



International Civil Aviation Organization

**Second Meeting of the Middle East Regional Aviation Safety Group
(RASG-MID/2)**

(Abu Dhabi, UAE, 12 - 14 November 2012)

Agenda Item 3: Regional Performance Framework for Safety

REVIEW OF THE DRAFT ANNUAL SAFETY REPORT

(Presented by the Rapporteur of the MID-ASRT)

SUMMARY

This paper presents the draft Annual Safety Report with the analysis of the accidents and incidents data, and identification of the top three key risk areas contributing to accidents in the Middle East.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The MID Annual Safety Report Team (MID-ASRT) was established through Decision 1/3 of the Regional Aviation Safety Group (RASG-MID/1) Meeting which was held in Cairo 18-19 September 2011.

1.2 The MID-ASRT was established with the purpose of gathering safety information from different available sources to determine the main aviation safety risks in the Middle East Region, and issue the Annual Safety Report.

2. DISCUSSION

2.1 The objective of the RASG-MID Annual Safety Report is **to gather safety information** from different stakeholders and **to identify the main aviation safety risks** in the Middle East Region in order to deploy mitigation actions for enhancing aviation safety in a coordinated manner.

2.2 The safety information presented in the first edition of the Annual Safety Report, attached as **Appendix A** to this working paper, is based on the compilation and analysis of data provided by: Boeing, the International Air Transport Association (IATA) and the International Civil Aviation Organization (ICAO), airline operators, and States.

2.3 The Annual Safety Report comprises of three main Sections:

- a) **Reactive** Information;
- b) **Proactive** Information; and
- c) **Predictive** Information.

2.4 Future RASG-MID Annual Safety Reports will be published annually, providing on-going updates to the air transport community on key safety indicators in the MID Region.

2.5 The data analysis exercise carried out by the MID-ASRT identified three main risk areas which will be addressed under the RASG-MID framework:

- a) Runway and Ground Safety
- b) In-flight Damage
- c) Loss of Control In-flight

2.6 It's to be highlighted that although the analysis carried out by the MID-ASRT showed that CFIT is not part of the three Focus Areas (lower risk area), the RSC/1 meeting agreed that some CFIT SEIs/DIPs should be included in the RASG-MID Work Programme for 2013.

2.7 Analysis of accidents, incidents, and occurrences, has resulted in the identification of several key contributing factors, including:

- a) SOP deviation or non-compliance
- b) Staff awareness and training
- c) Inefficient ATC infrastructure and service
- d) Environmental conditions, such as weather and wildlife
- e) Safety culture

2.8 To address these contributing factors, several Safety Enhancement Initiatives (SEIs) are being proposed under the MID Regional Aviation Safety Team (MID-RAST).

2.9 Voluntary reporting and safety culture are one of the issues that need to be addressed under the MID-ASRT and RASG-MID. States and airlines have equally been invited to contribute to the MID-ASRT by providing incidents/occurrences data.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and endorse the Draft Annual Safety Report at **Appendix A** to this working paper;
- b) agree on whether the MID Annual Safety Report should be available on the ICAO MID open website or another restricted website; and
- c) urge States and all stakeholders to provide necessary safety data to the MID-ASRT for the development of the next edition of the Annual Safety Report.
