

ICAO MID-RSC/6

MID Annual Safety Report

6th Edition Overview and Draft Report

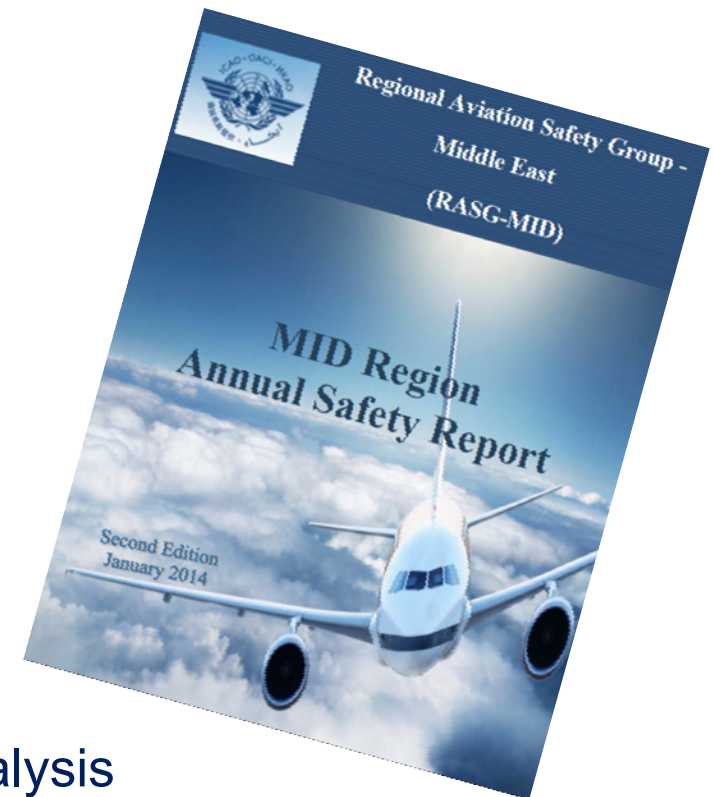
Cairo, Egypt, 25-27 June 2018

Agenda

- ✓ ASRT objectives
- ✓ Data collection & sources of information
- ✓ ASR structure
- ✓ Risk assessment methodology
- ✓ Focus areas & emerging risks for MID region
- ✓ Challenges & areas of improvement
- ✓ Future framework for the 7th edition of the ASR

Objectives of ASRT

- Gathering safety information
- Identification of safety focus areas
- Production the annual safety report
 - 1st Edition, Nov 2012
 - 2nd Edition, Jan 2014
 - 3rd Edition, March 2015
 - 4th Edition, May 2016
 - 5th Edition, Jan 2017
 - 6th Edition, pending endorsement ←
 - 7th Edition, started data collection – analysis in progress



Data Collection & Sources

Data collection methods

- Existing safety databases of different aviation stakeholders
- Surveys
- Experts opinion
- Industry meetings

Data sources for ASR (6th edition)



ASR Structure (6th edition)

RASG-MID uses different types of safety information

REACTIVE

Accidents and serious incidents

PROACTIVE

Safety audit results and incident reports - **an area for improvement!**

PREDICTIVE

SSP/SMS implementation and analysis of FOQA de-identified data - **an area for improvement!**

Risk Assessment Methodology

Risk assessment based on:

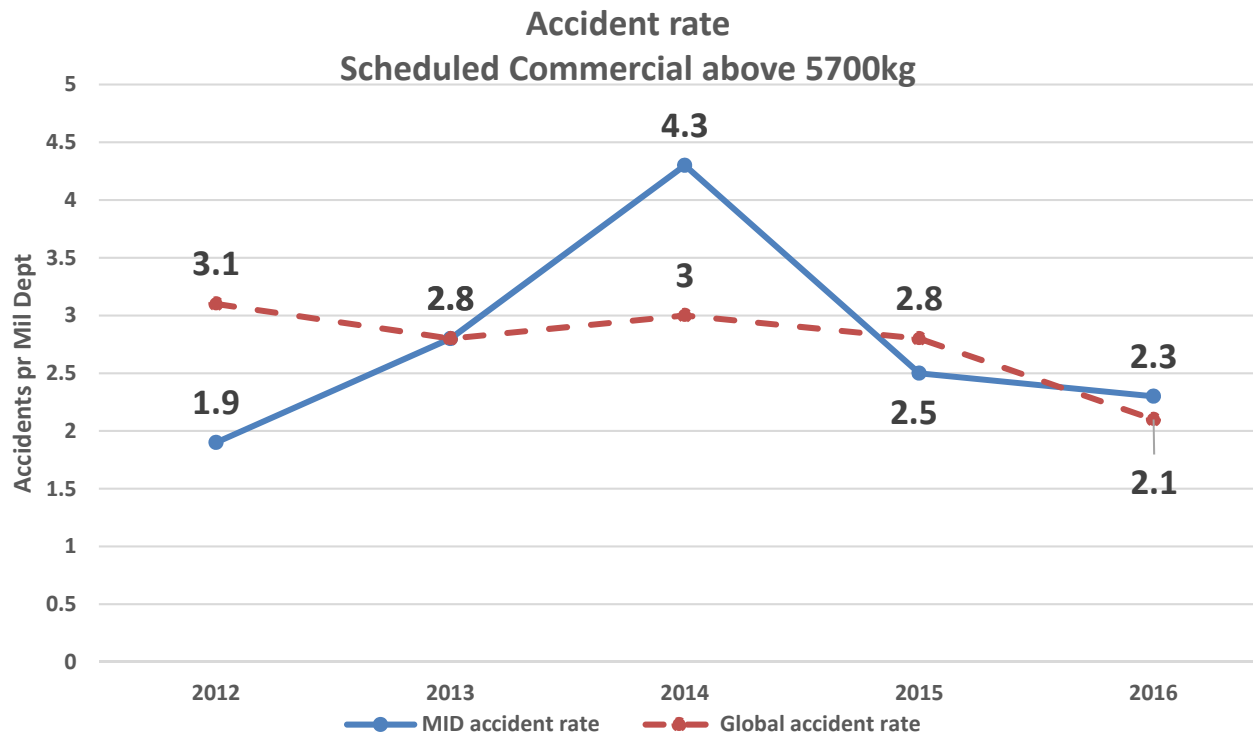
- ✓ Frequency
- ✓ Severity (fatality & damage)

Frequency \ Severity	1	2	3	4	5	6
1	1	2	3	4	5	6
2	2	4	6	8	10	12
3	3	6	9	12	15	18



High level ASR results - Reactive

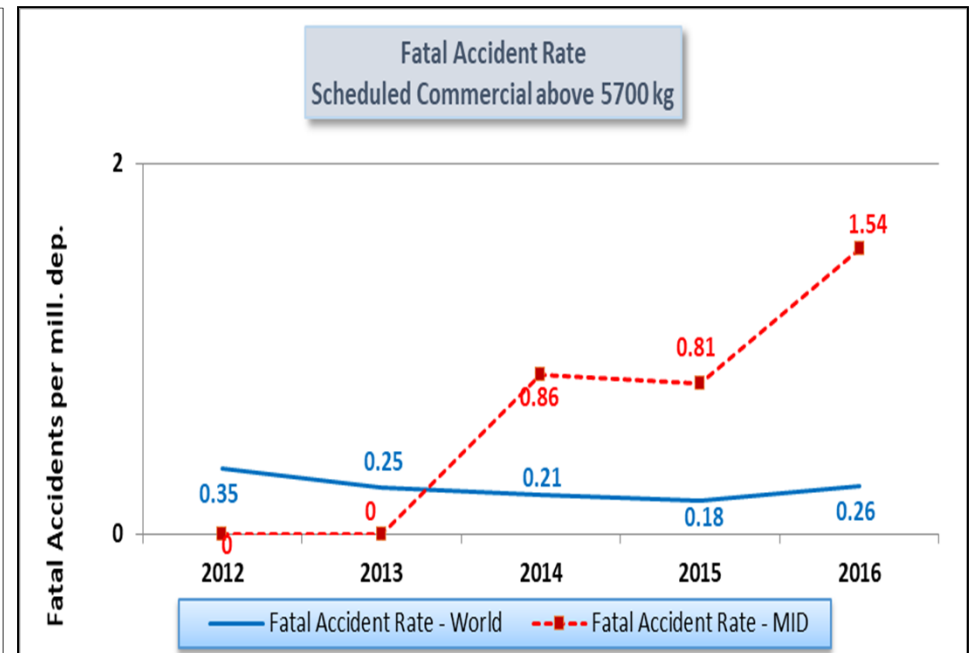
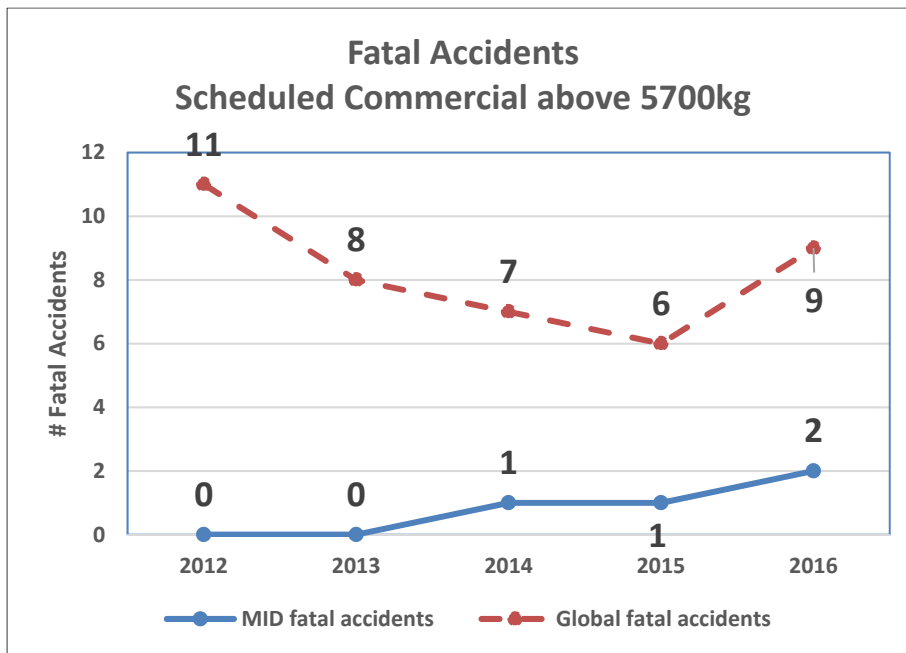
Accident rates – State of Occurrence



- **Reduced accident rate for 2016 compared to 2015**
- **Above global rate in 2016**
- **Matched 5 yr average global rate! (avg global = 2.76)**

High level ASR results - Reactive

Fatal accidents

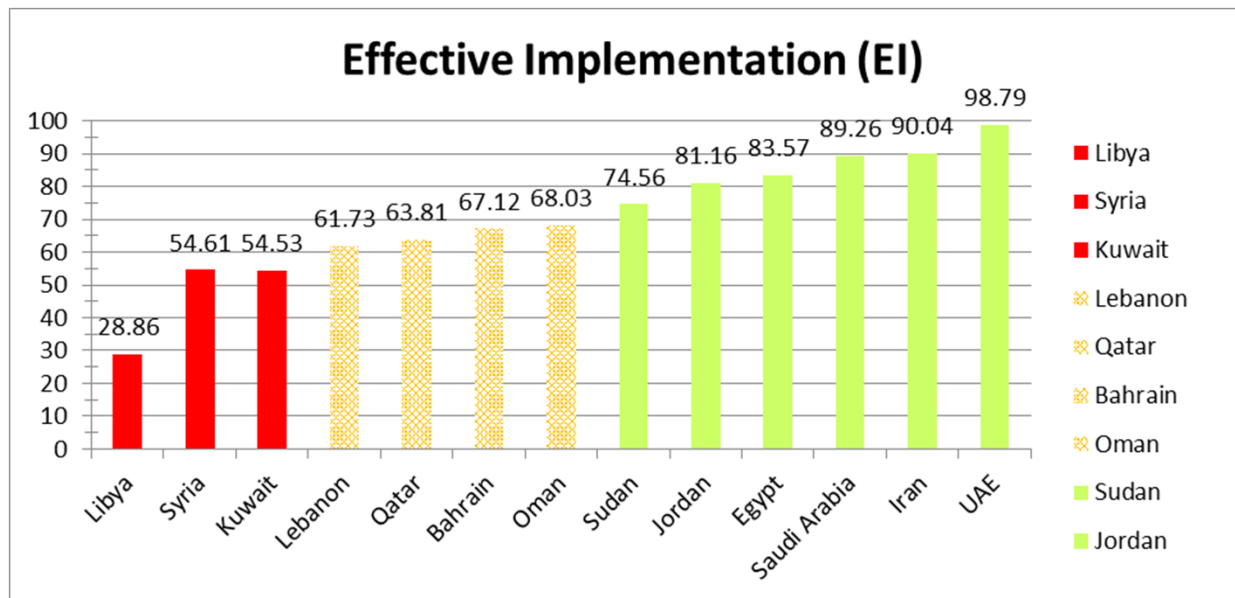


- Accident rate for MID fatal accidents (2012-2016) is 0.64
- Above global accident rate for World fatal accidents (2012 – 2016) which is 0.26
- Fatalities in 2014 = 38, 2015 = 224, 2016 = 67

High level ASR results – Proactive

ICAO USOAP

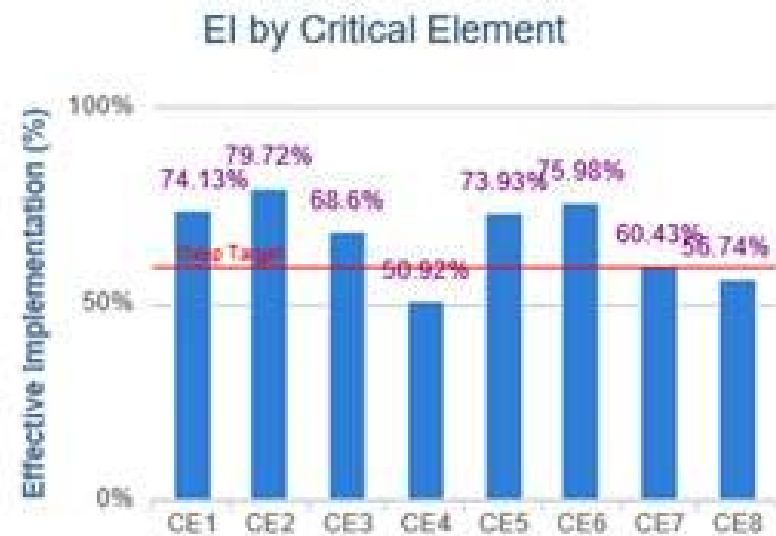
- 13 out of 15 States have been audited
- Overall MID EI = 70.47% which is above Global average (65.15%)
- 3 states are below 60% (Libya, Syria, Kuwait)



High level ASR results – Proactive

ICAO USOAP

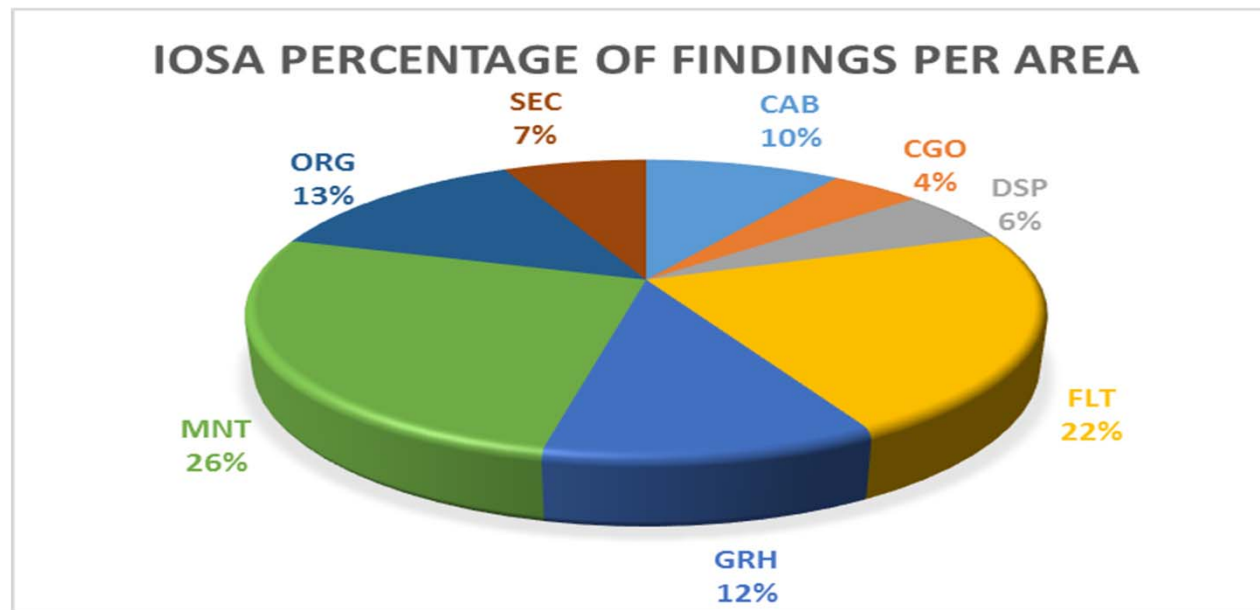
- 8 areas and 6 critical elements are above the target of 60%
- Critical elements CE4 (Qualified technical personnel), and CE8 (Resolution of Safety issues) are the lowest in terms of EI (below 60%)



High level ASR results – Proactive

IATA IOSA

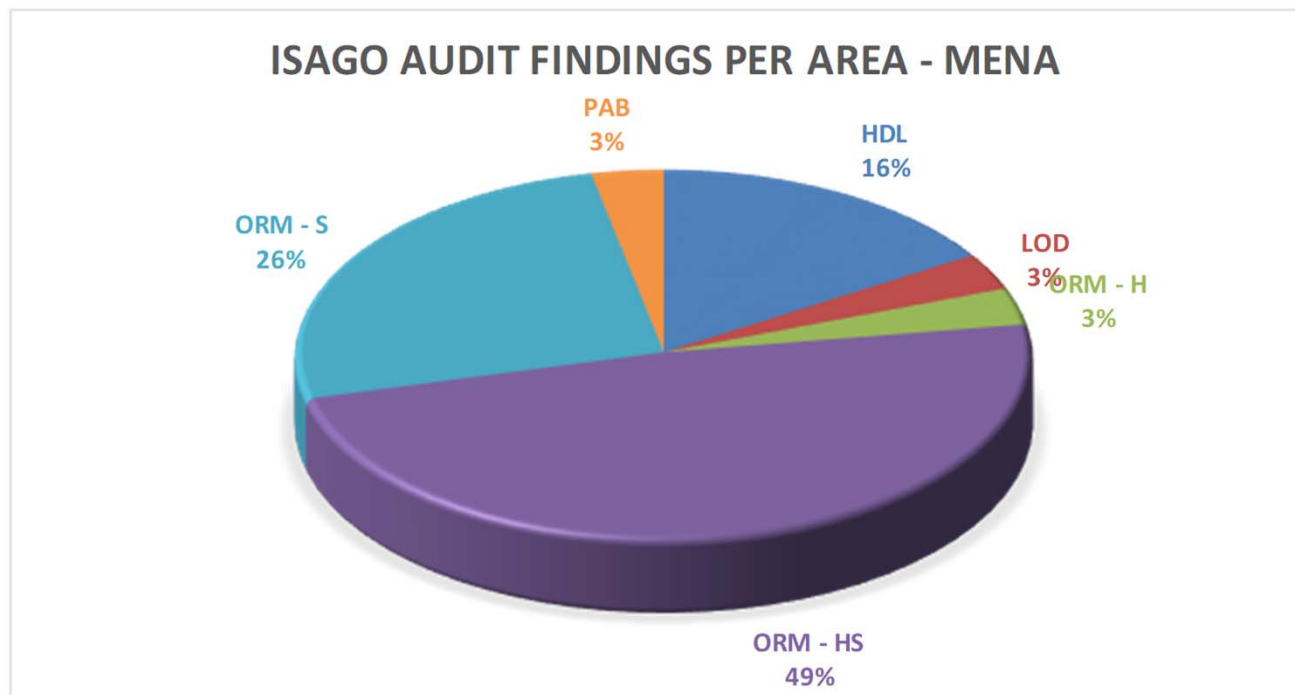
- All MID accidents rate among non-IOSA registered operators was above the world average by an average of 8.55 (2012-2016)
- 27 audits were performed in the MENA Region with an average of 5.8 findings per audit.



High level ASR results – Proactive

IATA ISAGO

- 15 audits in 2016 (5 initial and 10 renewals)
- Majority of findings were in the areas of:
 - ✓ Organization & Management
 - ✓ Aircraft Handling & Control (HDL)



High level ASR results – Proactive

- **IATA STEADES Increasing trends**

- Deep landing - an increasing trend in 2016
- Stall warning – no trend identified (higher MID incident rates)
- TCAS RA – no trend identified (higher MID incident rates)
- Unstable approaches – an increasing trend in 2016
- Loss of communication with ATC– an increasing trend in 2016
- Engine Surge/Stall – an increasing trend in 2016



Focus Areas & Emerging Risks

- **Focus Areas for MID region for 2018** (based on 2012-2016 period)
 - Runway Safety (RS) – RE & ARC
 - System/ Component Failure (SCF-PP)
 - Loss of Control In Flight (LOC-I)
- **Regional emerging risks:**
 - Fire Smoke (non impact) – F-NI
 - Turbulence Encounter (TURB)
 - Medical (MED)



Challenges

- **Accidents with the category “Unknown”**
- **Low level of incidents reporting by States (confidentiality concerns)**
- **Unavailability of predictive safety information**
- **Differences between organizations with respect to:**
 - **Taxonomy and classifications/categories**
 - **Reporting criteria (State of occurrence/operator/registry, MTOW..etc)**
 - **Regional distribution (MENA, MID...etc)**



Areas of Improvement for Future Editions

- **Approach States for additional information regarding “unknown classifications”**
- **Streamline organizational content & contribution**
- **Monitor the effectiveness of the SEIs**
- **Add a safety recommendations section**
- **Expand the proactive section with incidents analysis provided by States**
- **Improve the look and feel (reader friendly)**
- **Enhance the production time of the report**



Thank you!