



Middle East Aviation Safety Overview

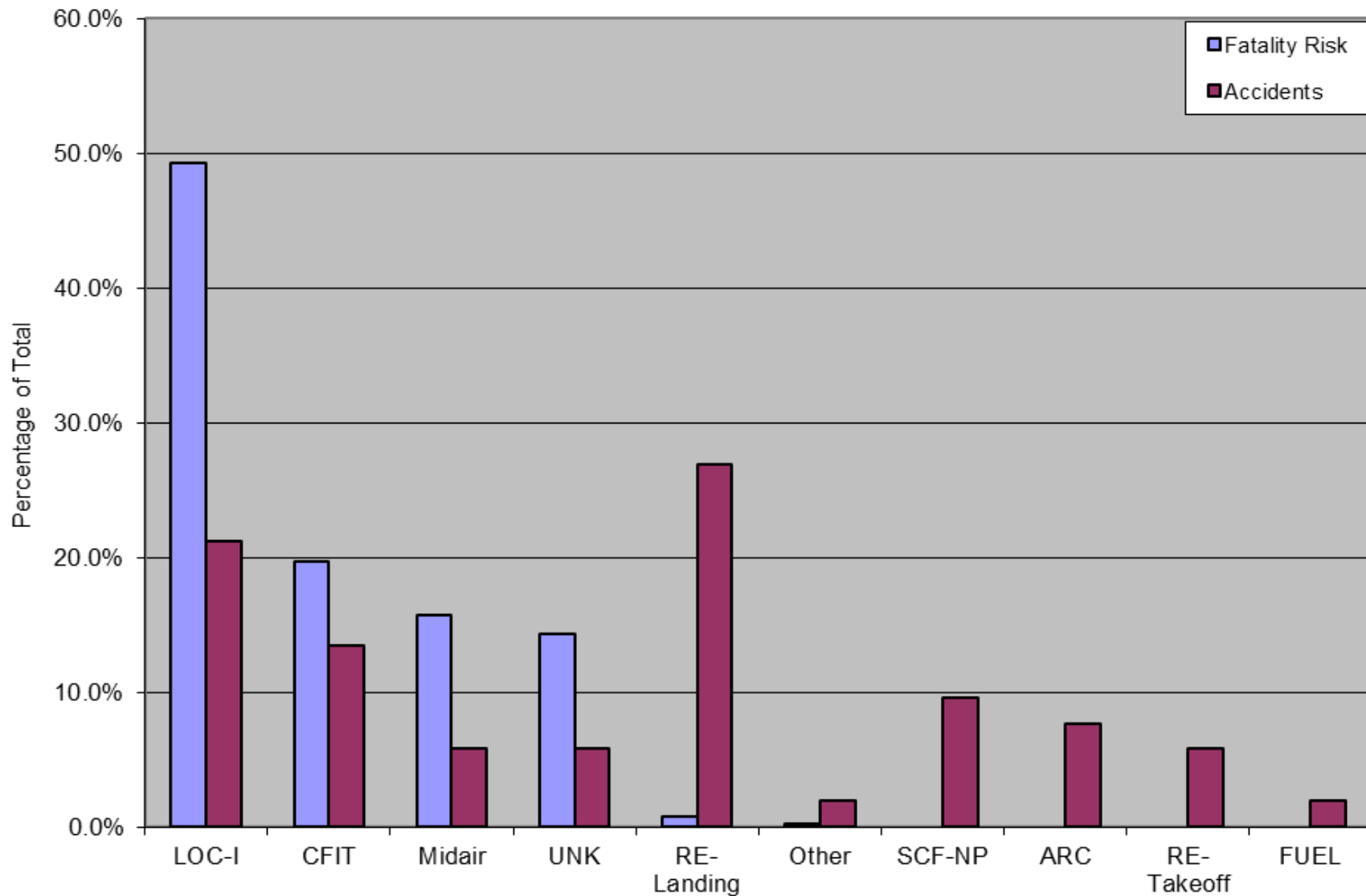
Mr. Chamsou Andjorin
Director Africa and Middle East
Boeing Aviation Safety

WFP Safety Conference,
Marrakech 9-12 Oct 2013

Outline

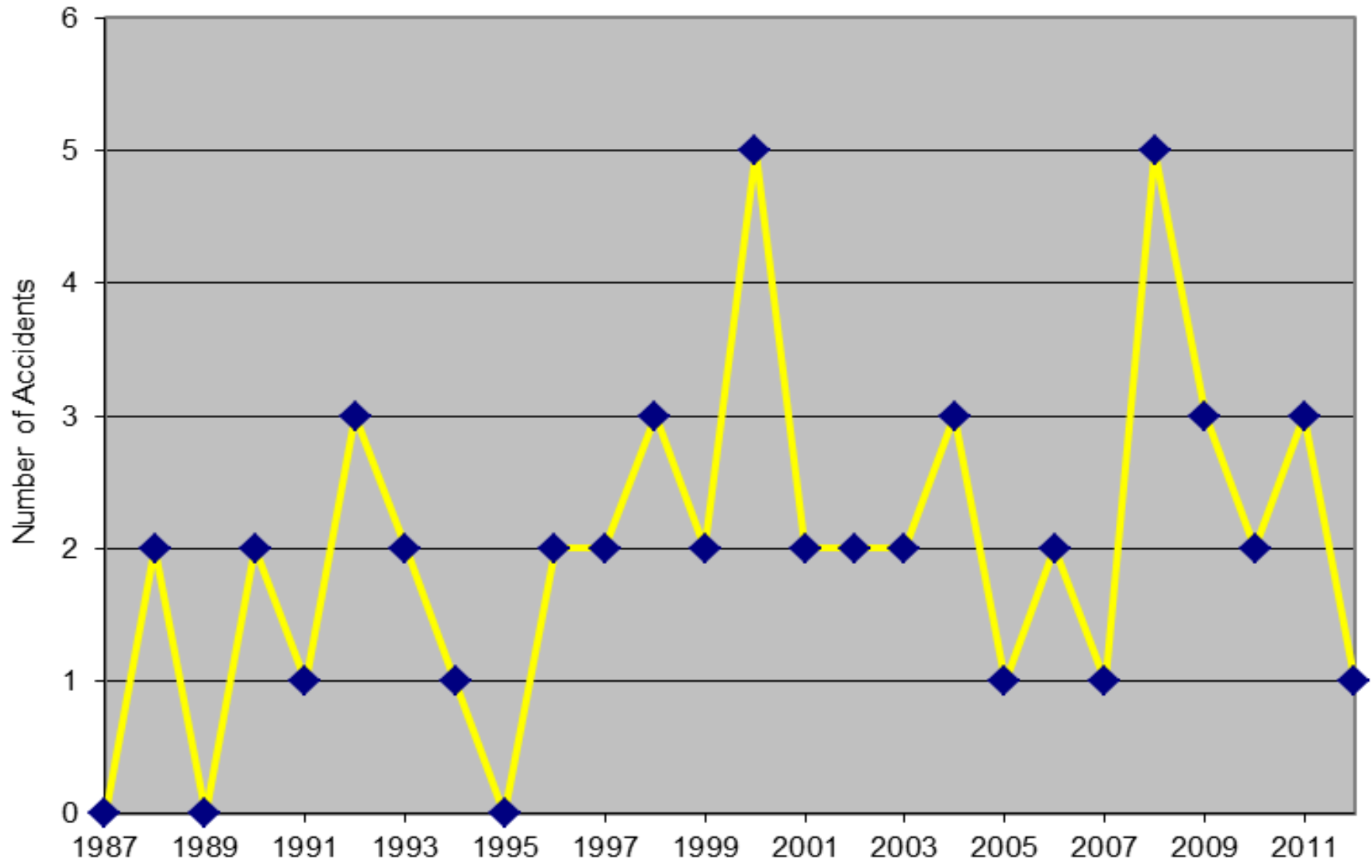
- Accidents statistics
- Focus Areas
- RASG-MID
- Regional Safety Strategy

1987-2012 Middle East Hull Loss and Fatal Accidents



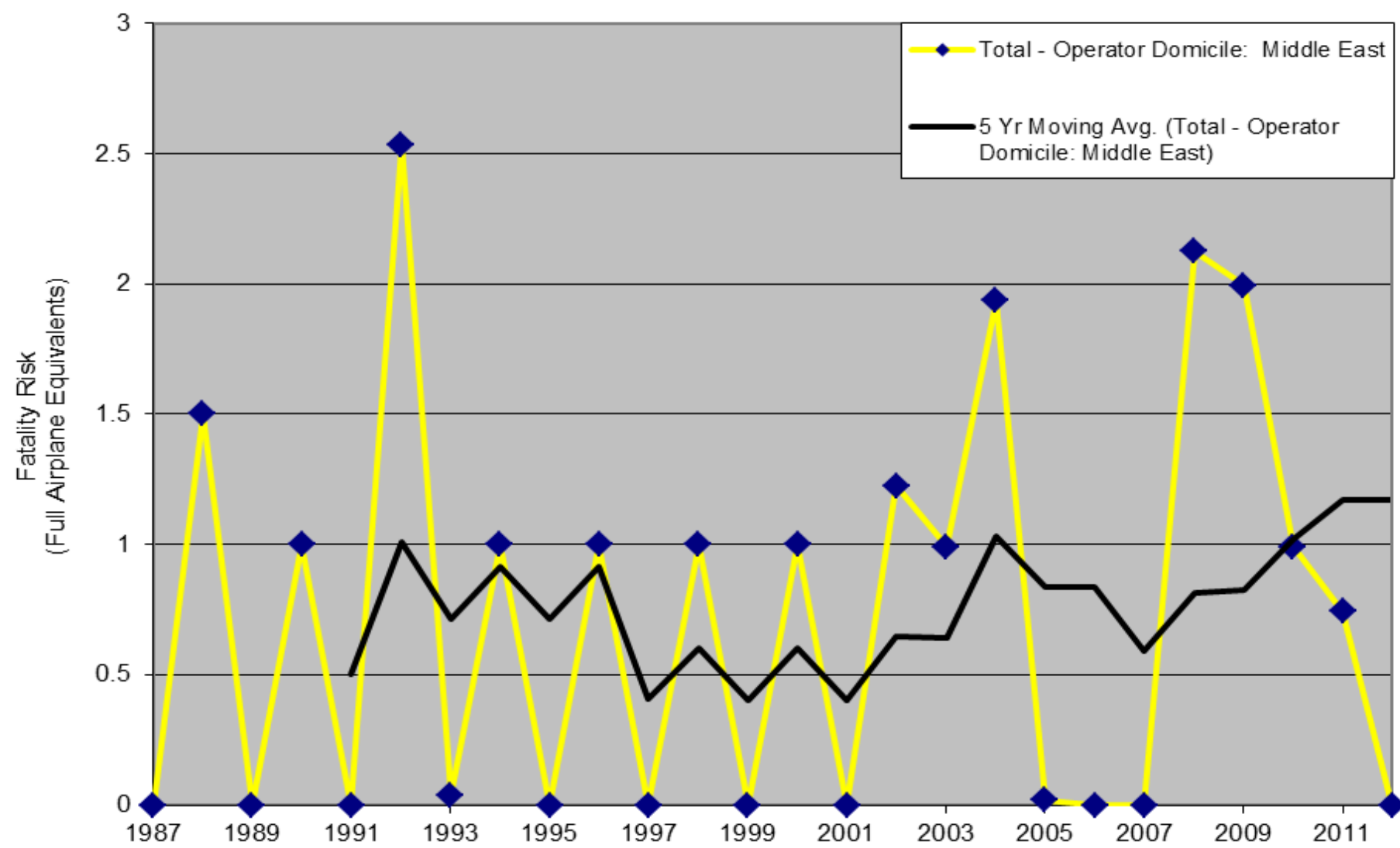
52 Accidents; *Western built airplanes, Part 121 equivalent operations

Total - Operator Domicile: Middle East



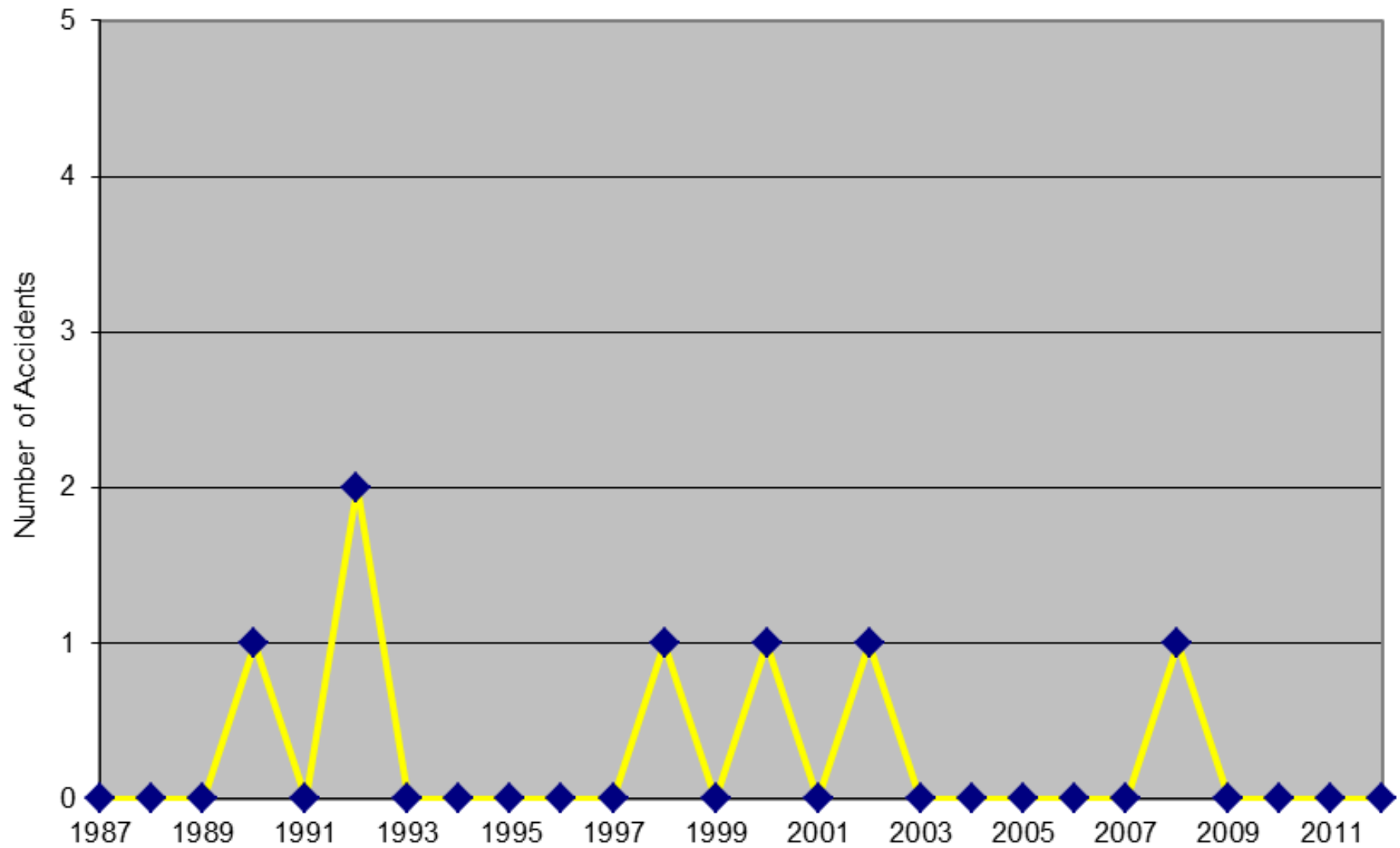
*Western built airplanes, Part 121 equivalent operations

Total - Operator Domicile: Middle East



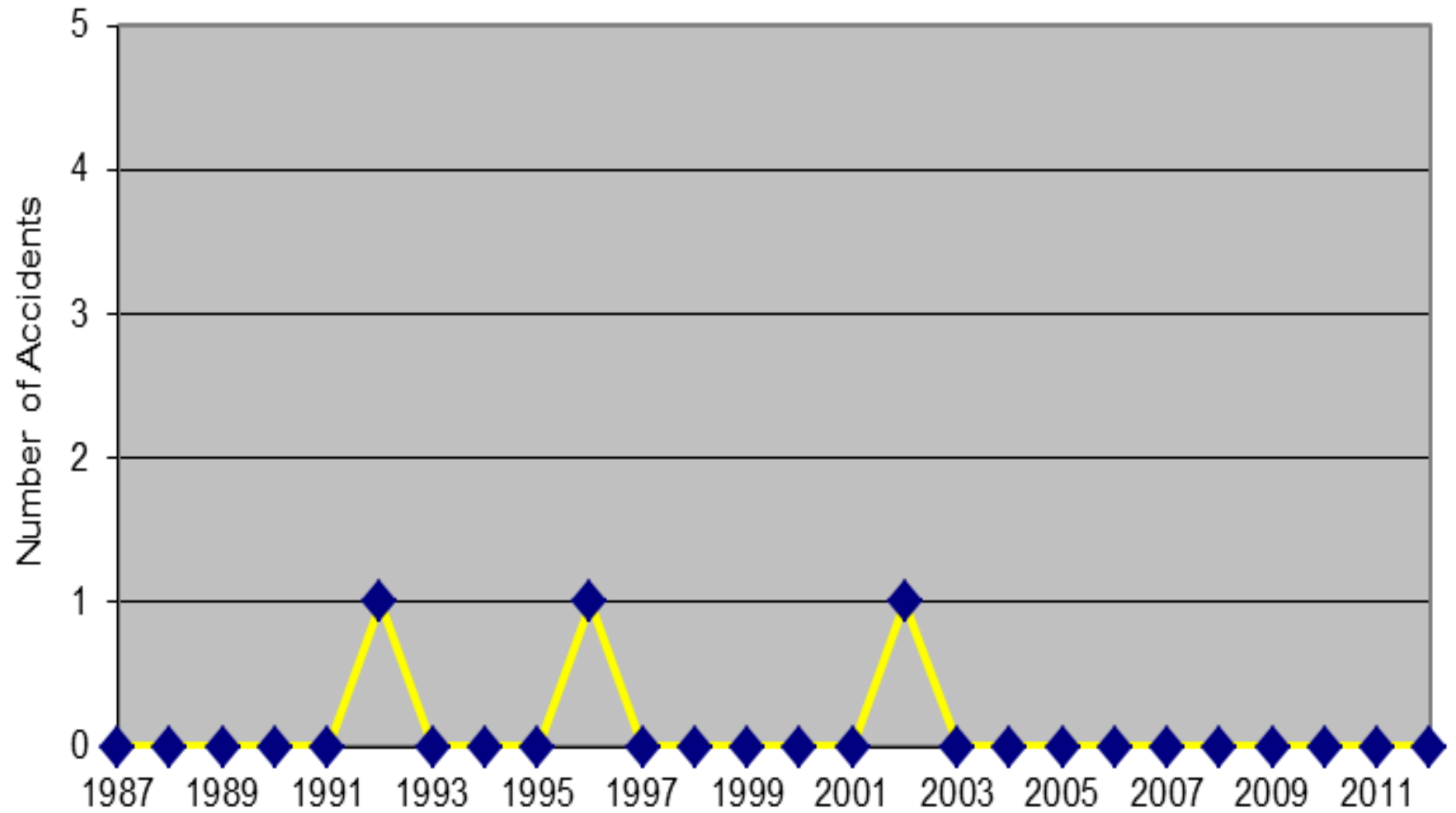
*Western built airplanes, Part 121 equivalent operations

CFIT - Operator Domicile: Middle East



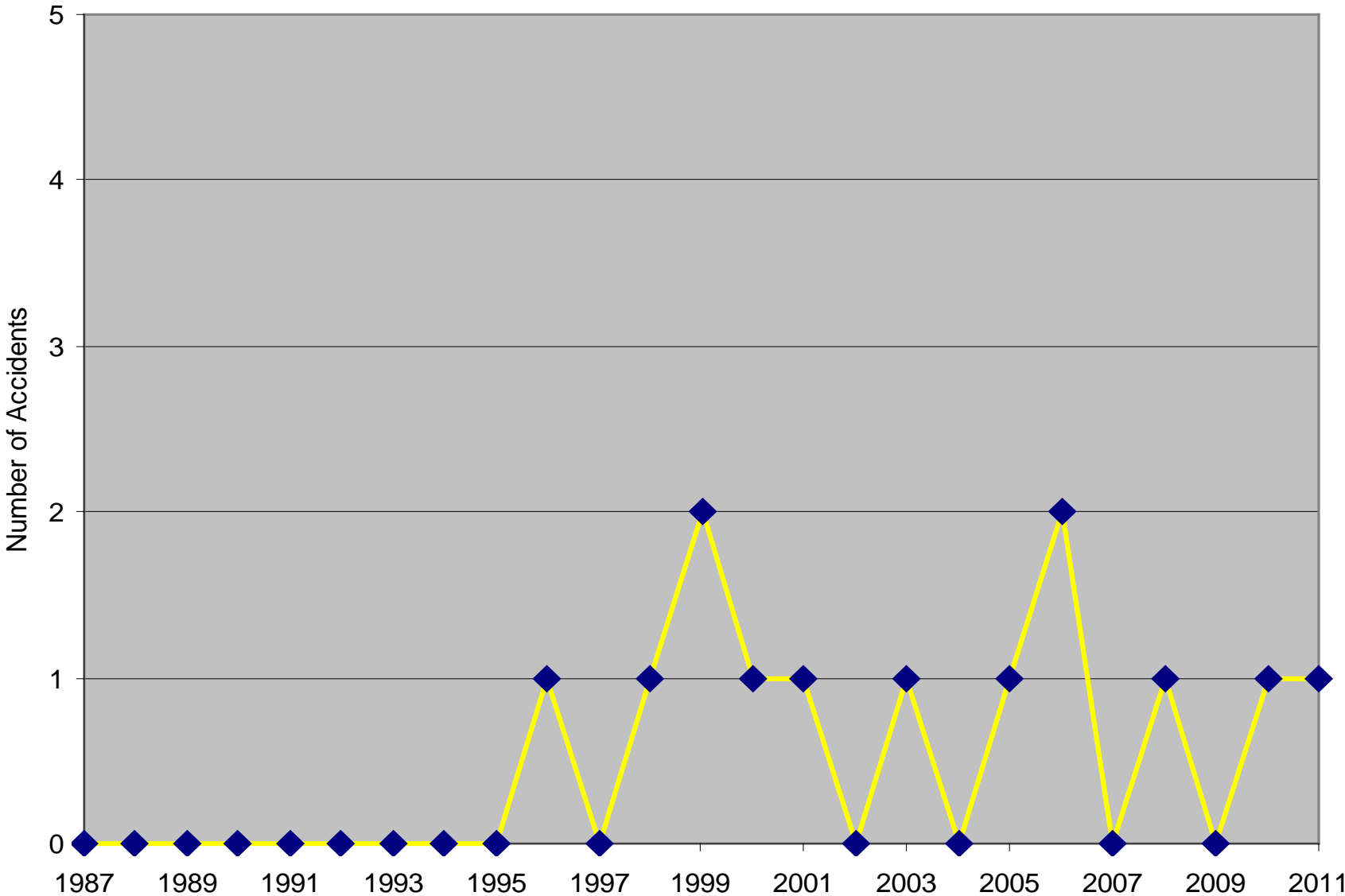
*Western built airplanes, Part 121 equivalent operations

Midair - Operator Domicile: Middle East



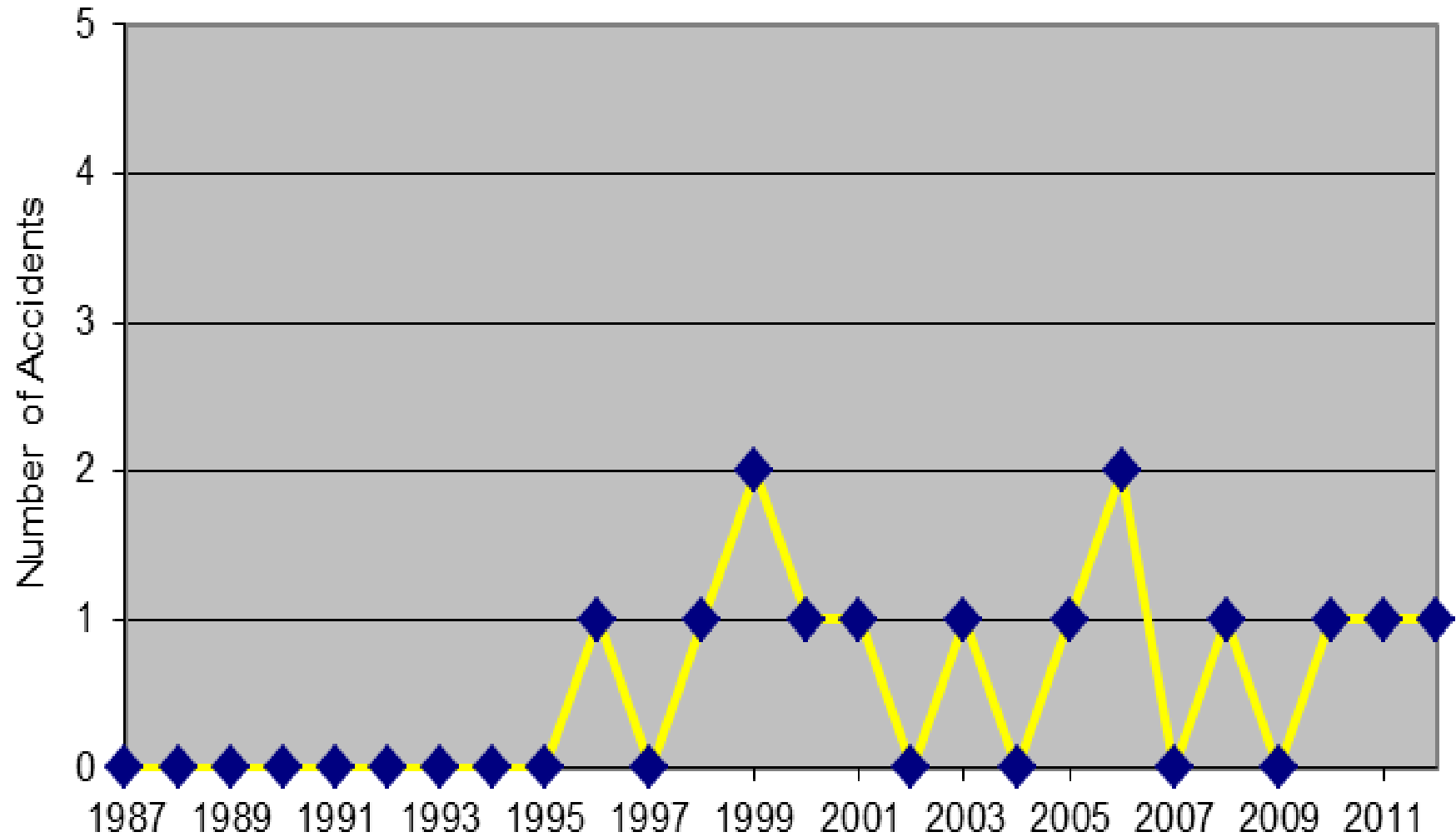
*Western built airplanes, Part 121 equivalent operations

RE-Landing - Operator Domicile: Middle East



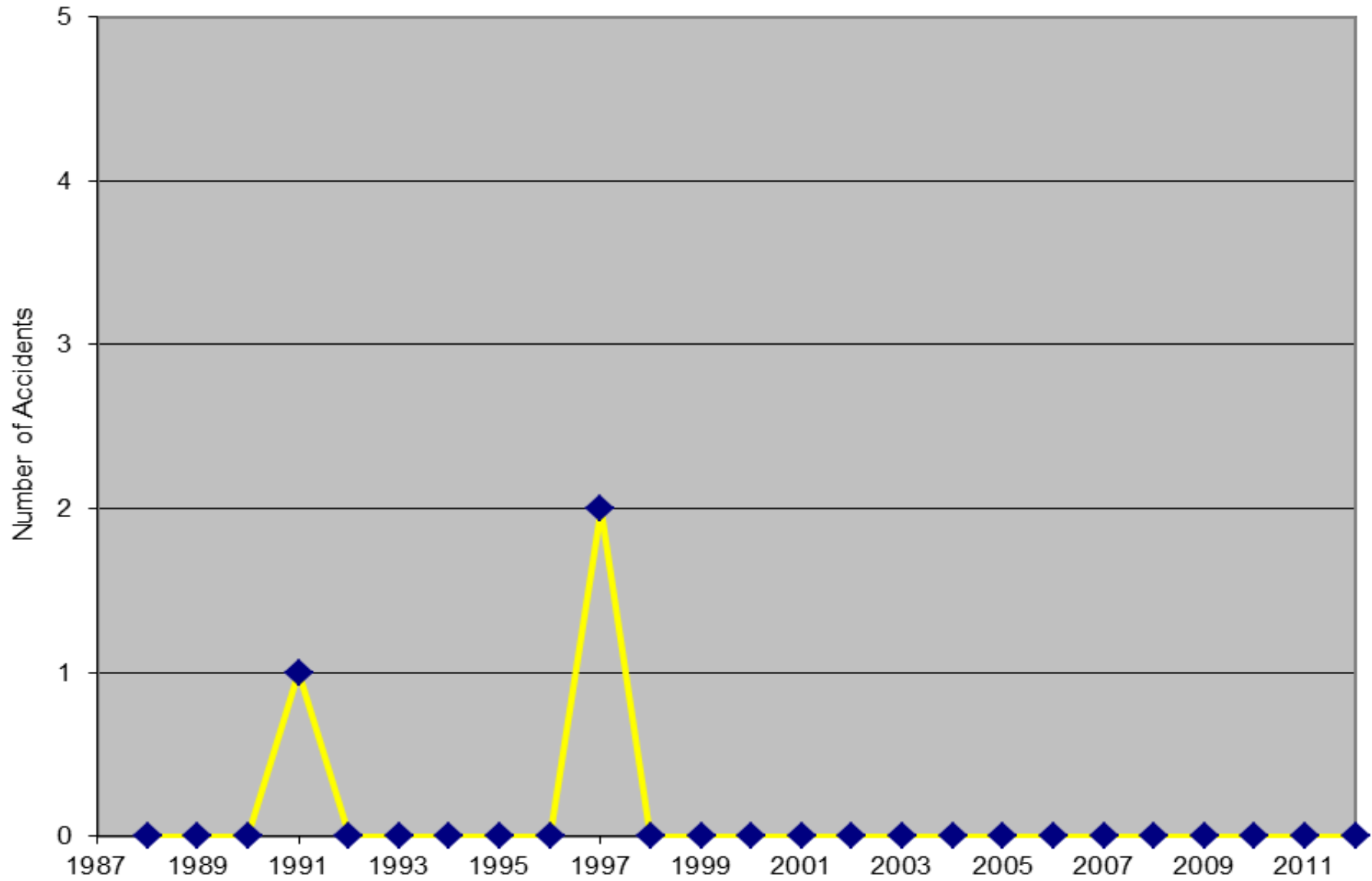
*Western built airplanes, Part 121 equivalent operations

RE-Landing - Operator Domicile: Middle East



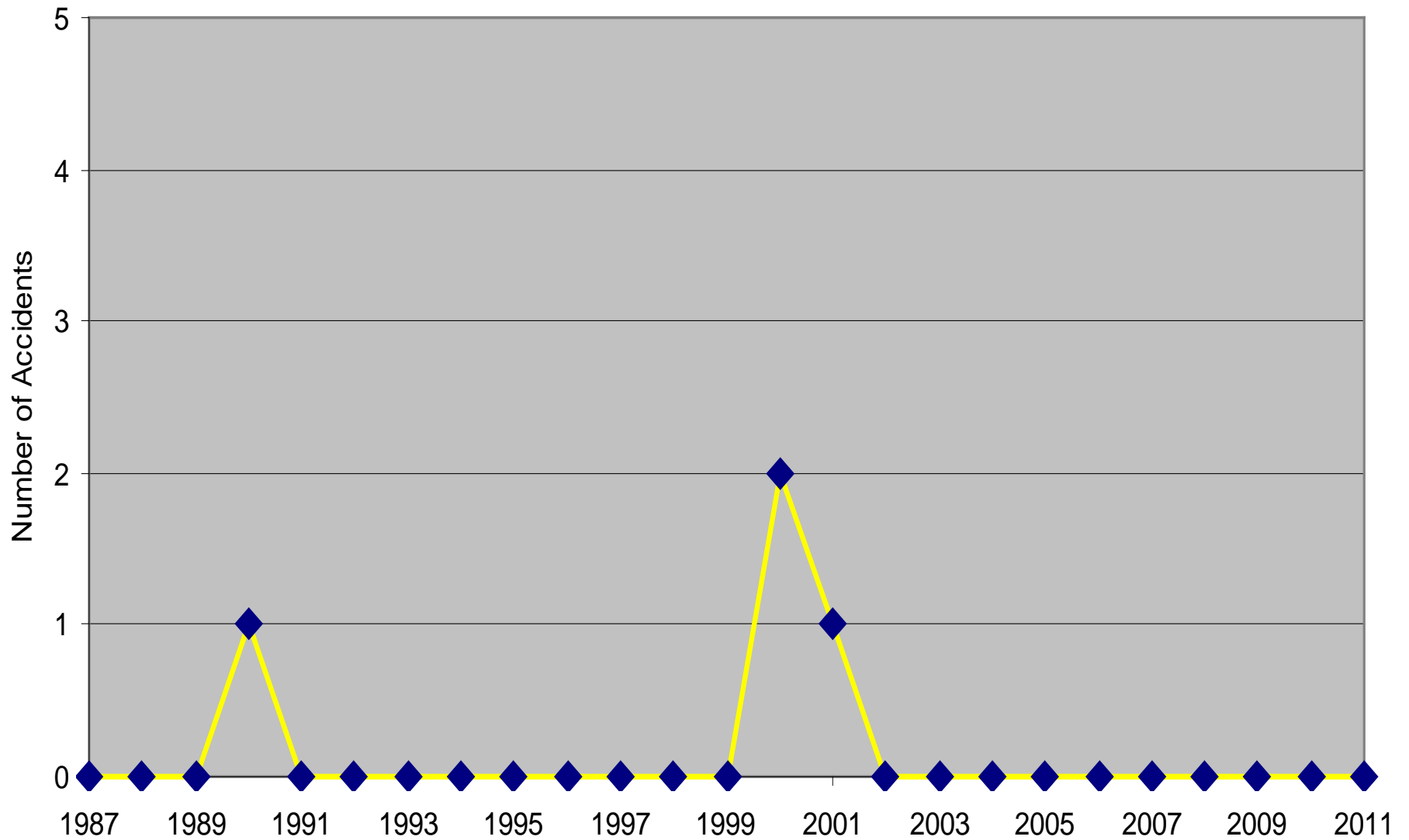
*Western built airplanes, Part 121 equivalent operations

RE-Takeoff - Operator Domicile: Middle East



*Western built airplanes, Part 121 equivalent operations

ARC - Operator Domicile: Middle East



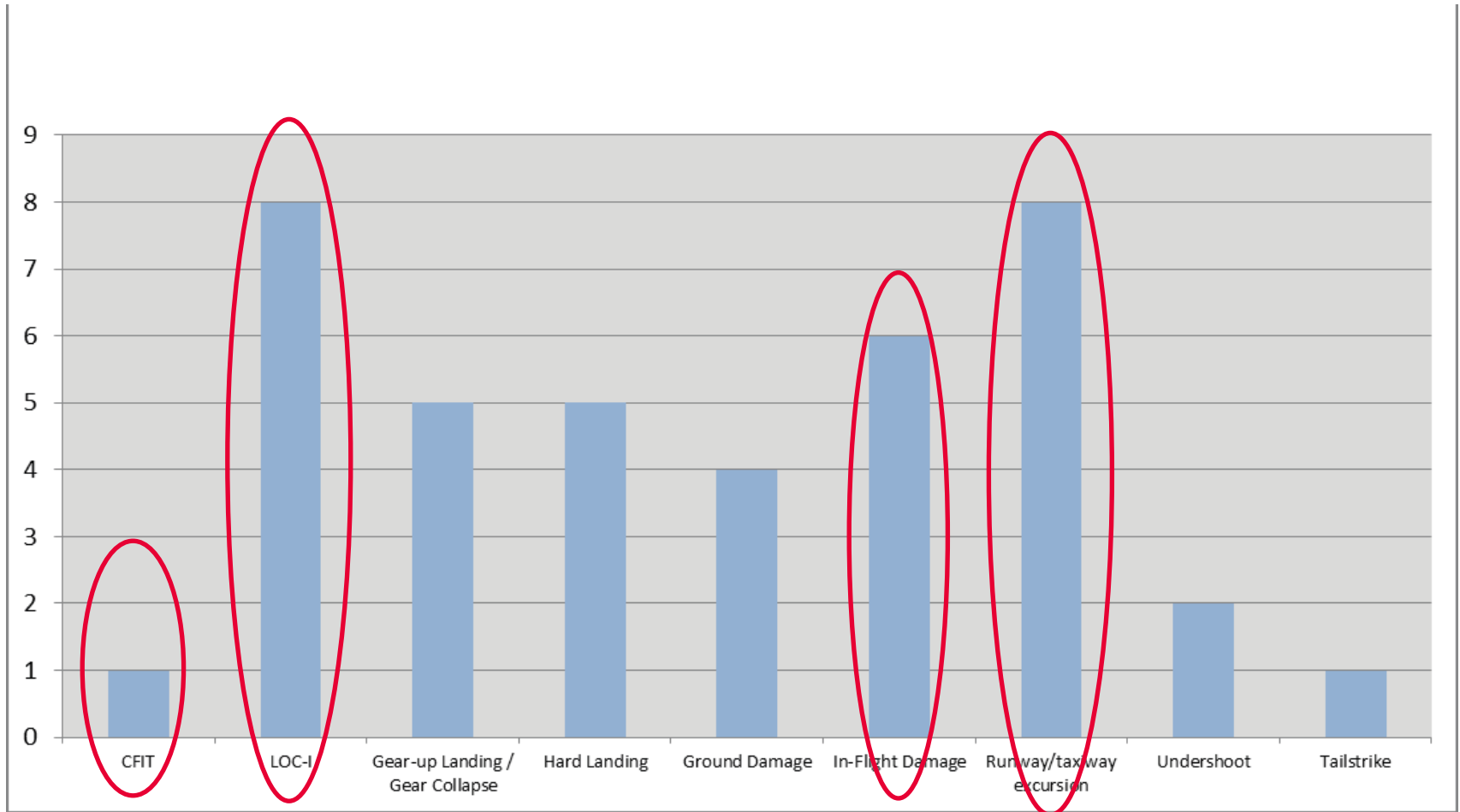
*Western built airplanes, Part 121 equivalent operations

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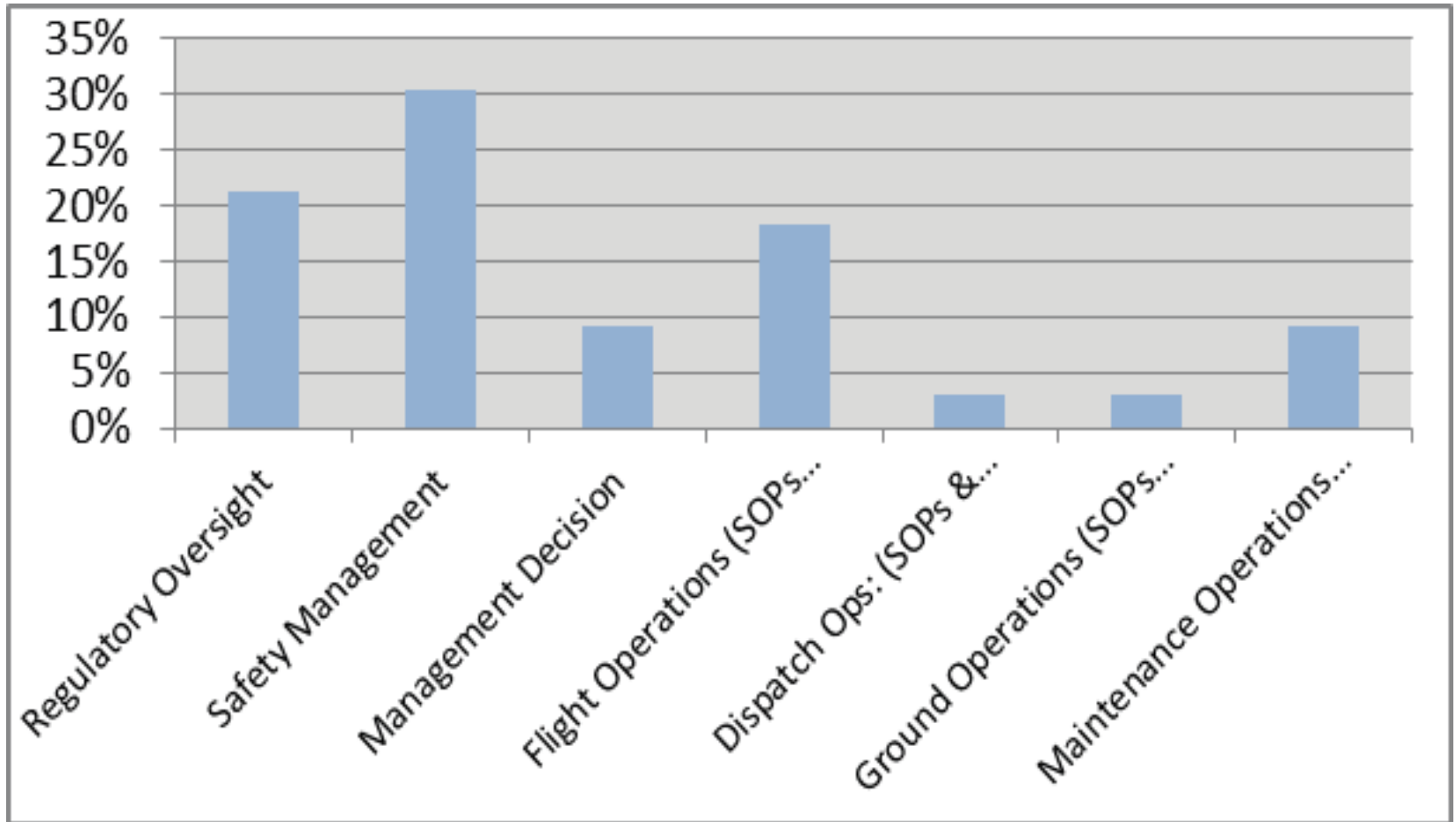
Safety Focus Areas

Middle East Annual Safety Report



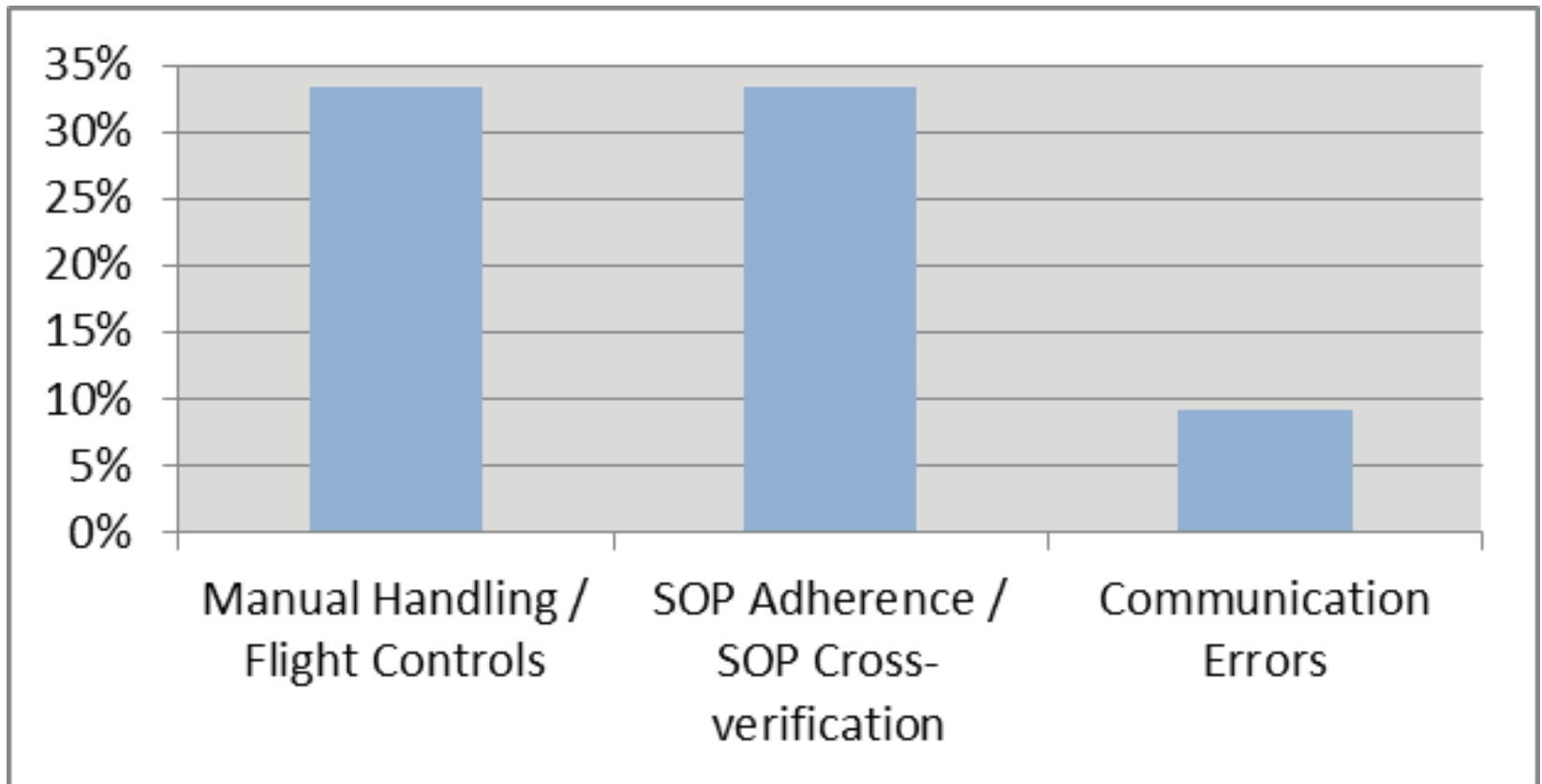
Source Iata Gsic

Latent conditions



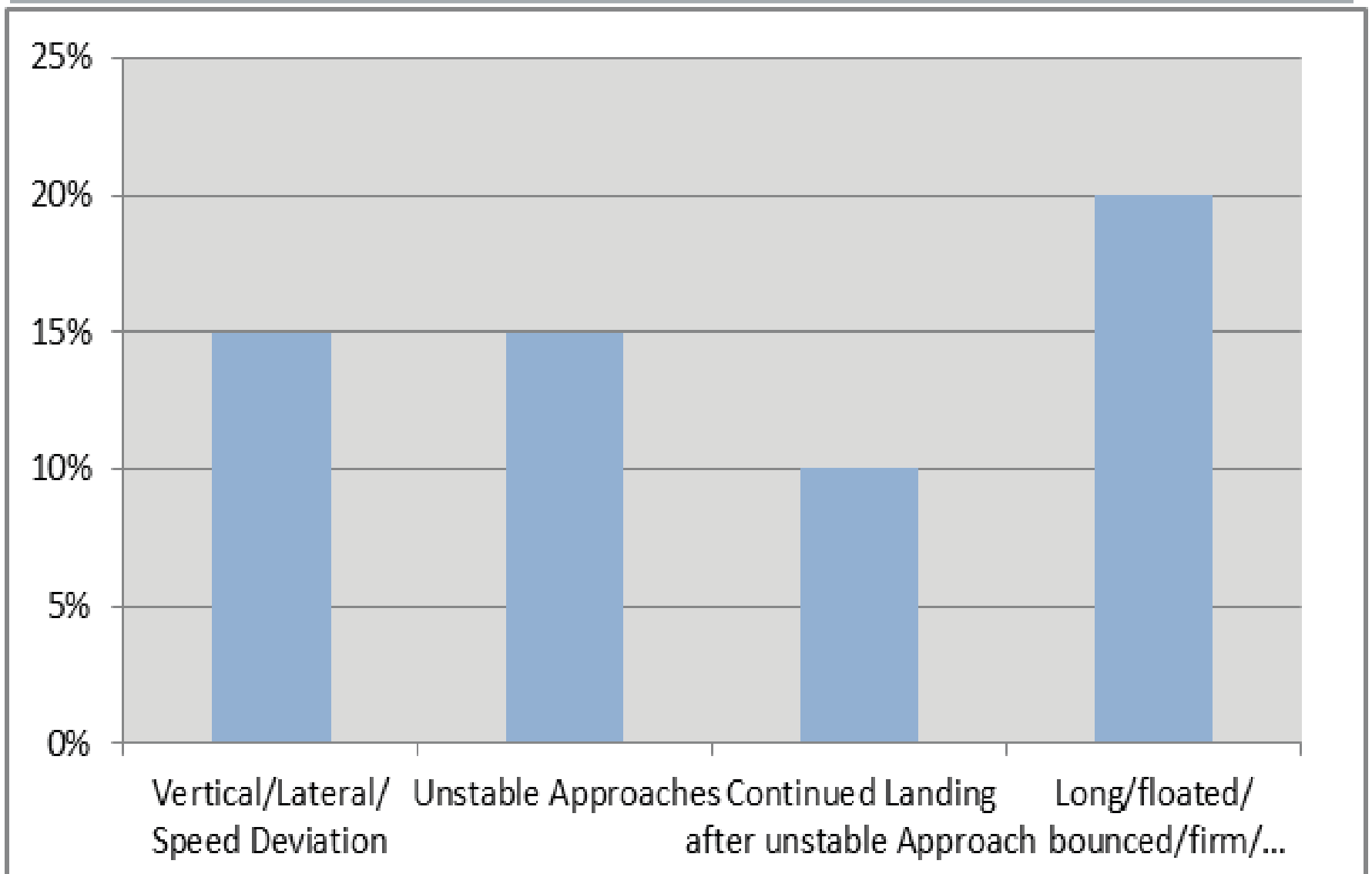
Source IATA Gsic

Top Flight crew issues

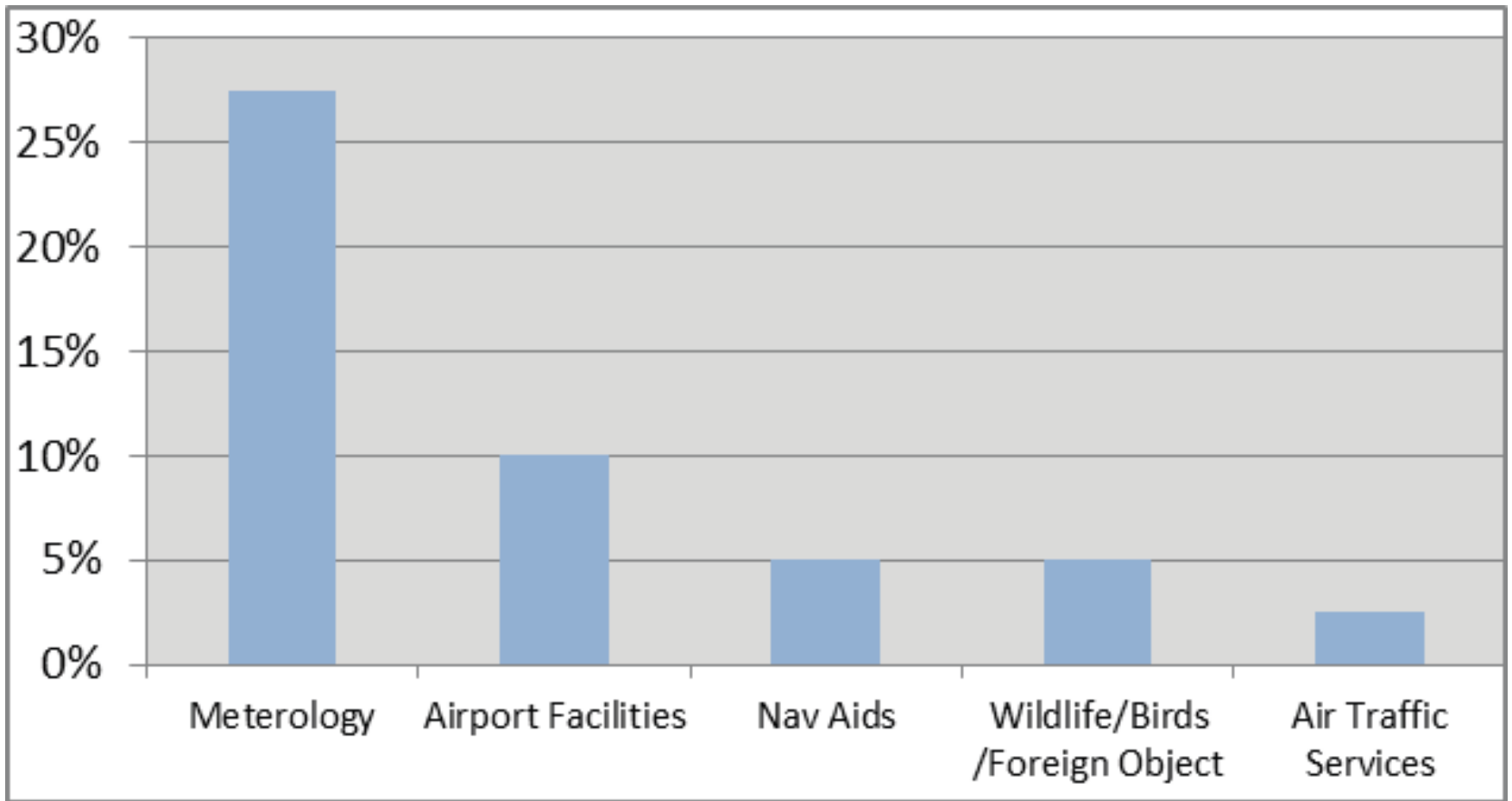


Source Iata Gsic

Top undesirable aircraft state



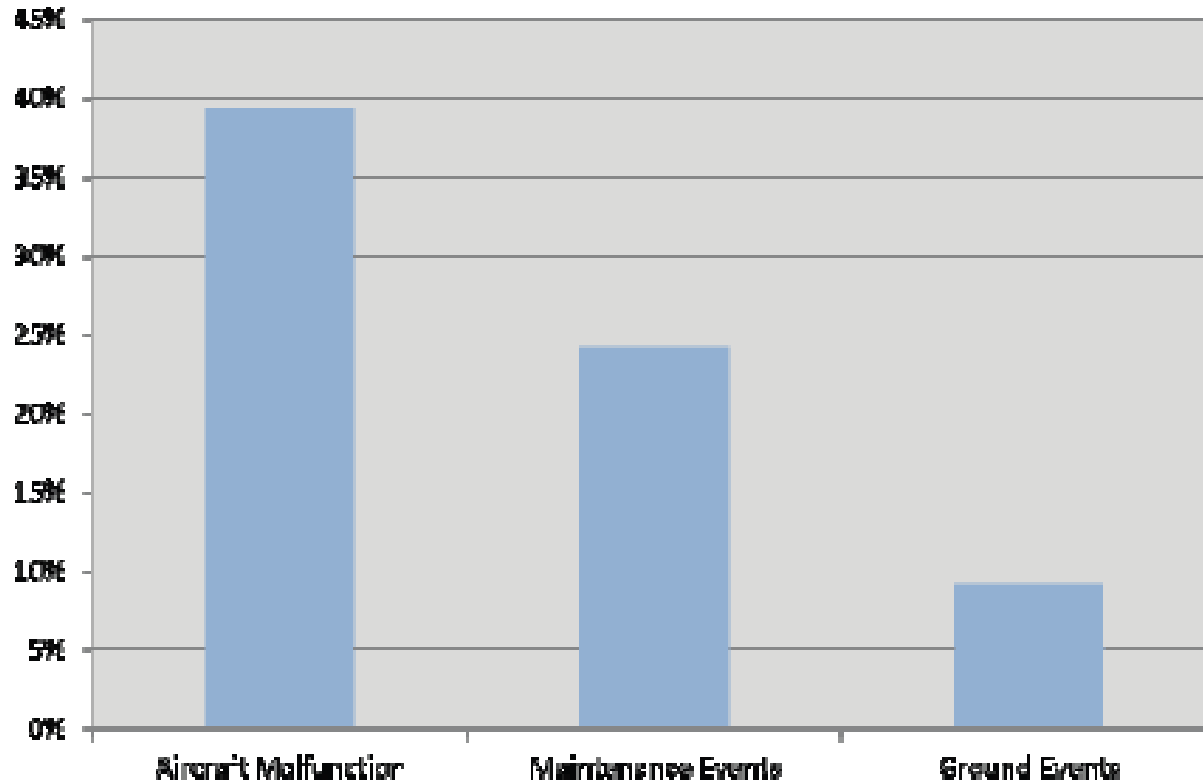
Top Environment threats



Source Iata Gsic

Top Airlines threats

5. Top Airline Threats



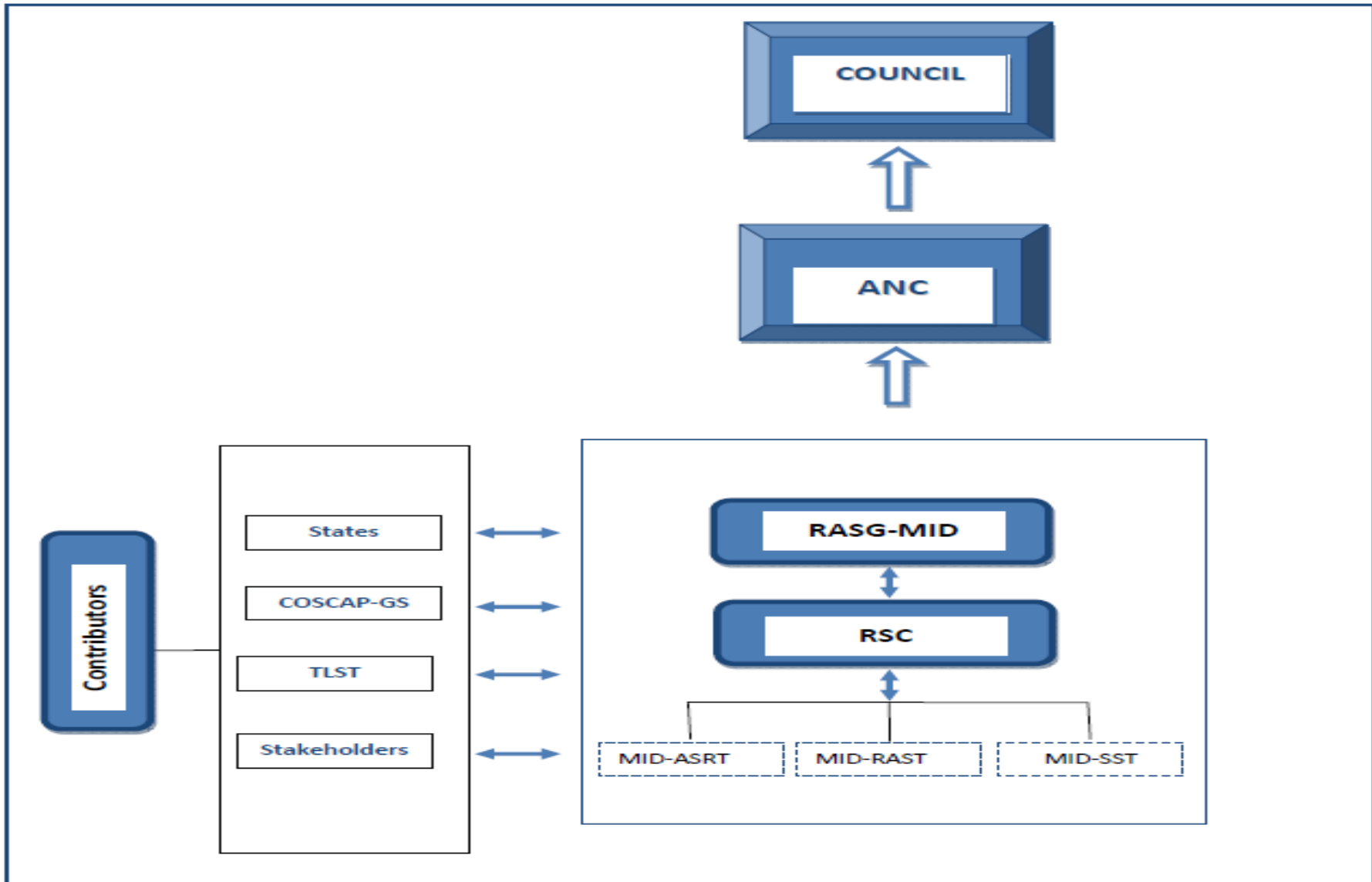
Source Iata Gsic

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RASG-MID

ORGANIZATIONAL STRUCTURE



Outline

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MID Regional Safety Strategy

Strategic Safety Objective:

Continuous improvement of aviation safety through a progressive reduction of the number of accidents and related fatalities in the MID Region to be in line with the global average, based on reactive, proactive and predictive safety management practices.

MID Regional Safety Strategy

Near-term Objective (2017):

- All MID States should establish an effective safety oversight system and progressively increase the USOAP-CMA Effective Implementation (EI) score with a baseline of 60% for all States by 2017,
- Reduce Runway Excursions and Incursions accidents in the MID Region by 50% by 2017,
- Reduce In-flight Damage accidents in the MID Region by 50% by 2017
- Reduce Loss Of Control In-flight (LOC-I) related accidents in the MID Region by 50% by 2017,
- Maintain the rate of Controlled Flight Into Terrain related accidents in the MID Region below the global rate
- States with an effective safety oversight score (EI) over 60% proceed to fully implement SSP following a phased approach

MID Regional Safety Strategy

Mid-term Objective (2022):

- Achieve full implementation of State Safety Programme (SSP) by States and Safety Management Systems (SMS) by concerned service providers (namely air navigation service providers, airlines, airports and other aviation stakeholders) to facilitate the proactive management of safety risks.
- Evolution from a purely compliance-based oversight approach to one which proactively manages risks through the identification and control of existing or emerging safety issues.
- In addition, service providers will strive to gain safety benefits from the common implementation of the different modules of the Aviation System Block Upgrades (ASBUs)

MID Regional Safety Strategy

Long-term Objective (2027):

- Implementation of proactive and predictive systems that ensure safety in a real-time, collaborative decision-making environment.
- Introduction of advanced safety capabilities (e.g. full trajectory-based operations) that increase capacity while maintaining or enhancing operational safety margins and manage existing and emerging risks.
- Support a collaborative decision making environment characterized by increased automation and the integration of advanced technologies on the ground and in the air, as contained in ICAO's Aviation System Block Upgrades (ASBUs) strategy.

MID Regional Safety Strategy

Safety Metrics:

- Accidents and serious incidents;
- Runway and Ground Safety (RGS);
- In-Flight Damage (IFD)
- Loss of Control In-Flight (LOC-I);
- Controlled Flight Into Terrain (CFIT);
- Safety oversight capabilities (USOAP-CMA, IOSA and ISAGO);
- Aerodrome Certification; and
- SSP/SMS Implementation.

MID Regional Safety Strategy

Safety Targets (example)

	Metric	Safety Indicator	Safety Target	Action Plan
	Accidents and serious incidents	Number of accidents per million departures	Progressively reduce the accident rate to be in line with the global average by the end of 2017.	- Establish a regional framework for safety data sharing to effectively analyze trends, identify risks and hazards, and develop mitigation strategies
		Number of fatal accidents per million departures	Progressively reduce the rate of fatal accidents to be in line with the global average by the end of 2017.	- Progressively implement the Detailed Implementation Plans (DIPs) based on the developed Safety enhancement Initiatives (SEIs) under MID-RAST and MID-SST.

MID Regional Safety Strategy

Safety Targets (others)



Microsoft Office
Word Document

MID Regional Safety Strategy

Governance

- The MID Region Safety Strategy has been endorsed by the MID States' Directors General of Civil Aviation.
- The MID Region Safety Strategy will guide the work of RASG-MID and all its member States and partners.
- The RASG-MID will be the governing body responsible for the review and update of the Strategy, as deemed necessary.
- Progress on the implementation of the MID Region Safety Strategy and the achievement of the agreed Safety Targets will be reported to the ICAO Air navigation Commission (ANC), through the review of the RASG-MID reports and to the stakeholders in the Region during the MID Region Safety Summits.

Questions?

Thank you

