



International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Sixth Meeting (RASG-MID/6)
(Bahrain, 26-28 September 2017)

Agenda Item 3: Regional Performance Framework for Safety

THE ACCIDENT AND INCIDENT ANALYSIS WORKING GROUP (AIA WG)

(Presented by the Secretariat)

SUMMARY
This paper presents the outcome of the AIA WG/2 meeting. Action by the meeting is at paragraph 3.
REFERENCES
- AIA WG/2 Report

1. INTRODUCTION

1.1 The Second meeting of the Accident and Incident Analysis Working Group (AIA WG/2) was held at the ICAO MID Regional Office, Cairo, Egypt, 14 – 16 March 2017.

1.2 The meeting was attended by participants from five (5) States (and three (3) Organizations).

1.3 The majority of AIA WG Core Team members did not attend the meeting, which raised concerns about the commitment and effectiveness of the Team.

1.4 Mr. Adnan Malak from Saudi Arabia is no longer able to continue as the chairman of the AIA WG.

2. DISCUSSION

2.1 The meeting noted that the 5th MID-ASR provides analysis of the accidents that occurred in the MID Region (State of Occurrence) for the period (2011-2015), which are used for monitoring the progress of achieving the Safety Targets included in the MID Region Safety Strategy. In this regard, the meeting noted that with regard to LOC-I, which had been identified as the third Focus Area in the Region, only 1 accident occurred during the reporting period (2011-2015). Therefore, it was questioned if the 5 year period would be sufficient/appropriate for the analysis purpose, taking into consideration the number of States and accidents in the MID Region. Accordingly, the meeting agreed that this question should be addressed by the RASG-MID.

2.2 The meeting recalled the Annex 13 provisions related to the release of the Final Reports on accidents and serious incidents. The meeting agreed that for the analysis of accident data, it is very important that the Final Reports be available for the AIA WG. In this respect, the meeting was informed that with regard to the 19 accidents (2011-2015) only 1 Final Report, 1 Preliminary

Report and 1 Interim Statement were available in the ICAO HQ database. Egypt and Saudi Arabia indicated that their Final Reports had been already sent to ICAO HQ and copy of these Final Reports would be sent to the ICAO MID Office.

2.3 Based on the above, the meeting agreed to the following Draft Conclusion:

Why	To ensure compliance with Annex 13 provisions related to the Final Reports
What	State Letter/States to send Final Reports the ICAO HQ and MID Regional Office
Who	ICAO/States
When	Oct 2017/Dec 2017

DRAFT CONCLUSION 2/1: ACCIDENT AND SERIOUS INCIDENTS FINAL REPORTS

That,

- a) States be urged to comply with Annex 13 provisions related to the release of Final Reports on accidents and serious incidents; and*
- b) for the accidents and serious incidents involving aircraft of a maximum mass over 5700 kg, a copy of the Final Report should be sent to the ICAO HQ and MID Regional Office.*

2.4 With respect to the review/analysis of accidents data, the meeting agreed that the Group should focus on the accidents related to the RS and SCF Focus Areas. Accordingly, the meeting agreed that an Action Group should be established for each Focus Area to analyze the accident data (available in the investigation reports) and identify the root causes and contributing factors, as well as the associated safety recommendations. It was agreed that the composition of the Action Groups should include members from the concerned States, ICAO and safety partners. Accordingly, the meeting agreed to the following Draft Decisions:

Why	To analyse the accident data related to the RS and SCF (available in the investigation reports)
What	RS and SCF related Accidents Action Groups
Who	RASG-MID
When	Sept 2017

DRAFT DECISION 2/2: RS-RELATED ACCIDENTS ACTION GROUP

That,

- a) the RS-related Accidents Action Group is established to review and analyse accidents data related to RS and identify root causes and contributing factors, as well as the associated safety recommendations, in coordination with the RGS WG;*

- b) *the RS-related Accidents Action Group is composed of members designated by Iran, Saudi Arabia, Sudan, UAE, IATA, IFATCA and ICAO* (*Rapporteur of the Group).*

DRAFT DECISION 2/3: SCF-RELATED ACCIDENTS ACTION GROUP

That,

- a) *the SCF-related Accidents Action Group is established to review and analyse accidents data related to SCF and identify root causes and contributing factors, as well as the associated safety recommendations; and*
- b) *the SCF-related Accidents Action Group is composed of members designated by Iran, Oman, IATA, Embraer and ICAO* (*Rapporteur of the Group).*

2.5 The meeting agreed that the Group should focus, as a first step, on the analysis of accidents data until such time when enough data related to serious incidents would be available.

2.6 The meeting highlighted that with regard to incidents, in the majority of the cases no investigation is carried out by the Investigation Authority. However, the reporting and analysis of incidents is an integral part of the Safety Management activities (SSP/SMS). It was underlined that reporting of incidents by States is very low and is one of the challenges faced by the MID-ASRT in developing the proactive safety information Section of the MID-ASR.

2.7 The meeting agreed that States should share their analyses related to the following top 5 areas of concern: Near midair Collision (NMAC), Loss of Separation, Take off Clearance with Runway in use, Wake Turbulence –Encountered and Callsign Confusion.

2.8 Based on the above, the meeting agreed to the following Draft Conclusion:

Why	To share analyses related to the following top 5 areas of concern
What	State Letter
Who	ICAO
When	Oct 2017

DRAFT CONCLUSION 6/XX: SHARING OF INCIDENTS ANALYSES

That, States be invited to present to the AIA WG/3 meeting their analyses related to the following top 5 areas of concern:

- 1- *Near midair Collision (NMAC)-TCAS RA*
- 2- *Loss of Separation*
- 3- *Take off Clearance with Runway in use*
- 4- *Wake Turbulence -Encountered*
- 5- *Callsign Confusion*

2.9 The meeting may wish to note that an Online Tool is being developed and tested by the ICAO HQ based on the outcome of the AIA WG/2 meeting. The Tool will be used mainly for the analysis of accidents data as a first phase.

2.10 The meeting agreed that in order to facilitate the coordination of all issues related to the collection and validation of occurrence data, States should assign a focal point(s). Accordingly, the meeting agreed to the following Draft Conclusion:

Why	To facilitate the coordination of all issues related to the collection and validation of occurrence data
What	State Letter/States to assign focal point(s)
Who	ICAO/States
When	Oct 2017/Dec 2017

DRAFT CONCLUSION 2/5: AIA WG FOCAL POINTS

That, States be urged to assign a focal point(s) to be the main point of contact for all issues related to the AIA WG, including the use of the Accidents and Incidents Analysis Online Platform.

2.11 The meeting reviewed and updated the AIA WG TORs as at **Appendix A**. Accordingly, the meeting agreed to the following Draft Decision:

Why	To update the AIA WG TORs
What	Revised TORs
Who	RASG-MID
When	Sept 2017

DRAFT DECISION 2/6: REVISED TERMS OF REFERENCE OF THE AIA WG

That, the Terms of Reference of the AIA WG be updated as at Appendix A.

2.12 The may wish to note that the AIA WG/3 is tentatively planned to be held at the MID Regional Office, 4-6 February 2018, back-to-back with the MID-SST/4 and NCMC meeting, 6-8 February 2018.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the progress made by the AIA WG and agree on the future of the Group;
- b) agree on the Draft Conclusions 2/1, 2/4 and 2/5; and
- c) agree on the Draft Decisions 2/2, 2/3 and 2/6.

APPENDIX A

ACCIDENTS AND INCIDENTS ANALYSIS WORKING GROUP (AIA WG)

TERMS OF REFERENCE

A) PURPOSE OF THE AIA WG:

The AIA WG is established to review, and analyse ~~and categorize~~ on an annual basis the accidents and incidents that occurred in the MID Region (State of Occurrence) or which involved an aircraft registered in the MID Region (State of Registry) or owned and/or operated by an Air Operator from the MID Region (State of the Operator), ~~for all types of operations, including but not limited to commercial/non-commercial, scheduled/non-scheduled and general aviation.~~

In order to meet its Terms of Reference, the AIA WG shall:

- 1) gather information from different available sources on the MID Region-related accidents, and serious incidents and incidents that:
 - a) ~~occurred in the MID Region (State of Occurrence);~~
 - b) ~~involved aircraft registered in the MID Region (State of Registry); or~~
 - e) ~~involved aircraft owned and/or operated by an Air Operator from the MID Region (State of the Operator).~~
- 2) review and confirm the occurrence and risk categories of the accidents related to the MID Region, using the definitions and descriptions provided in ICAO Annex 13 and ADREP/ECCAIRS Taxonomy; and identify the root causes and contributing factors of the accidents related to the MID Region Focus Areas, in particular;
- 3) develop an agreed and harmonized MID Regional dataset of accidents and provide feedback to the ICAO Safety Indicators Study Group (SISG);
- 4) review and analyse the serious incidents reported in the MID Region, identify the emerging risks and associated root causes and contributing factors;
- 5) review the safety data provided by States related to the analysis of the top 5 reported incident categories and identify trends and measures implemented by stakeholders to mitigate the identified risks;
- 2) ~~review, analyse and categorize the accidents and incidents using the definitions and descriptions provided in ICAO Annex 13 and ADREP/ECCAIRS Taxonomy;~~
- 3) ~~6) develop an agreed and harmonized MID Regional dataset of accidents and incidents and provide feedback to the ICAO Safety Indicators Study Group (SISG);~~
- 4) ~~identify, to the extent possible, the root causes and contributing factors, in order to support the MID RAST in the development of mitigation measures;~~
- 5) ~~7) provide necessary information on accidents and incidents, including the root causes and contributing factors, to the MID-ASRT for the development of the MID Annual Safety Report and to the MID RAST for the implementation of necessary mitigation measures; and~~
- 6) ~~8) share the outcome of its meetings with the concerned MIDANPIRG subsidiary bodies, as appropriate.~~

B) COMPOSITION:

The Working Group is composed of Safety experts from relevant fields such as Flight Safety, Aerodromes and ANS, with grounded knowledge and experience in Accident and Incident Investigation (AIG), including the ADREP Taxonomy and ECCAIRS, nominated by RASG-MID Member States and Partners.

C) ROLES AND RESPONSIBILITIES:

- AIA WG Chairperson – Coordinate AIA WG activities and provide overall guidance and leadership;
- AIA WG Focal Points- Specialists in the AIG related subjects, particularly the analysis of accidents and incidents data in order to actively participate in and contribute to the work of the AIA WG; and ICAO – Support.

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