



## ICAO WORKSHOP ON NATIONAL AVIATION SAFETY PLAN DEVELOPMENT

### Handout 1:

### Facilitated Exercise I: Develop a List of Prioritized National Safety Issues (Part 1)

#### Context

You are tasked with developing a National Aviation Safety Plan (NASP) for StateX. Using the information provided on StateX (in this handout), complete the tasks below.

*Time allocated: 2h00*

#### Documentation / References

- Standardized Framework for the Identification of National High-risk Categories of Occurrences (N-HRCs)
- Doc 10131, Chapter 2, Sections 2.2 to 2.5

#### Your tasks

1. Using the *Standardized Framework for the Identification of N-HRCs*, and your subject matter expertise, conduct an evaluation of StateX based on the information provided in **Appendix A**;
2. Based on the results of the evaluation, compile a list of identified hazards and safety deficiencies;
3. Discuss as a group and select the top hazards and safety deficiencies at the State level, which comprise national operational safety risks;
4. Based on the discussion, classify them as either N-HRCs or other operational safety risks, and include the reason for selecting each issue (as N-HRC or other national operational safety risk); and
5. Complete the forms in the **Appendix B**.

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## **APPENDIX A**

### **INFORMATION ON STATEX**

As State of Occurrence, StateX had no fatal accidents involving an aircraft of a maximum mass of over 5 700 kg in the past 5 years. Operators from StateX had no fatal accidents outside of the State during that same period.

In the past year, there have been several serious incidents due to air proximity issues, Traffic Collision Avoidance System (TCAS) / Airborne Collision Avoidance System (ACAS) alerts, and loss of separation between aircraft in flight.

The main type of occurrence, resulting in accidents involving operators from StateX is abnormal runway contact (ARC). 2 ARC occurrence involving tail strikes and 1 hard landing were classified as accidents due to the damage sustained by the aircraft in the past 5 years.

In addition, operators from StateX (both domestic and international) have experienced an increase in turbulence encounters. Last month, a STATEX AIRWAYS widebody aircraft encountered turbulence during cruise, resulting in 30 passengers suffering minor injuries, and 2 cabin crew members suffering serious injuries requiring hospitalization.

In the past 5 years, there were 2 runway excursions, both involving turboprop aircraft (classified as accidents due to damage). In that same time frame, there were 3 runway incursions (classified as serious incidents) – all at the (only) international airport.

From surveillance activities conducted by StateX's Civil Aviation Authority, it was noted that many operators have experienced an increasing number of unstable approaches. In addition, there was an increase in the number of reports involving system/component failure or



malfunction (non-powerplant) (SCF–NP), related to issues such as: flight control malfunctions; failures in software and database systems; non-powerplant parts or pieces separating from aircraft; and all failures/malfunctions related to maintenance issues.

The current edition of the Global Aviation Safety Plan (GASP) lists the following types of accidents as Global High-risk Categories of Occurrences (G-HRCs):

- Controlled flight into terrain (CFIT)
- Loss of control in-flight (LOC-I)
- Mid-air collision (MAC)
- Runway excursion (RE)
- Runway incursion (RI)

The current edition of the Regional Aviation Safety Plan (RASP), for the region in which StateX is situated, lists the following types of accidents as Regional High-risk Categories of Occurrences (R-HRCs), in addition to all the G-HRCs listed in the GASP:

- Abnormal runway contact (ARC)
- Turbulence encounter (TURB)

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## APPENDIX B

### LIST OF PRIORITIZED NATIONAL SAFETY ISSUES (OPS SAFETY RISKS)

N-HRCs	Justification
MAC	it is based on the number of TCAS/ACAS and lost of separation in flight
Turbulence encounter (TURB)	due to 30 passengers sustaining minor injures and 2 cabin crew serious injures
RE	based on the accidents happen within the last 5 years and the increase of the unstable approach
LOC-I	based on lost aircraft components
RI	based on the 3 serious incident that happen on the international



Other National OPS Safety Risks	Justification
SCF-NP	during the surveillance we find out increase of the flight control malfunctions; failures in software and database systems; non-powerplant parts or pieces separating from aircraft; and all failures/ malfunctions related to maintenance issues
C-FIT	no C-FIT report state requires to monitor
ARC	due to 2 ARC resulting tail strike and 1 ARC resulting hard landing.

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