



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety – Implementation Support

**REGIONAL COOPERATION WITHIN THE FRAMEWORK
OF FLIGHT SAFETY LEVEL ENHANCEMENT**

(Presented by the Interstate Aviation Committee)

EXECUTIVE SUMMARY

The RWY, CFIT and LOC accidents continue to account for the majority of the accidents in the world civil aviation. The Member States of the Agreement on Civil Aviation and Use of Airspace consolidate their efforts with international organizations aimed at decreasing of the risks of accidents associated with the above categories and implementing the safety enhancement initiatives (SEIs).

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	No financial implications.
<i>References:</i>	<ul style="list-style-type: none">– European Action Plan for the Prevention of Runway Excursions (EAPPRE)– Summary of Discussions of the First Meeting of the European Regional Aviation Safety Group (RASG-EUR) (RASG-EUR/01)– Summary of Discussions of the First Meeting of the European Regional Aviation Safety Group Coordination Group (RCOG/01)

1. INTRODUCTION

1.1 At the 37th Session of the ICAO Assembly a number of suggestions on flight safety enhancement within the international airspace have been presented; these suggestions have been approved by the world aviation community and were incorporated into the Assembly Resolution, which encourages regional structures to consolidate efforts and to work towards efficient implementation of the safety enhancement initiatives (SEIs) in the civil aviation activities of the regions.

(2 pages)

¹ Versions in Russian and English are presented by the Interstate Aviation Committee (IAC).

2. DISCUSSION

2.1 In January 2012, at the First Meeting of the European Regional Aviation Safety Group (RASG-EUR) concern was raised in the presentation of the Director of the Air Navigation Bureau over the amount of runway accidents (RWY), controlled flight into terrain accidents (CFIT) and loss of control accidents (LOC), which reach up to 72% of all global civil aviation accidents (in the region of the Member States of the Agreement on Civil Aviation and Use of Airspace these accidents amounted in 67% of all accidents from 2003 to 2012).

2.2 Taking into account the above and in accordance with item 3.12 of the Report of the First Meeting of RASG EUR Coordination Group (RCOG/01) it was suggested that the Interstate Aviation Committee (IAC) as well as other international organizations present information on the ongoing initiatives aimed at RWY, CFIT and LOC risks mitigation.

2.3 For more than 20 years analysis and study of the causes of RWY, CFIT and LOC accidents have been conducted in the region of the Member States of the Agreement on Aviation and Use of Airspace. Recommendations aimed at prevention of such accidents in future have been reflected in IAC Reports on the investigation of the accidents of the categories under question, and in accordance with the existing rules this information has been distributed among all stakeholders.

2.4 Among other objectives aimed at improvement of the practical implementation efficiency of the abovementioned recommendations, as well as for the development of top-priority initiatives related to RWY, CFIT and LOC risks mitigation the Council on Aviation and Use of Airspace of the Member States of the Agreement approved in February 2012 the establishment of the Civil Aviation Safety Team (CAST-CIS) and International Helicopter Safety Team (IHST-CIS) under the umbrella of IAC within the framework of the COSCAP-CIS Project.

2.5 CAST-CIS Team has conducted analysis of the statistical data available in this field within the region and has developed corresponding initiatives taking into account specifics of the region and global experience; subsequently, the initiatives have been presented at RCOG/02 and at the Council on Aviation and Use of Airspace of the Member-states of the Agreement, which recommended them for practical implementation in the civil aviation sector of the Member-states of the Agreement.

2.6 At the same time IAC has supported ICAO in consolidating efforts of ICAO, States of the ICAO North Atlantic Region, regional organizations EASA, IAC, ECAC, EUROCONTROL, etc., COSCAP-CIS Project, ECAST, as well as aviation industry on SEIs implementation, primarily addressing RWY, CFIT and LOC issues. In pursuing those objectives IAC has provided its facilities to the European and North Atlantic Office of ICAO to conduct the First Meeting of the ICAO European Regional Expert Safety Team (IE-REST/01). IAC along with the Member States of the Agreement has delegated its experts to work in the ad-hoc groups established at IE-REST/01.

2.7 IAC will continue its active participation in the implementation of the safety enhancement initiatives (SEIs) in the civil aviation activities of the Member States of the Agreement and the establishment of the efficient structure of the continuing flight safety monitoring within the region.