



International Civil Aviation Organization

**Third Meeting of the ICAO Asia/Pacific Seamless ATM Planning Group
(APSAPG/3)**

Chennai, India, 21-25 January 2013

Agenda Item 4: Asia/Pacific Seamless ATM Status and Strategies

**COLLECTION OF SAFETY INFORMATION TO MITIGATE AIRSPACE RISK
DURING TRANSITION TO A SEAMLESS ASIAN SKY**

(Presented by IATA)

SUMMARY

This purpose of this paper is to propose safety measures to enable adequate risk mitigation of cross boundary ANSP changes.

This paper relates to –

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

1. DISCUSSION

1.1 In order for the Seamless ATM Plan to remain relevant:

- high Level Regional Goals should be agreed to ‘set direction’;
- there must be a firm commitment from States to implement the regionally coordinated improvement strategies in accordance with agreed objectives, service delivery outcomes and timelines;
- robust Safety cases must be developed for program initiatives;
- overall system performance should be measured to assess impact (what is working and what is not) and identify areas for further improvement; and regarding safety:
- Proper safety assessments must be completed prior to the implementation of all seamless ATM initiatives;
- Ongoing monitoring of air navigation safety performance is also required post implementation; and
- As many of these initiatives will be implemented, and executed, across FIR boundaries, a mechanism to collect and share safety performance information is required.

1.2 The APSAPG1 IATA paper noted;

It was also recognized that safety is paramount. The inaugural meeting of the newly formed ICAO Regional Aviation Safety Group (RASG), held in conjunction with DGCA/48, considered a paper proposing the establishment of a process to collect safety data across the region. It was agreed that to generate seamless ATM across the interface between States would require a comprehensive analysis of existing and future hazards in order for the Safety Cases to mitigate these risks. The ICAO Regional Office noted this IATA paper and forwarded it to ICAO Headquarters for expert advice.

1.3 There appears to have been no action as a result of this recommendation.

2. ACTION BY THE MEETING

3.1 The meeting is invited to request the RASG to investigate the scope of activities and mechanism(s) required to capture and analyze en-route navigation safety data.

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