



International Civil Aviation Organization

Accident and Incident Analysis Working Group

Second Meeting (AIA WG/2)
(Cairo, Egypt, 14 – 16 March 2017)

Agenda Item 2: AIA WG Work Programme

OUTCOMES OF RSC/5 MEETING

(Presented by the Secretariat)

SUMMARY

This paper presents the outcomes of the RSC/5 meeting for the required follow-up by the AIA WG.

Action by the meeting is at paragraph 3.

REFERENCES

- RSC/5 Report

1. INTRODUCTION

1.1 The Fifth meeting of the RASG-MID Steering Committee (RSC/5) was held at the IATA Africa/Middle East Regional Office, Amman, Jordan, 23 – 25 January 2017.

2. DISCUSSION

2.1 The RSC/5 meeting endorsed the MID-ASR. The following are the main highlights of the MID-ASR:

- MID Region had an accident rate of **2.5** accidents per million departures in 2015, which is below the global rate (**2.8**).
- The 5-year average accident rate (2011-2015) is **3.5**, which is slightly above the global rate (**3.2**).
- No Controlled Flight Into Terrain (CFIT) related accident occurred in the MID Region for the period 2011-2015.
- One LOC-I accident occurred in the MID Region in 2011 for the period 2011-2015.
- The average overall Effective Implementation (EI) in the MID Region is **66.17%**, which is above the world average (**63.54 %**).

2.2 Based on the analysis of the ICAO reactive safety information for the period 2011-2015, the three (3) main Focus Areas in the MID Region are as follows:

- 1- Runway Safety (RS);
- 2- System Component Failure (SCF); and
- 3- Loss of Control In Flight (LOC-I).

2.3 The following are the main challenges facing the ASRT in developing the Report:

- Reporting of incidents by States is very low.
- Identification of contributing factors due to lack of sufficient information for in-depth analysis.
- Unavailability of predictive safety information to be analysed in order to allow the identification and mitigation of safety concerns before accidents or incidents would even take place.
- Differences in the safety information provided by the participating organizations due to the use of different criteria and classifications of accidents.

2.4 It was noted that the “iSTARS ADREP Occurrence Data Form” which is being developed by ICAO in coordination with the AIA WG should foster and facilitate the reporting of incidents.

2.5 The meeting may wish to recall that the RASG-MID/5 meeting recognized that the review of the safety recommendations related to past investigation activities could be very beneficial to address the Focus Areas and Emerging Risks in the MID Region. In this regard, the RSC/5 meeting urged States to share their safety recommendations after the completion of investigation. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 5/1: SHARING OF SAFETY RECOMMENDATIONS

That,

- a) States be urged to share their Safety Recommendations after investigation of accidents and incidents; and*
- b) MID-SST to coordinate with AIA WG, 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.*

2.6 With respect to the Emerging Risks, the RSC meeting agreed that birdstrike is one of the emerging risks in the region, which is addressed by the RGS Working Group. Based on the results of the MID-ASR and the outcome of the RASG-MID/5 meeting, it was agreed that the following Emerging Risks should be considered in the work programme of the Regional Aviation Safety Team (RAST):

- 1- Controlled Flight Into Terrain (CFIT);
- 2- Near Midair Collision (NMAC);
- 3- Laser attacks;
- 4- RPAS/Drones;
- 5- Wildlife and FOD; and
- 6- Birdstrike.

2.7 It is to be noted that the NMAC should be addressed under AIA WG in order to conduct some analysis and provide feedback on the contributing factors to be considered for the development of mitigation measures.

2.8 With respect to the MID Region Safety Targets, the meeting supported the Safety Targets defined by the MID-SST/3 meeting related to the Safety Indicator “Percentage of MID States that use ECCAIRS for the reporting of accidents and serious incidents”, as follows: 60% by 2018; and 80% by 2020.

2.9 The current status of States using ECCAIRS for the reporting of accidents and serious incidents are as follows:

- 27% already using ECCAIRS.
- 13% Planning to use ECCAIRS in 2017.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the RSC/5 outcomes including tasks assigned to AIA WG and agree on the way forward.