Regional Examples: Exchanging Experience

Session #4
Presentation #1

Annual Safety Report (ASR)

- **The objective** of the RASG-MID Annual Safety Report (ASR) **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.

Benefits of the Annual Safety Report

- ASR provides Member States and the aviation community **with a high-level analysis of the air transport safety trends and indicators** in the MID Region.

- It presents **a snapshot of safety performance within the civil aviation system** in the MID Region, while providing helpful information about the **numerous efforts to develop collaborative responses to safety concerns** at the National and Regional level.

The safety information presented in The report is based on the compilation and analysis of data provided by:

- ICAO,
- IATA,
- States
- Boeing, and
- Airline operators

The ASR comprises three main sections, one for each safety information category:

1. **Reactive Information**

2. **Proactive Information**

3. **Predictive Information**

Reactive Safety Information

- Regional Accidents Rates
- MID Accidents Frequency and Severity
- Regional fatal accidents
- **Analysis of MID accidents**
- Safety Focus Areas for the MID region

Reactive Safety Information

Analysis of MID accidents

- All accidents rate in the MID region was above the world rate by an average of 3.86

- All Mid accidents rate among non IOSA registered operators was above the world accident rate by 6.23

Reactive Safety Information

The most **frequent accident** categories for the year 2008-2011 for the MID region are:

- Runway /Taxiway excursion
- Loss of control inflight
- Hard landing
- Gear-up landing/Gear collapse
- **Inflight Damage** ⬅

Top contributing Factors

- **Safety Management** ←
- Aircraft malfunction
- Maintenance events
- SOP adherence/SOP Cross verification
- Unstable approach
- LDG floated/bounced/bounced/firm /off center/crabbed LDG
- Monitor /Cross Check
- Over all crew performance

➤ Top Two flight phases when accidents occur in   the MID region are LND and TOF

➤ The three top **fatal accident** categories for the 2008-2012 period are:

  1. Runway & Ground Safety (RGS)

  2. Loss of Control In-flight (LOC-I)

  3. Controlled Flight Into Terrain (CFIT)

Proactive Safety Information

This section of the Annual Safety Report focuses on proactive safety data analysis to identify additional risk Areas in order to be addressed under the emerging risks area.

Analysis of Audits

- ➢ ICAO USOAP-CMA.
- ➢ IATA Operational Safety Audit (IOSA)
- ➢ IATA (ISAGO)

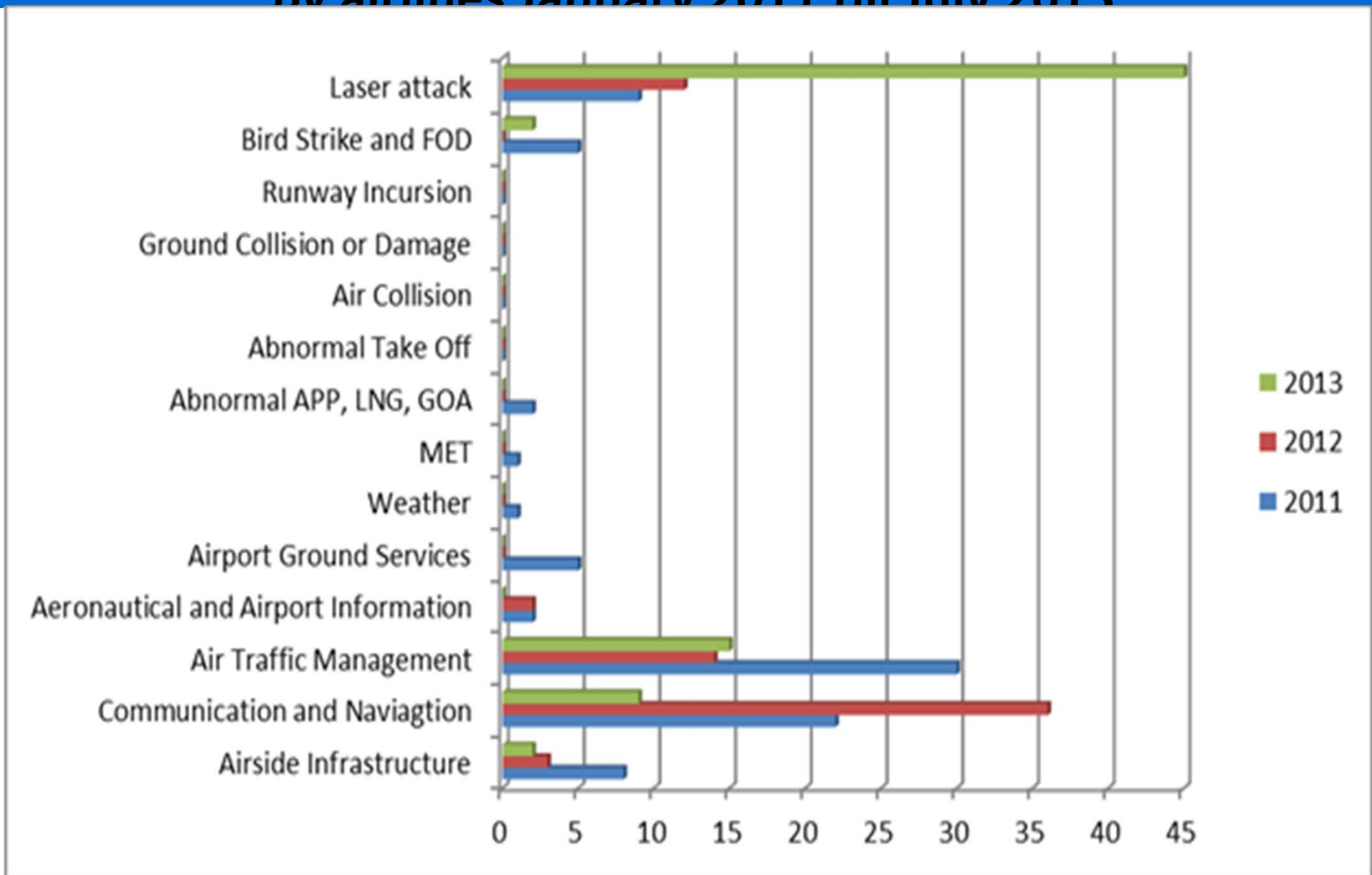**Analysis of accidents and occurrences**

- ➢ Reported by States
- ➢ STEADES data
- ➢ Reported by airlines

On demand analysis of identified risks or hazards

MID Region Safety Performance - Safety Indicators

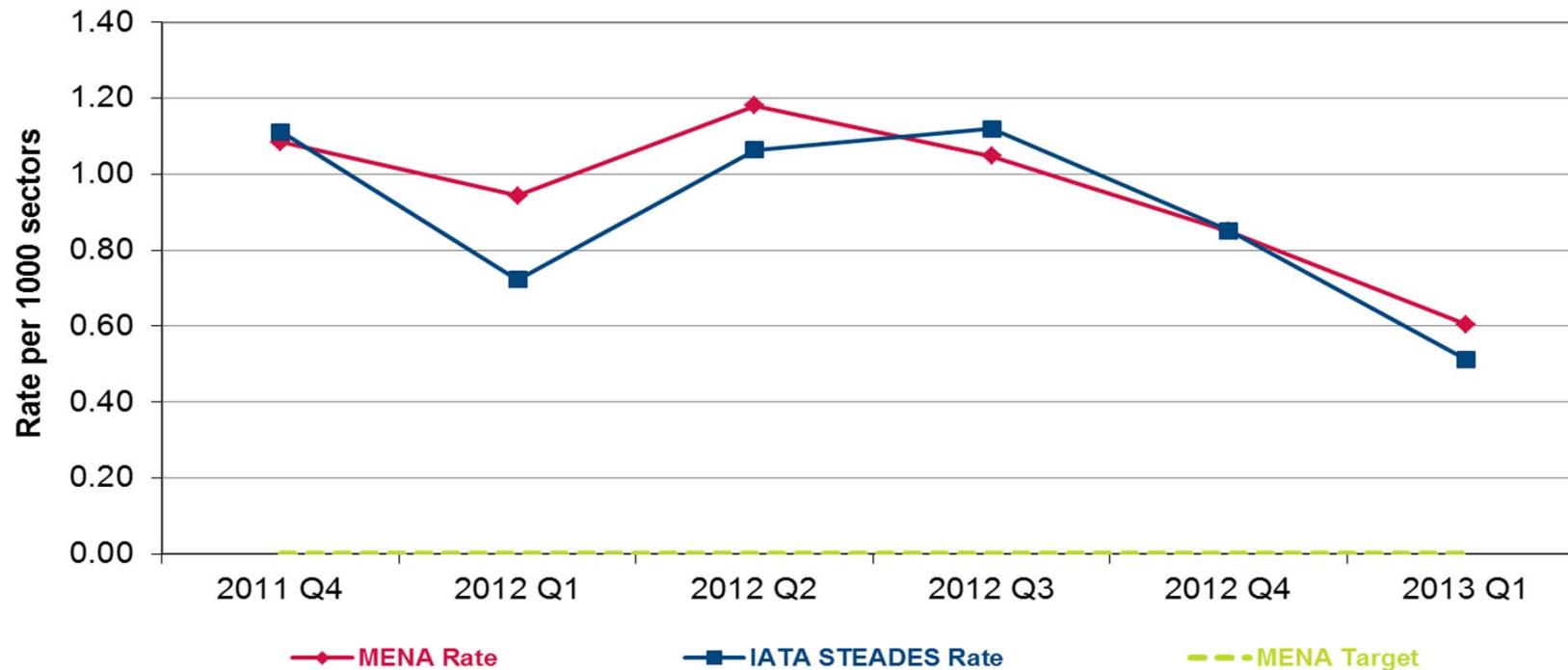# Incidents and occurrences reported by airlines January 2011 till July 2013

Bird strike

STEADES
Birdstrike

Predictive Safety Information

Under this section of the report, the aim is to collect and analyse safety data to proactively identify safety concerns before accidents or incidents occur, to develop timely mitigation and prevention measures

➤ **FDM Trends and FOQA Data**

  FDX data

➤ **Hazard Identification and Risk Assessment**

  State Safety Program (SSP)

- Within the MID Safety Strategy, the MID Region adopted the safety target to progressively reduce the accident rate to be in line with the global average by the end of 2017.

Conclusion

The RASG-MID Annual Safety Report is a timely, unbiased and transparent source of safety related information essential for all aviation stakeholders interested in having a tool to enable sound decision-making on safety related matters.

Questions ?

Thank you