2.5 It is important to analyse accidents and incidents and identify the main root causes and contributing factors in order to support the development of safety recommendations and mitigation measures.

3. ACTION BY THE MEETING

3.1 The meeting is invited to agree on a mechanism and work arrangement, taking into consideration the TOR, global activities and available data.

APPENDIX A

FIRST MEETING OF THE ACCIDENTS AND INCIDENTS ANALYSIS WORKING GROUP

(AIA WG/1)

(Cairo, Egypt, 29 – 31 March 2016)

TERMS OF REFERENCE

A) PURPOSE OF THE AIA WG:

The AIA WG is established to review, analyse and categorize on an annual basis the accidents and incidents that occurred in the MID Region or which involved an aircraft registered in the MID Region or owned and/or operated by an Air Operator from the MID Region, for all types of operations, including but not limited to commercial/non-commercial, scheduled/non-scheduled and general aviation.

In order to meet its Terms of Reference, the AIA WG shall:

- 1) gather information from different available sources on the accidents and incidents that:
 - a) occurred in the MID Region (State of Occurrence);
 - b) involved aircraft registered in the MID Region (State of Registry); or
 - c) involved aircraft owned and/or operated by an Air Operator from the MID Region (State of the Operator).
- 2) review, analyse and categorize the accidents and incidents using the definitions and descriptions provided in ICAO Annex 13 and ADREP/ECCAIRS Taxonomy;
- 3) develop an agreed and harmonized MID Regional dataset of accidents and incidents and provide feedback to the ICAO Safety Indicators Study Group (SISG);
- 4) identify, to the extent possible, the root causes and contributing factors, in order to support the MID-RAST in the development of mitigation measures;
- 5) provide necessary information on accidents and incidents to the MID-ASRT for the development of the MID Annual Safety Report; and
- 6) share the outcome of its meetings with the concerned MIDANPIRG subsidiary bodies, as appropriate.

B) COMPOSITION:

The Working Group is composed of Safety experts from relevant fields such as Flight Safety, Aerodromes and ANS, with grounded knowledge and experience in Accident and Incident Investigation (AIG), including the ADREP Taxonomy and ECCAIRS, nominated by RASG-MID Member States and Partners.

C) ROLES AND RESPONSIBILITIES:

- AIA WG Chairperson – Coordinate AIA WG activities and provide overall guidance and leadership;
- AIA WG Focal Points – Specialists in the AIG related subjects, particularly the analysis of accidents and incidents data in order to actively participate in and contribute to the work of the AIA WG; and ICAO – Support.