International Civil Aviation Organization

Accident and Incident Analysis Working Group

First Meeting (AIA WG/1)
(Cairo, Egypt, 29 - 31 March 2016)

Agenda Item 2:   AIA WG Work Programme

AFI INCIDENT ANALYSIS GROUP (AIAG)

(Presented by IATA)

SUMMARY

This paper provide information on AFI ATS Incident Analysis Region Group which is a forum to various aviation organizations including but not limited to ICAO, IATA, AFCAC, IFALPA AFRAA, ASECNA, ATNS, and IFATCA. The group is tasked to review reported incidents in the Region and formulate recommendations to prevent similar incidents in the AFI Region.

Action by the meeting is at paragraph 3.

1.   INTRODUCTION

1.1   IATA MENA had the opportunity to attend the IATA AFI Africa Incident Analysis Group (AIAG) held in JNB 2-3 March 2016.

2.   DISCUSSION

2.1   The ATS Incident Analysis Group provides a forum to various aviation organizations including but not limited to ICAO, IATA, AFCAC, IFALPA AFRAA, ASECNA, ATNS, and IFATCA to review reported incidents in the Region and formulate recommendations to prevent similar incidents in the AFI Region.

2.2   Mandate: the mandate of the ATS Incidents Analysis Group is to review on an annual basis all the ATS Incident reports available to the Group from any source, with a view to identifying causes, trends, and remedial actions that may prevent re-occurrence.

2.3   Composition: At the Core of the AIAG is IATA, ICAO, IFALPA and IFATCA. Attendance to the Group is open to all Air Navigation Service Providers in the Region. Other Stakeholders can be invited to attend.

2.4   Secretariat: IATA SFO will provide the secretariat support to the Group. This will include the updating and maintaining of the database, compilation of ATS incident reports, preparation of annual meetings, preparation and distribution of meeting reports.

2.5   Reporting: Reports of the ATS Incidents Analysis Group will be disseminated to all participants, and any other relevant stakeholder for appropriate actions and information.

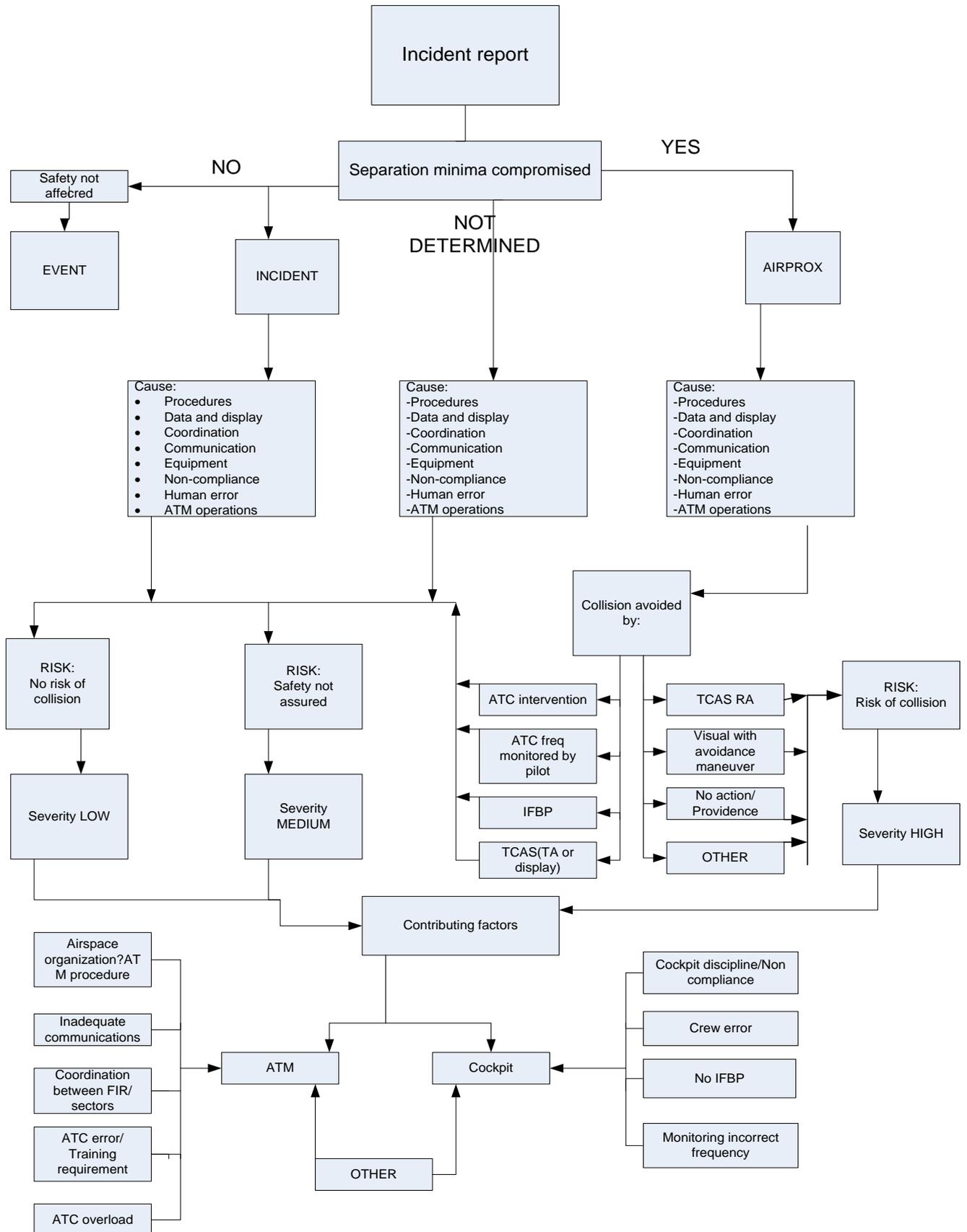*Tasks:*

2.6   Assess incidents by type, i.e., airprox, procedure, facility as per ICAO definition, and establish degree of risk to the extent practicable.

2.7   Identify primary and contributory causes and recommend appropriate corrective actions thereto.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to note the information in this paper.

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                              ┌─────────────────────┐
                              │   Incident report   │
                              └─────────────────────┘
                                        │
                   NO                   │                    YES
     ┌──────────────◄─── Separation minima compromised ───►──────────────┐
     │                                  │                                  │
┌──────────┐                       NOT                              ┌──────────┐
│ Safety not│                    DETERMINED                         │ AIRPROX  │
│ affected  │                                                       └──────────┘
└──────────┘
┌──────────┐        ┌──────────┐                                
│  EVENT   │        │ INCIDENT │                                
└──────────┘        └──────────┘                                
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INCIDENT — Cause:
- Procedures
- Data and display
- Coordination
- Communication
- Equipment
- Non-compliance
- Human error
- ATM operations

NOT DETERMINED — Cause:
- Procedures
- Data and display
- Coordination
- Communication
- Equipment
- Non-compliance
- Human error
- ATM operations

AIRPROX — Cause:
- Procedures
- Data and display
- Coordination
- Communication
- Equipment
- Non-compliance
- Human error
- ATM operations

Collision avoided by:

RISK: No risk of collision

RISK: Safety not assured

ATC intervention

ATC freq monitored by pilot

IFBP

TCAS(TA or display)

TCAS RA

Visual with avoidance maneuver

No action/ Providence

OTHER

RISK: Risk of collision

Severity LOW

Severity MEDIUM

Severity HIGH

Contributing factors

Airspace organization?ATM procedure

Inadequate communications

Coordination between FIR/ sectors

ATC error/ Training requirement

ATC overload

ATM

Cockpit

OTHER

Cockpit discipline/Non compliance

Crew error

No IFBP

Monitoring incorrect frequency

Objectives
↗
↗

Background:

↗ AFI Incident Analysis Group (AIAG) is a multidisciplinary group established in the Region to analyze reported ATS incidents; and IATA Safety & Flight Operations (SFO) Department in AFI is the Secretariat of the group

Objectives:

↗ AIAG reviews on an annual basis all the ATS Incident reports available to the AIAG from any source, with a view to identifying causes, trends and remedial actions that may prevent re-occurrence

Recent Achievements:

↗ 13th AFI ATS Incidents Analysis Group (AIAG) meeting to be held from
2nd – 3rd March 2016 at Balalaika Hotel
↗ States/ANSPs were requested to present an update on twelfth (12th) AIAG recommendations and follow-up, and also implementation of SMS in their respective countries/organizations.
↗ The 13th ATS Incident Analysis Group (AIAG) meeting was held 2-3 March 2016, at Balalaika Hotel in Johannesburg under the chairmanship of Mr. Gerrit Plaisier of KLM.
↗ This meeting was attended by ninety five (85) participants from forty-four (40) organisatizations comprising of airlines and ANSPs
↗ In total, AIAG analysed eighty-eight (115) reports that were submitted either by operators or Air Navigation Service providers.
↗ AIAG Outcome of 2015 Incident Analysis
  ▪ Of 115 Air Safety Reports (ASRs) analyzed during 13th AIAG meeting:
  ▪ 26 reports were determined to not constitute incidents (Events and Non-events);
  ▪ 5 reports were inconclusive, thereby resulting in a total of:
    o 29 ATS incidents and
    o 50 AIRPROX.
↗ The 13th AIAG was divided into three (3) sub-groups with the following roles and responsibilities per group:
  ▪ Assistant Moderator - nominated from airline operator and was responsible for leading the group discussions with the emphasis on cockpit perspective, ensuing that the Methodology (Attachment C) had been followed and together with the group leader from ANSP side, was responsible for preparing the summary report for day 2 of the meeting when a presentation on conclusions was given.
  ▪ Moderator 2 - nominated from Air Navigation Service Provider and was responsible for encouraging the discussion with the emphasis on ATM perspective, and together with the group leader from the operators side was responsible for preparing the summary report for day 2 of the meeting when a presentation on conclusions was given.
  ▪ Moderator 1 - nominated from aviation organisations such as ICAO, IATA, and ARMA and was responsible for taking notes on the discussions in the classification table (Attachment D) in accordance with the discussion and

Methodology (Attachment C). Moderator was also responsible for reaching consensus on ASRs requiring discussion with another group, and assisting Chair and Group leader in preparation of summary report for day 2.

- ↗ Remaining Sub-group members were representative of airline operators, ANSPs and various organisations who participated in the discussions and analysis.
- ↗ Chairman was responsible for overall proceedings of the meeting.

Recommendations and Actions

- ↗ RCG is invited to actively participate in AIAG meeting and contribute by sending copies of all ASRs filed with ANSPs in the Region to SFO Office.
- ↗ Pursue ANSPs to ensure safety recommendations are implemented and provide proper / investigative feedback

- END -