MID 7th Annual Safety Report

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Today’s Meeting

- Objective of ASRT
- Reactive information data
- Proactive information data
- Focus Areas and Emerging Risks
- Way forward
Objective of ASRT

- Gathering and Analyzing safety information
- Identification of safety focus areas & emerging risks
- Production of the annual safety report

- 2nd Edition, Jan 2014
- 5th Edition, Jan 2017
- 6th Edition, June 2018
- 7th Edition, In progress
ASR Structure-7th Ed

Reactive
- Fatal Accidents & Accidents
- Serious incidents

Proactive
- Safety audit results and incident reports. An area for improvement!

Predictive
- SSP/SMS implementation and analysis of FDM de-identified data. An area for improvement!
Reactive Safety Information

State of Occurrence
Accident Rate

- Reduced accident rate (1.45) for 2017 compared to 2016 (2.3)
- Below global rate in 2017
- No Fatal occurred during 2017
- 5 year average MID Region (2.67) slightly above global rate! (avg global = 2.64)

(Source: ICAO MID)

Accident Rate
Scheduled Commercial above 5700 kg
Number of Accident

Number of Accidents
Scheduled Commercial above 5700 kg

<table>
<thead>
<tr>
<th>Year</th>
<th>World</th>
<th>MID</th>
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<tbody>
<tr>
<td>2013</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>97</td>
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<tr>
<td>2015</td>
<td>92</td>
<td></td>
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<td>2016</td>
<td>75</td>
<td></td>
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<tr>
<td>2017</td>
<td>88</td>
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</tbody>
</table>

[Source iSATRS as of 10 Oct 2018]
Number of Fatal Accident

Number of Fatal Accidents
Scheduled Commercial above 5700 kg

(Source iSATRS as of 10 Oct 2018)
Fatal Accident Rate

Fatal Accident Rate
Scheduled Commercial above 5700 kg

- No fatal accident in 2017
- Average rate (2013-2017) is 0.64
- Slightly Above average global rate!
  (avg global = 0.44)

(Source ISATRS as of 10 Oct 2018)
Fatalities

Fatalities:
- 2014 = 38
- 2015 = 224
- 2016 = 1

(Source iSATRS as of 10 Oct 2018)
Proactive Safety Information
ICAO USOAP

Effective Implementation (EI)

- 13 out of 15 States have been audited
- Overall MID EI = 73.24% which is above Global average (66.27%)
- 10 States have achieved the target of 60% EI
- 3 states are below 60% (Libya, Syria, Lebanon)

Source: ICAO USOAP CMA On Line Framework (OLF), as of 10 October 2018

NO SSC in MID Region
8 areas and 6 critical elements are above the target of 60%

- Critical elements CE4 (Qualified technical personnel), and CE8 (Resolution of Safety issues) are the lowest in terms of EI (below 60%)

Source: ICAO iSTARS, as of 10 October 2018
Findings were mainly in the areas:

- Flight Operations (FLT) (29.1%),
- Organization Management (ORG) (19.49%),
- Maintenance (MNT) (17.23%), and
- Ground Handling Operations (GRH) (8.47%).
Identification of Focus areas & Emerging Risks
Undesirable/Safety Event | Potential Accident Outcome
---|---
Safety Event | Accident Severity
Technical Problems with Landing Gear Collapse/not Extended during landing | Major | x | x
Contained engine Failure/Power Plant Malfunctions | Catastrophic | x | x | x
Fire/Smoke-non impact Fire/Smoke-malfunctions | Catastrophic | x | x | x | x
Un-stable or non-compliant Approach | Catastrophic | x | x | x | x
Deviation from pitch or roll attitude | Catastrophic | x | x | x | x
Security Risks with impact on safety | Catastrophic | x | x | x
Tail/Cross wind/Windshear | Major | x | x | x
Loss of separation in flight and or airspace/TCAS RA infringement | Catastrophic | x | x | x | x
Runway Incursion | Catastrophic | x | x | x | x
Maintenance events and technical failures | Catastrophic | x | x | x | x | x | x
Contaminated runway/Poor braking action | Major | x | x | x | x | x | x | x
Birdstrike/Engine Bird ingestion | Catastrophic | x | x | x | x
Wake Turbulence | Catastrophic | x | x | x | x
High energy go-around | x | x | x | x

Causal Factors/Precurors: Adverse Wx/TCASRA/un-stabilized approach

Tier 1

Tier 2

Tier 3

High Risk
LOC-I, CFIT, RE, MAC, GCOL

Serious incident

Accident

Major Incident

High Risk
Focus Areas:

1. Runway Safety (RS); (RE and ARC during landing);
2. Loss of Control-In Flight (LOC-I);
3. Controlled Flight Into Terrain (CFIT); and
4. Mid-Air Collision (MAC)
Emerging risks:

1. Security Risks with impact on safety-SEC;
2. Fire/smoke- (non-impact)- (FN-I);
3. Runway incursion (RI);
4. Birdstrike-(BIRD); and
5. Wake Vortex.
Challenges

- Accidents with the category “Unknown”
- Low level of incidents reporting by States (confidentiality concerns)
- Unavailability of predictive safety information
- Differences between organizations with respect to:
  - Taxonomy and classifications/categories
  - Reporting criteria (State of occurrence/operator/registry, MTOW..etc)
  - Regional distribution (MENA, MID…etc)
Areas of improvement for future Editions

- Monitor the effectiveness of the SEIs
- Add a safety recommendations section
- Expand the proactive section with incidents analysis provided by States
way forward...

- Develop a process for future work methodology
- Establishment of ASRT Core Team to support the Rapporteur & Secretariat in performing the root cause Analysis/contributory factors
- States to use the previous developed template which contains the focus areas and emerging risks to submit their occurrences as well as to share analysis data
THANK YOU