



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Saudi Arabia, 20-22 May 2013)

Agenda Item 6: Aviation Safety

THE STATE OF GLOBAL AVIATION SAFETY ADDRESSING KEY PRIORITIES FOR THE NEXT TRIENNIUM

(Presented by the Secretariat)

SUMMARY

This paper provides an overview of the safety reporting publications issued by ICAO. Since the inaugural publication of the *State of Global Aviation Safety Report in 2011*, ICAO has developed a suite of documents that includes reports of trends and issues related to the Global Aviation Safety Plan (GASP) objectives.

Additionally, this paper proposes the development of annual reports by each of the regional aviation safety groups (RASGs) to highlight their respective safety issues and initiatives.

1 INTRODUCTION

1.1 ICAO publishes regular reports on the state of global aviation safety to update progress on the attainment of Global Aviation Safety Plan (GASP) objectives, to analyze key safety indicators and to provide information on activities that promote the implementation of the ICAO Strategic Objective on Safety.

1.2 The ICAO *Safety Report* is published each April in electronic format to provide updates on safety indicators including accidents and related risk factors occurring in the previous year. In addition, ICAO publishes *Special Edition – State of Global Aviation Safety* reports each year in which an ICAO Assembly is held. The *State of Global Aviation Safety* reports provide Member States, the aviation community and the travelling public with comprehensive accounts of the significant aviation safety programmes being undertaken by ICAO and its partners, highlighting the Organization's important leadership role in fostering increased cooperation and innovation to enhance air transport safety outcomes worldwide.

2. BACKGROUND

2.1 The inaugural edition of the ICAO State of Global Aviation Safety Report was published in December 2011. This report provided an overview of activities in the ICAO safety framework areas of policy, standardization, analysis, monitoring and implementation. The 2011 State of Global Aviation Safety Report established ICAO's methodology to disseminate information regarding its safety policies and related initiatives.

2.2 Subsequent to publication of the inaugural report, ICAO has issued safety reports on an annual basis. The reporting cycle has continually evolved to enable more timely dissemination of key safety trends from previous years. In 2013, the ICAO Safety Report was issued in April, with a supplementary mid-year State of Global Aviation Safety Report issued prior to the 38th Assembly.

3. DISCUSSION

3.1 A proactive approach to safety requires continuous analysis and periodic reporting of relevant indicators and trends. The ICAO safety reports provide annual updates of global safety performance in a number of areas including statistical analysis of traffic volume, accidents and Universal Safety Oversight Audit Programme (USOAP) results. In order to provide accurate information in the timeliest manner possible, ICAO began publishing a supplementary mid-year safety report in 2013.

3.2 The safety reports include analysis of reactive safety indicators (e.g. accidents), the global accident rate and related fatalities. Additionally, analysis of traffic growth, the Status of Universal Safety Oversight Audit Programme (USOAP) protocols and other indicators are included to monitor and predict emerging safety issues. As such, these reports assist in the definition of safety priorities for each triennium.

3.3 Based on this analysis, three high-risk accident categories have been identified: loss of control – inflight (LOC-I); controlled flight into terrain (CFIT) and accidents related to runway safety. The Appendix to this working paper depicts the distribution of these categories with respect to accidents, fatal accidents and related fatalities during 2012 as well as the previous six-year period.

3.4 The analysis has resulted in an effective response in addressing these safety issues. Working in partnership with Member States and international organizations, ICAO delivered a Global Runway Safety Symposium followed by a series of regional runway safety seminars. New guidance material to support multidisciplinary runway safety teams is currently under development. As depicted in the Appendix, the proportion of runway safety-related events and related fatalities decreased significantly during 2012 as compared to the previous six years.

3.5 ICAO has also coordinated with Member States and industry partners to address LOC-I risks including the development of a training manual on upset avoidance and recovery training, which is to be finalized in 2013. Additionally, ICAO will host a Loss of Control – Inflight Symposium in May 2014 to exchange information regarding initiatives being undertaken to mitigate this type of risk.

3.6 ICAO's safety reporting activities have evolved to include a comprehensive suite of publications. The annual safety reports provide the means to inform the aviation community regarding progress in the attainment of the near-, mid- and long-term GASP objectives. Beginning in 2014, it is proposed that all regional aviation safety groups (RASGs) develop annual reports as well, providing summaries of safety trends and activities specific to each region. Additionally, ICAO will issue Special Edition – State of Global Aviation Safety Reports, as appropriate, to highlight significant issues or achievements related to key safety initiatives.

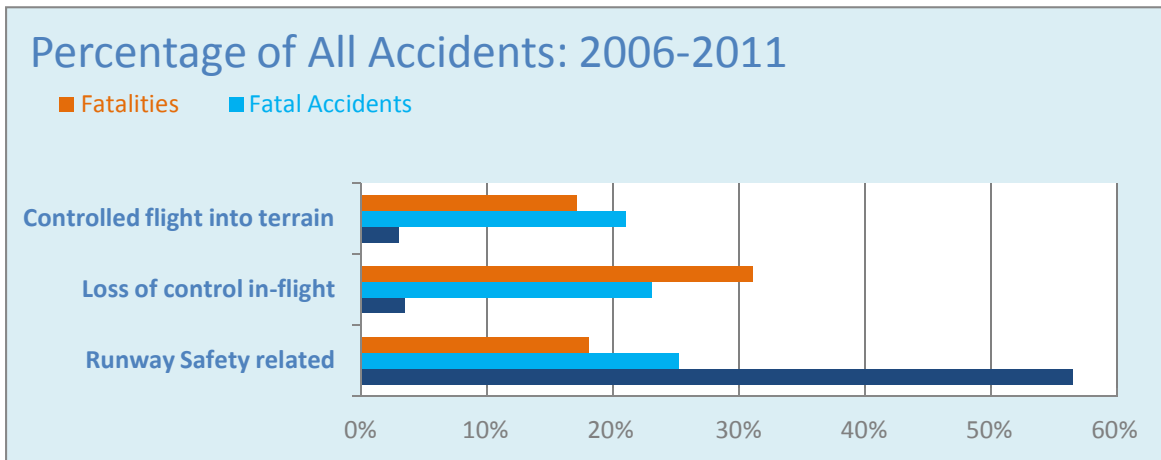
4. Action by the Meeting

4.1 The Meeting is invited to note the ICAO safety reporting publications.

APPENDIX A

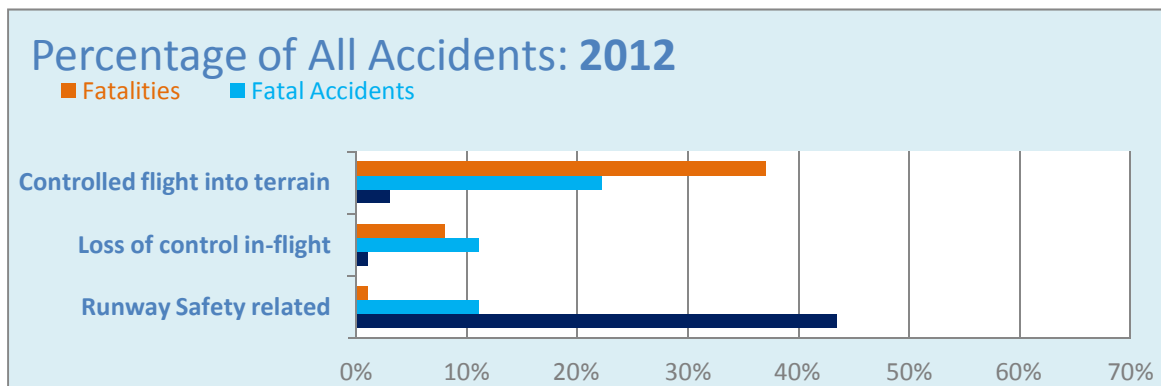
ANALYSIS OF ACCIDENTS – SCHEDULED COMMERCIAL AIR TRANSPORT

The following charts provide a comparison of the distribution of accidents, fatal accidents and fatalities related to the three high-risk occurrence categories during the baseline 2006–2011 period and 2012. Runway safety-related accidents accounted for the majority of all accidents during the 2006–2011 period, as well as 18 per cent of all fatalities.



Notable observations from 2012 accidents include:

- The percentage of runway safety-related accidents was reduced significantly, represented 43 per cent of all accidents, accounting for only 11 per cent of all fatal accidents and one per cent of all related fatalities—a major decrease from the 2006–2011 baseline period.
- While the loss of control in-flight occurrence category represented only one per cent of all accidents, this category is of significant concern as it accounts for 11 per cent of all fatal accidents and eight per cent of all fatalities.
- Accidents related to controlled flight into terrain accounted for only three per cent of all accidents but represented 22 per cent of all fatal accidents and 37 per cent of fatalities (a major increase from the baseline).



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