Outcome of ASRG/3

Mohamed Chakib
Regional Officer, Safety Implementation,
ICAO MID Office

ASRG/3 Virtual Meeting

Third Meeting of the Annual Safety Report Group

1 July 2021

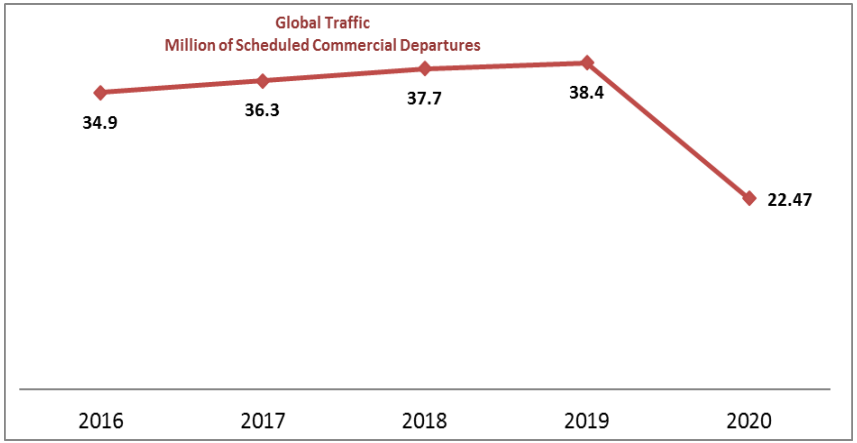
Objective of ASRG

- Gathering and Analyzing safety information
- MID Region Safety Priorities
- Production of the annual safety report

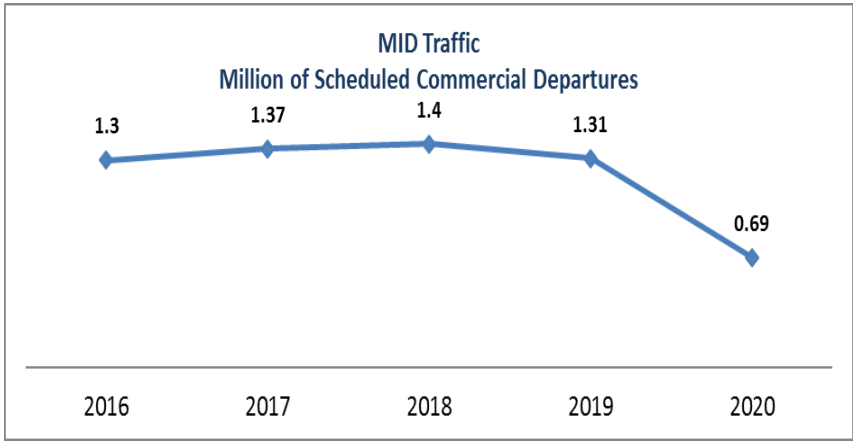
- 1st Edition, Nov 2012
- 2ndEdition, Jan 2014
- 3rd Edition, March 2015
- 4th Edition, May 2016
- 5th Edition, Jan 2017
- 6th Edition, June 2018
- 7th Edition, April 2019
- 8th Edition, April 20
- 9th Edition, March 2020
- 10th Edition, in progress

Traffic volumes

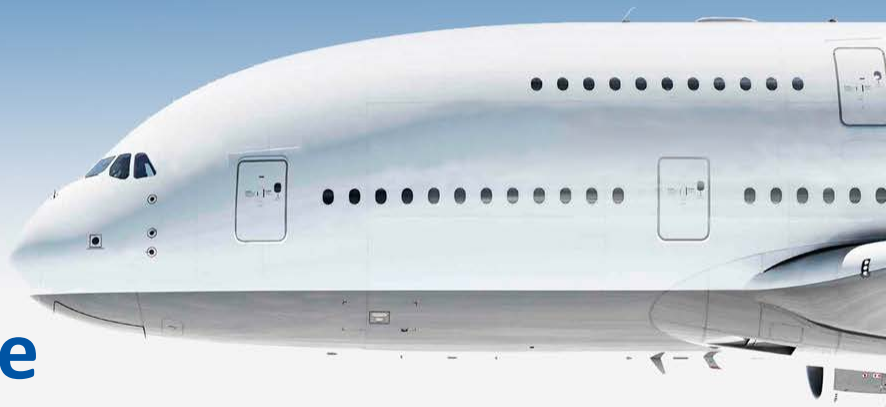
Global Traffic



MID Traffic

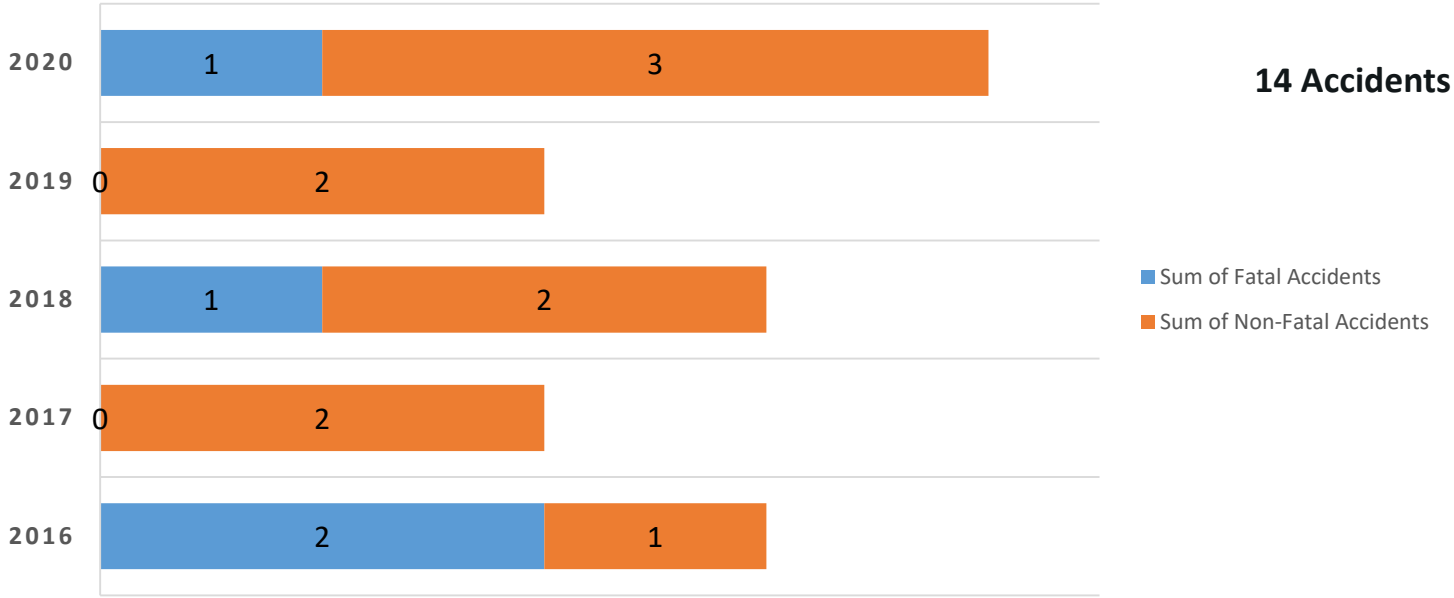


Reactive Safety Information



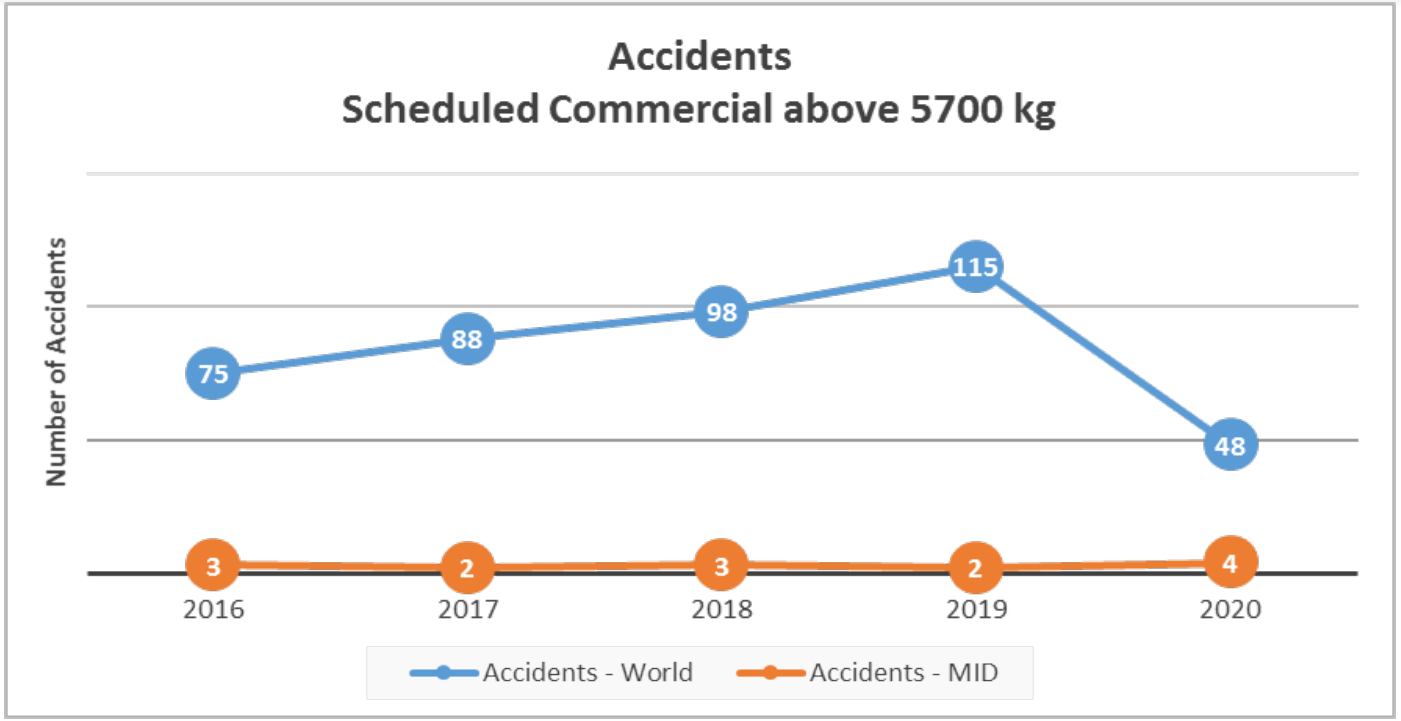
State of Occurrence

Number of Fatal Accidents & Accidents



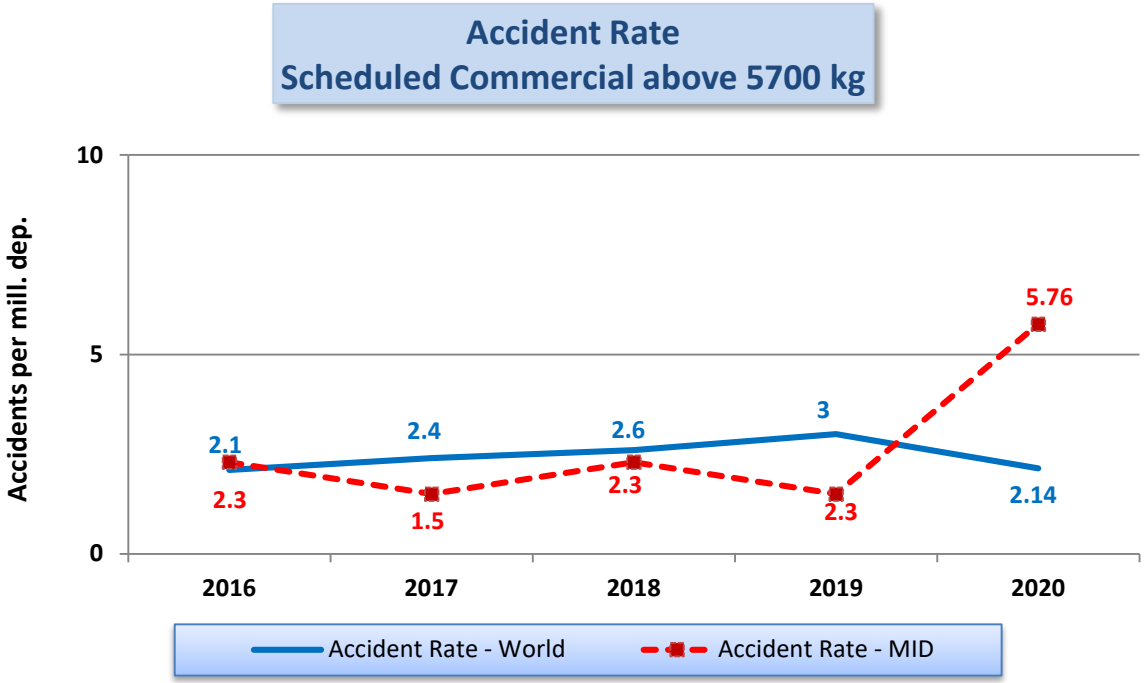
(Source OVSG Data& ICAO ASR 2021)

MID Accidents Vs. Global Accidents



Number of MID Accidents Vs. Number of Global Accidents Per Year (Source OVSG Data& ICAO ASR 2021)

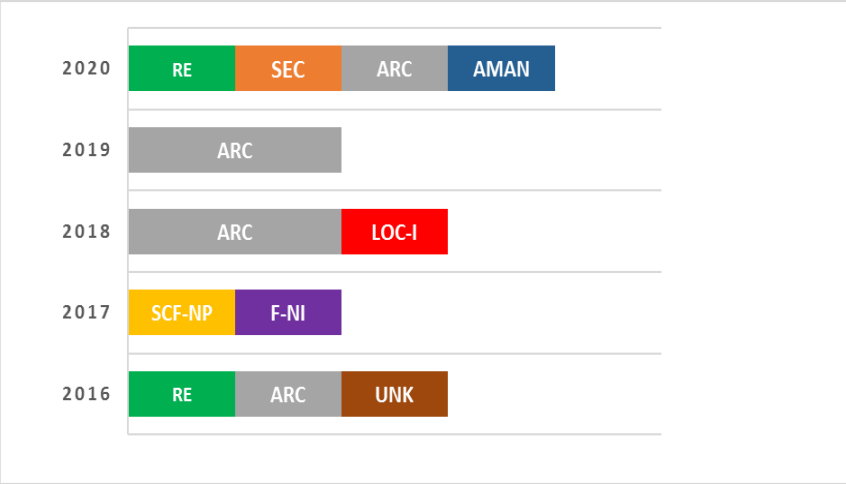
Accident Rate



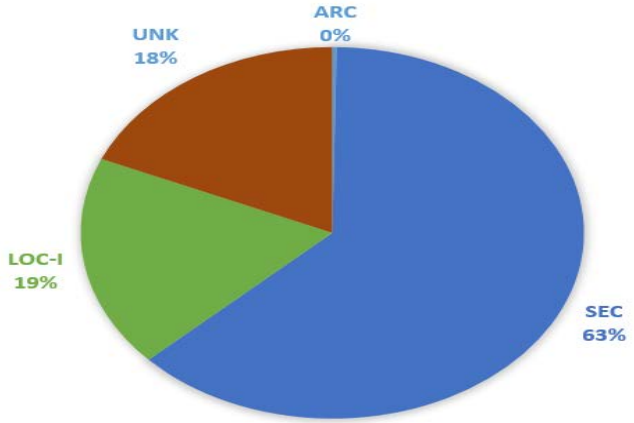
Average 2016-2020	
Average MID	2.67
Average Global	2.44

(Source OVSG Data& ICAO ASR 2021)

Distribution of Occurrence Category



Fatalities Distribution

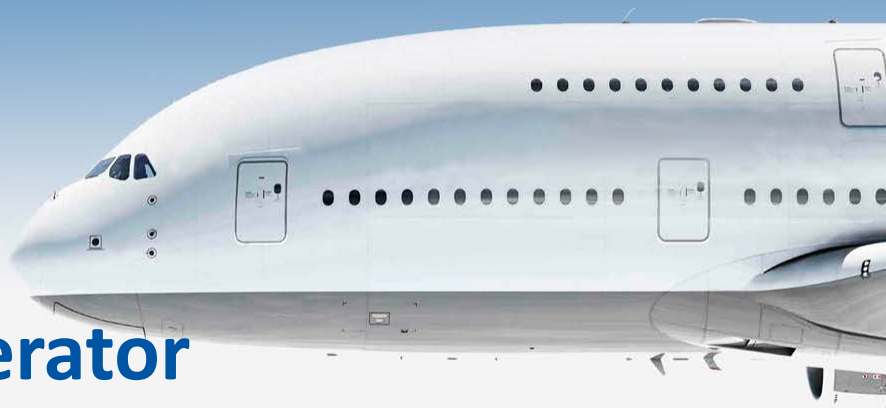


State of Occurrence

The Key risk area identified according to the State of occurrence's accidents data are:

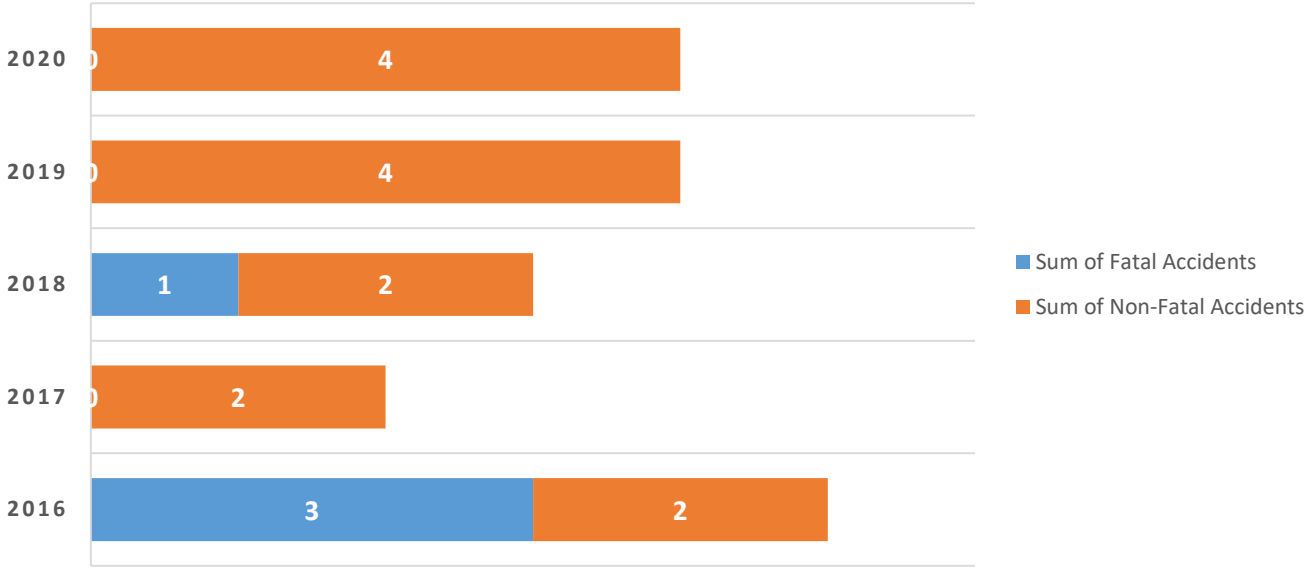
1. Loss of Control – Inflight – (LOC-I)
2. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing
3. Security related-(SEC)
4. MID Air Collision-(MAC)

Reactive Safety Information



State of Registry & Operator

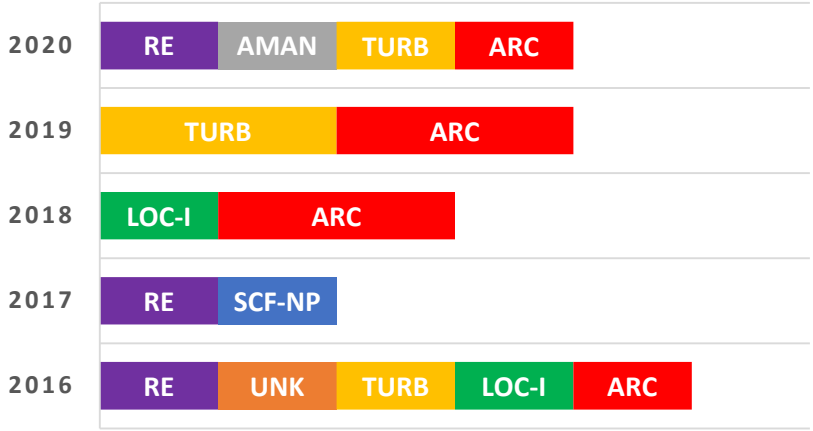
Number of Fatal Accidents & Accidents



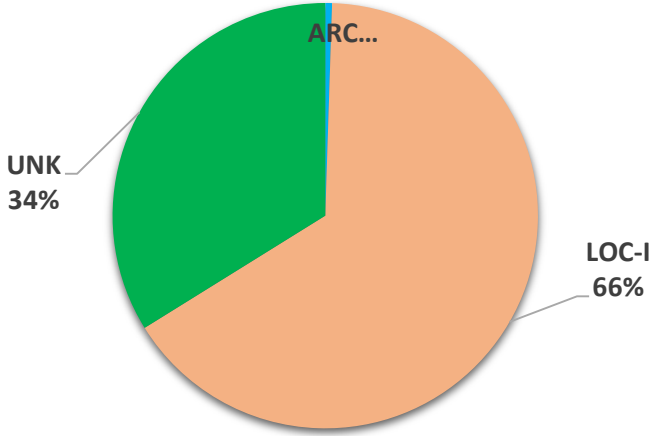
18 Accidents

(Source OVSG Data& ICAO ASR 2021)

Distribution of Occurrence Category



Fatalities Distribution

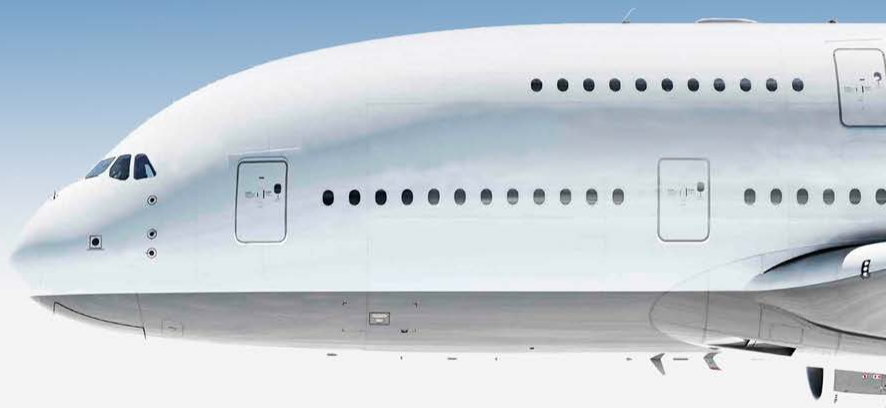


Key Risk area

The key risk area identified according to the State of occurrence's accidents data are:

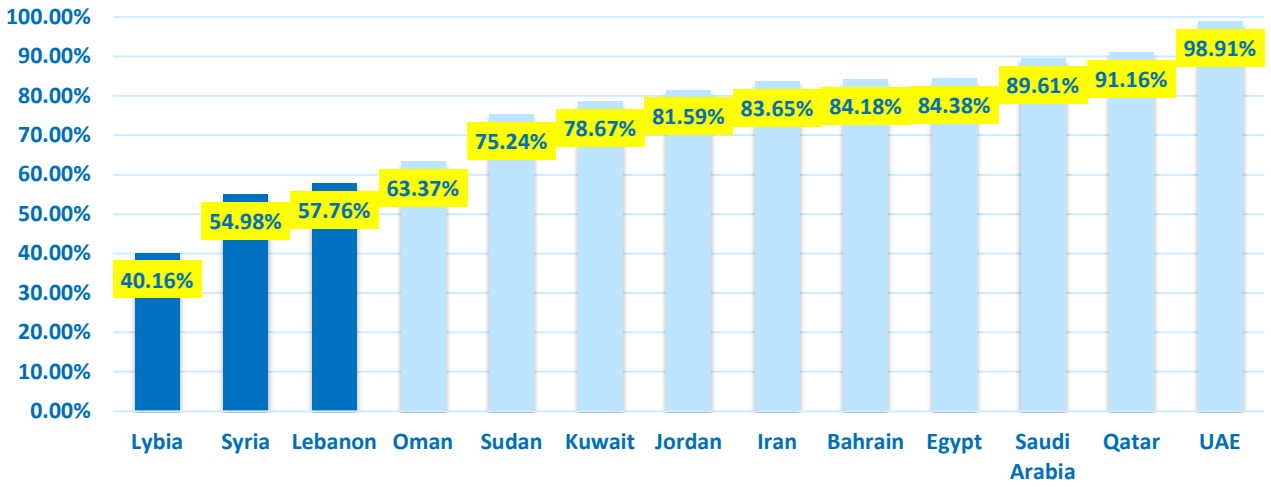
1. Loss of Control – Inflight – (LOC-I)
2. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing
3. MID Air Collision-(MAC)

Proactive Safety Information



ICAO USOAP

Effective Implementation (EI)



13 out of 15 States have been audited

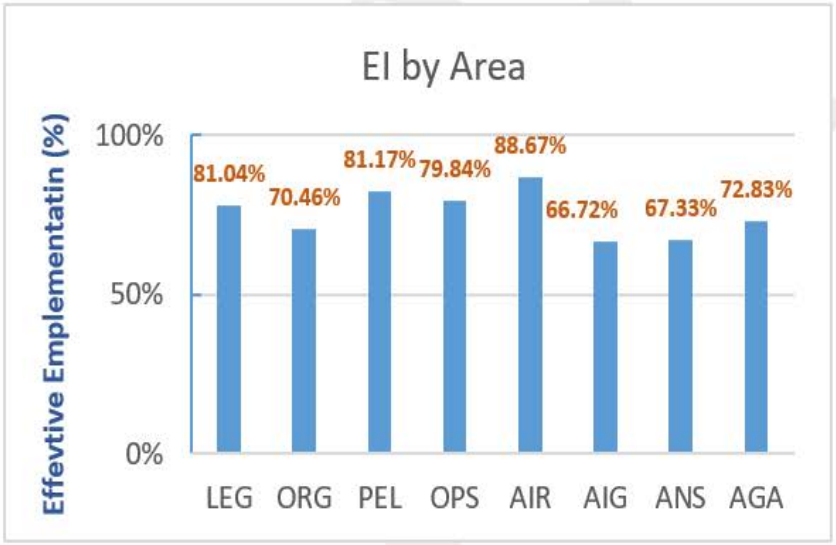
Overall MID EI = 76% which is above Global average (68.68%)

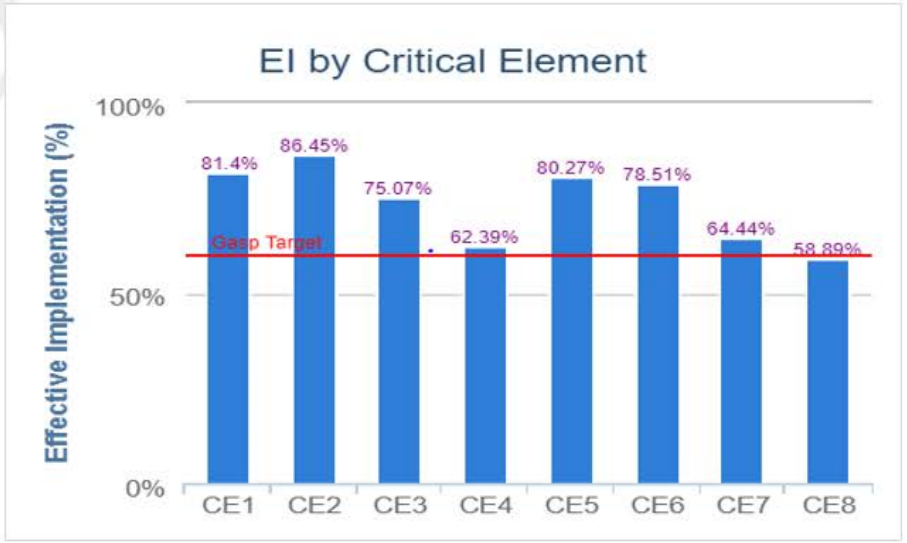
3 states are below 60% (Libya, Syria, Lebanon)

NO SSC in MID Region

Source: ICAO USOAP CMA On Line Framework (OLF), as of 24 May , 2021

ICAO USOAP





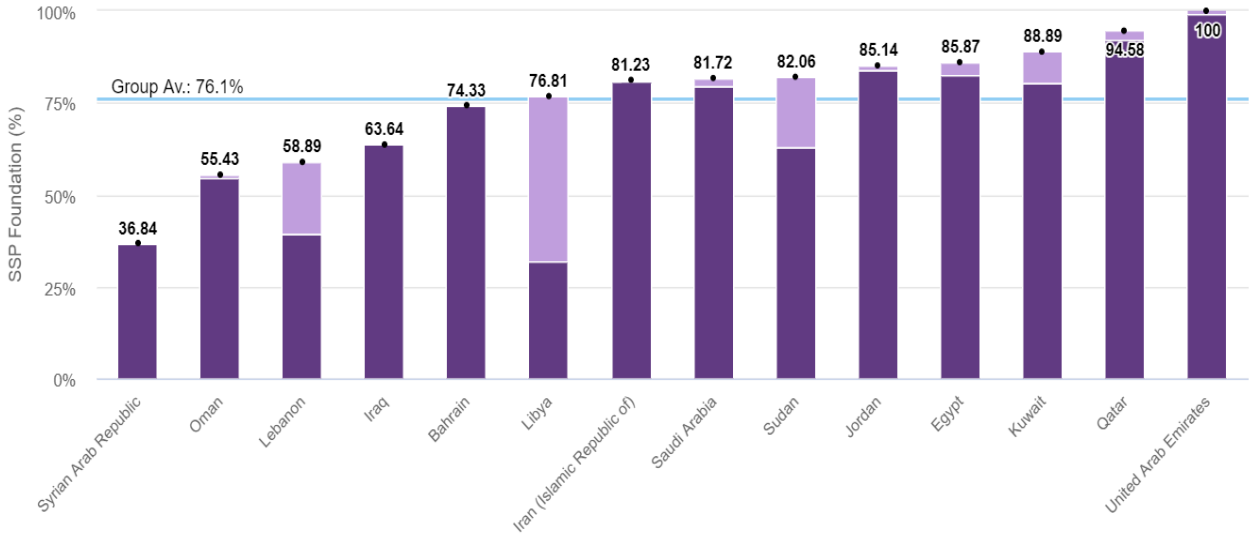
8 areas and 6 critical elements are above the target of 60%

Critical element CE8 (Resolution of Safety issues) is the lowest in terms of EI (below 60%)

Source: ICAO iSTARS, as of 24 May 2021

State Safety Programme

MID Region State Safety Programme (SSP) Foundation



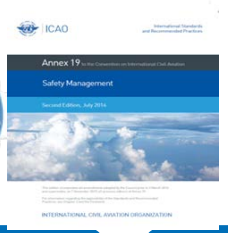
SSP Foundation

Status of SSP Foundation Protocol Questions

Average EI for SSP foundation PQs for States in the MID Region is **76, 1%.**

Source: iSTARS as of 24 May 2021)

MID Region Safety Priorities

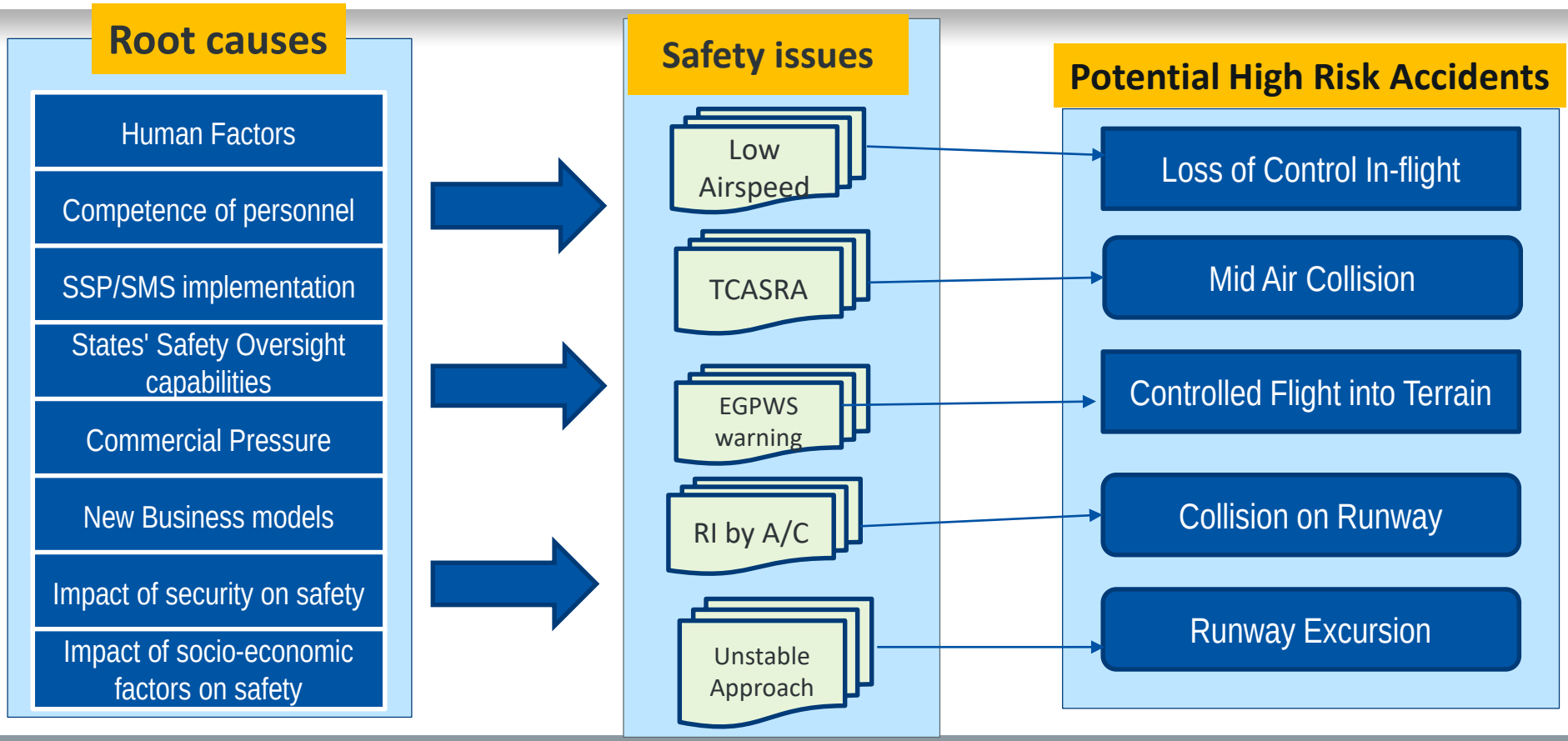


Operational safety risks

Organizational issues

Emerging safety risks

Prioritizing State Safety Risks



Regional Operational Safety Risks

- Loss of Control In-flight
- Runway Excursion/ARC
- Controlled Flight into Terrain
- Mid Air Collision
- Runway Incursion

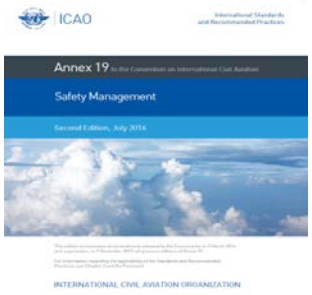
Organizational issues

1 States' Safety Oversight capabilities

Effective implementation in certification, surveillance, and resolution of Safety concerns need to be improved

2 Safety Management

Implementation of SSP is one of the main challenges faced by the State in the MID Region



3 Human Factors and Competence of Personnel

CRM has been identified as most important human factors issue in the domain of commercial air transport

Emerging Safety risks

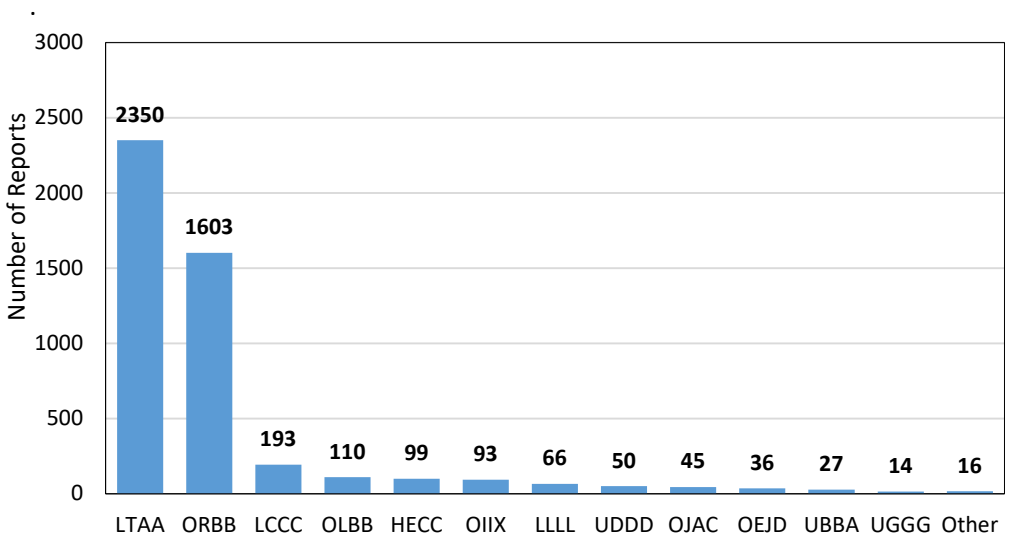
1. GNSS/GPS vulnerability

IATA Incident Exchange Database (IDX)

- A total of 3,373 Aviation Safety Reports
- GNSS/GPS Interference reports from January 2019 to December 2020.
- The majority of GNSS/GPS interference was reported in (Ankara FIR), (Baghdad FIR) and their respective borders, which sum up to 83.8% of total reports, followed by Nicosia FIR and Beirut FIR.

Number of Reports by FIR

One report may contain GNSS/GPS interference across multiple FIRs.



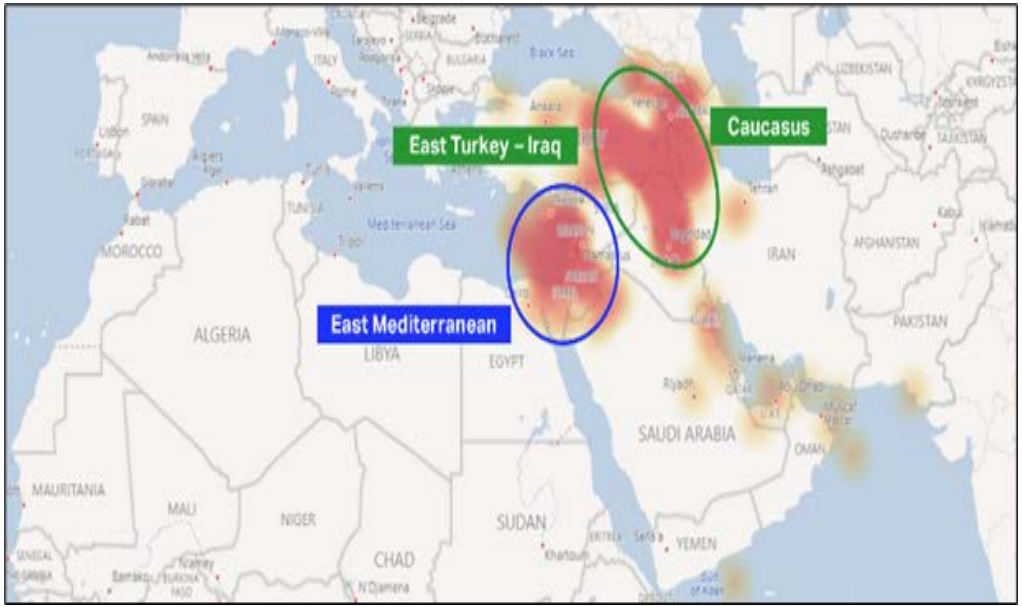
Emerging Safety risks

GNSS/GPS vulnerability

Two major clusters were identified

- Eastern Turkish airspace to Iraq, Iran and Armenia (extended to the border between Armenia and Azerbaijan). 2020.

- Eastern Mediterranean airspace to Cyprus, Egypt, Lebanon and Israel (extended to a corridor between Israel and Jordan



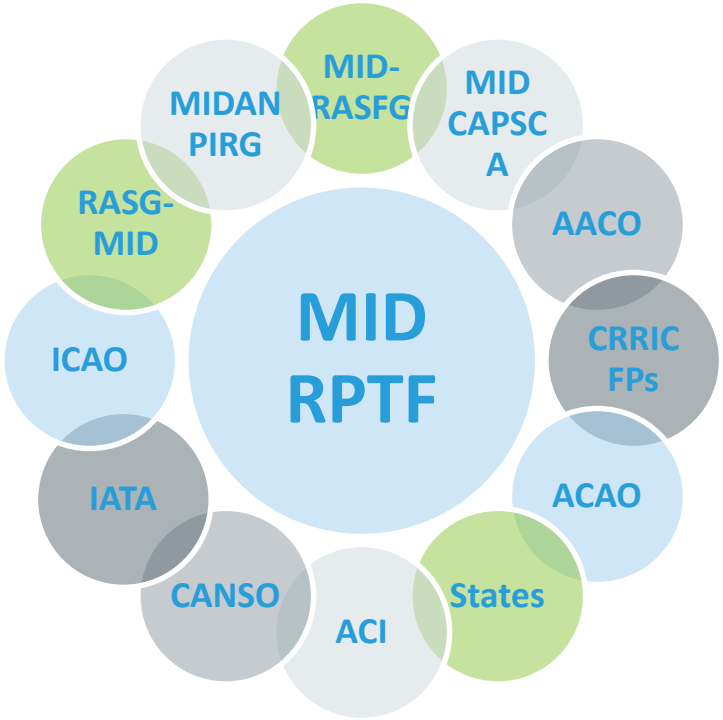
MID RPTF Framework & Composition

Public Health Requirements

Operational Safety Measures

Aviation Security & Facilitation

ANS/ATM



MID RPTF Main/Key Activities

Continuous sharing, communication and promotion of developed guidance material and best practices with MID States and stakeholders on operational safety measures, CAPSCA, AVSEC/FAL and ANS/ATM aspects

Continuous support to States on the use of TE system in line with Recommendation 12 (revised) by providing guidance and continuous coordination and communication

Continuous support to States on the implementation of the CAPSCA Programme

Encourage States to make use of industry guidance on vaccine transportation

Encourage States to report any deficiency/difficulty in the implementation of ICAO CART Recommendations 15 and 16

Encourage States to continue advocating and communicating the CART III Recommendations and guidance for States Administration in the decision-making process

Support State/ANSP readiness, ensuring a safe resumption of flight operations, by:

- Supporting the development of business continuity surveys, to highlight issues like ATC licensing, availability of ANS staff (vaccination, skill levels…), calibration of NAVAIDs
- Alleviating non-required ATFM measures during the low traffic period; exchanging expected traffic demand to enhance ATS units planning and readiness, support in implementing the ATFM when becomes required ~~according to traffic growth~~

Emerging Safety risks

3. Ensure the Safe Operations of UAS (drones)

- The number of drones at the global level has increased
- Available evidence demonstrates an increase of drones coming into close proximity with manned aviation and the need to mitigate the associated risk
- The civil aviation authority is responsible for, inter alia, ensuring aviation safety and protecting the public from aviation hazards
- However, additional safety data and safety information are needed for further analysis to identify the underlying safety issues

Emerging Safety risks

4. Impact of Security on Safety

- The crash of flight MH17 immediately raised the question why the aero plane was flying over an area where there was an ongoing armed conflict.
- Thus, military or terrorist conflicts may occur in any State at any time and pose risks to civil aviation
- Similar events had occurred in the MID region
- This is why it's important for governments, aircraft operators, and other airspace users such as air navigation service providers (ANSPs), to work together to share the most up-to-date conflict zone risk-based information possible to assure the safety of civilian flights.

PS 752: Accident site scheme

Conclusion

MID Region Safety Priorities

Regional Operational Safety Risks	LOC-I, RE/ARC, MAC, CFIT, and RI
Organizational Challenges/ Issues	- States' Safety Oversight capabilities - Safety Management - Human Factors & competence of personnel
Emerging Risks	- COVID-19 Pandemic outbreak - GNSS/GPS Vulnerability - Ensure Safe ops of UAS (Drones) - Impact of security on safety

10th MID Annual Safety Report Draft

Sharing of Safety Data & safety information

States are encouraged to provide necessary safety information to the ICAO MID Office, by March 2022

The Draft of the 11th edition of the MID ASR will be presented to the ASRG/4 meeting for review (July 2022).

Challenges

01 Challenge: Low level of safety information, and safety analysis shared by States (confidentiality concerns); and

02 Challenge: Low participation in the meeting from the States and organizations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(HEADQUARTERS)
PARIS
(EUROPEAN AND
NORTH ATLANTIC)
BEIJING
(ASIA-PACIFIC
SUB-OFFICE)
CAIRO
(MIDDLE EAST)
MEXICO CITY
(NORTH AMERICA AND CARIBBEAN)
DAKAR
(WESTERN AFRICA)
BANGKOK
(ASIA-PACIFIC)
NAIROBI
(EASTERN AFRICA)
LIMA
(SOUTH AMERICA)
ICAO

THANK YOU!