



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

REVIEW AND ANALYSIS OF ACCIDENTS DATA

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>The aim of this paper is to agree on the mechanism to be used for the analysis of accident/serious incident data by the AIA WG.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <p>- RSC/5 Report</p>

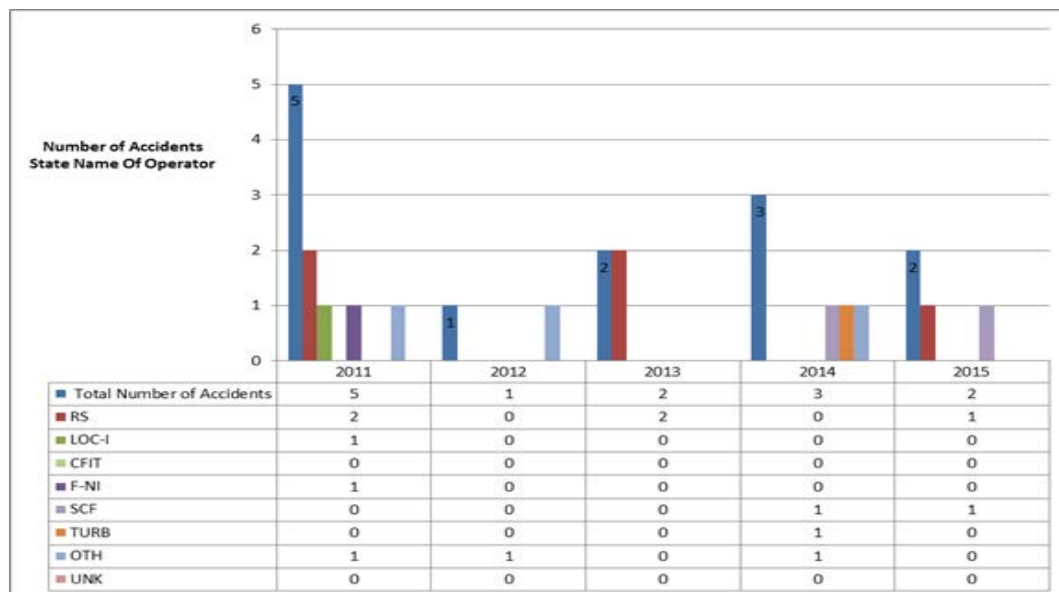
1. INTRODUCTION

1.1 The AIA WG was established to support the MID-ASRT with the development of the MID Annual Safety. The AIA WG should review and analyse accidents data to have a harmonized dataset of accidents, as well as to identify the common root causes and contributing factors.

2. DISCUSSION

2.1 The 5th MID-ASR provides analysis of the accidents that occurred in the MID Region (State of Occurrence) for the period (2011-2015), which are used for monitoring the progress of achieving the Safety Targets in the MID Region Safety Strategy. According to the report, 19 accidents occurred in the MID Region during 2011-2015, as shown in **Appendices A and B**.

2.2 The Table below shows the distribution of accidents during the period 2011-2015 with the associated occurrence category (RS, LOC-I, CFIT, SCF, etc.):



- Runway Safety (RS) -7 Accidents
- System/Component Failure (SCF) - 5 Accidents
- Loss of Control –Inflight (LOC-I) -1 Accident
- Fire/Smoke, Non-Impact (F-NI) -1 Accident
- Turbulence encounter - In-flight turbulence encounter (TURB) -1 Accident
- Occurrence type that is not covered by any other category (OTHR)- 3 Accidents
- Unknown (UNK) – 1 Accident

2.3 Based on availability of data, the AIA WG should analyse accidents data to categorize the “Unknown” Accident, if possible, as well as to agree on categorization whenever discrepancy exists.

2.4 The main task of the AIA WG is to review and analyse accidents data to identify the common root causes and contributing factors in order to support the MID-RAST in the development of appropriate mitigation measures.

2.5 It should be noted that ICAO iSTARS (ADREP et al.) application provides information on accidents contains an aggregation of different accident data sources including ADREP, Aviation Safety Network and Aviation Herald including narratives. This application provides the ICAO accident statistics used for the development of the ICAO Safety Reports. However, for the purpose of analysis and identification of root causes and contributing factors, there’s a need to review the final reports. Accordingly, States should be urged to make these reports available for the AIA WG.

2.6 Some of the Annex 13 provisions related to the release of the Final Report on Accidents and Incidents that have been investigated are listed below for easy reference:

5.28 Recommendation.— *The State conducting the investigation should release, at least during the first year of the investigation, established factual information and indicate the progress of the investigation in a timely manner.*

6.5 *In the interest of accident prevention, the State conducting the investigation of an accident or incident shall make the Final Report publicly available as soon as possible and, if possible, within twelve months.*

6.6 *If the report cannot be made publicly available within twelve months, the State conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.*

6.7 *When the State that has conducted an investigation into an accident or an incident involving an aircraft of a maximum mass of over 5 700 kg has released a Final Report, that State shall send to the International Civil Aviation Organization a copy of the Final Report.*

Note.— Whenever practicable, the Final Report sent to ICAO is to be prepared in one of the working languages of the Organization and in the form shown in Appendix 1.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States to comply with Annex 13 provisions related the release/publication of the Final Report on Accidents and Incidents that have been investigated; and
- b) agree on the mechanism to be used for the review and **analysis** of accidents and serious incidents data (reported to ICAO).

APPENDIX A

ACCIDENTS (2011-2015)

#	Date	State of Occ.	Location	A/C Reg.	A/C Type	Operated by	Acc.Category
1	1/9/2011	Iran	9.5 m from Orumiyeh a/p	EP-IRP	BOEING 727 200	Iran National Airlines Corp. (Iran Air)	LOC-I
2	2/16/2011	Saudi Arabia	Madinah	HZ-AIS	BOEING 747 300	Saudi Arabian Airlines	OTH
3	7/29/2011	Egypt	Cairo Apt	SU-GBP	BOEING 777	Egypt Air	F-NI
4	9/3/2011	Iran	Mashhad INTL Airport	EP-MNT	AIRBUS A300 600	Mahan Air	RS
5	10/2/2011	Sudan	Khartoum Apt	ST-ASD	FOKKER F27 50	Sudan Airways	RS
6	3/29/2012	Sudan	Wau	ST-NEX	FOKKER50	Lao People's Democratic Republic	SCF
7	9/20/2012	Syrian Arab Republic	near Duma	YK-AKF	AIRBUS A320 200	Syrian Arab Airlines	OTH
8	2/11/2013	Oman	Muscat	AP-BEH	BOEING 737 300	Pakistan International Airlines	SCF
9	4/28/2013	Saudi Arabia	Saudi Arabia	HZ-AK16	BOEING 777 300	Saudi Arabian Airlines	RS
10	8/6/2013	Sudan	Khartoum Airport	ST-ARG	FOKKER F27 50	Mid Airliners	RS
11	12/19/2013	Sudan	Juba	ST-NVG	BOEING 737	Bolivia (Plurinational State of)	SCF
12	1/5/2014	Saudi Arabia	Runway 36	HS-BKE	BOEING 767 300	Thailand Orient Thai	RS
13	2/17/2014	United Arab Emirates	Dubai	VQ-BOC	AIRBUS A321 200	by Russian Federation Ural Airlines	RS
14	5/10/2014	Iran	Zahedan	EP-ASZ	FOKKER100	Iran (Islamic Republic of)	RS
15	8/10/2014	Iran	Tehran	EP-GPA	ANTONOVHESA AN140 100	Iran, Islamic Republic of Sepahan	SCF
16	10/23/2014	United Arab Emirates	Dubai	A6-EKR	AIRBUS A330 300	Emirates , United Arab Emirates	OTH
17	9/13/2015	United Arab Emirates	Dubai	A6-EEA	Airbus A380-800	Emirates, Australia	TURB
18	10/15/2015	Iran	Tehran	EP-MNE	Boeing 747	Mahan Air	SCF
19	10/31/2015	North Sinai, Egypt	ca 50 km SE of Hasna	EI-ETJ	Airbus A321	MetroJet, Ireland	UNK

APPENDIX B

19 ACCIDENTS IN MID REGION

2011-2015

2015-10-31 ca 50 km SE of Hasna, North Sinai, Egypt
En route Accident with 224 Fatalities on a Airbus A321 (reg. EI-ETJ) operated by MetroJet, Ireland
The aircraft went out of control and entered a ste...
2015-10-15 Tehran, Iran (Islamic Republic of)
En route Accident on a Boeing 747 (reg. EP-MNE) operated by Mahan Air, Iran (Islamic Republic of)
The Low Pressure Turbine section of the aircraft's...
2015-09-13 Dubai, United Arab Emirates
Accident on a A388 (reg. A6-EEA) operated by Emirates, Australia
An Emirates Airbus A380-800, registration A6-EEA p...
2014-10-23 Dubai, United Arab Emirates
Taxi Accident on a AIRBUS A330 300 (reg. A6-EKR) operated by Emirates , United Arab Emirates
After landing at OMDB, while taxiing to the parkin...
2014-08-10 Tehran, Iran (Islamic Republic of)
Take-off Accident with 38 Fatalities on a ANTONOVHESA Version AN140 100 (reg. EP-GPA) operated by Iran, Islamic Republic of Sepahan, Iran (Islamic Republic of)
During Take-off from RWY 29LMehrabad Airport, pilo...
2014-05-10 Zahedan, Iran (Islamic Republic of)
Approach Accident on a FOKKER100 (reg. EP-ASZ) operated by , Iran (Islamic Republic of)
Left main undercarriage failed to extend...
2014-02-17 Dubai, United Arab Emirates
Standing Accident on a AIRBUS A321 200 (reg. VQ-BOC) operated by Russian Federation Ural Airlines, Russian Federation
A catering truck col .ded with the aircraft just u...
2014-01-05 Runway 36, Madinah Airport, Saudi Arabia
Landing Accident on a BOEING 767 300 (reg. HS-BKE) operated by Thailand Orient Thai, Thailand
The aircraft landed with the main starboard gear r...
2013-12-19 Juba, Sudan
Landing Accident on a BOEING 737 (reg. ST-NVG) operated by , Bolivia (Plurinational State of)
The aircraft's nose undercarriage collapsed on lan...
2013-08-06 Khartoum Airport, Sudan
Standing Accident on a FOKKER F27 50 (reg. ST-ARG) operated by Mid Airliners , Sudan
A Midairlines Fokker 50, registration ST-ARG perfo...

2013-04-28 Saudi Arabia

Standing Accident on a BOEING 777 300 (reg. HZ-AK16) operated by Saudi Arabian Airlines , Saudi Arabia

After completing pushback, as the aircraft's engin...

2013-02-11 Muscat, Oman

Landing Accident on a BOEING 737 300 (reg. AP-BEH) operated by Pakistan International Airlines Corporation , Pakistan

A PIA Pakistan International Airlines Boeing 737-3...

2012-09-20 near Duma, Syrian Arab Republic

En route Accident on a AIRBUS A320 200 (reg. YK-AKF) operated by Syrian Arab Airlines , Syrian Arab Republic

A Syrian Arab Airlines Airbus A320-200, registrati...

2012-03-29 Wau, Sudan

Landing Accident on a FOKKER50 (reg. ST-NEX) operated by , Lao People's Democratic Republic

A Fokker 50 passenger plane sustained substantial ...

2011-10-02 Khartoum Apt, Sudan

Approach Accident on a FOKKER F27 50 (reg. ST-ASD) operated by Sudan Airways, Sudan

On the approach to Malakal, when the crew selected...

2011-09-03 Mashhad INTL Airport, Iran (Islamic Republic of)

Taxi Accident on a AIRBUS A300 600 (reg. EP-MNT) operated by Mahan Air , Iran (Islamic Republic of)

After landing on RWY 31R, the aircraft cleared to ...

2011-07-29 Cairo Apt, Egypt

Standing Accident on a BOEING 777 (reg. SU-GBP) operated by Egypt Air , Egypt

A fire broke out in the aircraft's cockpit while i...

2011-02-16 Madinah, Saudi Arabia

Taxi Accident on a BOEING 747 300 (reg. HZ-AIS) operated by Saudi Arabian Airlines , Saudi Arabia

IN: After landing on rwy 17, the pilot exited the...

2011-01-09 9.5 m from Orumiyeh a/p, Iran (Islamic Republic of)

Approach Accident with 78 Fatalities on a BOEING 727 200 (reg. EP-IRP) operated by Iran National Airlines Corp. (Iran Air) , Iran (Islamic Republic of)

IN: during approach to land in RWY.21 of Orumiyeh...