International Civil Aviation Organization

First Meeting of the RASG-MID Steering Committee (RSC/1)

(Cairo, Egypt, 18 – 20 June 2012)

Agenda Item 4:   **Regional Performance Framework for Safety**

ANALYSIS OF IN-FLIGHT DAMAGE DATA IN THE MID REGION

(Presented by the Rapporteur of the ASRT)

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SUMMARY

This paper presents an overview of accidents in the MID Region, and the contributing factors to In-flight Damage.

Action by the meeting is at paragraph 3.

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1.   **INTRODUCTION**

1.1   Pursuant to the First Meeting of the Middle East Regional Aviation Safety Group (RASG-MID/1) which was held in Cairo, Egypt, from 18 to 19 September 2011, the Annual Safety Report Team (ASRT) was established, with the purpose of:

a)   gathering safety information from different available sources to determine the main aviation safety risks in the Middle East Region;

b)   organizing the Annual Safety Report in three main Sections, one for each safety information category:
   i.   Reactive Information;
   ii.   Proactive Information; and
   iii.   Predictive Information.

c)   making recommendations to the RASG-MID for safety enhancement initiatives based on the risk areas identified in the Annual Report; and

d)   preparing a draft progress report to the ANC based on the Annual Safety Report, the safety enhancement initiatives and detailed implementation plans.

1.2   Under the ASRT, IATA has been working along with the other partners of RASG-MID to provide safety data and analysis to the Annual Safety Report.

2.   **DISCUSSION**

2.1   The analysis done by IATA took into consideration the following assumptions:

a)   fifteen (15) States were considered in the analysis for the MID Region;

b)   the duration of the analysis was 1 Jan 2008 - 31 Dec 2011;

c) accidents considered involved <u>foreign operators</u> in the Middle East and North African Region (MENA);

d) military operations, training, humanitarian relief, illegal flights, crop dusting / agriculture flights, experimental / test flights, business and private aviation are not included in the analysis; and

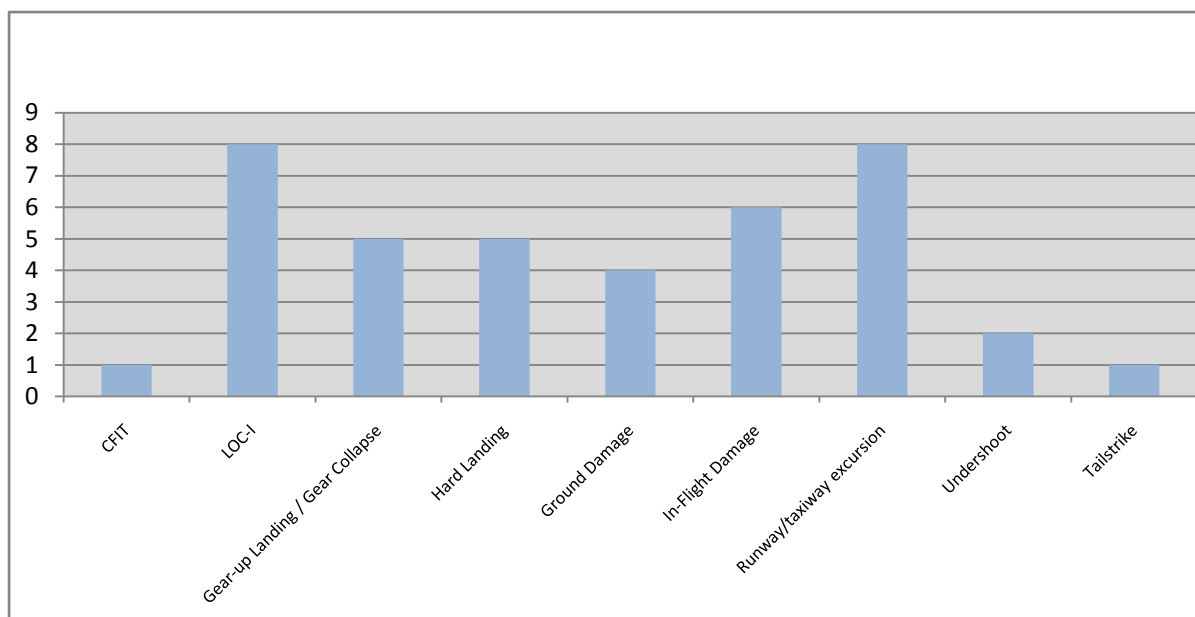e) security related events (eg.: hijackings) are excluded from the analysis.

2.2   Non-MID Operators 4-year accidents count:
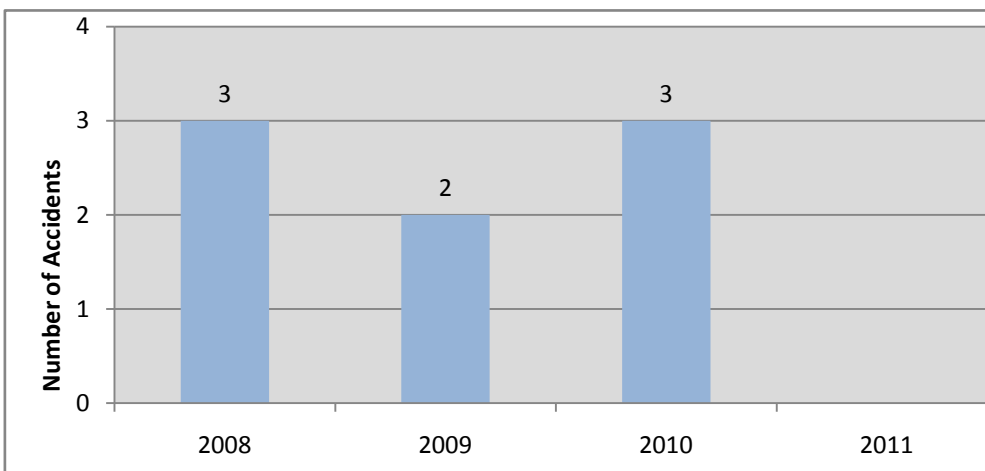
2.3   MID Operators 4-year accidents count:
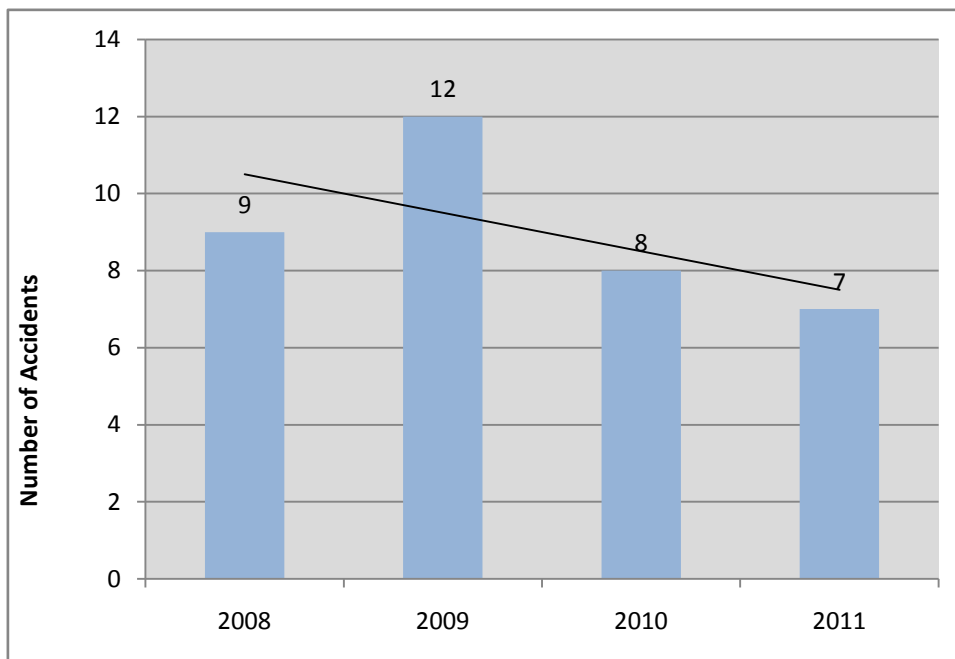
2.4   Accidents Analysis per category:

2.5   The following contributing factors were identified for In-flight Damage accident category:

Category	Classification
Airline Threats	Aircraft Malfunction: Extensive/Uncontained Engine Failure
	Aircraft Malfunction: Gear / Tire
	Maintenance Events
Environmental Threats	Wildlife/Birds/Foreign Object
	Meteorology: Thunderstorms
Procedural Errors	SOP Adherence / SOP Cross-verification
Aircraft Handling UAS	Unnecessary Weather Penetration
Organization Latent Conditions	Design
	Regulatory Oversight
	Safety Management

2.6   The top three contributing factors for In-flight Damage are, in order of highest to lowest:

    a) Airline Threats
    b) environmental Threats; and
    c) Organization Latent Condition.

2.7   To address these threats and minimize In-flight Damage, it is proposed to look into the following recommendations:

2.7.1   Formulate a working group or a safety team under the RASG-MID to look into In-flight Damage in more details, which will identify the Safety Enhancement Initiatives (SEIs). These initiatives should be established based on the analysis of data done by the Annual Safety Report

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Team (ASRT). After identifying the SEIs, the priorities for implementation should be set by the working group, using the following criteria:

> a) relevance to the Global Aviation Safety Plan (GASP);
> b) safety impact (High, Medium or Low);
> c) changeability (Difficult, Moderate or Easy), taking into consideration the political will, commitment/consensus, resource requirements, availability for implementation, potential blockers – what conditions exist that could prevent implementation;
> d) possible Champion; and
> e) time frame.

2.7.2   The safety activities under the established group can include:

> a) sharing of data and information;
> b) sharing of best practices; and
> c) conducting awareness workshops and seminars.

2.7.3   Once the SEIs are defined and prioritized, a Detailed Implementation Plan (DIP) would be completed which should contain the following additional information:

> a) Safety Enhancement Action;
> b) Statement of Work;
> c) Human Resources;
> d) Financial Resources;
> e) Relation with existing regional or global initiatives;
> f) Performance Goal;
> g) Indicators; and
> h) Key Milestones.

2.7.4   The relationship between the established working group and the RASG Steering Committee will be in accordance with the approved Terms of Reference (TORs) of RASG-MID and its Procedural Handbook.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

> a) consider the establishment of a dedicated working group or a safety team under RASG-MID to address In-flight Damage; and
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> b) take into consideration the RASG-PA experience in the establishment of safety teams, and the process of setting SEIs and DIPs, and make use of that experience in the establishment of any group or team under RASG-MID.

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