



ICAO

**FIFTEENTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION
SAFETY TEAM (APRAST/15)**

Bangkok, Thailand, 24 to 25 June 2020 on Virtual Platform

APRAST/15–WP/20

Agenda Item 5

Agenda Item 5: Updates from the Sub-groups

MID-AIR COLLISION RISK MITIGATION

(Presented by SRP WG)

SUMMARY

- This Paper proposes the development of safety enhancement initiatives in regards to mid-air collision risk. Mid-Air collisions are a known global safety risk and are considered a safety focus area in the GASP 2020-2022.

Action by the Meeting is at Paragraph 3.1 of this Working Paper.

1. INTRODUCTION

1.1 Background

Mid-Air collision has historically caused significant loss of life. It is a known key risk areas as outlined in the GASP 2020-2022.

2. DISCUSSION

2.1 While Mid-Air collision type accidents were by and large mitigated with the proliferation and sophistication of the TCAS system (Traffic Collision Avoidance System), some remaining risk remains. In recent years the industry became aware of significant numbers of TCAS RA's (Resolution Advisory) occurring within the commercial operation of large transport aircraft. TCAS RA's are considered one of the last safety barriers intended to prevent a collision accident between two aircraft. Those type of events usually occur during the approach/landing and takeoff/climb phases of flight but have also occurred en-route.

2.2 Given that occurrences of near miss events are a known global issue in conjunction with this being a safety area identified in the GASP 2020-2022, we recommend to develop safety enhancement initiatives to mitigate mid-air collision risk in APAC.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Consider the proposal to develop Mid-Air collision (MAC) safety enhancement initiatives; and
- b) Endorse progression of a safety enhancement initiative in relation to MAC's by the SRP and SEI working groups, with an update to be provided at APRAST 16

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